

## **A500 Dualling**

### **Pre-Planning Public Consultation Report B1832076/OD/056, Rev 1**

**March 2018**

## A500 Dualling

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## 1 Executive Summary

A total of 72 people attended two public exhibitions held during the six-week long Pre-Planning Application Consultation period.

As part of the pre-planning application consultation, the general public, statutory bodies and local interest groups were consulted with the aim of creating open communication with key stakeholders and those who are most affected by the scheme.

A total of 38 questionnaires were received either by post, online participation or at the Public exhibitions.

The following observations were made based on the analysis of the questionnaires:

- 94.6% of respondents stated that a solution to the A500's traffic problems was required.
- 68.4% of respondents stated that they supported the proposed A500 Dualling scheme and 23.7% partly supported it.
- 7.9% of respondents stated that they did not support the need for the proposed A500 Dualling scheme.

Consultees were invited to suggest any improvements to the proposals that they would like to see included in the design. As a result of the pre-planning application consultation, the following key design changes or actions were taken forward:

- Re-design / re-alignment of proposed Non-Motorised User facilities, in particular footpaths.
- Relocation of attenuation ponds to support safer cattle movement within the surrounding farms.
- Where comments have been raised on specific environmental impacts, careful consideration of those comments when designing appropriate mitigation measures; and
- Due consideration of the complications surrounding construction at the Duckeries.

Written representations were received or meetings were held with affected landowners in the area. Their requirements and comments have been acknowledged and considered in the design process. Details of these consultations have been included in this report.

## 2 Introduction

### 2.1 Background

This report describes the pre-planning application public consultation for the A500 Dualling scheme, which was held over a six-week period from 20<sup>th</sup> September to the 1<sup>st</sup> November 2017.

The public consultation consisted of the following:

- Two open exhibitions held in Barthomley Village Hall on Wednesday 20<sup>th</sup> and Saturday 23<sup>rd</sup> September 2017. The exhibition boards displayed during the consultation are attached for reference in **Appendix A**;
- Consultation letters (**Appendix B**), which included a leaflet and questionnaire (**Appendix C**) were distributed to 204 homes and businesses in and around Barthomley with additional questionnaires made available at the exhibitions in Barthomley Village Hall.
- Consultation material was uploaded to the Cheshire East Council (CEC) website providing details of consultation venues and times, PDF's of the exhibition boards and an online questionnaire was made available (<http://www.cheshireeast.gov.uk/A500Dualling>);
- A press release about the public consultation. This resulted in articles in The (Stoke) Sentinel, Nantwich News and Crewe Chronicle newspapers and websites, an article on the Business Desk website and an interview with the project sponsor on Radio Stoke. An interview with the project sponsor and exhibition attendees was also broadcast on Signal Radio.
- Meetings and liaison with landowners and other stakeholders (this was ongoing through the consultation and continues as the scheme design develops)

### 2.2 Purpose of Pre-Planning Application Public Consultation

Prior to the public consultation period, a key stakeholders workshop was held in February 2017 to engage with and seek guidance from land owners, environmental groups and local interest groups. Much of the feedback from this workshop fed directly into design decisions, and full details are provided in report no. 'B1832076/OD/001 – Scheme Assessment Report, Rev 1'. The preferred route was announced in May 2017, and the design was then further developed until August 2017 – this was the design presented during this pre-planning consultation.

The September to November 2017 consultation gave the opportunity for comments to be raised, and for the design team to make any necessary changes prior to the planning application submission in June 2018. The consultation material provided information about the scheme such as preliminary drainage proposals, location and availability of access tracks for farmers and other landowners, preliminary noise and air quality assessments, and proposals for non-motorised users.

During the consultation period, a leaflet and questionnaire (**Appendix C**) were delivered to 204 homes and local businesses in and around Barthomley with additional questionnaires available at the exhibitions in Barthomley Village Hall

The main objectives of the pre-planning application consultation are summarised below:

- To inform the public and other stakeholders of the preferred route for the A500 Dualling project;
- To offer the public and stakeholders an opportunity to suggest design changes prior to the submission of a planning application for the scheme;
- To provide an opportunity for the public and other stakeholders to discuss and ask questions about the scheme with members of the project team;
- To gauge the level of support for the developing scheme preliminary design and the support for the scheme in general;
- To offer an opportunity for stakeholders to provide feedback on the scheme impacts and environmental mitigation measures;
- To maintain and enhance communication with stakeholders to increase scheme support, and;
- To reduce the risk of stakeholders objecting to the scheme during the planning application and statutory process.

## 2.3 Purpose of this Report

This report describes the public feedback and technical and engineering responses to the Autumn 2017 pre-planning application public consultation for the A500 Dualling scheme.

The report provides an overview of how the consultation process was executed and how the responses received during the consultation period were collated and analysed. The findings are presented in this report in an unbiased manner.

The report also summarises the overall level of support and outlines design changes that have been actioned in response to the feedback, including next steps.

## 3 Scheme Proposals

### 3.1 Scheme Description

The A500 between the M6 Junction 16 and Meremoor Moss roundabout (where the B5472 and the A531 meet) was constructed in the mid-1980s, but developments in eastern Crewe and the construction of the A500 Hough Shavington Bypass immediately to the west (open to traffic in 2003) have generated a significant increase in traffic flows causing congestion on this section. In addition to this, proposed development highlighted in the CEC Local Plan will generate more traffic and exacerbate problems on the link.

Cheshire East Council (CEC) are therefore developing proposals to upgrade the 3.3km section of the A500 between M6 Junction 16 and Meremoor Moss roundabout to dual carriageway standard in order to support economic, physical and social regeneration of the area.

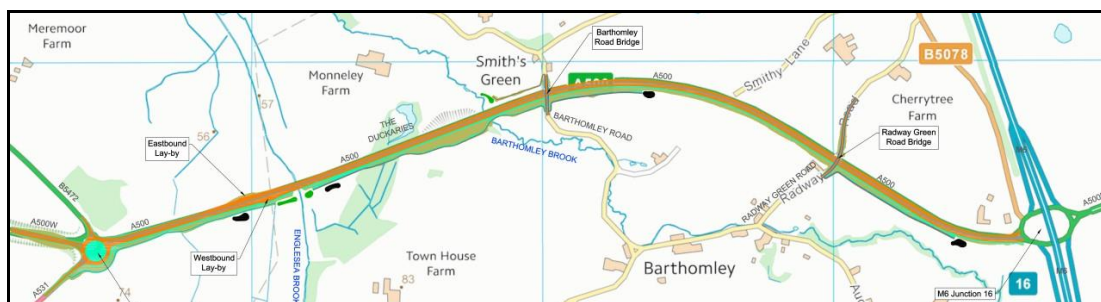
The proposed dualling will be achieved by widening the A500 immediately to the south to form a two lane westbound carriageway, and utilising the existing section of road as a two lane eastbound carriageway. Meremoor Moss roundabout will be enlarged to increase its capacity and two new bridges will be constructed to replace the existing bridges on Barthomley Road and Radway Green Road.

### 3.2 Scheme Objectives

A set of scheme objectives have been developed by Cheshire East Council. These objectives are to:

- Support the economic, physical and social regeneration of Crewe and the Constellation Partnership Area
- Improve journey time and reliability over the period to 2030
- Improve the reliability of public transport
- Improve connectivity between important economic centres, Local Enterprise Partnership and local authority areas, and to North Wales
- Support delivery and operation of key national infrastructure, i.e. HS2 and the Crewe Hub Station
- Support delivery of key employment and housing allocations
- Boost business integration and productivity; improve the efficiency and reliability of the highway network, reduce the conflict between the local and strategic traffic, and provide an improved route for freight and business travel
- Facilitate future improvements to M6 J16.

### 3.3 The A500 Dualling proposal



**Figure 3-1 - Alignment of Proposed Road**

The western limit of the scheme is at Meremoor Moss Roundabout which will be increased in size to incorporate three circulatory lanes. This will increase capacity and enable the roundabout to accommodate the forecasted increase in traffic. The scheme continues along the same route as the existing alignment, widening to the south to provide a new westbound carriageway, maintaining the existing A500 as the proposed eastbound carriageway.

The eastbound layby will be improved to meet standards for dual carriageways and a new layby will be designed for the westbound carriageway. The widening continues along the same route as the existing alignment until the M6 J16 roundabout where it will tie in to the recently developed pinch point scheme. The two overbridges carrying Barthomley Road and Radway Green Road will be replaced. The scheme also includes enhancements to non-motorised user facilities in close proximity to the scheme.

## 4 Consultation Arrangements

### 4.1 Overview

The Public Consultation occurred over a six-week period from 23<sup>rd</sup> September to 1<sup>st</sup> November 2017. It was held as an opportunity for the public to express their views and opinions with respect to the scheme.

The target audience for the consultation was residents of Barthomley, Englesea Brook and surrounding villages and parishes. However, the consultation was open to any organisation, stakeholder or individual who may have an interest in the scheme.

Two A500 Dualling public exhibitions were held at Barthomley Village Hall and the public were invited to come and view the consultation material and complete the associated questionnaire. There was also the opportunity to converse directly with members of the design team (including representatives looking at the engineering, traffic and environmental aspects) as well as the project sponsor from Cheshire East Council.

### 4.2 Consultation Engagement Strategy

An overview of the activities which were carried out as part of the public consultation process is provided below. These formed the basis of the consultation engagement strategy:

- Identify all key stakeholders, statutory consultees and local residents;
- Consultations throughout the development of the design;
- Produce and distribute consultation letters, leaflets and questionnaires;
- Press release;
- Update the A500 webpage on Cheshire East Council's website;
- Hold public exhibitions;
- Collect and collate all questionnaires and feedback provided during the consultation.
- Analyse the feedback provided during the consultation.
- Produce and publish a pre-planning application public consultation report.

### 4.3 Public Exhibition and Exhibition Boards

The venue used for the public exhibition was the village hall in Barthomley. This was selected as it was the most convenient place for local residents to access and provided a suitable space for displaying the boards. The exhibition ran over two days, the 20<sup>th</sup> and 23<sup>rd</sup> September 2017, and 72 people attended in total. Fourteen A0 sized exhibition boards were displayed around the room, with a separate table provided for the public to complete a questionnaire. Members of the project team

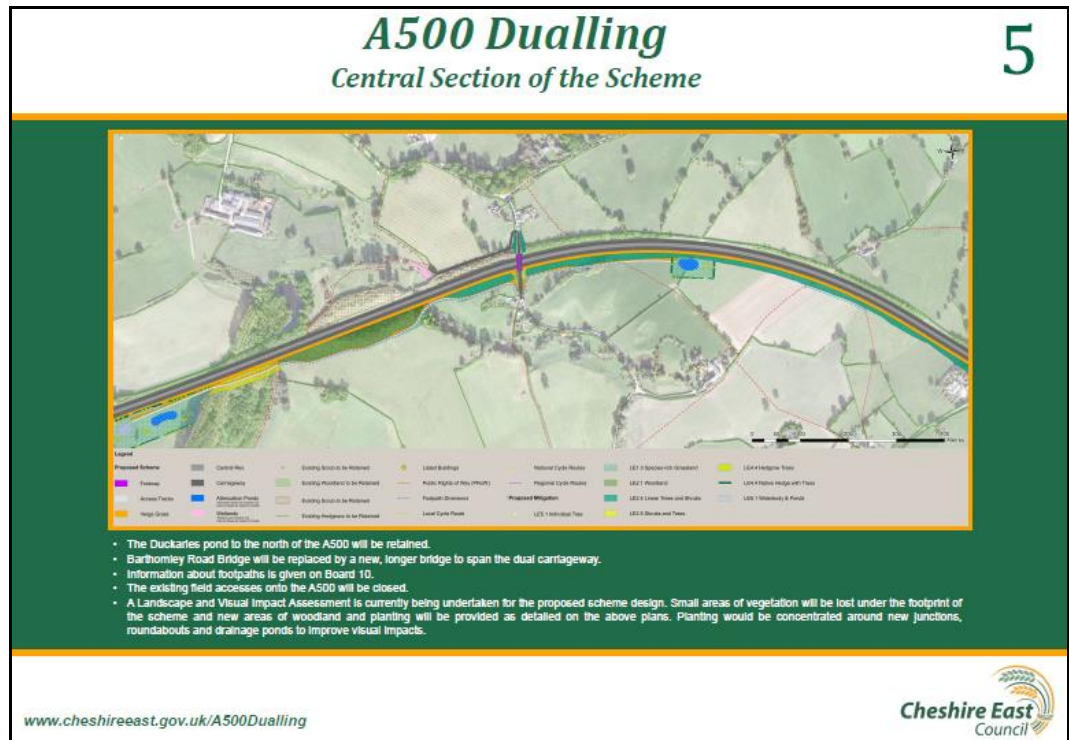


were also present to answer any questions about the scheme, including the CEC project sponsor, highway engineers, an environmental specialist and a transport planner.

The Exhibition Boards presented key information relating to the scheme including the need for the scheme, an overview of the route, proposed environmental mitigation, and noise and air quality impacts. A scheme timeline was also provided to illustrate the current stage of the project, and what the following steps would be.

The information and themes contained on each board is summarised below. A4 copies of the full set of boards are included in **Appendix A**, with an example also shown overleaf (Figure 4-1):

- Board 1 – Introduction *and Welcome to the Public Consultation*
- Board 2 – Why is it needed? *Summary of current issues, scheme objectives and the proposal*
- Board 3 – Overview of the Scheme - *Full Route and typical cross section*
- Board 4 – Western Section of the Scheme - *Route from Meremoor Moss Roundabout to Englesea Brook*
- Board 5 – Central Section of the Scheme – *Route from Englesea Brook to Radway Green Road*
- Board 6 – Central Section of the Scheme - *Route from Radway Green Road to M6 Junction 16 Roundabout*
- Board 7 – Ecological Assessment and Mitigation – *Summary findings from surveys and Potential Mitigation Measures*
- Board 8 – Air Quality – *Plan of predicted air quality impact*
- Board 9 – Noise Impacts – *Plan of predicted noise quality impact*
- Board 10 – Pedestrians, cyclists and equestrians – *Plan of cycle routes and footpaths including proposed diversions*
- Board 11 – Forecasted Traffic Impacts – *Predicted Traffic Flows and Journey Times*
- Board 12 – Construction - *working; compounds and stockpile areas; reducing public disruption*
- Board 13 – Economic Assessment and Scheme Funding – *Business Case*
- Board 14 – Timeline – *Progress of project and upcoming milestones*



#### 4.6 Councillors invite

A group of key local stakeholders was invited to attend a private briefing session on the first morning of the public exhibitions. This group included local councillors, the local MP, members of parish councils, representatives from Crewe town council and Highways England.

Although none of the invitees attended the private briefing session, a number of them took other opportunities to engage with the project team, either by attending the sessions open to the public, or at the recent parish council meetings. Representatives from Highways England and the Cheshire and Warrington local enterprise partnership sit on the project board.

The invitation to stakeholders is attached as **Appendix C** and the list of stakeholders is included in **Appendix E**.

#### 4.7 Questionnaire

The questionnaire was designed to ascertain the views of the public with respect to the proposed scheme. Respondents were asked to indicate their level of support for the A500 Dualling scheme and whether there were any improvements to the proposals that they would like to see included in the design.

In total, 204 paper copies of the questionnaires were issued in the post (with the leaflets described in Section 4.5). Copies were also made available during the public exhibitions, and could be downloaded from the Cheshire East website.

#### 4.8 Period for Comments

A six-week period was provided during September and October 2017 to allow adequate time for the public to consider their views on the scheme. The closing date for feedback was 1 November 2017 which was made clear on both the questionnaire leaflet and the Cheshire East Council website.

#### 4.9 Information made available to the public

The public exhibition boards, leaflet and questionnaire were available to the public throughout the consultation period.

The following historic information was also in the public domain, available via the Cheshire East website:

- May 2017 Cabinet Report, which confirmed the preferred option and has the following as supporting documents;
  - DfT Large Local Major Transport Schemes Funding Bid
  - Scheme Assessment Report
  - EAST and SWOT Analysis

## 5 Consultation Response

### 5.1 Questionnaire Response

A total of 38 questionnaires (paper and electronic) and two email responses were received in response to the pre-planning application public consultation. **Section 8** summarises the main issues highlighted by respondents and the numbers of respondents by theme along with a technical note to explain what provision if any has been made in the scheme design.

Questionnaires were received via the following methods:

- By post;
- Submitted by email; or
- Completed at the public exhibition.

A breakdown of how the responses were received is provided below in Table 5-1. An analysis of the questionnaire responses is provided in Chapter 6.

Questionnaire responses	
Questionnaire received via	Number
Post	34
E-mail	2
Completed at Public Exhibition	2
<b>Total</b>	<b>38</b>

*Table 5-1 - Returned Questionnaires*

Questionnaires were distributed to 204 addresses in the local area. 34 were returned by post meaning a response rate of 16%. Two responses were received by email and two were completed at the public exhibitions.

### 5.2 Exhibition Attendance

Over the course of the two public exhibitions 72 attendees were recorded as having attended. A breakdown of the number of attendees per exhibition is provided in Table 5-2 below.

Public Exhibition Attendance	
Date and Location of Event	Number
Wednesday 20 <sup>th</sup> September, 2pm-8pm, Barthomley Village Hall	34
Saturday 23 <sup>rd</sup> September, 9am-4pm, Barthomley Village Hall	38
<b>Total</b>	<b>72</b>

*Table 5-2 - Public Exhibition Attendance*

A selection of photos taken during the public exhibitions is shown in the Figures below.



Figure 5-1 - Layout of Exhibition Boards 1



Figure 5-2 - Layout of Exhibition Boards 2





Figure 5-3 - Layout of Exhibition Boards 3

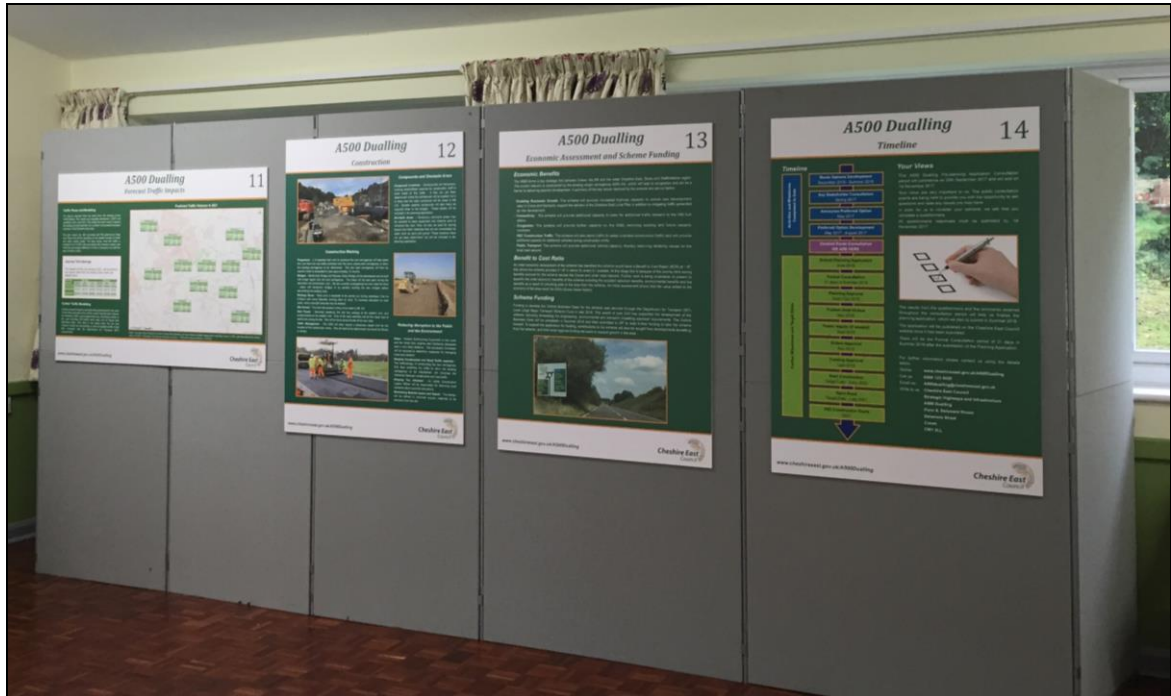


Figure 5-4 - Layout of Exhibition Boards 4



**Figure 5-5 - Members of Public Viewing the Exhibition 1**



**Figure 5-6 - Members of Public Viewing the Exhibition 2**





**Figure 5-7 - Members of the Public Speaking to Scheme Engineers 1**



**Figure 5-8 - Members of the Public Speaking to Scheme Engineers 2**



## 6 Questionnaire Responses

### 6.1 Questionnaire Response

A total of 38 questionnaires (paper and electronic) were received during the public consultation period.

The feedback from the questionnaires has been processed and is described in the sections below. Data was grouped into similar themes for analysis.

### 6.2 Questionnaire Analysis

Sections 6.3 to 6.10 provide an analysis of the results. Each of the questions on the questionnaire has been analysed and information in the following areas has been provided:

- Brief description of the question;
- Level of response;
- Ranking of the results (where appropriate);
- Graphical presentation of the results, and;
- Discussion of the results.

### 6.3 Name and Postcode

#### **Question 1 - Please provide us with your name and postcode.**

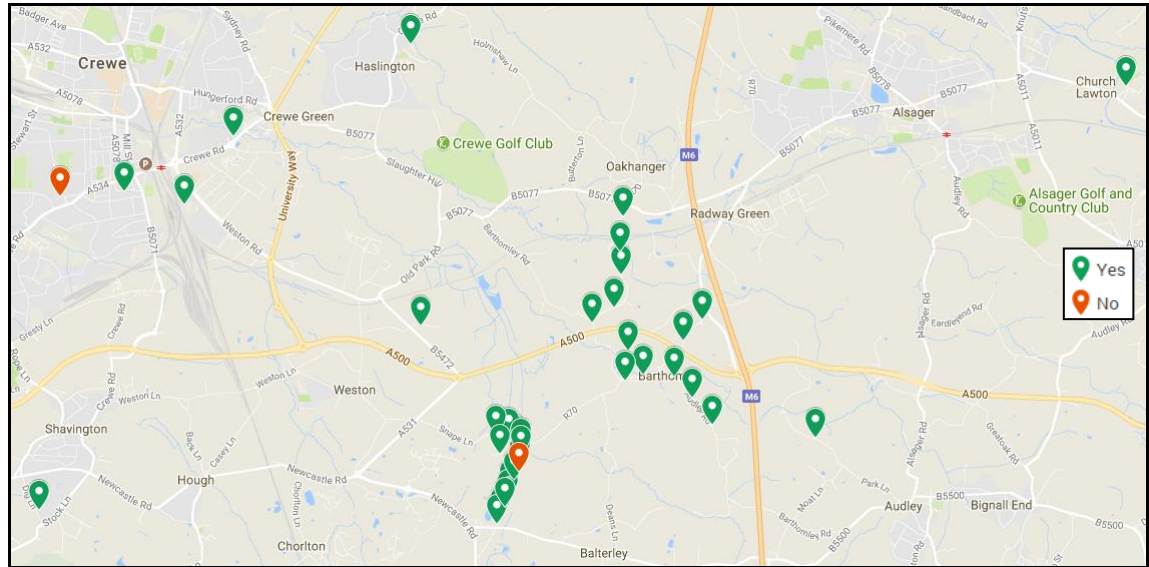
This question enabled the location of respondents to be recorded to ensure that responses had been captured from key stakeholder areas and to determine the level of support for the proposed scheme across the various areas.

Approximately 82% of respondents (31) provided their name but all respondents provided their postcode. This postcode information was then combined with other questions such as levels of local support for the scheme as outlined in Figure 6-1 below.

### 6.4 The requirement for a solution

#### **Question 2 - Do you agree that a solution to A500's traffic problems is required? Yes or No**

This question had a response rate of 97.4%, i.e. 37 of the 38 questionnaires had a response to this question.



**Figure 6-1 – Need for a Solution Spatial Analysis**

Table 6-1 below shows the responses to the question, and Figure 6.1 above shows the geographical spread of respondents. The results show that 94.6% of respondents agree that a solution to the A500's traffic problems is required.

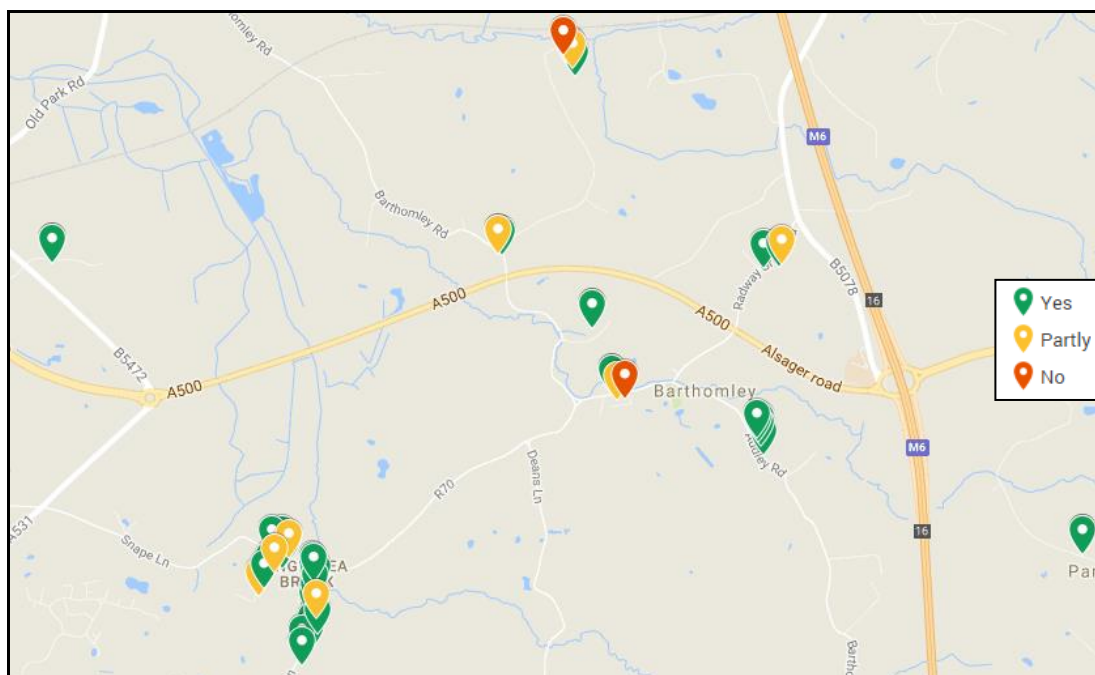
Need for a solution?		
	Respondents	Respondent %
Yes	35	94.6%
No	2	5.4%
<b>Total</b>	<b>37</b>	<b>100%</b>

**Table 6-1 – Need for a Solution**

## 6.5 Level of Support for A500 Dualling

### Question 3 - Do you support the principle of the A500 Dualling? Yes, No or Partly

This question was designed to confirm levels of support for the scheme.



**Figure 6-2 – Support for Scheme Spatial Analysis**

Figure 6-2 illustrates levels of support for the scheme by location with the 38 responses, which fall under 19 postcodes, mapped out across the area. Table 6-2 below provides a numerical breakdown of the responses to this question.

The results shown in Figure 6-2 and Table 6-2 illustrate that there is widespread support for the scheme with 92.1% of respondents indicating that they support the scheme or partly support the scheme. In contrast, opposition to the A500 Dualling was relatively low with only 7.9% of respondents against the scheme.

Support the scheme?		
	Respondents	Respondent %
Yes	26	68.4%
Partly	9	23.7%
No	3	7.9%
<b>Total</b>	<b>38</b>	<b>100%</b>

**Table 6-2 – Support for the Scheme**

## 6.6 Suggestions for Improvements to the Scheme

### Question 4 - Are there any improvements to the A500 Dualling you would like to see?

This question gave respondents the opportunity to express whether they felt the design could be further improved and if so, what type of improvements they wanted to see. Given the importance of this question and the responses received in helping

to improve the design, most of this report is dedicated to analysis of the respondent feedback. In addition, **Appendix E** provides a summary of the responses.

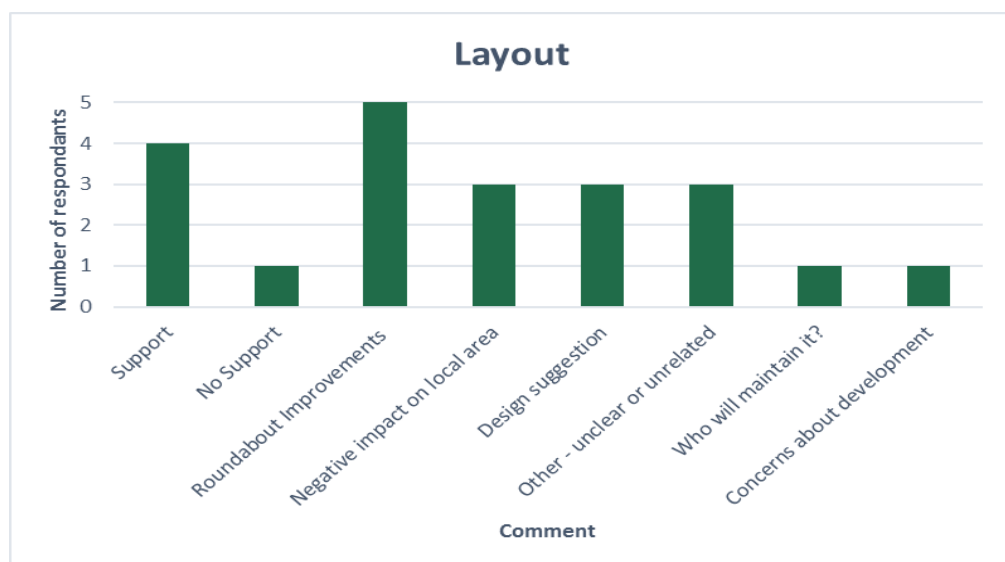
Comments were sought under four themes:

- Layout of the A500, Barthomley Road and Radway Green Road
- Noise and air quality
- Landscaping, planting and other environmental measures
- Any other comments

### 6.6.1 Layout of the A500, Barthomley Road and Radway Green Road

This section had a response rate of 55% (21 responses). There were no comments proposing a different route for the scheme. Most comments referred to finer details of the design such as junctions, lighting and maintenance.

The two main comments in this section were 19% of responses (4 responses) voicing support for the scheme and 24% of responses (5 people) suggesting that improvements should be made to Meremoor Moss roundabout or M6 J16 roundabout. Design suggestions accounted for 14% of responses (3 responses) included lighting, additional laybys and reduced verge widths. The perceived negative impact on the local area was raised by 14% of responses (3 responses) and included loss of heritage, rat running and high noise levels. Other suggestions were as shown in the graph (Figure 6-3) below and full responses can be found in Appendix E. Section 8 provides technical response to the design issues that were raised.



**Figure 6-3 – Responses to Layout of Scheme**

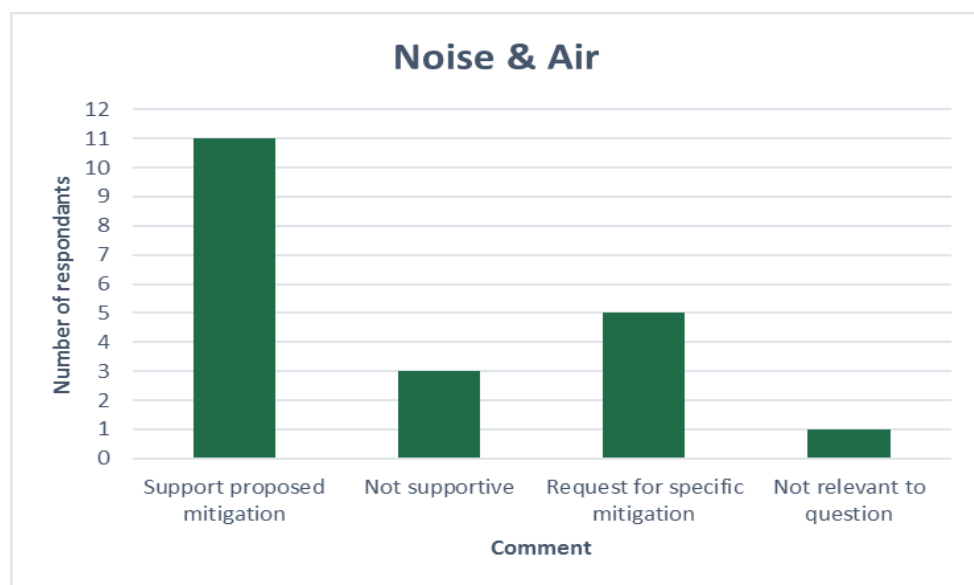
### 6.6.2 Noise and Air Quality

This section had a response rate of 53% (20 responses) and provided an opportunity for the respondents to voice concerns over the impact of the scheme. The main concern with the scheme in this section is the increase in noise and air

levels, reflected in the responses with 20% of comments stating the perceived increase and 50% comments referring to mitigation methods.

Fifteen percent (3 responses) expressed the view that the effect on air and noise levels would be increased whereas 20% expressed the view that the scheme would cause little or no increase in noise and air levels. Thirty-five percent (35%) voiced support for proposed or general mitigation methods and 25% named specific mitigation methods such as the use of “quiet tarmac” and tree planting. One response received by email detailed concerns regarding particulate matter, specifically the increase and the perceived introduction of them into the local watercourses. Full responses can be found in Appendix E, and Section 8 provides technical responses to some of the issues raised.

A summary of the responses can be seen in the following graph (Figure 6-4):

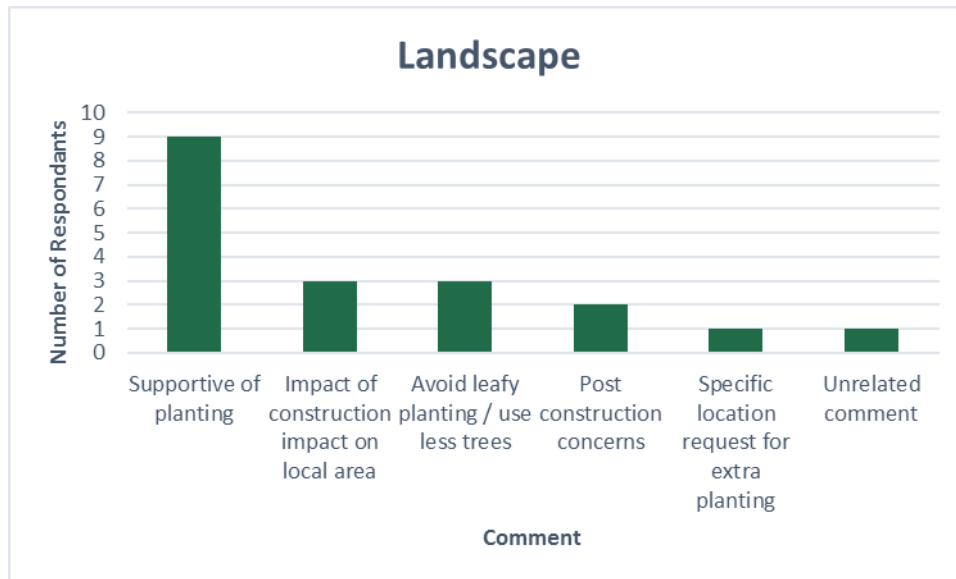


**Figure 6-4 – Noise and Air Comments**

### 6.6.3 Landscaping, Planting and other environmental measures

This section had a response rate of 50% (19 responses) and was used to capture perceived impact on the local environment and feedback on the proposed mitigation methods. The general feedback was that respondents were in support of planting and landscaping with 47% of responses in agreement with proposed, general or additional planting. A tenth of responses had post construction concerns including the impact of future widening on the proposed verge width and the provision of future maintenance of proposed planting. Full responses can be found in Appendix E, and Section 8 provides technical responses to some of the issues that were raised.

A summary of the responses can be seen in the following graph (Figure 6-5):



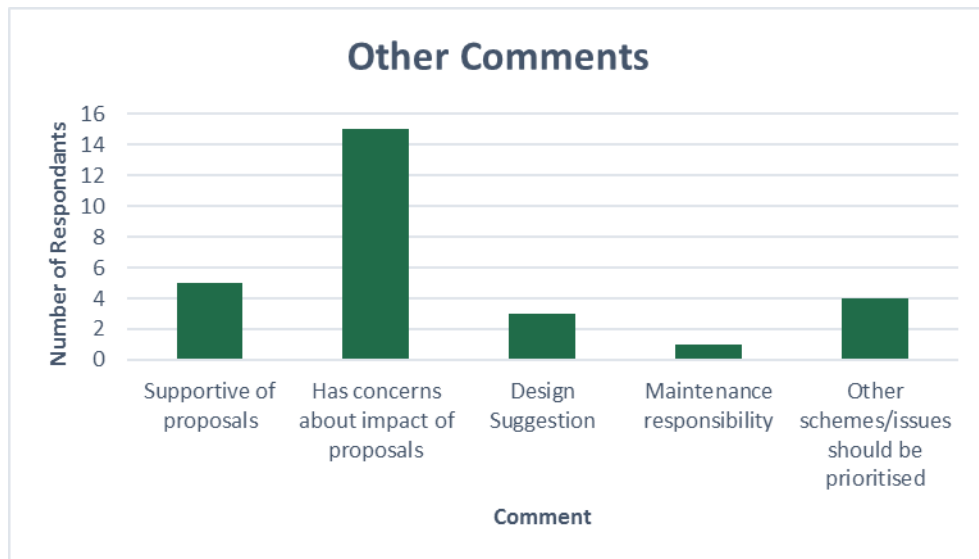
**Figure 6-5 – Landscape Comments**

#### 6.6.4 Any other comments

This section had a 76% response rate. A common theme in this section was support for the scheme with 17% of responses (5 responses) stating the view that the road should have been dual carriageway when it was first constructed and requesting the improvement works to begin as soon as possible. Concern about the impact of the proposals accounts for just over half (52%) of responses and includes concerns about amount of land take (with some referring to the size of the proposed attenuation ponds), preservation of rural feel, traffic diverting through the village and concern about NMU provision (particularly at Smithy Lane). Design suggestions accounted for 10% of responses and included roundabout improvements and upgrading of laybys.

Fourteen percent (14%) of responses suggested that other schemes or issues should be prioritised including maintenance of existing gullies, road repairs, improvements to rail links and bottlenecks at Crewe Arms and Macon Way roundabouts. Details of all responses can be found in Appendix E, and Section 8 provides technical responses to some of the issues that were raised.

General comments were as shown in the following graph (Figure 6-66):



**Figure 6-6 – Other Comments**

#### **6.6.5 Top 4 Comments, Suggestions or Issues Overall**

1. Support for the proposals and request to progress with scheme as soon as possible
2. Concerns about the impact on NMUs, particularly footpaths
3. Improvements suggested at Meremoor Moss roundabout to enable free flow through the junction, either as part of or instead of the proposals
4. General concerns about impact on the local area (wildlife/residents), particularly during construction, and support for mitigation methods such as planting

Another issue raised verbally at consultations and in discussions with Cheshire East Countryside Access Forum (CECAF), as well as being picked up in questionnaire responses, is the impact on NMU facilities and the request for cycling provision along the route and a footbridge over the A500 at Smithy Lane. These are addressed in the NMU Options Assessment report.

A full list of responses can be found in Appendix E.



## 6.7 Modes of Transport

**Question 5 – We would like to be able to take into account the views of users of different modes of transport. Please identify your main modes of transport (tick more than one box if appropriate).**

The modes of transport are highlighted in Table 6-3 below;

This section was intended to capture information about the modes of transport used by the respondents in order to assess the responses of different road users and ensure that users of different modes of transport had been reached. Responses allowed for multiple modes of transport to be selected.

The responses rate was 100% and the breakdown of modes of transport was as follows:

Mode of Transport	Number of Responses	Percentage
Private Vehicle	37	97.4%
Rambler	7	18.4%
Commercial Vehicle	4	10.5%
Pedestrian	2	5.3%
Public Transport	6	15.8%
Cyclist	4	10.5%
Horse Rider	0	0.0%
Other	1	2.6%

*Table 6-3 – Modes of Transport*

The results show that users of all of the main modes of transport were represented at the consultation, except for horse riders. The vast majority of people used a private vehicle.

It should be noted that Smiths Green Farm, address of Smiths Green Livery and Riding Centre, received a letter regarding the scheme and the public exhibitions. In addition to this the Cheshire East Countryside Access Forum (CECAF, previously Local Access Forum) advised that bridge parapets on Barthomley Road bridge be built to the correct height in accordance with British Horse Society standards, as can be seen in Appendices A and B.

## 6.8 Use of A500

**Question 6 – Are you a regular user of the A500?**

Table 6-4 below shows the percentage breakdown of respondents who use the A500 on a regular basis.

Regular use of A500?		
	Respondents	Respondent %
Yes	29	78.4%
No	8	21.6%
<b>Total</b>	<b>37</b>	<b>100%</b>

*Table 6-4 – Use of A500*



As 78.4% of respondents regularly use the A500, it can be suggested that they would have a good understanding of the current traffic issues along the road, and are in a good position to comment on the proposed improvements.

## 6.9 Interest in the Scheme

**Question 7 – By completing this questionnaire, you have identified that you have an interest in the project. Please identify the nature of your interest in the scheme (tick more than one box if appropriate).**

This question was asked to gauge what interest the consultees had in the scheme. i.e. residential, local business, commuter. The response rate was 100% and Table 6-5 shows the percentage breakdown of the different interests:

Interest in the Project	Number of Responses	Percentage
Residential	29	76.3%
Agricultural Interest	4	10.5%
Local Business	6	15.8%
Commuter	8	21.1%
Public Right of Way User	10	26.3%
Leisure	7	18.4%
Other	4	10.5%

*Table 6-5 – Interest in the Project*

The analysis showed that the majority of responses were from local residents which reflects the target audience of the questionnaires and exhibitions. The remaining responses were a good spread between agricultural interests, local businesses, commuters, public right of way users, leisure and other users.

## 6.10 Respondents Demographic Information

**Question 8 – Cheshire East Council is committed to providing fairness and equality. To enable us to do this, we would be grateful if you could complete the following optional questions.**

- Are you male or female?
- Do you consider yourself to have a disability?
- How old are you?

These optional questions were included at the end of the questionnaire in order to help Cheshire East Council monitor fairness and equality.

### 6.10.1 Gender

Table 6-6 illustrates the results.

Gender	Number of Responses	Response %
Male	24	63.2%
Female	8	21.0%
Prefer not to say	0	0%
Did not answer	6	15.8%
<b>Total</b>	<b>38</b>	<b>100.0%</b>

*Table 6-6 – Gender Diversity*

In total 32 of the 38 (84.2%) respondents answered this question. Of those that responded, around a quarter identified as female and the remainder identified as male.

### 6.10.2 Disability

Table 6-7 illustrates the results.

Do you consider yourself to have a disability?	Number of Responses	Response %
Yes	4	10.5%
No	24	63.2%
Did not answer	10	26.3%
<b>Total</b>	<b>38</b>	<b>100.0%</b>

*Table 6-7 – Disability Information of Respondents*

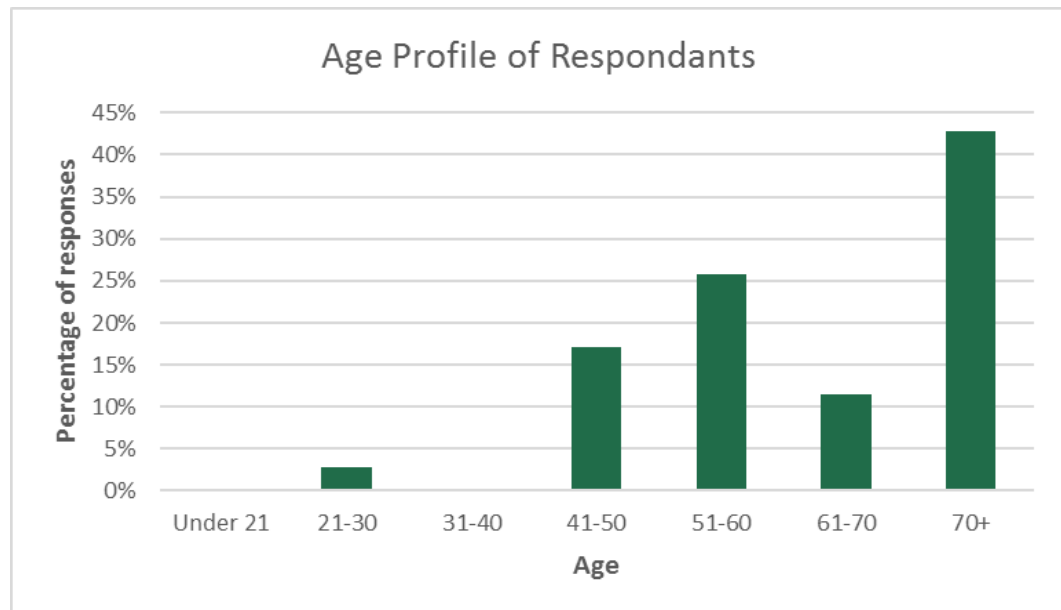
In total, 10.5% of respondents considered that they had a disability. A total of 10 respondents opted not to answer this question.

### 6.10.3 Age

This optional question asked for the age of the respondents and was split into seven age brackets. Table 6-8 and Figure 6-7 illustrate the results.

Age Bracket	Number of Responses	Response %
Under 21	0	0%
21-30	1	2.9%
31-40	0	0%
41-50	6	17.1%
51-60	9	25.7%
61-70	4	11.4%
70+	15	42.9%
<b>Total</b>	<b>38</b>	<b>100.0%</b>

*Table 6-8 – Age Brackets of Respondents*



**Figure 6-7 – Age Profile of Respondents**

In total 92% of respondents answered this question. The highest number of respondents (43%) fell in the 70+ age group, with only 2.9% of respondents being below the age of 40.

## 7

## Stakeholder Consultations

This section of the report summarises consultations that have been undertaken with various stakeholders during the development of the proposed design. It also includes a brief summary of comments raised by stakeholders during the previous Options Stage.

Consultations with stakeholders will continue as the design is developed, and will be described in the Statement of Community Involvement, which will be submitted with the planning application for the scheme.

### 7.1 Consultations during the Options Stage

The consultations undertaken during the Options Stage are described in report no. B1832076/OD/001 – Scheme Assessment Report, Rev 1. In summary, the points that were raised by various stakeholders include:

- There was a widely held view that people would not want to see development in the local area as a result of the road widening scheme.
- Several people independently said that difficult ground conditions were encountered at the Duckeries pond during the construction of the original A500 road. It was said that a significant amount of material was imported to site for this area, and that the pond was very deep.
- The Duckeries pond is valued as an amenity by local people, and as an ecological feature by Cheshire Wildlife Trust and CEC's Nature Conservation Officer.
- The Englesea Brook corridor is valued as an ecological feature by Cheshire Wildlife Trust and CEC's Nature Conservation Officer.
- There was a concern that there would be rat running on the local road network during the construction of the road widening, because of congestion caused by traffic management on the A500, and because of deliveries to the site.
- There was a concern about the impact caused by removing the well-established trees alongside the A500, on whichever side the road was to be widened. In particular, the impact on views and noise levels from Barthomley if the widening is to be to the south.
- The local footpath network should be given appropriate consideration during the design of the road widening scheme
- The central reserve width shown on the option plans seemed to be quite wide.
- Access over the bridges would need to be maintained during construction to access farm land on both sides
- Appropriate road surfacing materials and noise fencing to be included in the design, to minimise noise impacts.
- It was asked if the bridge parapets could be designed in a way that was more sympathetic to the local environment, compared to the existing parapets.

## **7.2 Parish Councils and Cheshire Association of Local Councils (CHALC)**

The A500 scheme passes through the parish of Barthomley, and at its western end enters the parish of Weston and Basford.

Representatives from the project team have attended parish council meetings to provide information and seek feedback about the proposed scheme. Barthomley Parish council was attended on 14<sup>th</sup> March and 12<sup>th</sup> September 2017 and Weston and Basford Parish council was attended on 16<sup>th</sup> March and 14<sup>th</sup> September. A summary of the issues raised can be found below;

- Concerns regarding replacement of trees.
- Concerns about large areas of development in the local area as a result of the scheme.
- Concerns about increased light pollution as a result of tree removal, particularly at the roundabout.
- Concern regarding the routing of construction vehicles during the construction phase and the request that Main Road, Weston (and its tributaries) are not used by construction traffic.
- Request for consideration of traffic management for 'overspill' of traffic during construction work at roundabouts and overbridges.
- Request for re-imposition of weight restriction along Main Road.
- Suggestion for a liaison group during construction to keep community informed and highlight any issues which may arise.

The Cheshire Association of Local Councils (CHALC) were consulted during the Options stage, and attended the public exhibition. They are generally supportive of the scheme, and raised a number of detailed comments on the design, with the aim of providing local knowledge to ensure the design is optimised.

## **7.3 Cheshire East Countryside Access Forum**

Members of the project team have attended meetings of the Countryside Access Forum to discuss the proposals and get feedback to inform the design, in particular the footpath routes. Meetings were attended during the Options stage in March 2016, and more recently during the current phase in September 2017. A summary of the comments can be found below;

- General support for the scheme but request for a footbridge at Smithy Lane to retain existing crossing location. Any such bridge would be required to have parapets suitable for equestrians.
- Request for further surveys for footpath usage, particularly on Sundays and in good walking weather.
- Desire for a cycle path parallel to the A500.
- Concerns about crossings at M6 J16.

## 7.4 Environmental Groups

The project team have had a number of consultations with various environmental groups, such as the Cheshire Wildlife Trust, Environment Agency, and Natural England. The environmental design of the scheme is being informed by these consultations, and an Environmental Statement will be prepared that will have details of how the concerns and requirements of these groups have been addressed by the design.

## 7.5 Land Owners and Tenants

Representatives from the project team have held individual meetings with land owners and tenants that are directly affected by the scheme, to explain the scheme proposals and understand the areas of concern. Consultation with land owners and tenants will continue throughout the design period.

Some of the issues that have been raised during these consultations include;

- Attenuation pond locations and shapes should take into consideration the activities of farming in that area, and on the shape of the remaining fields. During the public exhibition, comments were raised by some of the farm tenants that the shape and locations of the proposed attenuation ponds could be improved.
- Direct accesses onto the A500 would be closed as part of the scheme. Although they are only very occasionally used, suitable alternative access routes should be provided.
- Access over the bridges needs to be maintained during construction, because they are used daily for farming activities. Some farm tenancies span both sides of the A500.
- The amount of land being taken should be kept to a minimum, to minimise the impact on farm businesses. Regular shaped fields should be left, to assist with farming operations. Poor ground near the Duckeries and elsewhere should be prioritised for the scheme, rather than good quality ground.
- There was concern that the widening of the road would lead to development in the immediate surrounding area.
- Any proposed footpath diversions should provide minimal impact on any existing activities on the land.

## 8 Technical Response to Comments Raised During the Consultation

### 8.1 Introduction

This section outlines the actions that will be taken forward from the Autumn 2017 pre-planning application public consultation. Where a key issue was raised during the consultation a technical response has been provided.

### 8.2 Facilities for Non-Motorised Users

The consultation raised various comments around the design of the footpath diversions. As a result, the following alterations will be considered;

#### 8.2.1 Smithy Lane

Feedback during the consultation raised a request for maintaining a crossing between Smithy Lane and FP33, via a footbridge or an at-grade crossing. These options will be considered, along with other options to provide better connectivity in this area.

#### 8.2.2 FP25

Comments were raised regarding the route of FP25 once the at-grade crossing to FP15 is stopped up. The footpath network in this area will be reassessed, and different options will be considered.

#### 8.2.3 Footpath/Cycle Lane along Southern Boundary

One response commented that no provision had been made along the route for cyclists, and feedback from local interest groups suggested a cycle route along the southern boundary of the A500 would be beneficial. This option will be given consideration, and be the results reported in the NMU Options Report.

In addition, the proposals for diverting footpath FP04 were not shown during the consultation; the plans included a label saying that discussions were being held with the landowner to identify an alternative diversion route. A number of options have since been considered for the diversion.

All of the footpath options will be assessed and reported in a Non-Motorised User Options Assessment Report. This will be taken back to CECAF for further comment.

### 8.3 Environmental mitigation

#### 8.3.1 Planting

Three comments raised concern about the loss of trees alongside the A500. There are existing, well established trees along both sides of the A500, over much of its length. The trees along the southern side would need to be removed as a result of the proposed scheme.

The scheme would include planting along the new southern boundary of the road, and the re-instated trees would be native species. Replacement of removed vegetation would be like for like as a minimum. There will inevitably be an impact in

the short to medium term, when they are removed as part of the construction of the road, and as the new planting takes time to establish.

Further details of planting will be included in the Environmental Statement and the Environmental Masterplan.

### **8.3.2 Noise**

Four comments were raised about the increase in noise levels that would be caused by the scheme, in particular to the west of the scheme near Meremoor Moss roundabout and Snape Lane. There were also six comments about noise mitigation.

The expected noise levels that were shown during the consultation were based on flows from an existing traffic model, and a new traffic model is currently being created, which will give a more accurate reflection of traffic flows. The noise assessment will be updated once the data is available from the new model. This will allow the project team to consider if any measures are required to mitigate against the increase in noise levels, and if so, what those measures will be. The types of measures that could be considered are low noise road surfacing, noise bunds and acoustic fencing.

The updated assessment and any proposed mitigation will be included in the Environmental Statement for the scheme, to be submitted with the planning application.

### **8.3.3 Impact on Air Quality and the wider environment**

An environmental masterplan and statement will be developed for the scheme and will form part of the A500 Dualling planning application. Appropriate measures will be put in place to reduce the impact on the environment, and consideration will be given to air quality / particulate matter and other environmental aspects such as noise, ecology, water quality and heritage sites.

### **8.3.4 Effects of the scheme on hedgerows / vegetation during construction and after road opening**

It is certain that existing vegetation such as hedgerow and trees will be lost to the scheme. However, vegetation will be replanted at a higher ratio to that lost in order to mitigate the environmental impact and maintain the rural aesthetics valued by the local residents. This will be detailed in the environmental masterplan and statement which will form part of the A500 Dualling planning application.

### **8.3.5 Impact on wildlife**

Extensive surveys are to take place to establish the type and prevalence of wildlife in the area such as bats, great crested newts, water voles, white clawed crayfish etc. The results of these surveys will help inform the design of the scheme to reduce the impact on wildlife. This can include measures such as great crested newt ponds, badger tunnels, bat hop-overs and mammal tunnels.

### **8.3.6 Concern associated with building into the greenbelt and wider development in close proximity to the scheme**

The proposed A500 Dualling scheme is to be built to support the economic, physical and social regeneration of Crewe and the Constellation Partnership Area. There are currently no further plans to develop the area in the immediate vicinity of the scheme



(Refer to the Cheshire East Local Plan Strategy). Appropriate environmental mitigation will be adopted to reduce the impact of the proposed scheme on the green belt as much as possible.

## **8.4 Barthomley – Local Network**

### **8.4.1 Rat-running / Diversions**

There were a number of comments raised about the potential increase in traffic levels on the local road network, particularly Barthomley village, during the construction of the road. It was commented that this might be caused by construction traffic, or by drivers wanting to avoid the roadworks on the A500.

A full closure of the A500 with traffic diversions will not be required, other than the occasional night closure as part of the bridge structures construction.

As part of the pre-construction phase, a detailed traffic management plan will be submitted by the contractor for approval by the Council. This will ensure that all appropriate mitigation measures are in place including reducing the impact on peak hour traffic.

The contractor will submit details of access and egress routes to site, for approval by Cheshire East Council. It is envisaged that construction traffic will enter the site near M6 J16 and access will be provided along the site, so there will be no need for heavy construction traffic to be using the local roads.

It is understood that rat-running has been perceived to be a current issue on the local roads. One of the scheme objectives is to relieve congestion (both existing and forecasted) which should alleviate the problem of rat-running.

Other concerns of rat-running were due to the perceived undesirability of the road during the construction period due to traffic management in place, however a review of the existing network showed that vehicle speeds during peak hours do not overall exceed the proposed speed limit during construction. In addition to this, as above, the A500 will remain open throughout the construction phase and so an increase in rat-running is not anticipated.

### **8.4.2 Maintenance**

Concerns were raised regarding the maintenance of the new drainage system, given current lack of maintenance of the existing, and the maintenance of the hedgerows and foliage, particularly those with the potential to obscure signs. Consideration will be given in the design to reduce the leafy foliage near signs and the drainage network will be designed according to the calculated future flows.

A maintenance and repair strategy will be produced for the A500 Dualling scheme which will describe how the scheme has been designed and how it will be constructed taking maintenance and repair into consideration once the road is open to the public. The maintenance strategy will be agreed between Cheshire East Council and the maintenance service provider which will consist of the maintenance methodology and frequency.

## **8.5 A500 Dualling Design and other Schemes**

### **8.5.1 Additional Lanes or a bypass option at Meremoor Moss roundabout and M6 Jct16**

With regard to Meremoor Moss Roundabout, the traffic modelling carried out for the scheme to date has shown that the current proposals will be sufficient to mitigate the effect of increased traffic flows as a result of the predicted growth in Crewe and the wider area. Additional lanes or a bypass are therefore not considered to be necessary, and would also result in increased costs and increased environmental impacts, such as reduced air quality and increased noise at nearby sensitive receptors.

With regard to M6 J16, traffic modelling will be undertaken to demonstrate that the junction performs satisfactorily with the scheme in place. The junction itself, and the A500 to the east, are under the authority of Highways England, and not Cheshire East. A bypass option for the junction would therefore need to be promoted by Highways England, and is outside the scope of this scheme.

These options have therefore been discounted from the A500 Dualling proposals.

### **8.5.2 Lighting**

There is currently no street lighting on the A500 between the M6 Junction 16 and Meremoor Moss roundabout. Street lighting is present however on the approach to and on the junctions themselves. The lighting strategy for the proposed A500 Dualling scheme will replicate the existing, because it is considered that lighting is required at the junctions for safety reasons, but that it is not required for the link in between.

### **8.5.3 Lay-bys**

There are currently two existing lay-bys on this stretch of the A500, one in each direction. It is proposed that the existing eastbound lay-by will be upgraded, and a new lay-by will be constructed on the westbound carriageway to replace the one being lost to the scheme – both laybys will be near the western end of the scheme. The recommended spacing for lay-bys is 2.5km on dual carriageways and therefore only one lay-by in each direction is considered to be sufficient on this 3.4km section. To the east there are the services at M6 J16, and there are laybys on the A500 immediately east of J16.

A number of alternative locations have been considered for the new westbound lay-by, including close to Radway Green bridge, as was suggested during the consultation. The proposed location is considered to be the best, based on road safety, cost, and environmental impact factors, and minimising the impact on M6 J16.

### **8.5.4 Future Proofing by providing a 3 lane carriageway**

The proposal is in line with the traffic model forecast up to 2030, which includes data for upcoming developments. Beyond this there are no known developments in the area which will impact the traffic to the extent of requiring 3 lanes. The proposed verge width on the westbound carriageway is dictated by visibility requirements set out in highways design standards.

#### **8.5.5 Attenuation Ponds**

The four proposed attenuation ponds have been designed to provide adequate attenuation of the existing and additional surface water drainage from the A500 Dualling scheme. The shapes of the ponds have been designed to complement the local topography. Impact on land take has been reduced where possible.

#### **8.5.6 Other priority schemes such as Nantwich Bypass, Crewe Arms Roundabout and Macon Way roundabout**

The A500 Dualling scheme is an integral part of Cheshire East's Local Plan Strategy. Refer to the Strategy for details of other planned schemes in the area.

#### **8.5.7 Timing of Construction to Consider Other Schemes Nearby**

Details of other schemes nearby can be found in the Cheshire East Local Plan Strategy. An objective of the A500 scheme is to support the economic, physical and social regeneration of Crewe and the Constellation Partnership Area, and forms part of the Local Plan. There has been careful consideration by Cheshire East Council in how all of the schemes work together in terms of order and timings to achieve the desired benefits to Crewe and the surrounding area.

## 9 Summary & Recommendations

A total of 72 people attended the two public exhibitions events held during the six-week long pre-planning application consultation period, and a total of 38 questionnaires we received either by post, online participation or at the public exhibitions.

The responses indicated that there is overwhelming stakeholder support for the scheme with approximately 92.1% of respondents being in favour of the proposed A500 Dualling (fully or partly).

During the consultation, and through the various engagement activities which were undertaken, various design amendments and considerations were requested. A summary of these are provided below:

- Re-design / re-alignment of proposed non-motorised user facilities, in particular footpaths.
- Relocation of attenuation ponds to support safer cattle movement within the surrounding farms.
- Where comments have been raised on specific environmental impacts, careful consideration of those comments when designing appropriate mitigation measures; and
- Due consideration of the complications surrounding construction at the Duckerries.

Further responses to concerns raised in the consultation period regarding the environmental impact of the scheme and the impact on the NMU provision can be found in the Environmental Statement and NMU Options Report

In summary, the pre-planning application consultation demonstrated that the scheme has very high levels of public and stakeholder support. Following the consultation feedback and suggestions for improvement, the design will be updated, and the associated mitigation proposals are being developed in preparation for the planning application submission.

The target date for the submission of a formal planning application to Cheshire East Council is June 2018.

Consultations will continue throughout the progression of this scheme.

## Appendix A      Exhibition Boards



# A500 Dualling

# 1

## Welcome to the Public Exhibition



Hello and thank you for taking the time to visit us today to find out more about the A500 Dualling scheme.

In May 2017, the proposal was approved by Cabinet and we announced the preferred route for the road which we have developed and improved into what you see here today.

This exhibition explains:

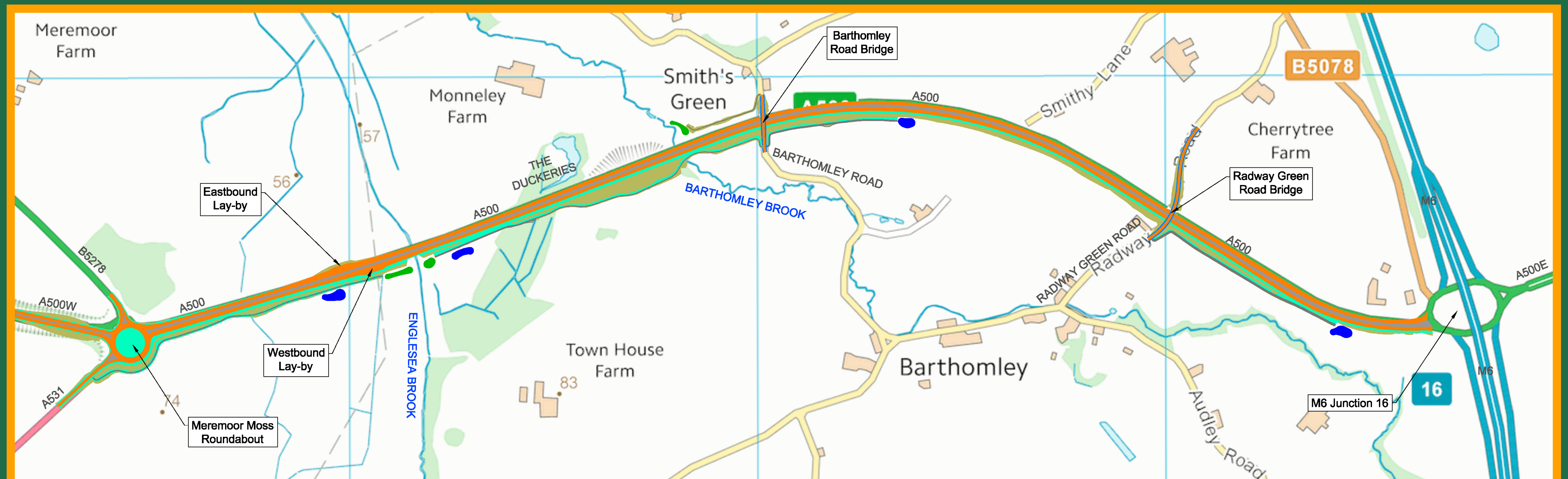
- Why the scheme is needed.
- The interaction between the proposed dualling and Public Rights of Way.
- Proposals for landscaping that will help to maintain the attractive landscape around the road.
- Key findings from the ecological surveys which have been undertaken in recent months.
- Noise and Air Quality effects.

We value your feedback on how we can improve this scheme further — your views will enable us to make our final preparations before we submit a planning application and a business case to central government next year. Subject to funding, we aim to start the construction of the A500 Dualling Scheme early 2020 to open the road late 2021.

I hope you enjoy the exhibition!

**Councillor David Brown**

Deputy Leader and Cabinet Member for Infrastructure and Highways  
Cheshire East Council



### Scheme Benefits

The dualling of the A500 between Meremoor Moss Roundabout and M6 Junction 16 would:

- Increase capacity
- Improve connectivity across the region
- Facilitate HS2 construction and improve access to HS2 Hub Station
- Facilitate planned growth in Crewe and wider region
- Improve safety



# A500 Dualling

## Why is it needed?

2

### Current Issues

- Existing capacity issues on the A500 and Meremoor Moss Roundabout cause delay.
- A single carriageway A500 is not very resilient, and closures can impact on the M6 and the wider network.
- Local Plan housing and employment growth will generate more travel demand.
- Improvements to the A500 will facilitate new employment opportunities across the wider area.
- Increase in traffic along the A500 during the construction of HS2.
- Support accessibility for key strategic development sites at Basford and South Cheshire Garden Village, including public transport.
- The existing uncontrolled public footpath crossings over a high speed road are undesirable from a safety perspective.



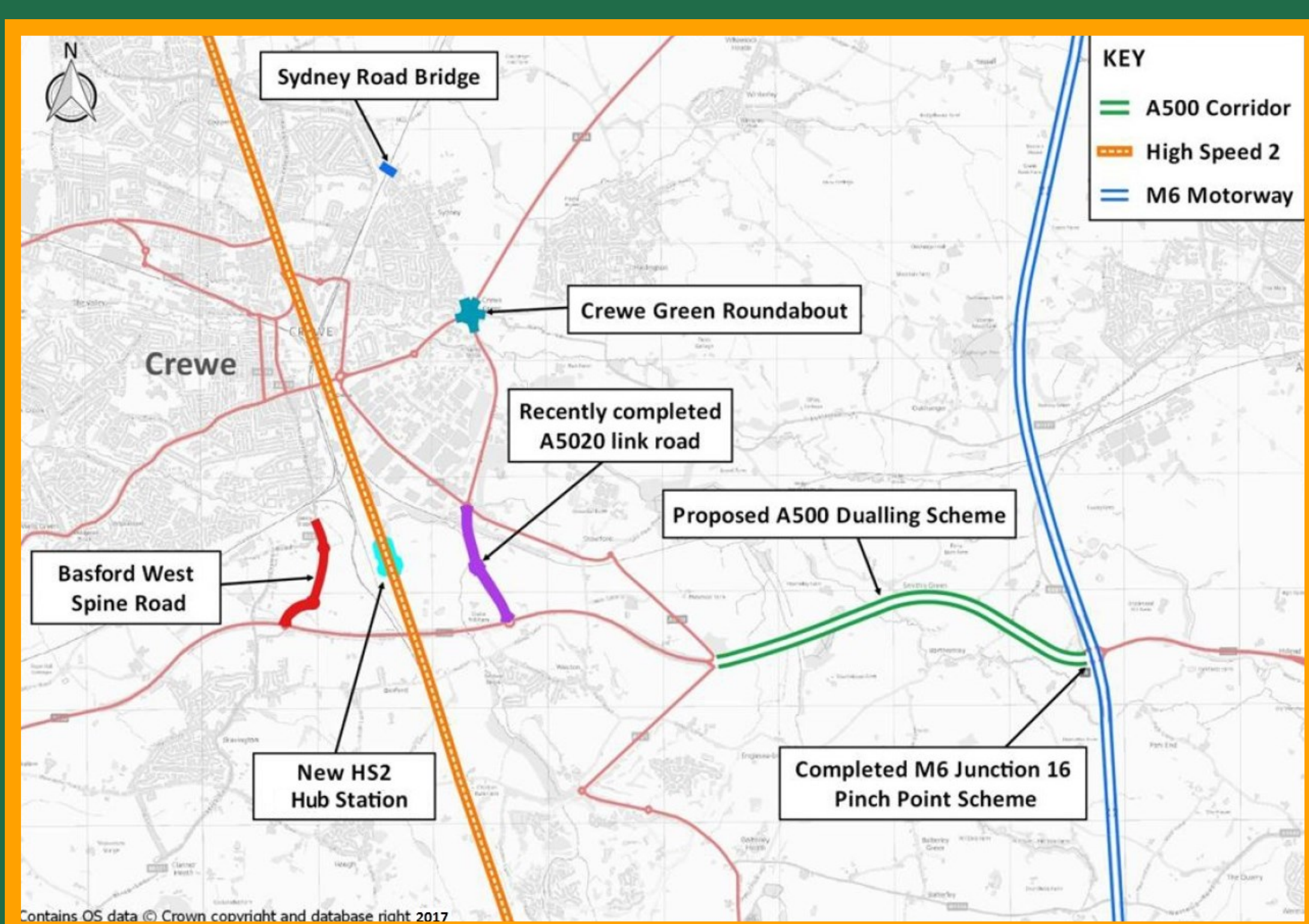
### Scheme Objectives

Our scheme objectives are to:

- Support the economic, physical and social regeneration of Crewe and the Constellation Partnership Area
- Improve journey time and reliability over the period to 2030
- Improve the reliability of public transport
- Improve connectivity between important economic centres, Local Enterprise Partnership and local authority areas, and to North Wales
- Support delivery of key national infrastructure, i.e. HS2 and the Crewe Hub Station
- Support delivery of key employment and housing allocations
- Boost business integration and productivity; improve the efficiency and reliability of the highway network, reduce the conflict between the local and strategic traffic, and provide an improved route for freight and business travel
- Facilitate future improvements to M6 J16

### The Proposal

The project is to upgrade the A500 to dual carriageway along its current alignment, thereby removing a bottleneck on Cheshire East's Major Network.



The proposal is therefore to:

- Improve access to Crewe and help deliver the growth aspirations identified in the Council draft Cheshire East Local Plan Strategy, such as at Basford East, Basford West, Shavington and Crewe town centre.
- Improve access to the proposed new HS2 Hub Station at Crewe, due to be opened in 2027. This will provide benefits during its operation, including across the Constellation Partnership Area between Crewe and Stoke-on-Trent, and also during the construction of the hub station, which is due to start in 2021.



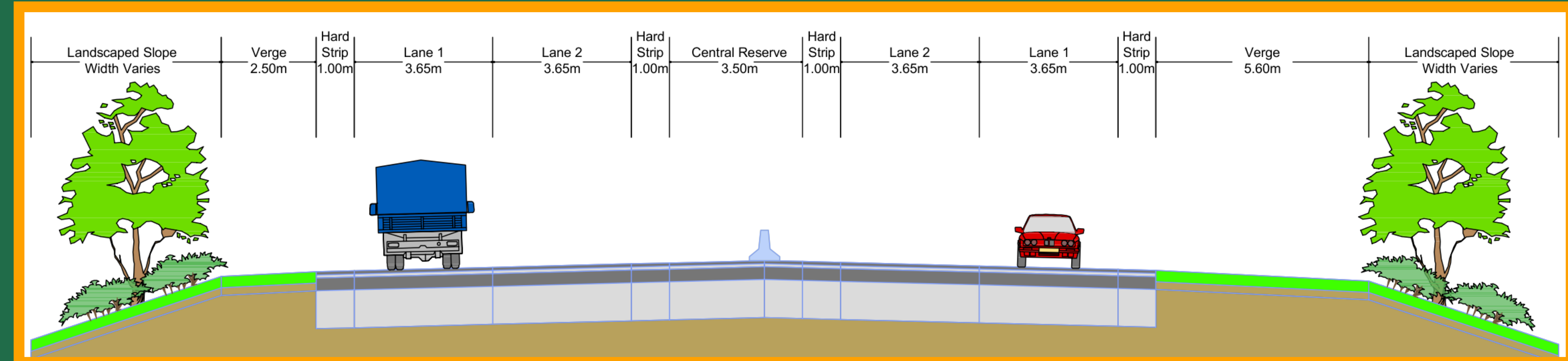
# A500 Dualling

## Overview of the Scheme

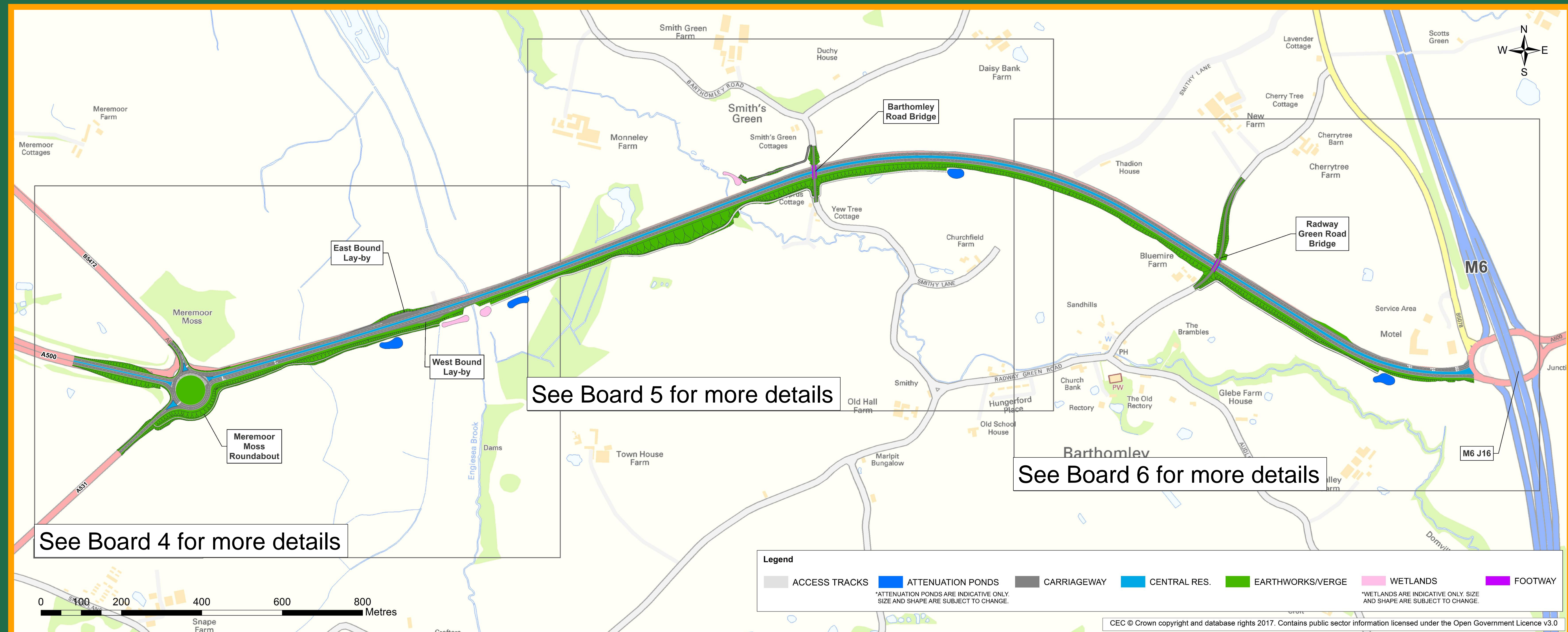
3

### Why we chose to widen to the south...

- Preserve sensitive habitats to the north, including the Duckaries
- Improve safety for road users and workers during construction by reducing complexity of traffic management required
- Maintain the existing retaining wall to the north near M6 J16
- Avoid diversions of utilities on the north of the scheme, saving time, costs and disruption



The diagram above shows a typical cross-section of the proposed A500



The drawing above gives an overview of the preferred option for the dualling of the A500



## 4

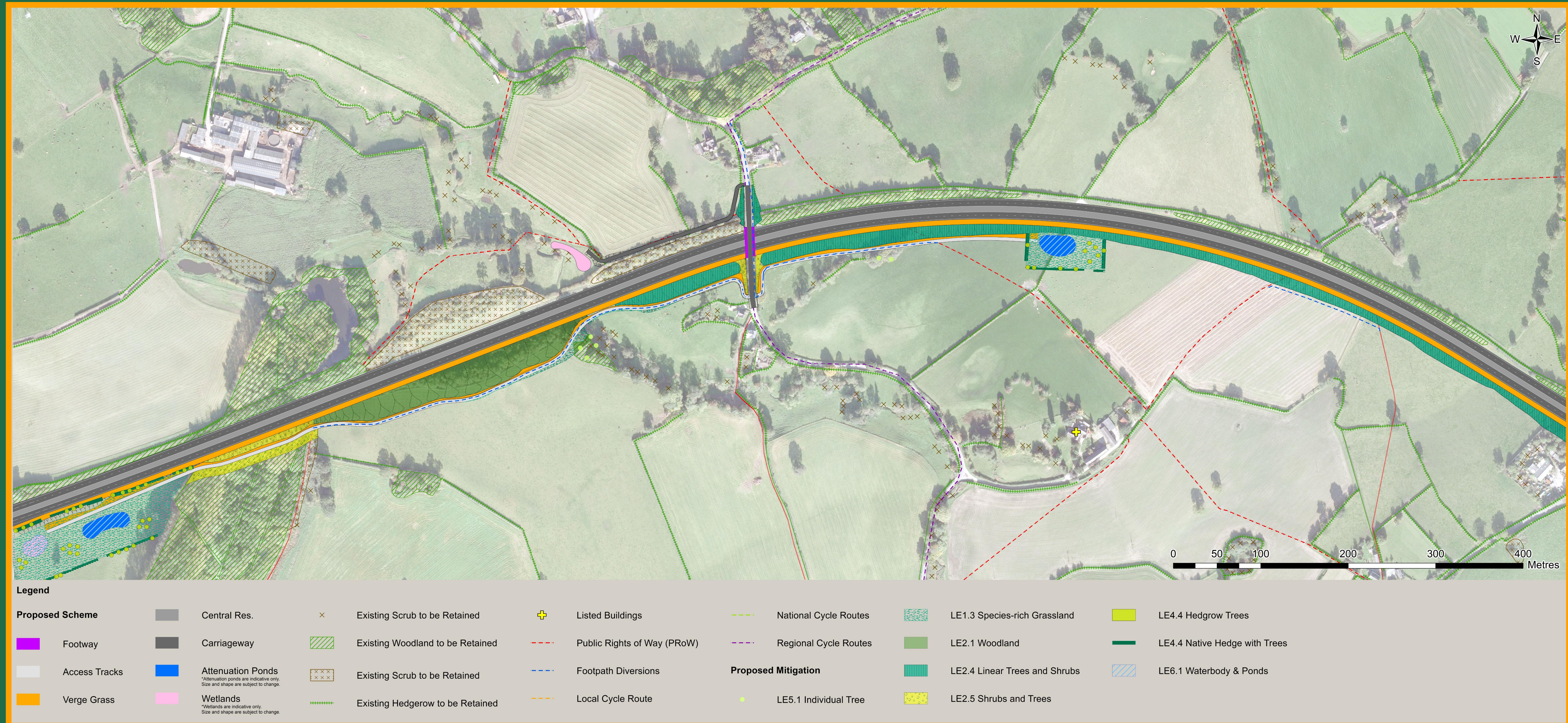




# A500 Dualling

## Central Section of the Scheme

5



- The Duckaries pond to the north of the A500 will be retained.
- Barthomley Road Bridge will be replaced by a new, longer bridge to span the dual carriageway.
- Information about footpaths is given on Board 10.
- The existing field accesses onto the A500 will be closed.
- A Landscape and Visual Impact Assessment is currently being undertaken for the proposed scheme design. Small areas of vegetation will be lost under the footprint of the scheme and new areas of woodland and planting will be provided as detailed on the above plans. Planting would be concentrated around new junctions, roundabouts and drainage ponds to improve visual impacts.



# A500 Dualling

## Eastern Section of the Scheme

6



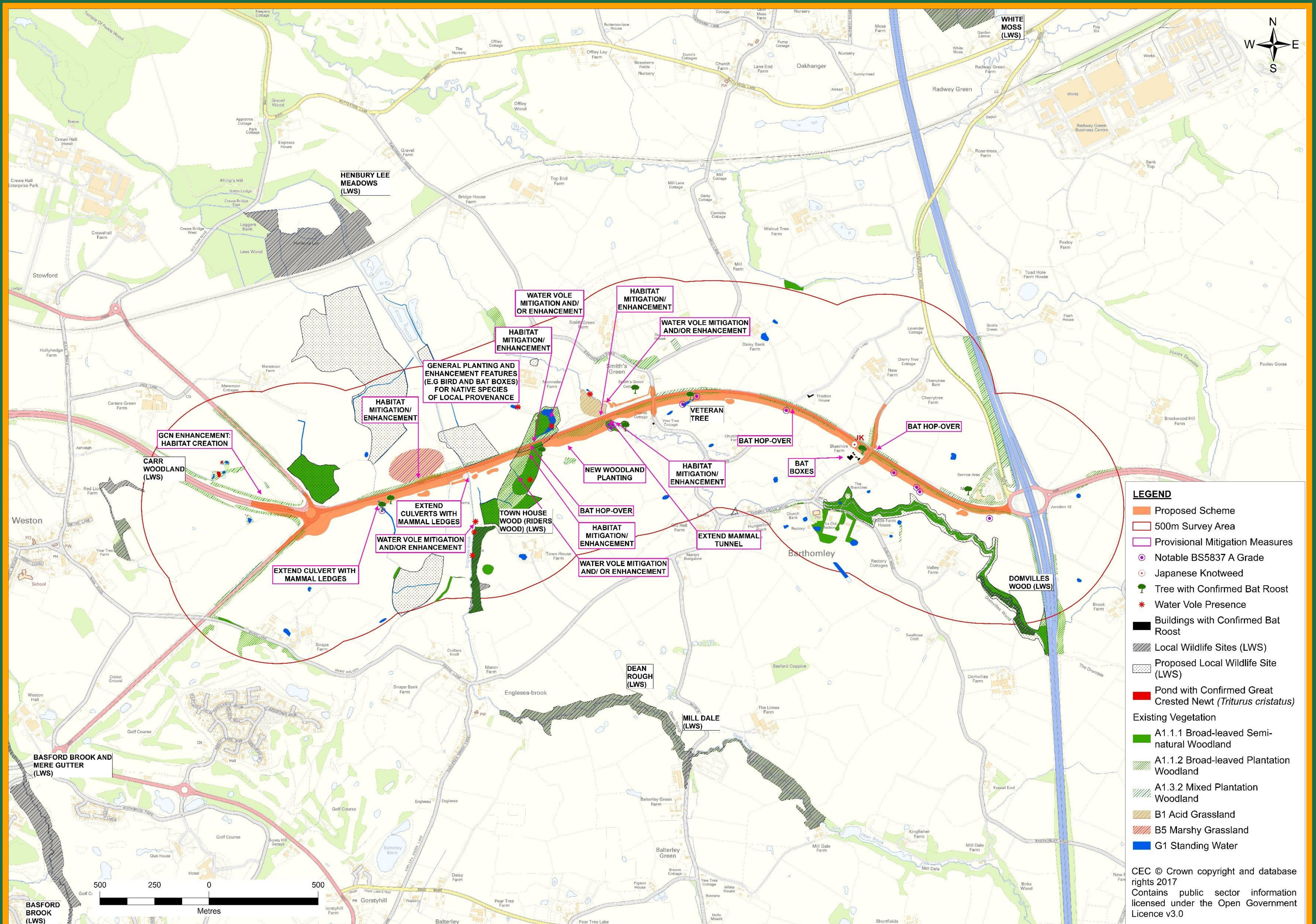
- Radway Green Road Bridge will be replaced by a new, longer bridge to span the dual carriageway
- The existing retaining wall to the north of the A500, east of Radway Green Road Bridge, will stay. The retaining wall on the south side will be demolished.
- The new road will tie into to the edge of the M6 J16 circulatory carriageway.
- Information about footpaths is given on Board 10.
- A Landscape and Visual Impact Assessment is currently being undertaken for the proposed scheme design. Small areas of vegetation will be lost under the footprint of the scheme and new areas of woodland and planting will be provided as detailed on the above plans. Planting would be concentrated around new junctions, roundabouts and drainage ponds to improve visual impacts.



# A500 Dualling

## Ecological Assessment and Mitigation

7



A full suite of Ecology surveys are currently taking place throughout the scheme study area. Based on the initial survey results, the following indicative ecological mitigation measures are proposed for the scheme:

- Enhancement of Great Crested Newt terrestrial habitat and pond creation
- Extension of mammal tunnels to facilitate mammal movement (including badger and brown hare)
- Creation of 'hop-overs' for bats and barn owls and installation of bat boxes
- Provision of mitigation habitat for nesting birds, including ground nesting birds such as skylark
- Mitigation and enhancement features for water vole (e.g. habitat creation)
- Creation of new habitats (woodland, species-rich grassland, hedgerows and ponds)
- Use of best practice construction measures for species and habitats (e.g. undertaking works outside of sensitive breeding seasons, use of Environment Agency Guidelines to avoid effects on watercourses and aquatic species)



# A500 Dualling

# 8

## Air Quality

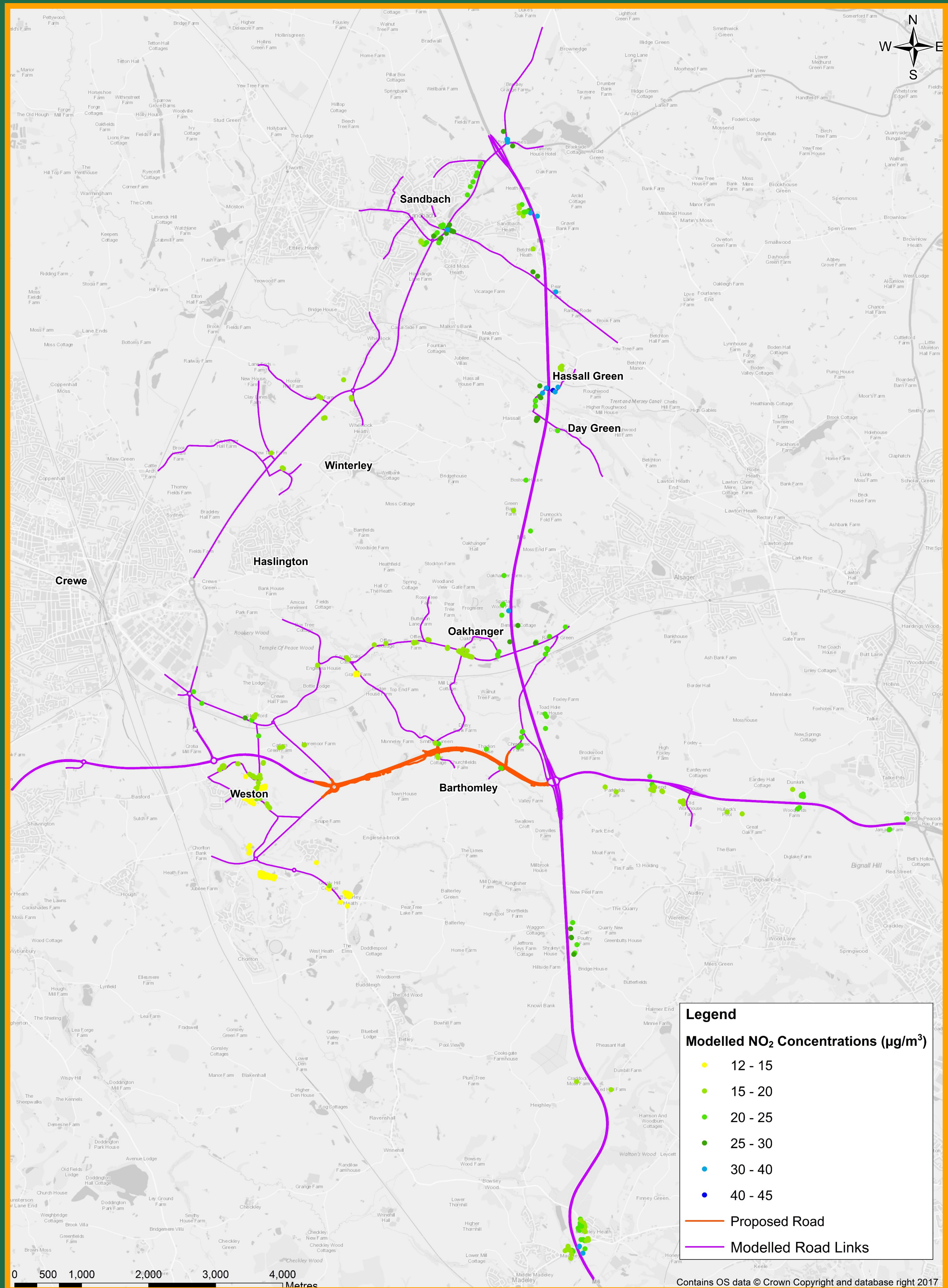
An initial air quality assessment has been undertaken to assess the expected changes as a result of the scheme. The initial assessment will be followed by a more robust assessment using updated traffic data. The initial results are shown in the adjacent plan, which shows the predicted air quality concentrations after the scheme is constructed. The Air Quality Objective standard in the UK for nitrogen dioxide (NO<sub>2</sub>) is 40 µg/m<sup>3</sup>, and the air quality levels have been assessed against this.

All receptors are expected to be below the Air Quality Objective except for two receptors close to the motorway near Hassall Green. These receptors will experience a small increase and therefore remain slightly over the Air Quality Objective. There will be localised benefits to the road network around Weston, Oakhanger and Sandbach where there will be a slight reduction in NO<sub>2</sub> concentrations.

There will be some worsening of NO<sub>2</sub> at receptors close to the M6, A500 and roads leading to the A500, however these levels are all predicted to be well below the Air Quality Objective with the exception of the two receptors mentioned above.

At the current Air Quality Management Area around junction 17 of the M6 there will also be some air quality impacts, however the concentrations are expected to remain below 40 µg/m<sup>3</sup>.

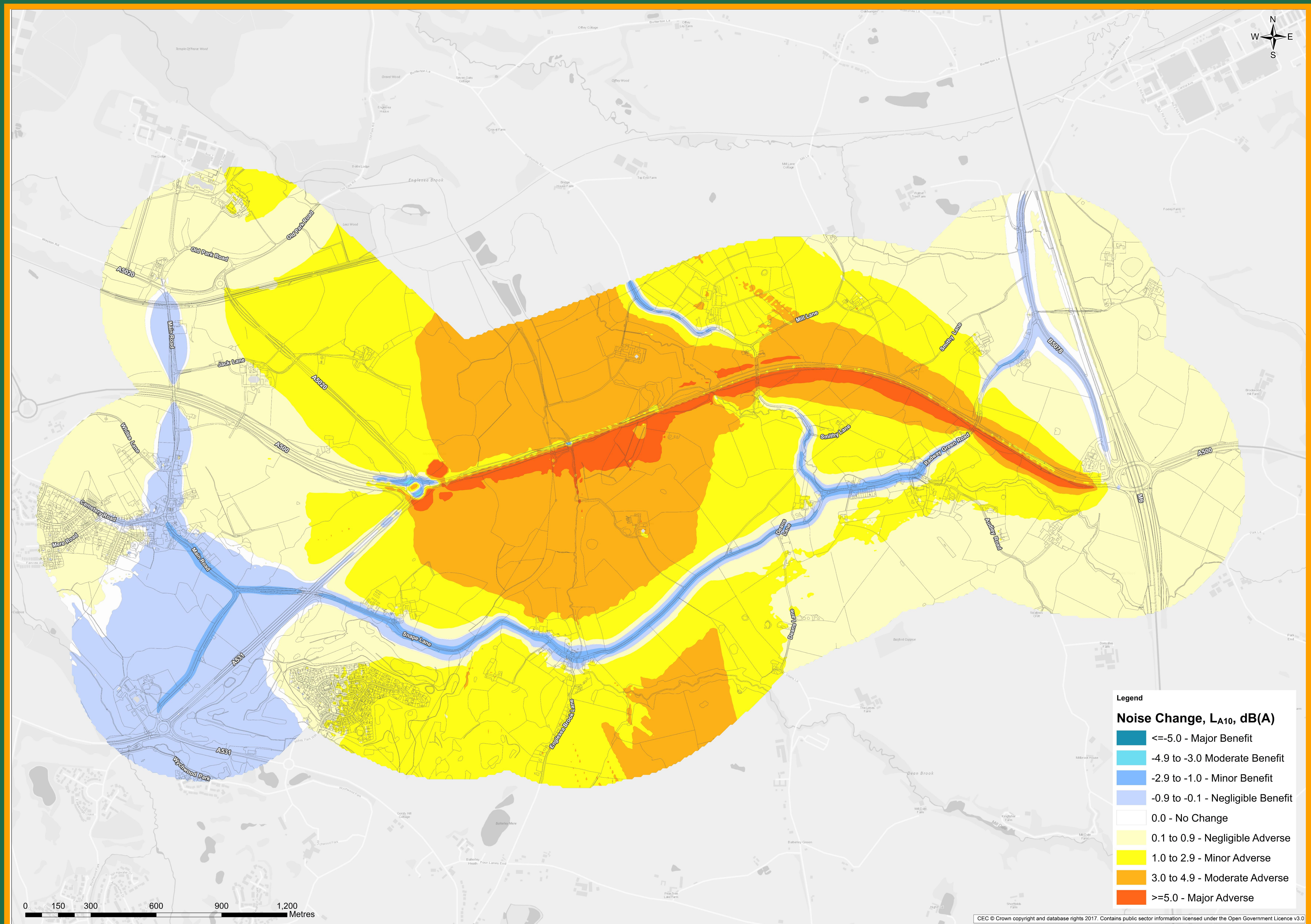
Impacts on air quality during construction will be minimised with the adoption of the best practices mitigation measures e.g. dust reduction techniques.





# A500 Dualling Noise

9



Overall the impact on noise levels in the opening year will increase slightly adjacent to the A500, however will decrease in the surrounding areas.

Analysis of the predicted noise levels with and without the scheme in place suggests that the A500 Dualling Scheme would provide relief of noise from traffic on local roads. This is likely to result in reduced noise levels at properties adjacent to these routes.

Properties adjacent to the A500 itself would see an increase in noise levels as a result of its dualling. During the detailed assessment of the scheme, consideration will be given to noise mitigation measures in order to reduce noise levels from traffic on the A500. It is anticipated that a number of different potential noise mitigation measures would be considered, including the use of a low noise road surface (LNRS), noise barriers and/or earth bunding.



The main change is that the four uncontrolled crossings over the A500 will be stopped up, because it would be unsafe after the dualling scheme is built. We acknowledge that this will reduce connectivity for pedestrians across the A500, but think the new footpath extensions and diversions will create more attractive and safer walking routes.

- Existing footpath crossings on the A500 to be closed
- Footpaths to be diverted along the boundaries of the new widened A500
- Crossing points to be at Radway Green Bridge and Barthomley Road Bridge



# A500 Dualling

## Forecast Traffic Impacts

### Traffic Flows and Modelling

The figures reported here are taken from the existing Crewe Traffic Model. This model was originally developed in 2007 and updated in 2011 and 2013. The model has been used to support the testing and development of a number of successful transport schemes in the Cheshire East area.

The plan shows the AM (morning) and PM (afternoon) Peak hour flows that will be travelling on the dualled section of A500 and other nearby roads. The plan shows what the traffic is forecast to be in 2021 with and without the scheme in place and what the percentage difference in flow is forecast to be with the new scheme in place.

### Journey Time Savings

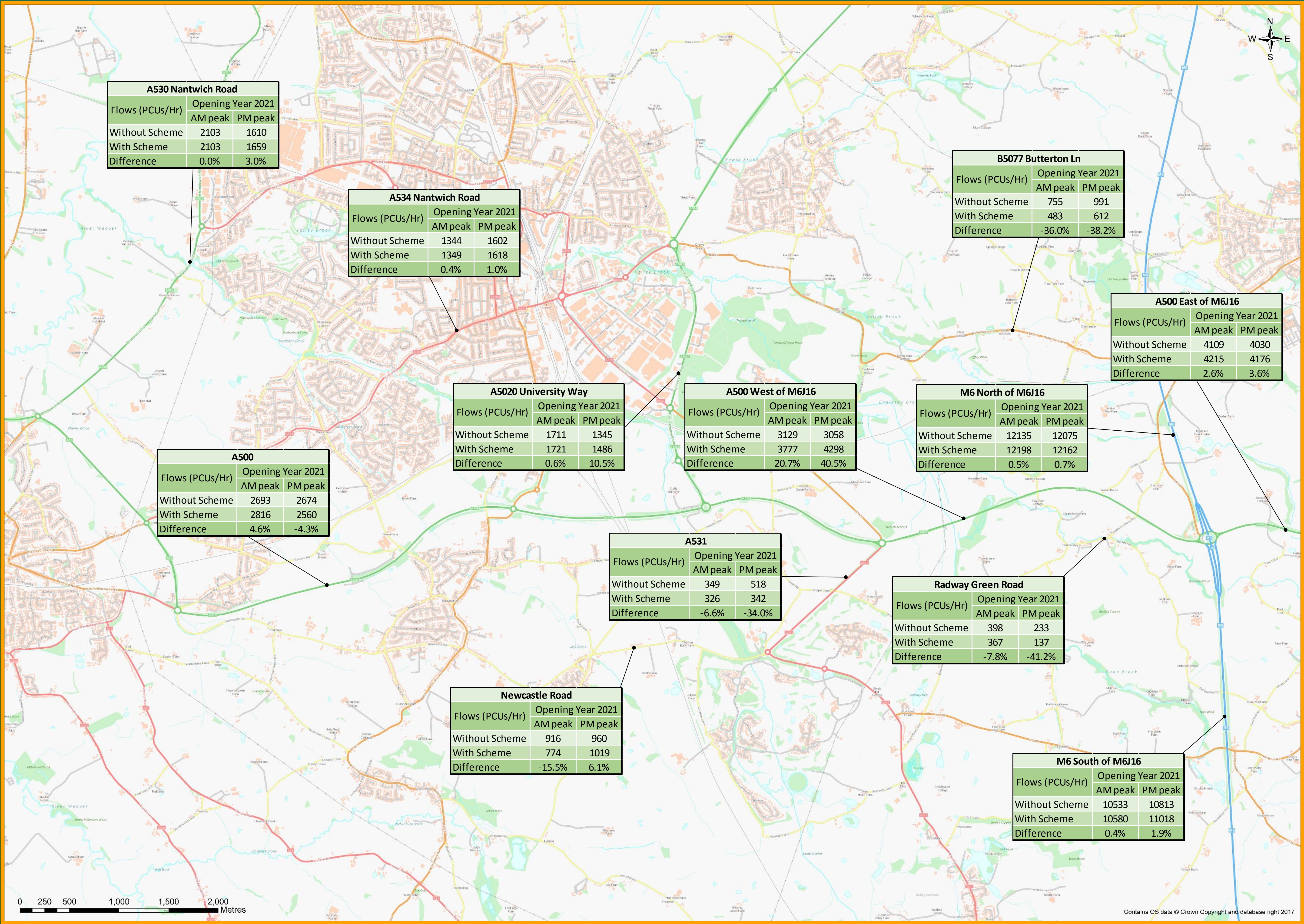
The forecast journey time savings in 2021, with and without the scheme, taken from the existing Crewe model, are detailed below:

Forecast Journey Times 2021	AM Peak			PM Peak		
	Without Scheme	With Scheme	Time Saving	Without Scheme	With Scheme	Time Saving
Westbound	4m 21s	2m 1s	2m 20s	5m 22s	2m 17s	3m 5s
Eastbound	4m 21s	1m 55s	2m 26s	4m 4s	1m 55s	2m 9s

### Further Traffic Modelling

A new transport model is currently being developed for the wider Crewe Area currently which will be used to test the final scheme. An extensive traffic count programme was undertaken earlier in the year including 243 traffic count sites and 43 Road Side Interviews sites. This data is now being input into the new transport model and will provide us with an updated traffic model fully compliant with the Department for Transport (DfT) requirements.

### Predicted Traffic Volumes in 2021



Note 1: The figure above shows the results of initial traffic modelling work and reflects the traffic impacts which are likely to occur in 2021, with and without the scheme.  
Note 2: PCU/hr = Passenger Car Units per hour (Car and Vans = 1 PCU and Lorries and Buses = 2 PCUs)





### Compounds and Stockpile Areas

**Compound Locations** - Compounds are temporary working areas/offices required by construction staff to build roads of this scale. It has not yet been determined where the compounds will be located, but it is likely that the main compound will be close to M6 J16. Smaller satellite compounds will also likely be required close to the bridges. These details will be included in the planning application.

**Stockpile Areas** – Temporary stockpile areas may be required to store equipment and material used to construct the road. They will also be used for storing topsoil and other materials that will not immediately be used, such as sand and gravel. These locations have not yet been determined, but will be included in the planning application.

### Construction Working

**Programme** - It is expected that work to construct the new carriageway will take place first, and then two way traffic switched onto the newly constructed carriageway to allow the existing carriageway to be refurbished. The new dual carriageway will then be opened. Work is anticipated to take approximately 15 months.

**Bridges** – Barthomley Bridge and Radway Green Bridge will be demolished and re-built with longer spans over the dual carriageway. The roads will be kept open during the demolition and construction work. We are currently investigating how this might be done – either with temporary bridges, or by partially building the new bridges before demolishing the existing ones.

**Working Hours** - Most work is expected to be carried out during weekdays (7am to 6:30pm) with some Saturday working (8am to 1pm). To minimise disruption to road users, some overnight closures may be needed.

**Site Access** - The main site access is likely to be close to M6 J16.

**Haul Roads** – Generally speaking, the site has cuttings at the eastern end, and embankments at the western end. One of the early activities will be the mass haul of earthworks along the site. This will be done along the site of the new road.

**Traffic Management** – The A500 will likely require a temporary speed limit for the duration of the construction works. This will need to be determined, but could be 50mph or 40mph.



### Reducing disruption to the Public and the Environment

**Noise** - Modern Earthmoving Equipment is very quiet and the noise from engines and hydraulics dissipates over a very short distance. The successful Contractor will be required to determine measures for managing noise and vibration.

**Keeping Construction and Road Traffic separate** – The methodology of constructing the new carriageway first, then switching the traffic to allow the existing carriageway to be refurbished, will minimise the interaction between construction and road traffic.

**Keeping You Informed** - An onsite Construction Liaison Officer will be responsible for informing local residents about possible disruptions.

**Minimising Material Import and Export** - The design will be refined to minimise surplus materials to be removed from the site.





## Economic Assessment and Scheme Funding

### Economic Benefits

The A500 forms a key strategic link between Crewe, the M6 and the wider Cheshire East, Stoke and Staffordshire region. The current network is constrained by the existing single carriageway A500 link, which will lead to congestion and act as a barrier to delivering planned development. A summary of the key issues resolved by the scheme are set out below.

- **Enabling Economic Growth:** The scheme will provide increased highway capacity to unlock new development sites in Crewe and Nantwich, support the delivery of the Cheshire East Local Plan in addition to mitigating traffic generated by new development.
- **Connectivity:** The scheme will provide additional capacity to cater for additional traffic demand to the HS2 hub station.
- **Congestion:** The scheme will provide further capacity on the A500, removing existing and future capacity constraint.
- **HS2 Construction Traffic:** The scheme will also allow traffic to safely overtake construction traffic and will provide additional capacity for additional vehicles during construction works
- **Public Transport:** The scheme will provide additional vehicle capacity, thereby removing reliability issues on the local road network.

### Benefit to Cost Ratio

An initial economic assessment of the scheme has identified the scheme would have a Benefit to Cost Ratio (BCR) of 1.87, this shows the scheme provides £1.87 in return for every £1 invested. At this stage this is because of the journey time saving benefits accrued for the scheme across the Crewe and wider road network. Further work is being undertaken at present to quantify the wider economic benefits of the scheme including the accident reduction benefits, environmental benefits and the benefits as a result of unlocking jobs in the area from the scheme. An initial assessment shows that the value added to the economy of the area could be £63m (Gross Value Added).

### Scheme Funding

Funding to develop the Outline Business Case for the scheme was secured through the Department for Transport (DfT) Local Large Major Transport Scheme Fund in late 2016. This award of over £2m has supported the development of the scheme, including developing the engineering, environmental and transport modelling appraisal requirements. The Outline Business Case will be completed in Summer 2018 and then submitted to DfT to seek further funding to take the scheme forward. To support the application for funding, contributions to the scheme will also be sought from developments benefiting from the scheme, and from local regional funding set aside to support growth in the area.



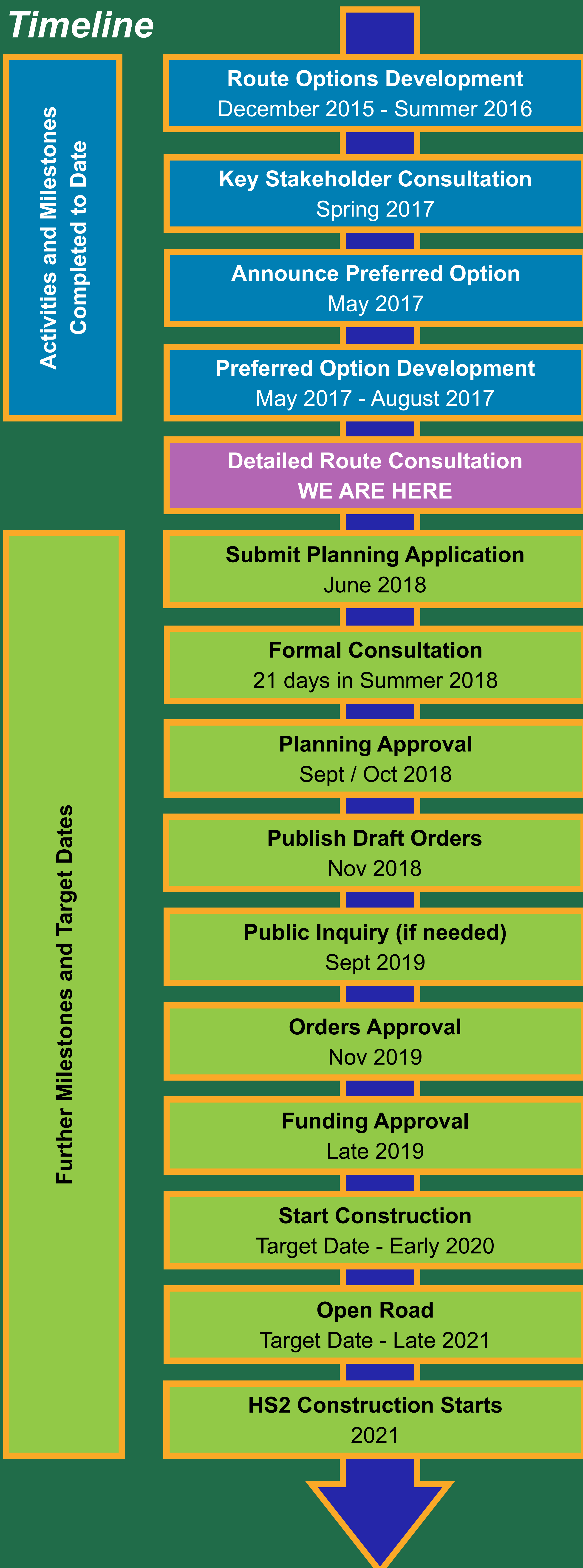


# A500 Dualling

## Timeline

# 14

### Timeline



### Your Views

This A500 Dualling Pre-planning Application Consultation period will commence on 20th September 2017 and will end on 1st November 2017.

Your views are very important to us. The public consultation events are being held to provide you with the opportunity to ask questions and raise any issues you may have.

In order for us to consider your opinions, we ask that you complete a questionnaire.

All questionnaire responses must be submitted by 1st November 2017.



The results from the questionnaire and the comments received throughout the consultation period will help us finalise the planning application, which we plan to submit in Summer 2018.

The application will be published on the Cheshire East Council website once it has been submitted.

There will be the Formal Consultation period of 21 days in Summer 2018 after the submission of the Planning Application.

For further information please contact us using the details below:

Online: [www.cheshireeast.gov.uk/A500Dualling](http://www.cheshireeast.gov.uk/A500Dualling)

Call us: 0300 123 5020

Email us: [A500dualling@cheshireeast.gov.uk](mailto:A500dualling@cheshireeast.gov.uk)

Write to us: Cheshire East Council

Strategic Highways and Infrastructure

A500 Dualling

Floor 6, Delamere House

Delamere Street

Crewe

CW1 2LL



## Appendix B      Letters to Local Residents & Stakeholders



Cheshire East Council  
Strategic Highways and Infrastructure - A500 Dualling  
Floor 6, Delamere House  
Delamere Street  
Crewe  
CW1 2LL  
A500Dualling@cheshireeast.gov.uk  
Our Ref: B1832076/OD147

08<sup>th</sup> September 2017

Dear Sir/Madam,

### **A500 Dualling Pre-Planning Public Consultation**

Cheshire East Council is holding a six-week pre-planning application public consultation for the A500 Dualling scheme between 20<sup>th</sup> September and 1<sup>st</sup> November 2017.

As part of this consultation you are invited to a public exhibition which is taking place on Wednesday 20<sup>th</sup> September 2017 between 2pm and 8pm, and Saturday 23<sup>rd</sup> September 2017 between 9am and 4pm at The Village Hall, Barthomley, Cheshire East, CW2 5PE. At the meeting you will be able to find out more about the A500 Dualling scheme, including the scheme timescales and environmental assessments.

The A500 Dualling scheme will upgrade the existing 3.3km single lane carriageway between M6 Junction 16 and Meremoor Moss roundabout, to a dual carriageway. This route is an important regional route and is one of two main routes from Crewe to the M6 motorway. The scheme will increase capacity of the road networks, improve connections across the region, facilitate HS2 construction and facilitate growth in Crewe. It is therefore considered by Cheshire East Council as an integral part of the Cheshire East Local Plan Strategy.

The public consultation will provide you an opportunity to express your views on the scheme before the submission of the planning application in June 2018.

Additional information on the scheme, including more detailed plans and information about different options that we have considered, can be found on our website at [www.cheshireeast.gov.uk/A500Dualling](http://www.cheshireeast.gov.uk/A500Dualling).

A consultation questionnaire is included within the attached leaflet. Please send your comments to [A500Dualling@cheshireeast.gov.uk](mailto:A500Dualling@cheshireeast.gov.uk). Alternatively, written responses can be sent to the

following address: A500 Dualling, Cheshire East Council, Strategic Highways and Transportation, Floor 6, Delamere House, Delamere Street, Crewe, CW11 2LL.

Please ensure that all responses are returned to us by 1<sup>st</sup> November 2017.

The results and comments received throughout the consultation period will form the basis of a Consultation Report and will help to develop the following stages of the A500 Dualling scheme which will be subject to planning application next year. The Consultation Report will be made available online at [www.cheshireeast.gov.uk/A500Dualling](http://www.cheshireeast.gov.uk/A500Dualling).

Yours faithfully,

The A500 Project Team

Strategic Highways and Transportation

Cheshire East Council

Cheshire East Council  
Strategic Highways and Infrastructure - A500 Dualling  
Floor 6, Delamere House  
Delamere Street  
Crewe  
CW11 1HZ  
A500 Dualling@cheshireeast.gov.uk  
Our Ref: B1832076/OD148

13<sup>th</sup> September 2017

Dear Sir/Madam,

### **A500 Dualling Pre-Planning Public Consultation**

Cheshire East Council is holding a six-week pre-planning application public consultation for the A500 Dualling scheme between 20<sup>th</sup> September and 1<sup>st</sup> November 2017.

As part of this consultation you are invited to a presentation on the scheme proposals, to be held at 10am on Wednesday 20<sup>th</sup> September 2017, at The Village Hall Barthomley, Cheshire East, CW2 5PE. The presentation will give more information about the scheme, including the timescales and the environmental assessments, and members of the project team will be on hand to answer any questions you may have, up to 1pm. If you are unable to make the presentation, then there will be an exhibition open to the general public from 2pm to 8pm on that day, or on Saturday from 9am to 4pm, also at the Village Hall.

The A500 Dualling scheme will upgrade the existing 3.3km single lane carriageway between M6 Junction 16 and Meremoor Moss roundabout, to a dual carriageway. This route is an important regional route and is one of two main routes from Crewe to the M6 motorway. The scheme will increase capacity of the road network, improve connections across the region, facilitate HS2 construction and facilitate growth in Crewe. It is therefore considered by Cheshire East Council as an integral part of the Cheshire East Local Plan Strategy.

The key objectives of the public consultation are to:

- Inform the general public and stakeholders of the scheme development in detail.
- Provide an opportunity to feedback on the scheme and raise any concerns.
- Maintain and enhance communication with the general public and stakeholders, with the aim of increasing support for the scheme.
- Meet the project team to answer questions about the scheme.

The public consultation will provide you an opportunity to express your views on the scheme before the submission of the planning application in June 2018.

Additional information on the scheme, including more detailed plans and information about different options that we have considered, can be found on our website at [www.cheshireeast.gov.uk/A500Dualling](http://www.cheshireeast.gov.uk/A500Dualling).

A consultation questionnaire is included within the attached leaflet. Please send your comments to [A500Dualling@cheshireeast.gov.uk](mailto:A500Dualling@cheshireeast.gov.uk). Alternatively, written responses can be sent to the following address: A500 Dualling, Cheshire East Council, Strategic Highways and Transportation, Floor 6, Delamere House, Delamere Street, Crewe, CW11 2LL.

Please ensure that all responses are returned to us by 1<sup>st</sup> November 2017.

The results and comments received throughout the consultation period will form the basis of a Consultation Report and will help to develop the following stages of the A500 Dualling scheme which will be subject to planning application next year. The Consultation Report will be made available online at [www.cheshireeast.gov.uk/A500Dualling](http://www.cheshireeast.gov.uk/A500Dualling).

Yours faithfully,



Kate Beirne

Project Sponsor

Cheshire East Council

## Appendix C Consultation Leaflet & Questionnaire

## Key milestones so far

Route Options Development  
Key Stakeholders Consultation  
Announce Preferred Option  
Refining the preferred option

### Pre-planning application consultation

December 2015—Summer 2016  
Early 2017  
May 2017  
May – July 2017  
20th September – 1st November 2017

## What happens next?

Analyse results of public consultation  
Submit planning application  
Construction begins (target date)  
Road opens (target date)

October – December 2017  
June 2018  
Early 2020  
Late 2021

## How can I submit my views?

Your views are very important to us. The questionnaire gives you the opportunity to take part in the consultation process and comment on the proposals. Please complete and return the questionnaire before **1st November 2017**. Alternatively you can submit your questionnaire by email to [A500Dualling@cheshireeast.gov.uk](mailto:A500Dualling@cheshireeast.gov.uk)

You can also come along to the consultation events listed on the front page of this leaflet where questionnaires will be available.

In the meantime, if you require further information, please contact us via the details below:

Call us: **0300 123 5020**

Email us: [A500Dualling@cheshireeast.gov.uk](mailto:A500Dualling@cheshireeast.gov.uk)

Visit our website: [www.cheshireeast.gov.uk/A500Dualling](http://www.cheshireeast.gov.uk/A500Dualling)

Write to us: **Cheshire East Council**

**Strategic Highways and Infrastructure - A500 Dualling**  
**Floor 6**  
**Delamere House**  
**Delamere Street**  
**Crewe**  
**CW1 2LL**

# A500 Dualling

*We want your views*

## Cheshire East Council is proposing to dual the A500 between M6 Junction 16 and Meremoor Moss Roundabout.

This 3.3km section of the A500 is a key strategic link for Crewe, Nantwich and the wider region. It is the only single carriageway section of the A500, from Nantwich to the west, through to Stoke and the Potteries to the southeast, which is all dual carriageway. The A500 Dualling scheme will relieve this bottleneck on the road network.

Traffic levels are expected to increase on this section of the road in the future, as a result of growth identified in the Local Plan, and growth associated with the proposed High Speed 2 hub station in Crewe, due to open in 2027. High Speed 2 construction traffic is also expected to use the route, from 2021 to 2027.

We have been working on plans to improve the A500 and, following consultations with key stakeholders, in May 2017 announced that the preferred option is to widen the existing road to the south. Since then we have been developing the plans in more detail and collecting information about the existing traffic, environmental and geotechnical conditions. Before we submit a planning application for this scheme, we are keen to hear your views to ensure that we deliver the best possible solution.

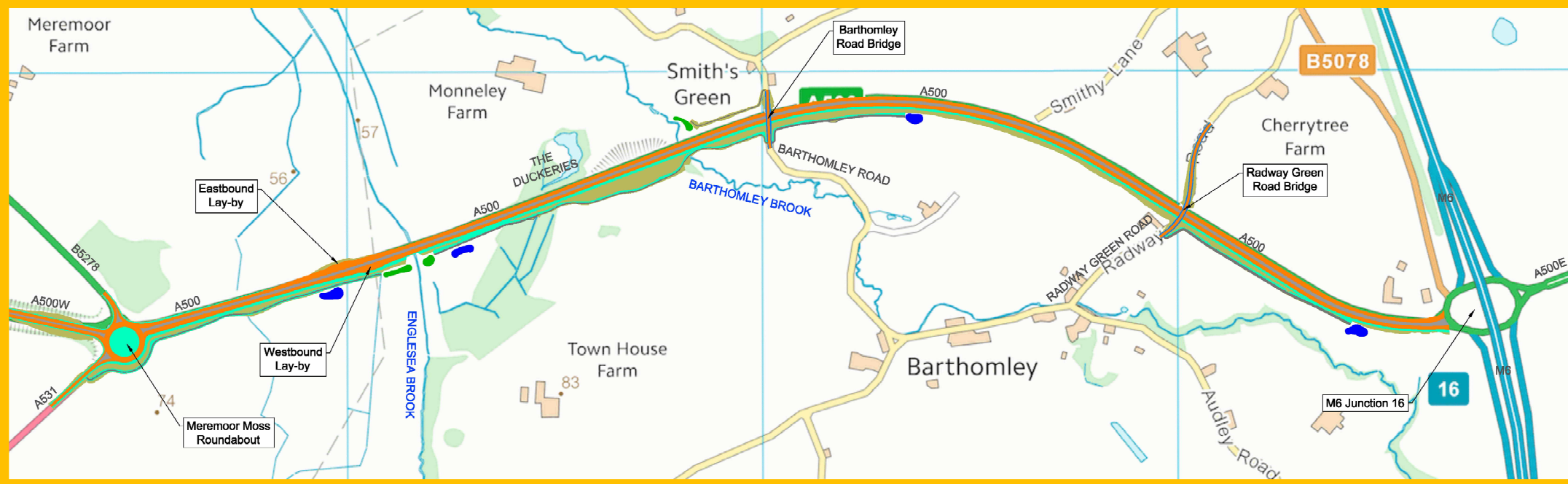


## Consultation events this September

There will be opportunities to see designs for the proposed A500 Dualling at the following events:

- **Wednesday 20<sup>th</sup> September 2017 (2pm – 8pm)** **The Village Hall, Barthomley**
- **Saturday 23<sup>rd</sup> September 2017 (9am – 4pm)** **The Village Hall, Barthomley**





## Current Issues

- Existing capacity issues on the A500 and Meremoor Moss Roundabout cause delay
- A single carriageway A500 is not very resilient, and closures can impact the M6 and the wider network
- The housing and employment growth, identified in the Cheshire East Local Plan Strategy, the Constellation Partnership plans, and as a consequence of the HS2 hub station will generate more travel demand. Improvements to the A500 will facilitate that growth and employment
- Increase in construction traffic along the A500 during the construction of HS2
- Congestion on A500 affecting reliability of public transport services serving the future HS2 hub station at Crewe
- The at-grade uncontrolled pedestrian crossings on a high speed road are undesirable from a safety perspective.

## The Benefits

The dualling of the A500 between Meremoor Moss Roundabout and M6 Junction 16 would:

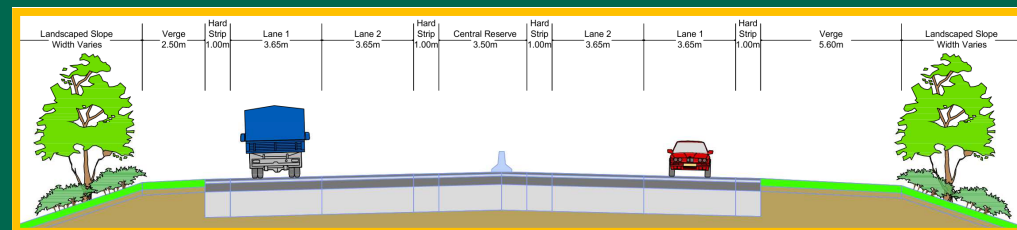
- Increase capacity
- Improve connections across the region
- Facilitate HS2 construction
- Facilitate growth in Crewe and the wider region
- Improve safety

## The Proposal

The project is to upgrade the A500 to dual carriageway along its current alignment thereby removing a bottleneck on Cheshire East's strategic road network.

The proposal is therefore to:

- Improve access to Crewe and help deliver the growth aspirations identified in the Council draft Cheshire East Local Plan Strategy, such as at Basford East, Basford West, Shavington and Crewe town centre.
- Improve access to the proposed new HS2 hub station at Crewe due to be opened in 2027. This will provide benefits during its operation, including across the Constellation Partnership Area between Crewe and Stoke-on-Trent, and also during the construction of the hub station, which is due to start in 2021.



Typical cross-section of the proposed A500

## A500 Dualling Pre-Planning Consultation Questionnaire

Cheshire East Council is consulting on its proposals for the A500 Dualling prior to submitting a planning application in June 2018. We would like your views on how you think we could make improvements.  
All questionnaires should be returned by 01/11/2017.

1. Please provide us with your name and postcode or, if you would prefer your comments to remain anonymous, your postcode only. Please note that we will require your full postcode to validate your response.

Name: ..... Postcode: .....

2. Do you agree that a solution to A500's traffic problems is required? ☐ Yes ☐ No
3. Do you support the principle of the A500 Dualling? ☐ Yes ☐ No ☐ Partly
4. Are there any improvements to the A500 Dualling you would like to see?  
If so please complete one or more of the boxes below.

The proposed layout of the A500,  
Barthomley Road or Radway  
Green Road.

Noise and Air Quality

Landscaping, planting and other  
environmental measures.

Any other comments on the  
scheme.

5. We would like to be able to take into account the views of users of different modes of transport. Please identify your main modes of transport (tick more than one box if appropriate).

☐ Private Vehicle ☐ Pedestrian ☐ Public Transport ☐ Commercial Vehicle ☐ Rambler  
☐ Cyclist ☐ Horse Rider ☐ Other (please specify): .....

6. Are you a regular user of the A500? ☐ Yes ☐ No

7. By completing this questionnaire, you have identified that you have an interest in this project. Please identify the nature of your interest in the link road (tick more than one box if appropriate).

☐ Residential ☐ Agricultural Interest ☐ Local Business ☐ Commuter ☐ Public Right of Way User  
☐ Leisure ☐ Other (please specify): .....

8. Cheshire East Council is committed to providing fairness and equality. To enable us to do this, we would be grateful if you could complete the following optional questions.

Are you male or female? ☐ Male ☐ Female ☐ Prefer not to say Do you consider yourself to have a disability? ☐ Yes ☐ No

How old are you? ☐ Under 21 ☐ 21-30 ☐ 31-40 ☐ 41-50 ☐ 51-60 ☐ 61-70 ☐ 70+

Your views and opinions will remain confidential. Cheshire East Council will only disclose this information to the scheme's principal consultant (Jacobs UK Ltd). Comments will be used in a report, but individuals will be anonymised.

For further information regarding the A500 Dualling scheme, or if you would like to make additional comments, please call: 0300 123 5035, or email: [A500Dualling@cheshireeast.gov.uk](mailto:A500Dualling@cheshireeast.gov.uk) or visit the Council's website: [www.cheshireeast.gov.uk/A500Dualling](http://www.cheshireeast.gov.uk/A500Dualling) or write to us at: Cheshire East Council, Strategic Highways and Transportation, A500 Dualling, Floor 6, Delamere House, Delamere Street, Crewe, CW1 2LL.

Thank you for taking the time to complete this questionnaire. Results will be made available December 2017/January 2018 at [www.cheshireeast.gov.uk/A500Dualling](http://www.cheshireeast.gov.uk/A500Dualling)

## Appendix D List of Stakeholders

John Densem	Weston and Basford Parish Council
David Owen	Weston and Basford Parish Council
Peter Davenport	Representative for Staffordshire, re the Constellation Partnership
Susan Woodward Moor	Representative for CEC re the Constellation Partnership
Cllr John Hammond	Haslington Ward
Steve McQuade	Clerk for Crewe Town Council
Richard Harris	Staffs County Council
Mark Bailey	Clerk for Barthomley Parish Council
Shaun Reynolds	Highways England
Rob Heywood	Highways England
Cllr Rachel Bailey	CEC leader
Cllr Frank Jordan	CEC Director of Place
Cllr David Brown	CEC Highways and Infrastructure Portfolio Holder
Cllr David Marren	Haslington Ward
Cllr Janet Clowes	Wybunbury Ward
Laura Smith MP	MP for Crewe and Nantwich

## Appendix E Consultation Responses

A500 Dualling - Public Consultation September-October 2017

					Responses
Ref	Date	Received by	Do you agree that a solution to A500's traffic problems is required?	Do you support the principle of A500 Dualling?	
1	15.09.17	Post	Yes	Yes	A500 Layout, Barthomley Road or Radway Green Road
2	23.09.17	Post	Yes	Yes	Existing road very noisy, improved noise abatement from new road
					Speed Limits
3	23.09.17	Post	Yes	Yes	
4	23.09.17	Day Event	No	No	Layout ok but at what cost? Will you be held ransom to the Duchy?
5	23.09.17	Day Event	Yes	Yes	The layout looks good, it'll be safer and generally make getting to/from Crewe smoother
6	25.09.17	Post	Yes	Yes	No the proposal looks ok. It is needed asap to relieve congestion
7	25.09.17	Post	Yes	Partly	
8	25.09.17	Post	Yes	Yes	A longer term plan needs to be in place to allow through traffic along the A500 across J16 to bypass the rbt as peak traffic congestion, particularly in the morning, is very heavy. This also affects parts of the A500 in Staffordshire.
9	25.09.17	Post	Yes	Yes	
10	25.09.17	Post	Yes	Yes	Traffic Lights on Radway Green Road
11	25.09.17	Post		Partly	Concern for use of traffic through village during construction. Village now suffers from speeding vehicles during peak hour flow.
12	29.09.17	Post	Yes	Yes	
13	29.09.17	Post	No	Partly	Is not the complete solution to the increase traffic it will just make two lanes of traffic trying to access the motorway
14	29.09.17	Post	Yes	Yes	There have been several accidents since recent dualling. Would lighting or appropriate signage be beneficial?
15	29.09.17	Post	Yes	Yes	
16	29.09.17	Post	Yes	Yes	
17	29.09.17	Post	Yes	Yes	
18	29.09.17	Post	Yes	Partly	
19	29.09.17	Post	Yes	Yes	3 lane exit from the A500 at Meremoor Moss Rbt
20	29.09.17	Post	Yes	Yes	Action needed to alleviate traffic backlog
21	29.09.17	Post	Yes	Yes	
22	29.09.17	Post	Yes	Yes	Radway Green Bridge - Complete rebuild on original line eastern end on straight could be on north side. HS2, if ever built, will have very marginal effect. By the duckaries the new carriageway should be structurally separate from existing (subsidence)
					Provide laybys in both directions near Radway Green Bridge. (moved from next section)
23	29.09.17	Post	Yes	Partly	
24	03.10.17	Post	Yes	Yes	Road marking on the Meremoor Moss Rbt to show which lane traffic should be in.
25	03.10.17	Post	Yes	Yes	
26	03.10.17	Post	Yes	Yes	
27	03.10.17	Post	Yes	Yes	No comments
28	04.10.17	Post	Yes	Yes	
29	04.10.17	Post	Yes	Partly	No
30	09.10.17	Post	Yes	Yes	Soon as possible
			Yes	Yes	
31	13.10.17	Post			
32	16.10.17	Post	Yes	Partly	
33	16.10.17	Post	Yes	Yes	
34	19.10.17	Post	Yes	Yes	
			Yes	Partly	
35	23.10.17	Post			
36	26.10.17	Post	Yes	No	The ancient village of Barthomley is being swallowed up for the extension of Crewe. Who protects our heritage?
37	02.11.17	Email	Yes	Partly	[paraphrased] Traffic flow from MMM Rbt to M6 J16 has improved significantly since the extra lanes (use this approach at MMM). Similar approach to M6 J16 rbt should be used at MMM Rbt, instead of widening, extending bridges and severing footpaths.
					Why do the central reserve (3.5m) and verge (5.6m) need to be so wide?
					Who will maintain it?
38	02.11.17	Post	Yes	No	Similar layout approaching & using Meremoor Rbt similar to J16 should be built. The work done on J16 & approaches improved the flow no end.

A500 Dualling - Public Consultation September-October 2017

	Responses
Ref	Noise and Air Quality
1	To be improved
2	Screening that is natural will help with noise
3	Both adversely affected. Tree planting will help and should be considered.
4	
5	The difference won't be significant (esp. air quality), the noise won't change much, but as the trees on the embankment grow that would likely decrease.
6	Yes there will be some increased levels but it will not affect too many residents
7	
8	
9	
10	
11	Increased traffic will no doubt increase levels of particulate matter MP10 and PM2.5. Volume increased from exhaust, brakedust, tyre wear, esp. from HGV use.
12	Use a road surface that reduces tyre noise
13	It will increase noise and air quality in the area
14	Strategies employed so far seem effective
15	
16	
17	
18	
19	
20	
21	Protection for the village of Barthomley
22	Remain substantially the same. It is vehicles not roads which create problems.
23	
24	Environmental measures should be taken to reduce noise and air quality and planting to take up pollutants and noise.
25	Reduction of road surface noise/sound barriers
26	This is of concern as traffic noise is currently very noticeable from the current A500. We hope that any increase in traffic/noise is suitably mitigated.
27	Use the latest "quiet tarmac" for surfacing (like the Germans use)
28	
29	Yes. Increased noise is a particular worry, having seen the projected increase and exposure of our property, amongst others.
	Projected modelled air quality appears largely unaffected.
30	
31	
32	
33	
34	
35	The increased noise from the Dualled A500 is forecast to adversely affect a large area to the south of the A500, including all of Englesea Brook and Barthomley. More measures should be taken to mitigate the adverse effect on those conservation area, preserve their small rural village feel for residents and visitors.
36	Will always increase where roads are built
37	
38	Your picture on leaflet shows how free flowing the present A500 is for 18-20 hours per day. Of vehicles one way and one vehicle the other!



## A500 Dualling - Public Consultation September-October 2017

	Responses
Ref	Landscaping, planting and other environmental measures
1	As much planting as possible
2	Foliage growth obscuring signs
	Damage to hedgerows
3	Sound and air pollution benefited by an extra band of trees
4	
5	It seems fine, as long as the trees are replaced.
6	Will require some substantial work following the road widening
7	
8	
9	
10	
11	Concern for local environment from 'run off', noise and wildlife. Close to local community.
12	Essential to replace trees etc. which have to be moved
13	Looking at the cross section the road should be constructed with embankment each side and not raised
14	To take into account the risk to wildlife. Creating new habitats is good, but wildlife is very vulnerable. There is a noticeable amount of roadkill on the A500.
15	
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21	
22	Unless envisaged future 3 lane carriageways eliminate or reduce verges. Reduce or eliminate landscaping, save cost and prevent "tunnel vision".
23	
24	Yes I would like to see as much of the environmental measures carried out as is practicable - protect residents
25	
26	
27	Try to avoid too much leafy planting that creates a hazard with leaf fall in autumn
28	
29	Yes. I feel that there should be every opportunity taken to increase planting of native species and increase biodiversity, let alone preserve what we have.
	I would like to see increased screening between Smiths Green Cottages and FP04. That would also serve to mitigate against noise from the A500 - which is also projected to increase. (Moved from next section)
30	
31	
32	
33	
34	
35	Please, increase the landscaping along the south of the new carriageway to minimise the noise effect. Bunds and more tree planting should assist.
36	The natural landscape + biodiversity will be negatively effected unless lots + lots of trees + hedges are replanted.
37	
38	Too many trees planted on verges when A500 built are now causing visibility problems

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	Responses
Ref	Other comments
1	
2	At last. This should have been made dual carriageway from its start
	Rat running (moved from previous section)
3	I will object if the council allows the Duchy to build on greenbelt
4	Other more pressing problems around Crewe i.e. Nantwich Bypass
5	Nope, the sooner the better!
6	Get on with it asap
7	Clarification of how pre-existing footpaths over A500 will be dealt with
8	
9	Just what Crewe and Nantwich needs. Please start early!
10	
11	Concern for run off to local water course. Knock on effect for local community.
	Access for PRoW/access across A500 - dangerous now, even worse with this proposal
12	
13	The meremoor moss should have a flyover for through traffic on the A500 as a roundabout will juse [cause] more congestion
14	Footpaths - Re-routing vehicles in circumstances of road closure tend to direct heavy traffic through Barthomley Village.
	The nature of country lanes causes problems for increased volume of transport.
15	
16	
17	
18	I think before you rip up countrysides and existing roads other roads need repairing, gullies need emptying. Country roads are never treated.
19	
20	
21	Concerns that during the work ambulances will have access to the village without delays - my husband is totally bed ridden
22	No provision for cyclists (or pedestrians). PRoW is(?) safer on dual carriageways than single - walker has to consider only one direction of traffic at any one time. Difference between 60 and 70 very margianl and hardly "high speed"
23	
24	
25	
26	Concerned that during works any delays may force traffic onto 'rat runs' of local B-roads and other lanes/routes
27	The two laybys will need re-forming to be suitable for the higher speed of a dual carriageway.
	Consideration is needed of a grade-separated junction at the roundabout for the A5020. There should be an overpass for the A500. There are too many roundabouts in a short distance for a strategic route.
28	
29	I don't fully understand the modifications to 'Barthomley FP04'. It appears that it will be modified for vehicle access.
30	
31	During construction extraneous traffic should be diverted away from the country lanes in the vicinity of the road e.g. Englesea Brook Lane to ensure quality of life in maintained. The timing of construction does not conflict with HS2, S. Cheshire Growth Village, Basford East Gladman depot in Weston. Co-ordination and management of construction period critical.
32	Public Right of Way should be maintained across the route of the A500, particularly Smithy Lane
33	Maintain public footpaths crossing the A500.
34	Get it done ASAP, no legal hold ups, no delays, should never have been single track
35	The objectives of the scheme need to be balanced against preserving the 'green and pleasant' land that surronds the new road, to preserve the rural feel of the area to the areas to the south of Crewe for future generations
36	How will more road building help to cut CO2 emissions? Why are railway links already there not being improved
37	Why the need for so many ponds? Loss of good agricultural land... ...and who will maintain the tracks? Bottleneck in and around Crewe will still remain. To get to Crewe town centre involces single carriageway with single carriageway Railway bridge fo rthe flow of traffic, this is evident at Crewe Arms roundabout and Macon Way roundabout.
38	No need for number of water settling ponds along such a short distance

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	Modes of transport				Interest in the project					
Ref	Mode 1	Mode 2	Mode 3	Regular User	Interest 1	Interest 2	Interest 2	Male or Female	Disability	Age
1	Private Vehicle	Public Transport		Yes	Residential				Yes	70+
2	Private Vehicle	Cyclist		Yes	Residential			Female	No	51-60
3	Private Vehicle			No	Residential	Public Right of Way User		Male	No	70+
4	Private Vehicle			Yes	Residential	Leisure		Male		70+
5	Private Vehicle			Yes	Residential			Male	No	21-30
6	Private Vehicle			Yes	Residential	Commuter		Male	No	70+
7	Private Vehicle	Rambler		Yes	Commuter	Public Right of Way User		Male	No	51-60
8	Private Vehicle	Pedestrian	Public Transport	Yes	Local Business	Leisure	Commuter			
9	Private Vehicle	Pedestrian		No	Residential	Local Business		Male	No	41-50
10	Private Vehicle			Yes	Residential			Male	No	61-70
11	Private Vehicle	Pedestrian		Yes	Residential	Agricultural Interest	Public Right of Way User	Male	No	51-60
12	Private Vehicle	Pedestrian		Yes	Residential	Public Right of Way User		Female	No	70+
13	Private Vehicle			Yes	Residential			Male		61-70
14	Private Vehicle	Pedestrian		Yes	Residential	Public Right of Way User			No	41-50
15	Private Vehicle	Other		Yes	Other					
16	Private Vehicle				Other			Female	No	70+
17	Private Vehicle			No	Residential			Male	No	70+
18	Private Vehicle	Public Transport		No	Residential	Agricultural Interest		Female	No	51-60
19	Private Vehicle			Yes	Residential			Male	No	61-70
20	Private Vehicle			Yes	Commuter			Female	No	70+
21	Private Vehicle			No	Residential			Male	Yes	70+
22	Private Vehicle	Rambler		No	Residential	Leisure	Public Right of Way User	Male	Yes	70+
23	Private Vehicle	Pedestrian	Cyclist	Yes	Residential	Leisure	Public Right of Way User	Female		51-60
24	Private Vehicle			Yes	Other			Male		70+
25	Private Vehicle			Yes	Residential			Male	No	51-60
26	Private Vehicle	Commercial Vehicle		Yes	Residential	Local Business	Commuter	Male		41-50
27	Private Vehicle	Pedestrian	Public Transport	Yes	Residential	Leisure		Male		70+
28	Private Vehicle			Yes	Leisure	Local Business		Male	No	51-60
29	Private Vehicle	Rambler		Yes	Residential	Leisure	Commuter	Male	No	41-50
30	Private Vehicle				Other			Male	No	41-50
31	Private Vehicle	Rambler		Yes	Residential			Male	No	70+
32	Private Vehicle	Rambler	Cyclist	Yes	Residential	Commuter	Public Right of Way User			
33	Private Vehicle	Rambler	Cyclist	Yes	Residential	Local Business	Public Right of Way User			41-50
34	Private Vehicle			Yes	Residential	Commuter		Male	No	70+
35	Private Vehicle			Yes	Residential			Female	No	61-70
36	Private Vehicle			Yes	Residential	Local Business	Public Right of Way User	Female	No	51-60
37	Private Vehicle			Yes	Agricultural Interest			Male	No	51-60
38	Commercial Vehicle			No	Residential	Agricultural Interest		Male	Yes	70+