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A57 Link Roads project

Preliminary Environmental Information Report Non-technical summary



November 2020

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Document control

The Project Manager is responsible for production of this document, based on the contributions made by his/her team existing at each Stage

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1. Introduction

1.1 What is the purpose of the Preliminary Environmental Information Report?

1.1.1 This document provides a Non-Technical Summary (NTS) of the Preliminary Environmental Information for the A57 Link Roads, previously known as Trans-Pennine Upgrade (the “Scheme”) as shown in Figure 1.1 below, to help provide an understanding of the potential environmental impacts.

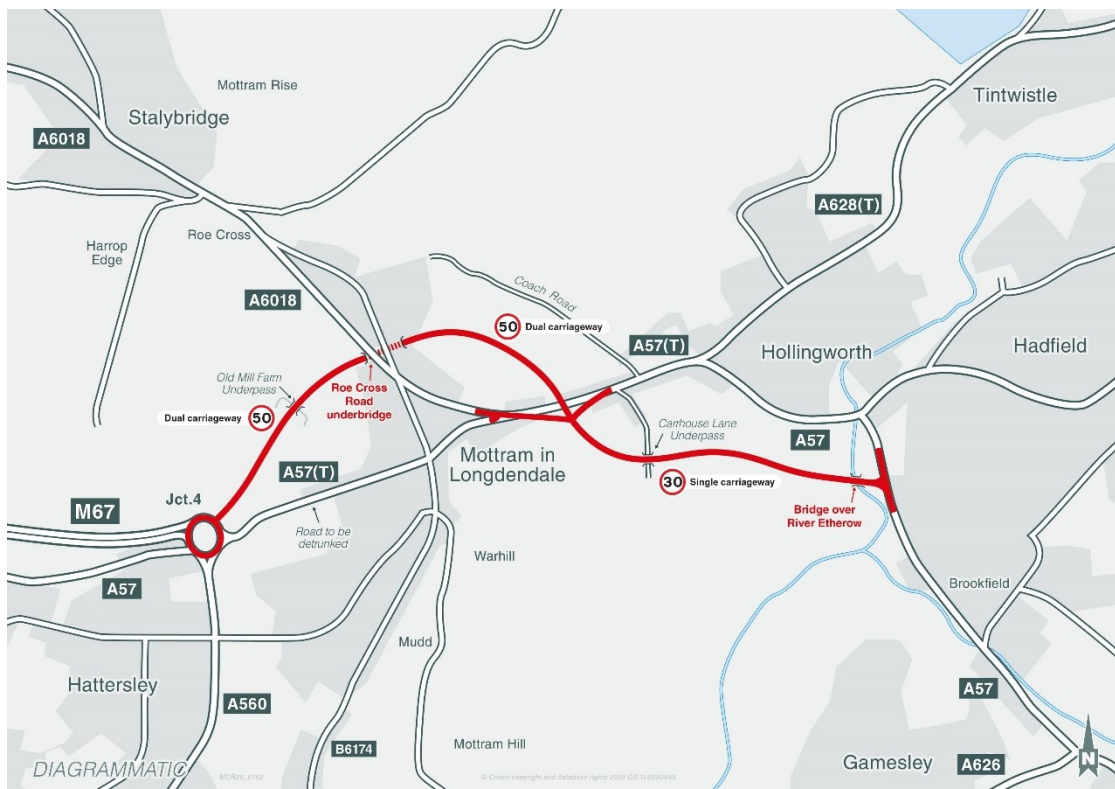


Figure 1.1 Scheme overview and location

1.1.2 In 2017, after a wide consultation about a number of different options, we announced a package of Trans-Pennine Upgrade work, to improve the existing route connecting the M67 at Mottram in Longendale to the M1, north of Sheffield.

1.1.3 We held another consultation on the proposed package of upgrades in 2018, and have since split the work into two projects which are being delivered separately:

- Upgrades to the Westwood Roundabout near Sheffield; packaged with safety and technology improvements along the A628, A616 and A61, including electronic signs and improved closure gates
- The A57 Link Roads, which is the creation of two new link roads at the western end of the A57/A628 route, to provide a dual carriageway bypass around Mottram in Longendale

1.1.4 It is intended that these measures will address longstanding issues of connectivity, congestion, reliability and safety of strategic Trans-Pennine routes between the M67 at Mottram in Longendale and the M1 junction 36 and junction 35A, north of Sheffield.

- 1.1.5 We started construction on the Westwood roundabout and technology improvements in March 2020. However, as the A57 Link Roads (the Scheme) is classed as a 'Nationally Significant Infrastructure Project', to build it, we need to apply for a 'Development Consent Order (DCO)', which will be examined by the Planning Inspectorate and approved by the Secretary of State. More information about the DCO process is available on the project webpage at www.highwaysengland.co.uk/A57-Upgrade
- 1.1.6 With the situation around COVID-19 constantly developing and changing, we're not holding the face-to-face events we normally would. Instead, we're providing a range of alternative ways for you to speak to the project team, ask questions and ultimately make an informed response to the public consultation. This will include telephone events and online webinars which we will host through Microsoft Teams, and you can join one of these through our project web page. We will hold a presentation on the project during the webinars, followed by a question and answer session
- 1.1.7 We want to make sure you have access to all the information you need about the Scheme. During the consultation you can:
- Visit our scheme webpage at www.highwaysengland.co.uk/A57-Upgrade
 - Speak to a member of the project team at one of our telephone events, by calling 0808 196 4502 during the following dates and times:
 - Tuesday 10 November - 10am to 3pm and 4pm to 8pm
 - Tuesday 17 November -10am to 3pm and 4pm to 8pm
 - Tuesday 24 November - 10am to 3pm and 4pm to 8pm
- 1.1.8 The information we will provide includes a description of the scheme, the likely significant environmental effects based on the preliminary environmental information available at the time, the measures proposed to manage such effects and the alternatives that have been considered. The information in this document supports consultees in developing an informed view of the likely significant environmental effects of the scheme and responses to the consultation.
- 1.1.9 The likely significance of an environmental impact is determined by taking account of the sensitivity of an environmental feature (e.g. house, wildlife habitat or river), the level of impact (i.e. the change from the existing situation) and, if the impact is negative, whether it can be avoided, reduced or mitigated through good design or management. The greater the sensitivity of the environmental feature and the greater the level of impact, the more significant the effect. The significance of effects is considered after mitigation or design changes have been implemented, these are called 'residual effects'. The level of significance is determined by specialists who are competent experts for their topic, who will follow standard guidance to complete their assessments.
- 1.1.10 Where possible, enhancements will be built into the design to bring about additional environmental benefits, for example, to improve wildlife habitats and increase biodiversity.
- 1.1.11 This process is known as an Environmental Impact Assessment, which is required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the Environmental Impact Assessment Regulations). The findings of the Environmental Impact Assessment will be reported in an Environmental Statement.

- 1.1.12 While the Environmental Impact Assessment is ongoing, the Preliminary Environmental Impact Report (PEIR) has been developed for consultation and describes the current environmental conditions and anticipated impacts of the Scheme on the environment. This Non-Technical Summary provides a summary of the PEIR in non-technical language.
- 1.1.13 The information in this PEIR should be regarded as an initial account of the main environmental issues. Because of this, we have to include some uncertainties and assumptions, which may change as the environmental impact assessment of the Scheme progresses. The findings will be developed further in the Environmental Statement.
- 1.1.14 The Preliminary Environmental Impact Report (PEIR) has been divided as follows:
- PEIR Volumes 1-3 (www.highwaysengland.co.uk/A57-Upgrade)
 - Volume 1: Main text that includes Scheme information, alternatives considered, environmental assessments for each environmental topic, glossary and references.
 - Volume 2: Appendices that describe the study areas, planning legislation and policy, methodology and relevant tables for each environmental topic.
 - Volume 3: Figures that include the Scheme and outline environmental design drawings and plans to inform each environmental assessment topic chapter in Volume 1.
 - PEIR Non-Technical Summary (this document): A separate document that summarises the environmental assessment and current, preliminary findings for each topic.

1.2 What happens after consultation?

- 1.2.1 Following the consultation, we will give regard to all comments and suggestions received from the consultees in relation to the proposed development and the PEIR, including this summary. We will integrate them into further environmental impact assessment work that will be documented in the Environmental Statement, which will be submitted as part of the DCO application to the Planning Inspectorate in spring 2021.
- 1.2.2 The DCO application will also include a Consultation Report, which will document the outcomes of the consultation and how the feedback has helped shape the development of the design for the final proposal.

1.3 Where is the scheme?

- 1.3.1 Most of the Scheme is located at Mottram in Longendale within the administrative boundaries of Tameside Metropolitan Borough Council, in the west of Greater Manchester. A small section to the west crosses over the boundary with High Peak Borough Council and Derbyshire County Council.

1.4 What are the environmental objectives of the scheme?

1.4.1 The environmental objectives of the Scheme include:

- Reduce noise levels and pollution for neighbouring properties - by reducing the amount of traffic from the existing A57 through Mottram in Longdendale
- Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians - in Mottram in Longdendale

1.4.2 Further objectives and benefits of the scheme are detailed in the Scheme consultation brochure (www.highwaysengland.co.uk/A57-Upgrade).

1.4.3 Alongside the objectives for the specific Scheme, Highways England has their own key performance indicators such as “*No net loss of biodiversity from Highways England’s activities, both from new schemes and its operational estate.*”

1.4.4 We published ‘[The Road to Good Design](#)’¹ in January 2018, which sets out design principles with view to delivering the aspiration to 'deliver safer, better, beautiful roads which connect people and connect our country'. The Scheme will take all these principles into consideration.

2. Air quality

2.1 What is the existing environment like?

2.1.1 Air quality is measured by the amount of air pollutants it contains, where a pollutant is a substance in the wrong place, at the wrong time, at the wrong concentration. The key pollutants of concern in the UK are Nitrogen Dioxide and Particulate Matter. Action to manage and improve air quality is largely driven by European Union law, which sets legally binding limits for major air pollutants. These limits have been transferred to UK law and are included as objectives in the UK air quality strategy. The Department for Environment, Food and Rural Affairs (Defra) is responsible for ensuring that the limits are not exceeded in England, as well as co-ordinating air quality reviews and assessments and action plans for the UK as a whole.

2.1.2 Areas where air pollutant concentrations exceed UK air quality strategy objectives must be designated as an Air Quality Management Area (AQMA) by local authorities. There are a number of AQMA in proximity to the Scheme and roads in the wider area which will be affected by changes in traffic as a result of the Scheme.

2.1.3 The Scheme is located with the Greater Manchester AQMA. Roads affected by the Scheme in the wider area are within the Sheffield Citywide AQMA and an AQMA in Dinting Vale and the Glossop area designated by High Peak Borough Council. In addition, High Peak Borough Council designated an AQMA in the Tintwistle area. The Tintwistle AQMA is not within our study area but has been included in the assessment to align with the traffic model and provide a robust assessment.

2.1.4 Recent monitoring studies of the existing air quality indicates that there are multiple exceedances of the annual mean UK air quality strategy objective for NO₂ at some busy roadside locations within the air quality study area, (notably adjacent to A57 through Mottram, in Dinting Vale, in Hollingworth and adjacent to Woolley

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/672822/Good_road_design_Jan_18.pdf

Lane). This means that NO₂ concentrations immediately adjacent to these busy roadside locations are above what is considered to be acceptable levels.

- 2.1.5 Based on monitoring data and also Defra modelling, concentrations of NO₂ at background concentrations of NO₂ (that is locations more distant from direct pollution sources, such as busy roads) within the study area are below the national objective limits.

2.2 What aspects of the scheme will potentially impact on air quality?

- 2.2.1 The Scheme has the potential to affect air quality positively and negatively during construction and once it is complete and operational. This is set out below.
- 2.2.2 During construction, sensitive receptors have the potential to be affected as a result of nuisance dust from construction activities such as earth moving and excavations, and emissions from construction traffic and equipment or machinery, as well as changes to existing road traffic due to traffic management and diversions.
- 2.2.3 Our air quality modelling has identified that, when the Scheme opens, areas where predicted concentrations of annual mean NO₂ would exceed the annual mean NO₂ UK air quality strategy objective without the Scheme will see large decreases of the predicted concentrations when compared with the predicted concentrations without the Scheme. This means that the Scheme will bring about improved air quality at properties located along busy roads, most notably adjacent to A57 through Mottram.

2.3 What are the key receptors that will potentially be affected?

- 2.3.1 The key receptors that can be affected by changes in air quality are human health receptors such as residential properties, schools and nurseries, hospitals and residential care homes, and ecological receptors, such as Sites of Special Scientific Interest (SSSIs) and non-statutory Local Wildlife Sites (LWS) and Local Nature Reserves (LNR).
- 2.3.2 The air quality assessment considers the effect on selected receptors within 200 m of any road expected to have a change in traffic. Receptors include those closest to the roads affected by the scheme, those that are representative of large numbers of properties, those that house the young, the elderly and other susceptible populations, as well as those near junctions, or locations with queuing traffic and ecological receptors.

2.4 How are these impacts being mitigated?

- 2.4.1 Any air quality effects due to construction would be temporary and could be suitably minimised by the application of standard and appropriate mitigation measures which may include dampening down of surfaces to reduce dust, road sweeping and good management of stored materials. On this basis, we consider it unlikely that there will be a significant effect on air quality due to the construction of the Scheme.
- 2.4.2 Based on our initial results, which indicate overall beneficial effects due to the Scheme, measures to minimise air quality effects would not be required once the

Scheme is operational. This will be confirmed when the assessment is updated in the Environmental Statement.

2.5 What are the limitations and assumptions of the current information?

- 2.5.1 The results presented in this Preliminary Environmental Impact Report are based on the latest air quality monitoring datasets at the time of the assessment in July 2020. However, our survey work is still ongoing and covers some additional sites. Our survey was paused in March 2020 due to COVID-19 restrictions but restarted in September 2020 once restrictions were sufficiently lifted. We are continuing to collect data for the purposes of monitoring trends.
- 2.5.2 The construction assessment will be completed for the Environmental Statement (ES), once further construction information is available including: the finalised construction footprint, haul road locations, construction traffic flows and details of traffic management measures including diversions.
- 2.5.3 More detailed site investigations are also required to determine the impact of the Scheme on ecological receptors within the study area. We will assess the significance of air quality effects on designated habitats in the study area and present the results within the Biodiversity chapter of the ES.
- 2.5.4 It is possible that the results presented in the ES could be higher or lower than those previously reported, because of changes to the datasets considered in this Preliminary Environmental Impact Report. We will review the results of the overall scheme significance and where necessary, update these conclusions in the ES.

3. Cultural heritage

3.1 What is the existing environment like?

- 3.1.1 Designated assets in the vicinity (500 m) of the Scheme include:
- One Scheduled Monument (Melandra Castle Roman fort)
 - Two Conservation Areas (Mottram-in-Longdendale Conservation Area and Tintwistle Conservation Area)
 - Two Grade II* Listed Buildings
 - 45 Grade II Listed Buildings
- 3.1.2 Of these assets, only one, the Mottram Conservation Area, is partly located within the Development Consent Order (DCO) boundary².
- 3.1.3 There are also 94 non-designated assets within the 500m study area, nine of which are located within the DCO boundary.

3.2 What aspects of the scheme will potentially impact on cultural heritage?

- 3.2.1 The following potential impacts could occur as a result of the construction and operation of the Scheme:

² This boundary shows the limits within which works associated with the Scheme may be carried out. This includes the land required permanently and temporary for the operation and construction of the Scheme. See Volume 3, Figure 2.1 to view the DCO boundary.

- Direct physical impacts, potentially comprising the partial or total loss of a heritage asset, including buildings, earthworks or buried archaeological remains.
- Settings impacts, which could result in non-physical changes to the character and significance of heritage assets as a result of the interruption, or loss of, designed views and the removal of general screening.

3.2.2 Construction activities such as site clearance, compound sites and demolition works could cause direct physical impacts during construction.

3.2.3 During operation the Scheme should have no additional direct physical impacts on the historic environment, however, the setting of heritage assets could be impacted on, and these impacts could potentially be long term and permanent in nature.

3.2.4 Potential effects could be beneficial and/or adverse, for example: the change in traffic flow could reduce standing traffic, decreasing noise and air pollution and thus being beneficial to setting, and the wider historic environment. However, the Scheme also has the potential to bring traffic into those areas not previously subject to a main road.

3.3 What are the key receptors that will potentially be affected?

3.3.1 Key designated asset receptors include one Scheduled Monument, two Conservation Areas, two Grade II* Listed Buildings and 45 Grade II Listed Buildings and other non-designated assets.

3.3.2 A full list of the key heritage assets which could be affected by the Scheme can be found in Table 6.2 of Chapter 6 Cultural Heritage in Volume 1 of the PEIR.

3.4 How are these impacts being mitigated?

3.4.1 We consider that potential effects, adverse or otherwise, of construction activities on the setting of heritage assets would be temporary, and reversible. We will reduce this with best practice measures which will be set out in an Environmental Management Plan (EMP).

3.4.2 For the operational phase of the Scheme we will incorporate mitigations such as planting in our designs to provide screening for heritage assets once the planting has matured.

3.4.3 A programme of archaeological investigation will be carried out in areas affected by the Scheme where there is potential for significant archaeological remains to survive. The scope and extent of such investigations will be developed in consultation with the Archaeological Officers of the Greater Manchester Archaeological Advisory Service (GMAAS)

3.5 What are the limitations and assumptions of the current information?

3.5.1 Our assessment provides a broad, high level indication of effects based on preliminary assessment. We will undertake a more detailed assessment as part of the Environmental Statement, which will include a desk-based assessment, walkover surveys and consultation with local authorities and the GMAAS to further define the impact of the Scheme on cultural heritage and any required mitigation.

3.5.2 A programme of archaeological evaluation will also be undertaken to investigate the potential for buried archaeological remains.

4. Landscape and visual effects

4.1 What is the existing environment like?

4.1.1 The Scheme lies within Tameside Metropolitan Borough Council, and a small section of the west boundary of High Peak Borough Council and Derbyshire County Council, as well as the setting of the Peak District National Park.

4.1.2 The Scheme is located across a range of landscape and townscape character areas, including open moorland slopes, river valleys, and within and adjacent to some densely populated urban areas. The urban areas contain a number of residential properties as part of larger settlements on the edge of Manchester, and clusters of properties/farmsteads as well as more scattered properties/farmsteads within the rural areas.

4.1.3 There is also a relatively dense network of public rights of way and recreational routes within the DCO boundary, which include the Trans-Pennine National Trail, National Cycle Route 62, and the two regional long-distance paths, Tameside Trail (LON-90) and Etherow-Goyt Valley Way (LON-90).

4.2 What aspects of the scheme will potentially impact on landscape and visual effects?

4.2.1 During construction, potential impacts may arise due to site clearance to facilitate the new road layout, structures, earthworks, drainage, signage, lighting and construction access within the DCO boundary. These activities could open-up views to the highway and traffic, affecting nearby receptors and has the potential to change the landscape character.

4.2.2 It is considered these activities, although short term in nature, would be noticeable intrusive features.

4.2.3 Once the Scheme is completed, there could be potential impacts resulting from views of the highway, earthworks and structures, including new lighting.

4.3 What are the key receptors that will potentially be affected?

4.3.1 Key receptors that could be affected include:

- The landscape character around the Scheme; and
- Visual receptors comprising:
 - Residents of nearby properties including Grange Farm, Nettle Hall, Tara Brook Farm, Carr House Farm and properties along Edge Lane, Four Lanes, Ash Close, Meadowcroft, Littlefields, Old Hall Lane, Lodge Court, Coach Road, Tollemache Close, Brookfield Road.
 - Users of the Trans Pennine Trail, Etherow-Goyt Valley Way & Tameside Trail
 - Users of Public Rights of Way (PRoW).

4.4 How are these impacts being mitigated?

- 4.4.1 To reduce impacts during construction, we will develop the design to minimise the construction footprint and amount of vegetation clearance required. Sensitive working practices will be undertaken to protect adjacent vegetation. Where clearance is necessary, we will plant new native woodland to reinstate the screening effect of highway planting. Once established this new planting will provide increased screening and integration for the Scheme.
- 4.4.2 We consider that, through careful and sensitive design, it is likely most impacts can be mitigated and where appropriate, enhancements secured, particularly through additional planting and screening from false cutting slopes³. The planting will include native deciduous and evergreen planting, new blocks of woodland planting, infilling of existing hedgerows and the creation of new hedges.
- 4.4.3 We will also minimise light spill throughout the Scheme, through good lighting design.

4.5 What are the limitations and assumptions of the current information?

- 4.5.1 The type of receptor given for the landscape and townscape receptors is an initial indication only and will be re-evaluated during the assessment process and included in the ES.
- 4.5.2 The results presented in this PEIR are based on the most current assessment of the Scheme, which is on-going. We will continue to carry out further investigations and surveys in the coming months, which we will use to inform the more detailed assessment presented within the ES.

5. Biodiversity

5.1 What is the existing environment like?

- 5.1.1 Two statutory designated sites for nature conservation lie within 2km of the Scheme. Hurst Clough Local Nature Reserve (LNR) is situated 345m south and Great Wood LNR is situated 1.3km south of the Scheme. There are also 31 non-statutory designated sites for nature conservation within 2km of the Scheme.
- 5.1.2 The following protected sites are all approximately 2.2 km north-east of the Scheme.
- Dark Peak Site of Special Scientific Interest (SSSI);
 - The Peak District Moors Special Protection Area (SPA); and
 - The South Pennine Moors Special Area of Conservation (SAC)
- 5.1.3 The habitats identified as being present within or adjacent to the DCO boundary include:
- Traditional orchard
 - Lowland dry acid grassland
 - Broadleaved woodland

³ False cutting is a means of screening a road by forming embankments on both sides of the feature to fit in with the surrounding landscape

- Wood pasture and parkland
- Hedgerows
- Improved grassland
- Semi-improved grassland
- Ponds and running water (rivers/streams/ditches)

5.1.4 There are eight ponds located within the DCO boundary, which vary in size and permanence. The River Etherow, Hurst Clough Brook and Glossop Brook are waterbodies that flow through the land within the DCO boundary.

5.1.5 The habitats within the DCO boundary have the potential to support notable and protected species, in particular bats, badger, birds, otters and aquatic invertebrates. We have carried out ecological surveys to confirm the presence of populations of notable and protected species within or close the scheme, and other species that make use of the habitats within the scheme for foraging or travelling to other habitats.

5.2 What aspects of the scheme will potentially impact on biodiversity?

5.2.1 During the construction phase of the Scheme, potential effects include physical loss, damage and fragmentation of habitats⁴ within the footprint of the Scheme, during site clearance works. Clearance for temporary access routes for construction traffic and site compounds would also result in temporary loss of habitats.

5.2.2 There would be potential for habitat damage during construction from dust deposition and chemical pollution. Damage to pond habitats may occur through dust deposition and runoff from general construction works. There is also the potential for accidental spills of chemicals and other potentially toxic substances to occur.

5.2.3 The construction of river crossings may result in temporary and permanent loss of habitat and permanent shading of habitats. There could also be physical loss, damage and fragmentation of watercourse habitats associated with the construction of new crossings (namely culverts), extensions to existing crossings, localised realignments and new drainage structures.

5.2.4 Once traffic is using the new link roads, there is potential for effects on biodiversity. Movements of traffic could disturb and potentially displace species, such as birds. Lighting along the Scheme could impact on nocturnal species such as bats, otter or badger, if directed onto key commuting/foraging routes. Local changes in air quality could affect adjacent designated sites, or habitats, and there could be accidental damage or pollution of adjacent habitats from traffic incidents.

5.3 What are the key receptors that will potentially be affected?

5.3.1 The Scheme has the potential to affect non-designated sites, notable habitats, plants, terrestrial and aquatic invertebrates, fish, reptiles, birds, bats, otters and badgers, prior to mitigation.

⁴ Habitat fragmentation occurs when larger areas of habitat are split into separate, smaller areas. For example, an area of habitat – e.g. a woodland – can be split into two separate sections by the construction of a road

5.4 How are these impacts being mitigated?

- 5.4.1 During construction, we will manage impacts through strict adherence to an Environmental Management Plan (EMP) that will be developed using best practice techniques. In addition, more specific control measures such as avoidance/minimisation of lighting from sensitive construction areas and, if the project programme allows, scheduling the most disruptive works to avoid sensitive periods for specific species/species groups.
- 5.4.2 We will design the lighting of the Scheme to minimise light spill and restrict lighting to areas where the construction site or carriageway needs to be lit, for health and safety reasons.
- 5.4.3 We are developing the Scheme design to minimise impacts on biodiversity during operation. This includes incorporating a lighting scheme to avoid light spill beyond the road alignment and making sure sensitive lighting is used in areas of ecological sensitivity, for example areas where bats are known to forage.
- 5.4.4 We are also incorporating mitigation features into our design such as artificial bat roosts, bird nesting boxes, badger setts, otter-proof fencing, new wildlife corridors and underpasses and planting to create and enhance habitats. Safe crossing points for mammals will be installed across the Scheme to make sure that animals such as badgers and otters stay connected to their habitats once the Scheme is open.

5.5 What are the limitations and assumptions of the current information?

- 5.5.1 Our assessment of impacts on biodiversity is based on ecological surveys carried out in 2019 and 2020, which covered notable habitats and species potentially affected. Our surveys are still on-going, the results of which will be detailed within the ES.

6. Geology and soils

6.1 What is the existing environment like?

- 6.1.1 The underlying geology across the study area is a mixture of clays, sand and gravels created by past glaciers and rivers which are underlain by bedrock of mudstone, siltstone and sandstone. Made Ground which is soil containing man made material such as brick may be present near the surface in developed areas associated with past construction or industrial use. No sensitive geological sites (including geological SSSIs) are located within the study area.
- 6.1.2 Two geological fault lines are mapped to be crossing the Scheme. One positioned across the A57 east of the existing M67 junction 4, at the western extent of the Scheme. The other fault crosses the location of the proposed Mottram Underpass, running north west to south east. Geological fault lines are where bedrock has been displaced cross the Scheme.
- 6.1.3 The Scheme is also situated within an area possibly effected by past coal mining activity.
- 6.1.4 The Provisional Agricultural Land Classification (ALC) map of north-west England shows all the study area to be Grade 4 (poor quality land).

6.2 What aspects of the scheme will potentially impact on Geology and soils?

6.2.1 The construction phase could potentially introduce new sources of contamination (e.g. construction vehicle fuels) and disturb and move existing sources of contamination in the ground (e.g. associated with past industrial use). Construction activities may also introduce new pathways (e.g. foundations) for movement of existing contamination.

6.3 What are the key receptors that will potentially be affected?

6.3.1 The Scheme has the potential to impact the following receptors:

- Environmental (controlled waters, ecology and property) receptors and human health from the mobilisation of contamination
- Increasing the risk of geological or ground water hazards
- Degrading soil quality

6.3.2 It is not considered that there are any significant sources of land contamination present which could impact on nearby ground water, rivers or water courses.

6.4 How are these impacts being mitigated?

6.4.1 To reduce potential impacts, we are carrying out more ground investigation before we start construction, to confirm the findings of the previous ground investigations. We will produce a Soils Management Plan to make sure that all soils are managed carefully during construction. We will develop the Scheme to meet all the relevant regulations, best practice guidance and pollution prevention techniques.

6.4.2 We will return agricultural land that is temporarily used to its original condition, so that it can be returned to farming. We will aim to re-use as much agricultural soil as possible elsewhere on the Scheme.

6.5 What are the limitations and assumptions of the current information?

6.5.1 We have assessed these impacts through desk-based methods, including consideration of previous ground investigations, and considered a reasonable worst-case scenario.

6.5.2 We will confirm the impacts of the Scheme on geology and soils through further ground investigation, which will be completed before the construction works start.

7. Materials assets and waste

7.1 What is the existing environment like?

7.1.1 The existing environment, in terms of materials and waste, is influenced by the national demand for key construction materials, and the non-hazardous and hazardous waste generation and waste management, such as local landfill capacity.

- 7.1.2 The key construction materials to be used in the Scheme will likely include aggregate, concrete and asphalt, as well as the re-use of soil from elsewhere on site.
- 7.1.3 The Scheme is on the border of Greater Manchester and Derbyshire councils, so both Waste Planning Authority (WPA) areas have been included in this assessment. The capacity of waste management infrastructure has been estimated from waste received at facilities within the Greater Manchester and Derbyshire WPAs in 2018.
- 7.1.4 No mineral safeguarding areas were identified within the Scheme study area

7.2 What aspects of the scheme will potentially impact on material assets and waste?

- 7.2.1 During construction, potential impacts include the reduction of waste management facilities and landfill sites' capacities. Roads in close proximity to the Scheme will see increased vehicle movements in order to transport material resources to the Scheme. During the operational phase of the Scheme, we expect that there will be minimal material use and waste production.

7.3 What are the key receptors that will potentially be affected?

- 7.3.1 Receptors which have the potential to be impacted by material resources use and waste generation, are defined as:
- The market for key construction materials, which are to be used for the Scheme.
 - The waste arisings baseline - the amount of waste that is predicted to be produced during the whole life of the Scheme.
 - The predicted capacity of waste infrastructure, both regionally (non-hazardous and inert) and nationally (hazardous), which are anticipated to arise from the Scheme during the construction phase.

7.4 How are these impacts being mitigated?

- 7.4.1 During construction, we will minimise the use of materials through efficient design and use of minimal temporary works (where safe to do so). Our design will also specify the use of the largest amount of recycled content, in order to minimise the use of materials.
- 7.4.2 Our design will be developed to minimise the generation of waste through more efficient construction methods and identifying opportunities in the supply chain to use reusable packaging, where feasible.
- 7.4.3 We will aim to move waste up the waste hierarchy (Avoid/prevent, Reduce and Remediate), by identifying where it is suitable for materials and wastes to be reused or recycled. The aim therefore will be to minimise the amount of construction materials used and the amount waste requiring disposal.

7.5 What are the limitations and assumptions of the current information?

7.5.1 Our assessment of effects on materials and waste is based on design and construction information being available, which we will further develop in the ES.

8. Noise and vibration

8.1 What is the existing environment like?

8.1.1 The dominant source of noise in the proximity of the Scheme is road traffic noise. This is primarily generated by vehicles travelling along the principle routes in the area, including (from east to west) the B6174, A6018, A57 and A628.

8.1.2 Four Noise Important Areas (NIAs) are in proximity to the Scheme. The Department for Environment, Food, and Rural Affairs (Defra) have identified a number of NIAs in proximity of the Scheme. An NIA is where the 1% of the population that are affected by the highest noise levels from major roads are located, according to the results of strategic noise mapping⁵.

8.2 What aspects of the scheme will potentially impact on noise and vibration?

8.2.1 The Scheme has the potential to have an impact on noise during both the construction phase and once the scheme is complete and operational.

8.2.2 The construction noise impact will be dependent on the construction methods used, and the proximity of the works to residential properties and other noise sensitive buildings.

8.2.3 Once the Scheme is complete, the noise levels in the area could be affected by changes in road layout, traffic flows, vehicle types, and speeds on the roads and other local roads, especially at those properties nearby.

8.2.4 Receptors close by to the existing route will likely experience beneficial impacts on noise due to traffic being moved further away, however receptors closer to the new route may experience a slight increase in noise levels.

8.3 What are the key receptors that will potentially be affected?

8.3.1 There are existing residential receptors located towards the western end of the Scheme, in Hattersley, centrally where the Scheme passes through Mottram, and at the eastern extreme of the Scheme at Woolley Bridge and Hollingworth. Isolated dwellings on B-roads are also present around the Scheme.

8.3.2 There are also 'other noise sensitive receptors' within the study area, which include:

- Healthcare facilities;
- Education facilities;
- Community facilities;

⁵These maps give a snapshot of the estimated noise from major road and rail sources across England

- Environmental Noise Directive (END) quiet areas or potential END quiet areas;
- International and national or statutorily designated sites (for example, protected wildlife sites such as SSSI's); and,
- PRoW and cultural heritage assets.

8.4 How are these impacts being mitigated?

- 8.4.1 We will reduce construction noise through alternative construction methods, temporary noise barriers and good working practices, which we will manage through strict adherence to an Environmental Management Plan (EMP).
- 8.4.2 We will keep residents and other affected parties informed of the progress of the work, including when and where the noisiest activities will be taking place, and how long they are expected to last. All noise complaints will be recorded, investigated and addressed.
- 8.4.3 As part of our design development of the Scheme, additional measures will be incorporated to address any predicted impacts after opening. More detail about where this mitigation is needed will be reported within the Environmental Statement, after we have completed our detailed assessment. Measures such as low noise road surfacing, speed limits, and environmental noise barriers will be considered. Barriers would be either earth mounding or acoustic fencing of various types, or a combination of the two.

8.5 What are the limitations and assumptions of the current information?

- 8.5.1 Our current assessment is based on a worst case scenario and will continue to be updated as more Scheme information becomes available. As a result, there is likely to be fewer negatively impacted areas than those identified in the PEIR.

9. Population and human health

9.1 What is the existing environment like?

- 9.1.1 There are a number of key settlements located in and around the study area, including Hattersley, Mottram-in-Longdendale, Hollingworth, Hadfield and Gamesley.
- 9.1.2 These settlements possess a variety of social and community facilities, including education and healthcare facilities, community centres, places of worship, libraries and sporting facilities.
- 9.1.3 A number of commercial businesses have been identified towards the east of the Scheme, including enterprises within Dinting Lodge Industrial Estate, Glossop Caravans and a number of petrol stations.
- 9.1.4 The principal land use within the Scheme is agriculture.
- 9.1.5 Public rights of way and other recreational routes, including bridleways and cycle routes, are present within the wider study area, notably the Pennine Bridleway National Trail (which incorporates the Trans-Pennine National Cycle Route 62 along part of its route).

9.1.6 The human health baseline focuses on the population for the wider study area, including demographic profile, demographic trends, socio-economics, deprivation, health and wellbeing characteristics, and general characteristics of the natural and built environment.

9.2 What aspects of the scheme will potentially impact on population and human health?

9.2.1 We consider that all aspects of the Scheme have the potential to impact people and communities, either temporarily or permanently. This could result from land take, severance of connectivity, access restrictions, effects to amenity and to human health.

9.3 What are the key receptors that will potentially be affected?

9.3.1 The Scheme has the potential to affect residential dwelling, commercial facilities, community facilities, agricultural holdings, residents, walkers, cyclists and horse-riders.

9.4 How are these impacts being mitigated?

9.4.1 We will identify opportunities to introduce mitigation and enhancement measures into the Scheme design, so that it is developed to minimise and manage the impacts.

9.4.2 Our key considerations are reducing temporary and permanent land take, avoid severance and actively manage impacts on provisions for walkers, cyclists, horse riders and residents through careful design. We will follow strict best practice construction methods through the Environmental Management Plan to reduce disruption experienced by the community, especially those susceptible or vulnerable to health issues.

9.4.3 Our Scheme design will include a range of built in mitigation, for example:

- Construction works will be programmed so that affected public rights of way, footpaths or cycleways remain open for the duration of the construction period.
- Where this is not possible, a management system will include diversion routes to maintain connectivity and reduce stress for drivers, walkers, cyclists and horse-riders.
- Completion of an Environmental Management Plan (EMP), which will outline best practice construction methods, will effectively reduce any human health impacts from dust, light, noise, water and air quality impacts.

9.5 What are the limitations and assumptions of the current information?

9.5.1 Our assessment provides a broad, high level indication of effects based on preliminary assessment. We will undertake further assessment of effects when more details concerning the scheme design and construction are available.

10. Road drainage and the water environment

10.1 What is the existing environment like?

- 10.1.1 Surface water within the study area falls within the north-west River Basin District (RBD), as set out in the north-west River Basin Management Plan (RBMP).
- 10.1.2 There are three surface water bodies within the study area, namely the River Etherow, Glossop Brook and Hurst Clough Brook. There are also a number of other smaller existing field drains, ponds, areas of spring issues/sinks and unnamed streams indicated within the study area.
- 10.1.3 Aquifers also constitute part of the existing environment. The type of aquifer found in an area is defined by
- Geological characteristics;
 - How much groundwater it is possible to extract, and how easily; and
 - How much they support river flows and habitats;
- 10.1.4 The study area for this Scheme is underlain by a single bedrock aquifer: Manchester and East Cheshire Carboniferous, classified as a Secondary A aquifer⁶, which has potential to support water supplies at a local scale.
- 10.1.5 The study area includes areas of Flood Zone 2 (between 0.1% – 1% chance of flooding in any year) and Flood Zone 3 (1% or greater chance of flooding in any year).

10.2 What aspects of the scheme will potentially impact on road drainage and the water environment?

- 10.2.1 Construction activities have the potential to affect water quality through
- Uncontrolled site runoff;
 - The excavation of materials, and the subsequent deposition of soils, sediment, or other construction materials;
 - The spillage of fuels or other contaminating liquids; and
 - The mobilisation of contamination following the disturbance of contaminated ground or groundwater.
- 10.2.2 The risk of surface water flooding during construction is most likely to arise from heavy rainfall when runoff may pond, potentially resulting in flooding of working areas and excavations.
- 10.2.3 During the operational phase, the new hard standing areas could increase road runoff and drainage, affecting water quality. This may also increase surface water flood risk.
- 10.2.4 The implementation of new crossings and extensions to existing crossings may result in a loss of open channel. This has the potential to alter the quality of watercourses.

⁶Secondary A aquifers comprise permeable layers that can support local water supplies, and may form an important source of base flow to rivers

10.3 What are the key receptors that will potentially be affected?

- 10.3.1 Key surface water receptors identified are the River Etherow, Glossop Brook and Hurst Clough Brook and their associated floodplains, a number of field drains (ordinary watercourses) and ponds.
- 10.3.2 Key groundwater receptors within the study area include Secondary A bedrock aquifer and Secondary B superficial aquifers⁷.

10.4 How are these impacts being mitigated?

- 10.4.1 During construction, we will identify mitigation measures within an Environment Management Plan (EMP). These measures will be associated with good site practice and in accordance with Environment Agency best practice.
- 10.4.2 We are developing the Scheme design to mitigate impacts during operation, which will include measures such as:
- Sustainable Drainage Systems (SuDs) to mitigate the pollution risk associated with road runoff.
 - Minimising the length of culverts to facilitate any local environmental needs and maintain connectivity with the natural watercourse.
 - The Inclusion of floodplain compensation areas⁸, where necessary.

10.5 What are the limitations and assumptions of the current information?

- 10.5.1 Our assessment has been based on current knowledge and design information. We are undertaking further assessment as more details are made available.

11. Climate

11.1 What is the existing environment like?

- 11.1.1 The preliminary assessment within the Climate chapter is divided into two subsections, to address climate change:
- The potential effects of the Scheme on climate, including the level of greenhouse gases emissions emitted during both construction and operation.
 - The vulnerability of the Scheme to climate change, including the impacts of extreme weather (caused by climate change), both during operation and construction, and adaptation to mitigate the effects of these impacts.
- 11.1.2 The assessment of the effects on climate quantifies emissions of greenhouse gases from the Scheme to the atmosphere. Sources of direct emissions include vehicles using the existing road and nearby roads, and sources of indirect emissions include maintenance and refurbishment activities, materials production and energy use by technology and lighting on the Scheme.
- 11.1.3 The assessment of the vulnerability of the Scheme to climate change depends on the sensitivity of the Scheme to climate hazards (extreme weather events) and the geographic exposure to these hazards. Our assessment will consider the key

⁷ Secondary B aquifers are mainly lower permeability layers that may store and yield limited amounts of groundwater through characteristics like thin cracks

⁸ Loss of flood storage due to the construction of the Scheme must be compensated for by providing an equal volume of storage to replace what is lost.

climate variables including extreme temperatures and rainfall and hazards (flooding, snowstorms), and how they are expected to change over the lifetime of the project (warmer and colder temperatures, higher rainfall).

11.2 What aspects of the scheme will potentially impact on climate?

- 11.2.1 The Scheme will lead to an increase in emissions during construction and operation, because construction activities will use processes and consume materials that emit carbon and greenhouse gases, and once operational the traffic is expected to increase across the local network. However, we do not consider that the level of emissions is sufficient to significantly affect the UK meeting its carbon budgets.
- 11.2.2 If we experience a period of extreme weather, such as a heatwave or prolonged heavy snowfall during construction, we may need to review the construction programme to try and prioritise those activities that are less vulnerable to the hot or freezing weather.
- 11.2.3 During the operation of the Scheme, there is potential for impacts on the newly created roads, landscaping, and other assets such as lighting (including their operation, maintenance and refurbishment), during extreme weather events. For example, heavier rainfall and wetter winters could increase pothole formation (by weakening the soil beneath the carriageway), increasing maintenance requirements, make essential maintenance more hazardous, and create traffic disruption.

11.3 What are the key receptors that will potentially be affected?

- 11.3.1 The only direct receptor of greenhouse gas emissions is the atmosphere.
- 11.3.2 Receptors from extreme weather events may be summarised as roads and supporting infrastructure, including bridges, embankments, earthworks and drainage.

11.4 How are these impacts being mitigated?

- 11.4.1 All aspects of the Scheme that directly or indirectly result in emissions of greenhouse gases have the potential to result in climate effects. These include:
- Production, manufacturing and transportation of construction materials.
 - Construction processes, including construction plant energy use, water use, energy use from on and off-site worker facilities, worker commuting, waste transportation off-site, and off-site waste processing.
 - Operation of the Scheme, including vehicles using the road network, street lighting, and signage.
 - Scheme maintenance, including inspection works, and maintenance and repair works.
- 11.4.2 We will consider mitigation measures for minimising the effects of the Scheme on climate change, which will include applying the carbon reduction hierarchy: Avoid/prevent, Reduce and Remediate.

11.4.3 For vulnerability of the Scheme to climate change, we will include appropriate design for climate change, such as incorporating more green/blue infrastructure (i.e. water bodies and green areas), developing dust management plans and implementing water efficiency measures

11.5 What are the limitations and assumptions of the current information?

11.5.1 There is currently insufficient design information available to conduct a full assessment of the effects of the Scheme on climate, so we have undertaken a partial assessment to inform the PEIR. We will carry out a full assessment of the construction emissions and present this within the ES.

11.5.2 The ES will also include a detailed consideration of the current and projected future climate baseline.

12. Assessment of cumulative effects

12.1 What is the existing environment like?

12.1.1 A review of planning applications located within 3 kilometres of the Scheme (or 10 kilometres for other Nationally Significant Infrastructure Project (NSIPs)) of the Scheme has identified a shortlist of 'other developments' that are relevant to the assessment of potential cumulative effects for the Scheme:

- Land bounded by Ashworth Lane and Chain Bar Lane;
- Land North of Dinting Road, Glossop, Derbyshire;
- Land at Woolley Bridge, East of A57, Hadfield, Glossop, Derbyshire, for residential development and associated works;
- Site of Hattersley High School and Waterside Court;
- Hattersley Regeneration Sites 12 13 14 15 16 17 and 19; and
- Land at Milverton Avenue Hattersley regeneration site 11.

12.1.2 The level to which these developments interact and have cumulative effects with the Scheme is dependent on a number of factors including proximity to each other, size, scale and type of development, and how far the mitigation measures proposed reduces the various effects.

12.2 What aspects of the scheme will potentially impact on cumulative effects?

12.2.1 There are principally two types of cumulative impact:

- Combined effects: a single project (e.g. numerous different effects impacting a single receptor)
- Cumulative effects: different projects (together with the project being assessed)

12.2.2 For combined effects, all the effects identified within the ES chapters will be assessed to identify potential combined effects. To determine whether there is a potential for combined effects on a receptor, all remaining effects will be listed

against the receptors affected, so that receptors which would be affected by more than one impact can be identified. This ensures that the ES is not a series of separate assessments collated into one document, but rather a comprehensive assessment drawing together all the environmental effects of the Scheme.

- 12.2.3 For cumulative effects, the environmental effects of the Scheme will also be assessed in combination with the effects of other projects, as part of the Environmental Impact Assessment (EIA) process, where relevant information is available. Examples of potential significant cumulative effects with other developments and the scheme could include changes to receptors for air quality, noise and the landscape setting, as well as incremental changes, for example to water quality of watercourses such as the River Etherow.

12.3 What are the key receptors that will potentially be affected?

- 12.3.1 There may be beneficial, neutral or negative cumulative effects on air quality (operational), noise and vibration, population and human health, landscape and climate change. However, we have not assessed these yet and will consider them in further detail in the ES.

12.4 How are these impacts being mitigated?

- 12.4.1 If we identify any potential cumulative effects from 'other developments', suitable mitigation will be specified to avoid or reduce such effects. These measures may need to be developed in consultation with other developers.

12.5 What are the limitations and assumptions of the current information?

- 12.5.1 Our cumulative effects assessment is based on a search of current planned development. As new applications come forward and existing applications are 'varied', we may need to update this list. The list of development projects listed in the cumulative effects assessment will be updated in discussions with Tameside Metropolitan Borough Council and High Peak Borough Council.

13. Abbreviations, Acronyms and Descriptions

13.1 Acronyms and Abbreviations

Acronym/Abbreviations	Term
AQMA	Air Quality Management Area
ALC	Agricultural Land Classification
Defra	Department for Environment, Food and Rural Affairs
DCO	Development Consent Order
ES	Environmental Statement
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
END	Environmental Noise Directive
GMAAS	Greater Manchester Archaeology Advisory Service
LNR	Local Nature Reserve
LWS	Local Wildlife Site
NIA	Noise Important Area
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PEIR	Preliminary Environmental Impact Report
PRoW	Public Rights of Way
RBD	River Basin District
RBMP	River Basin Management Plan
SAC	Special Area of Conservation
SPA	Special Protection Area
SSSI	Sites of Special Scientific Interest
SuD	Sustainable Drainage Systems
WPA	Waste Planning Authority

13.2 Glossary of terms

Term	Description
Agricultural Land Classification	A framework for classifying land according to the extent to which its physical or chemical characteristics impose long term limitations on agricultural use. Agricultural land is classified into five categories according to versatility and suitability for growing crops. The top three grades, Grade 1, 2 and 3a, are referred to as 'Best and Most Versatile' land.
Air Quality Management Area	An area identified where the National Air Quality Objectives are not likely to be achieved. The Local Authority is required to produce a Local Air Quality Action Plan to plan how air quality in the area is to be improved
Aquifer	An underground rock formation containing water, often used as a water source
Best and Most Versatile	Defined as Grades 1, 2 and 3a of the Agricultural Land Classification as land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals
Character	Is formed by elements of a heritage asset or landscape which contribute to its importance or value. Character can also refer to the overall appearance of a place or structure as perceived by those who visit and enjoy it – alteration to this appearance has the potential to detract from enjoyment of a heritage or landscape asset.
Conservation Area	An area of special environmental or historic interest or importance, of which the character or appearance is protected by law against undesirable changes (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990).
Cumulative impact	The combined residual impact of a proposed Scheme over the entirety of the Scheme, as opposed to residual impact for individual sections of the Scheme; also the combined impact with other schemes
Cutting	A section of road where the surrounding land is at a higher level and the ground has been dug away to put in the road.
Defra	Defra is the government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the United Kingdom of Great Britain and Northern Ireland. Defra is a ministerial department, supported by 33 agencies and public bodies.
Development Consent Order	The means of applying for consent to undertake a Nationally Significant Infrastructure Project (NSIP). NSIPs include, for example, major energy and transport projects.
Desk-based Assessment	A document produced to assess the overall heritage resources of a defined area. These are primarily performed without the aid of archaeological investigations through use of HERs and archive materials.
Do-Minimum	Future situation assuming no scheme is provided, but that maintenance is on-going
Do-Something	Future situation with the Scheme in place.

Term	Description
Earthworks	The process of excavating or increasing level of soil.
Environment Agency	A non-departmental public body with responsibilities relating to the protection and enhancement of the environment in England.
Environmental Management Plan	This document provides a framework to manage the environmental effects of projects to demonstrate compliance with environmental legislation, by providing a plan for the delivery of the project's design, mitigation, enhancement and monitoring commitments.
Flood compensation area	Loss of flood storage due to the construction of the Scheme must be compensated for by providing an equal volume of storage to replace what is lost. This is referred to as a flood compensation area.
Floodplain	Area of land prone to flooding and protected against development. The indicative floodplain is the flood risk area based on a 1 in 100 year storm.
Grade	In reference to designated assets: Many are classified to aid in assessing the level of protection they require based on their importance to the heritage or the county or an area. Assets are designated at Grades I (Highest), II* (High), II (Medium).
Historic England	Publicly funded body that champions and protects England's historic places, including Stonehenge and Avebury; also known as the Historic Buildings and Monuments Commission for England.
Local Nature Reserve	A statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949, and amended by Schedule 11 of the Natural Environment and Rural Communities Act 2006, by principal local authorities. A Local Nature Reserve must be of importance for wildlife, geology, education or public enjoyment.
Listed Building	Building or structure listed by the Secretary of State as being of 'special architectural or historic interest'
Mineral Safeguarding Area	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development
Ministry of Agriculture, Fisheries and Food	A UK government department created by the Board of Agriculture Act 1889. The Ministry was dissolved in 2002, at which point its responsibilities were merged into the Department for Environment, Food and Rural Affairs (Defra).
National Character Area	The subdivision of England into 159 distinct natural areas. Each area is defined by a unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries.
Nationally Significant Infrastructure Project	A project of a type and scale defined under the Planning Act 2008 and by order of the Secretary of State relating to energy, transport, water, waste water and waste generally. These projects require a single development consent. Planning permission, listed building consent and scheduled monument consent amongst

Term	Description
	others are not required for Nationally Significant Infrastructure Projects.
Natural England	Executive non-departmental public body responsible for the natural environment.
Noise Important Area	Areas where the 1% of the population that are affected by the highest noise levels from major roads are located according to the results of Defra's strategic noise maps
Public Right of Way	A way over which the public have a right to pass and repass. The route may be used on foot, on (or leading) a horse, on a pedal cycle or with a motor vehicle, depending on its status. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route. Public rights of way are all highways in law.
Receptor	Environmental feature that has the potential to be adversely or beneficially affected by an impact of the proposed scheme, e.g., local residents, wildlife and water bodies
Scheduled monument	A 'nationally important' archaeological site or historic building, given protection against unauthorised change and included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport. The protection given to scheduled monuments is given under the Ancient Monuments and Archaeological Areas Act 1979
The Scheme	The A57 Link Roads Scheme
Site of Special Scientific Interest	A conservation designation denoting to a protected area in the United Kingdom. The Sites are protected by law to conserve their wildlife or geology.
Special Area of Conservation	Areas of strictly protected sites designated under the EC Habitats Directive (92/43/EEC) on the conservation of natural habitats and of wild fauna and flora. The listed habitat types and species are those considered to be most in need of conservation at a European level (excluding birds).
Special Protection Area	Areas of strictly protected sites classified in accordance with Article 4 of the EC Birds Directive (2009/147/EC) on the conservation of wild birds. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.
Study Area	The spatial area within which environmental effects are assessed i.e. extending a distance from the project footprint in which significant environmental effects could occur (this may vary between the topic areas)
Vulnerability	The quality or state of being exposed to the possibility of being attacked or harmed, either physically or emotionally

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Non-Statutory Consultation Report

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1 EXECUTIVE SUMMARY

Scheme description

1.1.1 The purpose of the Trans-Pennine Upgrade Programme is to address longstanding issues of connectivity, congestion, reliability and safety on strategic Trans-Pennine routes between the M67 at Mottram and the M1 junction 36 and junction 35A north of Sheffield. The strategic objectives for the upgrade programme focus on improving connectivity, congestion, resilience and safety, as well as helping to resolve environmental and social issues. Journey time savings are forecast as a result of the upgrade programme, due to congestion relief in key areas along the study route.

1.1.2 The following elements of the Trans-Pennine Upgrade Programme were presented to the public during consultation:

1) Mottram Moor Link Road and A57(T) to A57 Link Road, option A and option B

Option A – a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Option B – a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

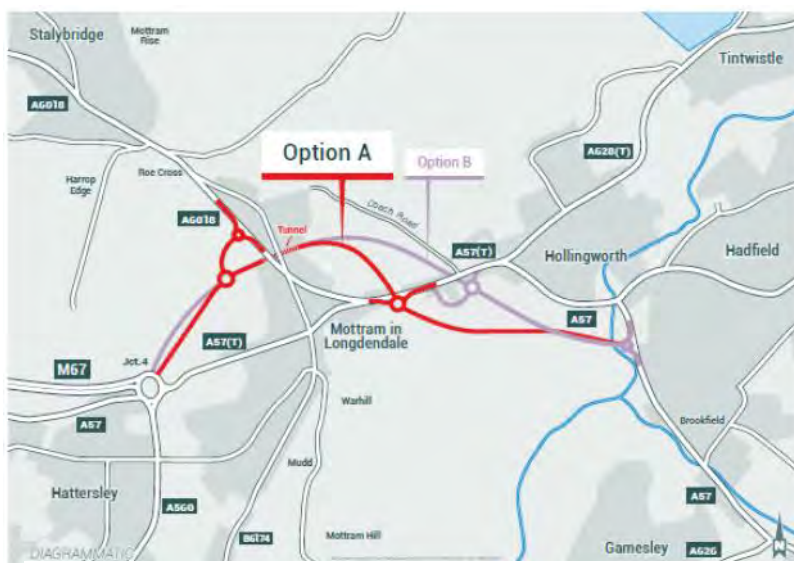


Figure 1: Options A and B

2) A61 Dualling, option 1 and option 2

Option 1 (Figure 2) - To stop all right turn movements at the minor road junctions so that they become left in, left out only junctions.

Option 2 (Figure 3) - To stop all right turn movements out of the minor roads onto the A61 but maintain the right turns from the A61 into Westwood New Road and Wentworth Way.



Figure 2: A61 Dualling option 1



Figure 3: A61 Dualling option 2

3) A628 Climbing lanes 1 and 2

We asked people for their feedback on the proposal to separate slow-moving vehicles from faster traffic by building climbing lanes in the ground next to the northern (higher) side of the existing road. This would create a 3-lane single carriageway. At each location, the existing road would be widened to create 2 lanes in the eastbound (uphill) direction and a single westbound (downhill) lane. The location of these climbing lanes can be seen below in Figure 4.



Figure 4: Location of the climbing lanes

4) Safety and technology improvements

The consultation questionnaire asked questions in regards to safety and technology. Members of the public were asked to what extent they agreed or disagreed with a number of measures proposed to improve safety on the A57/A628/A616/A61 Trans-Pennine route. The safety measures proposed included changing speed limits, average speed cameras and introducing highly reflective road markings. The public were also asked to what extent they believed the technology measures proposed, which included the installation of additional variable message signs to inform drivers of conditions on the network and the automation of existing snow gates would be effective in improving conditions for traffic on the Trans-Pennine route.

The consultation

- 1.1.3 The non-statutory public consultation on options took place between the 13 March 2017 and 10 April 2017. The consultation was advertised by paid for advertisements in the Tameside Reporter, Glossop Chronicle, Sheffield Star, Sheffield Telegraph, Buxton Advertiser and Barnsley Chronicle. 25,000 consultation brochures were delivered to the households in closest proximity to the scheme and placed at 19 deposit locations close to the scheme. Consultation information was made available at the Highways England website including the consultation brochure and questionnaire and a fly-through video of Option A, Option B, climbing lane 1 and climbing lane 2.
- 1.1.4 A total of 5 public exhibition events were held on the 18, 22, 24 and 25 March and on the 1 April 2017. Attendance at the exhibitions was recorded in the form of a visitor book. A preview of the exhibition was arranged for VIPs at the first and second exhibitions. Over 1000 members of the public attended the events.
- 1.1.5 Responses to the consultation were accepted through a number of channels including:
 - online, using the online questionnaire, at: <https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>
 - at public consultation events by completing a paper copy of the questionnaire.
 - by post using the freepost address printed on the paper questionnaire.
 - by email to the dedicated scheme email address: Trans_Pennine_Scheme@highwaysengland.co.uk.
 - by telephone, via a dedicated telephone line to the Highways England project team on 0300 470 5103.

Consultation findings - Questionnaires

- 1.1.6 A total of 878 completed responses to the consultation questionnaire were received. Of these, 240 were returned paper copies which were completed at the public consultation events or returned using the freepost address provided. The remaining 638 were completed online.
- 1.1.7 Regarding the Mottram Moor Link Road and the A57(T) to A57 Link Road options, 50% of respondents preferred Option A, compared to 33% preferring Option B, and 17% not offering any response. Of the 733 respondents who expressed a preference, 440 respondents (60%) preferred Option A compared to 293 (40%) for Option B.
- 1.1.8 Overall 36% of respondents expressed a preference for the A61 dualling Option 1 and 14% preferred Option 2, but 50% of respondents expressed no preference. Of the 436 respondents who expressed a preference, 312 respondents (72%) preferred Option 1 compared to 124 (28%) for Option 2.
- 1.1.9 The majority of respondents (63%) strongly agree or agree that the climbing lanes will reduce collisions and journey times and have a major positive impact on safety. However, 14% strongly disagree or disagree with this and 23% of respondents neither agree nor disagree or don't know.
- 1.1.10 Of the 843 respondents who expressed views, 50% strongly agreed or agreed that changing speed limits would improve safety, whilst 26% strongly disagreed or disagreed with this statement. Of the 850 respondents who expressed views, 56% strongly agreed or agreed that average speed cameras would improve safety, whilst 25% strongly disagreed or disagreed. For the remaining safety measures, there was widespread agreement that they would be effective.
- 1.1.11 A total of 551 (65%) respondents strongly agreed or agreed that the technology measures would improve conditions for traffic, whilst 130 (15%) strongly disagreed or disagreed with this statement. However, 163 respondents (20%) neither agreed nor disagreed or did not know.

Conclusion

- 1.1.12 Generally, the scheme received positive feedback with many respondents believing that congestion throughout the area is an important issue that needs addressing. Option A was preferred for the Mottram Moor Link Road and Option 1 was preferred for the A61 dualling.
- 1.1.13 Approximately 50% strongly agreed or agreed that changing speed limits and average speed cameras would improve safety. However, approximately 25% strongly disagreed or disagreed with this statement. For the remaining safety measures, there was widespread agreement that they would be effective.
- 1.1.14 65% strongly agreed or agreed that the technology measures would improve conditions for traffic, whilst 15% strongly disagreed or disagreed with this statement and 20% neither agreed nor disagreed or did not know.
- 1.1.15 There were many comments on the questionnaires regarding Westwood Roundabout and how individuals believe that improvements are needed here, even though this was not proposed in the consultation. Consideration is being given to also improve the Westwood Roundabout to reduce congestion and improve traffic flows in the area. Further consultation will be carried out to fully understand the implications of the proposed junction arrangements at Westwood New Road and Wentworth Way.

Next steps

- 1.1.16 The results of the consultation will be considered in the selection of the preferred route for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.
- 1.1.17 The preferred package of work to be taken forward has been outlined in our preferred route announcement.
- 1.1.18 A further consultation will be held by Summer 2018 to get feedback and suggestions on the detailed design, before an application for a development consent order is made in late 2018. Construction of the scheme is currently anticipated to commence in March 2020.

2 INTRODUCTION

2.1 Purpose of this report

- 2.1.1 This report summarises the methodology of the non-statutory public consultation for the A57 A628 Trans-Pennine Upgrade Programme (hereafter referred to as the Trans-Pennine Upgrade Programme or TPUP) and the feedback received. The results of analysis contained in the report will be used to help inform the preferred route selection.
- 2.1.2 The method of consultation is described in detail in section 3. The results of public and stakeholder responses are presented in section 4 and conclusions are summarized in section 5.
- 2.1.3 Section 4 describes options suggested during the consultation period that are to be investigated and considered for future assessment in detail if appropriate.

2.2 Consultation principles

- 2.2.1 Arcadis delivered this consultation in accordance with the Government's Consultation Principles. The consultation criteria used are listed below:
 - 1) **Subjects of consultation** - The objectives of any consultation should be clear and will depend to a great extent on the type of issue and the stage in the policy-making process – from gathering new ideas to testing options.
 - 2) **Timing of consultation** - Engagement should begin early in policy development when the policy is still under consideration and views can be taken into account.
 - 3) **Making information useful and accessible** - Policy makers should think carefully about who needs to be consulted and ensure the consultation captures the full range of stakeholders affected. Information should be disseminated and presented in a way likely to be accessible and useful to the stakeholders with a substantial interest in the subject matter.
 - 4) **Transparency and feedback** - The objectives of the consultation process should be clear. To avoid creating unrealistic expectations, any aspects of the proposal that have already been finalised and will not be subject to change should be clearly stated.
 - 5) **Practical considerations** - Consultation exercises should not generally be launched during local or national election periods.

2.3 Background to the scheme

- 2.3.1 As part of the 2014 Autumn Statement, the Government announced a £170 million investment package to improve Trans-Pennine routes, which formed part of a wider £6 billion investment package in the northern road network. The Trans-Pennine Upgrade Programme was one of a number of upgrades to the Strategic Road Network set out in the December 2014 Road Investment Strategy (RIS1).
- 2.3.2 The December 2014 RIS1 set out 5 key elements of the Trans-Pennine Upgrade Programme as follows:
 - Mottram Moor Link Road;
 - A57(T) to A57 Link Road;
 - A61 Dualling at Tankersley (from the A616 Westwood roundabout to M1 junction 36);
 - A628 Climbing lanes; and
 - Safety and technology improvements.
- 2.3.3 A summary of the strategic case for the Trans-Pennine Upgrade Programme is as follows:
 - The Trans-Pennine Upgrade Programme has been developed to address longstanding issues of connectivity, congestion, reliability and safety on strategic Trans-Pennine routes between the M67 at Mottram and the M1 junction 36 and junction 35A north of Sheffield.
 - As part of RIS1 (2015/16-2019/2020), a total of £15.2 billion is being invested in 127 major highway improvement schemes, with the aim of enhancing, renewing and improving the network.

- The provision of effective, reliable Trans-Pennine movement is key to the creation of a Northern Powerhouse as part of a rebalanced UK economy, which will help the North of England to reach its full economic potential.
- 2.3.4 The strategic objectives for the upgrade programme focus on improving connectivity, congestion, resilience and safety, as well as helping to resolve environmental and social issues. Journey time savings are forecast as a result of the upgrade programme, due to congestion relief in key areas along the study route shown in figure 2-1 below.

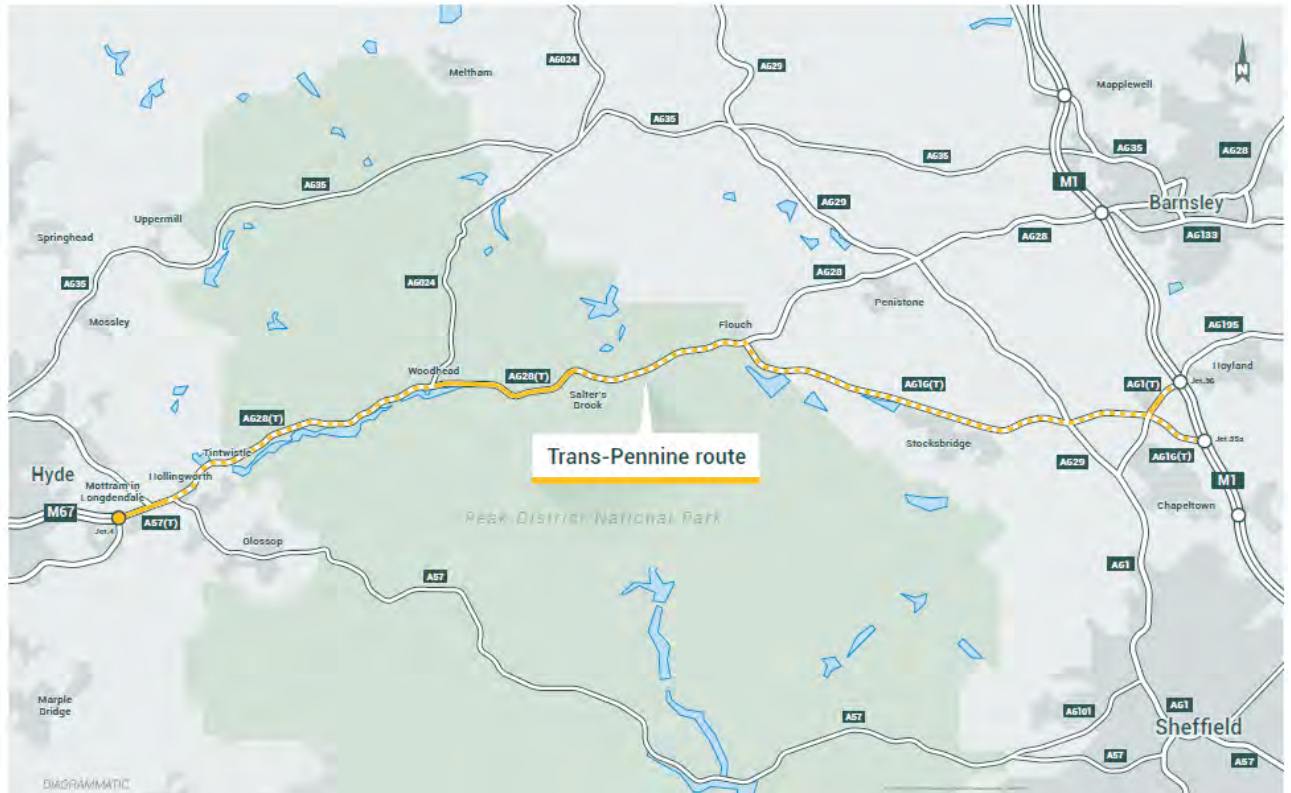


Figure 2-1: A57/A628/A616/A61 Trans-Pennine route

2.4 The purpose of the non-statutory public consultation

- 2.4.1 The non-statutory public consultation on options took place between the 13 March 2017 and 10 April 2017. Local elections took place in Greater Manchester and Derbyshire on the 4 May 2017 and the consultation period was chosen to finish before the purdah period starting on the 13 April. The unexpected decision to hold a general election on the 8 June was made after the consultation period finished.
- 2.4.2 The purpose of the non-statutory public consultation is to provide an early opportunity for stakeholders, the general public, the road user and any other interested party to be informed of and provide their views on the options prior to undertaking statutory consultation. Upon review of the feedback, any valid issues are taken into account. The design of the scheme may then need to be modified to accommodate the issues raised. This document summarises the responses provided.
- 2.4.3 The public consultation also provides valuable input from the public on any local issues that may or may not have been previously identified in the desktop studies of the area.

2.5 The proposals in the consultation

Mottram Moor Link Road and the A57 (T) to A57 Link Road

- 2.5.1 For the Mottram Moor Link Road and the A57 (T) to A57 Link Road the consultation proposed 2 options to meet the scheme's objectives:

Option A

- 2.5.2 Option A includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near the existing junction with Back Moor. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns sharply southwards to a new junction just east of the existing Back Moor traffic lights of A57(T) with A6018. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley toward the River Etherow where it will connect to the existing A57 via a new junction at Brookfield. Several new drains will be required to carry existing streams beneath the new road and there will be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield will also be required. This option is shown in Figure 2-2.

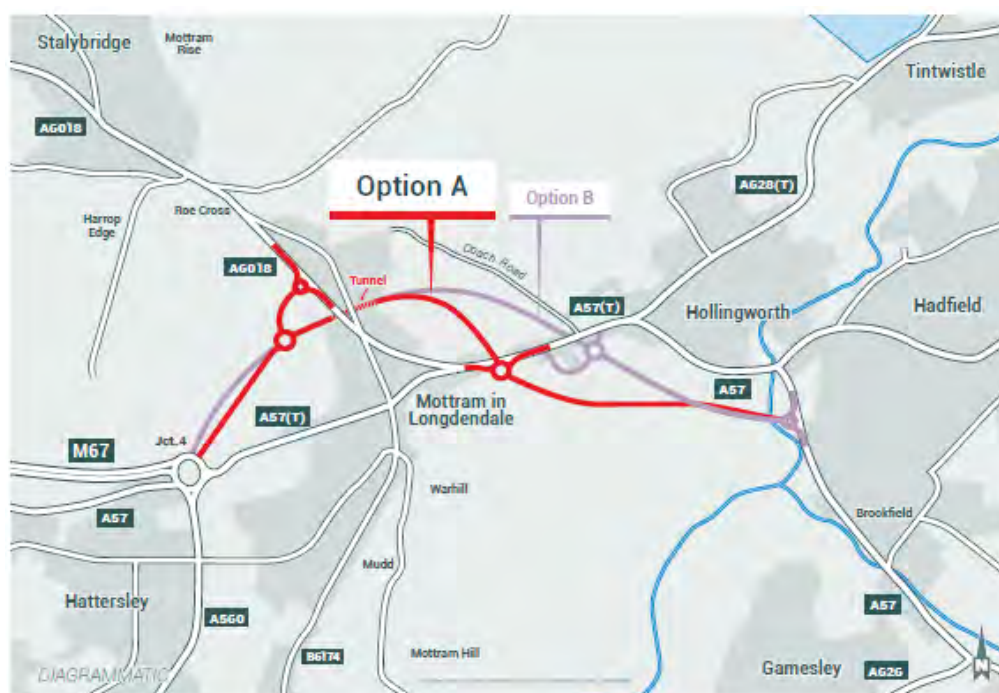


Figure 2-2 Option A

Option B

- 2.5.3 Option B includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near Coach Road. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns southwards to form a new junction at Mottram Moor near Coach Road west of the existing Gun Inn traffic lights at A57(T) with A57 Woolley Lane. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley parallel to Woolley Lane toward the River Etherow where it will connect to the existing road network via a new junction on the A57 Woolley Lane at Brookfield. Several new drains will be required to carry existing streams beneath the new road and there will be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield will be required. This option is shown in Figure 2-3.



Figure 2-3 Option B

A61 Dualling

- 2.5.4 Two options were proposed for the A61 dualling, both providing a dual carriageway from the M1 junction 36 to Westwood roundabout. The 2 options have different arrangements at the Wentworth Way/Church Lane and Westwood New Road junctions.

Option 1

- 2.5.5 There would be no gaps in the central reserve. This would prevent traffic turning right at the minor road junctions. All traffic would have to turn left out of Westwood New Road, Wentworth Way and Church Lane onto the A61, and turn left into these roads from the A61. Figure 2-4 shows this option at the Wentworth Way/Church Lane junction. The arrangement at the Westwood New Road/A61 junction would be similar.



Figure 2-4 A61 Dualling Option 1

Option 2

2.5.6 There would be gaps in the central reserve allowing traffic to turn right from the A61 into Wentworth Way and Westwood New Road. The arrangement of the junction islands would stop traffic from turning right out of the minor road junctions. All traffic would have to turn left out of Westwood New Road, Wentworth Way and Church Lane, but traffic could still turn from the A61 into Westwood New Road and Wentworth Way. Figure 2-5 shows this option at the Wentworth Way/Church Lane junction. The arrangement at the Westwood New Road/A61 junction would be similar.



Figure 2-5 A61 Dualling Option 2

A628 Climbing Lanes

- 2.5.7 Climbing lanes at 2 different locations (see figure 2-6) would be built in this element. Each climbing lane would be built by cutting into the adjacent ground on the northern (higher) side of the existing road, to provide a wider carriageway. There would be 2 lanes in the eastbound (uphill) direction and a single westbound (downhill) lane.



Figure 2-6 Climbing Lane Locations

Safety Improvements

- 2.5.8 Implementation of some or all of the following measures are proposed as part of the safety improvements:

- changing speed limits (usually reducing them);
- average speed cameras;
- introducing highly reflective road markings;
- installing LED road studs;
- erecting vehicle actuated signs that light up to warn drivers of hazards or inappropriate speed
- introducing skid resistant surfaces;
- providing parking bays to prevent vehicles parking on footways in built up areas;
- installing measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations; and
- constructing better crossing facilities for pedestrians in built up areas.

Technology Improvements

- 2.5.9 Additional Variable Message signs (VMS) are proposed to inform drivers of conditions on the network and automate the existing snow gates.

Rejected Options

- 2.5.10 The consultation brochure showed 4 options that were discounted during development of Mottram Moor Link Road and A57(T) to A57 Link Road options A and B. The brochure also pointed out 2 other possible locations for climbing lanes had been considered and rejected. These can be viewed within the consultation brochure in Appendix A.

3 CONSULTATION ARRANGEMENTS

3.1 Timescale

3.1.1 The consultation ran for 4 weeks from 13 March to 10 April 2017.

3.2 Consultation overview

- 3.2.1 The views of the public and stakeholders were obtained by asking them to complete a questionnaire.
- 3.2.2 A brochure was prepared to provide information about the proposals in the consultation. The brochure and questionnaire and other information were available on the Highways England website and the questionnaire could be completed on-line. Flythroughs showing option A, option B and both climbing lanes were prepared and could be viewed on the website.
- 3.2.3 Brochures and questionnaires were made available for the public from deposit locations. Exhibitions were arranged where visitors were given the consultation document and the questionnaire. Visitors could also obtain further information about the proposals from the project team and view the fly-throughs during the exhibitions. Stakeholders and affected landowners were sent the brochure and questionnaire.
- 3.2.4 The consultation and exhibition events were publicised by updates to the Highways England website, through the distribution of a press release, via paid-for press advertisements, posters at the deposit locations and the distribution of flyers to properties close to the Trans-Pennine route.

3.3 Public exhibitions

3.3.1 Five public exhibition events were held during the consultation period and attendance at the exhibitions was recorded in the form of a visitor book, see Table 3-1. Previews of the exhibition for VIPs were arranged at 11:00 – 12:00 on Saturday 18th March at Mottram Community Centre and at 11:00 – 12:00 at Tankersley Welfare Hall, although no VIPs attended either preview.

Date and Time	Venue	Visitors
Saturday 18 March 11:00 – 12:00 preview 12:00 – 18:00	Mottram Community Centre, Church Brow, Mottram, Hyde, Cheshire, SK14 6JJ	182
Wednesday 22 March 11:00 – 12:00 preview 12:00 – 18:00	Tankersley Welfare Hall, Pilley Lane, Tankersley, Barnsley, S75 3AP	67
Friday 24 March 14:00 – 20:00	Bradbury Community House, Market Street, Glossop, Derbyshire, SK13 8AR	417
Saturday 25 March 11:00 – 19:00	Tesco Hattersley, Stockport Road, Hattersley, Hyde, Cheshire, SK14 6QA	130 visitors (the exhibition was in the foyer of Tesco and 860 users of the foyer area were recorded. The 130 recorded visitors to the exhibition, were those people who actively engaged with it).
Saturday 1 April 10:00 – 18:00	St Mary's Church, Hollingworth, Market Street, Hyde, Cheshire, SK14 8NE	295

Table 3-1 Exhibition Information

- 3.3.2 Exhibition panels presenting information about the proposals were displayed at the consultation events (copies can be found in the Appendix A). The fly-throughs were projected on screens and run on a continuous loop. A1 size copies of the drawings (which can be found in Appendix B) and the graphics in the consultation brochure were also available for inspection. Members of the project team were on hand to answer questions or provide more information. Paper copies of the consultation brochure and questionnaire were handed out to visitors at the exhibitions, and facilities were available for visitors to complete the questionnaire at the events.
- 3.3.3 VIPs (MPs, Local Councillors in affected wards and Parish Councils) and key stakeholders were invited to the exhibitions by a letter, enclosing the consultation material. The letter and the list of addressees included in Appendix E.

3.4 Consultation information and approach

- 3.4.1 The following information was produced for the consultation process in both hardcopy format and in digital format downloadable from the scheme website:

<https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>

- 1) A 16-page A4 size brochure providing information about the proposals within the Trans-Pennine Upgrade Programme;
 - 2) An 8-page A4 size feedback questionnaire - the purpose of the questionnaire was to gather information and opinions about the proposed improvements, how respondents found out about the consultation and demographic information;
 - 3) An A4 size double-sided flyer (or summary document) giving information on the consultation, the exhibition events, the scheme website and how the public could get information and provide their views; and
 - 4) A poster was prepared and printed in both A3 and A4. Where possible, it was displayed on notice boards at deposit locations and exhibition venues. The poster was identical to the paid press advertisements.
- 3.4.2 Engineering drawings showing Option A, Option B, climbing lane 1 and climbing lane 2 in plan at 1:2500 scale were produced for the consultation (the climbing lane drawings were not available on the Highways England website). Paper copies of these drawings were only issued if visitors specifically asked for copies. The following information also was available on the scheme website and could be downloaded:
- The fly-through videos of Option A, Option B, climbing lane 1 and climbing lane 2 that had been prepared for the exhibitions; and
 - Copies of the Mottram Link Map and discounted options graphics in the consultation document showing Option A and Option B and the rejected routes.
- 3.4.3 Nine different exhibition panels, approximately 900mm wide and 1800mm tall, were produced. Except for the replacement of diagrams of Option A and B by aerial photography with options A and B superimposed, the information on the panels was all extracted or summarized from the consultation brochure. The aerial photography with the options was extracted from the fly-throughs.
- 3.4.4 Landowners and properties considered to be affected by the proposals were sent a copy of the consultation brochure, along with a covering letter inviting them to get in contact with the Highways England team if they had any concerns. This mailshot included those owners of affected land or properties who do not live nearby.
- 3.4.5 Copies of the information listed in 3.4.1 and 3.4.3 above can be found in the Appendix A and B as follows;
- Exhibition panels (Highways England document N160517 – Appendix A);
 - Consultation document with questionnaire (Highways England document N160495 – Appendix A);
 - Summary document (Highways England document N160497– Appendix A);
 - Poster/press advertisement (Highways England document N160500– Appendix A);

- Preliminary Draft Option A Engineering Plan (Option A Plan for Consultation - Appendix B);
 - Preliminary Draft Option B Engineering Plan (Option B Plan for Consultation - Appendix B);
 - Preliminary Draft Climbing Lane 1 Engineering Plan (Appendix B); and
 - Preliminary Draft Climbing Lane Engineering Plan (Appendix B).
- 3.4.6 At the time of this report the 4 fly-throughs referred to in 3.4.2 could be viewed on the Highways England website at <https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>. The fly-throughs can also be seen on YouTube at:
- <https://www.youtube.com/watch?v=O2c83nEds9c> Trans-Pennine Upgrade Programme Option A Fly-through;
 - <https://www.youtube.com/watch?v=eyJhi31OILs> Trans-Pennine Upgrade Programme Option B Fly-through;
 - https://www.youtube.com/watch?v=wN9Ghda_f1I A628 Climbing Lane: Location 1 Fly-through; and
 - <https://www.youtube.com/watch?v=9khm-gwyq4U> A628 Climbing Lane: Location 2 Fly-through.

3.5 Publicity

- 3.5.1 The consultation information on the website, and the facility to complete the questionnaire on-line, 'went live' on the 13 March 2017. Members of the public, who had signed up to be notified when information on the website was updated, received an alert. However, some visitors to the events complained they had not received alerts.
- 3.5.2 A press release, announcing the consultation and providing details of the website where information was available, was issued on the 14 March 2017. The text of the press release, taken from the gov.uk website, is in Appendix C.
- 3.5.3 The public consultation was publicised by paid press advertisements in the following local newspapers:
- Barnsley Chronicle (weekly) 10 and 17 March 2017;
 - Tameside Reporter (weekly) 16 and 23 March 2017;
 - Glossop Chronicle (weekly) 16 and 23 March 2017;
 - Buxton Advertiser (weekly) 16 and 23 March 2017; and
 - Sheffield Telegraph (weekly) 16 and 23 March 2017.
- 3.5.4 Each advertisement was identical, and the text and graphics of the advertisement mirrored the poster included in Appendix A.
- 3.5.5 Approximately 27,500 flyers (the summary document referred to in para 3.4.1) were distributed, or sent out by post, to residential, commercial and industrial properties in Hattersley, Mottram, Hollingworth, Tintwistle, Crowden, Woodhead, Flouch, Langsett, Midhopstones, Stocksbridge, Wortley and Tankersley. Drawings HE551473-ARC-LLO-ZZZ-DR-CH-2003, HE551473-ARC-LLO-ZZZ-DR-CH-2004 and HE551473-ARC-LLO-ZZZ-DR-CH-2005 included in Appendix D show the area where flyers were distributed. In the rural areas flyers were posted out to all addresses listed by Royal Mail within the relevant postcodes. Two complaints were recorded about non-delivery of flyers. On investigation, these appeared to be properties where the distributor might not have understood there were separate premises.
- 3.5.6 Copies of the brochures and flyers were available at deposit points close to the scheme:
- 1) Mottram Community Centre, Church Brow, Mottram, Hyde, SK14 6JJ
 - 2) Tankersley Welfare Hall, Pilley Lane Tankersley, S75 3AP
 - 3) Bradbury Community House, Market Street, Glossop, SK13 8AR
 - 4) Tesco Hattersley, Stockport Rd, Hattersley, Hyde SK14 6QA
 - 5) St Mary's Church, Market Street Hollingworth, SK14 8NE

-
- 6) Hattersley Library, Stockport Rd, Mottram in Longdendale, Hattersley, SK14 6NT
 - 7) Mottram Post Office, 1 Mottram Moor, Mottram in Longdendale, Hyde SK14 6NA
 - 8) Hollingworth Post Office, 31-33 Market St, Hollingworth, Hyde SK14 8NE
 - 9) Hadfield Library, Station Road, Hadfield, Glossop, Derbyshire, SK13 1AA, Glossop SK13 1AA
 - 10) Glossop Library, Victoria Hall, Talbot Street, Glossop Derbyshire, SK13 7DQ
 - 11) Tankersley Post Office, 12 Worsborough View, Tankersley, Barnsley, S75 3AH
 - 12) Hattersley Hub, Stockport Rd, Mottram in Longdendale, Hattersley, SK14 6NT
 - 13) J. Wood and Company Ironmongers, 5 Mottram Moor, Mottram in Longdendale, Hyde, SK14 6LA
 - 14) Gamesley Community & Sports Centre, Melandra Castle Rd, Glossop SK13 6UQ
 - 15) Broadbottom Community Centre, Lower Market St, Broadbottom, Hyde, SK14 6AA
 - 16) Magdalene Centre, Mottram Rd, Broadbottom, Hyde SK14 6BB
 - 17) Bank View Café, Bank View Café, Langsett, Sheffield S36 4GY
 - 18) Penistone Library, High Street, Penistone, Sheffield S36 6BR
 - 19) Stocksbridge Library, Manchester Rd, Stocksbridge, Sheffield, S36 1DH
 - 20) Barnsley Central Library, Wellington House, Wellington House, Wellington Street, Barnsley S701WA
 - 21) Glossop Leisure Centre, High St E, Glossop, SK13 8QA.

3.5.7 Figure 3.1 shows the location of the deposit points.

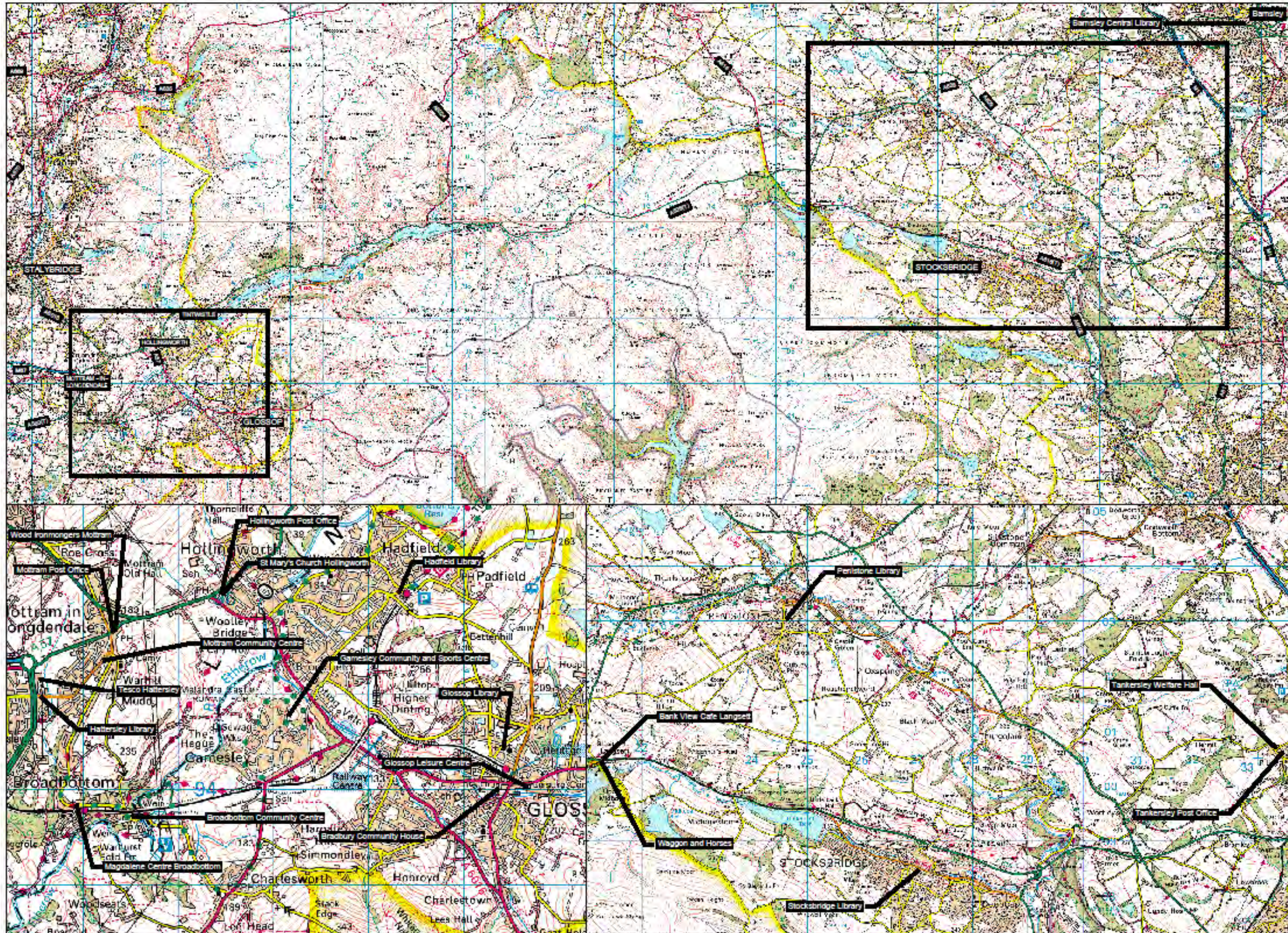


Figure 3-1 Location of Deposit Points

3.6 Pre-consultation meetings

- 3.6.1 In advance of the consultation key stakeholders were contacted and advised about the likely arrangements for the consultation and the publicity for it. Comments received were considered and taken account of as appropriate. The key stakeholders were the officers at the 6 affected local authorities and the MPs of the 3 affected constituencies.
- 3.6.2 In advance of the consultation starting, the key stakeholders previously advised about the consultation were offered the opportunity of a briefing. Tameside MBC, Andrew Bingham MP and Jonathan Reynolds MP took advantage of this offer.

3.7 Previous public and stakeholder engagement

Stakeholders

- 3.7.1 Early in the development of options the views of key stakeholders about the scheme were sought. This was done through a workshop in October 2015 to which key stakeholders (relevant statutory authorities, statutory Environmental Bodies and affected transport bodies and statutory undertakers) were invited. A further workshop was held in July 2016. Invitees to this second workshop were those previously consulted plus additional bodies suggested at the first workshop. In the July workshop the need to achieve consensus on ways of alleviating conditions in Hollingworth and Tintwistle was discussed, but no conclusions were drawn. Following the second workshop in July a feedback form was circulated to invitees asking for their views. Initially, 6 out of 23 of these forms were received from stakeholders in response. It was recognised that this was a low return and the follow-up engagement initiated led to the return of a further 8 responses.

Public Awareness Events

- 3.7.2 Two Public Awareness Events (PAEs) were held for the scheme proposals in October 2016 in Hollingworth and Tankersley to inform local affected communities of the proposals and to collect feedback. A total of 802 responses, mostly feedback forms, were received through a number of channels. The analysis undertaken of the responses showed clear support for measures to be taken to improve key routes such as the A57 and A628, with the aim of relieving traffic through the villages of Hollingworth and Tintwistle. This was reflected in overwhelming support for a bypass around the villages of Hollingworth and Tintwistle, which many believed should also extend past Mottram too. The PAEs presented an early opportunity for respondents to gain an understanding of the scheme proposals and to provide their comments and views before the public exhibition events. Additionally, it also provided insight into the perceptions and concerns of the public about the scheme. These were taken into consideration and proved useful in informing preparations around the public exhibition events.

3.8 Liaison with potentially affected landowners

- 3.8.1 Owners and occupiers of property who could be directly affected by land take as a result of Options A, B and the Climbing Lanes were contacted in November 2016. A letter was sent to them using information about ownership and occupation obtained from the Land Registry or that had been obtained from previous contacts. The letter informed recipients that public awareness events had been held in Hollingworth and Tankersley in October 2016, and invited owners/occupiers to attend individual informal meetings with the project team to discuss their concerns and answer queries. Most of the recipients took up this offer.
- 3.8.2 The potentially affected properties, where land may be acquired, were identified as follows:
- 1) 18 properties affected by both Options A and B;
 - 2) 42 properties affected by Option B only;
 - 3) 2 properties affected by Option A only; and
 - 4) 2 properties affected by the climbing lanes.
- 3.8.3 Twelve terraced properties adjacent to Option B were also identified.
- 3.8.4 Residents from 7 adjacent properties (neighbouring affected properties), approached Highways England at this time. Most of these residents took up the offer of face to face meetings.

- 3.8.5 The Secretary of State for Transport is the registered owner of properties previously acquired by Highways Agency under blight procedures for the previous A57/A628 Mottram Hollingworth and Tintwistle bypass. These properties, managed by Highways England, are let. No specific arrangements were made to liaise with the tenants of these properties. These properties are:
- 1) 22 properties affected by Option A and B;
 - 2) An area of land affected by Option A and B; and
 - 3) An area of land affected by Option A.

3.9 Consultation response channels

- 3.9.1 Responses to the consultation were accepted through the following channels:
- 1) online, using the online questionnaire, at: <https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>
 - 2) at public consultation events by completing a paper copy of the feedback form
 - 3) by post using the freepost address printed on the paper feedback forms
 - 4) by email to the dedicated scheme email address: Trans_Pennine_Scheme@highwaysengland.co.uk
 - 5) by telephone, via a dedicated telephone line to the Highways England project team on 0300 470 5103
- 3.9.2 The online questionnaire was removed from the website on the day the consultation period ended, however the questionnaire (as it appeared in the consultation brochure) can still be viewed online.
- 3.9.3 All responses received by Monday 10 April 2017 were included in the consultation. Questionnaires sent via the freepost address were accepted if received by Tuesday 18 April to allow for any delays in the postal system.

3.10 Analysis and reporting

- 3.10.1 Feedback from all channels was processed and imported into a single database for analysis by Dialogue by Design (DbyD). Feedback forms collected from the public information events were sent via secure post to DbyD offices by Arcadis. These were counted and entered into the analysis database by data entry staff. Feedback received via the freepost address (mostly questionnaire forms) was sorted by response type and counted before being data entered in the same way. A minimum of 5% of records completed by each data entry operator were quality checked before these records were imported to the analysis database.
- 3.10.2 Online responses via the Highways England website were transferred directly to DbyD and imported to the analysis database.
- 3.10.3 Email responses received via the project inbox at Highways England were forwarded to DbyD. These were checked against a log of responses received to ensure that all responses had been transferred before being imported to the analysis database.

Open text responses

- 3.10.4 A coding framework was created to analyse responses to open text questions and the variety of views expressed. This allowed for responses to be organised according to various themes and issues so that key messages and specific points of detail could be captured and reported.
- 3.10.5 Emails, letters and some other responses were unstructured (or non-fitting) feedback; that is, they did not follow and address the question structure of the feedback form. These responses were integrated with open text responses to Question 10 (*'Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme? Please feel free to continue over the page if necessary'*).

3.11 Limits of the information

- 3.11.1 This report considers the responses received to the consultation, and therefore cannot be considered a technical assessment of the proposed improvements. This report analyses the

opinions stated by those who responded to the consultation, and as such is a self-selecting sample. Therefore, the information in this report is representative of the local residents and stakeholders who responded to the consultation. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.

- 3.11.2 The responses are taken as written, and while we have coded responses to draw together themes we have not interpreted the responses further than this.
- 3.11.3 Where separate correspondence has been received raising specific issues, responses have been prepared by technical teams, and sent directly to the respondent or elaborated in this report. This provides technical information to the best of our knowledge at this time. As more detailed information becomes available follow up responses, where required, will be issued.

3.12 Next steps

- 3.12.1 The results of the consultation will be considered in the selection of the preferred route for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.
- 3.12.2 An announcement of the preferred route was expected to be made in July 2017 and this was stated in the consultation documentation. However, the preferred route announcement is not expected until October 2017.
- 3.12.3 The Mottram Moor Link Road, A57(T) to A57 Link Road and A628 Climbing Lanes are expected to require development under the Development Consent Order (DCO) planning process regime and there will be further consultation on the detailed proposals. The A61 dualling is covered by Highways England permitted development powers subject to statutory environmental assessments; as also are the safety and technology improvements.

4 CONSULTATION RESPONSES

4.1 Introduction

- 4.1.1 A total of 878 completed responses to the consultation questionnaire were received. Of these, 240 were returned paper copies which were completed at the public consultation events or returned using the freepost address provided. The remaining 638 were completed online.
- 4.1.2 In addition to receiving feedback via the questionnaires a number of stakeholders and members of the public provided a written consultation response. These have also been considered, details of the topics highlighted are outlined later in this report along with a number of official responses which have been received from key stakeholders such as the National Trust.
- 4.1.3 One of the main aims of the consultation was to gain an understanding of the views of the local residents and stakeholders to enable a more effective solution to be developed. This section of the report presents, and analyses, the consultation responses to summarise the views on the proposed options.

4.2 Questionnaire responses

Collation of responses

- 4.2.1 All of the 878 completed questionnaire responses (online and paper) along with 30 email and letter responses analysed both in terms of the responses and the postcode information provided by the respondents.

Respondent demographics

- 4.2.2 The final section of the consultation questionnaire included a demographic section to aid our analysis. This included age, gender and whether respondents considered themselves to have a disability. It is noted that this section of the questionnaire was optional and not all respondents completing the questionnaire chose to provide this information. The data collated from this section is presented below.
- 4.2.3 The information from the questionnaires indicated that 811 respondents answered the question related to gender. 57% of respondents were male and 34% female, with a further 9% who preferred not to say or left the entry blank.
- 4.2.4 Figure 4-1 shows the questionnaire age demographic (for the 830 people who provided this information on the questionnaire). The information from the questionnaires indicated that the ages of the respondents who answered this question were:

16-24:	1.7%
25-34:	7.9%
35-44:	13.1%
45-54:	23.3%
55-64:	23.5%
Over 65:	30.5%

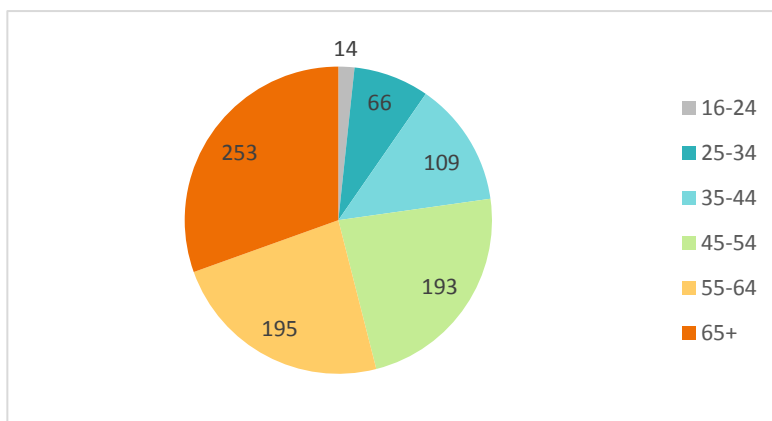


Figure 4-1: Questionnaire Age Demographic

- 4.2.5 The majority of respondents fall within the 3 higher age categories (above the age of 45). The largest proportion of respondents is from the 65+ age group. Respondents under the age of 45 make up less than a quarter of the total, with only a very small proportion from the 16-25 age group.
- 4.2.6 The majority of people (90.7%) who responded to this questionnaire did not consider themselves to have a disability while 6.8% of respondents indicated themselves to have a disability and 2.5%

preferred not to say.

4.3 Question 1 - How often do you use these routes?

4.3.1 Question 1 sought information on how often respondents use the following routes:

- A57 Hyde Road and/or Mottram Moor
- A628 in Hollingworth/Tintwistle
- A628/A616 Woodhead/Stocksbridge Bypass
- A61 in Tankersley
- A57 Woolley Lane

4.3.2 The responses received to this question can be seen in Figure 4-2. The results show that the A57 Hyde Road/Mottram Moor and the A57 Woolley Lane are the most frequently used roads with the A61 in Tankersley being used the least by respondents. In addition, most respondents use the A57 Woolley Lane and the A57 Hyde Road/Mottram Moor on a daily basis. 44.7% of respondents said that they rarely used the A61 in Tankersley. 38.6% of respondents said that they only use the A628/A616 Woodhead/Stocksbridge Bypass on a monthly basis with 35.2% saying they only used it rarely. 31.8% said that they use the A628 in Hollingworth/Tintwistle weekly.

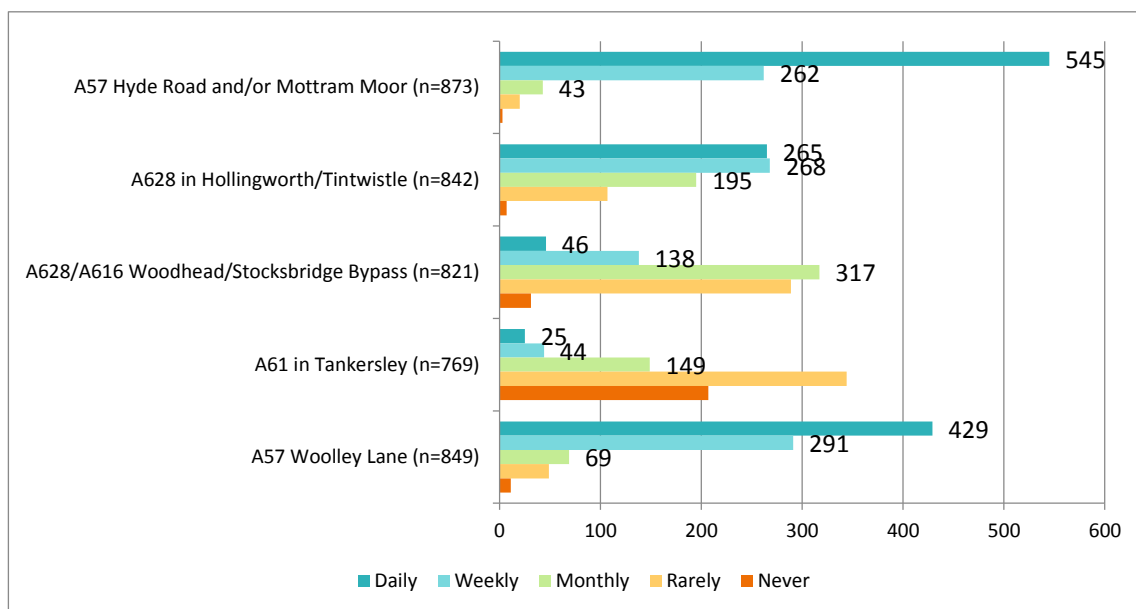


Figure 4-2: Question 1 Responses

4.4 Question 2 - If you use any or all of these routes, please indicate your reason for doing so (for the majority of your journeys).

4.4.1 Question 2 sought to investigate why respondents use the routes they had selected in question 1. Participants were asked to select all the responses which were applicable to them. The results of the responses received are shown in Figure 4-3.

4.4.2 Those who responded to this question use all the roads listed mainly for leisure purposes or shopping. The A628 in Hollingworth/Tintwistle is the most used for this purpose. The A57 Hyde Road/Mottram Moor, and to a lesser extent the A57 Woolley Lane are used by a higher proportion of respondents for commuting, which likely explains why these roads are used most frequently.

4.4.3 More than half of the respondents identified themselves as 55 or older, which may explain the high usage for leisure purposes or shopping. It may also result in less use of the routes for commuting.

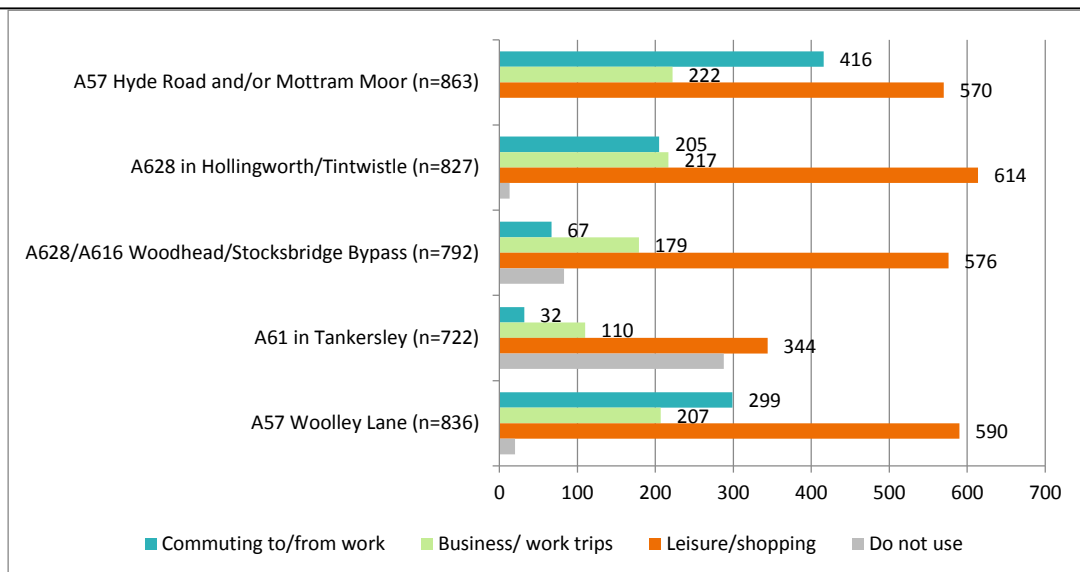


Figure 4-3: Question 2 responses

4.5 Question 3 - Are you affected by these issues?

4.5.1 Question 3 sought information on whether respondents experienced the following issues:

- Noise from traffic using these roads
- Vibration from traffic using these roads
- Poor air quality including fumes and dirt
- Difficulty in crossing the road/using pavements
- Congestion and delay when you use these roads

4.5.2 The results, shown in Figure 4-4, suggests that the majority of people who answered this question travel on this route by car.

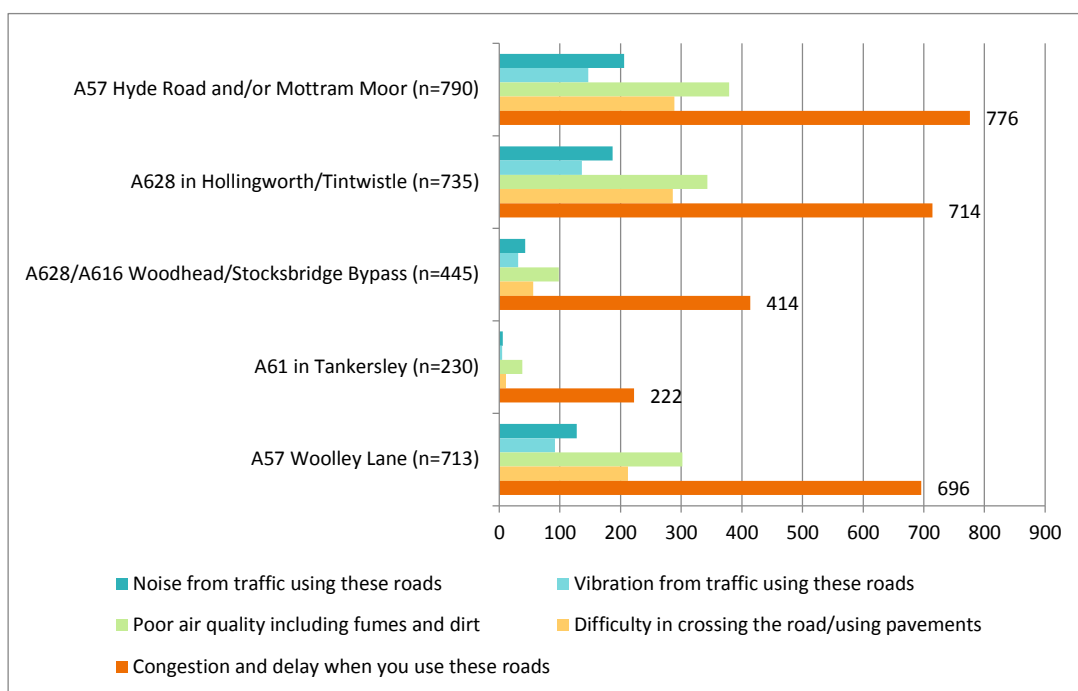


Figure 4-4: Question 3 Responses

4.5.3 Congestion and delays are the most significant issues experienced on all the roads, particularly the A57/ Hyde Road/Mottram Moor. Relatively less respondents are affected by noise and vibration.

4.6 Question 4 - To what extent do you agree or disagree with the following statements?

4.6.1 Question 4 asked respondents to indicate to what extent they agree or disagree with a number of statements reflecting the objectives of the scheme, see Figure 4-5. Responses to this question give a sense of how respondents prioritise different elements involved in the scheme.

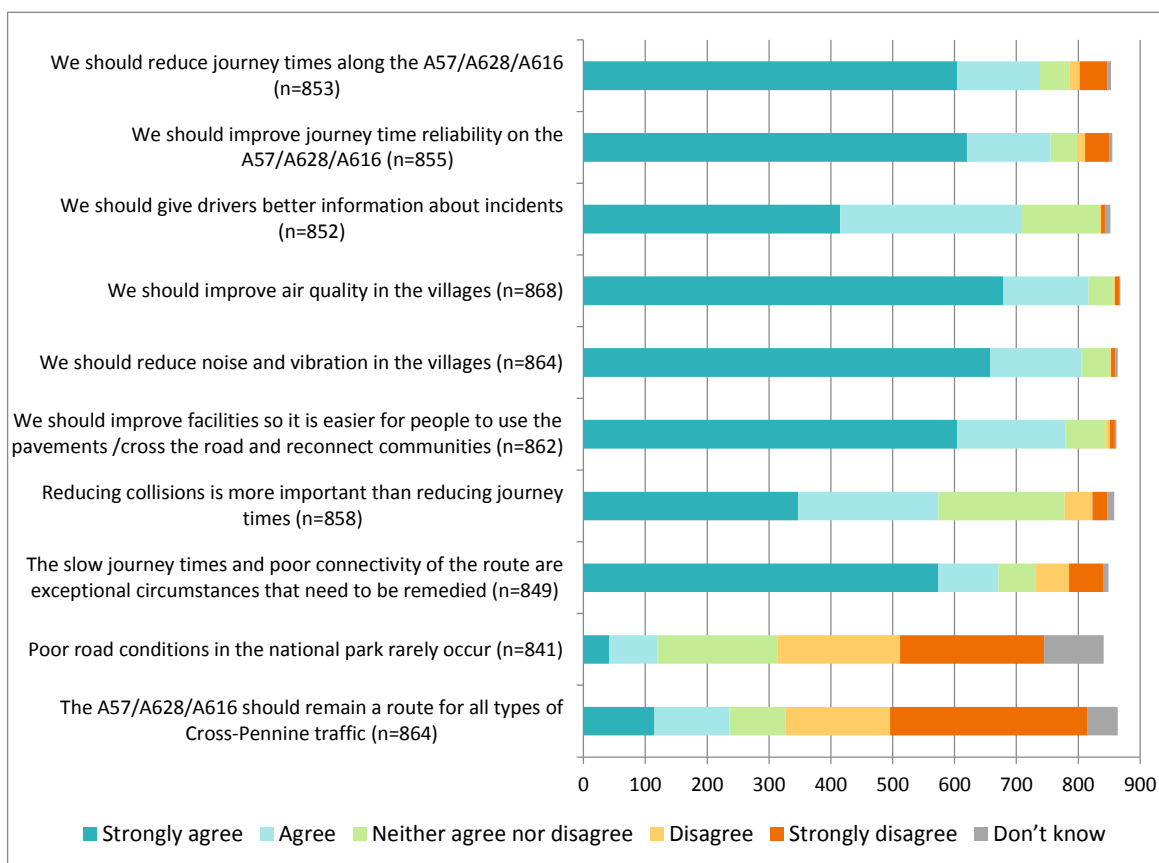


Figure 4-5: Question 4 Responses

4.7 Question 4 - Strongly agree responses by age category

4.7.1 Figure 4-6 shows the number of respondents who strongly agree with each of the statements in Question 4 as a percentage by each age group (e.g. of the 110 respondents that strongly agree the A67/A628/A616 should remain a route for all types of Trans-Pennine traffic approximately 5% are from the 16-24 age group and 33% from the over 65 age group).

Q4. To what extent do you agree or disagree with the following statements? (Respondents by age category as a percentage of those who strongly agree with each statement)

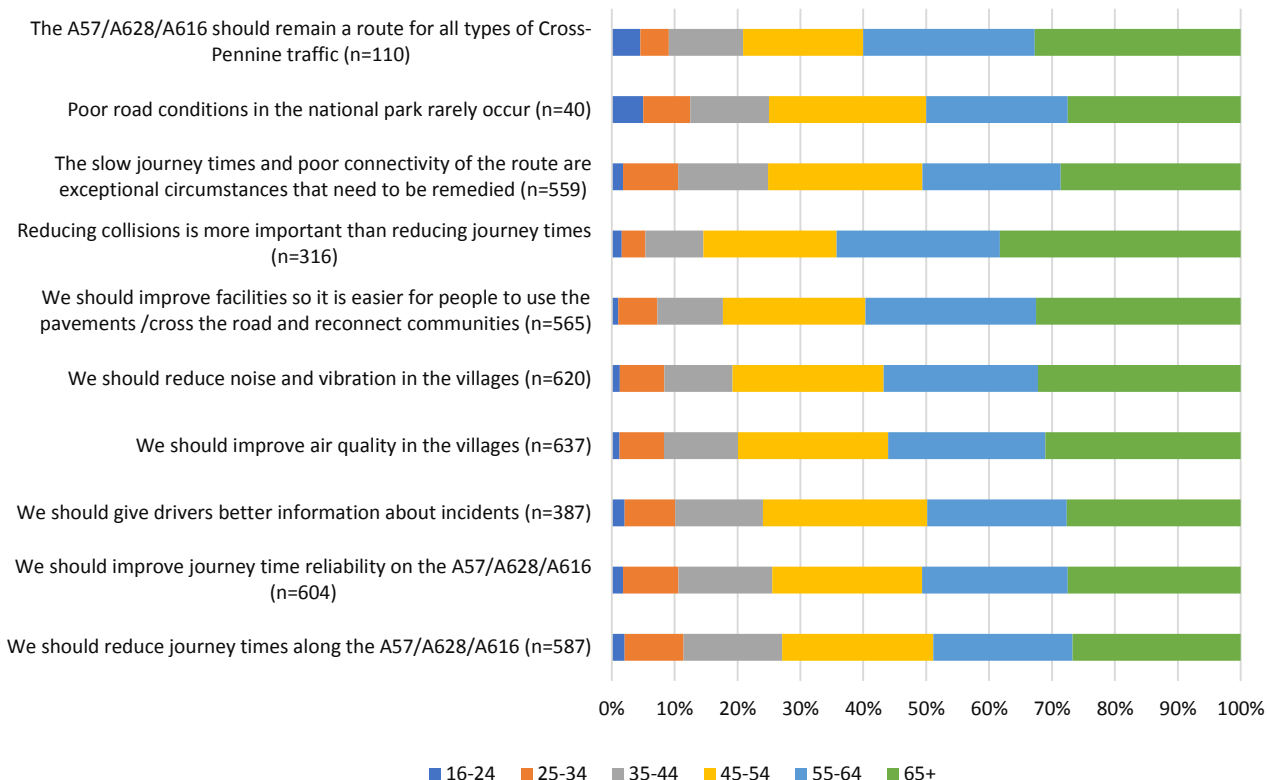


Figure 4-6: Question 4 Strongly Agree Responses by Age Category

Age Distribution:

16-24: 1.7% 25-34: 7.9% 35-44: 13.1% 45-54: 23.3% 55-64: 23.5% Over 65: 30.5%

4.7.2 The overall age distribution from section 4.2.4 has been repeated above for the purposes of comparison. Figure 4-6 shows that the proportions strongly agreeing with each statement correspond with the overall age profile of respondents. Respondents in the 65+ age group appear to prioritise safety (reducing collisions) over journey times, although not to an extent that can be considered significant.

4.8 Respondents’ priorities by disability status

4.8.1 Figure 4-7 shows responses to Question 4 by respondents who indicated that they do consider themselves to have a disability and Figure 4-8 shows responses to this question from respondents who indicated that they do not consider themselves to have a disability. In both figures values are expressed as a percentage of the total number of respondents in each group to allow for comparison.

4.8.2 Both figures show that there is little discernible variation in opinion between these groups of respondents.

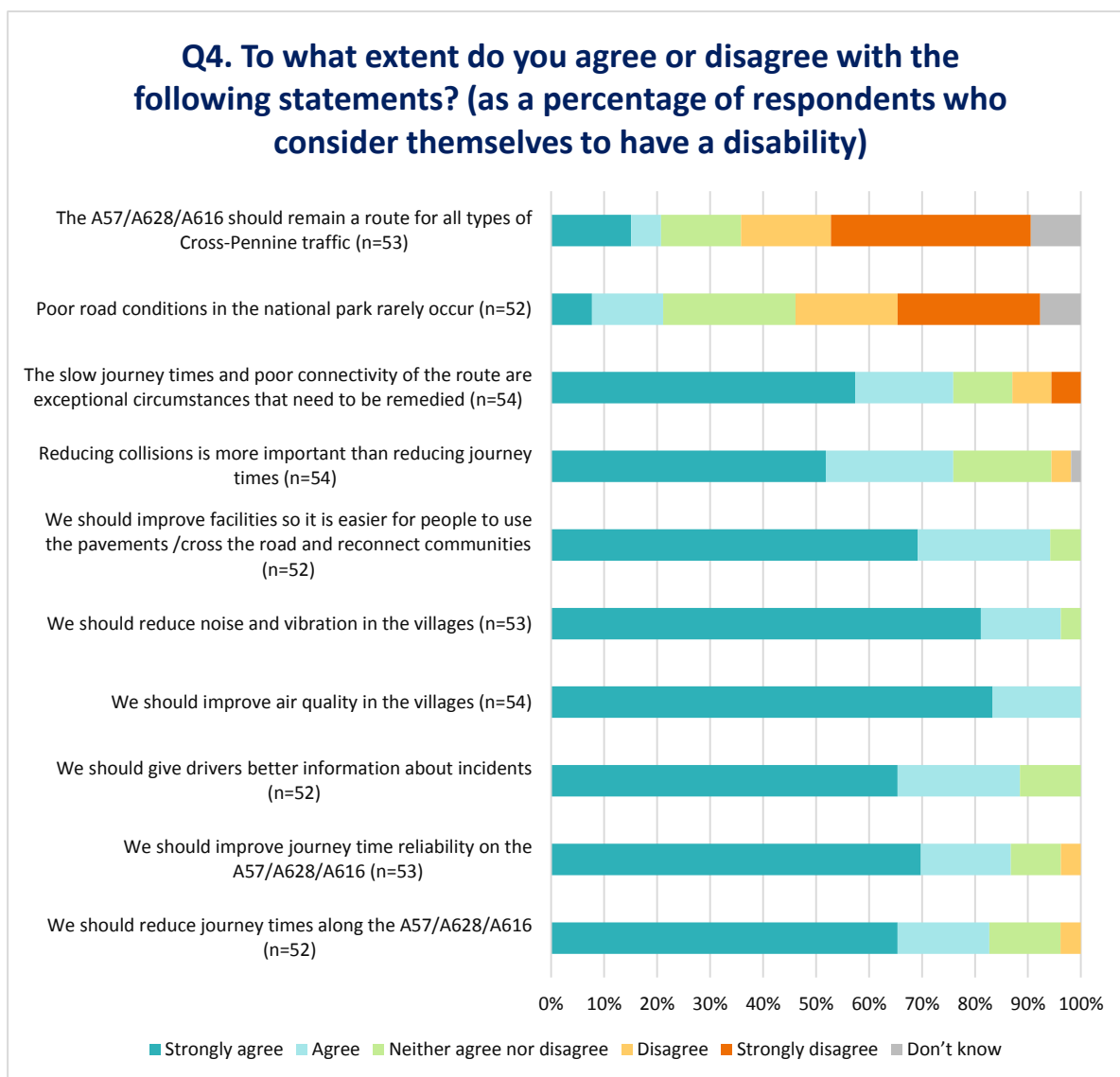


Figure 4-7: Question 4 Responses from respondents who consider themselves to have a disability

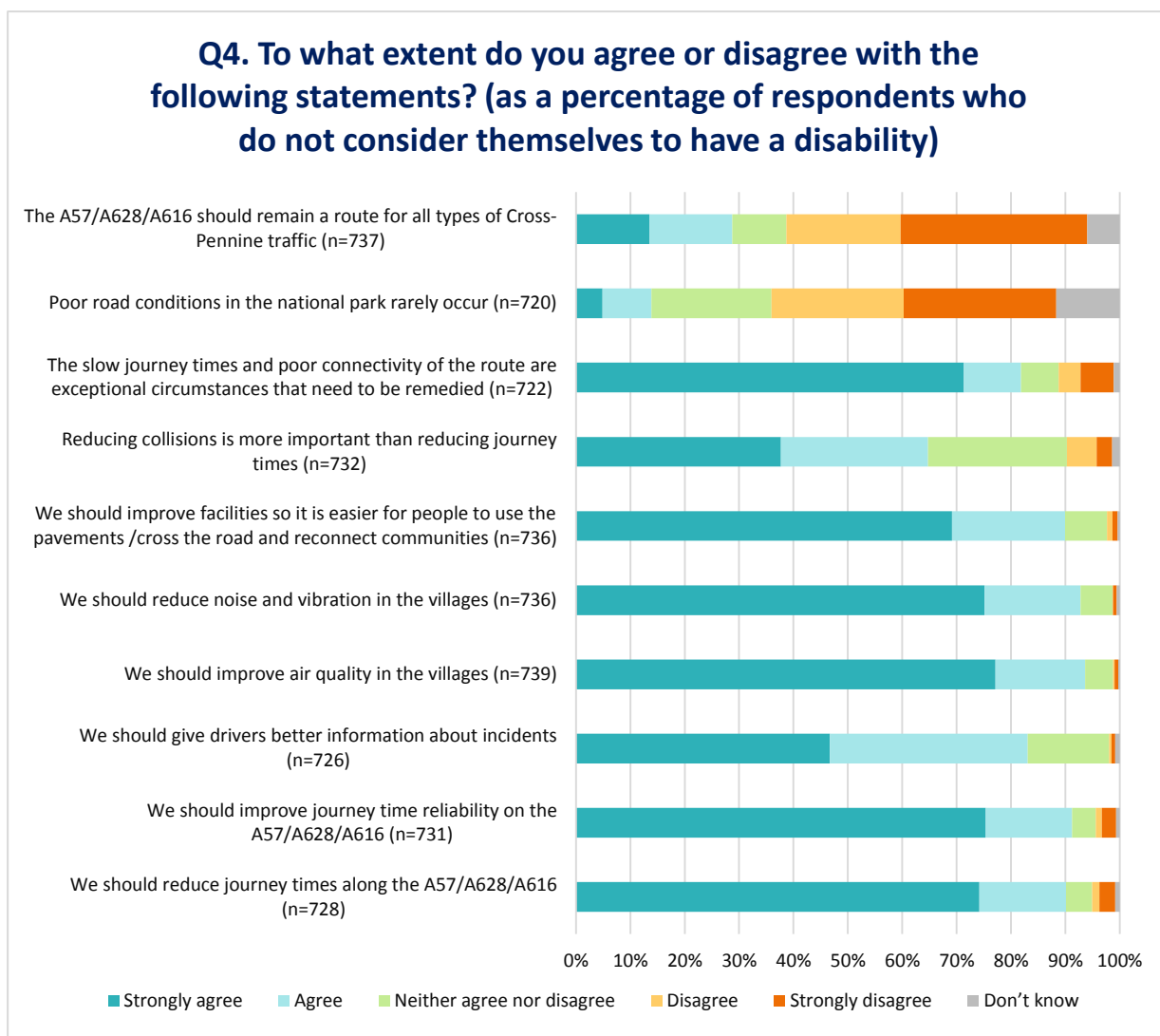


Figure 4-8: Question 4 Responses from respondents who do not consider themselves to have a disability

4.9 Questions 5a and 5b – Which of the 2 options for the Mottram Moor Link Road and the A57(T) to A57 Link Road do you prefer and why?

Mottram Moor Link Road and A57(T) to A57 Link Road

- 4.9.1 Question 5a. *Which of the 2 options for the Mottram Moor Link Road and the A57(T) to A57 Link Road do you prefer?* asked respondents to indicate which of the 2 options for the Mottram Moor Link Road and the A57(T) to A57 Link Road they prefer. It should be noted that there was a discrepancy in the labelling of these options between the online and paper questionnaire. On the paper questionnaire, the options were labelled Option 1 and 2, whereas the same question on the online form referred to them as Option A and B respectively. On the chart below they are labelled A and B.
- 4.9.2 50% of respondents preferred Option A, compared to 33% preferring option B, and 17% not offering any response.
- 4.9.3 733 respondents expressed a preference. Figure 4-9 shows that a greater number of these respondents express a preference for Option A. Question 5b asked respondents why they preferred the option they selected. The reasons given for this preference are summarised below Figure 4-9 for each option and are detailed further in Table 4-1 and section 4-10. These sections also include other comments that were provided on the options.

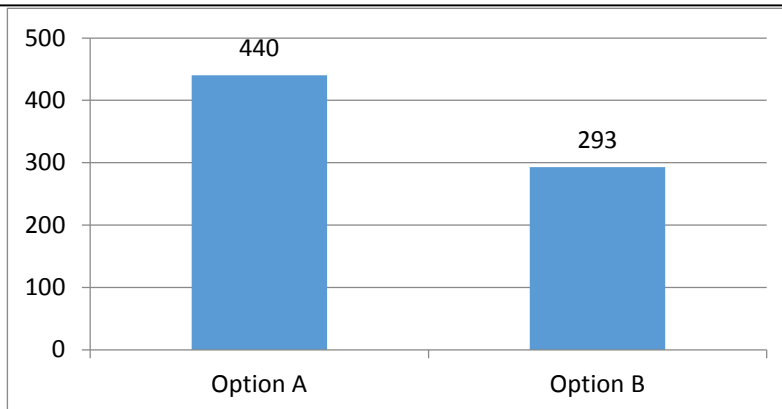


Figure 4-9: Question 5a Responses

Option A¹

- 4.9.4 Option A, where the roundabout on the A57(T) is closer to Mottram, is the most popular option, receiving support from 60% of the respondents expressing a preference, about half as much support again as Option B. Respondents who prefer Option A to Option B believe that it is the most sensible and logical route, and they feel that Option A strikes a balance between solving the traffic problems in the area, having minimal impact on the environment and providing a safe route. Respondents also favour its familiarity as it is the most similar to previously proposed routes. Local people have got used to the idea of road construction on this line and have bought properties and planned development accordingly.

Option B

- 4.9.5 Option B, where the roundabout on the A57(T) is further away from Mottram and closer to Hollingworth, is the less popular option, having received support from 40% of the respondents. Respondents who prefer Option B to Option A believe that because it bypasses more of Mottram Moor, congestion problems would be better addressed. They also argue that the smoother road layout is safer. However, many respondents express concern for the potential effects on property and disruption to communities.
- 4.9.6 Table 4-1 presents a summary of the feedback received from respondents for Option A and Option B broken down by various benefits and impacts. Full details of these responses are included within Appendix F.

¹ The costs of Options A and B were refined following the public consultation. Whilst Option A was shown as slightly more expensive than Option B during the consultation, Option A revised costs are currently lower than Option B costs. For this reason comments relating to the Options costs are not reported.

	Option A	Option B
Benefits		
Congestion Reduction	Reduce traffic congestion more than Option B due to features of the road layout particularly in Hollingworth along with Mottram, Glossop, Woolley Lane, at the A57/A628 Gun Inn Junction and at Back Moor.	Would reduce traffic congestion in the area. This is due to the nature of the road layout. Would be especially effective at addressing issues at the cross roads from the A57 into Glossop.
Road layout	<p>Road layout is more straightforward and easier to use than Option B. Specific features emphasised include:</p> <ul style="list-style-type: none"> • fewer and smaller roundabouts which are easier for traffic to negotiate; • more space between Mottram Moor roundabout and the lights at the Gunn Inn Junction, reducing bottlenecks in this area; • a tighter bend, which will force traffic to move more slowly, and therefore the traffic flow will be kept moving; • the Glossop spur road will be further away from traffic build-up, and is also longer; • a shorter route, straighter route; • the route passes through a natural pre-existing gap between settlements; • more dual carriageway is provided; • a more direct link from M67 through to Glossop (better access to Glossop); • it uses current traffic interchanges which already work; and • provides better access to and from villages, both for motorists and pedestrians. 	<p>Road layout is more straightforward than Option A. Specific features emphasised include:</p> <ul style="list-style-type: none"> • a less severe curve which would facilitate traffic flow; • a less steep gradient which would be easier for HGVs to negotiate; • more of Mottram Moor is bypassed; • the road is longer, meaning it would be capable of accommodating more traffic; • the roundabout being adjacent to the Gun Inn junction but not on the A57 itself would facilitate traffic flow; • the roundabout adjacent to the Gun Inn junction is less confusing and has longer access roads; • its use of dual carriageway; • its inclusion of Woolley Lane; • its providing a more direct route from Glossop to the M67; • its bypassing an additional junction; and • its smaller size.

	Option A	Option B
Impact on communities and property	<ul style="list-style-type: none"> • Less impact on local communities than Option B, both during construction and operation particularly in Hollingworth, Mottram, Coach Road, Woolley Lane and Woolley Bridge; • The route has already been cleared, and so fewer properties would be affected; • Cause fewer access problems to homes and businesses than Option B would, because the route is further away from amenities, for example in Hollingworth; • Option would leave the Coach Road bridleway intact; • Better pedestrian crossings, for example on Woolley Lane; • Perceived smaller impact on local residents' property; and • Support for the road's proposed route passing through a gap of open countryside, taking it away from existing houses therefore requiring fewer demolitions and compulsory purchase orders in Mottram Moor, Hollingworth and Carrhouse Lane. 	<ul style="list-style-type: none"> • Less impact on local communities, both during construction and operation because the route bypasses more of Mottram and is further away from Hollingworth, taking traffic further away from the communities meaning fewer properties would be directly affected; and • Would improve access to the houses along Mottram Moor or to the A628, and would have less of an impact on Mottram showground.
Feasibility and construction	<ul style="list-style-type: none"> • More feasible to construct and therefore more likely to happen - requires fewer roads to be built, therefore potentially less costly construction phase; and • Less of an impact on existing housing which makes construction quicker and cheaper. 	<ul style="list-style-type: none"> • The smoother curve of the route may be easier for engineers to construct.

	Option A	Option B
Impacts		
Noise, vibration and pollution	<ul style="list-style-type: none"> • Would cause less noise and light pollution, and have less of a vibration impact than Option B due to being further away from villages; the bend and gradient will necessitate a lower speed limit; and more of the road is in a tunnel. 	<ul style="list-style-type: none"> • Noise and vibration impacts would be less with Option B mainly because traffic would be taken further away from villages.
Environment	<ul style="list-style-type: none"> • Fewer negative impacts on the environment, largely because it would take up less greenbelt land; and • Vehicles are expected to travel at lower speeds to a reduced environmental impact. 	<ul style="list-style-type: none"> • Less of an environmental impact than Option A, particularly with regard to land take; • Because the route is straighter, it would follow the lay of the land more, therefore requiring less excavation and intrusion into the countryside; and • Option B would have less of an impact on drainage and hydrological processes.
Visual	<p>Fewer visual impacts because:</p> <ul style="list-style-type: none"> • The Glossop Spur road being placed further up the road; • The proposed Mottram Moor roundabout not built significantly outside of the existing road footprint; and • Less perceived disruption to views from Mottram and Broadbottom. 	<ul style="list-style-type: none"> • Option B would have less of an impact on the landscape as traffic would be further away from villages, and the tunnel would be longer.
Safety	<ul style="list-style-type: none"> • The perceived simpler layout of Option A is linked to increased safety; • Gradient and curve of the road will necessitate lower speed limits and therefore lead to fewer accidents; and • HGVs would be taken further away from villages. 	<p>No negative feedback recorded on safety benefits for option B.</p>

	Option A	Option B
Air quality	<ul style="list-style-type: none"> • Roads and therefore air pollution are perceived to be further away from villages; • Free-flowing traffic will help, as much of the pollution is from idling engines; and • Mottram, Tintwistle, Hollingworth, Woolley Bridge, Dinting, Glossop and Crowden will benefit from better air quality. 	<ul style="list-style-type: none"> • More effective at reducing air pollution as road would be further away from villages, especially Mottram, thereby taking fumes away from residents; and • Air pollution may be reduced by preventing west-bound HGV traffic queuing up Mottram Moor to enter the Option A roundabout.
Long term legacy	<ul style="list-style-type: none"> • More long-term legacy for the area than Option B. These responses refer to plans for the Trans-Pennine Tunnel and for a future full bypass around Hollingworth and Tintwistle. These respondents believe that Option A would be the more suitable option from which these developments could extend. 	<ul style="list-style-type: none"> • Option B would lend itself better to fitting in with the longer-term plans for the road network in the area as it could be more easily extended to become a full Tintwistle and Hollingworth bypass; and • Option B provides more space and therefore scope and flexibility more generally in the future.
Business and economy	<ul style="list-style-type: none"> • Fewer adverse impacts on the local economy than Option B would. For example, businesses on Coach Road would be less affected. 	<ul style="list-style-type: none"> • No comments on business and economy benefits for Option B.

	Option A	Option B
Negative effects		
Increased congestion	<ul style="list-style-type: none"> Option A will either be inadequate in easing congestion, or will in fact worsen the situation; and Option A will simply move traffic elsewhere rather than solving the problem. <p>Specific concerns relate to:</p> <ul style="list-style-type: none"> in making all traffic use a roundabout at Mottram Moor, there is potential for traffic to back up into Mottram, particularly as traffic coming from Glossop and Sheffield converge; the junction halfway up Mottram Moor is more awkward for traffic stopping and starting; the fact that it is further away from Hollingworth and Tintwistle means that it may not ease congestion in these villages; and the single carriageway would still cause queues. 	<ul style="list-style-type: none"> Option B would exacerbate traffic congestion, particularly in Hollingworth, Woolley Lane and Glossop; A roundabout so close to the A57/A628 and Coach Road junctions would create bottlenecks and significant delays, choking the roundabout; and One respondent believes commuters would revert back to travelling through Mottram Moor to avoid queues.
Property	No negative feedback recorded on property for Option A.	Option B would require the demolition of many more homes and the issuing of more compulsory purchase orders than Option A would. Specific areas of concern include Coach Road, the Gunn Inn area and Mottram Moor.

	Option A	Option B
Community	No negative feedback recorded on community for Option A.	<p>Communities expected to be negatively affected include those on Coach Road, Wednesough Green, Mottram Moor and Hollingworth.</p> <p>Concern that Hollingworth would be isolated and divided in 2 by the dual carriageway.</p> <p>Similar concerns for homes potentially isolated by the link roads from the Mottram Moor roundabout of Option B.</p> <p>Local villages would be negatively affected more than they would benefit.</p> <p>Concern over access opportunities including:</p> <ul style="list-style-type: none"> • access to Coach Road bridleway; • difficulties for traffic from Wednesough Green to turn right onto Mottram Moor for destinations Hyde, Stalybridge, Ashton and the M60; • pedestrians crossing the A57 Mottram Moor, the A628 Market Street and the A57 Woolley Lane; and • access to Glossop – Option B only has 2 available routes whereas Option A has 3.
Noise and vibration	No negative feedback recorded on noise and vibration for Option A.	<ul style="list-style-type: none"> • Link roads from Mottram Moor roundabout will put homes here on an island, as well as creating noise from the flyover.
Air quality	No negative feedback recorded on air quality for Option A.	<ul style="list-style-type: none"> • Option B would bring traffic closer to some communities, air pollution would increase in Hollingworth, the Gun Inn area, Coach Road and Carrhouse Lane; • if Option B does not ease traffic flow, slow-moving traffic will exacerbate the problem of air pollution; and

	Option A	Option B
Visual impact	No negative feedback recorded on visual impact for Option A.	<ul style="list-style-type: none"> Option B would have a negative impact on the landscape because it would bring the road and traffic closer to people's homes, in particular, from Mottram Moor and Coach Road.
Safety	No negative feedback recorded on safety for Option A.	<ul style="list-style-type: none"> The close proximity of the roundabout to the A57/A628 and Coach Road junctions will increase congestion and encourage people to 'jump' the lights – causing a particular risk to school-children crossing these junctions; and Option B traffic will be travelling downhill toward a roundabout at high speed which is counterproductive as traffic will need to slow down for the roundabout.
Environment	No negative feedback recorded on environment for Option A.	<ul style="list-style-type: none"> Option B would result in more land take, particularly around the Coach Road area, destroying more of the countryside; and Natural features may make constructing Option B difficult e.g. ground varies considerably in height, and previous consultations have shown that geology is a problem.
Business and economy	No negative comments on business and economy for Option A.	<ul style="list-style-type: none"> Option B would have adverse effects on the local economy, for example destroying 3 businesses on Coach Road.
Other		
Other effects	<ul style="list-style-type: none"> the sharp bend may cause accidents; Mottram village will become cut-off; and the settlement pond may impinge on gardens in Mottram Moor. 	No other feedback recorded for Option A.

	Option A	Option B
Suggestions and alternatives	<ul style="list-style-type: none"> • suitable speed restrictions and monitoring are put in place. • the road is 1 lane wide between the roundabout and Coach Road, and then becomes 2 lanes up the other side of the Moor from the Gun Inn junction; and • One respondent asks that the Glossop spur be completed first as it is the stretch which has the capacity to reduce congestion the most. 	<ul style="list-style-type: none"> • the screen banking should continue up to the roundabout on Mottram Moor to reduce noise and visual impact; • adding a link to the A628; and • as it would be difficult to join the roundabout when travelling from Glossop to Mottram, a slip-road onto the existing A57 road could help.

Table 4-1 summary of feedback received from respondents for Option A and Option B

4.10 Other comments in relation to Question 5b

Support for both options

- 4.10.1 Many respondents, including the North-West Ambulance Service, support either option as long as one of them is built soon and traffic congestion along the A57 is eased. These respondents believe that either option would provide relief for Mottram and Glossop, and enable commuters to travel to Manchester more easily, both by car and by bicycle.
- 4.10.2 The Tameside Riders Access & Bridleways Group favours any option which does not disrupt footpaths and bridle paths. Similarly, the Trans-Pennine Trail expects that the safe passage of walkers, cyclists and horse riders throughout the Park is preserved and enhanced, and that potential impact of trail users on the A57 at Woolley Bridge will need to be accommodated within current proposals. Several respondents feel that an option should be chosen by taking cost and local opinion into account.

Opposition to both options

- 4.10.3 A large number of respondents argue that the plans are inadequate because they do not bypass Hollingworth and Tintwistle and therefore do not properly address the problem. Several respondents feel that only Mottram will benefit from the implementation of either of the options for the link road. Many respondents feel that the overall costs of building a bypass do not outweigh the benefits.

Increased congestion

- 4.10.4 Many respondents, including the Peak District National Park Authority, raise concerns that either link road would in fact worsen the congestion problem, as the new bypass would attract more drivers to use these roads. Several respondents connect increased congestion to increased road safety concerns, both for motorists and pedestrians. Some respondents, including the Member of Parliament for Stalybridge and Hyde, are concerned that congestion problems will be moved elsewhere, impacting on other roads in the national park, such as the Snake Pass. Some believe that the volume of traffic is simply too high for proposals to be successful.

Effects on communities, local services and amenities

- 4.10.5 Many respondents are concerned that either option will affect quality of life of those living along the route. They believe that a link road would make the area more attractive to motorists, increasing noise, light and air pollution, both during construction and operation. Many are particularly concerned about air pollution, emphasising the public health risk this would bring.
- 4.10.6 There are also concerns for pedestrian access, for example to local facilities in Mottram, Hollingworth, Broadbottom and Charlesworth. A few respondents express concern for where Mottram Show will go, as the area where it currently goes would become a construction site under either option.
- 4.10.7 Some respondents express concern that Mottram Moor will effectively become an island surrounded by traffic, isolating residents. A couple of respondents are concerned about access during construction, for example to Roe Cross Green from the A6018.

Effects on property and heritage sites

- 4.10.8 Many respondents emphasise that their properties would be devalued, damaged or demolished. A few respondents ask how affected residents will be compensated. The Member of Parliament for Stalybridge and Hyde asks for a binding guarantee that covers the householders' costs and resale valuation of the affected property if any settlement occurs during and post construction.
- 4.10.9 A few respondents quote from a Highways Agency report of 2007 (also referred to as the Carillion & Hyder Report), which concluded that there was a risk of settlement to properties within 200 metres of the proposed tunnel. There is concern that the new tunnelling proposal is deeper than the one proposed in 2007 and that water displacement will be even greater, creating a more acute risk to local properties.
- 4.10.10 Natural England is concerned that both Options A and B have the potential to harm the setting of designated heritage assets including Dial House, Dial Cottage, Mottram Old Hall, Lower Roe Cross Farmhouse, Edge Lane House and Woolley Farmhouse. They also express concerns for non-

designated heritage assets including unknown archaeology, and historic landscape including any surviving field patterns.

Road design

- 4.10.11 A large number of respondents express concerns about the proposed roundabouts. These respondents argue that the roundabouts will cause more congestion, particularly as no traffic lights have been proposed. Respondents feel that the roundabouts would also disrupt traffic flow, with uneven traffic flow from different entrances. A few respondents feel that the roundabouts are too intrusive in terms of size and height. A couple of respondents feel that the “wiggly-worm approach” to road design will increase journey times.
- 4.10.12 The Member of Parliament for Stalybridge and Hyde expresses concern about the potential effects of the tunnel on natural water courses, and argues that it may bring about settlement and subsidence problems.

Other concerns

- 4.10.13 Several respondents express concerns regarding future developments. Concerns relate to how plans will fit in with a full bypass and also with a new housing development in Glossop. A few respondents feel that a bypass is not needed, and will only serve the interests of large businesses and politicians. One respondent believes that heavy haulage will not have to use these roads once HS2 has been built.
- 4.10.14 A few respondents, including Longdendale Community Group, question the initial assessments. They believe that:
- traffic patterns have not been modelled properly, particularly considering a reduction in speed to negotiate roundabouts.
 - the projected carbon footprint has not taken account of stationary traffic.
- 4.10.15 A few respondents are sceptical regarding the feasibility of the project, mainly due to the time period already experienced to get to this point.

Alternatives and suggestions

- 4.10.16 Many of the alternatives suggested overlap with those suggested as for the project as a whole, refer to Appendix F for more detail.
- 4.10.17 Some respondents make suggestions that are more specific to the link roads. These include:
- the previously-discounted Option C, believing it to be safer and less intrusive to communities;
 - the introduction of traffic management at the roundabout where Woolley Lane meets the A57 (potentially traffic lights);
 - making Woolley Lane into a ‘no-through’ road or a B road;
 - building the roundabout at a lower height on the fields of the west side of the existing A6018 embankment to ensure the junction is further from the homes on Roe Cross Green to reduce the increase in noise and air pollution as well as the loss of privacy;
 - prohibiting parking on the A57 between the Mottram traffic lights and Tintwistle;
 - that the roundabout at end of the M67 has dedicated left and right turn lanes, as well as a camera to enforce correct usage;
 - that a roundabout is relocated to the north of Mottram Moor;
 - more crossings for schoolchildren, for example on the A57 at the bottom of Mottram Moor, outside Hollingworth;
 - move the spur road back to the bottom of Woolley Lane;
 - a dedicated roundabout for access to Hollingworth and Tintwistle;
 - use the bypass for Mottram as a means of delivering the A628 direct to the M67, with a filter to

A57 Glossop, and keep the A57 Glossop separate;

- bollards on the A57 junction for Back Moor to prevent people coming through the village of Mottram instead of using the new road;
- a tunnel or flyover to avoid the Mottram Moor/Gun Inn roundabout;
- the introduction of traffic profiling and sequencing;
- that a quiet road surface is used to reduce noise impact;
- encouraging bus operators to reinstate the 236 and 237 into the village of Mottram; and
- having 2 lanes out of Glossop towards Manchester, instead of 1.

4.11 A61 Dualling

- 4.11.1 Question 6a. 'Which of the two options for the A61 dualling do you prefer?' asked respondents which of the A61 dualling options they prefer.
- 4.11.2 50% of respondents expressed no preference on options for the A61 dualling. 36% of the respondents expressed a preference for the A61 dualling Option 1 and 14% preferred Option 2.
- 4.11.3 A total of 436 respondents expressed a preference on this question. Of these, the majority (72%) expressed preference for Option 1, see Figure 4-10.

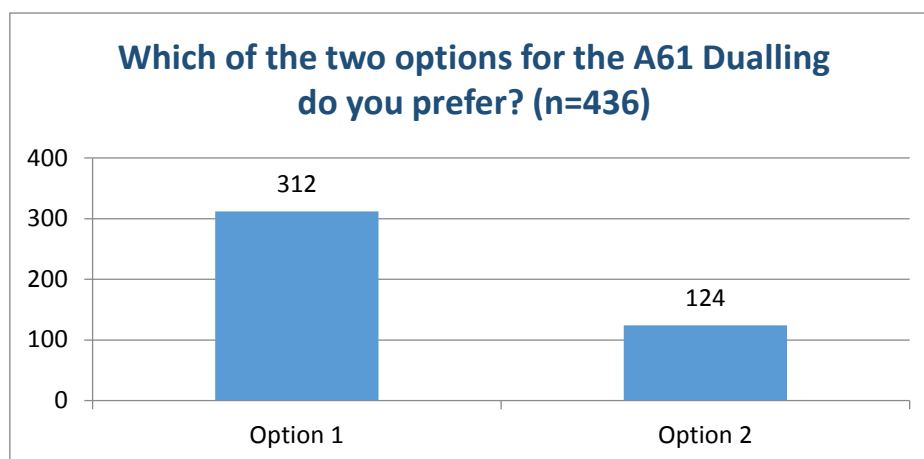


Figure 4-10: Question 6a Responses

4.12 Overview of responses to Question 6b

- 4.12.1 Question 6b asked why respondents preferred Option 1 or Option 2.
- 4.12.2 Nearly a third say that they are unable to comment, offer no opinion or write 'no comment'. Many say they do not know the road well enough or use it regularly enough to give an informed comment, whilst others say that this stretch of the A61 has no impact on their town or village.
- 4.12.3 Of the respondents and stakeholders who provide further comment in Question 6b (approximately 325), the majority elaborate on the benefits and their support of option 1. They suggest this is a safer option that will allow traffic to flow more freely and ease congestion. They believe that local access will still be possible by using the roundabouts at each end of the dual carriageway to turn, instead of using gaps in the central reservation.
- 4.12.4 Those respondents and stakeholders who offer an explanation for their preference of option 2 do so mainly on the grounds of ease of access to local communities.
- 4.12.5 A minority oppose both options, usually because they do not think either design will alleviate congestion elsewhere on the route, and that this area is not deserving of particular attention. A few respondents are concerned about access to homes and work places that could be made more

difficult during construction.

- 4.12.6 Other respondents, including the Peak District National Park Authority and the National Trust, suggest that the delivery of either option will have an indirect impact on land within the National Park, by increasing traffic across the whole Trans-Pennine route. These stakeholders do not overtly support or oppose either option, or indeed the idea of dualling the road in general. They raise concerns about the impact of the works on the environment, both during construction and when the scheme is operational. They are worried about negative impacts on:
- air quality;
 - conservation;
 - cultural heritage;
 - geology;
 - soils; and
 - tranquillity and quiet enjoyment of long distance walking routes, such as the Pennine Way and the Trans-Pennine and Longdendale Trails.
- 4.12.7 Several respondents specifically mention Tintwistle and Hollingworth as congestion hot-spots and believe there should be further consideration of needs in those areas.
- 4.12.8 Many respondents raise concerns about access. Ecclesfield Parish Council is concerned that both options would mean that fire engines would have to go to Junction 36 of the M1 in order to assist with any incidents in the west Ecclesfield and Deepcar/Stockbridge area.
- 4.12.9 The design of the Tankersley roundabout is criticised by a few respondents, who believe that any dualling will only be successful in conjunction with better analysis of traffic flow at the roundabout. Traffic from the Tankersley Industrial Estate is particularly highlighted as problematic to congestion.
- 4.12.10 The design of the Westwood roundabout is also criticised by a few respondents and stakeholders, who question its capacity and suggest its inefficiency could become a barrier to accessing local businesses.
- 4.12.11 There are also concerns expressed that improving this section of the route will encourage more traffic, travelling at higher speeds, notably HGVs, to use the whole Trans-Pennine route. This in turn will increase pollution and lead to poorer air quality and health risks to local people.
- 4.12.12 Conversely, a handful of respondents support either option, expressing the opinion that anything is better than the current situation. They are also keen that the project happens soon, believing that the problems have been ignored for many years. Appendix F includes a detailed breakdown of the responses to question 6b.

4.13 A628 Climbing lanes

- 4.13.1 Question 7a asked respondents *'To what extent do you agree or disagree that our plans for the A628 climbing lanes will reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch?'* The majority of those who responded to this question were supportive of the climbing lanes proposed, see Figure 4-11.
- 4.13.2 63% of respondents strongly agree or agree that the climbing lanes will reduce collisions and journey times. However, 14% strongly disagree or disagree with this and 23% of respondents neither agree nor disagree or don't know.

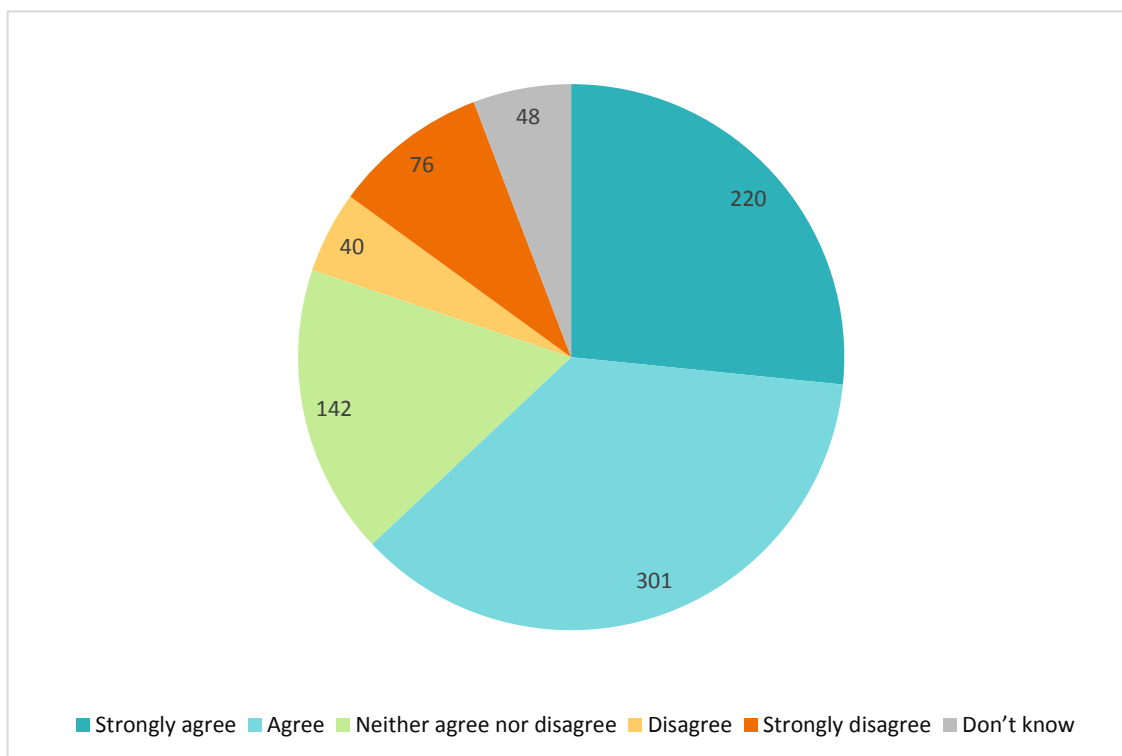


Figure 4-11: Question 7a Responses

4.14 Overview of responses to question 7b

- 4.14.1 Question 7b asked respondents whether they had any additional comments on the climbing lanes. Many respondents support the proposals for both stretches of climbing lane as proposed. The strongest support is given on the grounds of improved safety. There is also strong support because of perceived improvement to journey times.
- 4.14.2 A minority of respondents, including the Peak District National Park Authority, oppose the proposals, suggesting that they would not offer improvements in safety or congestion and will have negative environmental impacts.
- 4.14.3 Some respondents neither support nor oppose the climbing lane, either saying they 'don't know' or that they 'neither agree nor disagree'. However, some of these respondents go on to offer opinions and suggestion about design, sometimes objecting in principle to the proposals but then offering practical advice on road markings to improve delivery. Appendix F includes a breakdown of responses to question 7b.

4.15 Safety measures

- 4.15.1 Question 8 asked to what extent respondents agreed or disagreed that a number of measures proposed would improve safety on the A57/A628/A616/A61 Trans-Pennine route. The measures include changing speed limits and the use of average speed cameras. The full list of measures is shown in Figure 4-12.
- 4.15.2 Figure 4-12 shows which measures are generally supported by respondents. Improving crossing facilities for pedestrians is the most popular safety measure although it is noted that the extent to which respondents agree or disagree is similar across most of the measures listed.
- 4.15.3 Average speed cameras and changing speed limits are less popular measures in relative terms, although still supported by a majority of respondents (approximately 50%) who expressed an opinion on them. However, approximately 25% of respondents who expressed an opinion disagreed or

strongly disagreed that speed cameras and changing speed limits would improve safety.

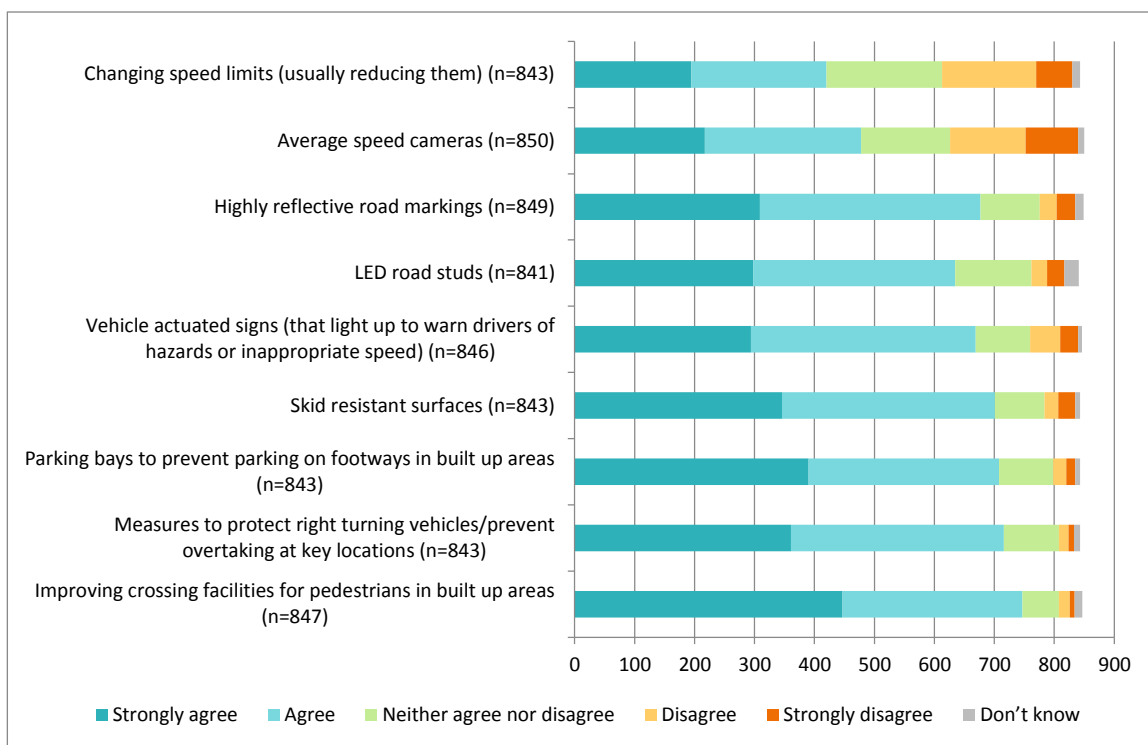


Figure 4-12: Question 8 Responses

4.16 Technology measures

- 4.16.1 Question 9 asked to what extent the respondents believe the technology measures proposed for the A57/A628/A616/A61 Trans-Pennine route would be effective in improving conditions for traffic. Responses to this question are shown in Figure 4-13.
- 4.16.2 The figure shows that respondents who answered this question are generally supportive of the technology measures proposed. The largest proportion of respondents indicate they agree, with a slightly smaller proportion indicating that they agree strongly.
- 4.16.3 Of the 844 respondents who expressed a view, 551 (65%) strongly agreed or agreed that the technology measures would improve conditions for traffic, whilst 130 (15%) strongly disagreed or disagreed with this statement. However, 163 respondents (20%) neither agreed nor disagreed or did not know.

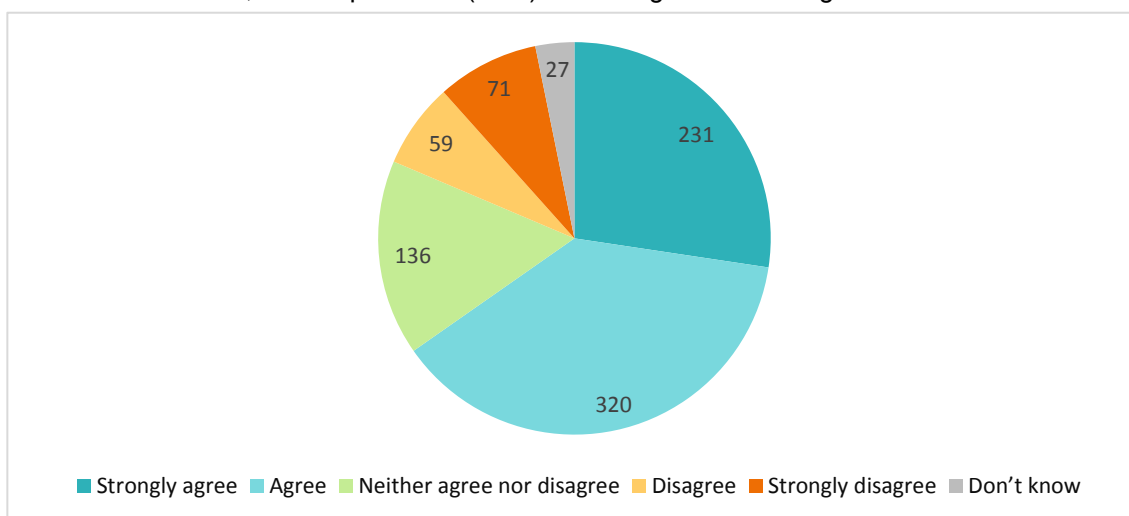


Figure 4-13: Question 9 Responses

4.17 Question 10 - Emails, letters and other responses

- 4.17.1 Responses to question 10 'Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme?', were integrated with emails, letters and other unstructured feedback.
- 4.17.2 Broadly, respondents believe that congestion will be reduced, the quality of life of residents living in traffic black spots will be better and the route will be generally safer. Many respondents urge the Department for Transport and Highways England to start work as soon possible. The scope of the support and opposition for each part of the project addressed in this consultation is analysed in detail in the relevant chapter below.
- 4.17.3 A large number of respondents offer partial support for either the whole scheme or aspects of the scheme, listing various conditions or additional measures that they believe would improve the project. For example, some respondents support the upgrade programme as long as there are clear signage and road markings, for safety and swiftness of movement, whilst others are positive, as long as the needs of pedestrians and cyclists are carefully taken into account.
- 4.17.4 Some respondents believe that the Department for Transport and Highways England need to reconsider and improve the whole scheme for the Trans-Pennine Upgrade Programme (TPUP). They believe that the proposals included in this consultation do not go far enough to tackle the problem and will be obsolete very soon, and generally emphasise a need for a comprehensive, coherent approach to planning and designing a larger solution.
- 4.17.5 A minority suggest interventions, such as improving public transport links, banning HGVs from the whole route or focussing on a Trans-Pennine tunnel, which would impact upon the case for requiring all the different proposals included in this consultation.

4.18 Question 10 - Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme?

- 4.18.1 Question 10 gives the opportunity for respondents to provide further comments on the upgrade programme. The responses provided for this question been categorised into the following broad headings:
- Concerns about programme implementation;
 - Benefits and impacts of the overall scheme;
 - Mitigation; and
 - Alternative measures and suggestions.

4.19 Question 10 - Concerns about programme implementation

Programme is inadequate

- 4.19.1 Some respondents, including the MP for Stalybridge and Hyde, believe that the upgrade programme and proposals are inadequate and fail to address the current and future challenges faced by local communities and road users. Some believe they will in fact increase congestion and traffic volume. Some of these respondents suggested additional measures to address the perceived shortcomings of the upgrade programme. These are included in Appendix F. A small number of respondents see the current proposals as a short-term part of a larger solution.
- 4.19.2 Many respondents pose the question as to why improvements have taken so long to develop. There is widespread frustration about there having been multiple consultations on the same subject for decades.

Cost and benefits

- 4.19.3 Some respondents believe that the upgrade programme, proposals and consultations are a waste of money, as they are perceived to fall short of resolving current problems, worsen current problems,

and/or there is little return on investment. A few of these respondents feel that there should be further consideration and assessment of alternative, larger measures to ensure that money is well spent and brings about effective solutions. Some respondents express concerns that the proposals in this consultation and the upgrade programme overall are expensive or not affordable given the available budget. In some cases, these concerns relate to respondents' views on prioritisation.

- 4.19.4 Some respondents, including the Peak District National Park Authority, believe that the benefits of the upgrade programme and proposals will only be realised by certain communities and areas, and that it may indeed worsen the situation for other communities.

Assessments, assumptions and modelling

- 4.19.5 One respondent challenges the data quoted regarding projected increases in traffic, suggesting that the Department for Transport and Highways England are forecasting statistics that suit the project rather than creating a solution for more realistic statistics. Several other respondents also question these estimates, and data provided regarding traffic in Glossop, but in less detailed terms.

4.20 Question 10 - Benefits and impacts of the overall scheme

Environment

- 4.20.1 The majority of respondents who express a clear opinion on the Trans-Pennine Upgrade Programme as a whole, support it because they believe it will improve the environment in local communities.
- 4.20.2 They strongly support TPUP initiatives to move traffic away from settlements and reduce congestion in towns and villages. However, some other respondents are opposed to the project, believing improvements will increase the amount of traffic using the route and therefore have a negative impact on the environment, especially pollution.
- 4.20.3 Several respondents cite improved air quality as a benefit of the scheme. However, a similar number believe that air quality will be negatively affected by increased numbers of vehicles on the road.
- 4.20.4 Many respondents, including Natural England, the National Trust and the Peak District National Park Authority, are concerned about the impact on habitats and designated sites, including the South Pennine Moors Special Area of Conservation (SAC), Peak District Moors (South Pennine Moors Phase 1) Special Protection Areas (SPA) and Dark Peak Site of Special Scientific Interest (SSSI). The National Trust says that the impact of the proposals affects the first and second statutory purposes of the National Park.

Cultural heritage

- 4.20.5 A few respondents mentioned concerns around potential negative impacts on archaeological remains; listed buildings in Old Hall Lane; and conservation areas in Langsett and Midhopstones.

Local amenities

- 4.20.6 Many respondents, including the National Trust and the Peak District National Park Authority, are concerned about the impact of the project on the countryside and open spaces used for recreation. Several respondents, including the Peak District National Park Authority, are concerned about potential impacts on recreation amenities (such as the Trans-Pennine Trail) and non-motorised users (pedestrians, cyclists and equestrians), a few feel that these concerns were not suitably addressed in the consultation. The Trans-Pennine Trail provides an analysis of the potential negative impact on visitor numbers using the path. Several respondents regret the loss of Mottram Showground.

Health

- 4.20.7 Several respondents are concerned that the health of local people could be affected by pollution and a decrease in air quality, especially where roads move closer to houses and residential areas.

Safety

- 4.20.8 A large number of respondents mention safety as a key issue when considering the questions posed

in the consultation. Many respondents are unhappy that the current route has numerous accident blackspots and hazards. There are concerns expressed for the safety of all road users, including pedestrians, cyclists and horse riders, as well as drivers. Most respondents believe the project as proposed will improve safety on the route. However, a minority are concerned that improved roads will lead to more vehicles, higher speeds and therefore greater probability for accidents.

- 4.20.9 Several respondents suggest that the proposals will limit access to health-care, notably that provided at Tameside Hospital, especially for vulnerable groups. They also suggest that construction work in all 3 parts of the project has the potential to hinder the work of emergency services. They ask that the new scheme keeps emergency access in mind during the design process, as the upgrade programme has the potential to be beneficial in this regard.

Congestion and journey time

- 4.20.10 Many respondents support the overall upgrade programme as they believe it will alleviate congestion and improve journey times, both locally (including Glossop, Woolley Bridge, Hadfield, Mottram, Hollingworth, Charlesworth and Broadbottom) and between Manchester and Sheffield. They cite the unpredictability of journey times, as well as the high volume of visitor traffic in the summer, as causes of frustration to local people. They believe that the situation is worsening year by year and that the project needs to be implemented as soon as possible.
- 4.20.11 A minority of respondents feel the project would have an overall negative impact on congestion, because it would simply move traffic jams into different locations and not solve the overarching problem. Opinion was divided amongst respondents about whether journey times would be decreased, and if so, whether the time saved would be significant. A few respondents suggest that there may be a short-term improvement in journey times, but in the long-term increased traffic and subsequent traffic calming measures, such as speed controls, would render the improvements obsolete, triggering further need for intervention.
- 4.20.12 Several respondents feel that future developments in the area are an issue, as they believe that they will exacerbate existing congestion and safety risks. Concerns are mainly about plans to build more houses in Glossop, which will bring more traffic to the area.
- 4.20.13 There are also concerns from a few respondents that residents of Glossop and Hadfield would stop using rail transport if congestion is reduced, meaning more vehicles would be on the road and putting rail infrastructure at risk of closure.

Socio-economics

- 4.20.14 Many respondents believe that the project would be beneficial to local businesses and for driving forward wider scale economic success across the region, through the Northern Powerhouse. Several respondents feel that the improvements are essential, as communities are isolated. A good road is essential for access to employment opportunities and businesses will fail without better infrastructure.
- 4.20.15 A business operating in the area calculates the amount of time lost because of the current state of the road, and estimates that the business loses tens of thousands of pounds as a result of congestion and other avoidable hold-ups. They strongly support TPUP.
- 4.20.16 Several respondents are concerned that the proposals will have a negative impact on the value of their properties, especially in the residential area near the tunnel. However, a real-estate agent suggests more people will be attracted to live in the area around Mottram after the upgrade programme has been implemented, driving up house prices.

Engineering and construction

- 4.20.17 The majority of respondents, whether they support the proposals or not, express concern about potential impacts of construction, such as restricted access to homes. Many respondents suggest that residents will be inconvenienced during the engineering works.
- 4.20.18 Many respondents mention the need for long term planning. They want the initiative to stand the test of time, so that there is no need for further engineering work and disruption in the near future. A few respondents urge the Department for Transport and Highways England to make this project an example of design excellence in sustainable transport. With long-term planning in mind, some respondents believe that the scheme as proposed does not go far enough to improve the situation

and that it needs to consider other possible infrastructure projects in the region. For example, the Trans-Pennine tunnel needs to be given more consideration in its potential future relationship with TPUP.

4.21 Question 10 - Mitigation

4.21.1 Some respondents, including High Peak Borough Council and the Peak District National Park Authority, express concerns about the mitigation of negative project and construction impacts on local communities, the environment and the Peak District National Park. Some of these respondents provide related suggestions for mitigation measures, including:

- embank and fully screen works;
- utilise low noise road surfaces;
- install an air quality monitoring station within Glossop;
- evaluate air quality, water levels and climate change risks;
- development of tunnels under highways to reduce animal strikes;
- road design that enables animal migration;
- tree planting – to absorb carbon, absorb noise and improve visual appearance; and
- involve active participation of local communities.

4.21.2 Given the location of the upgrade programme, Natural England and the Peak District National Park Authority expect a high standard of design, to protect and enhance the environment (landscape, habitats and biodiversity), access and recreation. Natural England emphasise their willingness to work with Highways England and its consultants. The Peak District National Park Authority are concerned that a piecemeal solution will lead to ongoing, cumulative harm to the National Park, without achieving the best solution for communities or road users. They suggest taking a holistic, comprehensive approach to enable better judgement of costs, benefits and impacts; ensure that the National Park is not jeopardised; and that benefits are maximised.

4.22 Question 10 - Alternative measures and suggestions

4.22.1 Many respondents suggest alternative measures and approaches that they believe should be implemented. A small number of respondents believe that previously discounted proposals were better, such as the original Trans-Pennine bypass tunnel, Trans-Pennine motorway and a bypass of Mottram, Hollingworth and Tintwistle.

4.22.2 Suggestions provided fall into the following general concepts:

- construction of and improvements to bypasses and motorways;
- construction of a tunnel;
- reduction of freight and HGVs on the route;
- maintenance and improvement of existing road infrastructure; and
- reducing pressure on Trans-Pennine road networks.

4.22.3 Appendix F provides further detail on the alternative measures and suggestions put forward by respondents. These suggestions will be taken into consideration and will be subject to a technical, economic and environmental evaluation.

4.23 Questions 11-13 asked respondents about the consultation

4.23.1 Question 11. *How did you find out about the consultation?* Respondents were asked to select from 8 options to indicate how they found out about the consultation. Note that respondents could select more than 1 option. The largest proportion of respondents found out about the consultation through flyers or letters issued by Highways England, see Figure 4-14.

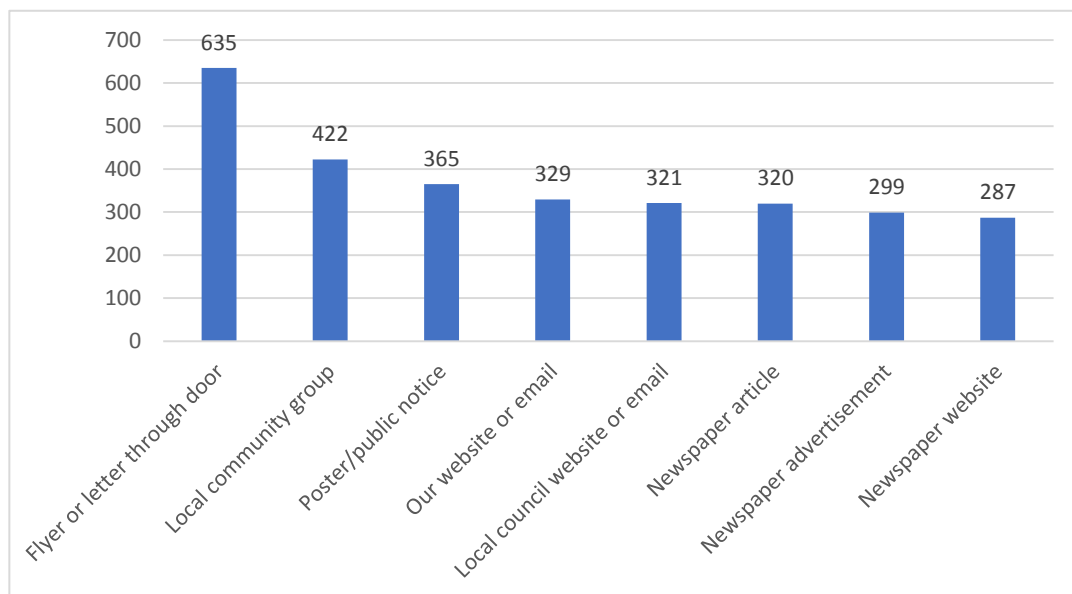


Figure 4-14: Question 11 Responses

4.23.2 Question 12. *Have you found the consultation materials useful in answering your questions?* Figure 4-15 shows that just over half of the respondents found that the consultation materials were useful to a certain extent, with only a small proportion (67) indicating that they did not find the consultation materials useful in answering their questions.

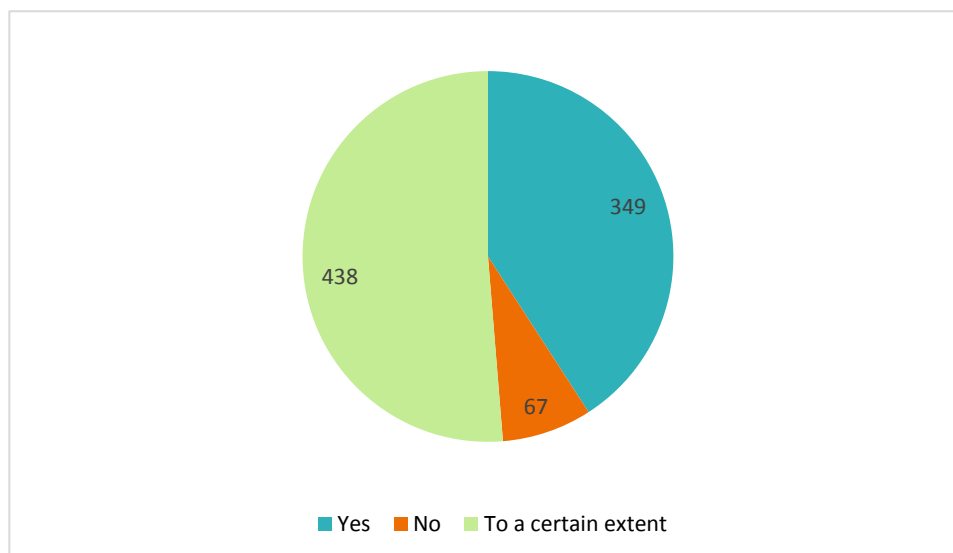


Figure 4-15: Question 12 Responses

4.23.3 Question 13. *Did you attend one of our public exhibitions?* Question 13 asked which (if any) of the exhibitions respondents attended during the consultation period. 876 people responded to this

question. Figure 4-16 indicates more respondents stated they attended the exhibition in Hollingworth, with similar numbers attending the Glossop and Mottram exhibitions.

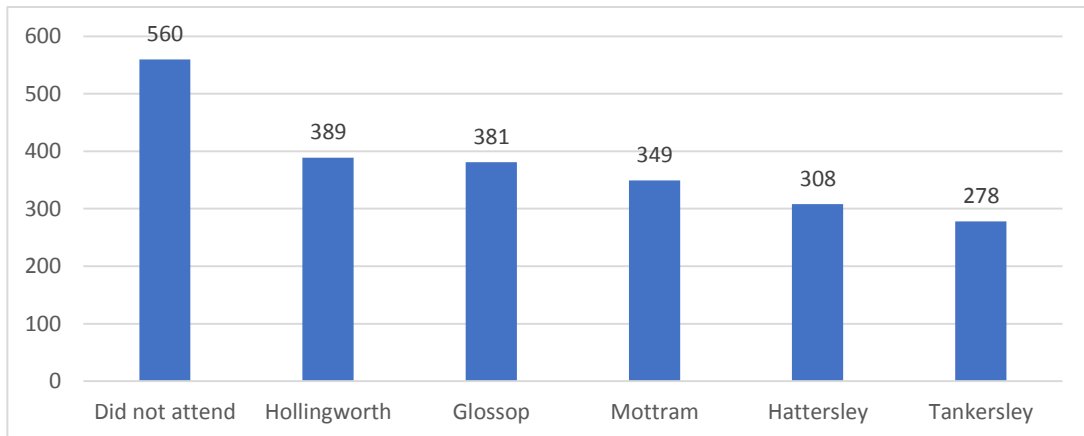


Figure 4-16: Question 13 Responses

- 4.23.4 The responses to this question are not coherent. As 560 respondents out of the 876 answering indicated they did not attend an exhibition, this implies 316 did. However, a higher number of respondents stated that they did attend. Furthermore, the numbers of visitors who signed in to each of the exhibitions (see table 3.1) does not match the response to this question.

5 CONCLUSION

- 5.1.1 The public consultation for the A57 A628 Trans-Pennine Upgrade Programme reached a wide audience and generated significant interest of those who live near the proposed scheme and others who use the road network.
- 5.1.2 More than 870 responses to the questionnaire were received and in addition, respondents provided alternative measures and suggestions which will be taken into consideration as the scheme progresses.
- 5.1.3 Generally, the scheme received positive feedback with many respondents believing that congestion throughout the area is an important issue that needs addressing.
- 5.1.4 Of the respondents who expressed a preference, support for each options was as follows:
- 60% preferred Option A compared to 40% for Option B of the Mottram Moor Link Road and the A57 (T) to A57 Link Road. However nearly a fifth of respondents did not express a preference
 - 72% preferred Option 1 compared to 28% for Option 2 of the A61 Dualling. However half of the respondents did not express a preference.
- 5.1.5 Of the respondents who indicated the extent to which they agreed or disagreed to the other scheme elements:
- The majority of respondents (63%) strongly agree or agree that the climbing lanes will reduce collisions and journey times. However, 14% strongly disagree or disagree with this and 23% of respondents neither agree nor disagree or don't know.
 - Approximately 50% strongly agreed or agreed that changing speed limits and average speed cameras would improve safety. However, approximately 25% strongly disagreed or disagreed with this statement.
 - For the remaining safety measures, there was widespread agreement that they would be effective.
 - 65% strongly agreed or agreed that the technology measures would improve conditions for traffic, whilst 15% strongly disagreed or disagreed with this statement and 20% neither agreed nor disagreed or did not know.

Appendix A – Consultation Material

Appendix B – Engineering Drawings Presented

Appendix C – Press Release and Advertisement

Appendix D – Flyer Distribution Area

Appendix E – List of VIPs and Stakeholders and Invitation Letter

Appendix F – Trans-Pennine Upgrade Programme Public Consultation Dialogue by Design Report

Trans-Pennine Upgrade Programme

Public consultation



Trans-Pennine Upgrade Programme

Public consultation

The scheme

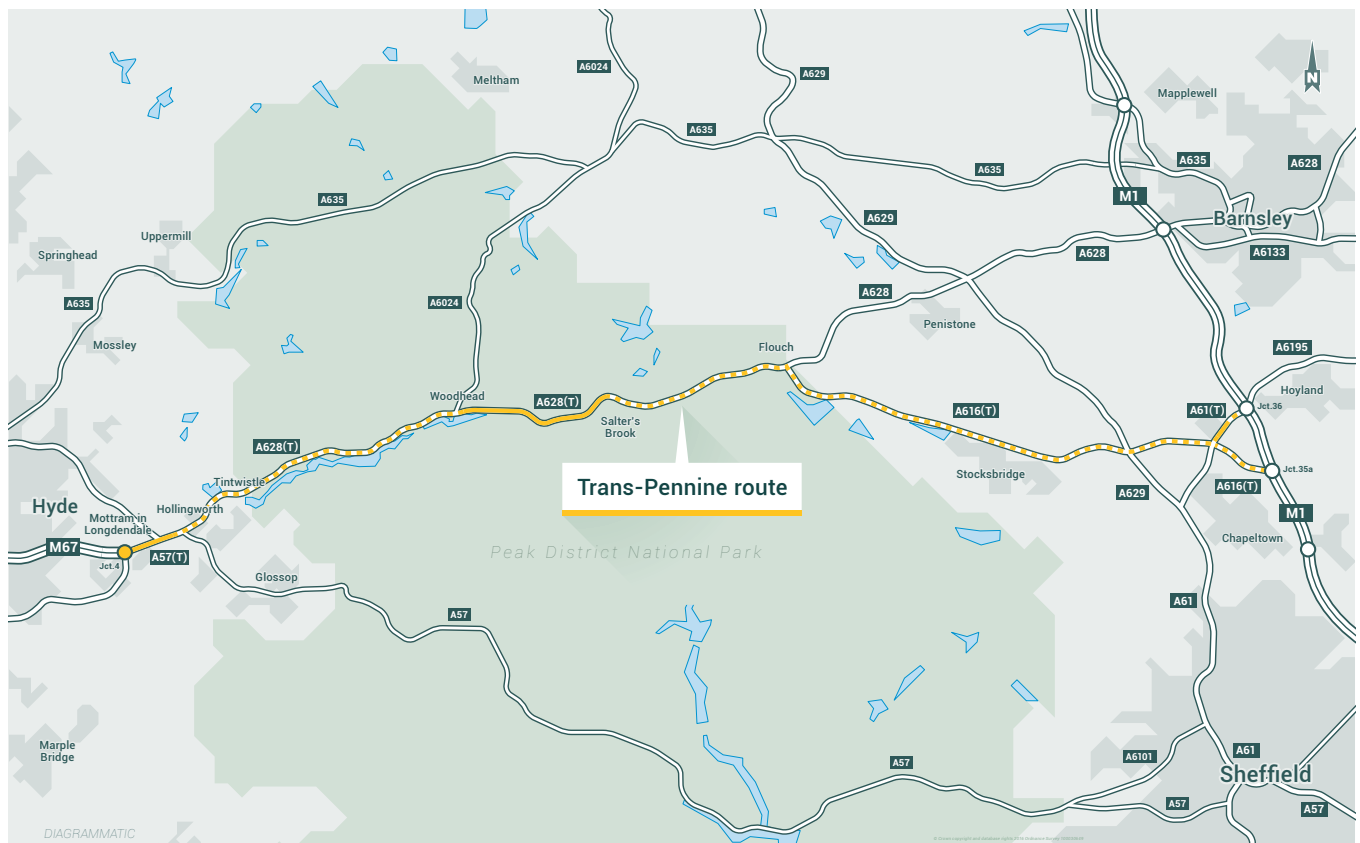
Highways England's Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy and involves improving journey times, tackling congestion and reducing incidents between Manchester and Sheffield.

The Trans-Pennine route, which includes the A57, A628, A616 and A61, mainly consists of single carriageways with steep gradients and sharp bends, and is particularly affected by bad weather.

Schemes that form the Trans-Pennine Upgrade Programme are also designed to reconnect communities divided by busy roads and contains the following elements:

- Mottram Moor Link Road – a dual carriageway link from the M67 terminal roundabout to a junction at A57(T) Mottram Moor
- A57(T) to A57 Link Road – a single carriageway link from the A57 at Mottram

- Moor to a junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Woolley Bridge Road junctions
- A61 Dualling - a dual carriageway on the A61 between the A616 roundabout and junction 36 of the M1
- A628 Climbing Lanes –two overtaking lanes on the A628 near Woodhead Bridge and near Salters Brook Bridge
- Safety and technology improvements – safety measures focused on addressing collisions along the whole route and technology measures to provide driver information and inform route choices



Strategic benefits

The scheme will:

- Support economic growth by reducing journey times between the Manchester and Sheffield.
- Reduce delays by providing a network better able to deal with increased congestion following collisions and incidents.
- Provide more reliable journey times to key locations, for example, Manchester Airport.
- Improve safety along whole route.

Local benefits

The scheme will:

- Remove through traffic from some of the existing main roads in Mottram and Hollingworth, reducing noise levels and pollution to properties fronting these roads.
- Reduce the difficulty in using pavements and crossing the road in Mottram and Hollingworth and improve conditions for pedestrians and cyclists.
- Reduce congestion and delays affecting residents and businesses in the area.
- Help the reliability of public transport because of reduced congestion and delays.
- Improve junctions on the A61 where there is a record of collisions.

Your input means a lot to us

The proposals presented in this booklet have been informed by feedback provided at the public awareness events in October 2016. Approximately 600 people attended the events and provided a wide range of comments.

We're now launching the public consultation on the upgrade and its shortlisted options and this is your opportunity to tell us what you think. We'd like to hear your views as well as views from local businesses and those who may have specialist knowledge that may help us to improve the options.

The information will help us refine the proposals further and choose which options to take forward to the next stage of design. Any future scheme developments are subject to agreement on funding being obtained.

Currently, the proposals are not affordable within the scheme budget. We will continue to look for ways to reduce the costs to an affordable level, to allow the scheme to be constructed.

Details of how to respond are at the back of this booklet.

The consultation will run for four weeks, starting Monday 13 March 2017 and closing Monday 10 April 2017.

What we are consulting on

For the Mottram Moor Link Road and the A57 (T) to A57 Link Road

Option A

Option A includes

- a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Option B

Option B includes

- a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

For the A61 Dualling

Both options provide a dual carriageway from the M1 Junction 36 to Westwood roundabout. The options are identical apart from the junction arrangements along the route

Option 1

- to stop all right turn movements at the minor road junctions so that they become left in, left out junctions only.

Option 2

- to stop all right turn movements out of the minor roads onto the A61 but maintain the right turns from the A61 into Westwood New Road and Wentworth Way.

A628 Climbing Lanes

Climbing lanes are overtaking lanes which separate slow-moving vehicles from faster traffic. We'd like to build two climbing lanes as part of this element. Both would be built by cutting into the adjacent ground on the northern (higher) side, to provide a wider single carriageway. There would be two lanes in the eastbound (uphill) direction and a single westbound (downhill) lane.

For the safety improvements

We are considering implementing various measures, including:

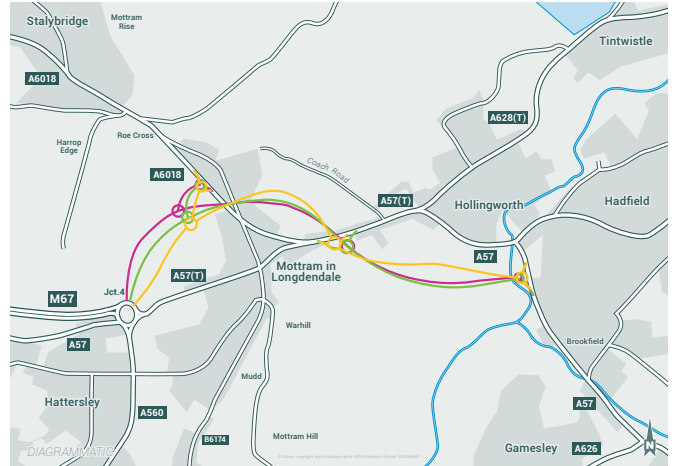
- changing speed limits (usually reducing them)
- average speed cameras
- introducing highly reflective road markings
- installing LED road studs
- erecting vehicle actuated signs that light up to warn drivers of hazards or inappropriate speed
- introducing skid resistant surfaces
- providing parking bays to prevent vehicles parking on footways in built up areas
- installing measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations
- providing better crossing facilities for pedestrians in built up areas

Technology Improvements

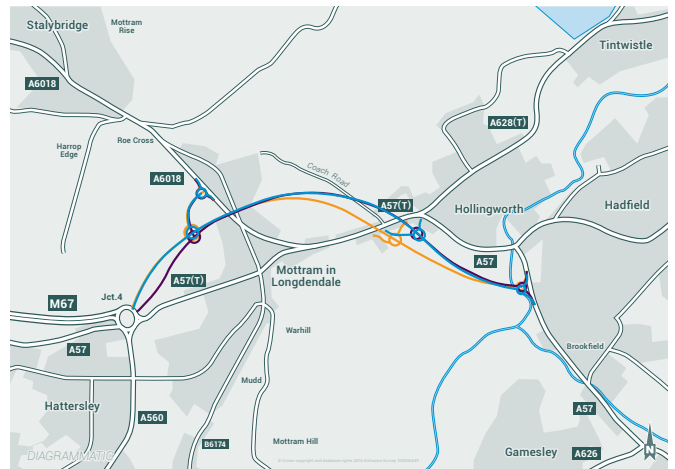
We propose to install additional variable message signs (VMS) to inform drivers of conditions on the network and automate the existing snow gates.

Discounted Options

We considered, and discounted, the options shown below for a range of safety, environmental, engineering and operational reasons. We also rejected building Options A or B without the A57(T) to A57 Link Road as the scheme wouldn't perform as well if this were removed.



The green and pink proposals ran closer to Edge Lane than Option A (shown yellow) and crossed Mottram Moor near the Back Moor junction. They then ran closer to Carr House Farm, but joined the A57 at Brookfield at the same point.



Between the M67 and the tunnel under Roe Cross Road the purple proposal was similar to Option A and the blue proposal to Option B. East of the tunnel both routes ran closer to the Gun Inn than Option B, crossing Wednesough Green, but joined the A57 at Brookfield at the same point.

To see larger plans of the above please visit our website.

We identified two other possible locations for the A628 climbing lanes. Both locations had junctions in their length and were rejected for safety reasons.

Benefits and effects of our proposals

In assessing the benefits and effects of the proposed options, we look at a variety of topics.

As this consultation is taking place at an early stage in the overall project, this information is still being developed as further surveys and assessments are carried out in accordance with national guidance.

Mottram Moor Link Road and A57(T) to A57 Link Road

Option A

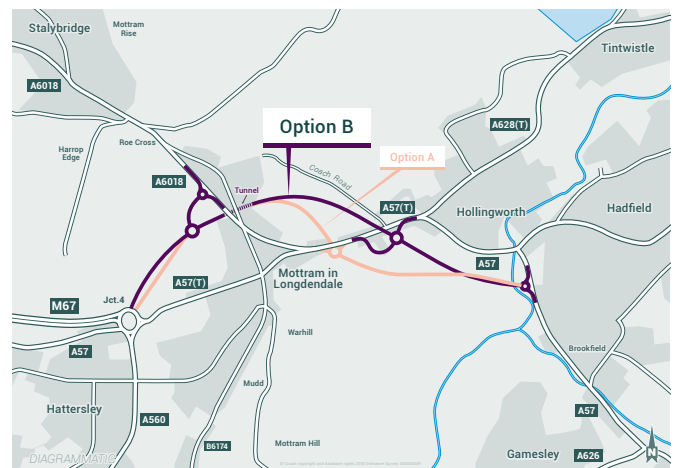
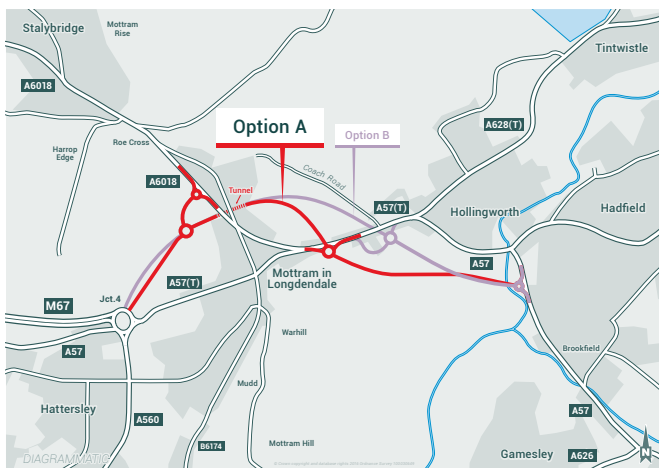
Option A includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near the existing junction with Back Moor. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns sharply southwards to a new junction just east of the existing Back Moor traffic lights of A57(T) with A6018. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley toward the River Etherow where it will connect to the existing A57 via a new junction at Brookfield.

Several new drains will be required to carry existing streams beneath the new road and there will be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield will be required.

Option B

Option B includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near Coach Road. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns southwards to form a new junction at Mottram Moor near Coach Road west of the existing Gun Inn Traffic lights at A57(T) with A57 Woolley Lane. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley parallel to Woolley Lane toward the River Etherow where it will connect to the existing road network via a new junction on the A57 Woolley Lane at Brookfield.

Several new drains will be required to carry existing streams beneath the new road and there will be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield will be required.



To see larger plans of the above and engineering drawings with more detail, please visit our website.

Topic	Benefits and effects	
	Option A	Option B
Air quality	Our initial assessments are showing some locations, such as Mottram, would experience an improvement in air quality, while others are currently showing some deterioration and we shall be taking steps to minimise or avoid these impacts through our next stages of design	
Cultural heritage	Adverse effects but no difference between options	
Landscape and townscape	Fewer adverse effects	More adverse effects
Nature conservation	Fewer adverse effects	More adverse effects
Geology and soils	Both options have similar negligible effects	
Noise and vibration	Fewer houses would experience noise increases and decreases	More houses would experience noise increases and decreases
Safety and effects on all travellers	Smaller reduction in collisions	Larger reduction in collisions
Reconnecting communities	Both options would provide pedestrians with similar substantial relief from existing crossing issues in Mottram and Hollingworth	
Community assets and private property	Impact on Mottram Showground Demolition of houses at Old Road and Old Hall Lane	Impact on Mottram Showground Demolition of houses at Old Road, Old Hall Lane, Mottram Moor, Coach Road and Carr House Lane Loss of one commercial property
Road drainage and the water environment	Marginally greater impact	Marginally less impact
Construction	Both options would require road closures and temporary diversions during the construction of Mottram tunnel	
Improvement to regional journey times	Improvements to regional journey times similar for both options	
Improvement to local journey times	Improvements to local journey times on the M67-Mottram-Glossop corridor similar for both options	
Relief of existing roads	Through traffic removed from Hyde Road, part of Roe Cross Road, Back Moor and Woolley Lane	Through traffic removed from Hyde Road, part of Roe Cross Road, Back Moor, part of Mottram Moor and Woolley Lane
Relief at existing junctions	Congestion relieved at Jollies Corner, Back Moor traffic lights, Gun Inn and Woolley Bridge	
Land-take required	A significant area of land, including farmland, will be required. Both options have similar land take requirements	
Cost	£180M - £310M	£170M - £300M
Time to construct	Approximately 30 months for both options	
Disruption during construction to residents and businesses	There will be some disruption. No difference between options identified at present	
Disruption during construction to traffic	There will be some disruption. No difference between options identified at present	
Pedestrians, cyclists and horse riders	Both options would provide pedestrians cyclists and horse riders with similar better facilities in Mottram and Hollingworth	

A61 Dualling

Both options provide a dual carriageway from the M1 Junction 36 to the Westwood roundabout.

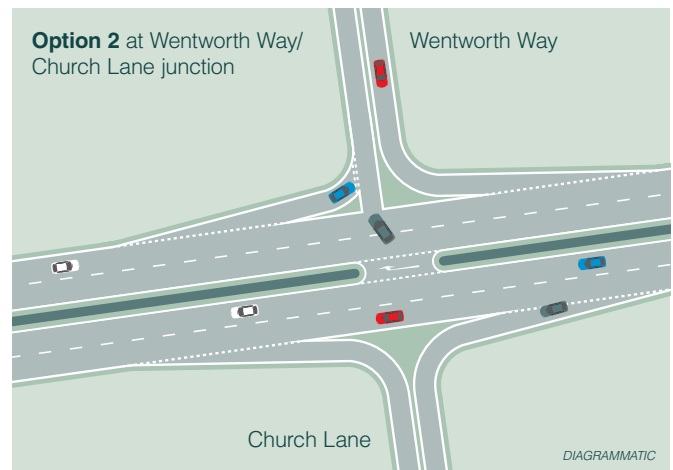
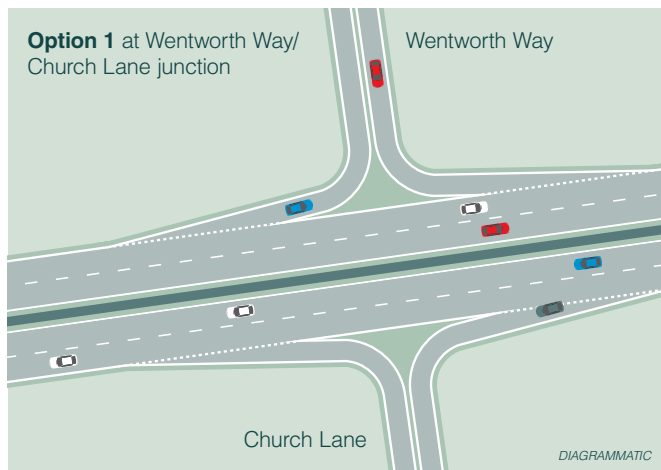
We are considering two options, with different arrangements at the Wentworth Way/Church Lane and Westwood New Road junctions. Both options improve junctions on the A61 where there is a record of collisions.

Option 1

- There would be no gaps in the central reserve. This would stop traffic turning right at the minor road junctions. All traffic would have to turn left out of Westwood New Road, Wentworth Way and Church Lane onto the A61, and turn left into these roads from the A61.

Option 2

- There would be gaps in the central reserve allowing traffic to turn right from the A61 into Wentworth Way and Westwood New Road. The arrangement of the junction islands would stop traffic from turning right out of the minor road junctions. All traffic would have to turn left out of Westwood New Road, Wentworth Way and Church Lane, but traffic could still turn from the A61 into Westwood New Road and Wentworth Way.



The option 1 and option 2 arrangements at the Westwood New Road junction would be similar to those at Wentworth Way.

Topic	Benefits and effects of the A61 Dualling	
	Option 1	Option 2
Air quality	Some adverse impacts. Little difference between Option 1 and Option 2	
Cultural heritage	Some adverse impacts. Little difference between Option 1 and Option 2	
Landscape and townscape	Some adverse impacts. Little difference between Option 1 and Option 2	
Nature conservation	Some adverse impacts. Little difference between Option 1 and Option 2	
Geology and soils	Some adverse impacts. Little difference between Option 1 and Option 2	
Noise and vibration	Some adverse impacts. Little difference between Option 1 and Option 2	
Safety and effects on all travellers	Reduction in collisions as all conflicts at right turns removed	Lesser reduction in collisions as some conflicts at right turns remain
Relief from severance	None	
Community assets and private property	Little difference between Option1 and Option 2	
Road drainage and the water environment	Little difference between Option1 and Option 2	
Construction	Little difference between Option1 and Option 2	
Improvement to regional journey times	Yes – improvements with both options would be similar	
Improvement to local journey times	Yes, but less effective as traffic could not turn right into Wentworth Way and Westwood New Road	Yes, but more effective as traffic could turn right into Wentworth Way and Westwood New Road
Relief of existing roads	None	
Relief at existing junctions	Yes, but traffic could not turn right into Wentworth Way and Westwood New Road	Yes, but traffic could turn right into Wentworth Way and Westwood New Road
Land-take required	Yes. No difference between options. Any land required will be minimal and be taken from immediately adjacent to the highway boundary. No properties will be affected	
Cost	£25M - 60M	
Time to construct	Approximately 21 months – for both options	
Disruption during construction to residents and businesses	Yes. No difference between options	
Disruption during construction to traffic	Yes. No difference between options	

Trans-Pennine Upgrade Programme

Customer questionnaire

We want to understand your views about the options for the improvements that form the Trans-Pennine Upgrade Programme. Please tell us what you think by completing this short questionnaire below or online at www.highways.gov.uk/trans-pennine-upgrade/.

If you're returning this to us by post, please follow the instructions on the inside back page of the questionnaire and pop it in the post.

Please submit your completed questionnaire by 10 April 2017.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name:

Address:

..... Postcode:

Email:

Are you responding on behalf of an organisation?

Yes No

If Yes, please name the organisation:

Organisation:

The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on this project. Your personal information will not be shared with any other individuals or organisations beyond the provision set out in the Freedom of Information Act 2000 and Environmental Information Regulations 2004. The information you submit will only be used in support of the purpose specified in the survey. Personal details are collected only to ensure entries are not duplicated and in order to contact correspondents if necessary.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
iv We should improve air quality in the villages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v We should reduce noise and vibration in the villages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
vi We should improve facilities so it is easier for people to use the pavements /cross the road and reconnect communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
vii Reducing collisions is more important than reducing journey times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
viii The slow journey times and poor connectivity of the route are exceptional circumstances that need to be remedied	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ix Poor road conditions in the national park rarely occur	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
x The A57/A628/A616 should remain a route for all types of Cross-Pennine traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5a. Which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road (please see consultation brochure) do you prefer? **Please tick the appropriate box.**

Option A A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Option B A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

5b. Please tell us why you prefer this option

.....

.....

.....

.....

.....

.....

About the consultation

(Please tick the appropriate boxes)

11. How did you find out about this consultation?

- | | | |
|---|---|--------------------------|
| <input type="checkbox"/> Flyer or letter through door | <input type="checkbox"/> Newspaper* website | <input type="checkbox"/> |
| <input type="checkbox"/> Poster/public notice | <input type="checkbox"/> Our website or email | <input type="checkbox"/> |
| <input type="checkbox"/> Newspaper* advertisement | <input type="checkbox"/> Local council website or email | <input type="checkbox"/> |
| <input type="checkbox"/> Newspaper* article | <input type="checkbox"/> Local community group | <input type="checkbox"/> |

* If so, please state which paper:

12. Have you found the consultation materials useful in answering your questions?

- Yes To a certain extent No

13. Did you attend one of our public exhibitions? If so, which one?

- | | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Mottram | Tankersley | Glossop | Hattersley | Hollingworth | Did not attend |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

i. Your gender?

- Male Female Prefer not to say

ii. Your age?

- 16-24 25-34 35-44
 45-54 55-64 65+

iii. Do you consider yourself to have a disability?

- Yes No

Thank you for taking the time to complete our feedback form.

Your views are important to us. When you have completed this form, simply pop the completed form into a C4, C5 or DL sized envelope and address it to:

Freepost TRANS-PENNINE UPGRADE PROGRAMME

There's no need for a stamp but please make sure you return it in time to reach us no later than 10 April 2017

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

You can keep up-to-date with the scheme by checking out the Highways England website:

www.highways.gov.uk/trans-pennine-upgrade/

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This document is also available on our website at **www.highways.gov.uk**

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***. Please quote the Highways England publications code **PR238/16**.

Highways England creative job number N160495

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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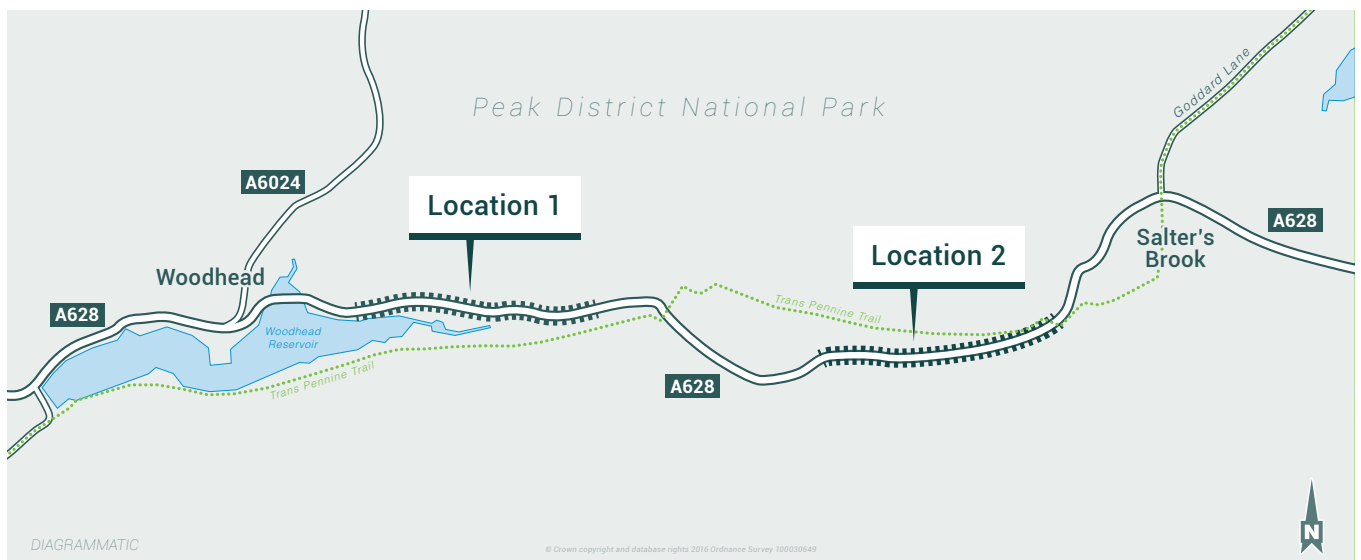
A628 Climbing Lanes

There are currently few opportunities for overtaking in the eastbound direction between Tintwistle and Flouch which can be a cause for driver frustration and collisions given the number of heavy vehicles using the route.

We'd like to build two climbing lanes. These would provide two sections of dedicated east bound overtaking lane to improve journey times and safety. Both would be built by cutting into the adjacent ground on the northern (higher) side, to provide a wider single carriageway. There would be two lanes in the eastbound (uphill) direction and a single westbound (downhill) lane.

At location 1, between Woodhead Bridge and the west portals of the old tunnels, the three lane section would be 800 metres long. The tie-ins, where the road widens from two lanes to three would be at least 250m long. At location 2, between the west portals of the old tunnels and Salters Brook, the three lane section would be 1100 metres long, with similar tie-ins at each end. The Trans-Pennine Trail crossing point would need to be changed.

We would look to do all we can to minimise impacts on the environment and will work with Natural England and the Peak District National Park Authority to get the best balance between limiting environmental impacts and land take in the national park.



To see engineering drawings with more detail, please visit our website.

Topic	Benefits and effects of the A628 climbing lanes
Air quality	Not yet assessed
Cultural heritage	No significant adverse effects
Landscape and townscape	Adverse landscape and visual impacts are likely and we will develop landscaping measures to reduce these impacts
Nature conservation	Uncertain effects (at present) on the Peak District Moors (South Pennine Moors Phase 1) Special Protection Area, South Pennine Moors Special Area of Conservation and the Dark Peak Site of Special Scientific Interest. Uncertainty (at present) about the species, and the extent and quality of their habitats that may be affected. We will develop mitigation measures to reduce these effects
Geology and soils	No significant adverse effects anticipated
Noise and vibration	Not yet assessed
Safety and effects on all travellers	Improvements to road safety from addressing overtaking collisions
Relief from severance	None
Community assets and private property	Open Access Land within the Peak District National Park affected
Road drainage and the water environment	No significant adverse effects anticipated
Construction	Traffic management, temporary traffic lights with single lane working and occasional closures will cause traffic to divert onto other roads.
Improvement to regional and local journey times	Shorter journey times for some vehicles, and better journey time reliability
Land-take required	Agricultural land required. The extent of land take depends on the mitigation measures adopted
Cost	£15M - £21M
Time to construct	24 to 39 months (depending on phasing)
Disruption during construction to residents and businesses	Disruption to farm operations
Disruption during construction to traffic	Yes – temporary closures and traffic lights/single lane working needed

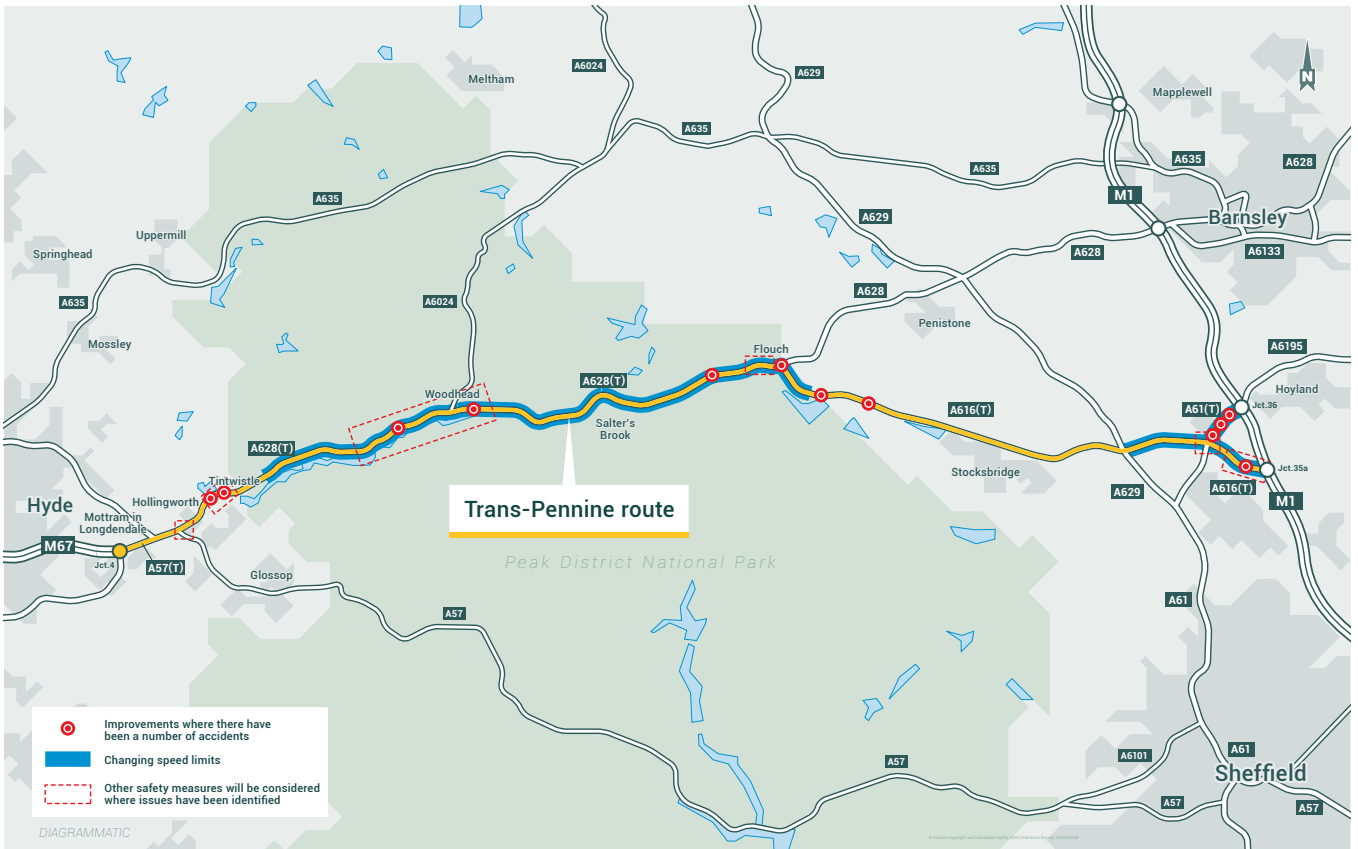
Safety Improvements

Our proposals are for a package of localised safety measures and improvements at locations along the A57, A628, A616 and the A61, addressing collisions at cluster sites and along the whole route. They would be selected from:

- changing speed limits (usually reducing them)
- average speed cameras
- introducing highly reflective road markings
- installing LED road studs
- erecting vehicle actuated signs that light up to warn drivers of hazards or inappropriate speed

- introducing skid resistant surfaces
- providing parking bays to prevent vehicles parking on footways in built up areas
- installing measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations
- constructing better crossing facilities for pedestrians in built up areas

We are considering, with key stakeholders such as the Police, which measures should be implemented and where (shown in the following map).



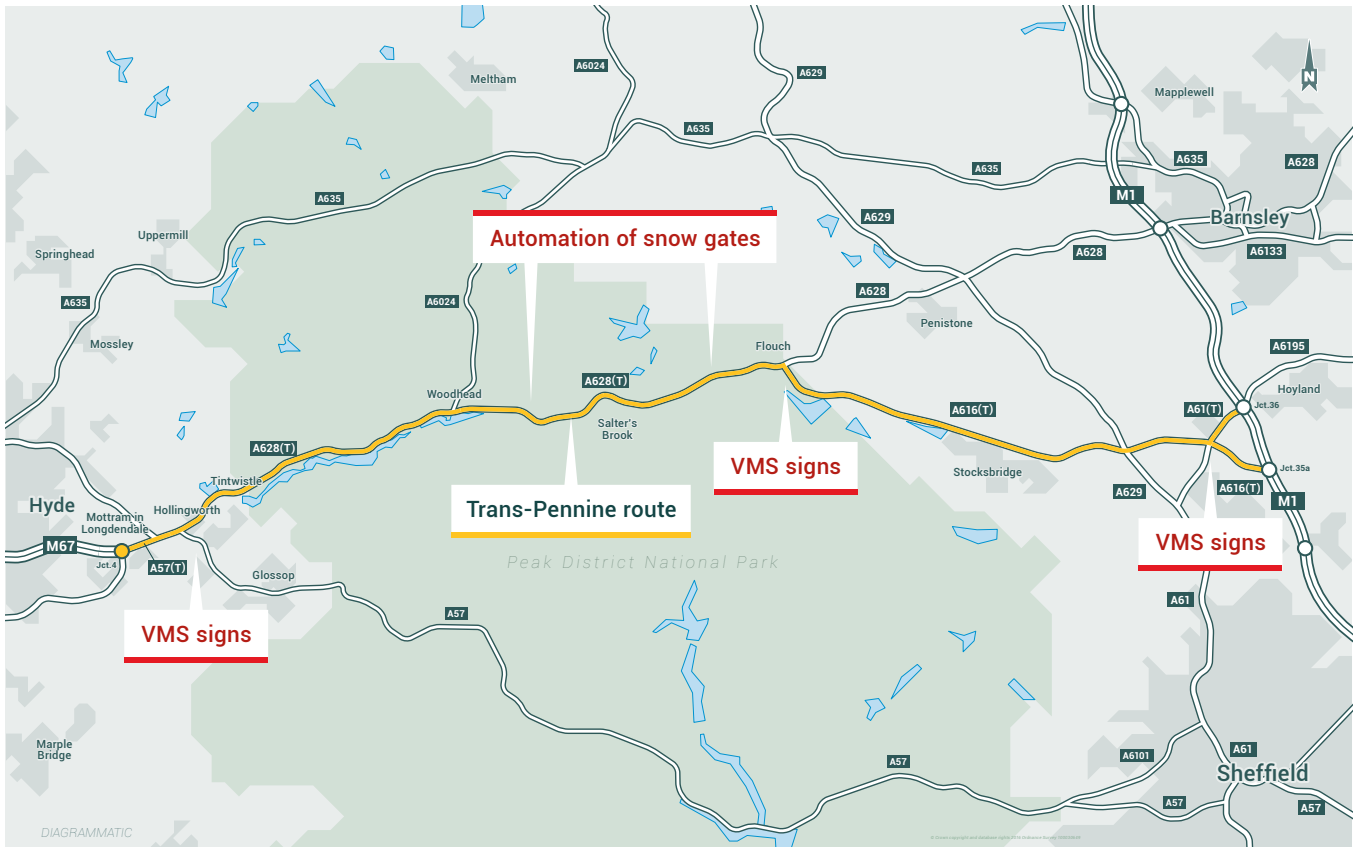
Topic	Benefits and effects of safety improvements
Landscape	Any signage, safety or improved crossing facilities will be clear to see for safety reasons and no landscaping will be put in place to obstruct these
Safety improvements for all travellers	Fewer collisions and incidents as: i) drivers are more aware of safe speeds and potential hazards and ii) pedestrians and cyclists have better facilities. Fewer collisions and improved journey time reliability through use of average speed cameras
Improvement to regional and local journey times	Improved journey time reliability

Technology improvements

We propose to automate the existing snow gates and install additional variable message signs (VMS) at the locations shown below. The signs are

likely to be similar to those already installed on the route. We will finalise the positions of them after consulting the Peak District National Park.

Topic	Benefits and effects of technology improvements
Landscape	Adverse landscape and townscape effects are likely and we will work with Peak District National Park Authority to minimise any impacts
Safety and effects on all travellers	Improved safety through better management of collision, incidents and road closures. Safer travel through informed decisions by drivers
Improvement to regional and local journey times	Improved journey time reliability from informed decisions by drivers and better management of collisions and incidents



Progress since our awareness events

We've been working hard on our economic and environmental assessments. We've used our findings to develop the options that we're sharing with you.

Design

We have carried out further studies on the climbing lanes and found that widening the road on the northern (higher) side minimises delays during construction and reduces environmental impact.

You told us at the public awareness events last year that the alignment of the links connecting each option to Mottram Moor needed to be reviewed. We have done this. We have amended our design to take account of property impacts but the revisions will not be finalised until the preferred option is identified and the form of the junction more clearly defined in the next stage.

Traffic

We are developing a new Trans-Pennine South regional traffic model. This covers Liverpool to Hull in the east-west direction and connects Greater Manchester with South Yorkshire. We will use the more accurate information this new model gives for the later stages of planning and design.

Ground conditions

Ground conditions can have a big influence on construction costs and therefore we have carried out studies in the local area.

More surveys will be required in the future to confirm conditions.

Cost

We have refined the initial cost estimates. Currently, the options are not affordable within the scheme budget. We will continue to look for ways to reduce the costs to an affordable level.

Ecology

We have surveyed to identify habitats that are suitable for protected species such as great crested newts and badgers, as well as nesting birds. We are also aware that bats forage locally. We are planning more surveys this year.

Air quality and noise

We have completed the initial air quality monitoring exercise where required and used this information in our assessments.

Communicating with local government communities and other interested parties

We have consulted the relevant local authorities (Tameside Metropolitan Borough Council, Derbyshire County Council, High Peak Borough Council, Sheffield City Council and Barnsley Metropolitan Borough Council) throughout the options development stage. The relevant statutory environmental bodies, and the Peak District National Park were included in these consultations. We have also had discussions with other environmental bodies, some Parish Councils and affected land and property owners to keep them informed and gain their feedback.

Liaison with the police and maintaining bodies

We are discussing the safety and technology measures with the police and our operators and maintainers. The measures shown in this document will be developed and finalised through these discussions.

Your views

We have considered the comments you made at and following the awareness events and residents surgeries, and:

- are considering how a bypass of Hollingworth and Tintwistle could be considered as part of the second Road Investment Strategy
- reviewed previous work and confirmed heavy lorries would divert onto unsuitable local roads if they were banned from the A628/A616
- calculated that diverting vehicles onto the M62 instead of the A628/A616 would result in a substantial increase in greenhouse gases being emitted by the diverted traffic as it travels along the M1, M62 and M60.
- have reviewed the alignment of the links connecting option B to Mottram Moor to reduce the effects on some properties.

The Trans-Pennine Tunnel

We have conducted a feasibility study for a new strategic highway route connecting Manchester and Sheffield across the Pennines. The Trans-Pennine Tunnel Project is one of the strategic studies within the North and is jointly sponsored by Department for Transport (DfT) and Transport for the North (TfN).

Within the Autumn Statement, the Chancellor confirmed that the government will continue to examine the case for improving connectivity between Sheffield and Manchester to support the development of the Northern Powerhouse. The Trans-Pennine Tunnel Strategic study has already made good progress and has undertaken initial analysis of five better performing options. Details of which can be found within the Stage 3 Report of the study.

The study report has identified that delivering a new strategic link between Manchester and Sheffield city regions, involving a significant length of tunnel, is achievable. Within this report initial analysis demonstrates:

- That there could be large economic benefits associated with delivering a new strategic link between Manchester and Sheffield
- A new link could attract up to 35,000 vehicles a day and deliver significant benefits, such as improved journey times, a saving of up to 30 minutes and providing some relief to existing routes
- A tunnelled solution would offer increased reliability and resilience for road users, including overcoming the challenges associated with adverse weather conditions

However, work is required to update the analysis utilising the new Regional Traffic Models. Alongside this work, Transport for the North (TfN) is undertaking a separate Wider Transport Connectivity Assessment into the impact that a tunnel would have on the wider transport network; which will feed into the case for improving Trans-Pennine connectivity.

Next steps

Once the consultation closes on 10 April 2017, all responses will be analysed and compiled into a consultation report. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work.

We will then announce the preferred route for the scheme. This planned to be in July 2017.

After this stage, our preferred route will be taken through to the next stage of design development. This is when more detail is developed on the highway structures and overall design, it is also when the next stages of environmental assessments are completed

and we look at steps we can take to reduce any negative impacts. Currently, the options are not affordable within the scheme budget. we will continue to look for ways to reduce the costs to an affordable level.

The process for this is explained in the table below. This shows that we will consult again on the detailed proposals, providing you with another opportunity to give us your views on the scheme and how we carry out the work. Following this, we will be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate.

We expect work to start by March 2020.



How to respond

Please respond using one of the following methods by 10 April 2017.

Online: complete the questionnaire online at:
www.highways.gov.uk/trans-pennine-upgrade/

Email: you can email your response to
Trans_Pennine_Scheme@highwaysengland.co.uk

Post: you can write to us at: **Freepost TRANS-PENNINE UPGRADE PROGRAMME**

If you use an address other than the ones above, we can't guarantee that it will be considered as part of the consultation process.

A printable copy of the questionnaire and this document can be downloaded at
www.highways.gov.uk/trans-pennine-upgrade/

Paper questionnaires and consultation brochures will be available at locations open to the public from 13 March and at the public exhibitions. They can be handed in at these events or sent the Freepost address above.

All responses should be returned by 10 April 2017

Public exhibitions

We are holding public exhibitions to provide information about the scheme and answer any of your questions:

- **Saturday 18 March 12:00-18:00**
Mottram Community Centre, Church Brow,
Mottram, SK14 6JJ
- **Wednesday 22 March 12:00-18:00**
Tankersley Welfare Hall, Pilley Lane, Tankersley,
S75 3AP
- **Friday 24 March 14:00-20:00**
Bradbury Community House, Market Street,
Glossop, SK13 8AR
- **Saturday 25 March 11:00-19:00**
Tesco Hattersley, Stockport Rd, Hattersley
- **Saturday 1 April 10:00-18:00**
St Marys Church, Market Street, Hollingworth,
SK14 8NE.

We look forward to seeing you at the exhibitions. (Please note only on street parking is available at Mottram Community Centre).

Where to get the brochure

Consultation brochures and questionnaires will also be available at the following locations from 13 March 2017

- **Hattersley Library**
- **Mottram Post Office**
- **Hollingworth Post Office**
- **Hadfield Library**
- **Glossop Library**
- **Tankersley Post Office**
- **The exhibition venues** (note there may be limited access to the venues except when the exhibitions are on).

We are also making the brochure and questionnaire available at locations open to the public as listed below. Availability will depend on opening times.

- **Hattersley Hub**
- **Woods Ironmongers, Mottram**
- **Gamesley Community and Sports Centre**
- **Broadbottom Community Centre**
- **Magdalene Centre, Broadbottom**
- **Bank View Café, Langsett**
- **Penistone Library**
- **Stocksbridge Library**
- **Barnsley Central Library**
- **Glossop Leisure Centre**

For more information please visit our website where you can also sign up for email alerts whenever the webpage is updated.

If you have any queries about this improvement scheme please contact the project team directly by calling **0300 470 5103** or email:
Trans_Pennine_Scheme@highwaysengland.co.uk

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.highways.gov.uk

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR238/16**.

Highways England creative job number N160495

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Highways England Company Limited registered in England and Wales number 09346363

Trans-Pennine Upgrade Programme

Public Consultation

Welcome



The scheme

Highways England's Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy. We're planning on improving journey times, tackling congestion, reconnecting communities divided by busy roads and reduce incidents between Manchester and Sheffield.

What we are consulting on

The Trans-Pennine Upgrade Programme contains five elements and includes:

The Mottram Moor Link Road and A57 (T) to A57 Link Road

Option A and Option B cross Mottram Moor at different points.

The A61 Dualling

Both options provide a dual carriageway from the M1 Junction 36 to Westwood roundabout. The options are identical apart from the junction arrangements along the route.

Other elements

We would also like to hear your views on our Climbing Lanes and Safety and Technology Improvement elements of this scheme.

Have your say; your input means a lot to us

We are keen to hear your thoughts on our proposals. This is your opportunity to tell us what you think.

**The consultation will run for four weeks, starting Monday 13 March 2017
and closing Monday 10 April 2017.**

Mottram Moor Link Road and A57(T) to A57 Link Road



Option A

Option A includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near the existing junction with Back Moor. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway.

There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns sharply southwards to a new junction just east of the existing Back Moor traffic lights of A57(T) with A6018. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley toward the River Etherow where it will connect to the existing A57 via a new junction at Brookfield.

Mottram Moor Link Road and A57(T) to A57 Link Road



Option B

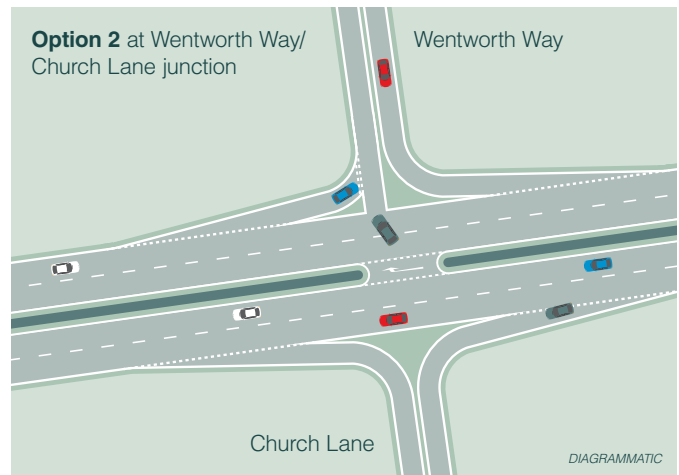
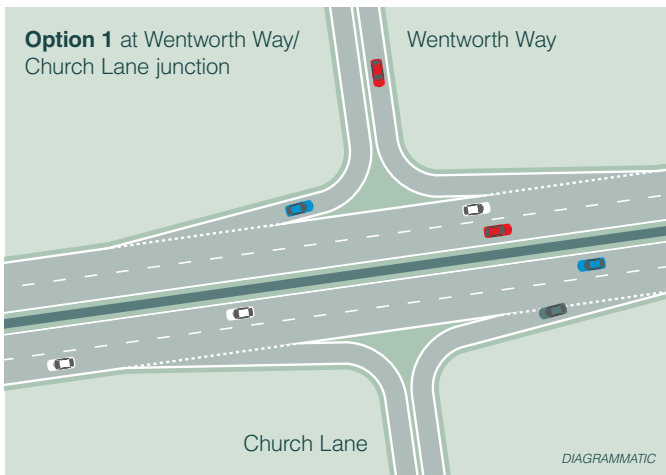
Option B includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near Coach Road. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway.

There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns southwards to form a new junction at Mottram Moor near Coach Road west of the existing Gun Inn Traffic lights at A57(T) with A57 Woolley Lane. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley parallel to Woolley Lane toward the River Etherow where it will connect to the existing road network via a new junction on the A57 Woolley Lane at Brookfield.

A61 Dualling and A628 Climbing Lanes

A61 Dualling

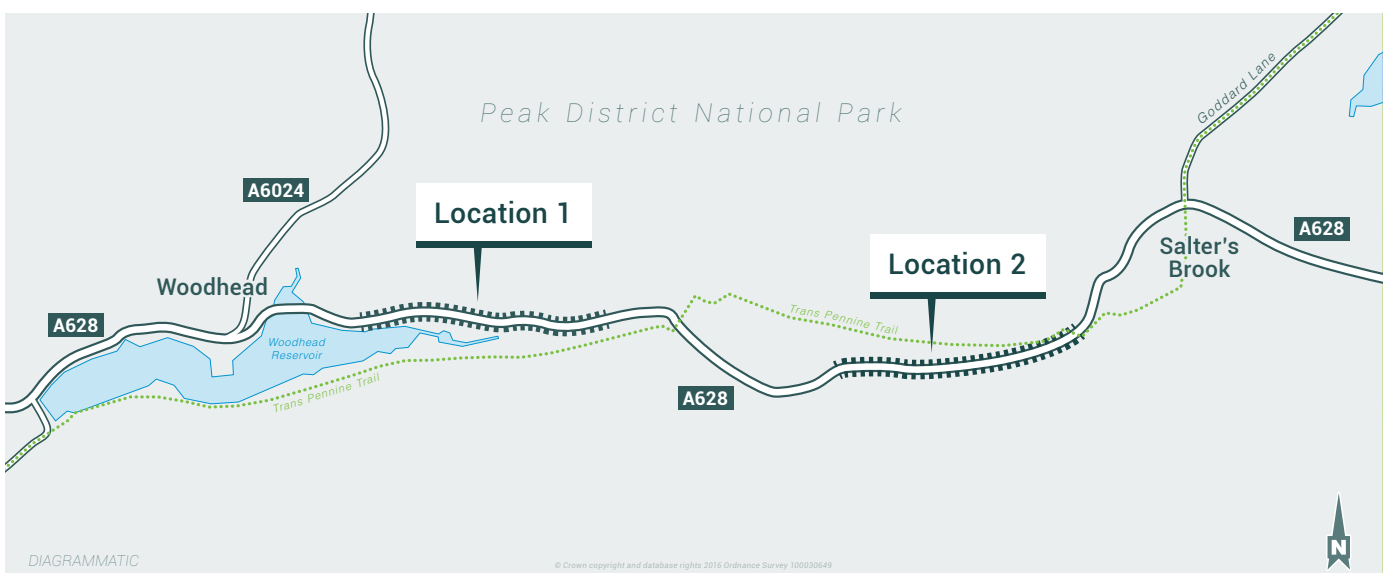
Options 1 and 2 both provide a dual carriageway from the M1 Junction 36 to the Westwood roundabout. We are considering two options, with different arrangements at the Wentworth Way/Church Lane and Westwood New Road junctions.



A628 Climbing Lanes

We propose building two climbing lanes that would provide two sections of dedicated east bound overtaking lane to improve journey times and safety. Location 1, between Woodhead Bridge and the west portals of the old tunnels, the three lane section would be 800 metres long. The tie-ins, where the road widens from two lanes to three would be at least 250m long.

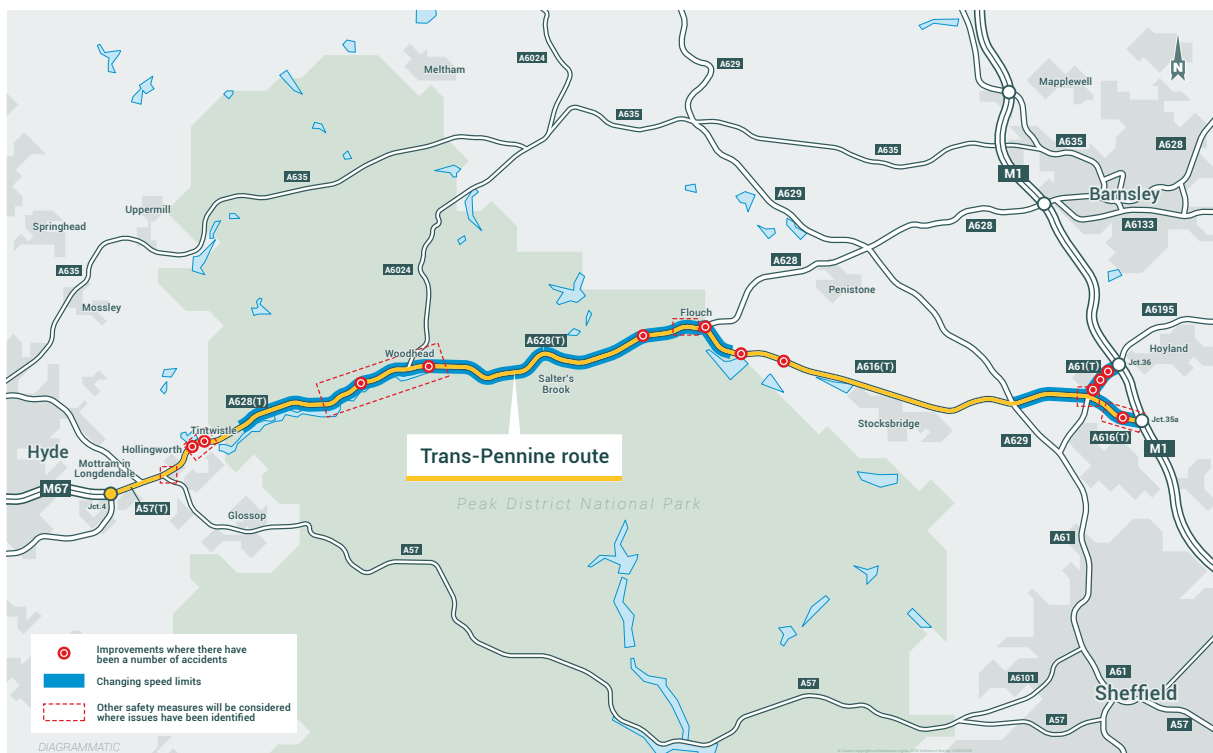
Location 2, between the west portals of the old tunnels and Salters Brook, the three lane section would be 1100 metres long, with similar tie-ins at each end. The Trans-Pennine Trail crossing point would need to be changed.



Safety and Technology Improvements

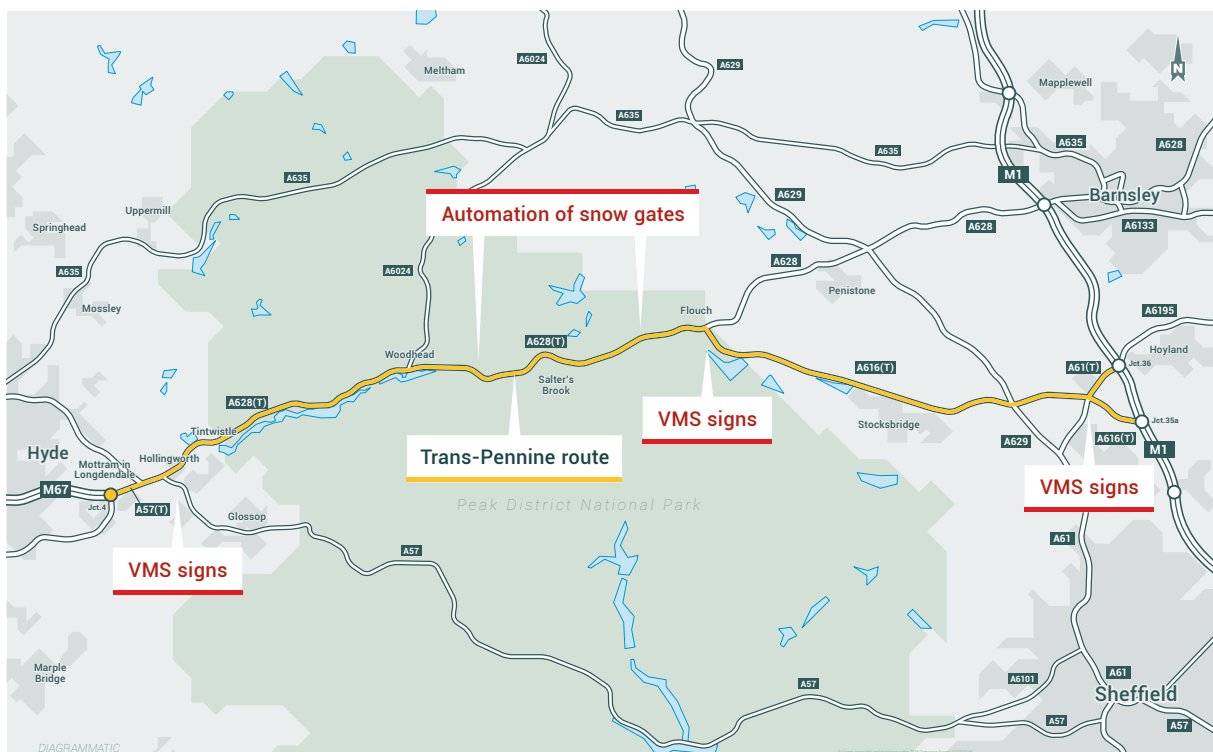
Safety improvements

Our proposals include a package of localised safety measures and improvements at locations along the A57, A628, A616 and the A61, addressing collisions at cluster sites and along the whole route. We are considering, alongside the Emergency Service, which measures should be implemented and where.



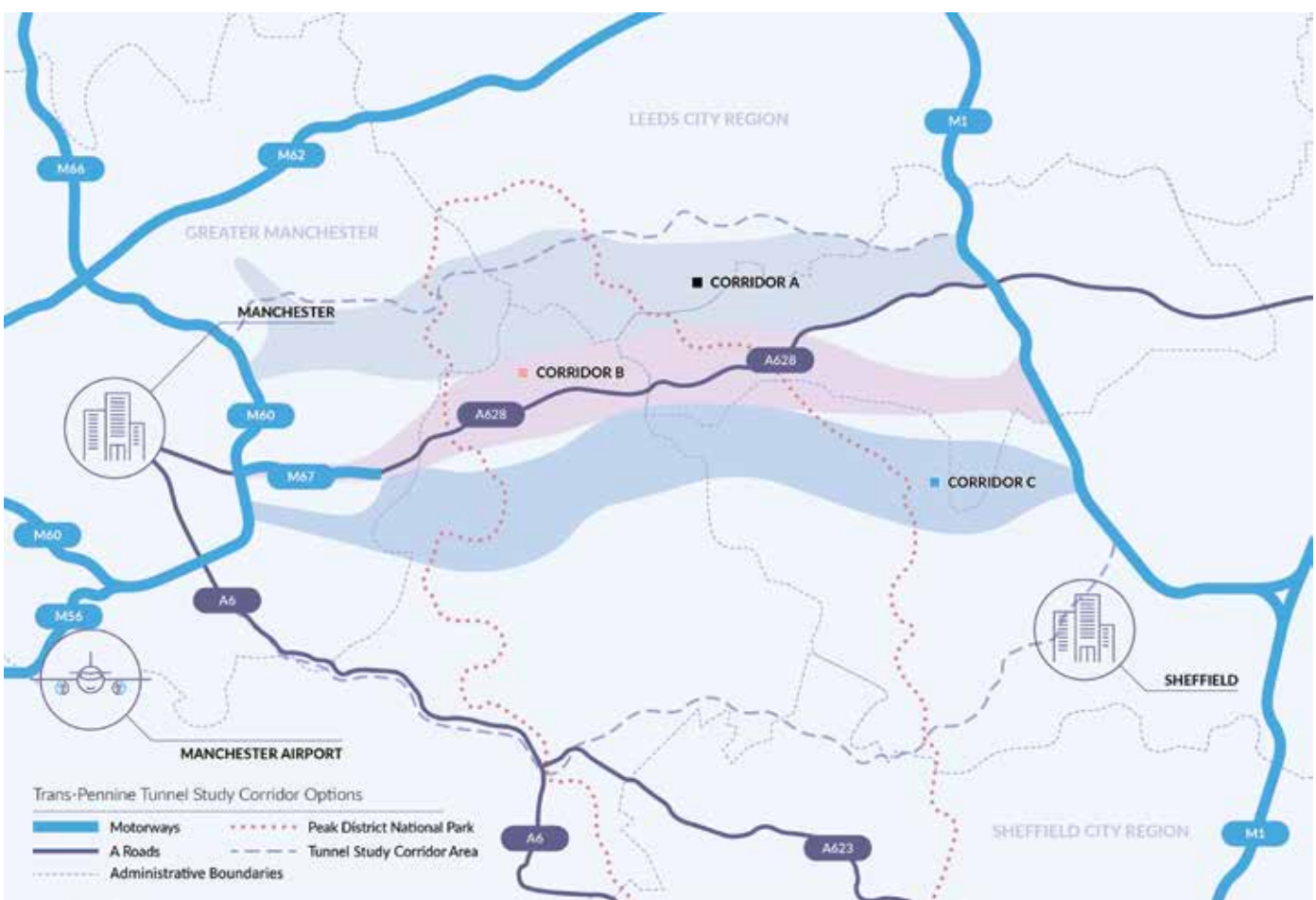
Technology improvements

We propose to operate the existing snow gates and install additional variable message signs (VMS) at the locations shown below. The signs are likely to be similar to those already installed on the route. We will finalise the positions of them after consulting the Peak District National Park.



The Trans-Pennine Tunnel

The Trans-Pennine Tunnel Project is one of the strategic studies within the North, jointly sponsored by Department for Transport and Transport for the North. The study report has identified that delivering a new strategic link between Manchester and Sheffield city regions, involving a significant length of tunnel, is achievable and the government will continue to examine the case for improving connectivity to support the development of the Northern Powerhouse. A number of indicative routes are being considered within the following three corridors.



Initial analysis demonstrates:

- That there could be large economic benefits associated with delivering a new strategic link between Manchester and Sheffield
- A new link could attract up to 35,000 vehicles a day and deliver significant benefits, including journey times improvements of up to 30 minutes and some relief to existing routes
- A tunnelled solution would offer increased reliability and resilience for road users, including overcoming the challenges associated with adverse weather conditions.

Next steps

Our options public consultation closes on 10 April 2017 and all responses will then be analysed and compiled into a consultation report. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work.



A preferred route announcement will then take place in July 2017. After this stage, our preferred route will be taken through to the next stage of design development. This is when more detail is developed on the highway structures and overall design, it is also when the next stages of environmental assessments are completed and we look at steps we can take to reduce any negative impacts.

Currently, the options are not affordable within the scheme budget and we will continue to look for ways to reduce the costs to an affordable level.

Another consultation will take place where you will have a further opportunity to provide feedback on our scheme proposals. Following this, we will be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate.

How to respond

Have your say

Please respond using one of the following methods by 10 April 2017.

Today: fill in the consultation questionnaire at the event today and drop it in the box or give it back to a member of staff

Online: complete the questionnaire online at:
www.highways.gov.uk/trans-pennine-upgrade/

Email: you can email your response to
Trans_Pennine_Scheme@highwaysengland.co.uk

Post: you can write to us at:
Freepost TRANSPENNINE UPGRADE PROGRAMME

If you use an address other than the ones above, we can't guarantee that it will be considered as part of the consultation process.

You can also register for updates, watch the scheme flythrough videos and download a printable copy of the brochure and questionnaire on our website:
www.highways.gov.uk/trans-pennine-upgrade/

Paper questionnaires and consultation brochures will be available from 13 March at locations open to the public and at these exhibitions. They can be handed in at these events or sent to the Freepost address above.

All responses should be returned by 10 April 2017



Trans-Pennine Upgrade Programme

Your input means a lot to us

Our Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy.

The programme will improve journey times, tackle congestion, reconnect communities divided by busy roads and reduce incidents between Manchester and Sheffield.

We're now launching the public consultation on the upgrade and its shortlisted options. We'd like to hear your views as well as views from local businesses and those who may have specialist knowledge that may help us to improve the options.

The information will help us refine the proposals further and choose which options to take forward to the next stage of design.

The consultation will run for four weeks, starting Monday 13 March and closing Monday 10 April 2017.

To find out more about the programme, come visit us at one of our consultation events (details opposite).

Consultation events

Sat 18 March 12:00-18:00

Mottram Community Centre,
Church Brow, Mottram,
SK14 6JJ

Wed 22 March 12:00-18:00

Tankersley Welfare Hall, Pilley
Lane, Tankersley, S75 3AP

Fri 24 March 14:00-20:00

Bradbury Community House,
Market Street, Glossop,
SK13 8AR

Sat 25 March 11:00-19:00

Tesco Hattersley, Stockport
Road, Hattersley

Sat 1 April 10:00-18:00

St Marys Church, Market
Street, Hollingworth,
SK14 8NE.

Visit our website at www.highways.gov.uk/trans-pennine-upgrade/ or pick up a consultation brochure at the following places:

- Hattersley Hub
- Woods Ironmongers, Mottram
- Gamesley Community and Sports Centre
- Broadbottom Community Centre
- Magdalene Centre, Broadbottom
- Bank View Café, Langsett
- Penistone Library
- Stocksbridge Library
- Barnsley Central Library
- Glossop Leisure Centre

Trans-Pennine Upgrade Programme

Have your say

The scheme

Highways England's Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy.

The programme will improve journey times, tackle congestion, reconnect communities divided by busy roads and reduce incidents between Manchester and Sheffield.

The Trans-Pennine Upgrade Programme contains the following elements:

- Mottram Moor Link Road – a dual carriageway link from the M67 terminal roundabout to a junction at A57(T) Mottram Moor
- A57(T) to A57 Link Road – a single carriageway link from the A57 at Mottram Moor to a junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Hadfield Road junctions
- A61 Dualling - a dual carriageway on the A61 between the A616 roundabout and junction 36 of the M1
- A628 Climbing Lanes – two overtaking lanes on the A628 near Woodhead Bridge and near Salters Brook Bridge
- Safety and technology improvements – safety measures focused on addressing collisions along the whole route and technology measures to provide driver information and inform route choices

The options

We have two options for the Mottram Moor Link Road with A57(T) to A57 Link:

Option A includes

a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Option B includes

a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

At the A61 Dualling, Option 1 has no gaps in the central reserve opposite the minor junctions, whilst there are gaps in Option 2.

Your input means a lot to us

Following public awareness events held in October 2016, we have developed our proposals taking into consideration the feedback we received.

Approximately 600 people attended the events and provided a wide range of comments that are being used to further development of the options.

We're now launching the public consultation on the current options and this is your opportunity to tell us what you think.

We'd like to hear your views as well as views from local businesses that may have specialist knowledge that may help us to improve our options. We're interested in which option you prefer and your views on the upgrade as a whole.

This information will help us refine our proposals further and will help influence what option we decide to take forward to the next stage of design.

The scheme is subject to further planning processes and approvals where costs and benefits will continue to be analysed.

The consultation will run for four weeks, starting Monday 13 March 2017 and closing Monday 10 April 2017.

How to have your say

Use one of the following methods to have your say.

Online: complete the questionnaire online at:
www.highways.gov.uk/trans-pennine-upgrade/

Email: you can email your response to
Trans_Pennine_Scheme@highwaysengland.co.uk

Post: you can write to us at: **Freepost TRANS-PENNINE UPGRADE PROGRAMME**

If you use an address other than the ones above, we can't guarantee that it will be considered as part of the consultation process.

A copy of the questionnaire and consultation brochure can be downloaded at:
www.highways.gov.uk/trans-pennine-upgrade/

Public exhibitions

We are holding public exhibitions at the following locations so that we can provide you detailed information about the scheme and answer any of your questions:

- **Saturday 18 March 12:00-18:00**
Mottram Community Centre, Church Brow,
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- **Wednesday 22 March 12:00-18:00**
Tankersley Welfare Hall, Pilley Lane, Tankersley,
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Bradbury Community House, Market Street,
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- **Saturday 25 March 11:00-19:00**
Tesco Hattersley, Stockport Rd, Hattersley
- **Saturday 1 April 10:00-18:00**
St Marys Church, Market Street, Hollingworth,
SK14 8NE.

Deposit points

Consultation brochures and questionnaires will also be available at these locations from 13 March.

- **Hattersley Library**
- **Hattersley Hub**
- **Mottram Post Office**
- **Woods Ironmongers, Mottram**
- **Hollingworth Post Office**
- **Hadfield Library**
- **Glossop Library**
- **Glossop Leisure Centre**
- **Tankersley Post Office**
- **Gamesley Community and Sports Centre**
- **Broadbottom Community Centre**
- **Magdalene Centre, Broadbottom**
- **Bank View Café, Langsett**
- **Penistone Library**
- **Stocksbridge Library**
- **Barnsley Central Library**

If you have any queries about this improvement scheme please contact the project team directly by calling **0300 470 5103** or email Trans_Pennine_Scheme@highwaysengland.co.uk

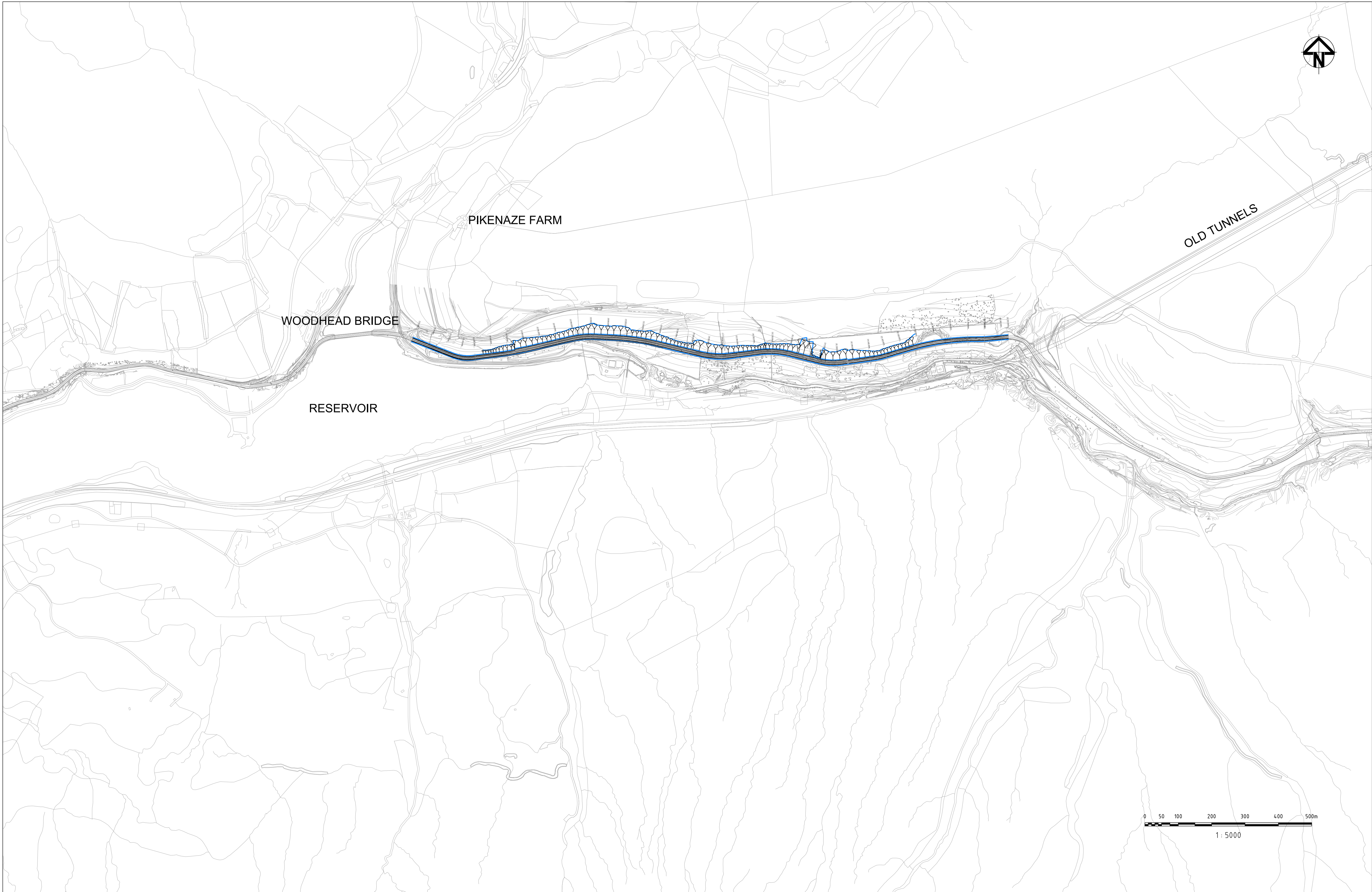
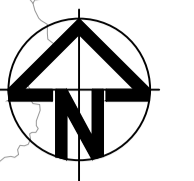
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Please quote the Highways England publications code **PR237/16**.

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WOODHEAD BRIDGE

PIKENAZE FARM

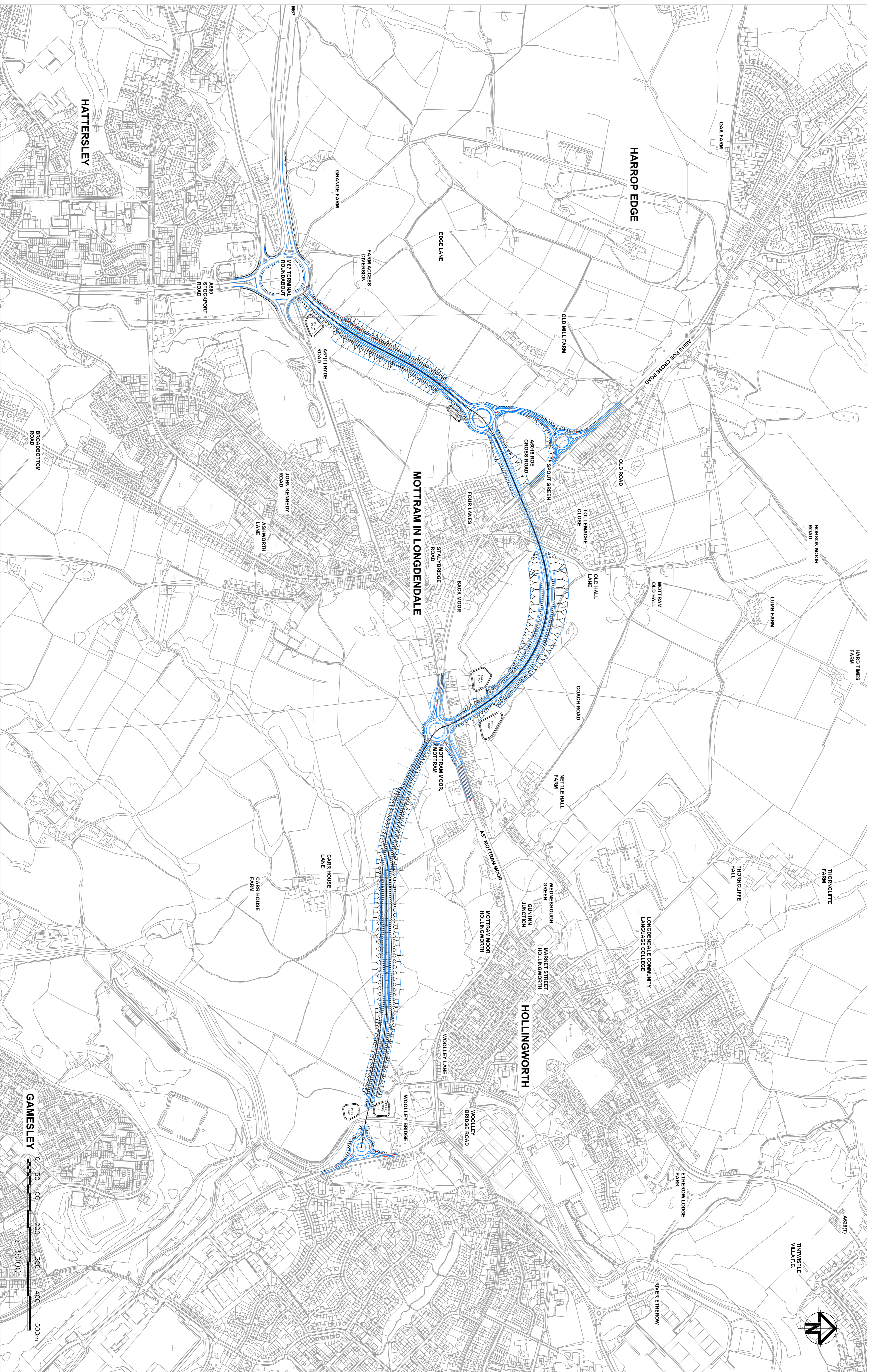
OLD TUNNELS

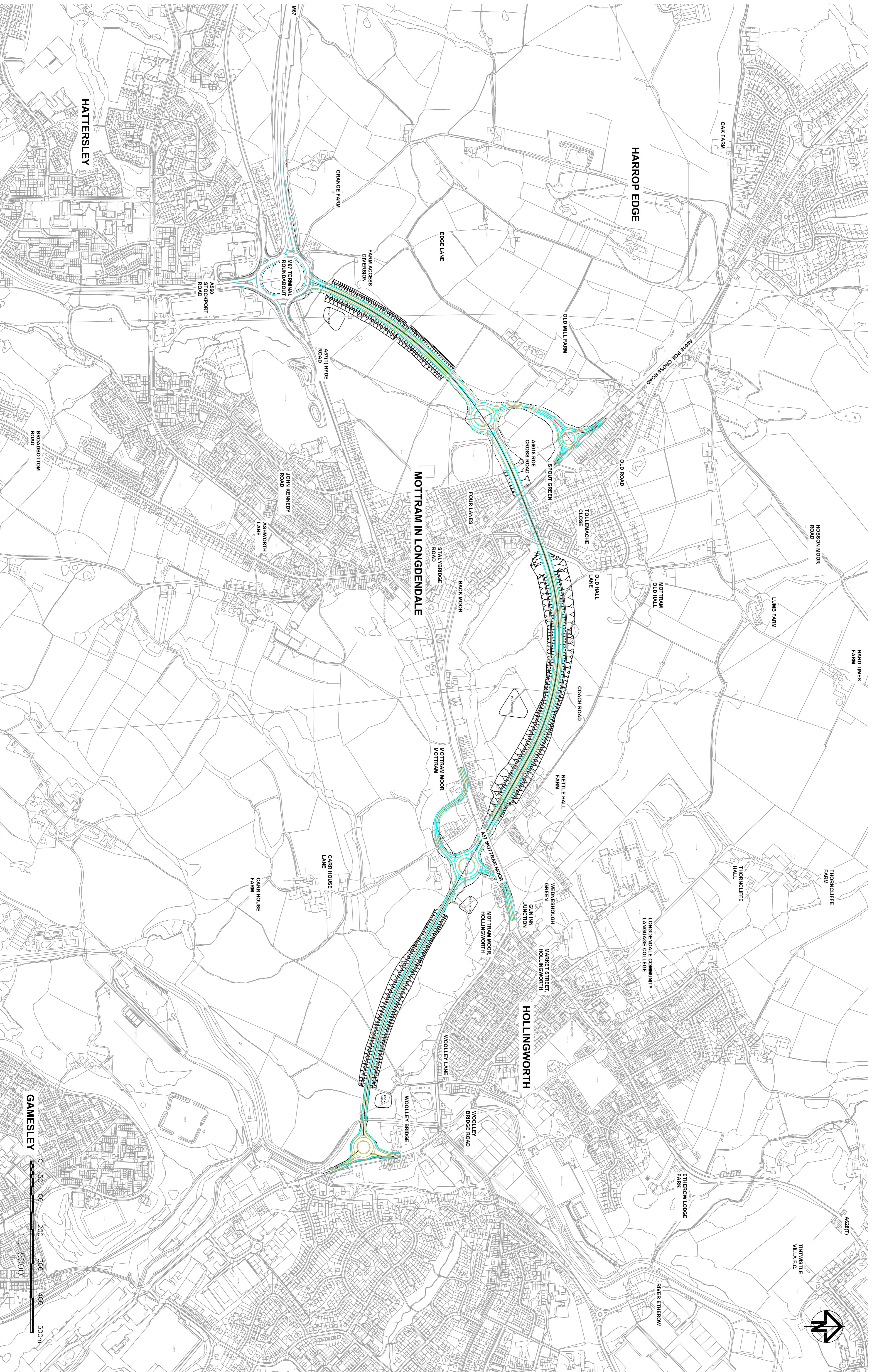
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1. Home (<https://www.gov.uk/>)

Press release

Tackling congestion, improving safety and reconnecting communities on Trans-Pennine route

From: Highways England (<https://www.gov.uk/government/organisations/highways-england>)
Part of: Road network and traffic (<https://www.gov.uk/government/policies/road-network-and-traffic>)
Published: 14 March 2017

Public consultation gets underway for the Trans-Pennine Upgrade Programme.



Plans to tackle congestion, reconnect communities and improve safety between Manchester and Sheffield are out for public consultation until 10 April.

Highways England is consulting on two shortlisted options for a Trans-Pennine Upgrade Programme to improve the route through villages and towns including Mottram, Tankersley, Hattersley, Glossop and Hollingworth. It's part of the government's £15 billion 2014 Roads Investment Strategy to future-proof motorways and A roads.

Project manager Irene Ofei said:

The Trans-Pennine upgrade programme is all about improving journeys for drivers and reducing the impact of heavy traffic on local communities.

We are confident that the options will provide a solution to the problems experienced by residents and road users. But we need input from local residents who can bring their perspective and help us firm up a final proposal.

The two options include a number of solutions for the A57 Mottram Moor Link, including a bypass at Mottram, turning the A61 into a dual carriageway and creating climbing lanes for traffic to overtake lorries safely on the A628.

Five consultation events are planned where residents, businesses and local community leaders will have an opportunity to review the options, ask questions of the project team, and comment on the proposals.

Saturday 18 March – 12 noon to 6pm

Mottram Community Centre, Church Brow, Mottram, SK14 6JJ

Wednesday 22 March – 12 noon to 6pm

Tankersley Welfare Hall, Pilley Lane, Tankersley, S75 3AP

Friday 24 March - 2pm to 8pm

Bradbury Community House, Market St, Glossop, SK13 8AR

Saturday 25 March – 11am to 7pm

Tesco Hattersley, Stockport Road, Hattersley.

Saturday 1 April - 10am to 6pm

St Mary's Church, Market Street, Hollingworth, SK14 8NE

The consultation brochure is available at: Hattersley Library, Mottram Post Office, Hollingworth Post Office, Hadfield Library, Glossop Library and Tankersley Post Office. Or visit the scheme website. (<http://www.highways.gov.uk/trans-pennine-upgrade/>)

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

Published: 14 March 2017

From: Highways England (<https://www.gov.uk/government/organisations/highways-england>)

Part of: Road network and traffic (<https://www.gov.uk/government/policies/road-network-and-traffic>)



Trans-Pennine route

Trans-Pennine Upgrade Programme

Your input means a lot to us

Our Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy.

The programme will improve journey times, tackle congestion, reconnect communities divided by busy roads and reduce incidents between Manchester and Sheffield.

We're now launching the public consultation on the upgrade and its shortlisted options. We'd like to hear your views as well as views from local businesses and those who may have specialist knowledge that may help us to improve the options.

The information will help us refine the proposals further and choose which options to take forward to the next stage of design.

The consultation will run for four weeks, starting Monday 13 March and closing Monday 10 April 2017.

To find out more about the programme, come visit us at one of our consultation events (details opposite).

Consultation events

Sat 18 March 12:00-18:00
Mottram Community Centre, Church Brow, Mottram, SK14 6JJ

Wed 22 March 12:00-18:00
Tankersley Welfare Hall, Pilley Lane, Tankersley, S75 3AP

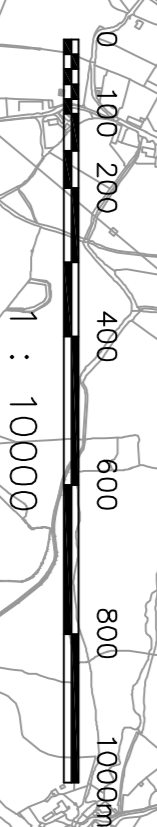
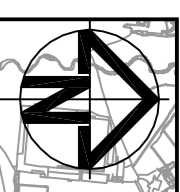
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Tesco Hattersley, Stockport Rd, Hattersley

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Visit our website at www.highways.gov.uk/trans-pennine-upgrade/ or pick up a consultation brochure at the following places:

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- Woods Ironmongers, Mottram
- Gamesley Community and Sports Centre
- Broadbottom Community Centre
- Magdalene Centre, Broadbottom
- Bank View Café, Langsett
- Penistone Library
- Stocksbridge Library
- Barnsley Central Library
- Glossop Leisure Centre



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Rev	Status	Rev. Date	Purpose of revision	Drawn	Checked	Approved
R02	S2	17/02/2017	ISSUED CHANGES TO BOUNDARY	MS	WD	WD
R01	S2	04/01/17	ISSUED FOR INFORMATION	MS	WD	WD

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Wilmington, VA 26404
Tel: 44 (0)1925 800700

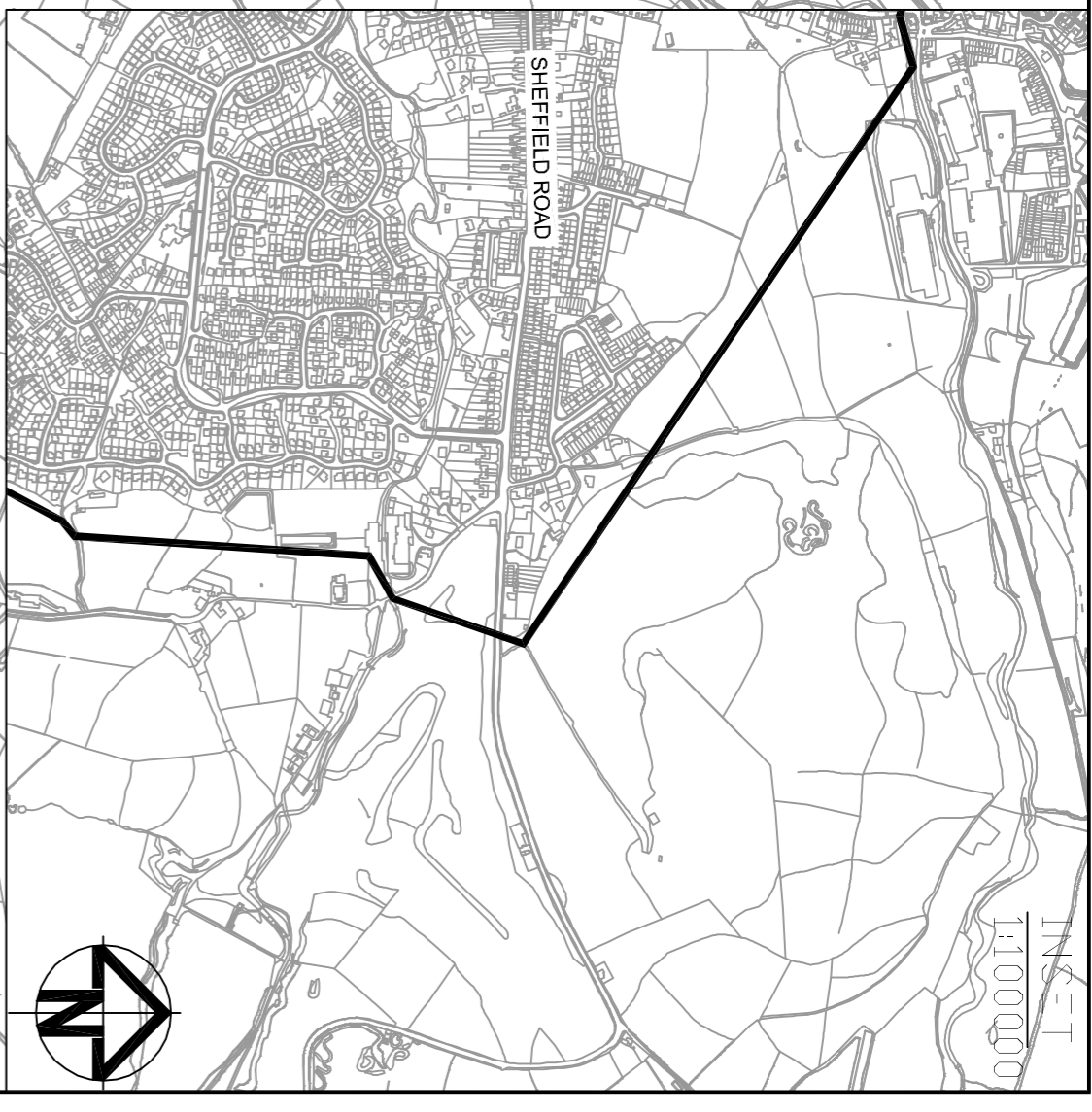
Project

AS7/A628, TRANS-PENNINE
UPGRADE PROGRAMME

Drawing title

2017 CONSULTATION
LEAFLET DISTRIBUTION
AREA (WEST)

Scale	S2	Revision	PI02
Drawn By	1:10000 @ A1	Date	03/01/17
Checked By			
Approved By			
Project No.	UA008948	Originator	ARC
Project Name	HE551473-ARC-LL0-ZZZ-DR-CH-2003	Original Size	A1
Drawing Number		Value Location	





Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Apprv'd
P01	S2	04JAN17	ISSUED FOR INFORMATION	MS	WD	WD

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highways england

ARCADIS Infrastructure

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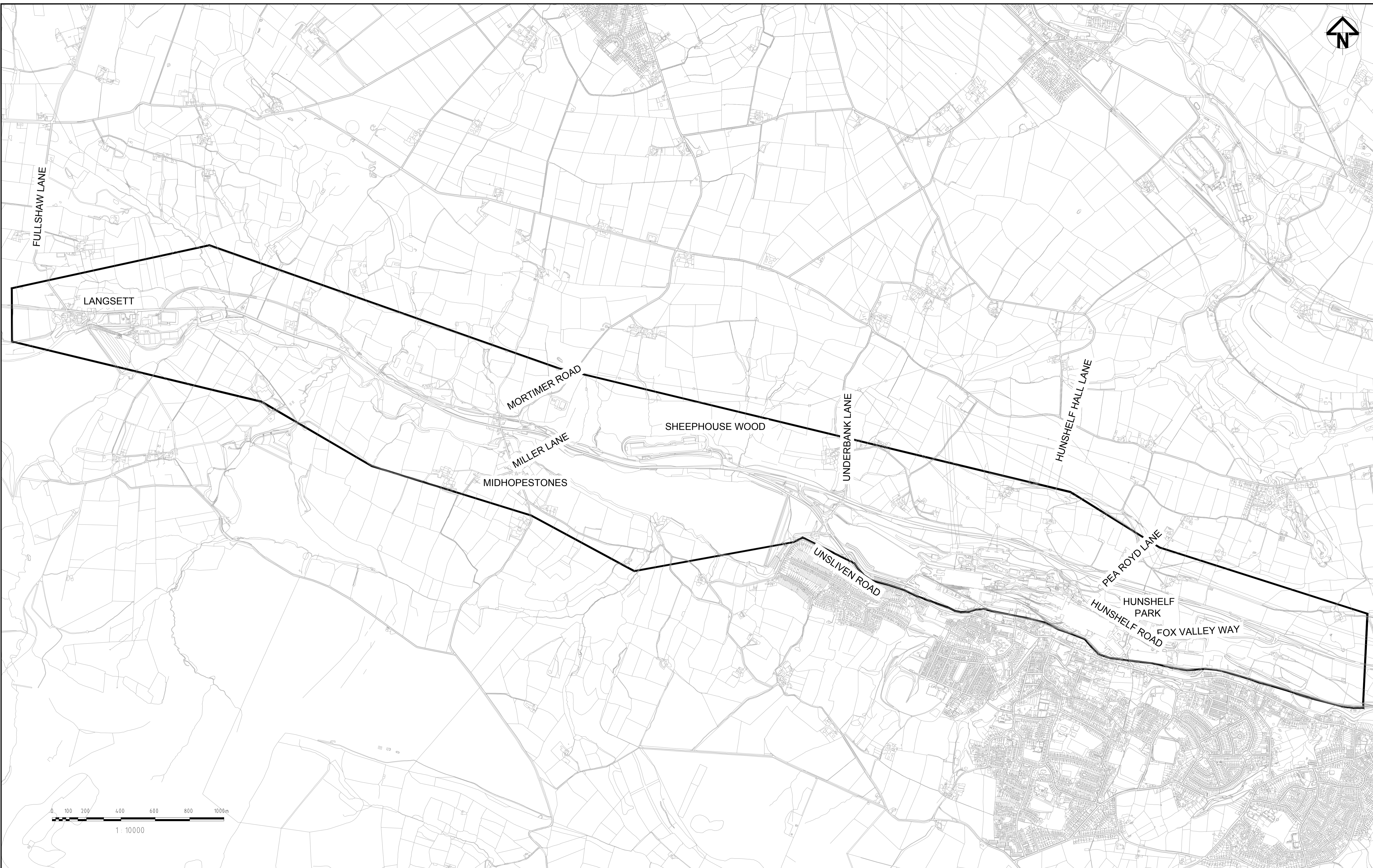
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Client

Project **A57/A628, TRANS-PENNINE UPGRADE PROGRAMME**

Drawing title **2017 CONSULTATION - LEAFLET DISTRIBUTION AREA (EAST)**

Status	S2	Revision	P01
Scale	1:10000 @ A1	Date	04/01/17
Drawn By		Checked By	
Approved By		Project No.	UA008848
HA	PIN	I Originator	ARC
Original Size	A1		
Volume I Location	HE551473-ARC-LLO-ZZZ-DR-CH-2004		



Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Apprv'd
P02	S2	25JAN17	MINOR AMMENDMENTS MADE	MS	WD	WD
P01	S2	04JAN17	ISSUED FOR INFORMATION	MS	WD	WD

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Client

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Project: A57/A628, TRANS-PENNINE UPGRADE PROGRAMME

Drawing title: 2017 CONSULTATION LEAFLET DISTRIBUTION CENTRAL

Status	S2	Revision	P01
Scale	1:10000 @ A1	Date	04/01/17
Drawn By		Checked By	
Approved By		Originator	ARC
Project No.	UA008848	Original Size	A1
Drawing number	Volume 1 Location	HE551473-ARC-LLO-ZZZ-DR-CH-2005	

Post Code	Street Name
S35 2PT	Brookdale Court
S35 2PW	Brookdale Road
S35 2UA	Hood Hill
S35 2XT	Top Warren
S35 2XZ	Warren Gardens
S35 2YA	Warren Lane
S35 2YB	Warren Lane
S35 2YD	Warren Lane
S35 2YG	White Lane
S35 2YH	White Lane

Post Code	Street Name
S35 4LG	Park Lane, High Green
S35 4GR	Greaves Lane

Post Code	Street Name
S35 7DE	Bromley, Wortley
S35 7DH	Finkle Street Lane
S35 7DL	Cherry Tree Row

Post Code	Street Name
S36 1FT	Unsliven Road

Post Code	Street Name
S36 2AA	Fox Valley Way
S36 2AB	Fox Valley Way
S36 2AD	Fox Valley Way
S36 2AE	Fox Valley Way
S36 2AS	Nine Acre Lane
S36 2BA	Pea Royd Lane
S36 2BL	Underbank Lane
S36 2BN	Shepherd Lane
S36 2BS	Hunshelf Bank
S36 2BT	Hunshelf Park
S36 2BU	Hunshelf Road
S36 2JA	Fox Valley Way
S36 2SQ	Station Road
S36 2SU	Truman Grove
S36 2TB	Wortley Road
S36 2TD	Low Lathe Lane
S36 2UQ	Station Road
S36 2UZ	Station Road

<u>Post Code</u>	<u>Street Name</u>
S36 4GP	Midhopestones
S36 4GQ	Miller Lane
S36 4GR	Midhopestones
S36 4GW	Midhopestones
S36 4GY	Langsett

Post Code	Street Name
S70 5TT	Wood View
S70 5TU	Sheffield Road
S70 5TX	Strafford Grove
S70 5TZ	Moor Lane
S70 5UD	Pilley Hill

Post Code	Street Name
S74 0DT	Tankersley Lane
S74 0DU	Black Lane

Post Code	Street Name
S75 3AB	Pilley Green
S75 3AE	Pilley Green
S75 3AF	Chapel Road
S75 3AG	Lidgett Lane
S75 3AH	Worsborough View
S75 3AJ	Stainborough View
S75 3AN	Rockley View
S75 3AP	Pilley Lane
S75 3AQ	The Avenue
S75 3AR	Chapel Road
S75 3AW	Pilley Lane
S75 3AY	Wharncliffe Court
S75 3AZ	Silkstone Close
S75 3BA	Stone Row Court
S75 3BD	Stone Leigh
S75 3BE	Carr Lane
S75 3BF	Lidgett Lane
S75 3BG	Princess Grove
S75 3BH	Victoria Villas
S75 3BJ	Lidgett Lane
S75 3BL	Lidgett Lane
S75 3BN	Lidgett Lane
S75 3BP	Lidgett Lane
S75 3BQ	New Road
S75 3BS	Lidgett Lane
S75 3BT	Lidgett Lane
S75 3BW	Lidgett Lane
S75 3DA	Westwood New Road
S75 3DB	Walker Road
S75 3DD	MacNaghten road
S75 3DE	Fenn Road
S75 3DF	Westwood New Road
S75 3DG	Westwood New Road
S75 3DH	Wentworth Way
S75 3DJ	Maple Road
S75 3DL	Maple Road
S75 3DN	Thorncliffe Way
S75 3DP	Maple Court
S75 3DQ	Upper Tankersley
S75 3DU	Twelve Lands Close
S75 3DW	Longspring Grove
S75 3DX	Woodburn Gardens

Post Code	Street Name
SK13 OJH	Whitwell Bank
SK13 OJJ	Whitwell Close
SK13 OJL	Whitwell Lea
SK13 OJN	Whitwell Fold
SK13 OJP	Calver Mews
SK13 OJR	Calver Fold
SK13 OJS	Calver Place
SK13 OJT	Calver Bank
SK13 OJU	Calver Close
SK13 OJW	Whitwell Green
SK13 OJY	Wessington Green
SK13 OJZ	Wessington Fold
SK13 OLA	Wessington Bank
SK13 OLH	Brailsford Avenue
SK13 OLJ	Brailsford Mews
SK13 OLL	Brailsford Close
SK13 OLN	Brailsford Green
SK13 OLP	Alport Way
SK13 OLR	Alport Lea
SK13 OLS	Alport Grove
SK13 OLU	Winster Mews
SK13 OLW	Brailsford Gardens
SK13 OLE	Rowarth Close
SK13 OLF	Rowarth Way
SK13 OLG	Rowarth Fold
SK13 OLQ	Rowarth Avenue
SK13 OAA	Ashford Green
SK13 OAB	Ashford Mews
SK13 OAD	Monyash Way
SK13 OAE	Monyash Lea
SK13 OAF	Monyash Court
SK13 OAG	Monyash Grove
SK13 OAH	Tissington Terrace
SK13 OAJ	Tissington Bank
SK13 OAL	Tissington Green
SK13 OAP	Bakewell Lea
SK13 OAQ	Monyash Place
SK13 OAR	Bakewell Green
SK13 OAS	Bakewell Gardens
SK13 OAT	Bakewell Fold
SK13 OAU	Bakewell Close
SK13 OAX	Bakewell Walk
SK13 OAY	Bakewell Grove
SK13 OAZ	Bakewell Bank
SK13 OBB	Totley Place
SK13 OBD	Totely Gardens
SK13 OBE	Totely Close
SK13 OBG	Totely Green
SK13 OBH	Totely Lanes

SK13 OBJ	Wardlow Fold
SK13 OBL	Wardlow Walk
SK13 OBN	Wardlow Gardens
SK13 OBP	Wardlow Mews
SK13 OBQ	Totely Avenue
SK13 OBR	Wardlow Walk
SK13 OBS	Wardlow Avenue
SK13 OBU	Langsett Avenue
SK13 OBW	Wardlow Grove
SK13 OBX	Langsett Green
SK13 OBY	Langsett Grove
SK13 OBZ	Langsett Terrace
SK13 ODA	Langsett Lea
SK13 ODB	Hurdlow Mews
SK13 ODD	Hurdlow Green
SK13 ODE	Hurdlow Lea
SK13 ODF	Hurdlow Way
SK13 ODH	Combs Mews
SK13 ODJ	Combs Grove
SK13 ODL	Combs Fold
SK13 ODN	Combs Terrace
SK13 ODP	Combs Bank
SK13 ODQ	Combs Gardens
SK13 ODR	Combs Way
SK13 ODT	Shelden Place
SK13 ODU	Shelden Close
SK13 ODW	Shelden Lea
SK13 ODX	Shelden Fold
SK13 ODY	Elton Place
SK13 ODZ	Elton Close
SK13 OEA	Elton Bank
SK13 OEB	Elton Lea
SK13 OED	Hollins Way
SK13 OEE	Hollins Avenue
SK13 OEF	Hollins Gardens
SK13 OEG	Hollins Grove
SK13 OEH	Hollins Bank
SK13 OEJ	Hollins Close
SK13 OEL	Hollins Lane
SK13 OEP	Longnor Way
SK13 OEQ	Hollins Fold
SK13 OEW	Longnor Green
SK13 OHA	Hucklow Close
SK13 OHB	Hucklow Bank
SK13 OHD	Hucklow Fold
SK13 OHE	Hucklow Lanes
SK13 OHF	Hucklow Lea
SK13 OHG	Haddon Mews
SK13 OHH	Eyam Gardens
SK13 OHJ	Eyam Fold

SK13 OHL	Eyam Lea
SK13 OHN	Eyam Lane
SK13 OHP	Eyam Green
SK13 OHQ	Haddon Green
SK13 OHR	Eyam Close
SK13 OHS	Eyam Grove
SK13 OHU	Heyden Terrace
SK13 OHX	Heyden Bank
SK13 OHY	Heyden Fold
SK13 OHZ	Cromford Place
SK13 OJA	Cromford Fold
SK13 OJB	Cromford Green
SK13 OJD	Cromford Grove
SK13 OJE	Cromford Close
SK13 OJF	Cromford Bank
SK13 OJG	Cromford Way
SK13 OJQ	Cromford Lea
SK13 OJH	Whitwell Bank
SK13 OJJ	Whitwell Close
SK13 OJL	Whitwell Lea
SK13 OJN	Whitwell Fold
SK13 OJP	Calver Mews
SK13 OJR	Calver Fold
SK13 OJS	Calver Place
SK13 OJT	Calver Bank
SK13 OJU	Calver Close
SK13 OJW	Whitwell Green
SK13 OJY	Wessington Green
SK13 OJZ	Wessington Fold
SK13 OLA	Wessington Bank
SK13 OLD	Rowarth Bank
SK13 OLE	Rowarth Close
SK13 OLF	Rowarth Way
SK13 OLG	Rowarth Fold
SK13 OLH	Brailsford Avenue
SK13 OLJ	Brailsford Mews
SK13 OLL	Brailsford Close
SK13 OLN	Brailsford Green
SK13 OLP	Alport Way
SK13 OLQ	Rowarth Avenue
SK13 OLR	Alport Lea
SK13 OLS	Alport Grove
SK13 OLU	Winster Mews
SK13 OLW	Brailsford Gardens

Post Code	Street Name
SK13 1JN	New Road
SK13 1JR	Church Street
SK13 1JT	South Close
SK13 1JX	Woodhead Road
SK13 1JY	Old Road
SK13 1JZ	Old Road
SK13 1LB	Chapel Brow
SK13 1LD	Higher Square
SK13 1LE	Lower Square
SK13 1LF	Mount Pleasant
SK13 1LG	Stocks Brow
SK13 1LH	Old Road
SK13 1LJ	Manchester Road
SK13 1LL	The Stocks
SK13 1LN	Bramah Edge Court
SK13 1LP	High Bank
SK13 1LQ	Arnfield House
SK13 1LR	Conduit Street
SK13 1LS	West Street
SK13 1LT	Speedwell Close
SK13 1LU	Speedwell Close
SK13 1LW	Manchester Road
SK13 1LX	West Drive
SK13 1LY	South Close
SK13 1LZ	Woodlands Close
SK13 1NA	North Close
SK13 1NB	West Street
SK13 1ND	Woolley Mill Lane
SK13 1NE	Manchester Road
SK13 1NF	Manchester Road
SK13 1NG	Matthew Close
SK13 1NQ	Bank Lane
SK13 1BE	Waterside Business Park
SK13 1BP	Waterside
SK13 1BR	Waterside
SK13 1BS	Woolley Mill Lane
SK13 1BU	Waterside
SK13 1BW	Manchester Road
SK13 1PQ	Manchester Road
SK13 1PZ	Matthew Close
SK13 1QA	Fay Gardens
SK13 1QB	Peacock Close
SK13 1QD	Watkin Avenue
SK13 1QE	Wharnccliffe Close
SK13 1QG	Rossington Place
SK13 1QH	Graphite Way
SK13 1DU	Trail View
SK13 1DY	Post Street
SK13 1DZ	Brickfield Street

SK13 1EB	Platt Street
SK13 1EE	Temple Avenue
SK13 1EF	Post Street
SK13 1EG	Barber Street
SK13 1EH	Regent Street
SK13 1EJ	Platt Street
SK13 1EL	Temple Street
SK13 1EN	Lees Row
SK13 1EP	Park Road
SK13 1EQ	Rhodes Street
SK13 1ER	Little Padfield
SK13 1ES	Peel Street
SK13 1ET	Main Road
SK13 1EU	Jackson Street
SK13 1EW	Little Padfield
SK13 1EX	Temple Street
SK13 1EY	Platt Street
SK13 1GE	Rhodes Top
SK13 1GH	Rhodes Top
SK13 1HR	Woodhead Road
SK13 1HS	Bottoms Office
SK13 1NX	Chapel Lane
SK13 1DD	Vale House Drive
SK13 1AA	Station Road
SK13 1AE	Curtis Grove
SK13 1AH	Pingot Lane
SK13 1AJ	Station Road
SK13 1AL	Station Road
SK13 1AN	Station Road
SK13 1AQ	Albert Street
SK13 1AR	Station Road
SK13 1AS	Lambgates Lane
SK13 1AT	Lambgates
SK13 1AU	Kiln Lane
SK13 1AW	
SK13 1AX	Warhurst Fold
SK13 1AY	Old Hall Fold
SK13 1AZ	Old Hall Square
SK13 1BA	Paradise Street
SK13 1BB	Bank Street
SK13 1BD	Rhodeswood Drive
SK13 1BF	Wilmans Walk
SK13 1BG	New Bank Street
SK13 1BH	Masons Grove
SK13 1BJ	Victoria Avenue
SK13 1BL	Ehlinger Avenue
SK13 1BN	Torside Way
SK13 1BQ	Station Road
SK13 1BT	Vale House Drive
SK13 1BX	Bank Bottom

SK13 1BY	Bank Bottom
SK13 1BZ	Jones Street
SK13 1DA	Albert Street
SK13 1DB	Station Road
SK13 1DD	Vale House Drive
SK13 1DE	Maguire Avenure
SK13 1DF	Redfern Close
SK13 1DG	Albert Street
SK13 1DH	Wesley Street
SK13 1DJ	Wesley Street
SK13 1DL	Station Road
SK13 1DN	Crowden Drive
SK13 1DP	Valemount
SK13 1DQ	Osborne Place
SK13 1DR	Lambgates Lane
SK13 1DS	Brosscroft
SK13 1DT	Hazelwood Close
SK13 1EA	Richmond Close
SK13 1EZ	Main Road
SK13 1GA	Brosscroft Close
SK13 1GB	Torside Mews
SK13 1GD	Ewart Court
SK13 1HA	Main Road
SK13 1HB	Greenfield Street
SK13 1HD	Peter Steret
SK13 1HE	Brosscroft
SK13 1HF	Brosscroft
SK13 1HH	Brosscroft Village
SK13 1HJ	Goddard Lane
SK13 1HL	Damside
SK13 1HN	The Croft
SK13 1HP	Tintwistle
SK13 1HQ	Brosscroft Village
SK13 1HW	Lake Side
SK13 1NJ	Spring Bank Mews
SK13 1NN	Salsbury Street
SK13 1NP	Salsbury Street
SK13 1NR	Hadfield Road
SK13 1NS	Spring Gardens
SK13 1NT	
SK13 1NU	Chapel Lane
SK13 1NX	Chapel Lane
SK13 1NY	Spring Bank Mews
SK13 1NZ	The Rises
SK13 1PA	Ridings Road
SK13 1PB	Stone Ridge
SK13 1PD	Greenbank
SK13 1PE	St. Charles Close
SK13 1PF	The Paddock
SK13 1PG	Chapel Lane

SK13 1PJ	The Carriage Drive
SK13 1PL	Mercy Bank Road
SK13 1PN	Mercy Bank Road
SK13 1PP	The Carriage Drive
SK13 1PR	Etherow Way
SK13 1PS	Etherow Way
SK13 1PT	Stiles Close
SK13 1PU	John Dalton Street
SK13 1PW	Woodfield Close
SK13 1PX	Hadfield Road
SK13 1PY	Hadfield Road
SK13 1QJ	Lodge Bank
SK13 1QL	School Close
SK13 1QN	The Lodge
SK13 1QP	Evesham Avenue
SK13 1QR	Langley Court
SK13 1QS	Sutton Way
SK13 1QT	Gawsworth Close
SK13 1QW	Malvern Rise
SK13 1QX	Chesham Close
SK13 1QY	Blenheim Close

Post Code	Street Name
SK13 2GA	Woolley Bridge Road
SK13 2NR	Woolley Bridge Road
SK13 2NS	Woolley Bridge Road
SK13 2NX	Woolley Bridge
SK13 2RA	Potter Road
SK13 2RB	Tavern Road
SK13 2RD	Beatrix Drive
SK13 2EE	Sandybank Close
SK13 2AA	Railway Street
SK13 2AB	Oakford Court
SK13 2AD	Church Street
SK13 2AE	St. Andrew Court
SK13 2AF	Gladstone Street
SK13 2AG	Hadfield Road
SK13 2AJ	Newshaw Lane
SK13 2AL	South Marlow Street
SK13 2AN	The Avenue
SK13 2AP	Castle Street
SK13 2AQ	Marlow Street
SK13 2AR	Newshaw Lane
SK13 2AS	Goddard Road
SK13 2AT	Newshaw Lane
SK13 2AU	Bankswood Close
SK13 2AW	Littlebrook Close
SK13 2AX	Brookside Close
SK13 2AY	Newshaw Lane
SK13 2AZ	Thorncliffe Road
SK13 2BA	The Grove
SK13 2BB	Thorncliffe Road
SK13 2BD	Newshaw Lane
SK13 2BE	Shawfield Road
SK13 2BF	Kingsmoor Court
SK13 2BG	Lower Bank Close
SK13 2BH	Roundhill Close
SK13 2BJ	Shawfield Road
SK13 2BL	Meadowfield Close
SK13 2BN	Oakfield Road
SK13 2BP	Ashfield Road
SK13 2BQ	Mouselow Close
SK13 2BR	Green Lane
SK13 2BS	The Sycamores
SK13 2BT	Castle Street
SK13 2BW	Beechfield Road
SK13 2DA	Newshaw Lane
SK13 2DB	Green Lane
SK13 2DE	Peak View
SK13 2DG	Stanyforth Street
SK13 2DH	Walker Street
SK13 2DJ	Queen Street

SK13 2DL	Hordern Close
SK13 2DP	Marsden Street
SK13 2DQ	Cross Street
SK13 2DR	Hadfield Road
SK13 2DS	Newlands Drive
SK13 2DT	Green Lane
SK13 2DW	Queen Street
SK13 2DX	Burnside
SK13 2DY	Green Lane
SK13 2DZ	Lower Barn Road
SK13 2EA	Ridge Close
SK13 2EB	Hillside Close
SK13 2ED	Ivycroft
SK13 2EE	Sandybank Close
SK13 2EF	Springfield Close
SK13 2EG	Lawnfold
SK13 2EH	Moss Bank Close
SK13 2EJ	South brook Close
SK13 2EL	Lower Barn Road
SK13 2EN	Wheatcroft
SK13 2EP	Hadfield Road
SK13 2EQ	Pinfold
SK13 2ER	Hadfield Road
SK13 2ES	Higher Barn Road
SK13 2ET	Higher Barn Road
SK13 2EU	The Rushes
SK13 2EW	Fernlea Close
SK13 2EX	Barley Croft
SK13 2EY	Hawthron Bank
SK13 2EZ	Northbrook Road
SK13 2FG	Alder Close
SK13 2HA	Pear Tree Close
SK13 2HB	Rowan Walk
SK13 2LT	
SK13 2NH	
SK13 2NL	

Post Code	Street Name
SK13 5ER	Bankwood Cottage
SK13 5ZW	PO Box 101

Post Code	Street Name
SK13 6DA	Orchard Drive
SK13 6DB	Copper Beech Drive
SK13 6EE	Shaw Lane
SK13 6EF	Cottage Court
SK13 6EH	Glossop Road
SK13 6EL	Bonsall Close
SK13 6EP	Bonsall Fold
SK13 6EQ	Rowsley Mews
SK13 6ES	Bonsall Bank
SK13 6ET	Edale Close
SK13 6EU	Rowsley Grove
SK13 6EW	Rowsley Close
SK13 6EX	Rowsley Green
SK13 6EY	Rowsley Walk
SK13 6EZ	Edale Fold
SK13 6GB	Overdale Drive
SK13 6GA	Grindleford Grove
SK13 6HA	Edale Bank
SK13 6HB	Calow Close
SK13 6HD	Calow Green
SK13 6HE	Litton Gardens
SK13 6HF	Litton Bank
SK13 6HG	Litton Fold
SK13 6HJ	Burbage Bank
SK13 6HL	Burbage Way
SK13 6HN	Burbage Grove
SK13 6HP	Grindleford Gardens
SK13 6HQ	Tideswell Bank
SK13 6HR	Grindleford Lea
SK13 6HS	Grindleford Walk
SK13 6HT	Bradwell Lea
SK13 6JD	Dinting Vale Business Park
SK13 6JE	Brookfield
SK13 6JF	Shepley Street
SK13 6JG	Brook Street
SK13 6JQ	Melandra
SK13 6LE	Dinting Lodge Industrial Estate
SK13 6LG	Dinting Vale Business Park
SK13 6LH	Slatelands Avenue
SK13 6LJ	Slatelands Road
SK13 6LQ	Brookfield Industrial Estate
SK13 6LW	Primrose Lane
SK13 6NR	Simmondley Lane
SK13 6NS	Simmondley Lane
SK13 6NU	Dinting Vale House
SK13 6NX	Dinting Vale
SK13 6NY	Dinting Vale
SK13 6NZ	Adderley Road
SK13 6PA	Adderley Place

SK13 6PB	Dinting Vale
SK13 6PE	Bowland Road
SK13 6PF	Bowland Road
SK13 6PG	Burwell Close
SK13 6UP	Arundel Grange
SK13 6UQ	Melandra Castle Road
SK13 6XE	Peakdale Road
SK13 6LL	Bridgefield
SK13 6LN	Wilsons Terrace
SK13 6LP	Simmondley New Road
SK13 6LU	Simmondley Lane
SK13 6LW	Primrose Lane
SK13 6LX	Simmondley Lane
SK13 6LY	Simmondley Lane
SK13 6LZ	Werneth Road
SK13 6NP	Beach Avenue
SK13 6NQ	Simmondley Grove
SK13 6NT	Primrose Hill
SK13 6NW	Lyne Avenue
SK13 6PD	Arden Close
SK13 6PH	Highwood Close
SK13 6PJ	Woodlea Road
SK13 6PN	Moorside Close
SK13 6PQ	Brendon Close
SK13 6PR	Earls Way
SK13 6UA	Baslow Close
SK13 6UB	Riber Green
SK13 6UD	Riber Fold
SK13 6UJ	Pennine Road
SK13 6UR	Simons Walk
SK13 6SS	Matlock Gardens
SK13 6ST	Matlock Place
SK13 6SU	Matlock Lane
SK13 6SX	Matlock Bank
SK13 6SY	Bamford Mews
SK13 6SZ	Bamford Lane
SK13 6TA	Bamford Green
SK13 6TB	Bamford Fold
SK13 6TD	Castleton Terrace
SK13 6TE	Castleton Green
SK13 6TF	Castleton Bank
SK13 6TG	Castleton Grove
SK13 6TH	Castleton Crescent
SK13 6TQ	Bleaklow Walk
SK13 6TS	Riber Bank
SK13 6TT	Riber Close
SK13 6TX	Baslow Green
SK13 6TY	Baslow Fold
SK13 6TZ	Baslow Mews
SK13 6UA	Baslow Close

SK13 6UB	Riber Green
SK13 6UD	Riber Fold
SK13 6UJ	Pennine Road
SK13 6UL	Pennine Road
SK13 6UN	Peaknaze Close
SK13 6UR	Simons Walk
SK13 6UW	Kinder Close
SK13 6UZ	Storch Meadow Road
SK13 6XB	Turnlee Close
SK13 6XD	Riverview Cottages
SK13 6XF	Foxlea
SK13 6XL	Oakwood
SK13 6XR	Springwood
SK13 6XS	Beechwood
SK13 6XT	Green Bank
SK13 6XU	Ashwood
SK13 6XX	Hunters Lane
SK13 6XY	Green Lane
SK13 6XZ	Fresh Court
SK13 6YN	Valley Road
SK13 6YT	Brockholes
SK13 6EJ	Glossop Road
SK13 6ER	Bonsall Close
SK13 6HH	Tideswell Walk
SK13 6HU	Bradwell Terrace
SK13 6HW	Grindleford Grove
SK13 6HX	Bradwell Fold
SK13 6HY	Buxton Walk
SK13 6HZ	Buxton Close
SK13 6JB	Brookfield Cottage
SK13 6JH	Glossop Road
SK13 6JR	Turnlee Road
SK13 6NA	Melanie Close
SK13 6NB	Cotswold Close
SK13 6ND	Tarnside Fold
SK13 6NE	Simons Close
SK13 6NF	Werneth Road
SK13 6NG	Heather Bank Close
SK13 6NH	Longmoor Road
SK13 6NJ	Werneth Road
SK13 6NL	Dingle Close
SK13 6DE	The Shaw
SK13 6DP	
SK13 6JL	Hargate Hill
SK13 6JN	Simmondley
SK13 6JS	Turnlee Road
SK13 6JW	Hobroyd
SK13 6LD	Dinting Vale Business Park
SK13 6LR	Turnlee Road
SK13 6LS	Turnlee Road

SK13 6LT	Turnlee Road
SK13 6NA	Melanie Close
SK13 6NB	Cotswold Close
SK13 6ND	Tarnside Fold
SK13 6NE	Simons Close
SK13 6NF	Werneth Road
SK13 6NG	Heather Bank Close
SK13 6NH	Longmoor Road
SK13 6NJ	Werneth Road
SK13 6NL	Dingle Close
SK13 6NN	Pennine Road
SK13 6PL	Dingle Close
SK13 6PP	Beech Avenue
SK13 6PT	Primrose Hill
SK13 6PW	Turnlee Road
SK13 6PX	Walkdale Brow
SK13 6PY	Dukes Fold
SK13 6PZ	Howards Meadow
SK13 6QA	Kingfisher Way
SK13 6QB	Heron View
SK13 6QD	Whitley Walk
SK13 6QE	Kestrel View
SK13 6QF	Curlew Way
SK13 6QG	Swallow Fold
SK13 6QH	Swift Bank
SK13 6QJ	Ravens Close
SK13 6QR	PO BOX 34
SK13 6TU	Baslow Way
SK13 6US	Spring Rise
SK13 6UT	Meadow Rise
SK13 6UX	Storth Bank
SK13 6UY	Meadow Bank
SK13 6WE	PO BOX 138
SK13 6WH	PO BOX 119
SK13 6XA	Turnlee Drive

Post Code	Street Name
SK13 7AA,	Bernard Street
SK13 7AB,	Arundel Street
SK13 7AE,	Edward Street
SK13 7AF,	Edward Street
SK13 7AG,	Railway Street
SK13 7AH,	Surrey Street
SK13 7AJ,	Surrey Street
SK13 7AN,	Shrewsbury Street
SK13 7AP,	Oak Street
SK13 7AQ,	Ladybower Court
SK13 7AR,	Fuavel Road
SK13 7AS,	North Road
SK13 7AT,	Mill Court
SK13 7AU,	North Road
SK13 7AW	Wren Nest Terrace
SK13 7BF,	Shrewsbury Street,
SK13 7BJ,	Spire Hollin
SK13 7BL,	Ashleigh Avenue
SK13 7BN,	Elm Grove
SK13 7BP,	Cedar Close
SK13 7BR,	Spinney Close
SK13 7BS,	Spire Hollin
SK13 7BT,	Spire Hollin
SK13 7BU,	Ten Foot Close
SK13 7BW,	Birchside Avenue
SK13 7BX,	Old Chapel House
SK13 7BY	Glenbrook Hill
SK13 7DD,	Howard Street
SK13 7DE,	Howard Street
SK13 7DF,	Howard Street
SK13 7DG,	Talbot Street
SK13 7DJ,	Charles Street
SK13 7DL,	Fitzalan Street
SK13 7DN,	Lord Street
SK13 7DP,	Talbot Road
SK13 7DQ,	Talbot Street
SK13 7DR,	Talbot Road
SK13 7DS,	Dinting Road
SK13 7DT,	Dinting Road
SK13 7DU,	Lower Dinting
SK13 7DW,	Fuavel Road
SK13 7DX,	Ashes Lane
SK13 7DY,	Dinting Road
SK13 7DZ	Higher Dinting
SK13 7EB,	Dinting Road
SK13 7ED,	Railway Street
SK13 7EH,	Cottage Lane
SK13 7EN	Cottage Lane
SK13 7GA	Dinting Lane

SK13 7NU	Dinting Lane Industrial Estate
SK13 7QU,	Norfolk Street
SK13 7QX,	Drovers Walk
SK13 7QY,	Norfolk Street
SK13 7QZ	King Edward Avenue
SK13 7RA,	Norfolk Street,
SK13 7RB,	Kent Road
SK13 7RD,	Royle Avenue,
SK13 7RE,	Hall Meadow Road
SK13 7RF,	Old Hall Close,
SK13 7RG	Kingsmoor Road
SK13 7RJ,	Church Street
SK13 7RL,	Church Terrace
SK13 7RP,	Riverside Terrace
SK13 7RQ	Park Close
SK13 7UU	Dinting Road, Glossop
SK13 7PX	Hurst Lane
SK13 7QB	Hurst Road
SK13 7QD	Woodhead Road
SK13 7QF	The Heath
SK13 7QH	North Road
SK13 7QJ	Hilltop
SK13 7QL	The Ashes
SK13 7QN	Fairways Close
SK13 7QT	King Edward Avenue
SK13 7RH	Woodhead Road
SK13 7RN	Church Street
SK13 7RR	Castle Hill
SK13 7RU	Church Street South
SK13 7RW	Thorpe Street
SK13 7RX	Old Cross
SK13 7RY	Wesley Street
SK13 7RZ	Shepley Street
SK13 7SH	Manor Park Road
SK13 7SJ	Church Close
SK13 7SL	Blackshaw Road
SK13 7SP	Smithy Close
SK13 7SQ	Manor Park Road
SK13 7SR	Quarry Close
SK13 7TL	Manor Park View
SK13 7XP	Park Dene Drive
SK13 7AD	Partington Park
SK13 7AX	North Road
SK13 7AY	Heath Road
SK13 7AZ	Haywards Close
SK13 7BA	Heath Road
SK13 7BB	Ramsden Close
SK13 7BD	Bowden Road
SK13 7BE	Fernhill Close
SK13 7BG	Bexley Close

SK13 7BH	Howard Close
SK13 7BQ	Park Crescent
SK13 7GD	Manor Park Road
SK13 7PT	Derbyshire Level
SK13 7BZ	Partington Park
SK13 7AL	
SK13 7EG	
SK13 7PN	Kidd Road
SK13 7PS	Jumble Cottage/Farm
SK13 7QE	Woodhead Road
SK13 7QQ	Mouselow Farm
SK13 7WX	PO BOX 57

Post Code	Street Name
SK13 8AA	Victoria Street
SK13 8AB	Victoria Street
SK13 8AD	Mount Pleasant
SK13 8AE	Glossop Womens AID
SK13 8AF	Market Place
SK13 8AJ	Market Place
SK13 8AL	High Street West
SK13 8AP	Market Arcade
SK13 8AQ	Victoria Street
SK13 8AR	Market Street
SK13 8AT	Chapel Street
SK13 8AU	Cross Street
SK13 8AW	Hayden Court
SK13 8AX	Market Street
SK13 8AY	George Street
SK13 8AZ	High Street West
SK13 8BB	High Street West
SK13 8BD	Station Street
SK13 8BE	Halls Court
SK13 8BG	Brook Street
SK13 8BH	High Street West
SK13 8BP	Norfolk Square
SK13 8BR	Norfolk Square
SK13 8BS	Norfolk Street
SK13 8BT	Station Street
SK13 8BU	Booth Court
SK13 8BW	Henry Street
SK13 8BX	Ellison Street
SK13 8BZ	Ellison Street
SK13 8DA	High Street East
SK13 8DD	Smithy Fold
SK13 8DH	Collier Street
SK13 8DJ	Phlip Howard Road
SK13 8DL	St Mary's Road
SK13 8DN	St Mary's Road
SK13 8DP	Sumner Street
SK13 8DR	St Mary's Road
SK13 8DS	Princess Street
SK13 8DT	Mount Street
SK13 8DU	Duke Street
SK13 8DW	John Street
SK13 8DX	Shaw Street
SK13 8DY	Hadfield Street
SK13 8DZ	John Street
SK13 8EA	Pikes Lane
SK13 8EB	Hollincross Lane
SK13 8ED	Pikes Lane
SK13 8EE	Tredcroft Street
SK13 8EF	Chadwick Street

SK13 8EG	Primrose Lane
SK13 8EH	Pikes Lane
SK13 8EJ	Primrose Terrace
SK13 8EL	Queen Street
SK13 8EN	Primerose Crescent
SK13 8EP	High Street West
SK13 8EQ	Sunlaws Street
SK13 8ER	High Street West
SK13 8EU	Sunlaws Court
SK13 8EW	Primrose Lane
SK13 8EX	High Street West
SK13 8GB	Victoria Street
SK13 8GD	Victoria Street
SK13 8GE	High Street East
SK13 8GG	Glossop Brook Road
SK13 8GH	Wren Nest Road
SK13 8GJ	Wren Nest Mill
SK13 8GN	Glossop Brook Road
SK13 8GP	Glossop Brook Road
SK13 8HB	Wren Nest Road
SK13 8HD	Kings Court
SK13 8HF	Hugh Street
SK13 8HG	Spring Street
SK13 8HH	Sumners Place
SK13 8HJ	High Street West
SK13 8HL	Victoria Street
SK13 8HN	Longclough Drive
SK13 8HP	Brookside
SK13 8HQ	Cooper Street
SK13 8HR	Victoria Court
SK13 8HS	Victoria Street
SK13 8HT	Victoria Street
SK13 8HU	Park Terrace
SK13 8HW	Cheryls Bank
SK13 8HY	Victoria Street
SK13 8HZ	Victoria Street
SK13 8JA	Sefton Street
SK13 8JB	St Mary's Road
SK13 8JD	Duke Street
SK13 8JE	Hadfield Place
SK13 8JF	Victoria Street
SK13 8JH	Hollincross Lane
SK13 8JJ	James Street
SK13 8JL	Hadfield Street
SK13 8JQ	Hollincross Lane
SK13 8JT	Freetown
SK13 8LN	Gladstone Close
SK13 8LP	Derby Street
SK13 8LS	Collier Street
SK13 8LT	Union Street

SK13 8LU	King Street
SK13 8LX	Gladstone Street
SK13 8LY	King Street
SK13 8NA	Hadfield Square
SK13 8NB	Kershaw Street
SK13 8ND	Bank Street
SK13 8NE	Gladstone Street
SK13 8NF	Wood Street
SK13 8NL	Wood Street
SK13 8NN	Kershaw Street
SK13 8PN	High Street East
SK13 8PP	Croft Manor
SK13 8PQ	Nursery Close
SK13 8PS	Manor Street
SK13 8PT	Mill Street
SK13 8PU	Regency Close
SK13 8PX	Milltown
SK13 8PY	Lower Bank
SK13 8PZ	Cross Cliffe
SK13 8QA	High Street East
SK13 8QD	Regent street
SK13 8QE	Corn Street
SK13 8QF	High Street East
SK13 8QG	Jordan Street
SK13 8QH	Rose Green
SK13 8QQ	Silk Street
SK13 8RF	Shirebrook Drive
SK13 8TD	Slate Close
SK13 8TE	Cross Rise
SK13 8NG	Gladstone Street
SK13 8NH	Freetown
SK13 8NP	Barn Close
SK13 8NQ	Todd Street
SK13 8NT	Cliffe Road
SK13 8NY	Cliffe Road
SK13 8NZ	Highfield Road
SK13 8PA	Uplands Road
SK13 8PB	Crosslands Close
SK13 8PD	Uplands Road
SK13 8PE	Highfield Road
SK13 8PF	Sunningdale Drive
SK13 8PG	Morley Street
SK13 8PH	Unity Walk
SK13 8PL	Hurstbrook Close
SK13 8PR	Birch Green
SK13 8PW	Brook Meadow
SK13 8QJ	Sheffield Road
SK13 8QL	Sheffield Road
SK13 8QN	Thomas Street
SK13 8QP	Sheffield Road

SK13 8QR	Woodcock Grove
SK13 8QS	Pyegrove Road
SK13 8QT	Cowbrook Avenue
SK13 8QU	Sheffield Road
SK13 8QW	York Street
SK13 8QX	Sheffield Road
SK13 8QY	Sheffield Road
SK13 8QZ	Woodcock Grove
SK13 8RA	Pyegrove
SK13 8RB	Queens Drive
SK13 8RD	Queens Drive
SK13 8RE	Queens Drive
SK13 8RG	Hathersage Drive
SK13 8RH	Derwent Close
SK13 8RJ	Hillwood Drive
SK13 8RN	Millersdale Court
SK13 8RP	Peveil Court
SK13 8RQ	Dovedale Court
SK13 8RR	Winnats Close
SK13 8RS	Hebden Drive
SK13 8RT	Ashbourne Court
SK13 8RU	Lynne Close
SK13 8RW	Furness Close
SK13 8RX	Appleton Drive
SK13 8RY	Larch Way
SK13 8RZ	Gloucester Way
SK13 8SA	Hampshire Close
SK13 8SB	Yorkshire Way
SK13 8SD	Shropshire Drive
SK13 8SE	Warwick Close
SK13 8SF	Lincoln Way
SK13 8SG	Stafford Close
SK13 8SH	Leicester Drive
SK13 8SJ	Worcester Grove
SK13 8SL	Cowbrook Court
SK13 8SN	River Bank Way
SK13 8SQ	Wiltshire Drive
SK13 8SS	Sandiway
SK13 8ST	Langley Drive
SK13 8SX	Gorse Way
SK13 8TE	Cross Rise
SK13 8TH	Rushmere
SK13 8TR	Bramble Bank
SK13 8TS	Holly Bank
SK13 8TT	Carr Bank
SK13 8UA	Hurst Crescent
SK13 8UB	Plover Close
SK13 8UD	Mayflower Close
SK13 8UE	King Cup Close
SK13 8UF	Hurst Close

SK13 8UG	Scotty Brook Crescent
SK13 8UH	Heron Close
SK13 8UJ	Carr Farm Close
SK13 8UN	Buttercup Close
SK13 8JN	Charlestown Road
SK13 8JP	Ashton Street
SK13 8JR	Jackson Street
SK13 8JS	Acre Street
SK13 8JU	St. James Close
SK13 8JW	York Terrace
SK13 8JX	St. James Close
SK13 8LH	Whitfield Avenue
SK13 8LZ	Derby Street
SK13 8ES	High Street West
SK13 8GL	Whitfield Wells
SK13 8AS	Turnlee Works
SK13 8BJ	
SK13 8ES	High Street West
SK13 8GL	Whitfield Wells
SK13 8HA	
SK13 8HX	Ashton Gardens
SK13 8JY	Ebenezer Street
SK13 8JZ	Whitfield Avenue
SK13 8LA	Whitfield Avenue
SK13 8LB	Charlestown Road
SK13 8LD	Charlestown
SK13 8LG	Whitfield Park
SK13 8LJ	Charlestown Works
SK13 8LW	Hob Hill Meadows
SK13 8NJ	King Charles Court
SK13 8NR	Hague Street
SK13 8NS	Hague Street
SK13 8NU	Padfield Gate
SK13 8NW	Whitfield Cross
SK13 8NX	Fieldhead
SK13 8RL	Partington Court
SK13 8SP	South View Road
SK13 8SR	Linacre Way
SK13 8SU	High Bank Road
SK13 8SW	Wingfield Grove
SK13 8SY	Bracken Way
SK13 8WU	PO BOX 107

Post Code	Street Name
SK13 9AF	PO BOX 145
SK13 9AT	PO BOX 155
SK13 9DD	
SK13 9FE	PO BOX 161
SK13 9FL	PO BOX 166
SK13 9FN	PO BOX 167
SK13 9JD	
SK13 9JH	
SK13 9JS	

Post Code	Street Name
SK14 3AR	Mottram Road
SK14 3AS	Melyncourt Drive
SK14 3AU	Stockport Road
SK14 3AL	Mottram Old Road
SK14 3AP	Stockport Road
SK14 3BF	Mottram Road
SK14 3BP	Mottram Road
SK14 3BR	Godley Hill Road
SK14 3BT	Mottram Road
SK14 3DE	Beech View
SK14 3DG	Silverton Close
SK14 3DH	Underwood Road
SK14 3DJ	Polperro Walk
SK14 3DL	Cambourne Road
SK14 3DN	Porthtowan Walk
SK14 3DP	Cambourne Road
SK14 3DQ	Cheriton Close
SK14 3DR	Fentewan Walk
SK14 3DS	Fowey Walk
SK14 3DT	Tintagel Walk
SK14 3DU	Further Lane
SK14 3DW	Tawton Avenue
SK14 3DX	Dawlish Close
SK14 3DY	Colbourne Grove
SK14 3DZ	Colbourne Way
SK14 3EA	Underwood Road
SK14 3EB	Albany Way
SK14 3ED	Dewsnap Way
SK14 3EE	Wembury Walk
SK14 3EF	Polruan Walk
SK14 3EG	Thornbury Avenue
SK14 3EH	Hattersley Road East
SK14 3EL	Callington Drive
SK14 3EN	Callington Way
SK14 3EP	Torrington Drive
SK14 3EQ	Hattersley Road East
SK14 3ES	Thornbury Avenue
SK14 3ET	Viner Way
SK14 3EU	Pudding Fold
SK14 3EW	Callington Close
SK14 3EX	Birchenlee
SK14 3EY	Ashby Gardens
SK14 3EZ	Sutton Walk
SK14 3FJ	Honiton Avenue
SK14 3FL	Hattersley Road West
SK14 3FN	Limewood Avenue
SK14 3FP	Pudding Lane
SK14 3FQ	Heather Way
SK14 3HA	Hattersley Walk

SK14 3HB	Hattersley Road West
SK14 3HD	Underwood Road
SK14 3HE	Hattersley Road West
SK14 3HF	Paignton Walk
SK14 3HG	Hattersley Road West
SK14 3HH	Lynton Avenue
SK14 3HJ	Milverton Walk
SK14 3HL	Kingsbridge Walk
SK14 3HN	Kingsbridge Avenue
SK14 3HP	Paignton Avenue
SK14 3HQ	Lynton Walk
SK14 3HR	Honiton Avenue
SK14 3HS	Honiton Walk
SK14 3HW	Honiton Avenue
SK14 3HZ	Pudding Lane
SK14 3JA	Underwood Walk
SK14 3JB	Wardle Brook Avenue
SK14 3JD	Pudding Lane
SK14 3JE	Sundial Close
SK14 3JF	Sundial Walk
SK14 3JG	Wardle Brook Walk
SK14 3JH	Padstow Close
SK14 3JJ	Padstow Walk
SK14 3JL	Underwood Walk
SK14 3JQ	Wardle Brook Avenue
SK14 3JR	Sylvester Close
SK14 3JS	Sylvester Close
SK14 3JT	Hattersley Road West
SK14 3JU	Pudding Lane
SK14 3JX	Hare Hill Road
SK14 3JY	Bridestowe Walk
SK14 3JZ	Bridestowe Avenue
SK14 3LA	Hare Hill Walk
SK14 3LB	Hattersley Road West
SK14 3LD	Porlock Walk
SK14 3LE	Porlock Avenue
SK14 3LF	Hattersley Road West
SK14 3LG	Milverton Avenue
SK14 3LJ	Hattersley Road West
SK14 3LL	Helston Walk
SK14 3LN	Helston Close
SK14 3LP	Hare Hill Road
SK14 3LQ	Hattersley Road West
SK14 3LR	Sandy Haven Close
SK14 3LS	Sandy Haven Walk
SK14 3LT	Sands Walk
SK14 3LU	Sands Close
SK14 3LW	Sandy Bank Avenue
SK14 3LX	Sandy Bank Avenue
SK14 3NG	Hattersley Road West

SK14 3NJ	Hattersley Road West
SK14 3NL	Hattersley Road East
SK14 3NN	Ashburton Close
SK14 3NP	Fields Farm Road
SK14 3NR	Fields Farm Road
SK14 3NS	Tavistock Close
SK14 3NT	Fields Farm Close
SK14 3NU	Fields Farm Road
SK14 3NW	Hattersley Road East
SK14 3NX	Field Farm Walk
SK14 3NY	Waterside
SK14 3PA	Waterside Close
SK14 3PD	Waterside Walk
SK14 3PE	Bankside
SK14 3PF	Deerwood Vale
SK14 3PN	Chapman Road
SK14 3PP	Valley Road
SK14 3PR	Valley Gardens
SK14 3PS	Valley Road
SK14 3PT	Webb Grove
SK14 3PU	Webb Walk
SK14 3PW	Clough End Road
SK14 3PX	Clough End Road
SK14 3PY	Ball Walk
SK14 3PZ	
SK14 3QA	Bunkers Hill Road
SK14 3QB	Bowden Close
SK14 3QD	Bretland Gardens
SK14 3QE	Bunkers Hill Road
SK14 3QG	Collier Walk
SK14 3QH	Collier Close
SK14 3QJ	Hattersley Road East
SK14 3QL	Springwell Gardens
SK14 3QN	Springwell Way
SK14 3QP	Beaufort Close
SK14 3QQ	Awburn Road
SK14 3QR	Beaufort Way
SK14 3QS	Beaufort Road
SK14 3QT	Stockport Road
SK14 3QU	Housesteads
SK14 3QW	Phillip Way
SK14 3QX	Worthington Close
SK14 3QY	Sylvester Way
SK14 3QZ	Bardsley Close
SK14 3RA	Underwood Road
SK14 3RB	Melandra Crescent
SK14 3RD	
SK14 3RH	Beaufort Close
SK14 3RJ	Stockport Road
SK14 3RL	Beaufort Road

<u>Post Code</u>	<u>Street Name</u>
SK14 4AT	Sawyer Brow

<u>Post Code</u>	<u>Street Name</u>
SK14 5ET	Stockport Road

Post Code	Street Name
SK14 6JA	Broadbottom Road
SK14 6JB	Broadbottom Road
SK14 6JD	Market Place
SK14 6JE	Back Lane
SK14 6JF	Jackson Street
SK14 6JG	Market Street
SK14 6JH	Temperance Square
SK14 6JJ	Church Brow
SK14 6JL	War Hill
SK14 6JN	The Mudd
SK14 6JU	Broadbottom Road
SK14 6JQ	Market Street
SK14 6JT	Dale View
SK14 6JY	Weavers Court
SK14 6LA	Junction Mews
SK14 6LB	The Smithy
SK14 6LD	Mottram Moor
SK14 6LE	Shaw Street
SK14 6LF	Back Moor
SK14 6LG	Old Road
SK14 6LH	Hall Drive
SK14 6LJ	Hall Close
SK14 6LL	Tollemache Road
SK14 6LN	Tollemache Road
SK14 6LP	Roe Cross Green
SK14 6LQ	Spout Green
SK14 6LR	Dewsnap Lane
SK14 6LS	Rabbit Lane
SK14 6LT	Old Hall Lane
SK14 6LU	Old Hall Lane
SK14 6LW	Old Road
SK14 6LX	Old Hall Close
SK14 6LY	Lodge Court
SK14 6NA	The Croft
SK14 6NB	Roe Cross Industrial Park
SK14 6NE	Stalybridge Road
SK14 6NF	Stalybridge Road
SK14 6NG	Hyde Road
SK14 6NH	Ford Way
SK14 6NJ	Atherton Avenue
SK14 6NL	Atherton Grove
SK14 6NN	Ford Grove
SK14 6NP	John Kennedy Road
SK14 6NQ	Hyde Way
SK14 6NR	Longdale Drive
SK14 6NS	Longdale Gardens
SK14 6NT	Ashworth Lane
SK14 6NU	Ashworth Lane
SK14 6NW	Longdale Drive

SK14 6NX	Day Grove
SK14 6NY	Abbey Gardens
SK14 6NZ	Ashworth Lane
SK14 6PA	Grey Close
SK14 6PB	Costobadie Way
SK14 6PD	Costobadie Close
SK14 6PE	John Kennedy Road
SK14 6PF	Arundale Grove
SK14 6PG	Arundale Close
SK14 6PH	John Kennedy Road
SK14 6PJ	Manley Grove
SK14 6PL	Manley Way
SK14 6PN	John Kennedy Gardens
SK14 6PP	Four Lanes
SK14 6PQ	Abbey Grove
SK14 6PR	Oak Close
SK14 6PS	Ash Close
SK14 6PT	Elm Close
SK14 6PU	Mottram Fold
SK14 6PW	Lowry Grove
SK14 6PX	Winslow Avenue
SK14 6PY	Pearl Way
SK14 6SD	Roe Cross Road
SK14 6SE	Edge Lane
SK14 6SF	Dewsnap Lane
SK14 6SG	Hobson Moor Road
SK14 6SH	Hobson Moor Road
SK14 6SJ	Harrop Edge Road
SK14 6SU	Chambers Court
SK14 6TA	Littlefields
SK14 6TB	Meadowcroft
SK14 6TD	Rushycroft
SK14 6TE	Waterfoot Cottages
SK14 6TG	Lowry Court
SK14 6QB	Stringer Avenue
SK14 6QD	Stringer Close
SK14 6QG	Chain Bar Lane
SK14 6QJ	Chain Bar Lane
SK14 6QX	Winslow Avenue
SK14 6QY	Broadbottom Road
SK14 6QZ	Broadbottom Road
SK14 6DX	The Hauge
SK14 6DZ	Pingot Lane
SK14 6AF	Stockport Road
SK14 6AG	Lymefield
SK14 6BH	Mottram Road
SK14 6DU	Hague Road
SK14 6HX	Woodlands Close
SK14 6HY	Broadbottom Road
SK14 6HZ	Broadbottom Road

SK14 6JR	Hill End Lane
SK14 6JS	Home Farm Avenue
SK14 6JU	Bucklow Close
SK14 6JW	Whitegates
SK14 6JX	Braemore Drive
SK14 6PZ	Ashworth Lane
SK14 6QA	Ashworth Lane
SK14 6QE	Stringer Way
SK14 6QF	Chain Bar Way
SK14 6QH	Greenway
SK14 6QP	Shelmerdine Close
SK14 6QQ	Green Walk
SK14 6QW	Kennedy Square
SK14 6SL	Clough End
SK14 6SQ	Hobson Moor Road

Post Code	Street Name
SK14 8GA	Greenwater Meadow
SK14 8HF	Ash Grove
SK14 8HJ	Rosewood
SK14 8HQ	Moorfield Court
SK14 8HR	Market Street
SK14 8HS	Green Lane
SK14 8HT	Water Lane
SK14 8HU	Printers Brow
SK14 8HW	Market Street
SK14 8HX	Printers Fold
SK14 8HY	Market Street
SK14 8HZ	Friendship Square
SK14 8JA	Market Street
SK14 8JB	Hadfields Avenue
SK14 8JD	Gas Street
SK14 8JE	Moorfield Terrace
SK14 8JF	The Precinct
SK14 8JG	Green Lane
SK14 8JH	Thornccliffe Vale
SK14 8JJ	Thornccliffe Hall
SK14 8JL	Heather Grove
SK14 8JN	Bracken Close
SK14 8JP	Hawthorn Grove
SK14 8JQ	Green Lane
SK14 8JR	Fields Crescent
SK14 8JS	Fields Grove
SK14 8JT	King Street
SK14 8JU	Moorfield Street
SK14 8JW	Meadowbank
SK14 8JX	Moss Street
SK14 8JY	Buxton Terrace
SK14 8JZ	Millbrook
SK14 8LA	Manchester Road
SK14 8LE	Widowscroft Farm
SK14 8LF	Florence Way
SK14 8LG	Rose Bank Close
SK14 8LH	Ellison Close
SK14 8LJ	Market Street
SK14 8LL	Fern Lea
SK14 8LN	Market Street
SK14 8LP	Market Street
SK14 8LQ	Organ Way
SK14 8LR	Cannon Street
SK14 8LS	Wednesough Green
SK14 8LW	Spring Street
SK14 8LX	Hollinhey Terrace
SK14 8LY	Coach Road
SK14 8LZ	Mottram Moor
SK14 8NA	Carr House Lane

SK14 8NB	Mottram Moor
SK14 8ND	The Courtyard
SK14 8NE	Market Street
SK14 8NF	Highfield Gardens
SK14 8NG	Booth Street
SK14 8NH	Thornccliffe
SK14 8NJ	Thornccliffe Wood
SK14 8NL	Wood Street
SK14 8NN	Woolley Lane
SK14 8NQ	Spring Street
SK14 8NW	Woolley Lane
SK14 8NZ	Cross Street
SK14 8PA	Taylor Street
SK14 8PB	Taylor Street
SK14 8PD	Lord Street
SK14 8PE	Earnshaw Street
SK14 8PF	Clayland Close
SK14 8PG	Church Road
SK14 8PH	Arrowscroft Court
SK14 8PJ	Woolley Close
SK14 8PL	The Boulevard
SK14 8PN	The Boulevard
SK14 8PP	St Marys Court
SK14 8PQ	Bennett Street
SK14 8PR	Market Street
SK14 8PW	Arrowscroft Way
SK14 8PZ	Taylor Street
SK14 8QH	Printers Park
SK14 8QJ	The Paddock
SK14 8QL	Holly Bank

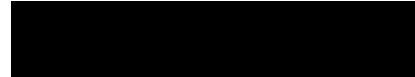
Post Code	Street Name
SK15 2SA	Mottram Road, Matley, Stalybridge
SK15 2SU	Mottram Road, Matley, Stalybridge

<u>Post Code</u>	<u>Street Name</u>
SK15 3QS	Gallowsclough Road, Matley, Stalybridge

Our ref:
Your ref:



9th Floor
Piccadilly Gate
Store Street
Manchester M1 2WD



xx February 2017

Dear Sir or Madam

TRANS-PENNINE UPGRADE PROGRAMME NON STATUTORY PUBLIC CONSULTATION

As part of the Roads Investment Strategy we are currently developing proposals for the Trans-Pennine Upgrade Programme including the following elements:

- Mottram Moor Link Road
- A57(T) to A57 Link Road
- A61 Dualling
- A628 Climbing Lanes
- Safety and technology improvements.

Highways England will be holding a 4 week non-statutory public consultation with events planned as follows::

- 18th March 2017
Mottram Community Centre, Church Brow, Mottram SK14 6JJ 12:00-18:00
- 22nd March 2017
Tankersley Welfare Hall Pilley Lane, Tankersley, Barnsley, S75 3AP 12:00-18:00
- 25th March 2017
Tesco, Stockport Rd, Hattersley, Hyde, SK14 6QA 11:00-19:00
- 29th March 2017

Bradbury Community House, Market Street, Glossop, Derbyshire, SK13 8AR
14:00-20:00

- 1st April 2017
St Mary's Church, Market Street, Hollingworth, Hyde, Cheshire SK14 8NE
10:00-18:00.

Preview events for key stakeholders are being held on:

Saturday 18th March – Mottram Community Centre Church Brow, Mottram SK14 6JJ
from 11.00 to 12.00

Tuesday 21st March - Tankersley Welfare Hall, Pilley Lane, Tankersley, S75 3AP from
11:00 to 12:00.

and we would be very pleased if you would like to attend one of those. You are of course welcome to attend any of the other sessions.

If you would like to attend please contact me at [REDACTED] on either of the phone numbers above. If you would prefer us to brief you and your colleagues personally on the proposals prior to the events, we would be happy to arrange this.

Location maps of the venues are attached for your information.

At the events, Highways England will be presenting information about the scheme, and representatives from the Project Team will be available to answer questions.

Our project email address is Trans-Pennine_Scheme@highwaysengland.co.uk.

Yours sincerely

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S74 9EE

S60 2DH

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SK13 0HN			
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HD9 1JF

South Yorkshire	S6 6LB		
Stocksbridge	Sheffield	South Yorkshire	S36 2DT
South Yorkshire	S35 7DN		
S75 3DU			
S35 7AS			
Sheffield	South Yorkshire	S35 3HS	
Holmfirth	West Yorkshire	HD9 3JP	
South Yorkshire	S36 6AR		

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Stalybridge Cheshire	Cheshire SK14 6LG	SK15 1ST	
Cheshire	SK14 6LN		
Hyde	Cheshire	SK14 6LU	
Hyde Cheshire	Cheshire SK14 6LU	SK14 6PP	
Cheshire	SK14 6LU		
Dewsnap Lane	Hollingworth	Cheshire	SK14 6SF
Cheshire	SK14 4UN		
Cheshire	SK14 4UN		
Cheshire	SK14 4UN		
Cheshire	SK14 4UN		
Coach Road	Hollingworth	Cheshire	SK14 8LY
Hyde	Cheshire	SK14 8LY	
Hyde	Cheshire	SK14 8LY	
Hyde	Cheshire	SK14 8LY	
Hyde	Cheshire	SK14 8LY	
Hyde Hyde	Cheshire	SK14 8LY SK14 6LD	
Manchester	Greater Manchester	M40 7GX	
Hyde	Cheshire	SK14 8LS	
Hyde	Cheshire	SK14 8LZ	
Glossop	Derbyshire	SK13 1HE	
Hyde	Cheshire	SK14 8LZ	
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Forest Gate Hyde	London Cheshire	Greater London SK14 8NA	E7 8BZ
Hyde	Cheshire	SK14 8LZ	
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Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8NB	
Hollingworth	Hyde	Cheshire	SK14 8NA
Hollingworth	Hyde	Cheshire	SK14 8NA
Hyde	Cheshire	SK14 8NA	
Hyde	Cheshire	SK14 8LZ	
Hollingworth	Hyde	Cheshire	SK14 8LZ
Hollingworth	Hyde	Cheshire	SK14 8NA

Hollingworth	Hyde	Cheshire	SK14 8NW
Huntington	York	North Yorkshire	YO32 9XW
Lingley Green	Great Sankey	Warrington	Cheshire
Avenue	Cheshire	SK14 6SE	
Mottram via Hyde	Cheshire	SK14 6SG	
Hyde	Cheshire	SK14 8NB	
Hyde	Cheshire	SK14 8NB	
Hyde	Cheshire	SK14 8NB	
Hyde	Cheshire	SK14 8NB	
Hadfield	Glossop	Derbyshire	SK13 2NX
Glossop	Derbyshire	SK13 1JD	
Enville	Stourbridge	West Midlands	DY7 5HD

Postcode

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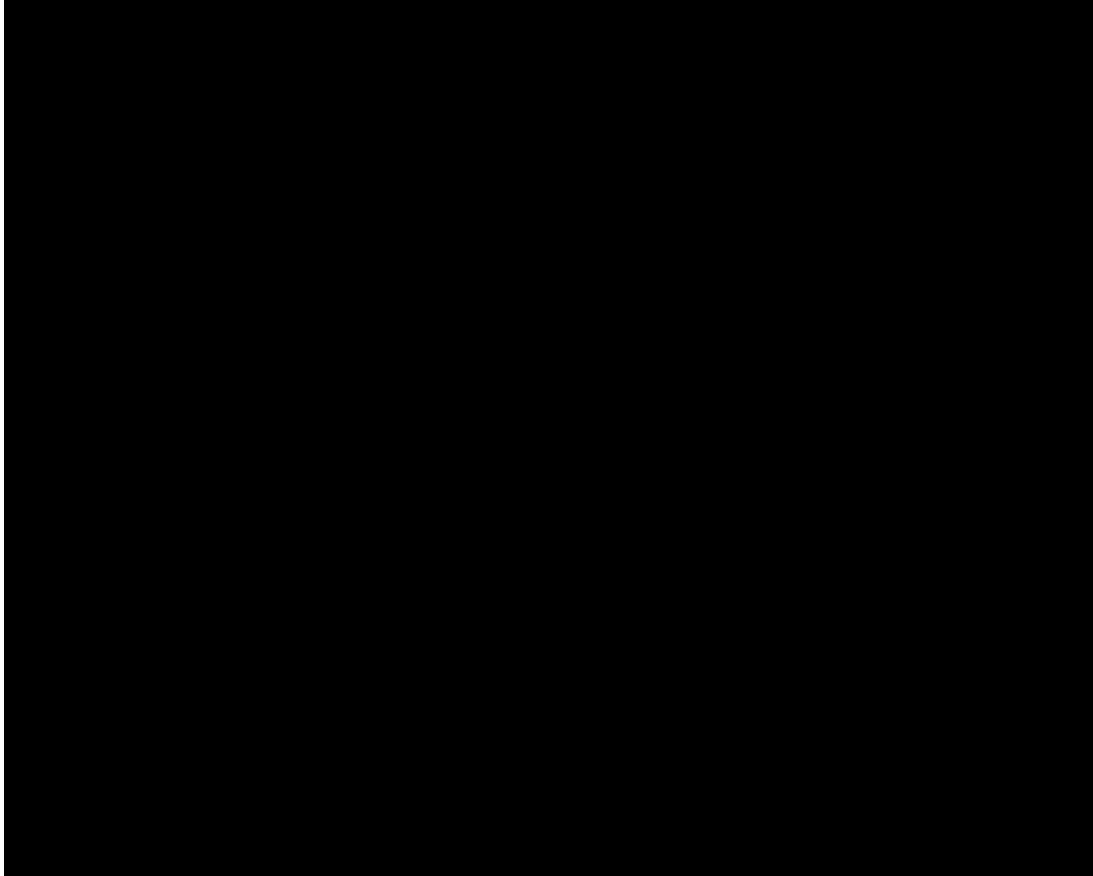
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Trans-Pennine Upgrade Programme

Public consultation

Draft Report

10 May 2017



If you would like a large text version of this document, please contact us.

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Chapter 1: Introduction

1.1. The Trans-Pennine Upgrade Programme

The Trans-Pennine Upgrade Programme (TPUP) is a package of proposed improvements on major roads between Manchester and Sheffield. The measures proposed are intended to reduce journey time, tackle congestion and reduce incidents on key Trans-Pennine routes.¹

The scheme comprises the following elements:

- Mottram Moor Link Road – a dual carriageway link from the M67 terminal roundabout to a junction at A57(T) Mottram Moor;
- A57(T) to A57 Link Road – a single carriageway link from the A57 at Mottram Moor to a junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Woolley Bridge Road junctions;
- A61 Dualling – a dual carriageway on the A61 between the A616 roundabout and junction 36 of the M1;
- A628 Climbing Lanes – two overtaking lanes on the A628 near Woodhead Bridge and near Salters Brook Bridge; and
- Safety and technology improvements – safety measures focused on addressing collisions along the whole route and technology measures to provide driver information and inform route choices.

1.2. Feedback received

The consultation on the Trans-Pennine Upgrade Programme opened on 13 March and closed on 10 April 2017. A total of 908 responses were received during the consultation period in a variety of formats, as shown in Table 1 below.

Table 1: Consultation responses received

Response Type	Count
Online questionnaire	638
Paper questionnaire	240
Email or letter	30
Total	908

¹ The proposals are set out in more detail on the Highways England project website: <http://roads.highways.gov.uk/projects/a57a628-trans-pennine-programme/>

The consultation questionnaire contained a combination of open (text box) and closed questions (that is those for which respondents could select from a list of responses).

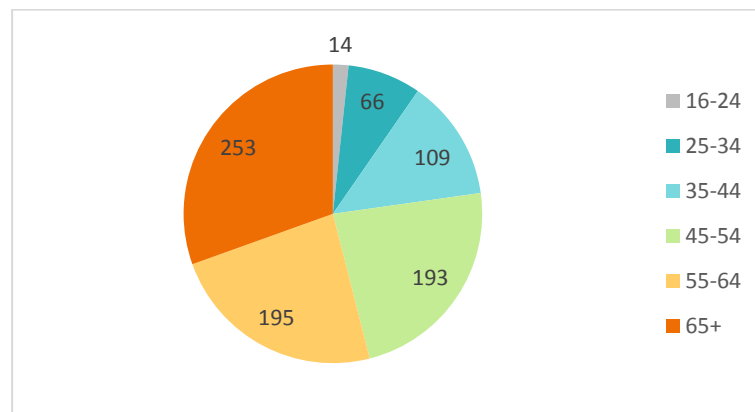
1.3. Participation

The final section of the consultation questionnaire contained three monitoring questions asking respondents to indicate their gender, age and whether they considered themselves to have a disability. It should be noted that these questions were optional and not all those respondents who completed the online or paper questionnaire chose to provide this information.

1.3.1. Age

Figure 1 shows the proportion of respondents to the consultation by age group (for the 830 who provided this information on the questionnaire). The majority of these respondents fall within the higher three age categories (that is they are above the age of 45). The largest proportion of respondents is from the 65+ age group. Respondents under the age of 45 make up less than a quarter of the total, with only a very small proportion from the 16-25 age group.

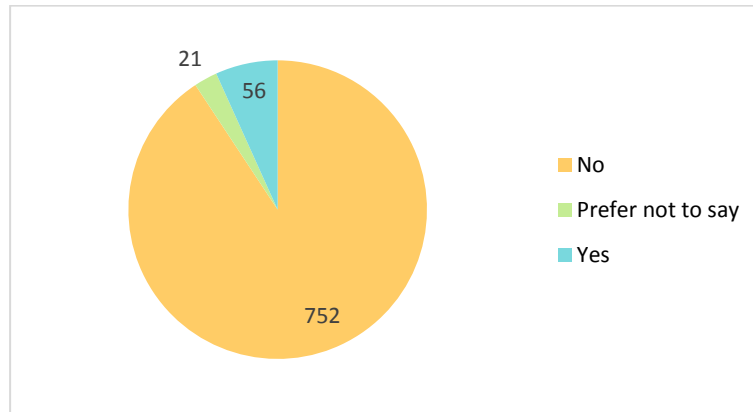
Figure 1: Count of respondents using the questionnaire by age group (n=830)



1.3.2. Disability

Figure 2 shows the proportion of respondents who consider themselves to have a disability compared to those who do not, for the 829 respondents who provided this information on the questionnaire. Only a small number of respondents (56) consider themselves to have a disability (Fig. 2).

Figure 2: Count of responses to the question, 'Do you consider yourself to have a disability?' (n=829)



1.4. Processing and analysis

1.4.1. Receipt and processing of feedback

Feedback from all channels was processed and imported into a single database for analysis by Dialogue by Design (DbyD). Feedback forms collected from the public information events were sent via secure post to DbyD offices by Arcadis. These were counted and entered into the analysis database by data entry staff. Feedback received via the freepost address (mostly questionnaire forms) was sorted by response type and counted before being data entered in the same way. A minimum of five percent of records completed by each data entry operator were quality checked before these records were imported to the analysis database.

Online responses via the Highways England website were transferred to DbyD and imported to the analysis database.

Email responses received via the project inbox at Highways England were forwarded to DbyD. These were checked against a log of responses received to ensure that all responses had been transferred before being imported to the analysis database.

Emails, letters and some other responses were unstructured (or non-fitting) feedback; that is, they did not follow and address the question structure of the feedback form. These responses were integrated with open text responses to Question 10 (*'Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme? Please feel free to continue over the page if necessary'*).

1.4.2. Analysis of open text responses

In order to analyse the responses to open text questions, and the variety of views expressed, a coding framework was created. The purpose of the framework was to enable analysts to organise responses by themes and issues so that key messages as well as specific points of detail could be captured and reported.

The process of developing the framework for this consultation involved a senior analyst reviewing an early set of responses and formulating an initial framework of codes. A two-tier approach was taken to coding, starting with high level themes and then specific codes. The top-level themes are listed in Table 2 below.

Table 2: Themes used in the coding framework

Theme
A61 Dualling
A628 Climbing Lanes
Consultation Process
Current Issues and Prioritisation
General
Link Roads
Locations
Mitigation
Other
Road Use
Safety and Technology

Each code is intended to represent a specific issue or argument raised in responses. Natural language codes (rather than numeric sets) are applied as this allows analysts to suggest refinements and additional issues, and aids quality control and external verification.

The application of a code to part of a response was done by highlighting the relevant text and recording the selection. A single submission could receive multiple codes. Where similar issues were raised, care was taken to ensure that these were coded consistently.

The coding process enabled all responses to be indexed according to the issues raised by respondents, and enabled a detailed summary of the content by means of this report.

1.5. Reading this report

1.5.1. Structure of the report

The feedback form collected information and views on three areas: travel habits and experience of local road-related problems; views on current proposals; and feedback on the consultation and public information events. The report covers each of these areas in turn. Appendix B outlines the questions of the feedback form. Each chapter includes feedback from the relevant questions, as well as relevant comments from other open text questions, letters and emails.

- **Chapter 2** summarises feedback **on road use, current issues and prioritisation**. The questions included in this chapter are Questions 1 to 4.
- **Chapter 3** of the report summarises **general comments** and feedback on the TPUP scheme overall, as well as suggestions for alternative measures and approaches. Comments on the scheme overall are mostly made within the responses to Question 10 and in letters and emails.
- **Chapter 4** summarises feedback on the **link road proposals**. This chapter includes Question 5a and relevant comments from Question 5b.

- **Chapter 5** summarises feedback on the **A61 dualling proposals**. This chapter includes Question 6a and relevant comments from Question 6b.
- **Chapter 6** summarises feedback on the **A628 climbing lanes proposals**. This chapter includes Question 7a and relevant comments from Question 7b.
- **Chapter 7** summarises feedback on the **proposed safety and technology improvements**. This chapter includes feedback for Questions 8 and 9.
- **Chapter 8** summarises feedback on the **consultation process and public information events**. The questions included in this chapter are Questions 11 to 13.
- **Appendix A** provides a list of the different **consultation documents** and where to access them.
- **Appendix B** provides the **consultation questions** for reference.
- **Appendix C** provides a detailed table of **additional measures** suggested by respondents.

1.5.2. Use of numbers and quantifiers in the report

As with all consultation activities, it should be borne in mind that those who chose to submit feedback constitute a self-selecting sample. This means they have chosen to reply, as opposed to having been selected to do so as part of a sample designed to be representative of an area or population. Their decision to do so may be affected by any number of factors, including awareness of the feedback process, involvement with a local organisation, and experience of using certain roads or their property being potentially affected by the proposals. As such, the feedback provides a useful reflection of the views of those who have chosen to reply (908 responses), but cannot be taken to be a representative cross section of the local community.

This is particularly important in relation to the analysis of responses to closed questions in the report. The proportions shown in charts and in some cases the percentages cited can only be taken to apply to those who responded to these questions and not generalised to any community more widely.

When summarising qualitative feedback under each section of the report, our general approach has been to start with the issues raised most frequently or by the highest number of comments, in order to give a general sense of proportionality. Quantifiers such as ‘many’, or a small number of ‘respondents’ are only used to provide an approximation of the relative number of comments within which an issue is raised, relative to other issues raised within a given question.

Quotes from respondents are used to illustrate particular arguments throughout the report. These quotes are taken directly from consultation responses and any spelling or grammatical errors are those of the respondent.

1.5.3. Interpreting charts

A few considerations should be borne in mind when interpreting the data in the charts in this document.

- Firstly, as a consultation process is self-selecting (that is anyone is free to respond or not as they choose), those who respond cannot be considered a representative sample.
- The values shown in the chart show only those who completed the online or paper questionnaire.
- Even within the subset of respondents who responded using the questionnaire, many of these respondents chose not to answer some of the closed questions on the questionnaire.

It should therefore be noted that the proportions shown in the charts cannot be considered to be fully representative of all respondents who participated in the consultation, much less of any wider community or population. Where possible, the number of total responses is indicated on the graph.

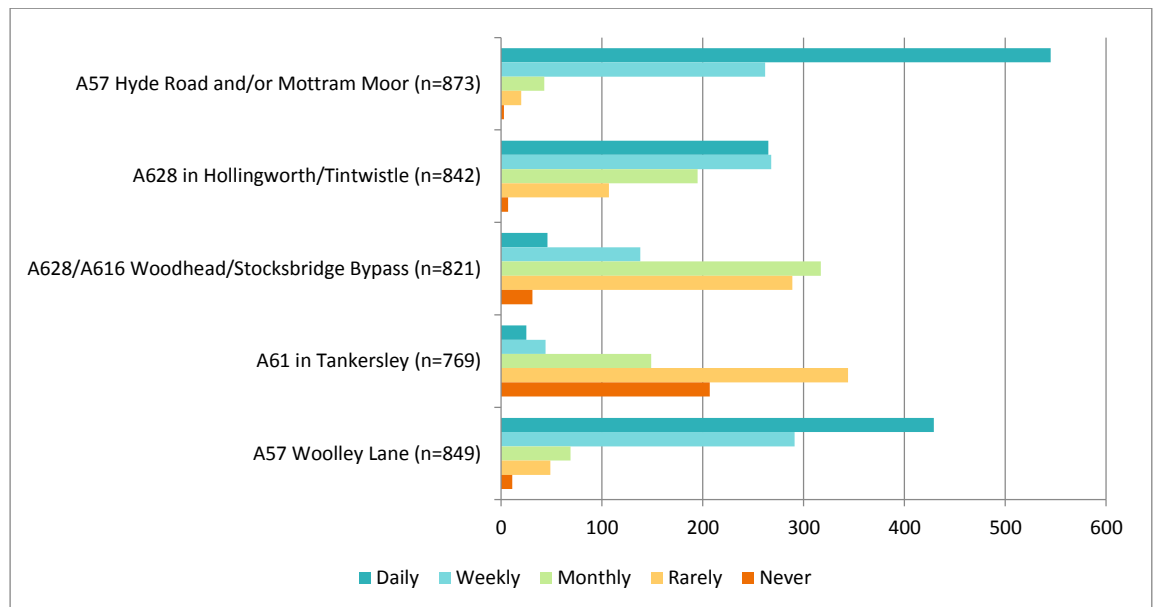
Chapter 2: Issues and Priorities

This chapter addresses responses to questions 1, 2, 3 and 4 – closed questions about travel habits, issues experienced and priorities – as well as comments on current issues and prioritisation in response to other questions and responses from letters or emails.²

2.1. Responses to Questions 1, 2 and 3

A total of 876 respondents answered Question 1, which asked how often respondents use each of five roads within the project area that make up key Trans-Pennine routes. The A57 Hyde Road/Mottram Moor and the A57 Wooley Lane are the most frequently used of the roads listed (Fig. 3). The A61 in Tankersley is used by least respondents, this road and the A628/A616 Woodhead/Stockbridge Bypass are also used less frequently by those respondents who use them (Fig. 3).

Figure 3: Count of responses to Question 1, 'How often do you currently use...'²

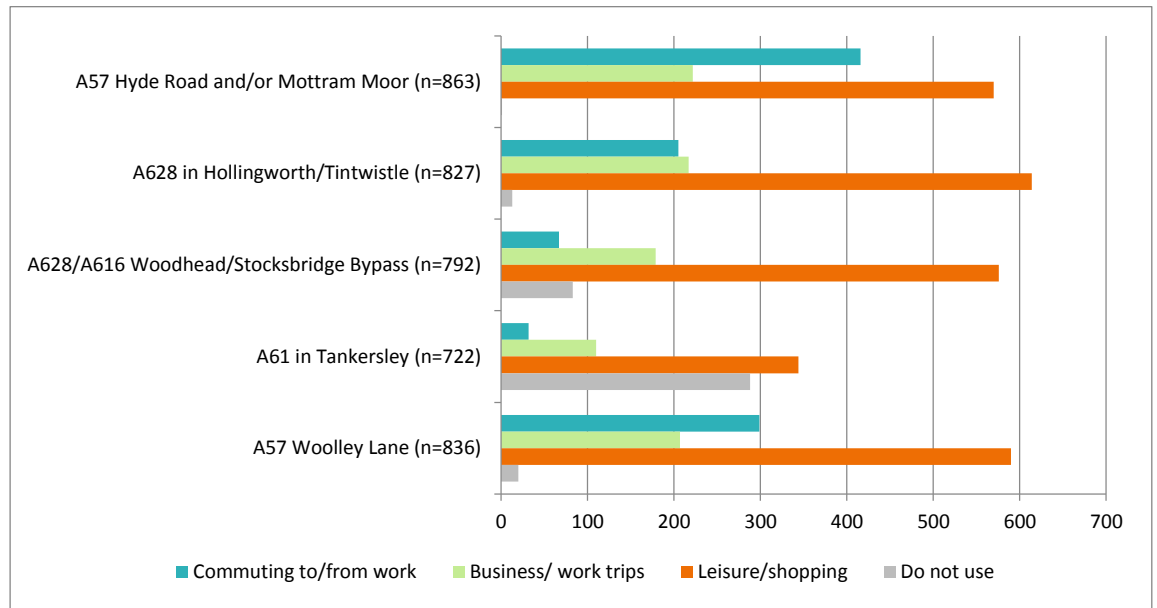


A total of 872 respondents answered Question 2, which asked respondents to indicate their main reason for using for each of these roads. Responses to this question are shown in Figure 4 below. Those who responded to this question use all the roads listed mainly for leisure purposes or shopping. The A628 in Hollingworth/ Tintwistle is the most used for this purpose.

The A57 Hyde Road/Mottram Moor, and to a lesser extent the A57 Wooley Lane are used by a higher proportion of respondents for commuting, which likely explains why these roads are used most frequently.

² See 1.5.3 Interpreting charts

Figure 4: Count of responses to Question 2, ‘If you use any or all of these routes, please indicate your reason for doing so (for the majority of your journeys)’³



A total of 829 respondents answered Question 3, which asked respondents which issues they experience on various roads, they could tick several responses. Congestion and delays appear to be the most significant issues experienced on all these roads, particularly the A57 Hyde Road/Mottram Moor (Fig. 5). Relatively fewer respondents are affected by noise and vibration.

Figure 5: Count of responses to Question 3, ‘Are you affected by any of the following? If yes please tick in the appropriate box’³

³ See 1.5.3 Interpreting charts



2.2. Comments on road use and current issues

This section provides further detail on comments on specific current issues in the Trans-Pennine area. The benefits and effects of the overall scheme in relation to local issues is discussed in detail in Chapter 2.

2.2.1. Congestion

Many respondents, including the Peak District National Park Authority, believe that congestion throughout the area is an important issue that needs addressing. Respondents feel the volume of traffic, including HGVs, is too high and that most of it is cross-Pennine, non-local traffic.

Several respondents emphasise specific ‘pinch points’ and congested areas, including Tintwistle to Mottram, Glossop to Mottram, local villages (Hollingworth, Tintwistle and Glossop), the Mottram/M67 junction, the A61/A616 junction, the Gun Inn Traffic lights, Woolley Bridge, and the B6174.

Respondents attribute current congestion issues to various factors, such as:

- cars in local villages (Hollingworth, Tintwistle and Glossop) parking on pavements;
- a lack of overtaking opportunities; and
- high numbers of HGVs on local roads and roads with steep inclines.

Respondents describe how all roads in the area are affected, as motorists use more unsuitable minor roads to avoid congestion on major ones, resulting in frustration for both drivers and local residents. For example, Old Road and Broadbottom Road are often used as rat runs, and the A628 is used when the M62 is congested.

Respondents emphasise various effects of congestion, such as reduced quality of life, health and well-being, increased journey times, economic impacts, pedestrian access challenges, impacts on public transport and property blight.

‘The current congestion levels experienced along the A57/A628 have a significant detrimental impact on those who live, work and travel through the area. These impacts extend beyond the major road network as both local and commuter traffic is pushed onto the surrounding minor roads in an attempt to avoid congestion – often local roads are gridlocked for long periods of the day, causing significant delay, pollution and noise’ Member of the public (User ID 805)

2.2.2. Air quality

Many respondents, including the Peak District National Park Authority, feel that air quality is a significant current issue. Reasons given for the pollution include the high number of HGVs, and the large amount of time vehicles are stationary in traffic. Most of those who raised air pollution as an issue connected it to poor health.

Air pollution is said to be particularly bad in areas close to the Gun Inn junction, such as Hollingworth, Tintwistle. One respondent emphasises that air monitors at Hollingworth Primary school showed air quality to be dangerously poor.

‘The high volume of HGV diesel vehicles using the route results in high concentrations of particulates, which are known to be harmful to health’ Member of the public (User ID 813)

2.2.3. Safety

A large number of respondents believe that road safety is an important current issue in the area. Specific current safety issues mentioned include:

- large volume of traffic, particularly HGVs, on small roads such as the Woodhead Pass;
- dangerous pedestrian crossings – the crossing the A628/A57 at the Gun Inn traffic lights is specifically described as hazardous;
- parking on pavements, for example on Manchester Road;
- overtaking is dangerous on narrow, windy roads, and on single carriageways;
- A628/A6024 and A628/B6105 junctions – particularly for traffic turning onto the A628;
- A628 Market Street;
- Salters Brook Bridge bends and gradient can be misjudged in the dark;
- cyclist safety – for example commuting to Manchester on the A57;
- poor condition of roads and bridges, in Broadbottom, Tintwistle and Woolley Bridge; and
- lack of enforcement of speed limits.

2.2.4. Noise and vibration

Several respondents feel that noise and vibration from traffic is a current issue. They feel that noise and vibration from HGVs is particularly bad. Residents living in Hollingworth, Tintwistle, Mottram, Stalybridge, Glossop and Dinting are mainly affected. Several respondents believe the noise levels are detrimental to residents' quality of life.

'We have experienced being woken in the night from the noise and vibration (of our bed) many times due to the heavy vehicles on the A628' Member of public (User ID 100514)

2.2.5. Access

Several respondents believe that access to property and villages is a significant current problem. These respondents feel that congestion makes it difficult for residents to access their homes and for tourists to visit the area. Some specific access concerns are that:

- the A57 cuts Mottram in half, making it difficult to travel from one side to the other;
- it is difficult to walk on the pavement at Market Street, due to parked cars;
- traffic lights are timed to favour the trunk road, making the area less permeable;
- access to the A61 from Tankersley Industrial Park is limited, as the roundabout favours the A61; and
- it is difficult for emergency services to reach villages.

'One feels a prisoner in our location with abysmal access and egress due to traffic congestion at any time of the day or night. This situation will inevitably deteriorate with more house building projects having been approved for the area' Member of the public (User ID 797)

2.2.6. Economy and business

A few respondents, including a couple of local businesses, feel that the local economy is suffering due to traffic problems. These respondents describe how congestion deters customers from visiting businesses, directly causing these businesses to lose profit.

2.2.7. Drainage, hydrology and flood risk

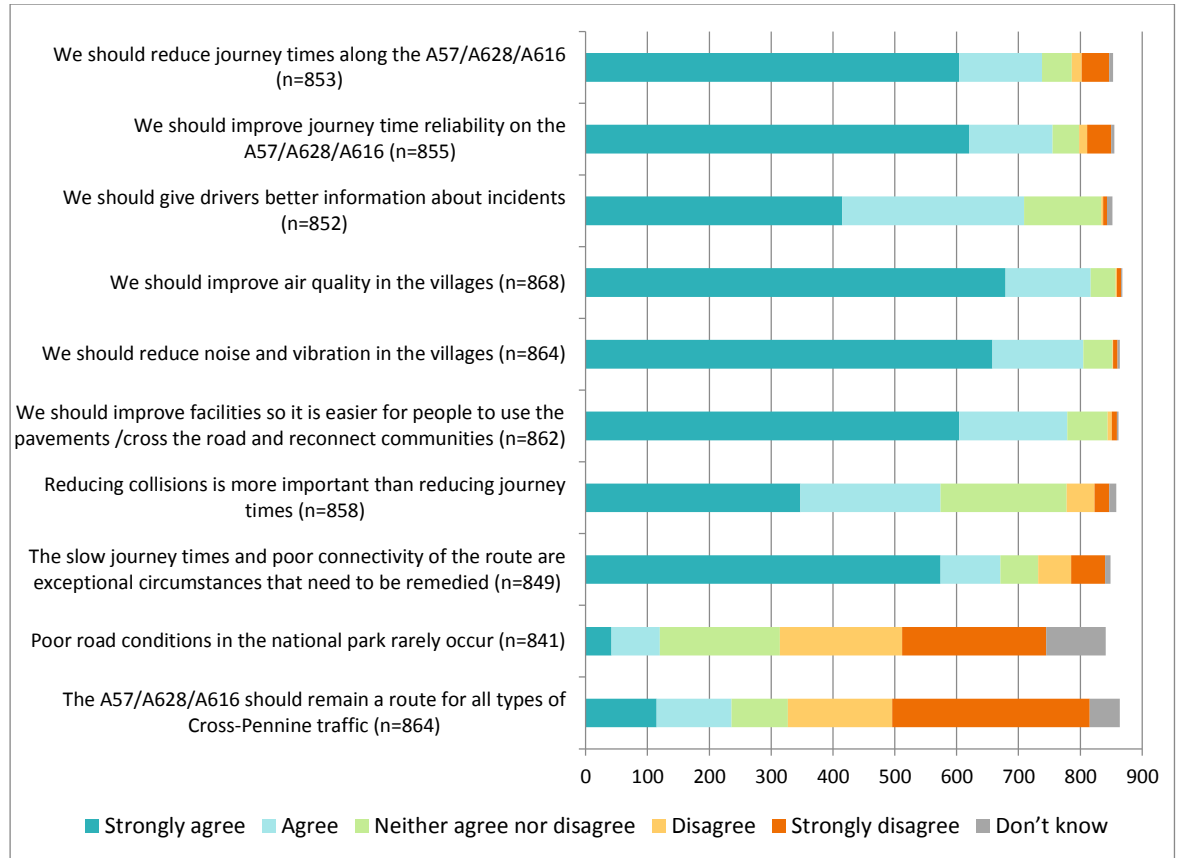
A few respondents emphasise the ground conditions in the area, stating that subsidence is a problem. Flooding is said to particularly be a problem between the M69 and the Roe Cross Road, and in the Woolley Bridge area and extending down the A57 towards Glossop.

2.3. Responses to Question 4

A total of 875 respondents answered Question 4, which asked respondents to indicate the extent to which they agree or disagree with a number of statements reflecting the objectives of the scheme. Responses to this question give a sense of how respondents prioritise different

elements involved in the scheme. These show (Fig. 6) that more people (817) marked ‘Strongly Agree’ or ‘Agree’ to prioritising improving air quality in the villages than any other statement, closely followed by reducing noise and vibration in the villages (805). The fewest people marked ‘Strongly Agree’ or ‘Agree’ on the statement suggesting that poor road conditions in the national park rarely occur.

Figure 6: Responses to Question 4: ‘To what extent do you agree or disagree with the following statements? Please tick the appropriate box.’⁴



2.4. Comments on prioritisation of measures

Many respondents comment on the severity of the current issues that they experience in the Trans-Pennine area, and emphasise the need for improvement. These issues are discussed in detail in section 2.2 and the benefits and effects of the overall scheme in relation to local issues is discussed in detail in Chapter 3. There was no open question on prioritisation, however a small number of respondents comment specifically on the prioritisation of different measures, areas and issues, often in relation to one another, this is discussed further below.

⁴ See 1.5.3 Interpreting charts

2.4.1. High priority measures and issues

Some respondents, including the High Peak Borough Council, comment on specific measures, areas and issues that they believe are more important and should be prioritised, these include:

- construction of a Trans-Pennine bypass or tunnel;
- climbing lanes;
- improvement to the A628/B6105 and A628/A6024 junctions – this is seen by a small number of respondents as more important than climbing lanes and snow gates;
- Mottram Moor/A57(T) to A57 Link Road;
- congestion on the A628;
- congestion in Tintwistle, Hollingworth and Glossop;
- improvements to the safety of T-junctions on the A57; and
- improvements to the M67 to Mottram Moor.

'As long as they improve the unsafe junction of the B6105-A628 and A6024-A628 - this should be of the highest priority' Member of the public (User ID 100450)

2.4.2. Low priority measures and issues

A few respondents express varied opinions on measures and issues that they believe are of low priority. Measures and issues seen as unnecessary or of low priority include:

- A61 dualling – congestion reduction elsewhere on the route is seen as a higher priority;
- climbing lanes – dualling and link roads are seen as a higher priority;
- signage and snow gates – improvement of unsafe junctions is seen as more important; and
- speed restrictions.

'I think that lowering the speed limit and average speed cameras are not important to the task of improving safety along the A628.' Member of the public (User ID 820)

Chapter 3: Views on the overall scheme

This chapter addresses general comments on the Trans Pennine Upgrade Programme raised across all open text questions, as well as in responses from letters or emails. Comments specific to the proposals are addressed under the relevant chapters.

3.1. Overview of responses

Although a question was not posed on the overall scheme, there is general support for the programme and each of the proposals described. Broadly, respondents believe that congestion will be improved, the quality of life of residents living in traffic black spots will be better and the route will be generally safer. Many respondents urge the Department for Transport and Highways England to start work as soon possible. The scope of the support and opposition for each part of the project addressed in this consultation is analysed in detail in the relevant chapter below.

A large number of respondents offer partial support for either the whole scheme or aspects of the scheme, listing various conditions or additional measures that they believe would improve the project. For example, some respondents support the programme as long as there are clear signage and road markings, for safety and swiftness of movement, whilst others are positive, as long as the needs of pedestrians and cyclists are carefully taken into account.

Some respondents believe that the Department for Transport and Highways England need to reconsider and improve the whole scheme for the Trans Pennine Upgrade Programme (TPUP). They believe that the proposals included in this consultation do not go far enough to tackle the problem and will be obsolete very soon, and generally emphasise a need for a comprehensive, coherent approach to planning and designing a larger solution.

A minority suggest interventions, such as improving public transport links, banning HGVs from the whole route or focussing on a Trans Pennine tunnel, which would impact upon the need case for all the different proposals included in this consultation.

3.2. Concerns about programme implementation

3.2.1. Programme is inadequate

Some respondents, including the MP for Stalybridge and Hyde, believe that the programme and proposals are inadequate and fail to address the current and future challenges faced by local communities and road users, some believe they will in fact increase congestion and traffic volume. Some of these respondents relate the perceived shortcomings of the programme to suggested additional measures, which are discussed separately in this chapter and Appendix C. A small number of respondents see the current proposals as a short-term part of a larger solution.

Many respondents pose the question as to why improvements have taken so long to develop. There is widespread frustration about multiple consultations on the same subject for decades.

Several respondents blame political will and short-termism for the failure to tackle congestion on the route sooner.

3.2.2. Cost and benefits

Some respondents believe that the programme, proposals and consultations are a waste of money, as they are perceived to fall short of resolving current problems, worsen current problems, and/or there is little return on investment. A few of these respondents feel that there should be further consideration and assessment of alternative, larger measures to ensure that money is well spent and brings about effective solutions.

'This is just a botched proposal solving nothing and costing millions.' Member of the public (User ID 100498)

Some respondents express concerns that the proposals in this consultation and the programme overall are expensive or not affordable given the available budget. In some cases, these concerns relate to respondents' views on prioritisation, which is discussed in Chapter 3. A few respondents comment on the feasibility of the programme and proposals, and are concerned that it may not progress, particularly given the financial constraints.

Some respondents, including the Peak District National Park Authority, believe that the benefits of the programme and proposals will only be realised by certain communities and areas, and that it may indeed worsen the situation for other communities.

3.2.3. Assessments, assumptions and modelling

One respondent challenges the data quoted regarding projected increases in traffic, suggesting that the Department for Transport and Highways England are forecasting statistics that suit the project rather than creating a solution for more realistic statistics. They suggest that traffic increases are likely to be in the range of 20 - 30% rather than the 3 - 6% quoted. Several other respondents also question these estimates, and data provided regarding traffic in Glossop, but in less detailed terms.

3.3. Benefits and impacts of the overall scheme

3.3.1. Environment

The majority of respondents who express a clear opinion on the Trans Pennine Upgrade Programme as a whole, support it because they believe it will improve the environment in local communities. Many respondents who live in towns and villages along the route complain about high levels of noise, dirt and pollution produced by slow moving or stationary traffic. They strongly support TPUP initiatives to move traffic away from settlements and reduce congestion in towns and villages. However, some other respondents are opposed to the project, believing improvements will increase the amount of traffic using the route and therefore have a negative impact on the environment, especially pollution.

'Living in the area coping with the daily traffic congestion, pollution, road rage, noise and vibration from the endless passing traffic has made life unbearable.' Member of the public (User ID 580)

Many respondents are concerned about the visual impacts of scheme related infrastructure. Noise and light pollution are also mentioned by several respondents, including Natural England, as major concerns. A few respondents, including Natural England, are concerned about drainage and changes to hydrology, which could increase risk of subsidence and flooding.

'This is all wholly unacceptable. The distinct landscapes tranquillity and dark skies of the Park should all be enhanced not harmed.' Member of the public (User ID 1048)

Several respondents cite improved air quality as a benefit of the scheme. However, a similar number believe that air quality will be negatively affected by increased numbers of vehicles on the road.

Many respondents, including Natural England, the National Trust and the Peak District National Park Authority, are concerned about the impact on habitats and designated sites, including the South Pennine Moors Special Area of Conservation (SAC), Peak District Moors (South Pennine Moors Phase 1) Special Protection Areas (SPA) and Dark Peak Site of Special Scientific Interest (SSSI). The National Trust says that the impact of the proposals affects the first and second statutory Purposes of the National Park.

'The presence of a major new highway has adverse consequences quite remote from its location. A large area/region may be blighted by noise, light and air pollution, environmental disturbance and loss of habitat.' Member of the public (User ID 937)

Several respondents are concerned that this proposal is a 'stealth' measure, which will mark the beginning of more road improvements, which could cause further environmental impacts.

3.3.2. Community

Cultural heritage

Only a few respondents mention benefits or effects on cultural heritage. Concerns that are raised by individual respondents include potential negative impacts on:

- archaeological remains, including medieval stop lynchets, at Roman Road near Back Moor;
- listed buildings in Old Hall Lane; and
- conservation areas in Langsett and Midhope.

Local amenities

Many respondents, including the National Trust and the Peak District National Park Authority, are concerned about the impact of the project on the countryside and open spaces used for recreation. Several respondents, including the Peak District National Park Authority, are concerned about potential impacts on recreation amenities (such as the Trans Pennine Trail) and non-motorised users, a few feel that these concerns were not suitably addressed in the consultation. The Trans Pennine Trail provides an analysis of the potential negative impact on visitor numbers using the path. Several respondents regret the loss of Mottram Showground.

'Safe passage of all users is essential and it is disappointing that Highways England has not documented this within the consultation provided. There is also a need to consider these users during the construction phase of the project – again this is not evidenced within the consultation.' Trans Pennine Trail (User ID 305609)

Health

Several respondents are concerned that the health of local people could be affected by pollution and decreased air quality, especially where roads move closer to houses and residential areas.

3.3.3. Safety

A large number of respondents mention safety as a key issue when considering the questions posed in the consultation. Many respondents are unhappy that the current route has numerous accident blackspots and hazards. There are concerns expressed for the safety of all road users, including pedestrians, cyclists and horse riders, as well as drivers. Most respondents believe the project as proposed will improve safety on the route. However, a minority are concerned that improved roads will lead to more vehicles, higher speeds and therefore greater probability for accidents.

Several respondents suggest that the proposals will limit access to health-care, notably that provided at Tameside Hospital, especially by vulnerable groups. They also suggest that construction work in all three parts of the project has the potential to hinder the work of emergency services. They ask that the new scheme keeps emergency access in mind during the design process, as the programme has the potential to be beneficial in this regard.

3.3.4. Congestion and journey time

Many respondents support the overall programme as they believe it will alleviate congestion and improve journey times, both locally (including Glossop, Woolley Bridge, Hadfield, Mottram, Hollingworth, Charlesworth and Broadbottom) and between Manchester and Sheffield. They cite the unpredictability of journey times, as well as the high volume of visitor traffic in the summer, as causes of frustration to local people. They believe that the situation is worsening year by year and that the project needs to be implemented as soon as possible.

'A fantastic investment programme which is much needed to tackle congestion in surrounding areas and improve journey time/safety for drivers.' Member of the public (User ID 545)

A minority of respondents feel the project would have an overall negative impact on congestion, because it would simply move traffic jams into different locations and not solve the overarching problem. Opinion was divided amongst respondents about whether journey times would be decreased, and if so, whether the time saved would be significant. A few respondents suggest that there may be a short-term improvement in journey times, but in the long-term increased traffic and subsequent traffic calming measures, such as speed controls, would render the improvements obsolete, triggering further need for intervention.

Several respondents feel that future developments in the area are an issue, as they believe that they will exacerbate existing congestion and safety risks. Concerns are mainly about plans to build more houses in Glossop, which will bring more traffic to the area.

There are also concerns from a few respondents that residents of Glossop and Hadfield would stop using rail transport if congestion is improved, meaning more vehicles would be on the road and putting rail infrastructure at risk of closure.

3.3.5. Socio-economics

Many respondents believe that the project would be beneficial to businesses, locally and for driving forward wider scale economic success across the region, through the Northern Powerhouse. Several respondents feel that the improvements are essential, as communities are isolated, a good road is essential for access to employment opportunities and businesses will fail without better infrastructure.

'Any improvement to the speed at which vehicles can get between the Northern cities is to be encouraged as it should help economic growth for the Northern Powerhouse.' Member of the public (User ID 734)

A business operating in the area calculates the amount of time lost because of the current state of the road, and estimates that the business loses tens of thousands of pounds as a result of congestion and other avoidable hold-ups. They strongly support TPUP.

Several respondents are concerned that the proposals will have a negative impact on the value of their properties, especially in the residential area near the tunnel. However, a real-estate agent suggests more people will be attracted to live in the area around Mottram after the programme has been implemented, driving up house prices.

3.3.6. Engineering and construction

The majority of respondents, whether they support the proposals or not, express concern about potential impacts of construction, such as restricted access to homes. Many respondents suggest that residents will be inconvenienced during the engineering works.

Many respondents mention the need for long term planning. They want the initiative to stand the test of time, so that there is no need for further engineering work and disruption in the near future. A few respondents urge the Department for Transport and Highways England to make this project an example of design excellence in sustainable transport. With long-term planning in mind, some respondents believe that the scheme as proposed does not go far enough to improve the situation and that it needs to consider other possible infrastructure projects in the region. For example, the Trans-Pennine tunnel needs to be given more consideration in its potential future relationship with TPUP.

3.4. Mitigation

Some respondents, including High Peak Borough Council and the Peak District National Park Authority, express concerns about the mitigation of negative project and construction impacts on local communities, the environment and the Peak District National Park. Some of these respondents provide related suggestions for mitigation measures, including:

- embank and fully screen works;
- utilise low noise road surfaces;
- install an air quality monitoring station within Glossop;
- evaluate air quality, water levels and climate change risks;
- development of tunnels under highways to reduce animal strikes;
- road design that enables animal migration;
- tree planting – to absorb carbon, absorb noise and improve visual appearance; and
- involve active participation of local communities.

Given the location of the programme, Natural England and the Peak District National Park Authority expect a high standard of design, to protect and enhance the environment (landscape, habitats and biodiversity), access and recreation. They emphasise their willingness to work with Highways England and its consultants. The Peak District National Park Authority are concerned that a piecemeal solution will lead to ongoing, cumulative harm to the National Park, without achieving the best solution for communities or road users. They suggest taking a holistic, comprehensive approach to enable better judgement of costs, benefits and impacts; ensure that the National Park is not jeopardised; and that benefits are maximised.

3.5. Alternative measures and suggestions

Many respondents suggest alternative measures and approaches that they believe should be implemented. A small number of respondents believe that previously discounted proposals were better, such as the original Trans-Pennine bypass tunnel, Trans-Pennine motorway and a bypass of Mottram, Hollingworth and Tintwistle.

Suggestions provided fall into the following general concepts:

- construction of and improvements to bypasses and motorways;
- construction of a tunnel;
- reduction of freight and HGVs on the route;
- maintenance and improvement of existing road infrastructure; and
- reducing pressure on Trans-Pennine road networks.

Specific suggestions for each of these issues are provided in Appendix C.

Chapter 4: Mottram Moor/A57(T) to A57 Link Road

This chapter addresses responses to questions 5a and 5b – closed and open text questions, respectively, about the Mottram Moor/A57(T) to A57 Link Road – as well as comments on the link road options in responses to other questions and responses from letters or emails.⁵

Question 5a asked: *'Which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road do you prefer?'*

The options offered are:

- *'Option A: A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.'*
- *'Option B: A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.'*

Question 5b asked: *'Please tell us why you prefer this option'*.

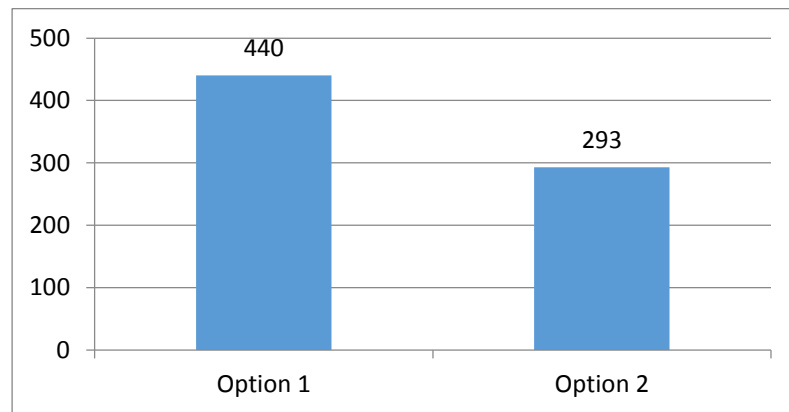
4.1. Responses to Question 5a

A total of 733 respondents answered Question 5a, which asked respondents to indicate which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road they prefer. It should be noted that there was a discrepancy in the labelling of these options between the online and paper questionnaire. On the paper questionnaire the options were labelled Option 1 and 2, whereas the online form referred to them as Option A and B respectively. On the chart below they are labelled 1 and 2.

Figure 10 shows that a greater number of respondents (440) express a preference for Option 1 (A) than for Option 2 (293). The reasons for this preference and other comments on the options are explored below.

⁵ See 1.5.3 Interpreting charts

Figure 10: Count of responses to Question 5a, ‘Which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road do you prefer?’⁶



4.2. Option A

Option A, where the roundabout on the A57(T) is closer to Mottram, is the most popular option, receiving about twice as much support as Option B. Respondents who prefer Option A to Option B believe that it is the most sensible and logical route, and that the higher cost is outweighed by the advantages it will bring in terms of reducing congestion. Respondents feel that Option A strikes a balance between solving the traffic problems in the area, having minimal impact on the environment and providing a safe route. Respondents also favour its familiarity as it is the most similar to previously-proposed routes. Local people have got used to the idea of construction along this route and have adjusted house-building etc. accordingly.

‘I think this option will produce the best result in terms of easing traffic congestion with the least impact’ Member of the public (User ID 1174)

4.2.1. Benefits

Property

The main reason respondents give for supporting Option A is a perceived smaller impact on local residents’ property. They express support for the road’s proposed route passing through a gap of open countryside, taking it away from existing houses. They argue that Option A will therefore require fewer demolitions and compulsory purchase orders. Specific areas cited as being less affected include Mottram Moor, Hollingworth and Carr Lane. Respondents argue that because Option A has been the preferred route for some time, it has been prepared for and properties have been bought with it in mind.

⁶ See 1.5.3 Interpreting charts

'Least disruption to housing as it crosses through natural gap on Mottram Moor' Member of the public (User ID 100373)

Congestion reduction

Many respondents feel that Option A would reduce traffic congestion more than Option B would. This is due to features of the road layout, as discussed below. Many respondents emphasise that traffic in Hollingworth particularly will be eased, as the new junction would be further away from the village. Respondents also argue that Option A would reduce congestion in Mottram, Glossop, Woolley Lane, at the A57/A628 Gun Inn Junction and at Back Moor (which respondents say is currently frequently used as a rat run).

Road layout

Many respondents feel that Option A would be more straightforward and easier to use than Option B. Specific features emphasised include:

- fewer and smaller roundabouts which are easier for traffic to negotiate;
- more space between Mottram Moor roundabout and the lights at the Gunn Inn Junction, reducing bottlenecks in this area;
- a tighter bend, which will force traffic to move more slowly, and therefore the traffic flow will be kept moving;
- the Glossop spur road will be further away from traffic build-up, and is also longer;
- a shorter route, straighter route;
- the route passes through a natural pre-existing gap between settlements;
- more dual carriageway is provided;
- a more direct link from M67 through to Glossop (better access to Glossop);
- it uses current traffic interchanges which already work; and
- provides better access to and from villages, both for motorists and pedestrians.

'It's slightly better designed and laid out' Member of the public (User ID 758)

A small number of respondents believe that these features of the road layout will lead to reduced journey times.

Impact on communities

Many respondents argue that Option A will have less impact on local communities than Option B, both during construction and operation. Some respondents highlight the existing disruption caused by traffic, and argue that because the roads in Option A are further away from communities, this option would have the least detrimental impact on quality of life. Specific areas mentioned as being perceived to benefit from less disruption as a result of Option A

include Hollingworth, Mottram, Coach Lane, Woolley Lane and Woolley Bridge. Respondents also emphasise that the route has already been cleared, and so fewer properties would be affected.

A small number of respondents feel that Option A would cause fewer access problems to homes and businesses than Option B would, because the route is further away from amenities, for example in Hollingworth. One respondent expects that Option A will not affect their access to the local church and bus stops. Another perceived benefit is that Option A would leave the Coach Road bridleway intact. A few respondents prefer Option A because they feel it would provide better pedestrian crossings, for example on Woolley Lane.

Noise, vibration and light pollution

Some respondents feel that Option A would cause less noise and light pollution, and have less of a vibration impact than Option B. This is because Option A is further away from villages, and because the bend and gradient will necessitate a lower speed limit. Also, more of the road is in a tunnel, further reducing noise and light pollution.

Feasibility and construction

A couple of respondents feel that Option A would be more feasible to construct and therefore more likely to happen. This is because it requires fewer roads to be built and would therefore have a potentially less costly construction phase. It is also perceived to have less of an impact on existing housing which makes construction quicker and cheaper.

Environmental impact

Many respondents argue that Option A would have fewer negative impacts on the environment, largely because it would take up less greenbelt land. One respondent emphasises that this is particularly important because the area borders a national park. A couple of respondents link the fact that vehicles are expected to travel at lower speeds to a reduced environmental impact.

'Option A appears to offer a better balance between solving the traffic problems in the area and conservation' Member of the public (User ID 992)

Visual impact

Some respondents assert that Option A will have fewer adverse visual impacts than Option B. Their reasons include:

- the Glossop Spur road being placed further up the road;
- the proposed Mottram Moor roundabout not built significantly outside of the existing road footprint; and
- less perceived disruption to views from Mottram and Broadbottom.

'I am directly impacted as I live on Mottram Moor and Option A will be the least obvious, least unsightly' Member of the public (User ID 752)

Safety

Some respondents link the perceived simpler layout of Option A to increased safety. A few respondents argue that the gradient and curve of the road will necessitate lower speed limits and therefore lead to fewer accidents. One respondent argues that the slower speed caused by the tighter bend will be necessary due to the approaching roundabouts. Respondents also emphasise that HGVs would be taken further away from villages.

A couple of respondents feel that the layout of Option A would be safer for school-children. Specifically, because traffic would be further away from Mottram junction, west bound traffic on the A628/A57 will have a better chance to thin out before meeting the Mottram Moor roundabout. This will reduce the risk of injury to school-children needing to cross these roads.

Air quality

A few respondents emphasise existing air pollution problems and therefore health problems in the Longdendale valley due to traffic congestion. With Option A, the roads and therefore air pollution are perceived to be further away from villages. Respondents also emphasise that free-flowing traffic will help, as much of the pollution is from idling engines. Respondents believe that Mottram, Tintwistle, Hollingworth, Woolley Bridge, Dinting, Glossop and Crowden will benefit from better air quality.

Long term legacy

Several respondents believe that Option A would provide a more long-term legacy for the area than Option B would. These responses refer to plans for the Trans-Pennine Tunnel and for a future full bypass around Hollingworth and Tintwistle. These respondents believe that Option A would be the more suitable option from which these developments could extend.

'If the Tintwistle by-pass is ever constructed, this would be the better option to extend from' Member of the public (User ID 827)

Business and economy

A small number of respondents believe that Option A would have fewer adverse impacts on the local economy than Option B would. For example, businesses on Coach Road would be less affected.

4.2.2. Effects

Increased congestion

Many respondents feel that Option A will either be inadequate in easing congestion, or will in fact worsen the situation. A few respondents believe that Option A will simply move traffic elsewhere rather than solving the problem. Some respondents believe that congestion will be made worse.

Specifically, respondents are concerned that:

- in making all traffic use a roundabout at Mottram Moor, there is potential for traffic to back up into Mottram, particularly as traffic coming from Glossop and Sheffield converge;
- the junction halfway up Mottram Moor is more awkward for traffic stopping and starting;
- the fact that it is further away from Hollingworth and Tintwistle means that it may not ease congestion in these villages; and
- the single carriageway would still cause queues.

'Option A increases the potential for traffic backing up into Mottram from the roundabout, negating some of the benefits from the disruption caused by the building of the bypass'
Member of the public (User ID 1097)

Other effects

Respondents also raise concerns that:

- the sharp bend may cause accidents;
- Mottram village will become cut-off; and
- the settlement pond may impinge on gardens in Mottram Moor.

4.2.3. Suggestions and alternatives

A few respondents suggest that suitable speed restrictions and monitoring are put in place. A couple of respondents ask that the road is one lane wide between the roundabout and Coach Road, and then becomes two lanes up the other side of the Moor from the Gun Inn junction.

One respondent asks that the Glossop spur be completed first as it is the stretch which has the capacity to reduce congestion the most.

4.3. Option B

Option B, where the roundabout on the A57(T) is further away from Mottram and closer to Hollingworth, is the less popular option. It received about half as much support as Option A. Respondents who prefer Option B to Option A believe that because it bypasses more of Mottram Moor, congestion problems would be better addressed. They also argue that the

smoother road layout is safer. However many respondents express concern for the potential effects on property and disruption to communities.

4.3.1. Benefits

Congestion reduction

Many respondents feel that Option B would reduce traffic congestion in the area. This is due to the nature of the road layout, discussed below. Respondents believe that this option would be especially effective at addressing issues at the cross roads from the A57 into Glossop.

'It appears to be a better flowing route, as the curve is broader, therefore presumably traffic will flow more easily' Member of the public (User ID 100295)

Road layout

Many respondents feel that the road layout is more straightforward than Option A. Specific features emphasised include:

- a less severe curve which would facilitate traffic flow;
- a less steep gradient which would be easier for HGVs to negotiate;
- more of Mottram Moor is bypassed;
- the road is longer, meaning it would be capable of accommodating more traffic;
- the roundabout being adjacent to the Gun Inn junction but not on the A57 itself would facilitate traffic flow;
- the roundabout adjacent to the Gun Inn junction is less confusing and has longer access roads;
- its use of dual carriageway;
- its inclusion of Woolley Lane;
- its providing a more direct route from Glossop to the M67;
- its bypassing an additional junction; and
- its smaller size.

One respondent feels that Option B is preferable because it uses less of the existing roads. Conversely, another respondent believes that Option B follows existing roads more closely, and is preferable because of this.

'I prefer how this option has the link road roundabout lower down Mottram Moor, freeing up the original road for local access only' Member of the public (User ID 1010)

A few respondents connect what they perceive is a more straightforward route to reduced congestion and shorter journey times.

Safety

A large number of respondents argue that Option B is safer than Option A. The main reason given is the smoother curve in the new section of road as it emerges from the tunnel under Roe Cross. A couple of respondents emphasise that this would be particularly beneficial in snowy and icy weather conditions. Similarly, a couple of respondents comment on the shallower gradient of the route, arguing that it means it would be easier to keep open in bad conditions and that lorries would be less likely to get stuck. A few respondents argue that people would be able to cross the road more easily.

'It seems a much smoother curve in the new section of road as it emerges from the tunnel under Roe Cross, which should help traffic flow and help prevent accidents' Member of the public (User ID 860)

Long-term/legacy

A large number of respondents feel that Option B would lend itself better to fitting in with the longer-term plans for the road network in the area. Respondents believe that this option could be more easily extended to become a full Tintwistle and Hollingworth bypass. One respondent argues that Option B provides more space and therefore scope and flexibility more generally in the future.

'Option B provides a more realistic option to add a bypass to Hollingworth and Tintwistle at a later time' Member of the public (User ID 1119)

Community and property impact

Many respondents who support Option B argue that it would impact less on local communities, both during construction and operation. The main reasons given are that the route bypasses more of Mottram and is further away from Hollingworth, taking traffic further away from the communities. Several respondents emphasise that this means that fewer properties would be directly affected.

Respondents emphasise that Option B provides more gaps and therefore better access to villages such as Glossop. They believe that Option B would also improve access to the houses along Mottram Moor or to the A628, and one respondent emphasises that Option B would have less of an impact on Mottram showground.

Construction and cost

Several respondents argue that Option B will be easier and more cost-effective to construct. They mention that the smoother curve of the route may be easier for engineers to construct, and that the option would therefore cost less than Option A.

Air quality

Several respondents believe that Option B would be more effective at reducing air pollution. The main reason given is that the road would be further away from villages, especially Mottram, thereby taking fumes away from residents. One respondent argues that air pollution may be reduced by preventing west-bound HGV traffic queuing up Mottram Moor to enter the Option A roundabout.

'This one moves the traffic further away from Mottram junction. Therefore it is better for the children walking to school. These exhaust fumes are slowly killing all of us.' Member of the public (User ID 100298)

Noise and vibration

Some respondents feel that noise and vibration impacts would be less with Option B. This is mainly because traffic would be taken further away from villages.

Environment

A few respondents feel that Option B would have less of an environmental impact than Option A, particularly with regard to land take. Respondents feel that because the route is straighter, it would follow the lay of the land more, therefore requiring less excavation and intrusion into the countryside. One respondent emphasises that Option B would have less of an impact on drainage and hydrological processes.

Visual impact

A few respondents argue that Option B would have less of an impact on the landscape as traffic would be further away from villages, and the tunnel would be longer.

4.3.2. Effects

Property

Many respondents express concern for the perceived negative impact of Option B on local property. Respondents feel that Option B would require the demolition of many more homes and the issuing of more compulsory purchase orders than Option A would. Specific areas of concern include Coach Road, the Gunn Inn area and Mottram Moor.

Congestion

Many respondents believe that Option B would in fact exacerbate traffic congestion, particularly in Hollingworth, Woolley Lane and Glossop. One respondent believes that commuters would revert back to travelling through Mottram Moor to avoid queues. Several respondents express concern for having a roundabout so close to the A57/A628 and Coach Road junctions, believing this would create bottlenecks and significant delays, choking the roundabout.

'Option B is too close to the Gun Inn traffic lights, and would cause traffic to back up onto the new roundabout. Especially with the the HGV numbers towards Sheffield' Member of the public (User ID 827)

Community

A large number of respondents express concern for local communities that they believe would be negatively affected by Option B. Communities expected to be affected include those on Coach Road, Wednesough Green, Mottram Moor and Hollingworth. A few respondents raise concerns that Hollingworth would be isolated and divided in two by the dual carriageway. One respondent expresses similar concerns for homes potentially isolated by the link roads from the Mottram Moor roundabout of Option B. Several believe that local villages would be negatively affected more than they would benefit.

Respondents also express concern for access opportunities. These include:

- access to Coach Road bridleway;
- difficulties for traffic from Wednesough Green to turn right onto Mottram Moor for destinations Hyde, Stalybridge, Ashton and the M60;
- pedestrians crossing the A57 Mottram Moor, the A628 Market Street and the A57 Woolley Lane; and
- access to Glossop – Option B only has two available routes whereas Option A has three.

'Option B tears up a long standing community and decimates the lives of well over one hundred residents and numerous thriving businesses' Member of the public (User ID 1137)

Noise and vibration

A large number of respondents raise concerns regarding noise and vibration effects from Option B. They emphasise the link roads from Mottram Moor roundabout which will put homes here on an island, as well as noise from the flyover.

Air quality

Several respondents raise concerns that because Option B would bring traffic closer to some communities, air pollution would increase in Hollingworth, the Gun Inn area, Coach Road and Carrhouse Lane. Respondents further argue that if Option B does not ease traffic flow, slow-moving traffic will exacerbate the problem of air pollution.

'I have lived on Mottram Moor since 1960 the noise and the fumes the dirt and dust, vibration is bad enough at the front without then having to put up with all the same at the back door' Member of the public (User ID 100327)

Visual impact

Some respondents express concern that Option B would have a negative impact on the landscape. This is because Option B would bring the road and traffic closer to people's homes. In particular, from Mottram Moor and Coach Road.

Safety

Several respondents are concerned that the close proximity of the roundabout to the A57/A628 and Coach Road junctions will increase congestion and encourage people to 'jump' the lights – causing a particular risk to school-children crossing these junctions. They emphasise that Option B traffic will be travelling downhill toward a roundabout at high speed which is counterproductive as traffic will need to slow down for the roundabout.

One respondent expresses concern about sharp corners and the tight curve of the road. Another emphasises that Option B is much steeper near the top, which could be dangerous in bad weather.

Environment

A few respondents are concerned that Option B would result in more land take, particularly around the Coach Road area, destroying more of the countryside. A couple of respondents emphasise that natural features may make constructing Option B difficult. For example the ground varies considerably in height, and previous consultations have shown that geology is a problem.

Business and economy

A few respondents feel that Option B would have adverse effects on the local economy, for example destroying three businesses on Coach Road.

4.3.3. Suggestions and alternatives

Respondents make a few suggestions to improve Option B:

- the screen banking should continue up to the roundabout on Mottram Moor to reduce noise and visual impact;
- adding a link to the A628; and
- as it would be difficult to join the roundabout when travelling from Glossop to Mottram, a slip-road onto the existing A57 road could help.

4.4. Other comments

4.4.1. Support for both

Many respondents, including the North West Ambulance Service, support either option as long as one of them is built soon and traffic congestion along the A57 is eased. These respondents

believe that either option would provide relief for Mottram and Glossop, and enable commuters to travel to Manchester more easily, both by car and by bicycle.

The Tameside Riders Access & Bridleways Group favours any option which does not disrupt footpaths and bridle paths. Similarly, the Trans Pennine Trail expects that the safe passage of walkers, cyclists and horse riders throughout the Park is preserved and enhanced, and that potential impact of trail users on the A57 at Woolley Bridge will need to be accommodated within current proposals. Several respondents feel that an option should be chosen by taking cost and local opinion into account.

'Just need the traffic to flow though so happy with either option as long it is donein my lifetime!!' Member of the public (User ID 743)

4.4.2. Opposition to both

A large number of respondents argue that the plans are inadequate because they do not bypass Hollingworth and Tintwistle and therefore do not properly address the problem. Several respondents feel that only Mottram will benefit from the implementation of either of the options for the link road.

'A new link road - a so-called bypass - will just attract extra traffic to the region. It will divert traffic from the doorsteps of fewer than 100 residential properties on the A57 Hyde Road and Mottram Moor and will just shovel it down the road to Hollingworth and Tintwistle' Member of the public (User ID 954)

Many respondents feel that the overall costs of building a bypass do not outweigh the benefits.

Increased congestion

Many respondents, including the Peak District National Park Authority, raise concerns that either link road would in fact worsen the congestion problem, as the new bypass would attract more drivers to use these roads. Several respondents connect increased congestion to increased road safety concerns, both for motorists and pedestrians.

'However, the provision of the Mottram Moor Link Road, whilst removing a bottleneck on the route and removing through traffic from the centre of Mottram is likely to result in an increase in traffic as a whole' (Peak District National Park Authority)

Some respondents, including the Member of Parliament for Stalybridge and Hyde, are concerned that congestion problems will be moved elsewhere, impacting on other roads in the national park, such as the Snake Pass. Some believe that the volume of traffic is simply too high for proposals to be successful.

'There is no way the current proposed plans will reduce traffic congestion, they will merely move the jams to different points' (Jonathon Reynolds, Member of Parliament for Stalybridge and Hyde)

Effects on communities, local services and amenities

Many respondents are concerned that either option will affect quality of life of those living along the route. They believe that a link road would make the area more attractive to motorists, increasing noise, light and air pollution, both during construction and operation. Many are particularly concerned about air pollution, emphasising the public health risk this would bring.

Many respondents raise concerns about access. Ecclesfield Parish Council is concerned that both options would mean that fire engines would have to go to Junction 36 of the M1 in order to assist with any incidents in the west Ecclesfield and Deepcar/Stockbridge area. There are also concerns for pedestrian access, for example to local facilities in Mottram, Hollingworth, Broadbottom, Charlesworth and Marple. A few respondents express concern for where Mottram show will go, as the area where it currently goes would become a construction site under either option.

Some respondents express concern that Mottram Moor will effectively become an island surrounded by traffic, isolating residents. A couple of respondents are concerned about access during construction, for example to Roe Cross Green from the A6018.

"Please do not put the interests of through traffic over the quality of life for local residents. Any new road scheme is likely to become self defeating and negative impacts will remain in the long term for local people" Member of the public (User ID 100433)

Effects on property and heritage sites

Many respondents emphasise that their properties would be devalued, damaged or demolished. A few respondents ask how affected residents will be compensated. The Member of Parliament for Stalybridge and Hyde asks for a binding guarantee that covers the householders' costs and resale valuation of the affected property if any settlement occurs during and post construction.

A few respondents quote from a Highways Agency report of 2007 (also referred to as the Carrillion & Hyder Report), which concluded that there was a risk of settlement to properties within 200 metres of the proposed tunnel. There is concern that the new tunnelling proposal is deeper than the one proposed in 2007 and that water displacement will be even greater, creating a more acute risk to local properties.

Natural England is concerned that both Options A and B have the potential to harm the setting of designated heritage assets including Dial House, Dial Cottage, Mottram Old Hall, Lower Roe Cross Farmhouse, Edge Lane House and Woolley Farmhouse. They also express concerns for

non-designated heritage assets including unknown archaeology, and historic landscape including any surviving field patterns.

Road design

A large number of respondents express concerns about the proposed roundabouts. These respondents argue that the roundabouts will cause more congestion, particularly as no traffic lights have been proposed. Respondents feel that the roundabouts would also disrupt traffic flow, with uneven traffic flow from different entrances. A few respondents feel that the roundabouts are too intrusive in terms of size and height. A couple of respondents feel that the “wiggly-worm approach” to road design will increase journey times.

‘The junction at the East end of the scheme (A57 / A628) is shown as a roundabout. Throughout the country roundabouts are becoming traffic light controlled or are being replaced with traffic light controlled junctions; roundabouts take up more room than other junctions; it will be difficult to join the roundabout from the West (Mottram Moor) during the morning peak and from the East (A628) during the evening peak’ Member of the public (User ID 1084)

The Member of Parliament for Stalybridge and Hyde expresses concern about the potential effects of the tunnel on natural water courses, and argues that it may bring about settlement and subsidence problems.

Other concerns

Several respondents express concerns regarding future developments. Concerns relate to how plans will fit in with a full bypass and also with a new housing development in Glossop.

A few respondents feel that a bypass is not needed, and will only serve the interests of large businesses and politicians. One respondent believes that heavy haulage will not have to use these roads once HS2 has been built.

A few respondents, including Longendale Community Group, question the initial assessments. They believe that:

- traffic patterns have not been modelled properly, particularly considering a reduction in speed to negotiate roundabouts.
- the projected carbon footprint has not taken account of stationary traffic.

A few respondents are sceptical regarding the feasibility of the project, mainly due to the time period already experienced to get to this point.

‘To spend money on a Glossop- Mottram By-Pass is just a blatant miss use of public money on a project the will only solve one part of the problem’ (High Peak Borough Councillor Tintwistle & Hadfield Ward)

4.4.3. Alternatives and suggestions

Many of the alternatives suggested overlap with those suggested as for the project as a whole, refer to Chapter 3 and Appendix C for more detail.

Some respondents make suggestions that are more specific to the link roads. These include:

- the previously-discounted Option C, believing it to be safer and less intrusive to communities;
- the introduction of traffic management at the roundabout where Woolley Lane meets the A57 (potentially traffic lights);
- making Woolley Lane into a ‘no-through’ road or a B road;
- building the roundabout at a lower height on the fields of the west side of the existing A6018 embankment to ensure the junction is further from the homes on Roe Cross Green to reduce the increase in noise and air pollution as well as the loss of privacy;
- prohibiting parking on the A57 between the Mottram traffic lights and Tintwistle;
- that the roundabout at end of the M67 has dedicated left and right turn lanes, as well as a camera to enforce correct usage;
- that a roundabout is relocated to the north of Mottram Moor;
- more crossings for schoolchildren, for example on the A57 at the bottom of Mottram Moor, outside Hollingworth;
- move the spur road back to the bottom of Woolley lane;
- a dedicated roundabout for access to Hollingworth and Tintwistle;
- use the bypass for Mottram as a means of delivering the A628 direct to the M67, with a filter to A57 Glossop, and keep the A57 Glossop separate;
- bollards on the A57 junction for back Moor to prevent people coming through the village of Mottram instead of using the new road;
- a tunnel or flyover to avoid the Mottram Moor/Gun Inn roundabout;
- the introduction of traffic profiling and sequencing;
- that a quiet road surface is used to reduce noise impact;
- encouraging bus operators to reinstate the 236 and 237 into the village of Mottram; and
- having two lanes out of Glossop towards Manchester, instead of one.

More information

Several respondents, including the National Trust, Ecclesfield Parish Council and Longendale Community Group, request more information and analysis, including:

- evidence that both options would provide better facilities of pedestrians, cyclists and horse riders;

- clarification on whether air quality would deteriorate or not;
- more information on what the junctions look like and how much traffic they would move from Mottram village;
- how the Tameside trail public footpath will be preserved;
- how either scheme ties in with the proposed Trans-Pennine tunnel;
- information on what the speed limits on the new roads will be;
- more details on road diversions;
- details on what compensation will be offered to home owners;
- further details on the reported 'adverse effects' on cultural heritage, landscape, nature conservation and the water environment;
- detail on how pressure on Wentworth island will be relieved, particularly with regard to emergency fire service access;
- more pollution data;
- more information on the modelling used to predict traffic flow; and
- reassurance that no more land will be lost than that which is stated in proposals.

Chapter 5: A61 Dualling

This chapter addresses question 6a and 6b – closed and open questions, respectively, about two different options for the proposed Dualling of the A61 – as well as comments on these options in responses to other questions and responses from letters or emails.⁷

Question 6a asked: *'Which of the two options for the A61 Dualling do you prefer?'*

The options offered are:

- *'Option A: To stop all right turn movements at the minor road junctions so that they become left in left out junctions only.'*
- *'Option B: To stop all right turn movements out of the minor roads onto the A61 but maintain the right turns from the A61 into Westwood New Road and Wentworth Way.'*

Question 6b asked: *'Please tell us why you prefer this option'.*

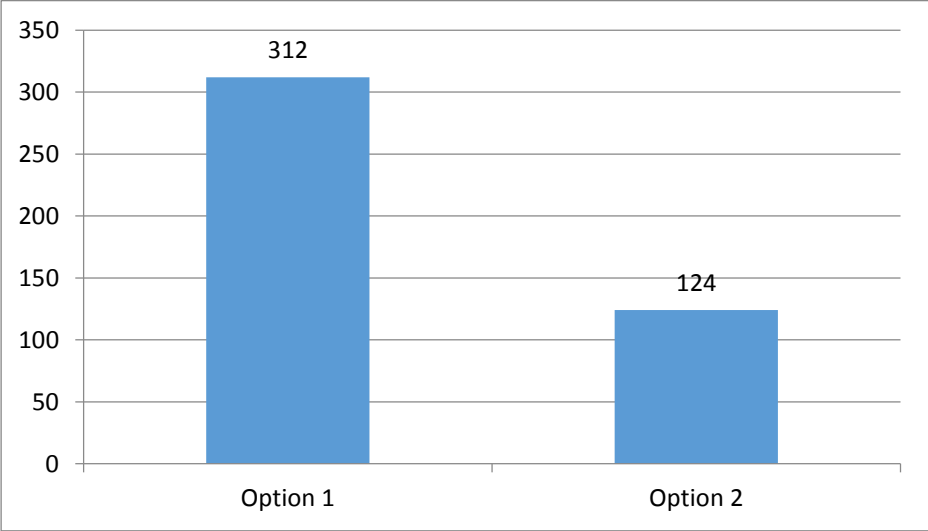
An anomaly in the questioning led to Option A being identified as Option 1 and Option B being identified as Option 2 in both on-line and hardcopy information and response forms. For ease of reading, these have been amended to only be referred to as Option A and Option B in this summary.

5.1. Responses to Question 6a

A total of 436 respondents answer Question 6a, which asked respondents to indicate which of the two options for the A61 dualling they prefer. The majority of those respondents who answered express a preference for Option 1 (A). The reasons given for this preference, as well as any other comments on the options are explored in detail below.

Figure 11: Count of responses to Question 6a, *'Which of the two options for the A61 Dualling do you prefer?'*⁷

⁷ See 1.5.3 Interpreting charts



5.2. Overview of responses to Question 6b

A total of 434 respondents offer an explanation for their choice of Option A or Option B.

However, nearly a third say that they are unable to comment, offer no opinion or write ‘no comment’. Many say they do not know the road well enough or use it regularly enough to give an informed comment, whilst others say that this stretch of the A61 has no impact on their town or village.

Of the respondents and stakeholders who provide further comment in Question 6b (approximately 325), the majority elaborate on the benefits and their support of Option A. They suggest this is a safer option that will allow traffic to flow more freely and ease congestion. They believe that local access will still be possible by using the roundabouts at each end of the dual carriageway to turn, instead of using gaps in the central reservation.

Those respondents and stakeholders who offer an explanation for their preference of Option B do so mainly on the grounds of ease of access to local communities.

A minority oppose both options, usually because they do not think either design will alleviate congestion elsewhere on the route, and that this area is not deserving of particular attention. A few respondents are concerned about access to homes and work places that could be made more difficult during construction.

‘I strongly disagree with this pointless exercise. The problem is the A61/A616 junction so spend the money on a flyover and dual the M1/Tankersley A616, dualling A61 is unnecessary, or at least, not a priority.’ Member of the public (User ID 294433)

Other respondents, including the Peak District National Park Authority and National Trust, suggest that the delivery of either option will have an indirect impact on land within the National Park, by increasing traffic across the whole Trans-Pennine route. These stakeholders do not overtly support or oppose either option, or indeed the idea of dualling the road in general. They raise concerns about the impact of the works on the environment, both during construction and when the scheme is operational. They are worried about negative impacts on:

- air quality;
- conservation;
- cultural heritage;
- geology;
- soils; and
- tranquillity and quiet enjoyment of long distance walking routes, such as the Pennine Way and the Trans-Penning and Longendale Trails.

Several respondents specifically mention Tintwistle and Hollingworth as congestion hot-spots and believe there should be further consideration of needs in those areas.

'[I] don't feel it is necessary or as a high a priority as the much more severe congestion in Tintwhistle and Hollingworth. The short stretch of the A61 should not be a priority over these areas.' Member of the public (User ID 282096)

The design of the Tankersley roundabout is criticised by a few respondents, who believe that any dualling will only be successful in conjunction with better analysis of traffic flow at the roundabout. Traffic from the Tankersley Industrial Estate is particularly highlighted as problematic to congestion.

The design of the Westwood roundabout is also criticised by a few respondents and stakeholders, who question its capacity and suggest its inefficiency could become a barrier to accessing local businesses.

There are also concerns expressed that improving this section of the route will encourage more traffic, travelling at higher speeds, notably HGVs, to use the whole Trans Pennine route. This in turn will increase pollution and lead to poorer air quality and health risks to local people.

Conversely, a handful of respondents support either option, expressing the opinion that anything is better than the current situation. They are also keen that the project happens soon, believing that the problems have been ignored for many years.

5.3. Option A

The majority of respondents who express an opinion support Option A, in which all right turn movements are stopped.

5.3.1. Support for Option A

Many respondents offer firm support for Option A in their comments in question 6b, citing specific reasons for their opinions. Others are more equivocal, commenting on more general benefits and effects, sometimes offering support with a number of caveats. For example, several respondents offer support for Option A as long as the design of the roundabouts is improved.

Safety benefits and effects

The majority of respondents believe that removing the right turns creates a safer road environment. Most of these respondents suggest that vehicles turning across the flow of fast moving traffic will be dangerous.

'Option 1 will be safer. Option 2 may be considered safe, but can see that there will always be someone who gets it wrong and causes problems. Turning right on such a busy road is asking for trouble. Dual carriageways will make turning right even more of a challenge.' Member of the public (User ID 282628)

Some respondents say that having no right turns makes it easier for drivers to understand the road layout. They believe that including some right turns, with associated gaps in the central reservation, could be confusing and therefore have negative implications on safety.

Several people note that the roundabouts, which will enable traffic to turn, do not add a significant distance to any journey. They believe that safety is more important than adding a small amount of time to local journeys.

Several respondents, including Trans Pennine Trail, believe that the A61 should be an exemplar for the encouragement of sustainable travel, such as cycling and walking, as well as providing additional safety for vehicles.

Community and local access benefits and effects

A small number of respondents believe that Option A is more beneficial to the community than Option B, although they do not offer any specific reason to justify this opinion.

Journey time and congestion benefits and effects

Many respondents suggest that Option A will reduce journey time and improve congestion, by helping traffic flow.

'The continuous dualling with no gaps will assist traffic flow.' Member of the public (User ID 282466)

Respondents from Tankersley support Option A, as they believe it will reduce traffic which uses the village to bypass congestion on the A61.

A few respondents offer support for Option A, whilst suggesting that the climbing lane is more important to improving traffic flow than the right turns.

5.3.2. Opposition for Option A

Congestion

Several respondents raise concerns that the lack of right turns will cause more traffic to use the A61 /A616 roundabout, potentially leading to queues and further congestion. There is a suggestion that traffic lights may be necessary at rush hour and other peak periods.

'[It] seems that people turning around and needing to go the other direction would create more issues.' Member of the public (User ID 305769)

Increased congestion on minor roads is a concern for a small number of respondents. They believe traffic could be forced into local hamlets, including Howbrook, and cause disruption, including damage to roads which are unfit to carry extra traffic.

Safety

One respondent believes the design of Option A takes traffic into the sharp right hand bend too fast. Ecclesfield Parish Council raises concerns about access from the fire station on Wentworth Way, for example fire engines could be delayed because of the new road layout.

5.4. Option B

5.4.1. Support for Option B

Safety benefits and effects

Several respondents support Option B, provided that the central turning lanes are designed safely.

'I appreciate option 2 has its hazards, but providing the central refuge is large enough I much prefer this one.' Member of the public (User ID 282450)

Community and local access benefits and effects

A minority of respondents support this option because it retains better local access, suggesting it would be very inconvenient for local residents to have to use the roundabouts to turn, rather than a gap in the central reservation. They believe local resident journey times will increase and some villages would be forced to use minor roads, which have an increased accident risk.

'Having no gap in the central reservation on the A61 at the turning into Westwood New Rd. would inconvenience those of us living in Pilley/Tankersley but may prevent some rat-runners.' Member of the public (User ID 100505)

A few respondents believe that the volume of traffic is not so high that right turns cannot be safely included. One respondent supports this option, but regrets that it will not be as flexible as the current layout.

Journey time and congestion benefits and effects

Several respondents suggest Option B would be more effective in reducing congestion and journey times, allowing smoother traffic flow and providing alternative routes and flexible turning options for drivers. One respondent feels that this option offers greater benefits to the wider road network, especially connections to M1 Junction 36, towards Manchester.

'There is a large amount of traffic turning right off the A61 during rush hour and forcing all this traffic to go around the A616/A61 roundabout will result in further congestion on this roundabout. This roundabout is not being improved in this scheme.' Member of the public (User ID 305549)

5.4.2. Opposition for Option B

Safety

Several respondents mention specific safety concerns they have with Option B. These include the possibility of ‘rear end’ accidents as right turning traffic builds up.

‘Given that the stretch to be dualled is relatively short it is inappropriate to provide such a gap for a right turn. The proposed right turn lane does not look as if it can accommodate large vehicles.’ Member of the public (User ID 282426)

One respondent suggests that there will be fatalities if Option B goes ahead. This respondent suggests that the only reason for turning gaps to be included would be with the addition of a barrier to allow fire services to turn from Wentworth Way.

Journey time and congestion

Several respondents express concern about congestion building up, increasing journey time, where vehicles are waiting to make a right turn.

Chapter 6: A628 Climbing Lanes

This chapter addresses question 7a and 7b – closed and open questions, respectively, about the proposed climbing lanes on the A628 – as well as comments on these proposals in responses to other questions and responses from letters or emails.⁸

Question 7a asked: *'To what extent do you agree or disagree that our plans for the A628 climbing lanes will reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch?'*

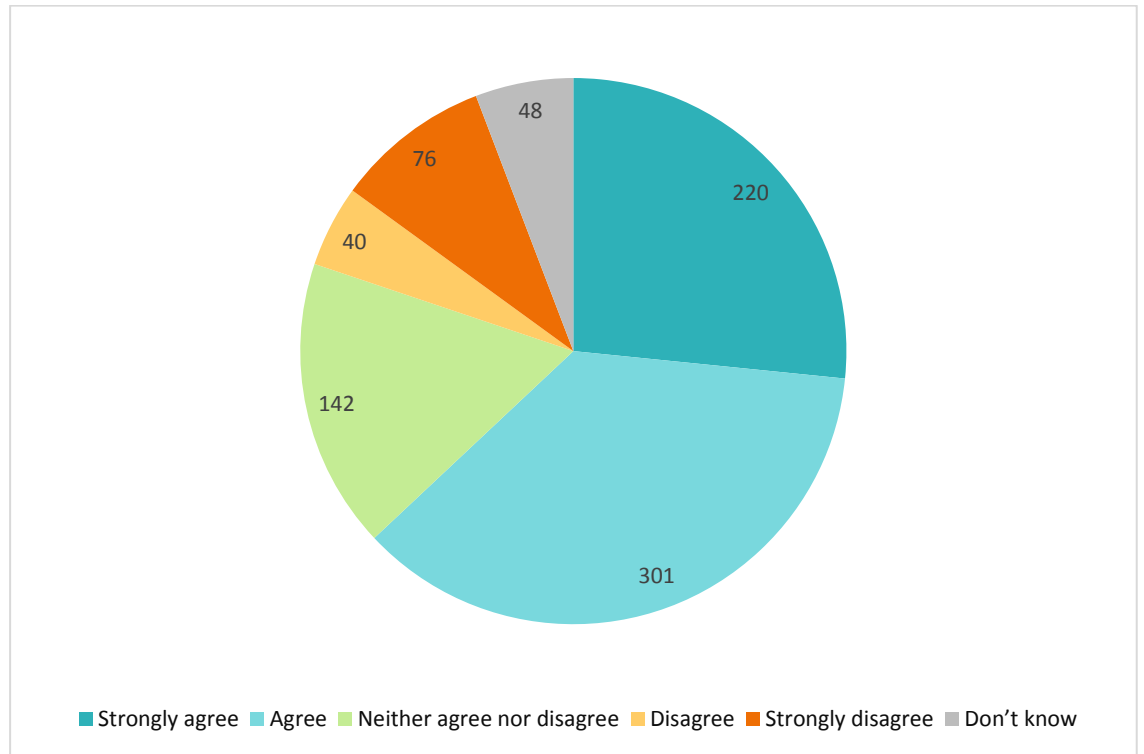
Question 7b asked: *'Please provide any additional comments on our plans for climbing lanes between Tintwistle and Flouch.'*

6.1. Responses to Question 7a

Question 7a asked respondents to indicate to what extent they agree or disagree that the climbing lanes proposed on the A628 will improve safety and congestion on this road. A total of 827 respondents answered this question, the majority of which are supportive of the climbing lanes proposed (Fig. 12). The reasons given, as well as any other comments on the proposed climbing lanes are explored in detail below.

Figure 12: Count of responses to Question 7a, 'To what extent do you agree or disagree that our plans for the A628 climbing lanes will reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch?'⁸

⁸ See 1.5.3 Interpreting charts



6.2. Overview of responses to Question 7b

Many respondents support the proposals for both stretches of climbing lane as proposed. The strongest support is given on the grounds of improved safety. There is also strong support because of perceived improvement to journey times.

A minority of respondents, including the Peak District National Park Authority, oppose the proposals, suggesting that they would not offer improvements in safety or congestion and will have negative environmental impacts.

Some respondents neither support nor oppose the climbing lane, either saying they 'don't know' or that they 'neither agree nor disagree'. However, some of these respondents go on to offer opinions and suggestion about design, sometimes objecting in principle to the proposals but then offering practical advice on road markings to improve delivery.

6.3. Support

6.3.1. General support

Many respondents offer general support for climbing lanes, without stating specific reasons. There is a feeling that climbing lanes could improve current congestion problems, are tried and tested in other locations and could be achieved without major engineering works. A few respondents suggest climbing lanes have been discussed in previous consultations and express frustration that they have not already been built.

6.3.2. Improved safety

There is strong support for climbing lanes on the grounds of improved safety for drivers passing slow moving traffic. The majority of respondents mention car drivers becoming irritated at being stuck behind lorries, caravans or other slower vehicles, prompting them to attempt to overtake recklessly. They believe the climbing lanes will alleviate this situation.

'As a truck driver I see time and time again car drivers getting frustrated at not being able to overtake slower traffic which leads to them taking stupid risks and overtaking blind on double white lines.' Member of the public (User ID 282768)

Many respondents say that they have experience of using climbing lanes in other locations, notably on the westbound carriageway, and think that they work well. Several respondents mention safety benefits of climbing lanes in poor weather conditions, when HGVs struggle on the inclines and throw up spray, making visibility dangerous for other drivers.

'Experience of climbing lanes on A628 westbound make it much less stressful, safer and quicker, particularly in bad weather, so I expect the same benefits if built on eastbound.' Member of the public (User ID 840)

Many respondents offer conditional support the climbing lanes, as long as they offer excellent design safety. For example, there are concerns about safety issues arising from late merging. Respondents believe that with the correct design, clear road markings and possible speed restrictions and/or cameras, climbing lanes will be able to achieve additional safety for road users.

A few respondents suggest that climbing lanes will offer safety improvements for cyclists, as vehicles will be able to give cyclists more space when passing them.

6.3.3. Environmental impact

Several respondents, including High Peak Borough Council, offer qualified support for the proposals, noting the area is known for its spectacular scenery. They ask that the climbing lanes be designed to have minimum environmental impact.

'I agree that climbing lanes will help to speed traffic across this route, but concerned that both climbing lanes are in the National Park. There is no mention of how this work will be done to make road widening more in keeping with the landscape.' Member of the public (User ID 283368)

A few respondents support climbing lanes because they believe they will reduce traffic fumes from congested and stationary traffic. Respondents believe that vehicles will be moving more quickly, reducing pollution in the National Park.

A couple of respondents, including the Peak District National Park Authority, suggest that the climbing lane in location 1 would have a smaller environmental impact than the one in location 2. They suggest that the land in location 2 is better quality and therefore its use for the climbing lane would have a greater negative impact.

6.3.4. Reduced congestion and improved journey times

Many respondents think that journey times will be improved, although there are different opinions about exactly how much time might be saved. Several respondents are positive about the impact on congestion that climbing lanes will bring, especially in the east of Tintwistle.

Many respondents are concerned that congestion will only be reduced if slow moving traffic remains in the inside lane, and ask that restrictions are carefully thought through. These respondents cite examples of additional problems caused when HGVs use climbing lanes to try and pass each other, therefore preventing faster moving vehicles from making progress. Whilst these respondents support the proposals, they do so with caveats and some suggest signage and other enforcement measures to make sure slow moving vehicles are kept in the nearside lane.

6.4. Opposition

A minority of respondents oppose the climbing lanes, without giving specific reasons. They give generalised opinions about the programme not being needed and investment being more worthwhile in other, unspecified locations. The Peak District National Park Authority strongly believes that the climbing lanes do not form part of a holistic and comprehensive approach to delivering a long-term solution to the problems of the Trans Pennine route. They ask that their opposition be treated as a formal objection to the proposals.

6.4.1. Increased traffic

A large number of those who oppose the climbing lanes do so because they believe that they will cause an increase in the volume of traffic, as they will make the route more attractive, especially to commercial traffic.

'[Climbing lanes] will just encourage more traffic to use the UK's biggest rat run.' Member of the public (User ID 283398)

Some respondents believe that the climbing lanes are being proposed with the intention of increasing HGV use of the Trans Pennine route. Several respondents suggest that increasing traffic levels will cause more problems in the long term, with a few expressing concern that the climbing lanes will be unable to cope with the volume within a few years and become obsolete. The National Trust notes that dualling has already been rejected on environmental grounds, and is concerned that the climbing lanes may be the first stage of an attempt to reverse this decision.

'Dualling of the A628 has been rejected by the Department for Transport / Highways England due to the level of impact on the Peak District National Park. We are concerned that by providing climbing lanes along significant sections of the road similar impacts would be caused, and that this may represent the first stage in incremental upgrade of the route to a dual carriageway.' (The National Trust)

A few respondents believe that any alleviation in traffic levels attained by the climbing lanes will be exacerbated by bottlenecks building up in Tintwistle and Flouch, at Salters Brook Bridge and Nine Holes Bridge.

A few respondents are concerned about access to homes and work places that could be made more difficult during construction.

6.4.2. Negative impact on environment

There is a strong feeling that climbing lanes would increase the volume of traffic, which will in turn mean an increase in traffic jams, pollution (including nitrous oxides and particulate matter), and roadside rubbish, vibrations and noise levels especially in Tintwistle and Flouch.

Stakeholders, including the National Trust, are concerned that the climbing lanes will have an adverse impact on international designated nature conservation sites, including an SSSI and a site identified under European Designations for Habitat and Species Protection.

Several respondents, including the Peak District National Park Authority, are unhappy with using land from the National Park to develop climbing lanes. They believe that this type of project is an inappropriate use of land in a National Park, and highlight negative environmental impacts on wildlife habitats, air quality and high quality farmland. They believe that the environment will be harmed for the sake of a very minor improvement to journey times, and strongly oppose the climbing lanes.

The Peak District National Park Authority is concerned that climbing lanes and their associated signage would be a negative impact on the visual environment, with views from the south of the valley, in particular from the slopes leading to Far Small Clough Head, Middle Small Clough Head, Near Small Clough Head and Round Hill, all being affected.

The Trans Pennine Trail is concerned about negative environmental impacts on Salters Brook ruins.

6.4.3. Negative impact on safety

Several respondents express the same concern, that the climbing lanes will make the A628 a 'death trap'. They believe climbing lanes encourage reckless driving and are likely to cause collisions, due to people cutting into traffic late and speeding to overtake convoys of HGVs.

'I disagree it will be reduce collisions - drivers will push to get in front of slower moving vehicles which can result in forced braking for the driver being 'cut up' - again a common feature of the A616 Stocksbridge bypass.' Member of the public (User ID 282962)

A few respondents note that the location of the second climbing lane means that very shortly after its finish traffic will have to slow dramatically to negotiate a sharp right-hand bend at Salters Brook. Respondents believe this would have the potential to become an accident black-spot.

The dangers to cyclists of climbing lanes are also identified as a safety concern by a couple of respondents. A few respondents also mention the danger to pedestrians, especially children, and mention the exit from Tintwistle as a potential hazard.

A small number of respondents are concerned about the crossing of the Trans Pennine Way and potential hazards to walkers. The Trans Pennine Trail suggests that a bridleway link provided on the Snow Road (from Windle Edge to Flouch) would provide a between other local sustainable transport routes and access via safe crossing point to the Dog & Partridge.

6.4.4. No increase in journey time

A small number of respondents oppose the climbing lanes because they do not believe they will make any difference to journey times. Many of these respondents add that, in their experience, modern HGVs travel at the speed limit and do not struggle on steep inclines. They believe that they rarely hold up the movement of traffic and therefore oppose the climbing lanes as unnecessary.

'Climbing lanes already exist on these roads and in my opinion do not alleviate traffic congestion. These measures are merely playing with the road to make it appear the Highways Agency are assisting us. These measures are pitiful.' Member of the public (User ID 884)

The Peak District National Park Authority suggests that traffic on this route is already travelling at close to the desired average speed and is unclear where the benefit of the climbing lanes will be felt. This stakeholder requests further modelling to fully explore any potential improvements to journey time, but is sceptical about results.

6.4.5. Negative socio-economic impact

Several respondents, including the Trans Pennine Trail, are concerned that this will be a major engineering project, which will cause a great deal of disruption to local people and have a negative socio-economic impact on local business, including farms. The impact on Pikenaze Farm is a particular worry to respondents including United Utilities, which highlights the loss of good quality farming land.

'Also you have shown little or no regard for the four business and two families that are adjacent to crawler lanes.' Member of the public (ID 100485)

6.4.6. Unnecessary cost

Many opponents to the climbing lanes believe that the project is a waste of tax payers' money and offers very little gain for the amount invested. Several respondents note that consultation

documents state that there is not enough money to pay for the climbing lanes, and suggest that the money would be better spent elsewhere or saved until such time as a tunnel is a viable possibility.

'The consultation document mentions that the plans cost more than the available money. This is the part of the project which I think could be deleted to get the rest of the project within budget.' Member of the public (User ID 283292)

6.5. Alternatives

Many of the alternatives suggested overlap with those suggested for the overall TPUP scheme, refer to Chapter 2 and Appendix C for more detail. In summary, these route-wide alternatives include a full bypass, a ban on HGVs and a Trans-Pennine tunnel. These alternatives are generally seen as more effective means to improve safety and/or reduce congestion.

Several respondents believe that the two stretches of climbing lane proposed are not long enough to make a difference. Indeed, a small number of respondents support an additional climbing lane between the two locations. A couple of respondents go further, suggesting that the route should be dualled for the whole length.

A few respondents suggest alternative routes, which will tackle sharp bends and other features which naturally slow the flow of traffic. These respondents do not believe that offering climbing lanes without other improvements will have a major impact upon improved safety or better journey times.

'I believe the aim should be to focus investment on the accident blackspots; the bad bends etc. and to create a road with less speed differentials - to create a road with a more consistent speed profile along the whole route. This does mean that I believe the climbing lanes are wrong - they are only wrong on their own without other improvements along the route.' Member of the public (User ID 283062)

6.6. Other comments

There are requests for more environmental data, including a detailed response from a stakeholder, who ask for:

- further analysis of the impact of the proposals on Sites of Special Scientific Interest (SSSIs);
- detailed plans for road drainage;
- an assessment of the impact of the proposals on grassland;
- collision data from eastbound (no climbing lanes) and westbound (existing climbing lanes);
- justification for the choice of location for the climbing lanes and information on why alternative locations have been rejected; and

- evidence of the analysis of the impact on access and safety of access at Pikenaze Farm, including the main farmstead and the Trans Pennine Trail.

The Peak District National Park Authority notes that because of the sensitive location of both of the proposed climbing lanes, there would be a requirement for Highways England to produce an Environmental Impact Assessment (EIA) for the Sites of Special Scientific Interest (SSSI) and European Sites (including Special Protection Areas and Special Areas of Conservation) crossed by the route. There would also be a requirement for an EIA regarding the National Park.

Several respondents and stakeholders ask about the impact of the climbing lanes on the Trans Pennine trail and ask about the new crossing point. They would like more information, especially about safety of crossing road with increased traffic.

'It is essential Highways England consult on the three previous submissions by the Trans Pennine Trail partnership on the climbing lanes proposal. There is no further evidence from Highways England of schemes that will solve the crossing points of the Trans Pennine Trail with the A628 or the safe passage of cyclists using the A628 itself – only that the crossing points would need to be changed.' Trans Pennine Trail

Chapter 7: Safety and Technology Measures

This chapter addresses questions 8 and 9 – closed questions about the proposed safety and technology measures – as well as comments on these measures in responses to other questions and responses from letters or emails.⁹

Question 8 asked: *'To what extent do you agree or disagree that putting the following measures in place along the A57, A628, A616 and A61 would improve safety on this route?'*

Question 9 asked: *'To what extent do you believe the technology measures proposed for the A57/A628/A616/A61 Trans-Pennine route would be effective in improving conditions for traffic?'*

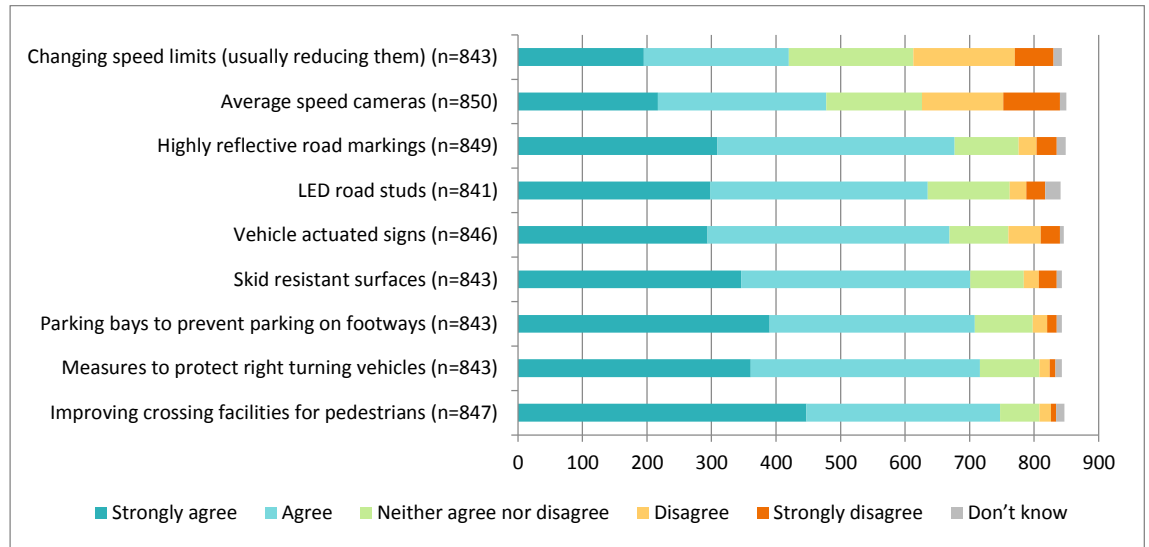
7.1. Safety measures

7.1.1. Responses to Question 8

A total of 860 people responded to Question 8. Respondents are generally supportive of the proposed safety measures (Fig. 13). Improving crossing facilities for pedestrians is the most popular safety measure (747 respondents chose strongly agree or agree, out of 847 respondents to this measure). However, views on the various safety measures, apart from the speed measures, are relatively similar. Changing speed limits and average speed cameras were the least popular safety measures (217 and 214 respondents, respectively, chose strongly disagree or disagree; out of 843 and 850 respondents, respectively). While the speed measures are relatively the least popular, respondents are still more supportive of them than they are opposed (420 and 478 respondents, respectively, chose strongly agree or agree; out of 843 and 850 respondents, respectively).

Figure 13: Count of responses to Question 8, 'To what extent do you agree or disagree that putting the following measures in place along the A57, A628, A616 and A61 would improve safety on this route?'⁹

⁹ See 1.5.3 Interpreting charts



7.1.2. General comments on safety measures

While the feedback form only offered closed questions for safety measures (approximately 840 responses to question 8), there are still around 80 comments on the proposed safety measures in responses to other questions and responses from letters or emails.

Improvement of road safety is generally seen to be a good thing, although respondents do express concern about and opposition to specific measures. They provide various suggestions for improvement and additional safety measures that they believe are necessary.

The National Trust and Peak District National Park Authority support safety-improvement measures, but are concerned about potential impacts, such as landscape and visual impacts. They request that the safety measures and new infrastructure are kept to a minimum size and designed sympathetically to surrounding landscapes and habitats. Historic England requests that cultural heritage is taken into consideration in the assessment process, design and siting of proposed and additional safety measures required.

‘Whilst we are generally supportive of safety improvements, we are concerned about the impact of some of the proposals being brought forward’ (Peak District National Park Authority)

One respondent feels the proposed safety measures are overdue and should not form part of other road building schemes. They believe the safety measures will reduce traffic speeds and help residents of Hollingworth and Tintwistle, whose general concerns are not addressed by any road building schemes.

The Peak District National Park Authority asks for clarification whether the measures will be implemented as one package or several, and if not as one what timescales apply to which proposals. They suggest avoiding implementing short-term measures that would be affected by the delivery of other road building proposals.

No comments were received for the proposed parking bays and measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations.

7.1.3. Speed limits and average speed cameras

Some respondents are opposed to further reduction of speed limits and installation of average speed cameras. A few respondents discuss their reasons for opposition as they state:

- speed limits and average speed cameras are unnecessary and ineffective;
- it will make it difficult to pass HGVs and slow vehicles;
- they will increase congestion, driver frustration and dangerous overtaking;
- they will decrease safety;
- vehicles are already travelling below the speed limit due to congestion;
- other safety measures are of greater importance than reducing speed limits and installing speed cameras;
- average speed camera systems have greater power requirements than single camera traps; and
- variable speed limits will lead to congestion and increased accident risk.

'There is no need to reduce speed limits and install average speed cameras' Member of the public (User ID 672)

A few respondents support the reduction of speed limits and installation of speed cameras and suggest a limit of 40mph and 50mph. They believe that reduced speed limits would improve traffic flow, encourage drivers to use alternative motorways, reduce short bursts of acceleration, and reduce vehicle noise and emissions. One respondent believes other safety measures are an unnecessary expense, as average speed cameras would reduce traffic speed.

'Traffic flow is proven to be better at lower speeds - as exemplified by speed restrictions at busy times on many motorways.' Member of the public (User ID 100509)

The Peak District National Park Authority is supportive of reduced speed limits, but not the introduction of average speed cameras; they raise concerns about the relationship between these proposals and the proposed climbing lanes. They believe that speeding is not currently a significant contributor to road traffic collisions on the A628 across the National Park, and are concerned about potential landscape impacts of enforcement measures. They feel that it is difficult to assess the impacts and benefits of the proposals without detailed modelling.

Some respondents provide suggestions for speed limits and enforcement, these include:

- speed limits should be increased;
- reduced speed limits, average speed enforcement and speed cameras elsewhere on the route:
 - on Mottram Moor;
 - on the A628 between Hollingworth and Tintwistle;

- on the A616 between Midhope and Langsett;
- through junctions and roundabouts on the A628, from the M67 to beyond Tintwistle; and
- through local villages, such as Tintwistle.
- putting signs for low speed on bends, instead of reducing the speed limit across the route;
- average speed cameras should not be located in the National Park; and
- average speed cameras and speed limits should vary with road conditions and time.

One respondent comments that there was no associated report or information on accidents on the route in order to provide informed comment on speed limits and enforcement.

7.1.4. Highly reflective road markings

A couple of respondents feel road markings are essential, particularly at bends which are unsafe at the speed limit.

7.1.5. LED road studs

The Peak District National Park Authority is concerned about LED road studs further urbanising the Peak District and creating light pollution, which could impact on views of Dark Skies.

'...the Longdendale valley is one of the few locations within the National Park where uninterrupted views of Dark Skies are relatively unaffected by surrounding urban areas. The introduction of light emitting road studs will compromise this ability and further urbanise one of the less populated parts of the Peak District' (Peak District National Park Authority)

It is suggested that the road studs are installed during the next round of major road repairs, to reduce costs of the current Trans-Pennine Upgrade Programme plans.

7.1.6. Vehicle actuated signs

A few respondents express concern about potential impacts of vehicle actuated signs on road safety, as they feel that they distract drivers, particularly at night and in combination with speeding. One respondent comments on an existing sign on the route that they believe lights up unnecessarily.

'Vehicle actuated signs are a distraction especially during dark nights and could be a hazard'
Member of the public (User ID 859)

The Peak District National Park Authority is concerned about urbanisation and visual impacts of vehicle actuated signs and their power sources. They question the lifespan of these signs, commenting on inoperative signs that currently remain in the National Park due to removal

costs. They request that if installed, the signs should be monitored and removed if they become obsolete or stop working.

One respondent suggests that these signs are placed well before Mottram (on the eastbound side) and Flouch (on the westbound side), so that in the event of poor weather or accidents drivers can divert onto alternative routes. It is suggested that a vehicle actuated sign be installed at the Salters Brook Bridge to warn drivers of their speed.

7.1.7. Skid resistant surfaces

It is suggested that skid resistant surfaces are included in the next major road repairs, to reduce costs of the current Trans-Pennine Upgrade Programme plans.

7.1.8. Pedestrian facilities

The National Trust particularly supports the principle of better crossings, subject to detailed design and environmental impact. One respondent believes that if pedestrian crossings were introduced onto Mottram Moor, the road would be used less frequently, reducing the occurrence of speeding vehicles.

7.1.9. Other safety measures

Some of the alternative measures suggested overlap with those suggested for the overall TPUP scheme, refer to Chapter 3 and Appendix C for more detail. Although not part of the proposals, some respondents comment on general road signage. Concerns expressed are that reflective signs can be distracting and that an abundance of signs is a safety risk. One respondent notes that standard triangular bends signs and uneven road surface warnings are adequate.

Some suggestions for general road signage include:

- angle highly reflective signs so that reflected light is not directed at drivers; and
- signage in designated areas must be sympathetic to surroundings, with minimal visual impacts, and avoiding the use of gantries.

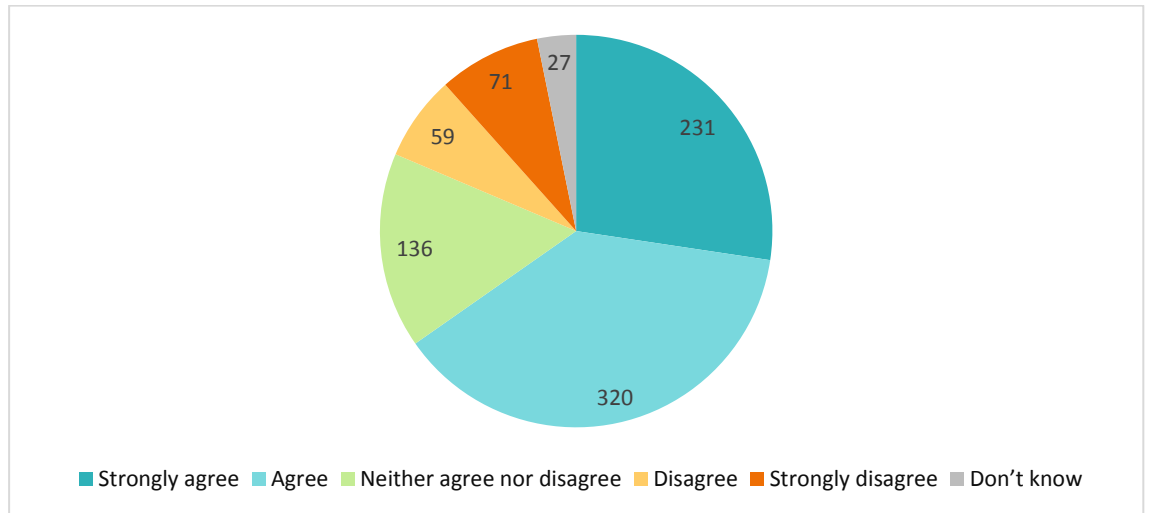
7.2. Technology measures

7.2.1. Responses to Question 9

A total of 844 respondents answered Question 9. Respondents generally support the proposed technology measures (Fig. 14).

Figure 14: Count of responses to Question 9, 'To what extent do you agree or disagree that the proposed technology measures will improve conditions for traffic on the A57/A628/A616/A61 Trans-Pennine route?' (n=842)¹⁰

¹⁰ See 1.5.3 Interpreting charts



As with the safety measures there is no open text question for the technology measures. There are around five specific comments on the technology measures proposed, in responses to other questions and responses from letters or emails.

One respondent feels the technology measures are overdue and should not be part of other road building schemes.

Respondents comment on the two specific measures proposed: the snow gates and variable message signs.

7.2.2. Snow gates

The Peak District National Park Authority questions the evidence of success of the snow gates on the A66. They would like to be sure of effectiveness of an automated snow gates system prior to installation, due to significant perceived visual impacts.

One respondent questions the need for automated snow gates, as they believe snow gates are required on a handful of days and that drivers using the pass in such conditions do so at their own risk.

There is concern about possible impacts on access to local homes and agricultural land, and asks what arrangements will be put in place for residents opposite the Woodhead tunnels to maintain access when the gates are activated.

7.2.3. Variable message signs

Suggestions made variable message signs are:

- variable message signs should include time expectations; and
- there should be a variable message sign at A628/M1 junction 37.

Chapter 8: Consultation Process

This chapter addresses questions 11, 12 and 13 – closed questions about the consultation materials, events and awareness of the consultation – as well as comments about the consultation process in responses to other questions and responses from letters or emails.¹¹

Question 11 asked: *'How did you find out about this consultation?'*

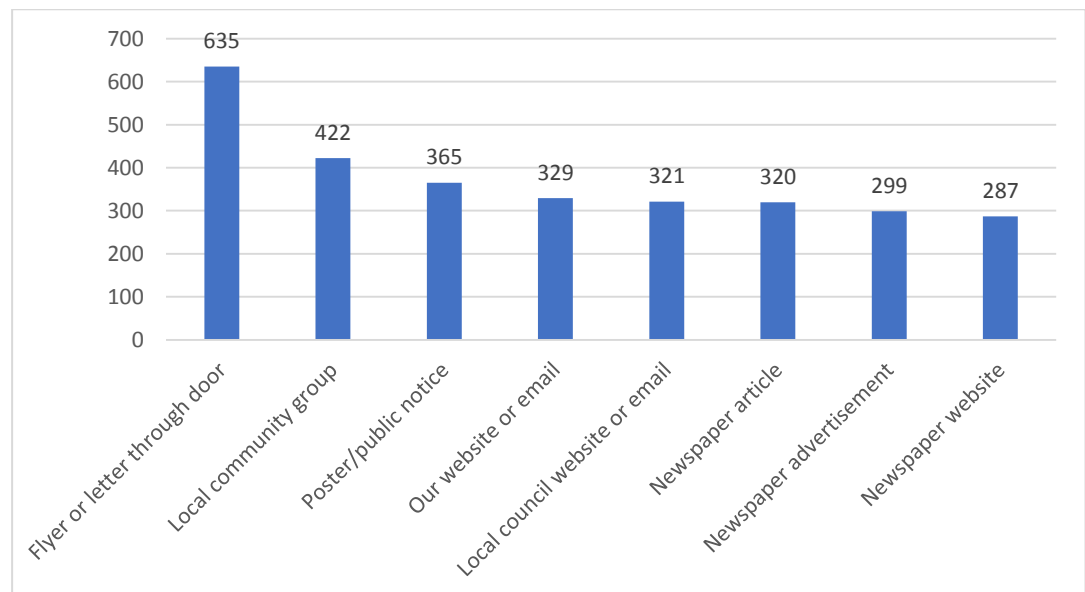
Question 12 asked: *'Have you found the consultation materials useful in answering your questions?'*

Question 13 asked: *'Did you attend one of our public exhibitions? If so, which one?'*

8.1. Responses to Question 11

A total of 884 respondents answered Question 11, which asked respondents to select from eight options to indicate how they found out about the consultation. (Note that respondents could select more than one option). The majority of respondents who responded to this question found out about the consultation through flyers or a letter through their door, though all eight methods of promotion informed respondents about the consultation.

Figure 15: Count of responses to Question 11, 'How did you find out about this consultation?'¹¹



A total of 155 respondents commented on the open text section of Question 11, *'If so, please state which paper'*, the majority of which noted the Glossop Chronicle. Other news sources include the Tameside Reporter, Manchester Evening News, Barnsley Chronicle, BBC, Glossop

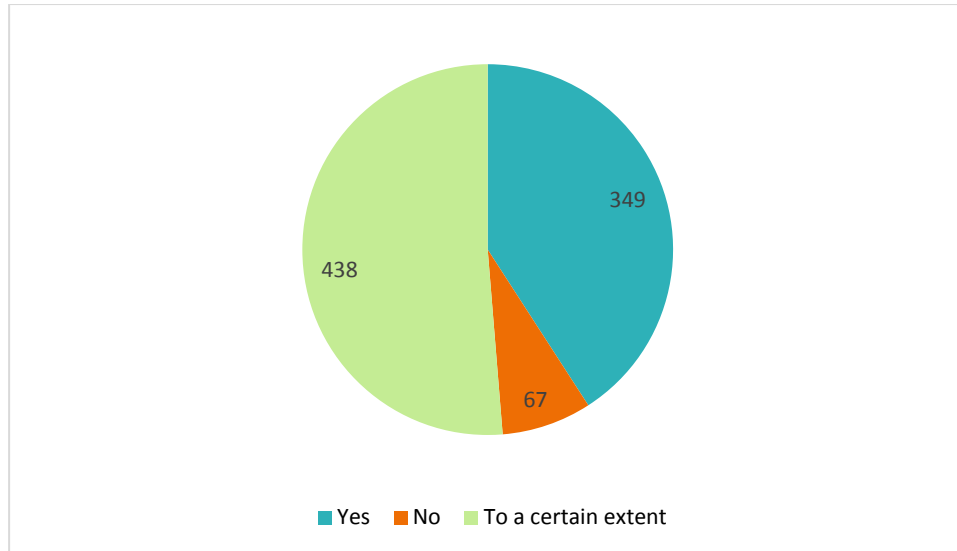
¹¹ See 1.5.3 Interpreting charts

Gazette, Glossop Reporter and Stalybridge Reporter. A few respondents also comment that they had been informed via social media, their local MP, local library or local radio.

8.2. Responses to Question 12

A total of 854 respondents answered Question 12, which asked to what extent respondents found the consultation materials useful in completing the questionnaire. As shown in Figure 16, the majority of respondents selected either “Yes” (349) or “To a certain extent” (438).

Figure 16: Count of responses to Question 12, ‘Have you found the consultation materials useful in answering your questions?’¹²

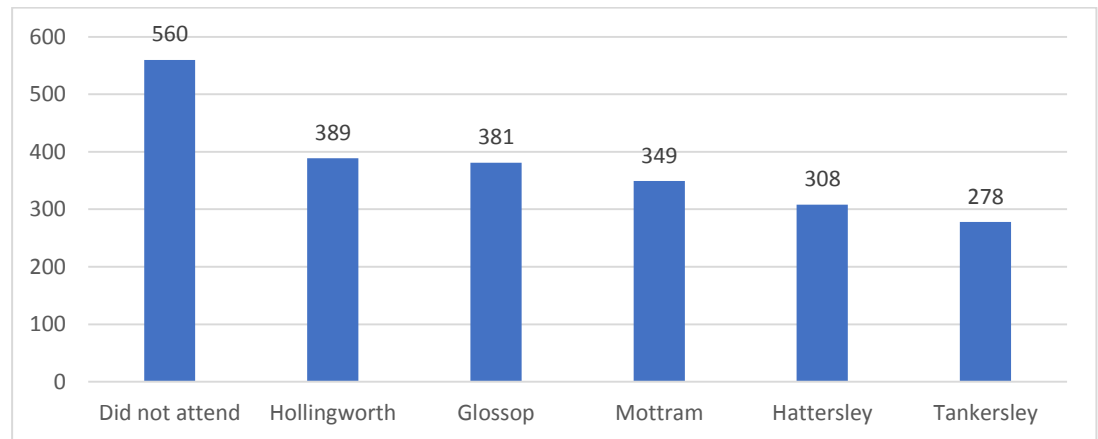


8.3. Responses to Question 13

A total of 876 respondents answered Question 13, which asked which of the public information exhibitions respondents attended during the consultation period. The majority of those respondents who answered this question, did not attend any of the events (Fig. 17). Among those respondents who attended an event, the Hollingworth event was the best attended, with similar numbers attending the Mottram and Glossop events (Fig. 17).

Figure 17: Count of responses to Question 13, ‘Did you attend one of our public exhibitions? If so, which one?’¹²

¹² See 1.5.3 Interpreting charts



8.4. Other comments on the consultation process

8.4.1. Further engagement

Some respondents feel that further engagement would be helpful, either in relation to how the proposals align with other strategic schemes (such as the scoping of a potential Trans-Pennine tunnel) and improvement schemes within local towns, or on specific details (such as environmental mitigation). For example, High Peak Borough Council says that the document does not make clear what the impact of the proposed Trans Pennine Upgrade would be on the proposed Trans Pennine tunnel. Ecclesfield Parish Council asks for more stakeholder consultation, particularly with the local fire service. One small business respondent feels that this consultation has not been aligned with the works underway on the M1 J36, and improvement works on the Wentworth roundabout.

Most note the importance of further engagement more generally as the scheme develops.

'More generally, we are keen to ensure that Highways England takes a strategic view of transport in and around the Peak District, working with the National Park Authority, Network Rail and Transport for the North to integrate with proposed rail upgrades. This integration is not apparent in the current consultation document.' (National Trust)

National Trust also mentions Highways England's responsibilities under section 62 of the Environment Act, related to the liaison of relevant authorities with National Parks.

8.4.2. Information, consultation materials and events

A small number of comments discuss the consultation events. Most of these are positive, noting that they helped with understanding of the proposals. However, some other respondents say that they received information at the events that was either insufficient or not aligned with written consultation documentation, or that they felt representatives seemed to present a biased view.

Other comments discuss the maps, diagrams and videos provided as part of the consultation. Some suggest that these were misleading or inaccurate, for example because the buildings in the video were not recognisable as local buildings therefore vantage points were not clear, or

that the impact of construction was not made clear. Others dispute projections of the volume of traffic using certain roads, including the A57 (towards Glossop and the Snake Pass) and A628 (Market St toward the Woodhead Pass), based on their experience.

Some respondents say they are unable to comment because the consultation material was not detailed enough to enable them to form a proper opinion.

Some respondents, including National Trust, suggest that more information and models should be provided on the environmental impact of the scheme, with more detail about how it will be mitigated.

Other examples relate to perceived insufficient information. Trans Pennine Trail expresses concern about the impact on Trans Pennine Trail walkers, and others discuss impact on cyclists of the A61 dualling proposals, and impact on the Peak District National Park more generally.

'A61 Dualling – The consultation document makes no reference to the impact on the Trans Pennine Trail or walkers, cyclists and horse riders from the local communities. Safe passage of all users is essential and it is disappointing that Highways England has not documented this within the consultation provided' (Trans Pennine Trail)

Another example about information provision relates to the need for more information on the specific impact on residents. There are several comments on a perceived risk of settlement or subsidence to properties, and how this risk would change since the proposals changed after initial evaluations of settlement risk. Some respondents feel that the risk levels were not made clear prior to the consultation or that the impact on their homes is still unclear. Many also believe that residents should have been informed of the risk prior to the consultation. Some ask for specific guarantees around property surveys and compensation. National Trust feels that solutions related to settlement impact, or specific traffic problems, should be agreed on a local level rather than on the basis of the entire route and affected area.

Some comments request that Highways England clarify the ambition of the scheme in terms of whether it precedes further improvements, or whether these are a more final set of proposals. They feel that it is difficult to comment without this understanding. Other respondents ask for other information, such as around budgets, estimated journey times and traffic volumes along the existing route, to help to assess the merits of the proposals. One local business notes that it is difficult to assess the proposals without information on the underlying causes of accidents on the existing route. Several comments address the issue of the overall project budget, expressing concern that both options reportedly remain unaffordable.

A small number of comments address accessibility. Individual respondents, as well as Longdendale Community Group, feel that larger printed maps would have made it easier for residents to inspect the plans, and greater active engagement with community members could have allowed the length of the explanatory documentation to be reduced.

8.4.3. Consultation process

Some respondents specifically note that aspects of the process were helpful, such as the events. However, several respondents express concern about other aspects. For example,

there is concern that the scope of the consultation is more limited than they would prefer, in terms of the ambition of the proposals and detail around addressing specific issues, such as traffic impact on local communities and visitors.

Related to this, some respondents feel unable to select their preferred route because they feel that other options should be considered, including building a more extensive bypass, and that local people should be further consulted. Longdendale Siege Committee feel that the area around Tintwistle should be included within route options. Several respondents feel that more engagement with the community is needed to make them feel that Highways England is genuinely listening to their concerns around the route selection, scope and budget.

Some comments question the value of this consultation based on their view either that the proposals are too limited, or that they may not result in action taken to genuinely improve the route. Some of these respondents, including the Bridge Louvre Company, feel that there has been a piecemeal approach to upgrades in the area over the years, and express concern that previous consultations have had limited impact. The Residents of Tintwistle Group expresses concern about the total cost of multiple successive consultations and pilot projects.

A small number of comments note issues with the submission process – for example, inability of respondents to review comments before final submission. Similarly, others note issues with the questionnaire – for example, limiting multiple choice questions without the ability to express no preference of route.

'...it is difficult for the people who live locally to make a fully informed choice between A+B as there are still many grey areas on the proposals about final local plans.' – Member of the public (User 1082)

A small number of respondents are concerned that awareness of the proposals and of the consultation process appears to be low amongst local people.

Appendix A: List of consultation documents

- Consultation brochure:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/N160495%20%20Trans%20Pennine%20Upgrade%20Programme%20Consultation%20Document.pdf

- Consultation summary:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/N160497%20%20Trans%20Pennine%20Upgrade%20Programme%20Consultation%20Summary%20Document.pdf

- Poster:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/N160500%20%20Trans%20Pennine%20Upgrade%20Programme%20Consultation%20Poster%20A4.pdf

- Mottram link maps:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/Mottram%20Link%20Maps.pdf

- Mottram link Option A detailed drawing:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/Option%20A%20%20Plan%20for%20Consultation.pdf

- Mottram link Option B detailed drawing:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/Option%20B%20%20Plan%20for%20Consultation.pdf

- Mottram link discounted options:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/Mottram%20Discounted%20maps.pdf

Appendix B: Consultation questionnaire

The questionnaire available online and in paper form to respondents consisted of 13 questions:

Question 1. How often do you currently use: *(tick boxes provided for 'Daily', 'Weekly', 'Monthly', 'Rarely' and 'Never')*

- i. A57 Hyde Road and/or Mottram Moor?
- ii. A628 in Hollingworth/Tintwistle?
- iii. A628/A616 Woodhead/Stocksbridge Bypass?
- iv. A61 in Tankersley?
- v. A57 Woolley Lane?

Question 2. If you use any or all of these routes, please indicate your reason for doing so (for the majority of your journeys). *(tick boxes provided for 'Commuting to/from work', 'Business/work trips', 'Leisure/shopping' and 'Do not use')*

- i. A57 Hyde Road and/or Mottram Moor?
- ii. A628 in Hollingworth/Tintwistle?
- iii. A628/A616 Woodhead/Stocksbridge Bypass?
- iv. A61 in Tankersley?
- v. A57 Woolley Lane?

Question 3. Are you affected by any of the following? If yes please tick in the appropriate box *(tick boxes provided for 'Noise from traffic using these roads?', 'Vibration from traffic using these roads?', 'Poor air quality including fumes and dirt?', 'Difficulty in crossing the road/using pavements?' and 'Congestion and delay when you use these roads')*

- i. A57 Hyde Road and/or Mottram Moor?
- ii. A628 in Hollingworth/Tintwistle?
- iii. A628/A616 Woodhead/Stocksbridge Bypass?
- iv. A61 in Tankersley?
- v. A57 Woolley Lane?

Question 4. To what extent do you agree or disagree with the following statements? Please tick the appropriate box. *(tick boxes provided for 'Strongly agree', 'Agree', 'Neither agree nor disagree', 'Disagree', 'Strongly disagree' and 'Don't know')*

- i. We should reduce journey times along the A57/A628/A616
- ii. We should improve journey time reliability on the A57/A628/A616/A628/A616
- iii. We should give drivers better information about incidents

- iv. We should improve air quality in the villages
- v. We should reduce noise and vibration in the villages
- vi. We should improve facilities so it is easier for people to use the pavements /cross the road and reconnect communities
- vii. Reducing collisions is more important than reducing journey times
- viii. The slow journey times and poor connectivity of the route are exceptional circumstances that need to be remedied
- ix. Poor road conditions in the national park rarely occur
- x. The A57/A628/A616 should remain a route for all types of Cross-Pennine traffic

Question 5a. Which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road (please see consultation brochure) do you prefer? Please tick the appropriate box.

- Option A: A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.
- Option B: A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Question 5b. Please tell us why you prefer this option

Question 6a. Which of the two options for the A61 Dualling do you prefer? Please tick the appropriate box.

- Option A: To stop all right turn movements at the minor road junctions so that they become left in left out junctions only.
- Option B: To stop all right turn movements out of the minor roads onto the A61 but maintain the right turns from the A61 into Westwood New Road and Wentworth Way.

Question 6b. Please tell us why you prefer this option

Question 7a. To what extent do you agree or disagree that our plans for the A628 climbing lanes will reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch? (*tick boxes provided for 'Strongly agree', 'Agree', 'Neither agree nor disagree', 'Disagree', 'Strongly disagree' and 'Don't know'*)

Question 7b. Please provide any additional comments on our plans for climbing lanes between Tintwistle and Flouch.

Question 8. To what extent do you agree or disagree that putting the following measures in place along the A57, A628, A616 and A61 would improve safety on this route? (*tick boxes provided for 'Strongly agree', 'Agree', 'Neither agree nor disagree', 'Disagree', 'Strongly disagree' and 'Don't know'*)

- i. Changing speed limits (usually reducing them)
- ii. Average speed cameras
- iii. Highly reflective road markings
- iv. LED road studs
- v. Vehicle actuated signs (that light up to warn drivers of hazards or inappropriate speed)
- vi. Skid resistant surfaces
- vii. Parking bays to prevent parking on footways in built up areas
- viii. Measures to protect right turning vehicles/prevent overtaking at key locations
- ix. Improving crossing facilities for pedestrians in built up areas

Question 9. To what extent do you agree or disagree that the proposed technology measures will improve conditions for traffic on the A57/A628/A616/A61 Trans-Pennine route? (*tick boxes provided for 'Strongly agree', 'Agree', 'Neither agree nor disagree', 'Disagree', 'Strongly disagree' and 'Don't know'*)

Question 10. Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme? Please feel free to continue over the page if necessary.

About the consultation

Question 11. How did you find out about this consultation? (*tick boxes provided for the following: 'Flyer or letter through door', 'Poster/public notice', 'Newspaper* advertisement', 'Newspaper* article', 'Newspaper* website', 'Our website or email', 'Local council website or email' and 'Local community group'*) * If so, please state which paper

Question 12. Have you found the consultation materials useful in answering your questions? (*tick boxes provided for 'Yes', 'To a certain extent' and 'No'*)

Question 13. Did you attend one of our public exhibitions? If so, which one? (*tick boxes provided for 'Mottram', 'Tankersley', 'Glossop', 'Hattersley', 'Hollingworth' and 'Did not attend'*)

Appendix C: Suggestions for additional measures

Respondents suggest alternative measures that they believe should be implemented. Suggestions that are specific to the proposals of this consultation are addressed in the relevant chapters, below is a table of the suggestions provided that are outside of the scope of this consultation. Suggestions provided fall into the following categories:

- construction of and improvements to bypasses and motorways;
- construction of a tunnel;
- reduction of freight and HGVs on the route;
- maintenance and improvement of existing road infrastructure; and
- reducing pressure on Trans-Pennine road networks.

Measure	Suggestion	Location
Bypasses and motorways A larger bypass is seen as a way to separate long-distance and local travellers, and the only effective way to reduce current issues.	Construct a bypass, motorway, complete dualling, flyover or a relief road	<ul style="list-style-type: none"> • For Hadfield, Glossop, Hollingworth and Tintwistle • From Mottram Moor to Brookfield bypassing Woolley Bridge • From Manchester to the M1 • From the M67 to M1 • From the M67 to the A628
	Expand motorway standard capacity	<ul style="list-style-type: none"> • Longdendale Valley
	Reduce the number of junctions on future bypasses	
	Improve existing motorways	<ul style="list-style-type: none"> • M62
Trans-Pennine tunnel	Construct a Trans-Pennine tunnel	<ul style="list-style-type: none"> • From the M67 to the M1 • From Manchester to Sheffield • Under the Peak District as part of a motorway

<p>It is believed that a Trans-Pennine tunnel will improve traffic flow and have a better long term legacy.</p>		from Manchester to the M1
	Reopen the Woodhead Tunnel for rail, roadways and freight	
	Sink the existing Woodhead peak into a cut and cover all-weather tunnel, like the Devils Punchbowl solution on the A3	
	Incorporate a short stretch of toll road into a tunnel, weighted in favour of traffic under 3.5 tonnes	
<p>Reduce freight and HGVs</p> <p>Suggested HGV and freight restrictions to reduce congestion, improve journey times and improve safety.</p>	Restrict HGVs from using a tunnel if severe congestion occurs during the day	
	Ban or restrict through traffic of LGVs or HGVs from various sections of the route, by various means, including: <ul style="list-style-type: none"> weight restrictions (1-, 3-, 7.5- or 20-tonne limits) height restrictions width restrictions time restrictions (weekend or peak time bans) restricted access during inclement weather applying a toll for HGVs enforcement through automatic number plate recognition cameras 	<ul style="list-style-type: none"> On the A628/A616 On the A57 Through local villages From the M1 to the M67 On the B6105 On Glossop High Street
	Encourage or redirect HGVs onto the M62	
	Adopt a sustainable approach to freight reduction at a national level	
	Encourage a modal-shift to transport freight by rail	
Decrease dependency on road freight generally		
<p>Maintain and improve existing road infrastructure</p> <p>Suggested road improvements, to</p>	Close roads and junctions	<ul style="list-style-type: none"> The A628/A616 The A57 Snake Pass Junction 35A on the M1
	Downgrading of the route and de-trunking the A628, as was done with the A595	
	Improve safety and visibility at junctions, particularly for traffic entering the A628	<ul style="list-style-type: none"> B6105/A628 junction A6024/A628 junction

reduce congestion and improve safety.		<ul style="list-style-type: none"> • New Road/A628 junction • A616 junction at Tankersley
	Straighten bends and improve curves	<ul style="list-style-type: none"> • On the A628 • On the Dunford Bridge – Longendale route • On Salters Brook Bridge
	Improve road gradients	<ul style="list-style-type: none"> • On Salters Brook Bridge
	Road widening	<ul style="list-style-type: none"> • On the A57 Hyde Road
	Improve the A57 Snake Pass	
	Implement and enforce parking restrictions	<ul style="list-style-type: none"> • On New Road, approaching the New Road/A628 junction • On Ashworth Lane • On Broadbottom Road • On the A57 Mottram Moor • On the A57 in Glossop
	Increase the number of lanes	<ul style="list-style-type: none"> • On the M67, on approach to the M60 • On the A616 from Tankersley to the M1 • On the Glossop link from New Shaw Lane • On the A628 • On Back Moor • At the Mottram intersection
	Install and improve traffic light systems, including adding right-turn filters	<ul style="list-style-type: none"> • New Road/A628 junction • A6024/A628 junction • Gun Inn and Mottram Moor/Back Moor
Improve non-motorised user facilities: <ul style="list-style-type: none"> • Provide a non-motorised user scheme and facilities • Provide cycle lanes separated from roads and footpaths • Signpost Old Road as a cycle route • Improve cycle lanes and bridleways, such as the Trans-Pennine 		

	bridleway	
	Implement traffic calming measures, such as speed bumps	<ul style="list-style-type: none"> • On Old Road • In Tintwistle
	Change existing road networks in Mottram to a one-way system	
	Separate the A628 and A57 before the junction with the M67	
	Installation of lighting at junctions	<ul style="list-style-type: none"> • The A616 Stocksbridge Bypass/Fox Valley Way roundabout
	Limit turning options	<ul style="list-style-type: none"> • No left turn at the Ashworth Lane/Broadbottom Road junction • Right turn options off the A57 High Street East and West in Glossop
	Improve traffic flow at junctions by installing traffic lights or other measures	<ul style="list-style-type: none"> • At the A57 island • At the M57 island
	Change signs on the M60 which route traffic to Sheffield on the M67, as it does not go there	
	Develop a gyratory flow system around Mottram	
	Create laybys for slow drivers, to allow cars to pass	
	Make Old Road access only to deliveries and residents	
	Make yellow box junctions	<ul style="list-style-type: none"> • On the Coach Road/Mottram Moor junction
	Set priority for traffic travelling from east to west during peak morning times, and west to east in peak evening times	
Reduce pressure on Trans-Pennine road networks	Enforce the use of the M62 by through traffic	
	Implement a toll in the National Park	
	Encourage a modal shift and reduced motor journeys: <ul style="list-style-type: none"> • improve public transport • promote cycling and walking • promote the use of electric vehicles • utilise canals for freight and passengers 	

	<ul style="list-style-type: none">• encourage working-from-home initiatives	
	<p>Improve public transport:</p> <ul style="list-style-type: none">• establish bus services to Manchester• provide improved rail links (passenger and freight) between Manchester and Sheffield, with fast and/or direct trains and stops at Glossop and Gamesley• extend the tram service from Ashton	

Trans-Pennine Upgrade Public Consultation Report 2018



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1. INTRODUCTION

1.1 The purpose of this document

1.1.1 This is the summary consultation report for the 2018 statutory consultation on the Trans-Pennine Upgrade scheme.

1.2 The scheme

1.2.1 Highways England's Trans-Pennine Upgrade (TPU) is part of a £15 billion government investment in motorways and A roads under its 2014 Road Investment Strategy and involves improving journey times, tackling congestion and reducing incidents between Manchester and Sheffield. The Trans-Pennine route, which includes the A57, A628, A616 and A61, mainly consists of single carriageways with steep gradients and sharp bends and is particularly affected by bad weather. Schemes that form the Trans-Pennine Upgrade are also designed to reconnect communities divided by busy roads.

1.2.2 The scheme includes the following elements:

- Mottram Moor Link Road – a dual carriageway link from the M67 terminal roundabout to a junction at A57(T) Mottram Moor
- A57(T) to A57 Link Road – a single carriageway link from the A57 at Mottram Moor to a junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Woolley Bridge Road junctions
- Westwood Roundabout – an extra lane on the roundabout and the approaches to increase capacity and improve journey time reliability
- Safety and technology improvements – safety measures focused on addressing collisions along the whole route and technology measures to provide driver information and inform route choices

1.3 Consultation on the scheme

1.3.1 There have been two earlier periods of non-statutory consultation on the scheme:

- Pre-non-statutory consultation took place between October 2015 to March 2017 comprising workshops with key stakeholders, Statutory Environmental Body meetings and public awareness events.
- A non-statutory consultation took place between 13 March and 10 April 2017, where a number of options were presented to the public. Early consultation with the public at the non-statutory stage allowed members of the public to provide feedback on the options stage and influence the development of the TPU. The views collected during this time informed the Preferred Route Announcement (PRA) in November 2017.

1.3.2 Since the non-statutory consultation on options in early summer 2017 and the Preferred Route Announcement during autumn 2017, the scheme proposals have developed:

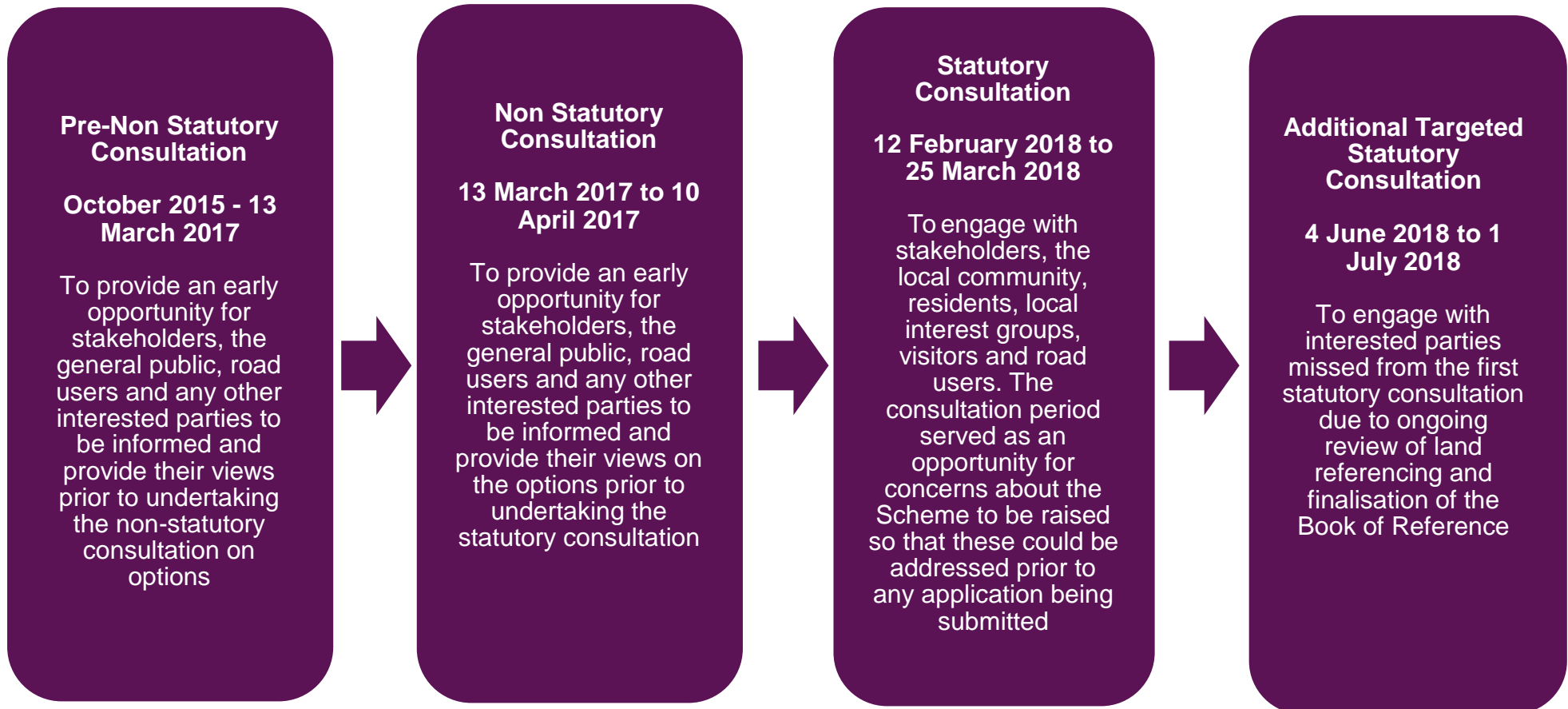
- Improvements will be required at M67 Junction 4, to enable the scheme to perform at its best.

- The new junctions at A6018 Roe Cross Road and the new A57 link with Woolley Bridge are to be signalised 'T' junctions.
- The design of the Mottram Tunnel has been reduced in length by approximately 40m on the eastern side meaning that it is now classified as an underpass, offering significant cost savings during construction and ongoing maintenance costs.
- Opportunities for facilities for cyclists, pedestrians, equestrians and walkers are being identified through work with local authorities and TfGM.
- Crossing facilities on the A57 from the M67 Junction 4 are to be improved and a combined cycleway and footpath alongside the new A57(T) to A57 link road between Mottram Moor and Woolley Bridge will be provided.
- The existing A57(T) Hyde Road between the M67 Junction 4 and the new roundabout on Mottram Moor will no longer be part of the trunk road network and ownership will be passed to the local highway authority, Tameside MBC.
- The improvements to the community environment include lower speed limits, speed reduction measures, local junction improvements, additional parking bays, and traffic priority signals.
- Two formerly proposed elements of the scheme have been removed:
 - A61 Dualling – a dual carriageway on the A61 between the A616 roundabout and junction 36 of the M1
 - A628 Climbing Lanes – two overtaking lanes on the A628 near Woodhead Bridge and near Salters Brook Bridge

1.3.3 The statutory consultation that is the subject of this report took place from 12 February to 25 March 2018 to ensure the local community, residents, local interest groups, businesses, visitors and road users all had the opportunity to fully understand the TPU and comment on the proposals.

1.3.4 An additional Targeted Statutory Consultation was held between 4 June 2018 and 1 July 2018 to engage with interested parties missed from the first statutory consultation after ongoing review of land referencing and finalisation of the Book of Reference.

Figure 1-1: Summary of Non-Statutory and Statutory Consultation Periods.



2. OUR APPROACH TO THE 2018 STATUTORY CONSULTATION

2.1 Overview of the statutory consultation

2.1.1 The statutory consultation ran for 6 weeks from the 12 February to 25 March 2018 (42 days). This was to ensure the local community, residents, local interest groups, businesses, visitors and road users all had the opportunity to fully understand and comment on the scheme. The opportunity was also provided to comment on the parts of the scheme that can be delivered without a Development Consent Order (DCO) - Westwood Roundabout and the safety and technology elements.

2.1.2 The statutory consultation was an opportunity to seek views on a number of aspects of the scheme including:

- level of support for link roads
- agreement with community environment improvements proposals
- views and suggestions of how the land above Mottram underpass may look on completion of the scheme
- level of support for improved facilities for pedestrians, cyclists, equestrians and walkers
- level of agreement with improved safety
- whether proposals for Westwood roundabout will reduce delays

2.2 Statement of Community Consultation (SoCC)

2.2.1 Before the consultation a Statement of Community Consultation was prepared, setting out the timetable for the consultation and the various activities planned. The SoCC was agreed in advance of the consultation taking place with Tameside Metropolitan Borough Council, Derbyshire County Council, Sheffield City Council and Barnsley Metropolitan Borough Council, and also Transport for Greater Manchester (TfGM).

2.2.2 The final version of the SoCC, revised in line with the comments and suggestions received from the local authorities was published in the national and local press and made available at local community venues:

- Broadbottom Community Centre
- Hattersley Hub
- Hattersley Library
- Hollingworth Post Office
- Magdalene Centre, Broadbottom
- Mottram Post Office
- St Mary's Church, Hollingworth
- Gamesley Community and Sports Centre

- Glossop Leisure Centre
- Glossop Library
- Hadfield Library
- High Peak Borough Council
- Peak District National Park Authority
- Barnsley Central Library
- Penistone Library
- Tankersley Post Office
- Tankersley Welfare Hall
- Stocksbridge Library

2.3 Public consultation

- 2.3.1 At the start of the consultation period, copies of the public consultation brochure were sent directly to residential and commercial properties in close proximity to the scheme. The brochure outlined the scheme's objectives, how proposals have developed and changed since the PRA and details of the elements which we would like views on as well as details for the public exhibitions and how to respond to the consultation. A wider distribution catchment area also received notification of the consultation period, and how to find out more information about the scheme, via an A4 flyer.
- 2.3.2 From the 12 February 2018 the consultation material, including the brochure with the customer response form, a 3D visualisation model, the Preliminary Environmental Information Report (PEIR) and Non-Technical Summary (NTS), and the Statement of Community Consultation (SoCC), was available to view on the dedicated scheme webpage.
- 2.3.3 The documents were also available at deposit locations within the vicinity of the scheme.
- 2.3.4 Six public consultation events were held:
- Saturday 17 February 2018 - Mottram C of E Primary School
 - Wednesday 28 February 2018 - Bradbury Community House, Glossop
 - Saturday 3 March 2018 - Tesco, Hattersley
 - Monday 5 March 2018 - Tankersley Welfare Hall
 - Friday 9 March 2018 - Bradbury Community House, Glossop
 - Saturday 10 March 2018 - Mottram Community Centre
- 2.3.5 The exhibitions gave people an opportunity to view the proposals, talk to the project team and provide comments. The public were informed of the exhibition through channels including advertisements in appropriate local newspapers, via our webpage, the media, direct communications (including brochure/flyer drop) and scheme updates (if subscribed to on the scheme website).

- 2.3.6 All responses received by Tuesday 25 March 2018 were included in the consultation. The online response form closed on the day the consultation period ended.
- 2.3.7 Councillors from Tameside MBC, High Peak Borough Council and Barnsley MBC were invited to a VIP event which was held during the first hour of the first public exhibition event. A brief presentation was given to attendees followed by the opportunity to view the exhibition and discuss the proposals with the project team.
- 2.3.8 The consultation was advertised in local and national newspapers: the London Gazette, The Guardian, Tameside Reporter, Barnsley Chronicle and Sheffield Star.
- 2.3.9 A press release detailing the consultation and how the community and road users can participate was issued on 13 February 2018.
- 2.3.10 The public consultation was also advertised on Highways England North West Twitter feed @highwaysNWEST.

2.4 Prescribed consultees, local authorities and interested landowners

- 2.4.1 Highways England also formally consulted with:
- Prescribed Consultees
 - Local authorities
 - Interested landowners
- 2.4.2 Letters were sent providing an overview of the scheme, an explanation around the classification of the scheme as a National Significant Infrastructure Project (NSIP) and the requirement to apply for a DCO. The duty to consult and the statutory consultation process during the pre-application period was also further explained. The consultees were advised of the public consultation events and the opportunity to provide feedback and opinions on the scheme. A web link was provided to the consultation documents and the methods of providing a response.

2.5 Additional statutory consultation

- 2.5.1 It was determined after the end of the statutory consultation that a number of interested landowners who were missed. The Applicant ran a targeted statutory consultation to engage with them which ran from the 4 June to 1 July 2018.
- 2.5.2 The materials used for this consultation were the same as those used in the first round of statutory consultation and were sent out on 1 June 2018 as special delivery.

3. RESPONSES TO THE 2018 STATUTORY CONSULTATION

3.1.1 We received a total of 594 responses by the end of the statutory consultation period on the 25 March 2018:

- 367 online consultation response forms
- 111 paper consultation response forms
- 47 emails or letters from stakeholders and members of the public who provided a written consultation response instead of filling in the consultation response form
- 69 enquiries.

3.1.2 No responses were received during the targeted Statutory Consultation (4 June to 1 July 2018).

3.2 Overview of responses

3.2.1 All the responses received to the consultation, via both the consultation response forms and written consultation responses, have been analysed and the subjects raised allocated to particular themes.

3.2.2 The responses to the closed questions within the consultation response form demonstrate that respondents support many elements of the scheme.

3.2.3 Respondents were asked about their level of support for the scheme in question 4 where the highest majority (217) strongly agreed, whereas 96 strongly disagreed.

3.2.4 The majority of respondents also agreed that the local junction improvements, additional parking bays, additional crossing facilities and cycle routes, will improve the community environment on the A57(T) and Woolley Lane and transform the A57(T) into a local road.

3.2.5 The majority of respondents also supported the proposals for NMUs.

3.3 Consultation response forms

3.3.1 A summary of the responses to the questions related to the statutory consultation in the consultation response forms and the key issues raised, is provided below. The detail of individual responses can be found in Appendix B.

Question 1: What is your interest in the link roads based on?

Daily user	Weekly user	Monthly user	Do not use route	Land or property owner	Total
230	121	64	7	166	588

Question 2: To what extent will the link roads affect or impact you?

Highly affected	Affected	Marginally affected	Not affected	Do not know
256	123	43	20	27

Question 3: Please explain your reason(s) for your answer to question 2

Comment	No. of respondents
I use A57 and nearby road network regularly in my commute / to visit family / leisure / business etc	75
I live near / use the A57 everyday / own property within / am affected by current traffic levels / will be affected by construction	57
The scheme will reduce traffic and improve journey times	54
Traffic in the area is awful and something needs to be done	39
Concerns the scheme will increase noise and pollution (air and light)	38

Question 4: Please identify your level of support for the link roads

Strongly agree / Agree	Neither agree or disagree	Disagree / Strongly disagree	No opinion / Do not know	Total
310	28	129	5	472

Question 5: Please explain the reason(s) for your response to question 4

Reason	No. of respondents
Hollingworth and Tintwistle also need to be bypassed	45
It will ease congestion/improve journeys and road safety	36
Anything has to be better than what we have put up with for many years/long awaited solution/essential something is done	31
The current levels of congestion are terrible	10
It will only lead to more congestion/move the problem further along the route.	10

Question 6: To what extent do you consider the following measures will improve the community environment on the A57(T) and Woolley Lane and transform the A57(T) into a local road?

Measure	Strongly agree / Agree	Neither agree or disagree	Disagree / Strongly disagree	No opinion / Do not know
20 mph speed limit	196	76	153	21
Speed cushions and chicanes	180	61	177	22
Local junction improvements	132	75	211	24
Changes to traffic signal priorities	181	63	172	29

Measure	Strongly agree / Agree	Neither agree or disagree	Disagree / Strongly disagree	No opinion / Do not know
Additional parking bays	244	100	58	38
Additional crossing facilities	281	101	127	21
Cycle routes	244	91	75	31

Question 7: Is there anything else you think we should consider to improve the existing roads?

Comment	No. of respondents
Impose a tonnage restriction to reduce HGVs / restrict HGVs	51
Hollingworth and Tintwistle also need to be bypassed	32
Further consideration must be given to NMU's	18
Improve existing roads rather than spend money on new (resurfacing and repairing pot holes)	18
Use alternative methods to reduce speed other than chicanes and speed bumps	9

Question 8: We have provided an outline proposal of how the land above the Mottram underpass might look on completion of the scheme – the plan is available at our exhibitions or visit our webpage at www.highways.gov.uk/trans-pennine-upgrade. We would welcome your views and suggestions on how the land above the Mottram underpass could be used after completion of the scheme to enhance the local community.

Comment	No. of respondents
Tree and Shrub planting /more trees / landscaping to tackle pollution / create habitats for wildlife	63
No view / no comment / N/A / no strong views on this	37
A park, woodland area, community park	35
Allotments	11
Install sport facilities	10

Question 9: Please identify your level of support for the proposals for pedestrians, cyclists, equestrians and walkers.

Strongly agree / Agree	Neither agree or disagree	Disagree / Strongly disagree	No opinion / Do not know	Total
274	76	37	48	435

Question 10: Please explain the reason(s) for your response to question 9 and tell us of any particular locations or routes that we may have missed that you feel should be improved for pedestrians, cyclists, equestrians and walkers

Comment	No. of respondents
Improved pedestrian links and crossings are welcomed	5
Only concerned for free-flowing traffic	4
Any additional cycle routes would be welcomed	4

3.3.2 Questions 11 to 16 covered the safety and technology improvements and Westwood roundabout, which were not part of the statutory consultation in preparation for our DCO application and are not described here.

Question 17: Do you have any further comments about our proposals for the Trans-Pennine Upgrade?

Comment	No. of respondents
Hollingworth and Tintwistle villages also need to be bypassed	98
Enforce a ton limit on the route / ban HGVs	29
It is a waste of time and money	37
Get on with it / its 20-30 years late	16
Strong objection	14

Question 18: How did you find out about this consultation?

Postal distribution	Poster / Public notice	Scheme website / email	Local Authority correspondence	Community group information	Newspaper advert / website
256	49	84	35	23	53

Question 19: Have you found the consultation materials useful in answering your questions?

Yes	No	To a certain extent
205	40	215

Question 20: Did you attend one of our public exhibitions? If so, which one?

Mottram Primary	Glossop	Hattersley	Tankersley	Hollingworth	Mottram Community Centre	Did not attend
45	3	17	1	30	25	17

3.4 Local authorities

3.4.1 Detailed responses from local authorities can be found in Appendix C.

3.5 Prescribed and non-statutory consultees

Prescribed consultees

3.5.1 A total of 18 responses were received from prescribed consultees:

- Environment Agency
- Forestry Commission
- Health and Safety Executive
- Historic England
- National Grid
- Natural England
- Public Health England
- Royal Mail Group
- United Utilities

Non-Statutory Consultees

3.5.2 Nine responses were received from non-statutory consultees:

- National Trust
- Campaign for Better Transport
- Charlesworth Parish Council
- Sustrans
- Friends of the Peak District and Campaign to Protect Rural England (CPRE) South Yorkshire
- SPEED Bridleway Group
- Northwest Transport Activists Roundtable
- Pennine National Trails Partnership

3.5.3 Details of the responses from prescribed and non-statutory consultees can be found in Appendix D.

4. KEY CONCERNS RAISED DURING THE 2018 STATUTORY CONSULTATION AND OUR RESPONSE

4.1 What you said and what we are doing

4.1.1 A summary of key concerns raised in during the 2018 statutory consultation and how we are responding in developing the scheme, are provided in the table below.

The key concerns raised during the consultation	Our response
<p>Air quality</p> <p>Several respondents asked questions relating to the existing air quality in Mottram and the surrounding areas and the effect the scheme would have on this, especially bearing in mind the Air Quality Management Areas (AQMAs) planned by High Peak Borough Council in the village of Tintwistle and area around Dinting Vale.</p>	<p>To address these questions, Highways England is increasing the number of current air quality monitoring sites, to better understand the impacts on the existing air quality and better inform the air quality modelling for the scheme.</p> <p>This includes additional sites within the current scheme boundary and additional sites on the A57 and A628 to complement existing sites currently being monitored by the local authorities.</p>
<p>Traffic impacts throughout the scheme</p> <p>Questions were raised about the potential impacts on the existing traffic levels in the area and how these would change with the implementation of the scheme.</p> <p>Questions were also asked on how this would affect adjacent local routes in the village of Mottram and the surrounding areas.</p>	<p>During consultation it became apparent that a number of alternative routes were being used by local residents to avoid the current congestion along the A57 Mottram Moor and Hyde road.</p> <p>Highways England is planning to carry out additional traffic assessments of these alternative routes and incorporate them into the traffic model, to better understand the impacts on the wider highway network.</p>
<p>Noise impacts within the area</p> <p>Questions were raised about the current noise levels, as a number of Noise Impact Areas (NIAs) have been declared within the scheme boundary.</p> <p>These questions focused on how the scheme would impact on areas currently suffering from noise and also on adjacent areas along the proposed route of the bypass.</p>	<p>Highways England were already considering the impacts from noise and were already proposing low noise surfacing, noise bunds and noise barriers as potential mitigation strategies for any changes as a result of the scheme.</p> <p>The extent of the modelling will be revisited to incorporate any changes to the traffic modelling and design as part of the additional surveys and areas.</p> <p>The scheme design is an iterative process which is developed through the preliminary design phase, to identify the most suitable mitigation strategy to minimise landscape and visual impact. These will be incorporated within the Environmental Management Plan.</p>
<p>Impact on the landscape</p> <p>Questions were raised about the environmental impact on the existing landscape, including the loss of trees, hedgerows, pasture and any potential impacts on the wildlife habitats.</p>	<p>The scheme includes a range of measures designed to mitigate for potential effects on landscape character and visual amenity.</p> <p>These include woodland planting, woodland edge planting, linear belt of shrubs and trees, hedgerows with trees and individual trees.</p> <p>Highways England are continuing to carry out environmental surveys to assess the condition and changing nature of the current environment. Survey</p>

The key concerns raised during the consultation	Our response
	information will be used to ensure there is no net loss from the implementation of the scheme and will be developed as part of the Environmental Management Plan.
<p>De-trunking measures along the A57</p> <p>The current proposals for the de-trunking works along the A57 Hyde Road from junction 4 of the M67 through to Mottram Moor and the additional traffic calming works to the A57 Woolley Lane, were questioned requiring greater detail/does this include a speed limit reduction to 20mph.</p>	<p>During consultation Highways England set out a combination of parking and cycling enhancements along Mottram Moor. We are progressing these proposals to develop a strategy that addresses the needs and views of the residents as a whole, as the opportunities for change vary along the length of this section of road.</p> <p>The details of the physical measures will be agreed with Tameside MBC via a statement of common ground. These measures will be developed to complement the authority's long term view for the area, including enhancing cycling provision.</p>
<p>Parking and cycling provision A57 Mottram Moor</p> <p>The residents of the A57 Mottram Moor had mixed views of the proposed parking and cycling enhancements along the section from the junction of Back Moor through to the Gun Inn Junction, presented at consultation, highlighting issues with the existing access arrangements.</p>	<p>During consultation Highways England presented a combination of parking and cycling enhancements along Mottram Moor, we are to progress these proposals to develop a strategy that looks to address the needs and views of the residents as a whole, as the opportunities for change vary along the length of this section of road.</p>
<p>Settlement around the underpass structure</p> <p>Questions about settlement were raised by the residents living near the proposed underpass from Roe Cross Road through to Old Hall Lane. They were concerned to understand the nature of the works and the impact on settlement as a result of the depth of the excavation and scale of the works. A previous ground investigation report from an earlier scheme in 2005 had been made available which highlighted potential settlement in the area.</p>	<p>During the consultation process Highways England were carrying ground investigations, to determine the extent of the existing ground conditions in the area.</p> <p>The results of these investigations will be used to inform potential construction techniques and shape the design of the underpass, identifying potential impacts on the surrounding area and properties.</p> <p>Further targeted investigations may be required dependent on the outcomes of the investigation report.</p>
<p>Access for cyclists, equestrians and walkers</p> <p>Several responses were received relating to the existing connections to the public rights of way throughout the scheme, asking how these are to be affected during construction and by the implementation of the scheme.</p> <p>Requests were made to improve connectivity in the area, specifically looking to place additional routes throughout the scheme.</p>	<p>Highways England have met on several occasions with Tameside MBC to discuss the impact of the scheme on the existing routes in the area.</p> <p>We have held a separate meeting with Tameside MBC and representatives from the local cycling, equestrian and walking groups, and have decided to carry out a detailed assessment in the area to confirm the current use and user demands in the area.</p> <p>Once the assessment is complete we will look for opportunities to enhance the existing provisions in the area.</p>
<p>Roe Cross Road – underpass structure</p> <p>During the consultation Highways England asked for consultees to indicate their preference on a long-term landscaping solution for the area on top of the underpass from Roe Cross Road through to Old Hall Lane.</p>	<p>The majority of respondents expressed a preference for trees and shrub planting, with complementary landscaping and the creation of a habitat for wildlife for the land above the underpass. Highways England are planning to develop these plans in conjunction with Tameside MBC.</p>

The key concerns raised during the consultation	Our response
<p>Confirmation of Speed limits throughout the scheme</p> <p>Questions were raised at consultation about the numerous different speed limits throughout the scheme and adjoining local roads.</p>	<p>Highways England presented the proposed speed limits of the new Links Roads as 50mph with adjoining roads remaining at 30mph, except for the sections of the de-trunked A57 Hyde Road and Woolley Lane which would be reduced to 20mph.</p> <p>Discussions with Tameside MBC have led us to re-assess this proposal and are currently considering whether the new A57 link Road from Mottram Moor to Woolley Bridge should operate at 30mph. These changes will be assessed to understand their impact on the traffic modelling assessments.</p>

4.2 Concerns outside the scope of the scheme

4.2.1 There were also two key concerns raised that we are unable to resolve in the delivery of the scheme. These are set out in the table below.

The key concerns raised during the consultation that we are unable to resolve	Our response
<p>Impose a tonnage restriction to reduce HGVs / restrict HGVs</p>	<p>The current A628 and A57 is owned and operated by Highways England on behalf the Department for Transport and forms part of the Primary Route Network. As such it must be open for all forms of vehicles and cannot discriminate against specific user types. Therefore, we cannot impose such restrictions on the A628 and A57 route from Manchester to Sheffield.</p> <p>The scheme is however looking to remove the HGV traffic from the centre of Mottram with the introduction of the scheme.</p>
<p>Concerns that Hollingworth and Tintwistle are not part of the solution</p>	<p>The current proposed scheme would introduce measures to alleviate the issues currently being encountered in the Mottram area.</p> <p>Additional studies have been highlighted by Transport for the North to enhance the future connectivity between Manchester and Sheffield that will look to address the issue in the adjacent villages.</p> <p>There is no commitment to any other scheme at this time. An update to the Roads Investment Strategy RIS is expected early 2020.</p>

Appendices

Appendix A. Abbreviations

Table A-1 - Abbreviations and descriptions

Abbreviation	Full text
APFP	Applications: Prescribed Forms and Procedure
CPRE	Campaign to Protect Rural England
DCC	Derbyshire County Council
DCLG	Department for Communities and Local Government ¹
DCO	Development Consent Order
DDA	Disability Discrimination Act
DfT	Department for Transport
EIA	Environmental Impact Assessment
ES	Environment Statement
LED	Light Emitting Diode
HGV	Heavy Goods Vehicle
MBC	Metropolitan Borough Council
MP	Member of Parliament
NMU	Non-Motorised User
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PA 2008	Planning Act 2008
PAEs	Public Awareness Events
PDNPA	Peak District National Park Authority
PEIR	Preliminary Environmental Information Report
PRA	Preferred Route Announcement
PROW	Public Right of Way
RBS	Route Based Strategy
RIS	Road Investment Strategy
s42	Planning Act 2008 – Section 42: Duty to consult
s44	Planning Act 2008 – Section 44: Duty to consult each person who is within one or more of the categories set out in section 44.
s46	Planning Act 2008 – Section 46: Duty to notify Commission of proposed application
s47	Planning Act 2008 – Section 47: Duty to consult local community

¹ Department for Communities and Local Government is now the Ministry of Housing, Communities and Local Government

Abbreviation	Full text
s48	Planning Act 2008 – Section 48: Duty to publicise
s49	Planning Act 2008 – Section 49: Duty to take account of responses to consultation and publicity
s55	Planning Act 2008 – Section 55: Acceptance of applications
SoCC	Statement of Community Consultation
SPRS	South Pennines Route Strategy
SRN	Strategic Road Network
TPU	Trans Pennine Upgrade
TPUP	Trans Pennine Upgrade Programme
TfGM	Transport for Greater Manchester
The Inspectorate	Planning Inspectorate
VMS	Variable Message Signs

Appendix B. Responses to the Consultation

B.1 Public Consultation

A total of 594 responses were received by the end of the statutory consultation period on the 25 March 2018 of which 367 were online questionnaires, 111 paper questionnaires, 47 emails or letters and 69 enquiries. In addition to receiving feedback via the customer response form, a number of stakeholders and members of the public provided a written consultation response. These have also been considered and details of the topics raised are outlined later in this report along with the responses which have been received from local authorities and prescribed consultees.

No responses were received during the Targeted Statutory Consultation (4 June to 1 July 2018).

B.2 Analysis of Consultation Response Forms

All of the 478 completed questionnaire responses were analysed. A coding framework was created to enable analysts to organise responses by themes and issues so that key messages and specific points of detail could be captured and reported. Each code presents a specific issue or argument raised in responses. This enables all responses to be indexed according to the issues raised by the respondents.

The feedback received in the questionnaire is a self-selecting sample, meaning the respondent has either chosen to respond or not respond to each question. Consequently, the results can only be taken to apply to those who responded to the question(s) and not a representative of all consultees.

The responses have been separated into three categories of respondent type:

- Prescribed consultees (s42(a)) (s42(b))
- Persons with interest in land (s44)
- Local communities (s47)

B.3 Closed Question Responses

Questions 1 to 10 were closed questions. The responses are summarised below.

Question 1: What is your interest in the link roads based on?

Question 1 investigated the respondent's interest in the link roads.

There was 1 response from s42(a) who was a daily user of the existing A57 route.

There were 187 responses from s44 consultees, of which 56 were daily users of the existing roads, 17 weekly users, and 2 monthly users.

52 responded as a land / property owner / tenant along the existing A57 and 60 as a land / property owner / tenant along the new link roads.

There were 400 responses from s47 of which 173 were daily users, 104 weekly users, 62 monthly users and 7 who do not / won't use the existing A57 / new road links.

42 responded as a land / property owner / tenant along the existing A57 and 12 as a land / property owner / tenant along the new link roads.

Question 2: To what extent will the link roads affect or impact you?

Question 2 investigated the respondent's view of the level of affect or impact the link roads would have on them.

There were 2 responses from s42(a), 1 would be affected / impacted and 1 did not know.

There were 119 respondents from s44 of which 101 would be highly affected, 12 would be affected / impacted, 2 marginally affected / impacted and 2 did not know.

There were 350 respondents from s47 of which 155 would be highly affected, 110 would be affected / impacted, 41 marginally affected / impacted, 20 not affected / impacted and 24 who did not know.

Question 3: Please explain your reason(s) for your answer to question 2

Question 3 sought the respondents reasoning for their answer to Question 2. A number of suggestions have been made by respondents. Examples of the types of comments received and the frequency of the comment against respondent type, are shown in the table below.

Table B-1 – Summary of Free Text Responses to Question 3

Theme	Frequency		
	Prescribed consultee (s42)	PIL (s44)	Local communities (s47)
Traffic, Vehicle Type and Access			
Request for more information on traffic	1	2	
Concerns the scheme will increase traffic in other areas	1	9	19
The scheme will reduce traffic and improve journey times		10	44
It will ease traffic congestion		2	5

Construction will increase traffic delays		1	4
Concerns over the speed of traffic		1	
Concerns over use of Woolley Lane as a rat run		1	
Concerns over safety of motorists / pedestrians		1	3
I use an alternative route to avoid traffic on this route			6
Traffic in the area is awful and something needs to be done			39
It will not improve the journey / it will not work			8
It depends on change in traffic flow and access of junction 4 roundabout			1
Please consider a weight limit on the A628			1
Access to centre of Mottram will be improved			1
The public transport system needs to be improved			1
Environment and local amenities			
Request for more information on EIA	1		
Concerns of effect of the scheme on the Peak District National Park and other environmental designated areas	1		2
Concerns of effect of the scheme on the local landscape	1	4	5
Concerns of effect of the scheme on wildlife and countryside		6	4
Concerns the scheme will increase noise and pollution (air and light)		31	7
Concerns over the effect of current levels of air pollution			3
Expressing support as the scheme will help ease noise and pollution (air and light)		2	8
Concerns over the drainage of water locally		3	
Effect on public right of way due to construction of underpass		2	

Concerns over the effect on historical buildings in the area		2	
Nature of the solution			
Expressing support for the scheme as will improve journey times for personal and business use, and better connect Manchester and Sheffield	1	2	9
Concerns that Hollingworth and Tintwistle are not part of the solution	1	6	18
Requirement for liaisons with statutory undertakers regarding their assets	1		
Access and parking are a real problem		2	
Concerns over the proximity of the scheme to my property and what this means		11	
Concerns over effect on property prices, property blight		13	
Concerns over effect on property e.g. subsidence and settlement risks		4	
The scheme should make access to the M67 easier		1	
Concerns over construction and the level of upheaval during this period		1	
Concerns over HGV traffic and whether an HGV ban will be introduced		4	2
The scheme is perceived as expensive and inadequate		2	1
Would like to see screening proposals improved		1	
Hadfield Road and Woolley Bridge roundabout will be affected			1
General			
Unable to comment / no comment made / unsure		2	110
I live near / use the A57 everyday / own property within / am affected by current traffic levels / will be affected by construction		36	21

I use A57 and nearby road network regularly in my commute/to visit family/leisure/business etc			75
I used to use these roads but no longer need to			3
Who knows that the affect will be until the work starts			2
it will improve my finances as I will use less fuel as I won't be stuck in traffic as much / reduce the wear and tear of my car			2
I don't use this route much			6
Journey times to and from family			1
Please consider equestrians. We need bridleways, so we can ride safely away from traffic			2
I use public transport along the route			2
I cycle in the local area			1
It will affect my family who live in the area			2
I live outside the area			1

Question 4: Please identify your level of support for the link roads

Question 4 investigated the respondent's level of support for the link roads.

There were 3 responses from s42(a), 1 who agreed, 1 who neither agree or disagree, and 1 with no opinion / do not know.

There were 116 responses from s44 of which 31 strongly agree, 31 agree, 4 neither agree or disagree, 13 disagree and 40 strongly disagree.

There were 350 responses from s47 of which 186 strongly agree, 61 agree, 23 neither agree or disagree, 20 disagree, 56 strongly disagree and 4 with no opinion / did not know.

Question 5: Please explain the reason(s) for your response to question 4.

Question 5 sought the respondents reasoning behind their level of support identified in Question 4. Those respondents whose level of support for the scheme was high stated reasons such as:

- the scheme should help ease congestion
- it will improve the quality of life
- it will improve the air and noise pollution
- it will improve the view from my home
- journey times will be quicker and safer

Those respondents whose level of support for the scheme was low stated reasons such as:

- more needs to be done to address the commute between Sheffield and Manchester.
- Tintwistle and Hollingworth are not included in the scheme proposals, they also need a link road.
- the proposals encourage road use.
- expressed concerns over property blight, availability of parking and access for residents.

A summary of the types of comments received are provided in the table below as well as the frequency of the comment against respondent type.

Table B-2 - Summary of Free Text Responses to Question 5

Theme	Frequency		
	Prescribed consultee(s42a)	PIL (s44)	Local communities (s47)
Traffic			
The present road links from Sheffield to Manchester are slow and sub-standard with a poor road safety and resilience record.		1	2
These improvements will not deal with the amount of traffic queuing through Tintwistle on the A628 where it joins the new roundabout with the A57. There should be a bypass between the M67 roundabout and the A628 East of Tintwistle.			1
Congestion has been an issue in the village for a number of years and needs to be fixed.			1
It will only lead to more congestion/move the problem further along the route.			10
Fly pass sections should only be allowed for vehicles under 7.5 ton during peak hours.			1
It will allow for quicker commuting			3
I cannot get home easily, and this effects my time with family			1

Improving traffic flow and safety for the (through) traffic will be a significant benefit for travellers and for the local roads the reductions in traffic volumes, noise, and pollution will transform the local's businesses, homes, and lives.			3
It will ease congestion/improve journeys and road safety			36
The current network is totally inadequate for the volume of traffic particularly as a lot of it is HGV.			3
There will only be a temporary improvement in traffic			3
The current levels of congestion are terrible			10
Traffic needs to be removed if their destination is not within these residential areas			1
The upgrade of the A57 and A628 to the Mottram roundabout with M67 will ease the flow of traffic through Hollingworth			1
The signalised junction at Woolley Bridge A57 must be given priority to traffic on the A57 link road.			1
Environment and local amenities			
It will reduce pollution, noise, air			6
Find more environmentally friendly solutions in addition to these roads - e.g. looking at public transport (rail/tram).			3
The queueing traffic is polluting for the area			1
The change in design of the tunnel to an underpass will have significant impacts on noise and air pollution		1	
The links to Manchester Airport from Barnsley and Sheffield would be much improved for all.			1
The current cycle facilities are poor.			1
It should move a lot of the traffic away from residential properties which will be better for air quality.			2

There will be negative local environmental impacts on people living close to the new link roads			1
The current levels of congestion cause poor air quality and quality of life for local residents			6
How much damage will there be to the trees along the route and what are the plans to restore/make good the damage?			1
It will improve the view from my home			1
The area at Woolley Bridge and Glossop has flooded a number of times			1
Concerned on the effect of the scheme on the Peak District National Park/Green Belt			4
Nature of the solution			
Hollingworth and Tintwistle also need to be bypassed		1	44
The link road will improve the connectivity between the Greater Manchester and South Yorkshire conurbations, provided the environmental impact is properly assessed and managed	1		
Concerns over the number of roundabouts. The use of slip roads off the main routes would be better			4
Concerns over the final connection of the link road back onto the A57 is a junction with traffic lights - this would be better as a roundabout.			1
If it can be shown that free flowing roundabouts cause less congestion than well phased ATS I might be inclined to support the proposals			1
I would like to see more done to address the situation between Sheffield and Manchester			2
It will provide a huge quality of life improvement for the village both in terms of environment and ability to commute at peak hours.			3
Build an extension to the M67 and bring it out past Tintwistle			1

Highways England should be more focused on delivering a proper motorway link			
It will improve safety			5
Building a new road will not solve the problem			2
I think a tunnel would have been better than an underpass			2
The scheme will result in time savings			8
It will cause a severe increase in the weight of standing traffic on the A628 in Hollingworth (Market Street)			1
What measures are going to be in place to stop traffic continuing to use the existing roads?			1
A dual carriageway upgrade of the whole route from the M67 and M1 is required			1
The scheme will not tackle the road closures during bad weather			1
It should be extended to the top of Woodhead Pass			2
We should have a Manchester to Sheffield Motorway			1
Ban HGV's on the A57 and A628			4
Adding a weight limit at 9 Arche's Bridge would prevent some of the heavy vehicles and the diesel pollution levels			1
Further consideration must be given to NMU's			2
General			
An uninterrupted segregated land from the eastbound carriageway of the M67 to the new road should be investigated		1	
Anything has to be better than what we have put up with for many years/long awaited solution/essential something is done			31

Improving the road conditions between Sheffield-Manchester is of considerable importance for the local economy of both cities and this scheme will also drastically improve living conditions for many local residents. Huge amounts of time wasted queuing here and anything that reduces this lost time will be of benefit to drivers and businesses.			2
There are to be hundreds of houses being built in the area in the next 12 -18 months causing yet more congestion			4
The delays are a massive problem for the economic wellbeing of the area.			5
Waste of time and or money / too expensive			8
Open the Woodhead Railway and put HGV's on trains			7
A link road will benefit the community			1
I have concerns on the effect the scheme will cause to my property/ a relative's property			5
The sooner this is built the better			2

Question 6: To what extent do you consider the following measures will improve the community environment on the A57(T) and Woolley Lane and transform the A57(T) into a local road?

Question 6 investigated the respondent's views on the improvement measures for the de-trunking the A57 which included a 20mph speed limit, speed cushions and chicanes, local junction improvements, changes to traffic signal priorities, additional parking bays, additional crossing facilities and cycle routes.

20 mph speed limit

There was 1 response from s42(a) which neither agreed or disagreed.

There were 114 responses from s44 of which 47 strongly agreed, 21 agreed, 19 neither agree or disagree, 15 disagree, 11 strongly disagree and 1 do not know.

There were 331 responses from s47 of which 66 strongly agreed, 62 agreed, 56 neither agree or disagree, 70 disagree, 57 strongly disagree and 20 do not know.

Speed cushions and chicanes

There were 2 responses from s42(a) which neither agreed or disagreed or do not know.

There were 111 responses from s44 of which 48 strongly agreed, 39 agreed, 8 neither agree or disagree, 4 disagree, 11 strongly disagree and 1 do not know.

There were responses from s47 of which 47 strongly agreed, 46 agreed, 51 neither agree or disagree, 74 disagree, 88 strongly disagree and 21 do not know.

Local junction improvements

There were 2 responses from s42(a) which neither agreed or disagreed or do not know.

There were 113 responses from s44 of which 28 strongly agreed, 11 agreed, 22 neither agree or disagree, 23 disagree, 26 strongly disagree and 3 do not know.

There were 331 responses from s47 of which 47 strongly agreed, 46 agreed, 51 neither agree or disagree, 74 disagree, 88 strongly disagree and 21 do not know.

Changes to traffic signal priorities

There were 2 responses from s42(a) which neither agreed or disagreed or do not know.

There were 116 responses from s44 of which 55 strongly agreed, 33 agreed, 10 neither agree or disagree, 3 disagree, 7 strongly disagree and 8 do not know.

There were 331 responses from s47 of which 47 strongly agreed, 46 agreed, 51 neither agree or disagree, 74 disagree, 88 strongly disagree and 21 do not know.

Additional parking bays

There were 2 responses from s42(a) which neither agreed or disagreed or do not know.

There were 110 responses from s44 of which 36 strongly agreed, 32 agreed, 23 neither agree or disagree, 5 disagree, 10 strongly disagree and 4 do not know.

There were 328 responses from s47 of which 80 strongly agreed, 96 agreed, 75 neither agree or disagree, 25 disagree, 18 strongly disagree and 34 do not know.

Additional crossing facilities

There were 2 responses from s42(a) which neither agreed or disagreed or do not know.

There were 115 responses from s44 of which 54 strongly agreed, 38 agreed, 12 neither agree or disagree, 3 disagree, 7 strongly disagree and 1 do not know.

There were 328 responses from s47 of which 87 strongly agreed, 102 agreed, 77 neither agree or disagree, 30 disagree, 87 strongly disagree and 20 do not know.

Cycle routes

There were 2 responses from s42(a) which neither agreed or disagreed or do not know.

There were 113 responses from s44 of which 38 strongly agreed, 27 agreed, 24 neither agree or disagree, 10 disagree, 10 strongly disagree and 4 do not know.

There were 326 responses from s47 of which 89 strongly agreed, 90 agreed, 65 neither agree or disagree, 20 disagree, 35 strongly disagree and 27 do not know.

Question 7: Is there anything else you think we should consider to improve the existing roads?

A number of suggestions have been made by respondents. A summary of the types of comments received are provided in the table below as well as the frequency of the comment against respondent type.

Table B-3 - Summary of Free Text Responses to Question 7

Theme	Frequency		
	Prescribed consultee(s42a)	PIL (s44)	Local communities (s47)
Traffic			
Make it more difficult for non- residential traffic to use Mottram Moor/A57.		1	
Introduce traffic management between Roe Cross Road, Stalybridge Road and Broadbottom Road		1	
Introduce speed cameras		1	
Introduce traffic calming on Woolley Lane		1	
Install chicanes to discourage heavy traffic from continuing to use the A57T through Mottram		1	
De-trunk Stalybridge Road		1	
Introduce a 20mph speed limit/reduce speed through the villages of Mottram, Hollingworth and Tintwistle		1	6
Make better use of traffic lights using filtering and synchronising signals	1	1	2
Changing of the priorities at the junction of Staybridge Road and B1674 (Hyde Road A57). No change to the A57 timings as these must remain the priority to accommodate flow.		1	
Ensure traffic from the M67 roundabout is discouraged from using local roads around and through Longdendale		1	
Limit traffic via Broadbottom Road / Long Lane to encourage the use of the new link road		1	

Make it safer / easier turning right at the Mottram traffic lights, when coming from Broadbottom			1
Limit traffic via Broadbottom Road / Long Lane to encourage use of the new link road			1
30mph speed limit would be best, 20mph is too slow			1
Clear signage to remind people how to use merge lanes			1
The current levels of congestion are terrible			2
30mph speed limit would be best, 20mph is too slow			2
Introduce average speed cameras at either side of the villages			2
It will only redirect traffic / it's a short- term solution			1
De-trunk the A57/A628			1
Environment and local amenities			
Plant trees and shrubs to soften and to assist with noise pollution and air quality		3	5
Do not introduce speed bumps as these cause pollution and damage cars		3	
Include flood plain provision		1	
Install "Keep Clear" zones to allow residents to exist their property		1	
If the two petrol stations remain these will encourage drivers to use Hyde Road		1	
Will homes on Woolley Lane be given parking permits?		1	
Better drainage solution on Woolley Lane		1	
Install additional parking bays on Woolley Lane		1	
Install more off-road parking for home owners			2
Introduction of tunnels to reduce effect on Peak District National Park			1
Current crossing of the River Etherow could be improved			1
Concerns over the effect of the scheme on wildlife, protected species and Peak District National Park			4
Concerns over loss of agricultural land			1

Low noise surfaces. Improvements to drainage. Strengthening of manholes/grid covers			1
This will improve traffic flow and quality of life in surrounding villages			1
Nature of the solution			
Improve existing roads rather than spend money on new (resurfacing and repairing pot holes)		10	8
Impose a tonnage restriction to reduce HGVs / restrict HGVs		19	32
Hollingworth and Tintwistle also need to be bypassed		9	23
Install a pedestrian crossing for the schools and businesses of the area		1	1
We should have a Manchester to Sheffield Motorway		1	
Install additional crossing facilities on the A57 Hyde Road		2	
Reduce the amount of parking restriction on A57 Hyde Road		1	
Purchase all properties along the existing route, knock them down and build a wider road		1	
Improve the public transport links to Manchester, Stockport and Ashton-under-Lyne.		1	
Increase the frequency of buses		1	
Implement a one-way system through Mottram, combined with the new link from the M67 to Roe Cross Road		2	
Use alternative methods to reduce speed other than chicanes and speed bumps	1	3	5
Improve pedestrian crossing facilities		1	2
Further consideration must be given to NMU's	2	1	15
Further consideration must be given to public transport, bus lanes, allocation of shelters		2	3
The job should be done properly		1	1
The Trans-Pennine Tunnel should be built			2
Once the new link road is built, the existing road will be fine as it is			1
More winter gritting and ploughing should be introduced			2

Remove the access roundabout from the new road link			1
Closure of Junction 35A on the M1 will provide immediate improvement			1
Include the introduction of speed cameras and speed camera signs/traffic light cameras			3
Widen existing roads			5
Introduce a congestion charge			2
Improve travel times from the M1 to the M76			1
Roundabouts are more successful than traffic lighted junctions			1
Introduce access only for some of the local roads			2
Reduce the number of roundabouts			1
Consideration of one-way system			1
Invest in further improvements for Trans Pennine			1
Reinstate the original plans for the cut and cover tunnel under Old Hall Lane.			1
Install yellow boxed junction at the Gunn Inn Junction			1
Width restrictions on Back Moor			3
General			
Give Mottram Moor residents ability to pull off their drives and use pavements safely		1	
Open the Woodhead Railway and put HGV's on trains/Improve rail links		3	6
Get on with it			2
Encourage less use of the roads at peak times i.e. car share incentives, survey driver habits, stagger working day starts			2
Stop building houses in the area as there are too many people			4

Question 8: We have provided an outline proposal of how the land above the Mottram underpass might look on completion of the scheme – the plan is available at our exhibitions or visit our webpage at www.highways.gov.uk/trans-pennine-upgrade. We would welcome your views and suggestions on how the land above the Mottram underpass could be used after completion of the scheme to enhance the local community.

A summary of the types of comments received are provided in the table below as well as the frequency of the comment against respondent type.

Table B-4 - Summary of Free Text Responses to Question 8

Theme	Frequency		
	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)
Environment and local amenities			
A park, woodland area, community park		15	20
Nature reserve		1	7
Tree and Shrub planting /more trees / landscaping to tackle pollution / create habitats for wildlife		41	22
Wildflower Meadow		1	2
Allotments	1	4	6
Children's playground (as part of a community park)		2	3
Gift the land to the Borough and County Council		2	2
Install sport facilities		4	6
You are destroying the green belt unnecessarily			1
What will this look like from my house?		4	1
Include a bridleway or multi-user track passing over the underpass	1	3	
General			
No view / no comment / N/A / no strong views on this	1	5	31
Land currently has no use so won't matter what you do			1
Leave it as it is			1
Who would maintain this?		5	1
Ensuring this land could not be used for industrial/commercial buildings/housing		5	3
The local residents should make the decision	1		2
I can't see the plan / proposal not seen		5	2

The scheme is not going happen / I oppose the whole scheme		1	2
You should come back to this when the tunnel is back in the plans			1

Question 9: Please identify your level of support for the proposals for pedestrians, cyclists, equestrians and walkers.

Question 9 investigated the respondent's level of support for the proposals for NMUs. There were 2 responses from s42(a) which both agreed.

There were 113 responses from s44 of which 31 strongly agreed, 37 agreed, 20 neither agree or disagree, 4 disagree, 14 strongly disagree and 7 do not know.

There were 320 responses from s47 of which 89 strongly agreed, 115 agreed, 56 neither agree or disagree, 7 disagree, 12 strongly disagree and 41 do not know.

Question 10: Please explain the reason(s) for your response to question 9 and tell us of any particular locations or routes that we may have missed that you feel should be improved for pedestrians, cyclists, equestrians and walkers

A summary of the types of comments received are provided in the table below as well as the frequency of the comment against respondent type.

Table B-5 - Summary of Free Text Responses to Question 10

Theme	Frequency		
	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)
Traffic			
The issue is to fix the removal of Glossop traffic		1	
You want to bring more people, more vehicles and more issues		1	
The roads would be quieter and safer		1	2
Place speed cameras along new 50mph routes		1	
No speed ramps/bumps outside my property			1
The speed of traffic needs to be slowed down		1	
Extra traffic from the scheme will make life intolerable for the villagers		1	
Only concerned for free-flowing traffic			4
These groups have not suffered due to congestion			2
Environment and local amenities			
Noise pollution is our concern		1	

Such changes are vital to discourage road users and improve air quality			3
Any additional cycle routes would be welcomes		4	
Make the area a safer and more positive environment for walker		1	
It would increase tourism		1	
Improved pedestrian links and crossings are welcomed		3	2
I am not in favour of cycle lanes going past my house		1	
I am pleased to see the provision of parking spaces for residents of Mottram Moor		1	
Ensure surfacing is suitable for pedestrians and cyclists		2	
Vital to improve the facilities for walkers, cyclists and equestrians		2	
Connectivity is really important		3	
Safety is important			3
Make the cycle ways continuous		1	
Should make use of this Peak District area once heavy traffic flow is diverted			1
Access to these facilities and the surrounding countryside is important			2
scheme is taking away greenspaces			2
Nature of the solution			
There are already plenty of walking/equestrian places around here			1
If the full bypass was built around the villages of Mottram, Hollingworth and Tintwistle then there would be no need to improve the NMU facilities		1	
The crossing points for pedestrians at Back Moor / Mottram Moor are too complicated		1	1
Pedestrian crossing should be thought about more - especially for children walking to school		2	
Old Hall Lane is frequently used by pedestrians, equestrians and cyclists and you are taking this away - reinstate the tunnel		1	1
Install a pelican crossing at Gun Inn		1	
Possible footpath opposite Woolley Lane for walkers along the small river		1	
A link for pedestrians etc between M67 roundabout up to Roe Cross Road would be beneficial		1	

Current road is very dangerous for NMU			2
Would like to see separate cycle paths and footpaths added to join from Hattersley roundabout to Roe Cross Green. Shared footpaths are not ideal			2
The current condition of the pavements are very poor			1
General			
Support the proposals put forward.	2	3	21
More can always be done	1		2
Not clear what the proposals are / not enough detail / too broad		4	10
What you have suggested is inappropriate		2	
Who wants to walk/cycle/horse ride next to four lanes of traffic?		1	
There needs to be regard hard to Hollingworth, Tintwistle and A628 Woodhead		1	
Cyclists and equestrians are a danger to themselves and vehicles / they should not use A roads		2	
Cyclists would benefit from having their own lanes		1	
Discourage cyclists from riding on the pavement		1	
Need better education in driver behaviour towards NMUs		1	
Bus services need to be maintained for pedestrians		1	
The area is not used by pedestrians, cyclists, equestrians or walkers / they should be banned from using the road			2
I'm not local / don't know the area well enough / no opinion			8
Mottram is not an attractive route for cyclists due to the levels			1
I don't cycle any longer / I am unlikely to use these facilities / doesn't affect me			5
Are the roads wide enough to support cycle lanes where planned?			2
Walkers are more likely to go to the Peak District rather than stay near the roads in Mottram			1

Questions 11 to 16 cover the safety and technology improvements and Westwood roundabout, which are not part of this DCO application and not described here.

Question 17: Do you have any further comments about our proposals for the Trans-Pennine Upgrade?

A summary of the types of comments received are provided in below as well as the frequency of the comment against respondent type.

Table B-6 - Summary of Free Text Responses to Question 17

Theme	Frequency		
	Prescribed consultee(s42a)	PIL (s44)	Local communities (s47)
Traffic			
There needs to be measures put in place to reduce the amount of traffic			1
It will only move the traffic problem elsewhere / it won't improve / there will only be temporary congestion relief		3	2
Speed cameras should be installed		2	
Better signage should be installed on the hill up from Gun Inn to Mottram			1
Include climbing lanes in proposals so slow traffic can be overtaken			1
Environment and local amenities			
Concerns around the wider environmental impacts of the scheme on surrounding areas	1		1
More cycle routes are needed		1	1
Concerns around the impact of the scheme on the Peak District National Park			2
Ensure it is safe for equestrians and cyclists in the area			1
The scheme should bring relief from the noise and vibrations of HGVs			1
High quality ecologically-friendly environmental works should be implemented			1
Sceptical of air quality and traffic data		1	1
Pedestrians need safe crossing points		1	
Concerns on the level of noise and light pollution		1	

Noise and visual barriers will be needed due to the location of our house		1	
Additional parking is needed for residents on Woolley Lane.		1	
Nature of the solution			
Start again and come up with a better solution	1	3	5
Enforce a ton limit on the route / ban HGVs	1	11	17
Hollingworth and Tintwistle villages also need to be bypassed	1	30	57
It is only a short-term solution - you are moving the congestion elsewhere			2
Focus should be on improving public transport			1
The proposals don't go far enough, it is needed the whole way to Sheffield			1
The proposals don't go far enough, need to extend the M67 all the way over the Pennines			1
This will improve the daily traffic problems			1
The new section of the road from Mottram roundabout towards Glossop should be a dual carriageway			1
Roundabouts will only add to the delays			3
Traffic lights at the motorway junction are unnecessary and will cause delay			2
The existing condition of the road needs to be improved			1
The underpass at Old Hall Lane should be made back in to a tunnel			3
Don't forget about the A628 in the longer term			1
Concerns over the effect of the scheme on my property		1	
Concerns over parking		1	
Road Safety needs to be improved		1	
General			
Very supportive of proposals	1	3	4
No comment / no opinion / N/A		2	6
Strong objection	2	6	6

Proposals and how they affect me, and my property are unclear		1	
Request for more information		5	
Get on with it / its 20-30 years late		2	14
It is a waste of time and money		17	20
Re-open the Woodhead tunnel for lorries /trains			5
You don't have enough money to do it		1	1
These consultations seem costly and don't appear to move the scheme on / does not meet the requirement of a proper consultation			2
Invest in public transportation such as rail			3
There is a lack of consideration and compensation for affected individuals		2	

Question 18: How did you find out about this consultation?

Question 18 sought to find out how the respondent found out about the consultation, providing the options of flyer or letter through door, poster-public notice, newspaper advertisement, article or website, the scheme website or email, local council website or email or local community group.

There were 2 responses from s42(a) of which both responded that they found out about the consultation from the scheme's website or email.

There were 168 responses from s44 of which 91 received flyer or letter through door, 18 received poster/public notice, 21 through the scheme website or email, 4 through local council website or email, 23 through a local community group, 9 through newspaper article and 2 through newspaper advertisement.

There were 394 responses from s47 of which 165 received flyer or letter through door, 31 received poster/public notice, 61 through the scheme website or email, 31 through local council website or email, 64 through a local community group, 15 through newspaper article, 22 through newspaper advertisement and 5 through newspaper website.

Question 19: Have you found the consultation materials useful in answering your questions?

Question 19 sought to find out whether the respondent thought the consultation materials were useful in answering their questions on the scheme.

There were 2 responses from s42(a) of which 1 responded yes and the other to a certain extent.

There were 114 responses from s44 of which 39 answered yes, 14 answered no and 61 answered to a certain extent.

There were 344 responses from s47 of which 165 answered yes, 26 answered no and 153 answered to a certain extent.

Question 20: Did you attend one of our public exhibitions? If so, which one?

Question 20 sought to find out whether the respondent attended one of the public exhibition events and if so which one out of Mottram C of E Primary School, Glossop, Hattersley, Tankersley, Hollingworth, Mottram Community Centre or did not attend.

There were 2 responses from s42(a) of which 1 attended Tankersley's event and the other did not attend an event.

There were 136 responses from s44 of which 45 attended the event at Mottram C of E Primary School, 3 attended Glossop, 17 attended Hattersley, 30 Hollingworth, 25 Mottram Community Centre and 16 did not attend an event.

B.4 Written Consultation Responses

In addition to completing a consultation response form, written consultation responses were accepted via post, email or hand delivered at the public exhibitions. Analysis and categorisation were completed for these responses following the same methodology as for the free text responses.

A summary of the types of comments received are provided in the table below as well as the frequency of the comment against respondent type.

Theme	Frequency		
	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)
Environment, Air Quality, Noise and Vibration			
What are the air quality expectations at A61 junction 36 and the school at Tankersley village?			1
Concerns relating to the effect of the scheme on air, noise, light to local residents		2	
I would like more information in regard to how this noise and vibration will affect my property and what will be done to mitigate it		3	1
Concerns raised of proximity of new road to property in terms of noise and pollution		1	
Concerns raised about noise from new section of road going over Carrhouse Lane.			1
What will be the noise and vibration implications during construction old underpass?		1	
Will the construction of the underpass at Old Hall Lane affect resident access?		1	
How would destroying local wildlife habitats and vital areas of local green space and simply replacing them with shrubs be a benefit of slightly reduced traffic?		1	1
Traffic			

Concerned that traffic flows are set to increase particularly in Langsett.			1
Request for traffic figures before / after on Mottram Moor.			1
The Dinting T-junction needs 2 lanes on the approach to the T-junction.			1
Restrict HGV on A628 through Hollingworth.		1	1
Open Woodhead rail			1
Concern over rat running from M1 junc.36		1	
Will the scheme increase traffic through Glossop and Dinting Road?		2	
Objection to the alteration of the flow of traffic in the opposite direction along Wedneshough Green as visibility when reversing my car from its garage is obstructed by my garden wall and any vehicle travelling down the lane would be hazardous to me.		1	
It will be harder to enter or exit the A628 from the junction of B6105 that comes from Glossop	1		
It will be harder to enter or exit the A628 from the junction of Goddard Lane that comes from Dunford Bridge	1		
All the junctions have poor visibility for entering and exiting the A628 and you have to be careful at all three junctions as traffic on the A628 moves at speed and there is currently a lot of traffic using the A628 making it hard to enter the A628.	1		
Concerns raised that traffic would be increased through Charlesworth village traffic would be detrimentally impacted.			1
The scheme would increase traffic on Mottram Moor, poorer air quality, cause further congestion. The A628 is not fit for purpose and there is no reference to A628 / B6105 junction which is in poor repair.			1
The A628 is not fit for purpose and there is not reference to A628 / B6105 junction which is in poor repair			1
The scheme will only move the problem of traffic further on into Hollingworth. It will still be causing pollution and will not ease the problem of traffic and just sending it further along.		1	
De-trunking			
The current plans show parking bays for 45-57 Mottram Moor - these bays are not required due to all properties having off-road parking. We are concerned about this becoming a layby for trucks and other motorists.		1	

Would it not be better to keep the A57T trunked to the lights and de- trunk after the right turn to Broadbottom?			1
Safety			
We need safe turning into Dog & Partridge			1
We need a safe link from Snow Road to Swinden Lane for pedestrians, cyclists and horses			2
Non-Motorised User (NMU)			
On the M67 roundabout - how do NMUs get from Hattersley / Mottram road across the roundabout Pegasus crossing?		1	1
Where are the segregated cycle routes?		2	
Support for the scheme			
Wishing to report its support for the scheme which will contribute to improved journeys for residents and businesses and therefore support our economy.	2		
Complaint			
Formal Objection - issues relating to effect of the scheme on the Dark Peak and countryside		2	
Formal Objection - concerned that CPOs are not transparent		2	
Formal Objection - concerned about effect of the scheme on property		3	
Consultation			
Concerns over consultation process			1
Feels information relating to changes to existing roads should be more readily available		1	
Feels the change from the tunnel to the underpass should have been consulted on	1	1	
Concerns raised on whether hand-written response forms are legible		1	
Signage			
There is a lack of signal for ahead/right turn traffic and reverse at Junction 35A			1
Signage is needed to indicate Woodhead Pass is closed earlier one to avoid traffic reaching the Gun Inn.			1
Public Transportation			
Can bus services be scheduled to ensure connections are not missed?			1
Design			

Junction 35A will impact the roundabout and the current plans that are proposed			1
The mini roundabout at Chapeltown (off the 35A slip road) would benefit from a dedicated left-hand lane and a straight over lane?			1
The two lanes at the roundabout A61(T) would benefit from a longer run up to the roundabout to allow traffic to queue earlier.			1
Consideration should be given to the addition of a Northbound slip at J35A. This restricted slip road to south only forces traffic onto the A61(T) and adds to the queues. This should be added to the modelling to access any potential benefits.			1
Suggest that the standard / cross section for the footway / bridle-way is the same as for the A34 Alderley Edge bypass			1
Pelican crossings are needed on junction of Back Moor and Mottram Moor to enable children to safely cross on their way to Longendale High.		1	
Consider additional / new pedestrian crossing on Back Moor		1	
Can the roads that join Woolley Lane, Cross St etc. be made 2 way again?		1	
Can a 20mph speed limit be put in adjacent to school in Hollingworth?		1	
Can Wednesough Green Road be changed to one-way traffic in the opposite direction?			1
Ensure all users still have access to Carr House Lane.			1
20mph outside the school. Variable message sign.			1
No assurance that Tollemache Close will remain a true cul de sac (without any through route for traffic or pedestrians).		1	
Concerns over loss of tunnel and creation of underpass	2	4	
Property			
Enquiries regards discretionary purchase scheme and part 1 compensation.		1	
View from back of 60 Mottram Moor and information on part 1 claims.		1	
Own 105 rent out. Grandad lives in next property.		1	
Enquiry regarding blight and how it will affect house.		2	

Enquiry into property insurance and settlement - will structural surveys be undertaken on properties?		1	
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B.5 Overview of Responses

All of the responses received to the consultation, via both the Consultation Response Forms and written consultation responses, have been analysed and the subjects raised allocated to particular themes.

The responses to the closed questions within the Consultation Response Form demonstrate that respondents support many elements of the scheme.

Respondents were asked about their level of support for the scheme in question 4 where the highest majority (217) strongly agreed, whereas 96 strongly disagreed.

The majority of respondents also agreed that the local junction improvements, additional parking bays, additional crossing facilities and cycle routes, will improve the community environment on the A57(T) and Woolley Lane and transform the A57(T) into a local road.

The majority of respondents also supported the proposals for NMUs.

Appendix C. Local Authorities

The responses received from the local authorities are summarised in the table below along with the Highways England's response. It should be noted that a response was not received from Tameside MBC. Tameside MBC advised this was because they have worked closely with the project team throughout the life of the scheme.

Table C-1 - Summary of Responses Received from Local Authorities (s42(1)(b))

Consultee	Summary of Response	Change Y/N?	Regard Had to Response (s49)
Derbyshire County Council and High Peak Borough Council	In a joint response, Derbyshire County Council and High Peak Borough Councils submitted a holding objection to the public consultation exercise pending the publication of more detailed and robust evidence on the likely highways impacts of the scheme.	N	There is ongoing engagement with High Peak Borough Council and Derbyshire County Council on their holding objection and the Applicant has sought to address their issues raised.
	They express significant concerns over: 1. Traffic issues: lack of supporting evidence, including a lack of substantive traffic modelling and assessment and substantive traffic flow information in the PEIR in particular the roads within Glossop and Tintwistle and their associated communities and the wider area on the A57 and A628.		1. Traffic flow information was provided and the impacts on air and noise were described, however it was acknowledged that this was preliminary information. Since the statutory consultation process, significant additional traffic modelling has been undertaken. This traffic modelling has informed the assessments of relevant environmental topics, which will be presented in the ES. Further information on the traffic modelling undertaken will be presented in the Transport Assessment
	Air quality issues: lack of receptors in Tintwistle – requested to address this omission in the preparation of the ES the receptor locations in Glossop are acknowledged but will want to understand the air quality impacts here once full modelling can be undertaken which will only be once traffic modelling work and predicted traffic flows are established discrepancies between EIA scoping report and PEIR and request air quality assessment is repeated using the receptors identified in the EIA scoping report. Concerns that air quality will exceed limits along the A57 and want this potential impact to be assessed and mitigated. Should the air quality modelling show an increase in air quality pollution, the mitigation measures as outlined in the EIA scoping report should be undertaken by the Highways Authority to reduce the impact and inform the future air quality plan for the area.		2. Air quality receptors have been determined in accordance with the guidance outlined in Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 1 (HA 207/07) A full air quality assessment is being undertaken based on the updated traffic modelling.

	<p>3. Cultural Heritage Issues: The scheme could impact on Roman or prehistoric archaeology and have setting impacts on Melandra Castle. For archaeology they recommend a desk-based study and field evaluation (including geophysics and trial trenching) and for Melandra Castle they suggest a setting study following the 5-step principle established in Historic England guidance and including appropriate viewpoint photography and visualisation photomontage to show the potential impacts of the development. Request both mitigation and careful design.</p>		<p>3. A Cultural Heritage Desk-Based Assessment has been supported by a geophysical survey and geoarchaeological assessment and deposit modelling at locations agreed with Greater Manchester Archaeological Advisory Service. The results of these surveys and assessments will be presented in the ES, including an assessment of the impact on the setting of Melandra Castle</p>
	<p>4. Ecology: It appears to be adequate in scope, robust in approach and suitable with regards to the surveys undertaken.</p>		<p>4. Noted</p>
	<p>5. Landscape and Visual Impact: acknowledge that their landscape architect was consulted, and key viewpoints were agreed. A recommendation is made to ensure that significant land is acquired to truly integrate the road improvements with the surrounding landscape and screening planting.</p>		<p>5. The Draft Order Limits have been devised to allow sufficient space for landscaping and screen planting to be achieved.</p>
	<p>6. People and Communities: Economic Development and Regeneration Issues: Feel residents and businesses based in Glossopdale would benefit from the improved connectivity to the Strategic Road Network and Greater Manchester – feel that this was poorly reflected in the relevant section of the PEIR and the ES should include a more extensive and robust assessment of the likely economic and regeneration benefits, and should quantify the benefits in the context of jobs created, expenditure multipliers for the local economy including both the construction and operational phases of the scheme. Equally, the negative economic development and regeneration impacts of the scheme should be assessed in the ES.</p>		<p>6. In accordance with The Planning Inspectorate’s Scoping Opinion (document reference TR010034/APP/6.5.1), strategic employment sites have been scoped out of the ES but impacts on agricultural businesses will be addressed in the ES. An Economic Appraisal Report for the scheme will detail the wider economic benefits including Induced Investment (output change in imperfectly competitive markets, Employment Effect due to labour supply and Productivity (agglomeration impacts) This report does not form part of the DCO application and will not be made publicly available unless requested under the Freedom of Information Act.</p>
Sheffield City Region	<p>Supports the scheme and preferred option identified which will contribute to improved journeys for Sheffield City Region residents and businesses and therefore support the economy.</p>	N	<p>Noted</p>

	Believe it will reduce bottlenecks that exist on the A57/A628 around Mottram and will form an important stage in the wider Trans-Pennine Road Upgrade between Sheffield and Manchester which in its current state hinders economic agglomeration and growth between the major northern City Regions and is a key priority as part of their revised Transport Strategy.		
Sheffield City Council	Supports shorter term proposals and the longer-term Trans- Pennine Strategic Study'. Mindful that improvements along this corridor can be expected to increase its use and that of adjoining roads. Aware of local concerns regarding existing congestion on this corridor in the Chapeltown area; improvement works need to consider these and offer appropriate mitigation which can be considered in future engagement with Highways England.	N	Noted. This area of the scheme consists of Non DCO elements and so had not been considered in this report. Noted This is a Non DCO Element and so has not been considered in this report
	Feel improved Trans-Pennine connectivity adds further importance to the Innovation Corridor proposals that are being developed with Rotherham MBC and Highways England. Unable to comment on Westwood Roundabout without further information (non-DCO element)		
Barnsley MBC (Regulatory Services, Pollution Control)	Does not support or oppose the scheme. 1. Has concerns around the potential environmental impact within Barnsley Borough, including air quality issues on the A616 at Langsett.	N	An EIA will be undertaken for the scheme which includes an air quality assessment. Noted.
	2. Agrees that link roads will improve connectivity between Greater Manchester and South Yorkshire if the environmental impact is assessed and managed.		

Appendix D. Prescribed and Non-Statutory Consultee Responses

D.1 Prescribed Consultees

A total of 18 responses were received from prescribed consultees:

- Environment Agency
- Forestry Commission
- Health and Safety Executive
- Historic England
- National Grid
- Natural England
- Public Health England
- Royal Mail Group
- United Utilities

D.2 Non-Statutory Consultees

Nine responses were received from non-statutory consultees:

- National Trust
- Campaign for Better Transport
- Charlesworth Parish Council
- Sustrans
- Friends of the Peak District and Campaign to Protect Rural England (CPRE) South Yorkshire
- SPEED Bridleway Group
- Northwest Transport Activists Roundtable
- Pennine National Trails Partnership

A summary of the responses received from prescribed and non-statutory consultees and Highways England's responses can be seen the tables below.

Table D-1 - Summary of Responses Received from Prescribed Consultees

Consultee	Summary of Response	Change Y/N?	Regard had to Response (S49)
Forestry Commission	<p>Noted that there are direct and indirect impacts on a number of broadleaf woodlands including:</p> <p>To the south east of the M67/A57 roundabout along the Hurst Clough Brook (c. 4ha), and associated with the Great Wood Local Nature Reserve (LNR) to the south</p> <p>At the eastern end of the preferred route, bisected by the existing A57 (c. 3.6 ha) Between Mottram Old Hall and Mottram in Longdendale (c. 6.6ha)</p> <p>Unable to assess the extent and depth of impact on the woodlands without detailed plans. The Forestry Commission would welcome the extension of the commitment to ensuring no net loss of area or quality of Lowland Mixed Deciduous Woodland S41 Habitat to avoid net deforestation.</p> <p>Has noted the design measures/consideration for the ES include protecting the fabric of the landscape through the limited removal and replacement of hedges and woodland and commitment to ensure no net loss in quantity and quality.</p>	N	<p>1&2. The effects of the scheme on woodlands will be detailed and assessed in the ES. Mitigation measures for loss of woodland will also be set out.</p> <p>3. Noted</p>
	<p>4. Also note Highway England’s commitments to no net loss by 2020 and for net gain by 2040 and the scheme objective to avoid unacceptable impacts on the natural landscape. Feels these will afford sufficient protection to these habitats.</p>		<p>4. Noted</p>

	<p>5. Ancient Woodland: several ancient woodlands that may be directly or indirectly impacted, PEIR does not appear to fully reflect the value and potential impact on these habitats. Recommendation that every effort is afforded to avoid this scheme affecting ancient woodlands or veteran trees, they should be included in all future habitat and species surveys and should be included within a 2km area of search on desk-based studies as per good practice shown on other NSIPs. Refer to joint Standing Advice with Natural England.</p>		<p>5. The ES will confirm that no areas of ancient woodland will be affected by the scheme, as none fall within the Draft Order Limits. Therefore, ancient woodland has been scoped out of the assessment.</p>
	<p>6. Biodiversity: The PEIR discusses the appropriate measures to avoid the spread of invasive and non-native plants – advises that this needs to be expanded on to include pest & diseases and also handling of soil and contractor plant and machinery.</p>		<p>6. Invasive and non-native plants will be addressed in ES and the Outline Construction Environmental Management Plan. Handling of soil will be also be addressed.</p>
	<p>Climate Change: It is recommended that a wider range of UK Native and honorary native species with a wider genetic base than local, including more southerly origin is used in relation to the delivery of more resilient landscapes.</p> <p>Mitigation and Compensation: If the decision is made to lose woodland, the Forestry Commission has advised a series of mitigation and compensation measures.</p>		<p>Species proposed to be incorporated within the landscape design will be set out both in the ES and the Environmental Masterplan.</p> <p>The effects of the scheme on woodlands and mitigation for loss of woodland are also detailed.</p>
<p>Health and Safety Executive</p>	<p>Does not support or oppose the scheme.</p> <p>Provides comments on safety considerations, confirming there are no Major Hazard Installations, Major Accident Hazard Pipelines or licensed explosive sites in the vicinity of the proposed schemes.</p> <p>Requests that if a Hazardous Substances Consent [The Planning (Hazardous Substances) (England) 2015 Regulations (as amended)] be granted prior to the determination of the present application, and/or HSE receives a notification under the Pipeline Safety</p>	<p>N – not required at this stage</p>	<p>Comments regarding safety considerations and right to revise advice have been noted.</p>

	Regulations 1996 then HSE reserves the right to revise its advice		
Historic England	1. We would expect the NSIP application to include a thorough assessment of the likely effects which the proposed development might have on designated features	N – not required at this stage	1. The likely effects the scheme may have on designated features will be set out in the ES.
	2. We would expect the NSIP application to consider the potential impacts on non- designated features of historic, architectural, archaeological or artistic interest.		2. Non-designated features will be assessed within the ES. We have identified 155 non-designated receptors.
	Comments on the PEIR: 3. Strongly recommend continued involvement of Conservation Officers and archaeological advisors at the relevant local authorities for the project.		3. Greater Manchester Archaeological Advisory Service (GMAAS), Tameside Archaeological Society, Portable Antiquities Scheme NW as well as Derbyshire County Council Archaeological Officer and Peak District National Park Archaeological Officer have been consulted during the preparation of the desk-based assessment, requesting views on the studies and general thoughts on the scheme.
	4. Recommend that design of the lighting takes cultural heritage effects into account		4. The lighting for the scheme has been designed to be sympathetic to all receptors, whilst adhering to industry guidance/best practice and the requirement to provide a safe driving environment for road users.
	5. Specific mention to St Michael’s and All Angels’ Church and Melandra Fort in Mottram-in-Londendale which could be impacted by the construction and operation of the new link roads. It is advised that the photographic view provided in the PEIR does not help determine impact because it is taken a distance from the church and shows a road section in a cutting rather than a raised section. The lack of photographic views for Melandra Fort in the PEIR is described as an omission that should be addressed prior to the DCO submission.		5. The impact of the scheme on the setting of the Church of St Michaels and All Angels and Melandra Castle (Roman Fort) will be assessed in the ES.

	<p>6. There is high potential for deposits on the route and that the EIA should focus on the evidence for landscape use and occupation in associated periods Iron Age through Roman into the Early Medieval, with substantial effect on sub-surface archaeology. Geotechnical boreholes should be undertaken as part of any ground investigation.</p>		<p>6. Historic landscape character will be assessed in the ES. A geophysical survey and geoarchaeological assessment and deposit modelling at locations agreed with Greater Manchester Archaeological Advisory Service have been undertaken. Highways England intends to undertake additional trial trenching, the general scope of which has been agreed with Greater Manchester Archaeological Advisory Service. A Ground Investigation was undertaken from January to July 2018 which included drilling a number of boreholes.</p>
	<p>7. Recommend that the Historic England 'Preserving Archaeological Remains' advice is taken into account.</p>		<p>7. This advice will be taken into account during trial trenching, test pitting and augering that is yet to be undertaken for the scheme.</p>
<p>National Grid</p>	<p>1. Does not oppose or support the scheme. Advised a high-voltage electricity overhead transmission line protected by a Deed of Easement / Wayleave agreement is close to the scheme and full rights of access and electrical safety clearances must be maintained at all times.</p>	<p>N – not required at this stage</p>	<p>1. Noted – there are ongoing discussions with National Grid to establish a Deed of Easement / Wayleave agreement on access to overhead lines and pylon ZZC014.</p>
	<p>2. Advises that landscaping should only use slow and low growing species beneath and adjacent to the overhead lines to avoid compromising safety clearances.</p>		<p>2. Species proposed to be incorporated within the landscape design will be discussed in ES and within the Environmental Masterplan.</p>
	<p>3. Drilling and excavation works are not undertaken if they have the potential to disturb the foundations or support structures of any towers.</p>		<p>3 & 4. There are ongoing discussions with National Grid. All agreements will be set out in a Statement of Common Ground between the Applicant and National Grid.</p>
	<p>4. No structure can be built over any high voltage underground cables</p>		
	<p>5. Any potential impact on National Grid assets should be considered in any reports including ES and where acquisition of land or rights that would interfere with National Grid apparatus 'protective provisions' acceptable to National Grid would be included in the DCO.</p>		<p>5. Potential impacts on services are not within the scope of the ES. However, known existing services will be referenced within the Statement of Reasons.</p>

Environment Agency	Flood Risk The submitted report (PEIR) is satisfactory and meets with their approval.	N	Noted. In addition, the flood mitigation model produced as part of the Flood Risk Assessment was reviewed by the Environment Agency.
	Biodiversity 1. Embedded mitigation – the overall design philosophy of achieving no net loss in habitat meets with their approval.		1. Noted.
	2. A recommendation was made for new culvert design for watercourse crossing adopts best practice design and minimises the length of proposed new culvert to reduce environmental impacts.		2. Water diversions are to be used rather than culverts due to the low levels of water in the watercourses.
	3. To ensure the quality of riparian wildlife corridor is protected and enhanced where feasible, the Environment Agency would seek clear details in regard to bridge crossing design over the River Etherow and key ecological network		3. Noted. The bridge design for the crossing at River Etherow will be submitted to the Environment Agency for comment.
	4. The Environment Agency recommend that any new semi-natural or mitigation habitat is targeted towards existing priority habitat located within the scheme footprint and aim to interlink and connect these with similar ecological habitat types.		4. Noted. The approach of the design of mitigation habits has been to create a corridor either side of the proposed road and the main aim is to reduce fragmentation. Historical mapping has been studied to attempt to recreate past environments, regenerating woodlands and hedgerows where possible. Mitigation for habitat loss will be presented within ES and the Environmental Masterplan.
	5. The Environment Agency would welcome the adoption of a multifunctional approach to surface water drainage design, and aim to integrate existing environmental topics (flood, water quality, biodiversity) to maximise their value as identified through CIRIA best practice guidance.		5. Noted. Balancing ponds are part of the design and will serve the highway.
	6. Appropriate best practice methodology and biosecurity will need to be adopted as part of any construction works within River Etherow and incorporated into the CEMP based on records of		6. Noted. The presence of records of Signal Crayfish will be noted within the ES. The design does not hold a requirement for works within the channel of the River Etherow meaning that Signal Crayfish have not been considered further.

	<p>invasive Signal Crayfish in the River Etherow catchment.</p>		
	<p>7. A number of invasive / non-native species identified within red line area. The Construction Environmental Management Plan (CEMP) should refer to best practice and avoiding spread of such species. There may be opportunity to improve ecological quality of some priority habitats currently identified as having these non-native species.</p>		<p>7. Noted. Mitigation measures to prevent the spread of invasive/non-native species will be considered within the ES and the Outline Construction Environmental Management Plan</p>
	<p>8. A key design aim for realigning Hurst Clough Brook or other River Etherow tributaries should be to retain the ecological and hydrological connectivity in the catchment, adopting environmental best practice in regard to any new culvert crossing, and appropriate mitigate for any lost riparian or priority wetland habitat associated with construction.</p>		<p>8. The ES will state that areas of temporary riparian habitat loss during the construction phase will be reinstated prior to the scheme becoming operational (i.e. at proposed culverts and including banks and associated vegetation such as hedgerows). Reinstated habitat will be returned to a condition of ecological value equal to or above that identified during baseline surveys. The proposed culverts will be appropriately designed to maintain connectivity for wildlife along the ditches.</p>
	<p>9. The Environment Agency recommend that any mitigation is shaped by proposed River Corridor Surveys conducted in 2018, ensuring there is no deterioration of River Etherow WFD waterbody and integrate potential environmental enhancements/river restoration opportunities of existing heavily modified riparian corridor within the proposed permanent land take areas.</p>		<p>9. Noted. River corridor surveys have been undertaken and the results will be presented in ES. The results of these surveys will inform the mitigation and enhancement measures proposed for the River Etherow.</p>
	<p>10. New mitigation ponds should be carefully designed to ensure wider ecological connectivity within the landscape and with other neighbouring wetlands.</p>		<p>10. The scheme includes the provision of three wetland areas with a combined approximate area of 5,121m² (at permanent water level). Additionally, three smaller ponds with a combined approximate area of 1,060m² would be created. Further information will be presented in ES and within the Environmental Masterplan. The new ponds will be maintained during the operation of the scheme and would further</p>

			increase habitat quality with the study area and habitat connectivity on either side of the scheme.
	<p>People and Communities Public Rights of Way (PRoW) and bridleway diversions should be sensitively designed and located. Those near waterbodies need appropriate green space buffers.</p>		PRoW and bridleway diversions will be discussed within ES. The NMU route plans were provided to the Environment Agency for their comment.
	<p>Water Environment Any new crossing of the River Etherow should avoid further canalisation and look to remove or modify any redundant riparian walls and or replace these with more environmentally beneficial bio-engineering approaches where deemed necessary.</p>		The River Etherow is being enhanced as part of the flood mitigation and will not have a negative effect on the WFD classification. The Environment Agency was provided with the necessary information to show how this would be achieved as part of the scheme design.
Natural England	<p>Consideration should be given to potential air quality impacts.</p> <p>Consideration should be given to potential landscape impacts within the Peak District National Park due to through traffic changes, which could affect the South Pennine Moors SAC, Peak District Moors (South Pennine Moors Phase 1) SPA and Dark Peak SSSI.</p> <p>Consideration should be given to potential noise impacts.</p> <p>Consideration should be given to potential biodiversity impacts.</p> <p>Consideration should be given to mitigating the above impacts</p> <p>Broadly supports the inclusion of facilities which allow greater access to the environment through improved green infrastructure.</p>	N	These issues will all be assessed in the ES.

<p>Public Health England</p>	<p>Does not support or oppose the scheme but provides comment on the PEIR. Requests that the ES includes a full assessment of potential public health impacts. Requests a separate section summarising public health impacts. Requests an assessment of fine particulate matter (PM2.5) should be carried out. An appendix is provided detailing what applicants should address when preparing an ES.</p>	<p>N</p>	<p>Comments have been taken onboard. An assessment of potential public health impacts will be presented in the ES. An assessment of fine particulate matter (PM2.5) will not be included in the ES, on the basis that available monitoring data (collected by Defra) measured PM2.5 substantively below the limit value (the maximum UK level was measured at 16ug/m3 at Camden roadside in 2017) and it would take an extremely large increase in AADT (>10,000) to affect PM2.5 concentrations even by 1ug/m3. As such, it is considered that there is no risk that the scheme would exceed the PM2.5 EU limit value and therefore no need to include PM2.5 as part of the assessment. However, PM10 has been modelled and the results will be presented in the ES. It should be noted that PM2.5 forms part of the PM10 fraction. Appendix A will be considered in preparation of the ES.</p>
<p>United Utilities</p>	<p>Does not support or oppose scheme It has various water and wastewater infrastructure passing through the site boundary and should therefore be contacted regarding this prior to the submission of any application for consent. Advised of its free pre-application service for applicants to discuss and agree drainage strategies. It also says that surface water should be disposed of in a sustainable way and not get discharged into the public sewerage system.</p>	<p>N</p>	<p>Ongoing engagement has been undertaken with United Utilities via email and meetings. A Statement of Common Ground is being developed to set out areas of agreement against their assets in the region of the scheme. A record of engagement is included in the statement which details all correspondence.</p>

Royal Mail	Royal Mail requests: All proposed road closures/diversions/alternative access arrangements, hours of working and content of the final Construction Traffic Management Plan (CTMP) and that the final CTMP includes provision for a mechanism to inform major road users about works affecting the local network (with particular regard to Royal Mail's distribution facilities in the vicinity of the DCO application site).		Royal Mail will be informed of requested information prior to the commencement of construction.
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The following consultee responses are not prescribed but were considered to be a relevant consultee on the scheme proposals.

Table D-2 - Summary of Responses Received from Non-Statutory Consultees

Consultee	Summary of Response	Change Y/N?	Regard had to Response (S49)
National Trust	1. Does not support or oppose the scheme. advises that the Peak District National Park Authority advice is given full cognisance.		1. Refer to Table 5-8.
	2. Suggests consideration is given to alternatives such as making new roads single carriageway or introducing route restraint measures such as HGV bans or weight limits.		2. Alternatives has been considered and the assessment will be presented in the ES.
	3. Wildlife and heritage impacts should be minimised, and impacts mitigated or compensated as a last resort.		3. Wildlife impacts, together with proposed mitigation and enhancement measures, will be discussed in ES, together with proposed mitigation and enhancement measures,
	4. Suggests assessment should be made including air quality, cultural heritage, biodiversity, landscape, noise and greenhouse gas emissions.		4. These topics will be discussed in the ES.
	5. The safety and technology improvements (non-DCO elements) should be sensitively designed in consultation with Peak District Park Authority.		5. These are non-DCO elements and are not considered in this report
Campaign for Better Transport	Formally object to the proposals to build the Mottram Moor link road and new A57(T) to A57 link road. 1. The proposals will do nothing to reduce traffic, will permanently damage the Peak District National Park, undermine statutory targets on reducing CO2 and air pollution and cause an adverse environmental impact.	N	1. Environmental impacts will be discussed within ES.
	2. Feel there is a lack of an integrated approach and that a better solution would be to invest in sustainable transport such as rail and integrated multi-modal options.		2. Outside of the Highways England's scope.

	<p>3. Tameside has a housing requirement and so losing any housing to accommodate the works will undermine this target.</p>		<p>3. Highways England has consulted Tameside MBC throughout the scheme and is working closely with this local authority.</p>
	<p>4. Should the new road go ahead, we would expect Highways England to deliver traffic calming improvements to the existing road and not as a post-opening legacy from the new road.</p>		<p>4. Highways England is working with Tameside MBC and TfGM to develop a package of measures along this section of the route to transform it to a local road and improve the community environment.</p>
Charlesworth Parish Council	<p>Feels the scheme would detrimentally impact Charlesworth Village traffic because:</p> <p>1. It will allow traffic to progress quickly to the outskirts of Glossop but does not address the problem of the locally known Glossop Crawl.</p> <p>Movement of traffic along Dinting Vale and High Street West.</p> <p>Existing and proposed housing developments will require many people needing to travel to the east of Glossop</p> <p>The scheme will have no impact on traffic using Ashworth Lane through Hattersley to Broadbottom, Mottram.</p>	N	<p>1-4. The project team are working with High Peak Borough Council & Derbyshire County Council to address wider traffic impacts.</p>
	<p>5. The current A57T de-trunking will slow local traffic.</p>		<p>5. The majority of the traffic will use the new bypass and traffic reduction in excess of 70% is expected on the current A57(T) proposed de-trunking section. Local traffic will be able to move more freely with smoother flows once the bypass is open.</p>
	<p>6. The de-trunking means the timing of the lights in the centre of Mottram are to be altered in favour of Stalybridge traffic entering Mottram along Stalybridge Road and Broadbottom Road.</p>		<p>6. The current proposal is to adjust the timings of the signals to favour a north-south movement. There is ongoing dialogue with Tameside MBC to develop a final solution for the de-trunking.</p>
	<p>7. Alteration in traffic light timing will encourage traffic to by-pass the Glossop Crawl by going across the lights along the B6174 through Broadbottom and Charlesworth.</p>		<p>7. The variable demand modelling accounts for the statement at present. The model shows no issue once the scheme opens.</p>

	8. Once in Charlesworth, traffic will either travel onwards to Glossop, Gamesley or along High Lane through Simmondley and the low end of the Chunal Lane to the centre of Glossop.		8. Noted
	9. The increased traffic through Charlesworth (measured at 12,000 cars per day in 2012) requires investment into the village roadways which at present do not have an unmanned pedestrian crossing.		9. The scheme scope does not include this area however the Applicant is in continued dialogue with Derbyshire County Council about issues such as these.
Sustrans	Suggests that the standard cross-section for the footway / bridleway is the same as for the A34 Alderley Edge bypass. Advises to check the standard/drive it/take photos of this bypass example.		Scheme design for the footways/bridleways are in line with current standards. The project team has liaised with the A34 Alderley Edge Bypass team and shared best practice/lessons learnt. The team has also met with Tameside MBC's NMU group to discuss such routes.
Friends of the Peak District and CRPE South Yorkshire	Friends of the Peak District object to the scheme and also submitted their 2016 and 2017 responses and requested that they were also considered. They are fully supportive of finding a solution to the traffic conditions on the A628T road corridor between the M67 and the M1. Confirmed Campaign for National Parks also object to the scheme and support the points Friends of the Peak District have made. A lot of details provided against the following objections:	N	1&2. Noted.
	1&2. the lack of information accompanying the current consultation. The piecemeal approach to developing the road corridor		
	3. an example of the omissions in the PEIR in respect of air quality. They provided a summary of CPRE research (March 2017) which would not have been available to HE when developing 2017 consultation - research supports their objection to TPU - advises that HE needs to apply lessons from the outcomes of its own scheme to all future developments.		3. The PEIR was compliant with HE guidelines and provided the expected air quality statements. It is understood from consultation that air quality was a concern to certain individuals. To this extent Highways England have installed additional monitoring locations to show its commitment to air quality.

	4. They do not believe that alternatives have been fully considered in line with WebTAG.		4. Alternatives for the scheme have been fully considered in line with WebTAG. A transport model has been created for the appraisal of alternative solutions which has been used to support the transport business case.
			Additionally, Schedule 4, Part 2 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI No. 572) requires the ES to include “a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects”. This will be presented in the ES.
SPEED Bridleway	Based in Charlesworth and Chisworth, support the NMU opportunities of the scheme and suggest the following: A bridleway running by the side of the Glossop Spur would greatly benefit the local riders If this bridleway connected to the Pennine Bridleway, the benefit would be greater If a bridleway passed over the top of the proposed underpass, the riding community would continue to be connected without resorting to dangerous road passages.	N	The NMU route on the proposed Glossop Spur is multi-user therefore can be used by local riders. The proposed Glossop Spur ties in at the proposed Woolley Bridge Junction. The existing Pegasus crossing will remain; therefore, the scheme will connect into the Trans Pennine Way. The project team has met with Tameside MBC NMU group. At present the connectivity around the underpass for NMUs is being further developed.
North West Transport Activists Roundtable (NW TAR)	Operates under Campaign for Better Transport (CfBT). Objects to the scheme and provide the following comments: 1. Information is not enough to base an informed judgement on, final traffic and air quality data, carbon emissions, noise and flood risk assessments not available.	N	1. Assessment of environmental issues will be presented in the ES
	2. Landscape assessment only conducted in summer months		2. The landscape and visual impact assessment assessed Winter Year 1 and Summer Year 15. The results of the assessment will be presented in the ES

	<p>Approach towards Habitat Regulations Assessment (HRA) is unclear</p> <p>Ground surveys are ongoing</p> <p>No information on road safety</p> <p>Appears no investigation of the impacts of increased traffic on the PDNP has taken place, including on the national trails that cross the Park.</p>		<p>The approach to the HRA is documented in the Habitats Regulations Assessment Screening Report'</p> <p>The results of the Ground Investigations undertaken are reported in Ground Investigation Report.</p> <p>No road safety information was presented at consultation. This information will be available via the Planning Inspectorate's website once the DCO application is submitted. The project team are willing to share this information with the public prior to the DCO application.</p> <p>An assessment of the indirect effects of traffic changes within the Peak District National Park will be presented in the ES.</p>
Pennine National Trails Partnership	<p>1. The interim route of the Pennine Bridleway for walkers will be severed by the link road</p> <p>– the new footpath provided has no clear provision for walkers on this route during construction. We would like to agree a suitable diversion for use during construction of the Pennine Bridleway. Provides points around improving screening roads both visually and audibly.</p>	N	<p>1. No existing route will be permanently severed. This includes during construction. Once the contractor is on board in 2019 diversion routes will be fully developed. It is Highways England's commitment to liaise with stakeholders to address comments such as screening.</p>
	<p>2. The interim route for cyclists (the final route for all users once route is completed at Glossop) crosses the A57 – the consultation plans show this as a public footpath when it is a bridleway. This use for cyclists and horse riders must be maintained during construction unless a suitable diversion is available. The crossing of the A57 should be reviewed to ensure it is still safe and appropriate once works are complete.</p> <p>3. Any measures which can be implemented to screen the roads visually and audibly would be beneficial.</p>		<p>2. As above. Safety is one of the Applicant's core values and is one of the scheme's objectives. A junction would not be opened unless it had passed the required safety audit.</p> <p>3. The proposals for visual screening and noise barriers will be provided in the ES and the Environmental Masterplan</p>

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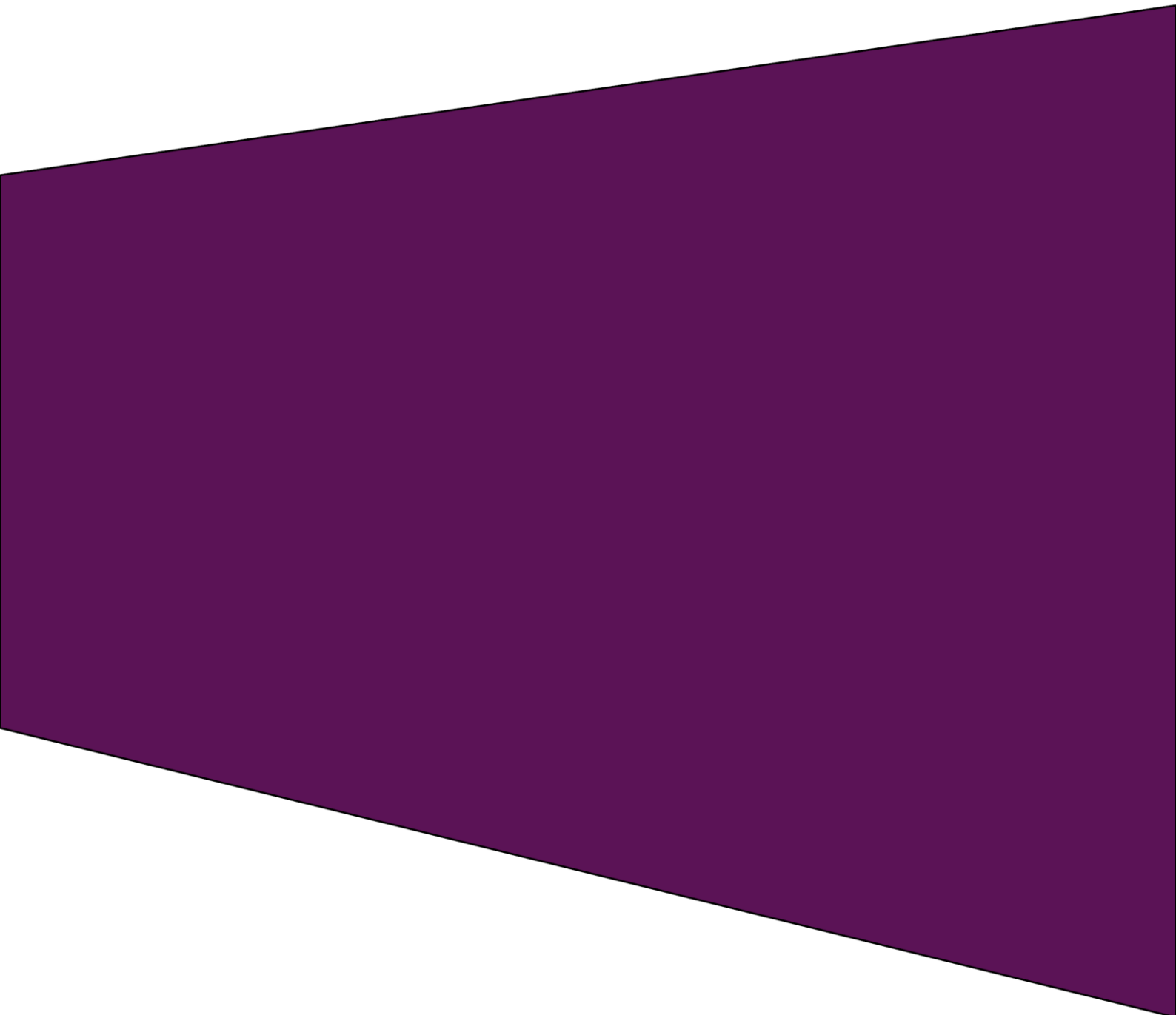
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A57 Link Roads Frequently Asked Questions

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The A57 Link Roads scheme and why we are doing it

What is the Trans-Pennine upgrade?

The Trans-Pennine upgrade aims to improve journeys between Manchester and Sheffield, as this route currently suffers from heavy congestion which creates unreliable journeys. This restricts potential economic growth, as the delivery of goods to businesses is often delayed and the route is not ideal for commuters, which limits employment opportunities. Much of this heavy traffic travels through local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. These issues will only get worse with time if significant improvements aren't made.

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

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

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

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

What is the A57 Link Roads scheme?

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

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

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

Why do we need the A57 Link Roads scheme?

The route between the Manchester and Sheffield city regions currently suffers from heavy congestion which creates unreliable journeys. This restricts potential economic growth, as the delivery of goods to businesses is often delayed and the route is not ideal for commuters, which limits employment opportunities. Much of this heavy traffic travels through local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. These issues will only get worse with time if significant improvements aren't made.

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

- connectivity – by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions
- environmental – by improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the Peak District National Park
- societal – by re-connecting local communities along the trans-Pennine route
- capacity – by reducing delays and queues that occur during busy periods and improving the performance of junctions on the route

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

- Remove through traffic from a number of the existing main roads in Mottram in Longdendale, which will reduce noise levels and pollution to properties (including residential) for people living nearby.
- Create better conditions for pedestrians and cyclists in Mottram in Longdendale
- Reduce congestion and delays affecting residents and businesses in the area.
- Help public transport to be more reliable where it currently gets delayed.

Where do I find out further information?

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

Telephone: 0300 123 5000 (Customer Contact Centre)

Email: Trans_Pennine_Scheme@highwaysengland.co.uk

Costs and timetable

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

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

What is the timetable for the Link Roads scheme?

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

scheme in early 2023.

Why will it take so long before you start work?

Because the A57 Link Roads scheme is classed as a 'Nationally Significant Infrastructure Project', we need to obtain consent to build the scheme through a Development Consent Order (DCO). This process includes assessment of the potential impacts of our proposals, consultation and preparation of viable design solutions that address a range of concerns, before we submit our application. The Planning Inspectorate process of examination and recommendation, then takes around 18 months after the DCO has been submitted.

It is only after this – assuming that planning permission is granted – that we can start work on delivering the scheme.

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

Does the scheme deliver good value for money?

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

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

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

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

The scheme in detail

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

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

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

We're liaising with the local authority, who will take responsibility for the road once it has been de-trunked. Parking bays and cycle lanes are included in our conversations, but we cannot guarantee any specific elements at this stage.

What facilities are you installing for non-motorised users?

We're creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route, including:

- Improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the scheme
- Crossing at the Mottram Moor junction will now be quicker and easier with the new crossroads design. We're also adding more cycling and pedestrian crossings
- Replacement connections for the existing footpaths severed by the scheme
- A combined footway and cycleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram to the Trans-Pennine Trail (National Cycle Network route 62)
- We're continuing to work with Local Authorities to improve connections on the existing A57 route

What is happening with bus routes?

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

What are you doing in Glossop?

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

What is happening to the Mottram showground?

Mottram Show has acquired a new larger show ground 'where the horse rings will be well away from the hustle and bustle of the show, making for a quieter and safer environment for both horse and rider'. It is expected that it will take a year or two to move the show to the new ground. You can find out more on the Mottram Show website.

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

Our previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane. But, as this is the site of a geological fault line in the ground, a large, complex structure would have been needed to make sure the underpass was safe. Some local residents also raised concerns during our 2018 consultation, about changes to the route of Old Hall Lane, that would be needed with this design

We've now moved the underpass to the east, to span the faultline, which significantly reduces the risks involved. As a result, we've been able to simplify and scale back the design, by using earthworks instead of concrete, reducing the length of the walls, reducing the depth of the cutting itself and retaining Old Hall Lane on its current alignment. Roe Cross Road will now run over the western end of the underpass on a bridge.

The new design will blend in better with the landscape and will be cheaper, quicker and easier to construct, reducing disruption to the local community.

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

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

create a flood channel, that could drain off water if needed. However, working with the Environment Agency our hydraulic modelling of the River Etherow confirmed that we could manage flood risks by subtly reshaping the channel and the surrounding floodplain itself. This has allowed us to take our flood channel out of our design, shorten the bridge to 42 metres and remove the supporting structure. Doing this will reduce the amount of land and materials required to construct the crossing and make it easier, cheaper and quicker to build.

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

The current M67 roundabout configuration suffers from queues of excess traffic heading towards Mottram. The extra lane and signals are designed to increase capacity on the roundabout and allow for safer pedestrian crossings. By moving most of the A57 traffic onto the new dual carriageway, bypassing Mottram via the improved M67 roundabout, we hope to eliminate the cause of the blocking along the existing A57 route.

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

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

By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention.

Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the scheme will be quicker, cheaper, and less disruptive. It will also make the scheme safer, reduce the impacts of the scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.

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

Some form of junction is needed to tie the new link roads back into Mottram Moor, connecting the dual and single carriageway sections. The previous design at Mottram Moor was for a signal controlled roundabout but replacing it with a crossroads with traffic lights will reduce the amount of land needed, as well as the impacts of the scheme on wildlife and views from neighbouring properties. We've used our traffic modelling to refine our designs, to make sure the junction operates efficiently. Each approach to the crossroads has been tailored to match the traffic we expect to see making different journeys, in order to minimise delays.

What are you doing at Westwood roundabout?

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

What about the technology?

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

Are you not doing the climbing lanes anymore?

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

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

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

Are you not dualling the A61 anymore?

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

Are you not building a Trans Pennine Tunnel?

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

Have you been liaising with other schemes in the area?

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

Landowners and businesses

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

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

What compensation will be available for any landowners affected?

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

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

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

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

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

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

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

Business owners may be entitled to compensation if something is done improperly (for example, the blocking of access without authority), but not otherwise. Trade may fluctuate for a variety of reasons, and accurately assessing loss that is directly caused by roadworks can be difficult.

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

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

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

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

The Impacts

Environment

What are you doing to protect the environment?

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

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

Biodiversity

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

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

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

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

What ecology/biodiversity enhancements are you considering?

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

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

The habitats within the DCO boundary have been assessed to understand the current situation and obtain a 'baseline value' for biodiversity in the area. This will inform a Biodiversity Net Gain Assessment, that will be reported in our Environmental Statement. We will aim to achieve a net gain for biodiversity, using the Defra Biodiversity Metric 2.0.

What mitigations are you including to protect species and habitats?

Species-specific mitigation will be provided, including artificial badger setts, dedicated bat structures, integrated bat boxes, compensatory planting, and bird nesting boxes. These will be located around the scheme in targeted locations, where they will be most beneficial to the targeted species.

Will you be undertaking any more ecological surveys?

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

Have you been consulting with Natural England?

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

Will local wildlife and conservation groups be consulted?

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

Will there be any impacts on European Designated Sites?

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

How will wildlife connectivity be retained?

Connectivity for wildlife has been considered and mitigated for in our design accordingly. This includes bat 'hop overs', which will encourage bats to fly high over the new highway, avoiding collision. There will also be several culverts and dedicated underpasses with mammal ledges, for ground based animals like badgers, foxes and hedgehogs.

Will there be impacts on Great Crested Newts?

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

How will you avoid collisions with wildlife on the road?

Several features have been incorporated into the design, including:

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

How will lighting be designed to avoid ecological impacts?

Recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals will be followed as far as possible when designing lighting. The lighting design will minimise light pollution which can cause sky glow, glare and light trespass; and take into account new ecological features, such as artificial roosting places and bat hop overs.

Landscape

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

We have followed a standard methodology from the Landscape Institute, which covers the impacts on the physical landscape and its character and the visual impacts on viewers, with a priority on residents and footpath users. These are judged against standard criteria for assessment impacts, ranging from low, medium to high, during construction and once the road is operational.

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

Our main task is to reduce impacts on views and the character of the local landscape. But we also want to integrate the new road into the landscape and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.

Have views from the Peak District National Park been considered?

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

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

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

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

We will be planting small nursery stock in most cases, which establishes and grows more quickly than larger sizes. We anticipate an average growth of about 1m per year for most species, so in 10-15 years the road should barely be visible or be fully screened. Local native species will be used, so we know they will grow well in this area. Around 10% will also be evergreen, to reflect local species like holly privet and gorse.

How are landscape impacts from construction being mitigated?

There are several standard measures to help reduce impacts to the landscape, through the protection of trees and vegetation, restricted working areas, careful siting of vehicle routes, timing of works and care with water courses, to avoid pollution.

How will visual effects from construction be mitigated

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

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

We will select plant species from our standard species lists, to find a mix that looks and feels at home in its surroundings and is most likely to ensure long term success.

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

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

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

What is being planned for the area above the underpass

Outside of the Development Consent Order, we plan to work with the Local Authority and community to explore the possible use and future maintenance of the space above the underpass.

Noise and vibration

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

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

Can noise monitoring be carried out at my house?

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

How will noise be assessed for the scheme?

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

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

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

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

Noise mitigation measures such as noise barriers may be required for the scheme. If noise levels are predicted to have a significant effect on houses and other sensitive receptors, then mitigation measures will be included in our design. Noise barriers are only one of a range of options to lessen the effect of road noise. Other options may include earth bunds, speed restrictions, and low noise road surfacing among others. Noise mitigation measures already feature in our design, both in the route we've chosen to avoid impacts and the earth bunds we'll use to reduce any noise impacts that do arise. We are currently identifying if and where additional noise mitigation measures may be required. In accordance with the Design Manual for Roads and Bridges, the visual impact of any noise barriers needed will be carefully considered.

Is low noise surfacing going to be used?

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

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

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

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

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

How will noise and vibration be managed during construction?

Measures for mitigating construction noise and vibration will be implemented through an Environmental Management Plan, in accordance with the Design Manual for Roads and Bridges .

Standard methods include:

- The use of a Traffic Management Plan to minimise any adverse effects from construction traffic
- Installing appropriate fencing around the construction areas likely to generate noise
- Using silenced equipment where possible, in particular silenced power generators and pumps
- Turning off plant machinery when not in use
- Ensuring that the quietest plant and equipment, techniques and working practices available are selected and used

Is the Peak District National park being considered in assessments?

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

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

Air quality

What is “air quality”?

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

What causes air pollution?

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

What is being done about air pollution in the UK?

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

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

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

What is an Air Quality Management Area (AQMA)?

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

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

What is a Clean Air Zone (CAZ)?

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

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

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

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

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

We've updated our traffic model to take account of additional traffic count data, to include additional routes used as 'rat runs' and to take account of updated traffic modelling best practice guidance.

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

The air quality assessment for the scheme has been updated using the revised traffic model data, more recent air quality monitoring data, and the latest air quality assessment best practice guidance.

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

What are the existing local air quality conditions?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ongoing monitoring undertaken by local authorities is expected to continue. Our scheme specific monitoring is planned to continue up until the end of the Development Consent Order examination period, which is currently expected to conclude in late 2021. The aim of our survey was to provide information on existing conditions in the area, prior to construction of the scheme.

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

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

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

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

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

Will the scheme effect ecological sites?

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

How was the air quality impact of the scheme assessed?

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

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

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

What impact will there be on air quality during construction?

As we construct the scheme, we would expect to generate construction dust, create additional vehicle movements from construction vehicles and potentially change existing traffic, due to traffic management measures and diversions should these be required.

The impacts on local air quality during construction will only be temporary and will be mitigated appropriately, to minimise detrimental effects from our activities. The measures taken will be site specific and be in accordance with current standard best practice guidance.

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

Once the scheme is operational, we expect the scheme to result in a significant improvement in air quality for human health. The scheme will also not result in a risk to compliance with EU air quality limit values.

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

Is the scheme expected to increase carbon emissions?

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

Is the scheme expected to deteriorate local air quality?

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

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

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

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

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

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

What is the Greater Manchester Clean Air Zone?

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

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

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

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

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

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

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

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

Climate

How is the impact on climate assessed?

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

What mitigation will you be including?

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

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

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

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

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

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

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

Will the scheme be vulnerable to climate change?

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

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

Water

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

We're undertaking a detailed flood risk assessment, in accordance with the National Planning Policy Framework, to assess risks to and from the scheme. Where flood risk management measures are required, mitigation will be embedded into our design. In accordance with the guidance, allowances for climate change, to minimise the vulnerability of the scheme and ensure resilience to changes in flooding will be included in our assessment.

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

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

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

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

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

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

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

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

Best practice construction methods will be followed, to minimise any impact on local watercourses. For example, following pollution prevention guidelines and minimising works in both the river channels and their floodplains.

Mitigation will also be embedded into our design, to minimise the long-term impact of the proposed scheme on the water environment. For example, where culverts are required the length will be minimised and measures will be in place to retain connectivity through the culvert.

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

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

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

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

Will the river channels need to be altered?

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

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

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

Lighting

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

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

likely. We're also proposing colour temperatures of 3000k, which is a relatively warm light, with around 2700K in some areas, to make the lighting less intrusive to wildlife. We'll be using a minimum of G4 class lanterns, which will be installed at zero degrees to the horizontal, further helping to reduce obtrusive lighting. We'll control the lighting from our Central Management System (CMS), allowing us to dim and switch the lights remotely.

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

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

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

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

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

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

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

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

How will lighting be designed to avoid ecological impacts?

Recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals will be followed as far as possible when designing lighting. The lighting

design will minimise light pollution which can cause sky glow, glare and light trespass; and take into account new ecological features, such as artificial roosting places and bat hop overs.

Traffic

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

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

Will the scheme improve journey times through Hollingworth and Tintwistle?

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

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

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

Safety

Will this project improve safety for drivers?

A key objective of the A57 Link Roads scheme is to improve safety for road users. The design will introduce various elements to create a safer driving environment, including:

- New traffic signals to control traffic at:
 - Hattersley roundabout (currently no traffic signals)
 - Mottram Moor junction (new junction)
 - Woolley Bridge junction (new junction)
 - Gun Inn junction (upgraded traffic signals)
- The bypass will ensure the traffic flow through Mottram centre is greatly reduced therefore removing a number of potential low speed nose to tail type collisions. The removal of almost all HGVs will also help improve safety performance
- The bypass is being designed to a high standard with free-flowing traffic and less congestion which we expect to reduce the number of nose to tail collisions
- Traffic calming in the existing section will be introduced to slow vehicle speeds improving safety through Mottram
- CCTV will be provided for the proposed underpass to ensure a timely response should any issues occur in that section

- The new section of road linking Mottram Moor junction to Woolley Bridge will have a 30mph speed limit to ensure safe use by road users.

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

Will this project improve safety for the local communities?

Our traffic assessment shows the scheme reducing accidents across the local area, because traffic will be moved onto more modern roads, with up to date specifications. The current A57 route through Mottram also has several homes and businesses with direct access onto the road. The scheme also includes enhanced pedestrian facilities at each junction along the route, which will improve pedestrian safety.

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

Yes – we are vastly reducing the potential for interaction between pedestrians and cyclists as part of this scheme. The new bypass will take traffic away from the centre of Mottram therefore reducing the chance of pedestrians being in close contact with vehicles.

In addition, there will either be an overbridge or an underpass for pedestrians/cyclists for any severed routes ensuring no unsafe crossing of the road is required.

Have you spoken to the emergency services?

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

The consultation

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

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

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

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

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

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

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

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

Updates include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In 2018, consultees were asked for their views on:

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

Key issues that were raised during the consultation included:

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

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

More details can be found on our project web page at www.highwaysengland.co.uk/A57-Upgrade.

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

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

Key issues that were raised during the 2018 consultation included:

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

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

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

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

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

Our approach reflects a number of factors of particular relevance both to COVID-19 and the project:

- The considerable elderly population in the consultation area, requiring a mix of online and offline engagement options
- People who do not have access to cars and who therefore rely on public transport, cycling or walking
- People who are unable, or choose not, to leave the house due to the pandemic
- Key workers, and those who are not able to work from home during the pandemic
- People who do not have access to the internet or are less internet literate
- People who have lower literacy levels, or for whom English is not their first language
- People who require the consultation materials in an alternative format

So, we're:

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

Borough Council to inform the consultation approach

Who will be consulted?

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

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

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

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

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

Who can take part?

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

How will we be consulted?

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

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

Our approach reflects a number of factors of particular relevance both to COVID-19 and the project:

- The considerable elderly population in the consultation area, requiring a mix of online and offline engagement options
- People who do not have access to cars and who therefore rely on public transport, cycling or walking
- People who are unable, or choose not, to leave the house due to the

- pandemic
- Key workers, and those who are not able to work from home during the pandemic
- People who do not have access to the internet or are less internet literate
- People who have lower literacy levels, or for whom English is not their first language
- People who require the consultation materials in an alternative format

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

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

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

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

Will the DCO documents be available for inspection as usual?

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

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

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

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

What will happen after the consultation?

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

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

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

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

Construction

Which contractors will do the work?

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

How will you manage construction?

We will work with BBA to develop a strategy called a construction management plan for how the scheme will be built. This will set out everything from how the various elements of the scheme will be delivered, through working hours, to details of construction compounds.

How will you manage effects on the environment during construction?

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

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

What hours will you be working?

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

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

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

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

How loud will construction activities be?

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

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

How will noise and vibration be managed during construction?

Measures for mitigating construction noise and vibration will be implemented through an Environmental Management Plan, in accordance with the Design Manual for Roads and Bridges. Standard methods include:

- The use of a Traffic Management Plan to minimise any adverse effects from construction traffic
- Installing appropriate fencing around the construction areas likely to generate noise
- Using silenced equipment where possible, in particular silenced power generators and pumps
- Turning off plant machinery when not in use
- Ensuring that the quietest plant and equipment, techniques and working practices available are selected and used

Will there be dust during construction?

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

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

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

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

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

How long will the diversion routes add to my journey?

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

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

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

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

Development consent for our major road schemes



What is development consent?

Nationally Significant Infrastructure Projects (NSIPs) are major infrastructure projects such as new harbours, roads, power generating stations (including offshore wind farms) and electricity transmission lines. These need **development consent** before construction can start.

Under the Planning Act 2008, development consent is granted through a Development Consent Order (DCO). This gives permission to construct and maintain projects categorised as NSIPs.

Some of our major road projects are NSIPs, which means we need to apply for and get a DCO before we can start construction.

We submit a DCO application to the Planning Inspectorate, the government agency responsible for operating the planning process for NSIPs. Before we do this, we hold consultations as part of our wider engagement activity. This is in advance of the request for representations and the examination of the application that the Planning Inspectorate organises once it accepts an application.

How do I have my say on road projects that affect me or my community?

We engage and consult with relevant local authorities, anyone with an interest in the affected land, statutory consultees such as the Environment Agency, local communities and our customers on the proposals for all our major road projects.

Where we consult the local community under the Planning Act, we work with the relevant local authorities to prepare a statement. This sets out how we will consult people living near the project. To ensure people are aware of consultations that affect them and how they can take part, we place notices in local and national press to advertise the consultation.

We sometimes carry out consultation in stages. This is so that feedback can influence the type, geographical route and design of the project that we take forward. Sometimes that may mean that having consulted, we announce a preferred route for a project. We will then carry

out further consultation to inform the proposals before we finalise our DCO application.

During our consultations, stakeholders and customers can respond to our pre-application consultation. This gives you an opportunity to influence and improve the project, as well as tell us whether you agree or disagree with it.

The best time to influence and improve a project is before the DCO application. There is limited time and scope for change after an application is made. This is because of the maximum time legally allowed for an examination.

To ensure transparency, we publish a consultation report to set out how we have considered responses following each round of consultation. We must include a consultation report in our application to the Planning Inspectorate for the DCO.

How does it work?

When the Planning Inspectorate receives and accepts an application, they will appoint an independent Examining Authority to carry out the examination. Before the examination starts, we contact statutory consultees, relevant local authorities and anyone with an interest in the affected land. This is to notify them of their opportunity to register to take part in the examination of the project and to make representations on the DCO application. We also publicise this opportunity in local and national press.

The Examining Authority considers contributions, including any Local Impact Reports received from local authorities, representations from interested parties, written answers provided to written questions, and evidence provided at hearings. The Examining Authority manages the examination of applications and decides which main issues it will examine.

At the end of an examination, the Examining Authority submit a report to the relevant Secretary of State. This includes a recommendation on

For more information about the planning process for Nationally Significant Infrastructure Projects, please visit:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes>

whether to grant development consent. The Secretary of State decides to grant or refuse development consent. The proposals in a granted DCO may differ from those in the DCO application. This may be due to input from registered persons during the examination.

The Planning Inspectorate has a public register of applications received on their webpage. There is a specific page for each DCO application where the public can access and read applications and accompanying documents, including reports of pre-application consultations.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000**.*

Highways England creative job number BHM19_0032.

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Highways England Company Limited registered in England and Wales number 09346363

Section 48

HIGHWAYS ENGLAND

SECTION 48 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

A57 LINK ROADS SCHEME (previously known as Trans Pennine Upgrade)

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed A57 Link Roads in Tameside and High Peak, close to Mottram Moor.

The scheme's main proposals in summary are, to remove bottlenecks on the existing A57 route connecting the M67 at Mottram in Longendale to the M1, north of Sheffield. This consists of the Westwood Roundabout and Technology Scheme, which is already being delivered and the A57 Link Roads (previously known as Trans Pennine Upgrade), which includes the creation of two new link roads at the western end of the route:

- Mottram Moor link road – a new dual carriageway from the M67 junction 4 roundabout to a new junction on A57(T) Mottram Moor; and
- A57(T) to A57 link road – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 on Woolley Bridge.
- In addition, any necessary rights and powers will be sought to ensure delivery of the Scheme, including compulsory acquisition.

The project is an Environmental Impact Assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information (PEI) forms part of the consultation material.

Consultation will focus on changes to the A57 Link Roads scheme since the last consultation in 2018 and the current proposed works. It will take place from Thursday 5 November to Thursday 17 December 2020.

Full details of how we have considered the impact of COVID-19 restrictions on our consultation process are provided in the Statement of Community Consultation. The deposit points below are open at the time of publishing this notice. However, if COVID-19 restrictions are increased, and deposit locations not open, the consultation materials will be available on the website www.highwaysengland.co.uk/A57-Upgrade. Requesting materials: individual paper copies of the consultation brochure and response form will be supplied free of charge, however there will be a charge for paper copies of other the consultation materials, of up to £115 plus P&P. We can provide free of charge electronic copies of the consultation materials via a DVD/USB. Please contact the project team, using the email address or telephone number listed in the notice.

Further details about the consultation and how to get involved are set out in the Statement of Community Consultation (SoCC). Copies of the consultation materials which include the consultation leaflet, the scheme layout plan and the PEI may be inspected free of charge from Thursday 5 November to Thursday 17 December 2020 at the following locations.

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

Source: www.royalmail.com 9 October 2020 08:30am

**Opening times are correct at the time of printing (www.royalmail.com). If you are planning on visiting a venue to examine the consultation materials please check whether they are open, their opening hours and any specific COVID-19 restrictions/measures, such as wearing a face mask, social distancing or track and trace requirements, before attending.

Copies of the consultation materials will also be available online during the consultation period at www.highwaysengland.co.uk/A57-Upgrade

Any person may comment on the proposals or otherwise respond to this publicity. **Comments must be received between Thursday 5 November to Thursday 17 December 2020 23:59.**

A consultation feedback form (electronic or paper) is available as part of the consultation materials. When providing your comments, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any comments by:

- emailing: Trans_Pennine_Scheme@highwaysengland.co.uk
- writing to: Freepost A57 TRANS-PENNINE UPGRADE MAILBOX
- completing the electronic feedback form online during the consultation period via www.highwaysengland.co.uk/A57-Upgrade. Alternatively a paper copy can be requested free of charge by contacting the project team on 0300 123 5000 or emailing Trans_Pennine_Scheme@highwaysengland.co.uk.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once the consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

Comments must be received no later than Thursday 17 December 2020 23:59 hours. If you have any questions about this consultation or the scheme, please contact the project team using any of these details or by calling 0300 123 5000.

Andrew Dawson, Project Manager, Highways England

Notice of Consultation

A57 Link Roads (previously known as Transpennine Upgrade) Section 47 Planning Act 2008

Notice Publicising a Statement of Community Consultation

Highways England is planning to remove bottlenecks on the existing A57 route connecting the M67 at Mottram in Longdendale to the M1, north of Sheffield. This consists of Westwood roundabout and Technology Scheme, which is already being delivered and the A57 Link Roads (previously known as Transpennine Upgrade), which includes the creation of two new link roads at the western end of the route:

- Mottram Moor link road – a new dual carriageway from the M67 junction 4 roundabout to a new junction on A57(T) Mottram Moor; and
- A57(T) to A57 link road – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 on Woolley Bridge.

We intend to make an application to the Planning Inspectorate under Section 37 of The Planning Act 2008 for a Development Consent Order to authorise construction of the scheme.

Before making our application, we must produce a document called a Statement of Community Consultation setting out how we will consult the local community about our proposals. The consultation will focus on the changes which have been made since our last public consultation in 2018. We also must make this statement available for inspection by the public and publish this notice stating where and when the statement can be inspected. We then must carry out consultation in accordance with the statement.

This notice contains a summary of the consultation details. However, full details of the consultation can be found in the Statement of Community Consultation. This can be viewed along with our consultation materials, online at www.highwaysengland.co.uk/A57-Upgrade or at the following deposit locations from the start of our consultation period Thursday 5 November 2020 to the Thursday 17 December 2020 23:59.

Please note: Consultation materials will be available from the start of the consultation date (5 November 2020) on the website and at deposit locations, as detailed, not in advance.

Full details of how we have considered the impact of COVID-19 restrictions on our consultation process are provided in the Statement of Community Consultation. The deposit points below are open at the time of publishing this notice. However, if COVID-19 restrictions are increased, and deposit location not open, the consultation materials will be available on the website www.highwaysengland.co.uk/A57-Upgrade, free paper copies of the consultation brochure and response form can be gained from the project team, using the details at the end of this notice.

Deposit/display location	Opening times**
Mottram Post Office, 1 Mottram Moor, Mottram in Longdendale, SK14 6LA	Monday to Thursday 09:00-17.30 Friday 09:00 -17:00 Saturday 09:00-12:30 Sunday Closed
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COVID-19 considerations for Public Consultation Events

Due to the pandemic and social distancing measures we have considered the safest methods of running our public consultation events.

We have replaced face-to-face engagement at events with a number of telephone events when the project team will be available to talk about the scheme and answer questions at a number of set times. The details of these events will be made available on the project web page www.highwaysengland.co.uk/A57-Upgrade and in the brochure. You can also contact our project team for these details.

development, which means a Preliminary Environmental Information (PEI) Report has been produced (to describe the environmental effects of the scheme) and is being consulted on alongside the other consultation documents. It also means that an Environmental Statement will be produced and submitted with the application to the Planning Inspectorate in due course.

Contact the team by:

Email:

Trans_Pennine_Scheme@highwaysengland.co.uk

Write: Freepost A57

TRANS-PENNINE UPGRADE MAILBOX

Telephone: 0300 123 5000 (Customer Contact Centre)

The scheme is an Environmental Impact Assessment

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



A57 Link Roads project

Statement of Community Consultation

November 2020

We operate, maintain and improve England's motorways and major A-roads. The A57 Link Roads project (previously known as the Trans-Pennine Upgrade) is a critical part of our ongoing investment and will improve journeys between the Manchester and Sheffield city regions which will bring benefits to the areas.

We are publishing this Statement of Community Consultation (SoCC) to outline our approach to consulting with the local community for the above scheme. It provides details about how you (the local community) can take part and how feedback will be used to influence our proposed design.

To make sure we approach our consultation in the very best way for the local community, we've consulted on this document with Tameside Metropolitan Borough Council, Derbyshire County Council, High Peak Borough Council and the Peak District National Park Authority.

This document also gives you the background to the scheme and how our application to build it will progress.

Under the Planning Act 2008, we are required to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build this scheme. The Planning Inspectorate will examine our application and the Secretary of State will decide on whether the scheme should go ahead based on a recommendation made by the Planning Inspectorate. We anticipate that our DCO application for the scheme will be submitted in spring 2021. We are publishing this statement under section 47 (duty to consult local community) of that Act.

The best time for you to have your say to inform our final design for this scheme is now by taking part in this consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on their National Infrastructure Planning website: <http://infrastructure.planninginspectorate.gov.uk> or by calling the Planning Inspectorate on 0303 444 5000.

Impact of COVID-19

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

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

Our approach reflects a number of factors of particular relevance both to COVID-19 and the project:

- The considerable elderly population in the consultation area, requiring a mix of online and offline engagement options
- People who do not have access to cars and who therefore rely on public transport, cycling or walking
- People who are unable, or choose not, to leave the house due to the pandemic

- Key workers, and those who are not able to work from home during the pandemic
- People who do not have access to the internet or are less internet literate
- People who have lower literacy levels, or for whom English is not their first language
- People who require the consultation materials in an alternative format

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

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

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

The table on page 7 shows the full approach and methods we will use to promote our public consultation and gather feedback on the scheme.

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

The scheme

We've developed a project to improve journeys between Manchester and Sheffield, as this route currently suffers from heavy congestion which creates unreliable journeys. This restricts potential economic growth, as the delivery of goods to businesses is often delayed and the route is not ideal for commuters, which limits employment opportunities. Much of this heavy traffic travels along local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. These issues will only get worse with time if significant improvements aren't made.

In 2017, after a wide consultation about a number of different options, we announced a package of Trans-Pennine Upgrade work, to improve the existing route connecting the M67 at Mottram in Longdendale to the M1, north of Sheffield. We held another consultation on the proposed package of upgrades in 2018, and have since split the work into two projects which are being delivered separately:

- Upgrades to Westwood roundabout near Sheffield; packaged with technology improvements along the A628, A616 and A61, including electronic signs and improved closure gates
- Creation of two new link roads at the western end of the A57/A628 route, to provide a bypass around Mottram in Longdendale

We started construction on the Westwood roundabout and technology improvements in March 2020.

This consultation will focus on changes to the A57 Link Roads scheme since the last public consultation in 2018:

- Improvements to the design
- Extra information we now have about anticipated environmental impacts

We are carrying out an Environmental Impact Assessment for the scheme and we're publishing a Preliminary Environmental Information Report which will be made available online as part of the consultation material to assist well-informed responses to the consultation. There will also be specific questions referring to it in the feedback form.

The report will provide information about the potential environmental effects of the scheme, including updates on air quality and noise and the measures proposed to reduce those effects. Possible mitigation measures include replacement planting, archaeological works, mammal crossings, landform design and water treatment measures.

Additional information about the scheme, including detailed maps/plans and information about associated benefits, will be included in our public consultation brochure and online on the project web page.

We will also make these documents available at the deposit points specified in the table on page 10. We'll be monitoring the COVID-19 situation as it evolves, and if we are unable to store materials in deposit points, we can provide a printed copy of the consultation brochure and response form free of charge. We can also provide our other consultation documents on a USB or DVD for free.

If you require paper copies of our other consultation materials, there will be a charge of up to £115 plus postage and packaging.

You can request copies of our materials by emailing us or ringing our Customer Contact Centre on 0300 123 5000.

Consulting the community - previous consultation

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

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

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

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

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

In 2018, consultees were asked for their views on:

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

Key issues that were raised during the consultation included:

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

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

More details, including the results of previous consultation and how we decided to progress our design are included in the *Public Consultation Report 2017, Preferred Route Announcement leaflet and Public Consultation Report 2018*, available to

download from the project web page at www.highwaysengland.co.uk/A57-Upgrade. Depending on the situation with Coronavirus at the time, these documents will also be available to view for the duration of the consultation period at local deposit locations. If we are unable to store hard copies of our materials in deposit points, we can post copies of our materials to people on request.

This consultation - why and when

It is important to us that our consultation will:

- Provide the opportunity for the community to give feedback on the latest design of the project
- Encourage the community to help shape our proposals to maximise local benefits and minimise any impacts
- Help local people understand the potential nature and local impact of our proposals
- Enable potential mitigation measures to be considered and, if appropriate, incorporated into the scheme design before an application is submitted
- Identify ways in which our proposals, without significant costs, support wider strategic or local objectives

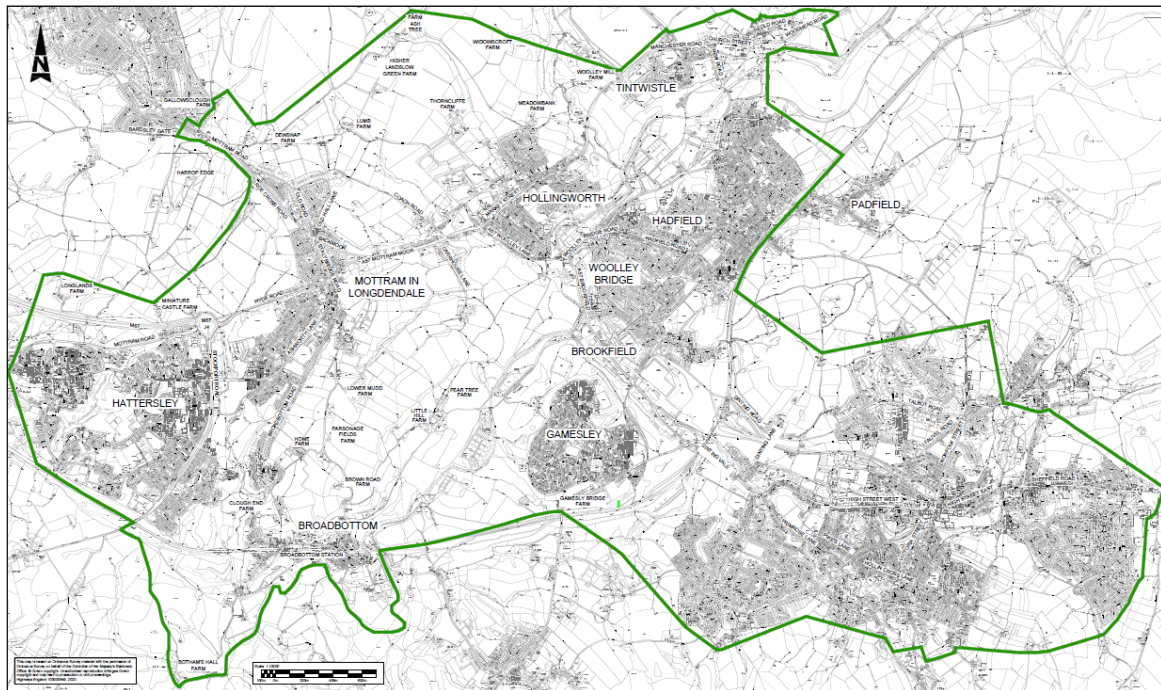
Your comments will help us achieve these objectives. We will listen to and consider everyone's views before we submit our DCO application. This process is described below in the Next Steps section.

The consultation will run from **5 November to 17 December 2020**. During the consultation period, we will be consulting on the following particular elements of the scheme:

- Our environmental assessment and our measures to minimise impacts on air quality and noise
- Removing the Roe Cross Road link, junction and roundabout from the scheme
- A new location and design for the Mottram Underpass
- Replacing the proposed roundabout at Mottram Moor Junction, with a signal-controlled junction
- Reducing the length of our River Etherow crossing
- A new design for the Woolley Bridge junction and location of the link road
- New provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and connections to the former route
- A new location for the Carrhouse Lane underpass
- Important natural, or man-made features of the landscape surrounding the scheme

Working with Tameside Metropolitan Borough Council, Derbyshire County Council, High Peak Borough Council and the Peak District National Park Authority, we have developed a consultation target area for the distribution of our consultation materials. This is based on who we think will be affected by our proposed design. We'll let people living/working in this area know about our consultation by posting information at the start of our consultation period.

Our consultation area is shown below.



Who can take part?

Anyone who is interested in this scheme is welcome to take part. We welcome all views and will take them into account before we submit our final design.

How will we consult?

We will use the following methods to promote our public consultation:

Method	Detail
Consultation brochure	<p>The consultation brochure contains details of the scheme, focusing particularly on changes and new information since the 2018 consultation. It will also include instructions for joining the online webinars and telephone events. We will deliver this together with a feedback form to all homes and businesses within the consultation zone shown above.</p> <p>We will also:</p> <ul style="list-style-type: none"> • send it electronically to key stakeholders, • make it available free of charge to anybody who requests a copy • host it on our project web page

Method	Detail
	<p>If the situation with COVID-19 at the time, allows, we will make it available at local deposit locations. If we are unable to store hard copies of our materials in deposit points, we will post copies of our materials to people on request.</p> <p>Accessible versions and different languages will be available on request.</p>
Public telephone events	<p>In place of face-to-face engagement at events, the project team will be available to talk about the scheme and answer questions at set times through telephone events. The details of these events will be made available on the project web page and in the brochure.</p>
Public online webinars	<p>In place of face-to-face engagement at events, we will also be hosting a series of online webinars, delivering a presentation on our proposals and holding a live question and answer session. Details will also be made available on the project web page and in the brochure.</p>
Project web page	<p>A full summary of the scheme, this SoCC, the consultation brochure, online response form, flythrough video, Preliminary Environmental Information Report and non-technical summary, and a plan showing the extent of the scheme (red line boundary) will be available at: www.highwaysengland.co.uk/A57-Upgrade</p> <p>The consultation reports from previous consultations will also be available.</p> <p>We will continue to monitor the situation with COVID-19 as it evolves and explore the feasibility of making these documents available at local deposit points.</p>
Local Authority and MP briefings	<p>We will continue to hold regular meetings with our established Local Authority forum. We will also hold online briefings for local councilors and MPs before the consultation begins, delivering a presentation on our proposals and answering questions via a live question and answer session.</p>
Stakeholder briefings	<p>We will be holding a dedicated webinar for our other key stakeholders, delivering a</p>

Method	Detail
	presentation on our proposals and answering questions via a live question and answer session. The consultation materials will be sent to stakeholders in advance of this event.
Statutory notices	Statutory notices to publicise the proposed DCO application and the SoCC will be issued: DCO application - once in a national newspaper and the London Gazette and also in two local circulating newspaper(s). SoCC - in one local circulating newspaper.
Press releases	Press releases detailing the consultation period and how the community and road users can get involved will also be issued.
Posters	Posters will be displayed in the local area surrounding the scheme, promoting the consultation and how to participate.
Social media	The public consultation will also be advertised on @HighwaysNWest and on Facebook.

In the case of circumstances where an event needs to be cancelled, it may be substituted with similar event(s). This will be advertised locally and via the project web page.

How to respond to the consultation:

A consultation response form will be available to help you provide comments on the scheme design. All consultation responses must be made in writing by:

- Completing the online response form at www.highwaysengland.co.uk/A57-Upgrade
- Complete a paper copy of the consultation response form and return it using the freepost address - Freepost A57 TRANS-PENNINE UPGRADE MAILBOX

Alternatively, you can email Trans_Pennine_Scheme@highwaysengland.co.uk or write to us on the freepost address above.

All responses must be received by the end of **17 December 2020**.

Information available online and details of local display/deposit locations:

The documents and content listed below will be made available for your information to help inform your consultation response.

- Public consultation brochure and response form

- Scheme/Route map showing the full area and boundaries of the scheme
- Preliminary Environmental Information Report & Non-technical summary
- Previous public consultation reports and/or public consultation summary documents
- Development Consent Order leaflet, explaining the planning process in more detail
- Section 48 Notice, Planning Act 2008
- The flythrough video

The deposit points below are open at the time of publishing this document. However, if COVID-19 restrictions are increased and deposit locations not open, you can still view all of our materials on our project webpage at www.highwaysengland.co.uk/A57-Upgrade

We can supply individual paper copies of the consultation brochure and response form free of charge. We can also provide our other consultation documents on a USB or DVD for free. However there will be a charge for paper copies of other materials, of up to £115 plus P&P.

You can request copies of our materials by emailing us or ringing our Customer Contact Centre on 0300 123 5000.

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Bradbury Community House, Market Street, Glossop, SK13 8AR	Monday to Friday 09:00-17:00
Broadbottom Post Office, 50-52 Lower Market Street, Broadbottom SK14 6AA	Monday 09:00-17:30 Tuesday 09:00-13:00 Wednesday 09:00-17:30 Thursday 09:00-17:30 Friday 09:00-17:30 Saturday 09:00-12:30 Sunday Closed

Next steps

We will record and carefully consider all responses received during the consultation. We will take them into account in finalising our application before we submit it to the Planning Inspectorate.

We will explain our consideration of the consultation responses in a Consultation Report. This will include a description of how our application was informed by the responses received, and outline any changes made as a result of consultation. The Consultation Report forms part of our application to the Planning Inspectorate.

The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination. This must include their determination of whether our consultation has complied with the contents of this SoCC.

For more information visit our project web page where you can also sign up for email alerts whenever the web page is updated. If you have any queries about this scheme, please contact us by calling 0300 123 5000 or emailing Trans_Pennine_Scheme@highwaysengland.co.uk.

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing

■ Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@highwaysengland.co.uk

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.highwaysengland.co.uk

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PRPR141/20**.

Highways England creative job number MCR20_0185

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Highways England Company Limited registered in England and Wales number 09346363

[A57 Link Roads fly-through video](#)



<https://www.youtube.com/watch?v=PxuJF-f2KWA>

The project web page linked to another page on 'Our work and your property':

<https://www.gov.uk/search/guidance-and-regulation?parent=%2Ftransport%2Fproperty-affected-by-roadworks-and-streetworks&topic=60dac5ef-1ca0-42ed-aa57-d0a9082a6101>

Consultation launch highlights

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News ▸ Greater Manchester News ▸ Mottram

Mottram Bypass: How to have your say on the long-awaited plans to tackle one of Greater Manchester's worst traffic bottlenecks

At present, a HGV goes through the village the equivalent of every 42 seconds

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NEWS

Emma White:
“There are literally people whose front doors open straight out onto those traffic queues.”



Consultation into major road changes to improve journeys between Sheffield and Manchester opens

Highways England have opened their consultation into the road changes they propose to make to improve roads between Sheffield and Manchester.

By Lizzie Day
Friday, 6th November 2020, 1:51 pm



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Home ▸ Latest ▸ Consultation opens on Mottram by pass

Latest | Transport

Consultation opens on Mottram by pass

By Nigel Barlow - November 5, 2020 0

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On track with new bypass



A new mile-long cycle path has been unveiled by Highways England which will run alongside the proposed £228million Mottram Bypass. It is proposed the path will run alongside the new single carriageway road between Mottram Moor and Woolley Bridge, which is designed to separate Glossop traffic from vehicles travelling over the Pennines along the A628 Woodhead Pass. See page 3 for full story. Picture by Andy Dodds

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New Cycle Path Could Link Mottram To Trans Pennine Trail

A new cycle path could soon open up a new route to the Trans Pennine Trail.

Highways England is developing a new cycleway, as part of a £228 million bypass between Mottram Moor and Woolley Bridge, designed to separate Glossop traffic from vehicles travelling over the Pennines along the A628 Woodhead Pass.

Cyclists would then be able to link up with the Trans Pennine Trail at Woolley, which winds 215 miles between

TIME IS RUNNING OUT TO HAVE YOUR SAY ON MOTTRAM BYPASS PLANS

News Home More from Tameside Reporter

Thursday, December 10th, 2020 7:00am

Thursday (17 December) is the last chance for drivers and residents to express their views on the current plans for the £228 million Mottram bypass.

The latest in a long line of public consultations closes at 11.59pm on the day.

More than 800 people have already submitted responses during the six-week consultation.




... proposals and complete a consultation response form at

WATCH: WHAT THE PROPOSED MOTTRAM BYPASS COULD LOOK LIKE

News Home More from Tameside Reporter

Thursday, November 12th, 2020 7:00am



05:26



Reactive news stories

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News > Greater Manchester News > Tameside

Mottram bypass plans - which aim to tackle traffic bottleneck between Manchester and Sheffield - branded a 'stone age idea'

A countryside campaigner says the scheme will 'threaten' the Peak District national park

By Charlotte Green Local Democracy Reporting Service 10:50, 20 NOV 2020

NEWS



How part of the new bypass would look (Image: Highways England)

BROADBOTTOM'S ONE WOMAN BYPASS WALKATHON

News Home More from Glossop Chronicle

Monday, November 16th, 2020 12:28pm

Whilst many people might choose a challenge such as a long-distance walk or run, local reader Jo Dagustun, from Broadbottom, has opted for something a little different.



For the 6-week duration of the current Highways

WHAT CONCERNS LOCAL PEOPLE ABOUT THE CURRENT MOTTRAM BYPASS PLANS?

News Home More from Tameside Reporter

Tuesday, December 1st, 2020 2:16pm

Broadbottom resident Jo Dagustun has shared some of the concerns about the proposed Mottram bypass raised by local people she has spoken to so far as part of her 42-day talkathon.

We reported last month how Reporter and Chronicle reader Jo is challenging herself to talk to a different person every day during the current six-week Highways England consultation on the A57 link road proposals, in order to get a deeper understanding of all the different arguments surrounding the issue.



Trade media highlights

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HOME NEWS INSIGHTS NEWSLETTER ADVERTISE ABOUT US CONTACT

Mottram to coast-to-coast Trans Pennine cycle route planned

by Adrian Tatum



New Civil Engineer

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LATEST


Video released of proposed £228M trans-Pennine bypass

16 NOV, 2020 | BY CATHERINE KENNEDY

A new video has revealed the plans behind a proposed £228M bypass to take traffic away from the villages in Longdendale.

Here's how Mottram's new £228 million bypass could look

Nov 12, 2020 | News | 0 comments



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News Over £20m £228m Mottram bypass goes out to consultation

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£228m Mottram bypass goes out to consultation

5 Nov Highways England has begun a six-week public consultation on its plans for a £228m bypass of a village east of Manchester.



Social media news stories

Highways England @HighwaysEngland

A lorry enters the village of #Mottram in Longdendale on the A57 every 42 seconds, on average. Have your say on our plans for a new bypass to improve journeys between #Manchester and #Sheffield. Our public consultation launches today. Find out more here: highwaysengland.co.uk/A57-Upgrade

A57 in numbers (vehicles each day in Mottram)		
18,400 Cars	4,800 Vans	2,100 Lorries
130 Motorbikes	80 Buses	70 Bikes

10:00 am · 5 Nov 2020 · Hootsuite Inc

8 Retweets · 4 Quote Tweets · 15 Likes

Highways England @HighwaysNWEST · 19 Nov

A new cycle path could soon connect #Mottram to the coast-to-coast Trans Pennine Trail. The path is part of our plans for a £228 million bypass to improve journeys between #Manchester and #Sheffield. Have your say in our public consultation here: highwaysengland.co.uk/A57-Upgrade

1 8 14

Highways England: North-West
12 November at 03:56

Our new video provides a glimpse of how Mottram's new bypass could look. The road will take traffic away from the village, and improve journeys between #Manchester and #Sheffield. You can have your say on the plans here: www.highwaysengland.co.uk/A57-Upgrade <https://youtu.be/PxuJF-f2KWA>

YOUTUBE.COM
A57 link road fly-through

6 1 comment

Subject:

Issued news release - EMBARGOED: Help make Mottram's £228 million bypass happen



News release

www.highwaysengland.co.uk

04 November 2020

EMBARGOED: Help make Mottram's £228 million bypass happen

EMBARGO: 00.01 Thursday 5 November 2020

- Consultation launched on major road scheme
- New link roads will improve Manchester to Sheffield journeys
- Two-mile bypass will take traffic away from Mottram in Longdendale village
- See Notes to Editors for interview opportunities, audio clips and images



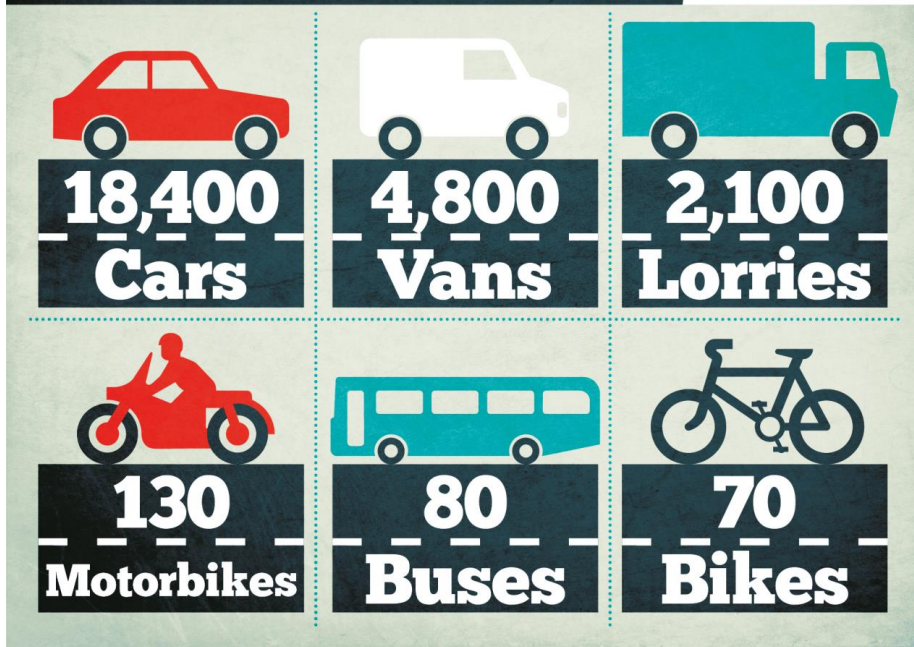
Drivers and residents are being given the chance to influence plans for a new £228 million bypass to improve journeys between Manchester and Sheffield.

The Highways England scheme will take traffic away from Mottram in Longdendale, reducing noise and improving air quality in the village as well as tackling congestion and making journeys more reliable.

The village is on the 25-mile trans-Pennine route between Manchester and Sheffield, connecting the M67 in the North West to the M1 in Yorkshire. Around 25,000 vehicles travel along the A57 through Mottram every day, including over 2,000 HGVs – equivalent to one lorry entering the village every 42 seconds.

A57 in numbers

(vehicles each day in Mottram)



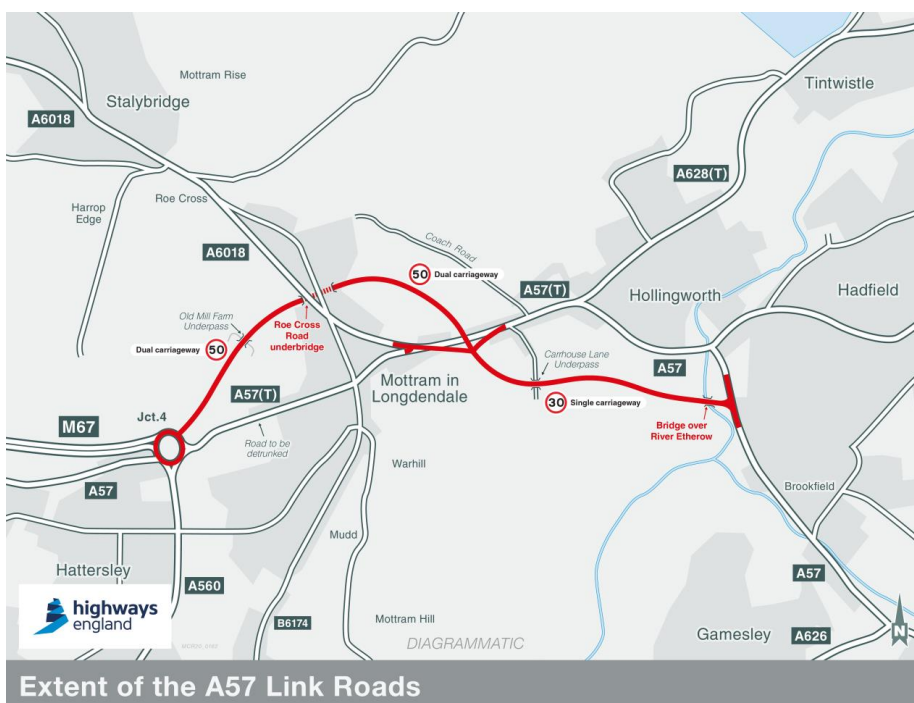
The new two-mile bypass will run from the roundabout at the end of the M67 (junction 4) to a new junction on the A57 in Woolley Bridge. You can have your say on the proposals in a new six-week public consultation which launches today (Thursday 5 November) and ends on Thursday 17 December.

Jim O'Sullivan, Highways England's chief executive, said: "Our plans for a new road around Mottram will help local communities by taking traffic away from the village, and we value your views to help make it happen."

Transport Secretary Grant Shapps said: "We're working harder than ever to level up infrastructure and deliver for the Northern Powerhouse. This new bypass is another great example of that. It will boost connectivity, better linking two key northern cities in Sheffield and Manchester, tackle congestion – including by taking through traffic away from Mottram, Stalybridge and High Peak – and improve air quality.

"It's vital that the new route works best for drivers, residents and businesses who use this key road every day. I'd encourage everyone to have their say on this road's future, and I look forward to seeing plans progress."

The scheme will include a new dual carriageway to the north of Mottram which will connect the motorway roundabout to the A57 at Mottram Moor. A new single carriageway road from Mottram Moor to Woolley Bridge will also separate Glossop traffic from vehicles travelling over the Pennines, along the A628 Woodhead Pass.



Thousands of consultation brochures are being delivered to homes and businesses along the route, and Highways England's project team are holding three webinars to provide more details on the proposals and answer your questions.

The online events will take place at midday and 6pm on Wednesday 18 November, and at 2pm on Saturday 21 November. Visit www.highwaysengland.co.uk/A57-Upgrade to take part.

You can also speak to a member of the project team by calling 0808 196 4502 every Tuesday until the end of November from 10am until 3pm, and from 4pm until 8pm.

Peter Molyneux, Major Roads Director at Transport for the North, said: "Enhancing Trans-Pennine connectivity is a key focus for Transport for the North. We know all too well that our current east-west routes, with their restricted capacity and reliability issues, are holding back our people and businesses.

"The Mottram bypass, along with a number of other schemes in this regional corridor, will make a significant difference to safety, journey times and reliability for longer trips, and also reduce congestion and pollution locally.

"We urge everyone who lives in this area, and those who currently, or may in future, use this route, to respond to the consultation."

Highways England is delivering £14 billion of major road projects over the next five years, increasing the quality, capacity and safety of England's motorways and major A roads.

Demonstrating the Government's commitment to boosting the Northern Powerhouse, four schemes are due to be completed in the North West by spring 2025 and another five major projects are planned to start construction including Mottram bypass.

Work is also taking place to improve the flow of traffic and increase capacity at Westwood roundabout in Tankersley, on the stretch of the Manchester to Sheffield route near the M1 in South Yorkshire.

Highways England is widening the approach roads at the junction and adding an extra lane on the roundabout, as well as installing traffic lights to help reduce congestion and make journeys more reliable.

Nine new electronic road signs are also being installed along the A628 Woodhead Pass to provide drivers with early warnings of closures due to bad weather or other incidents, and three new remotely-operated gates will be used to close the route during heavy snow.

A planning application for Mottram bypass is due to be submitted next year once the consultation responses have been considered and, if the project is approved by the government, construction work could start by spring 2023.

You can find out more about the proposals and complete a consultation response form at www.highwaysengland.co.uk/A57-Upgrade.

Ends

NOTES TO EDITORS

Highways England is the government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.

Emma White, Highways England's programme leader in the North West, is available for interviews this afternoon (Wednesday) and tomorrow morning (Thursday). Please contact David Harris on 07525 922 456 or email david.harris@highwaysengland.co.uk to arrange an interview.

Audio clips of Emma White for radio news bulletins are available to download here:

<https://dmscdn.vuelio.co.uk/publicitem/49830a1f-bf57-4251-830a-f68b73e81bd0>

<https://dmscdn.vuelio.co.uk/publicitem/e9f06d59-cd31-4e77-9fe8-da4acfa29870>

<https://dmscdn.vuelio.co.uk/publicitem/cb1242fb-5706-4a1a-a751-32edd6665e7b>

Photos of the A57 in Mottram are here:

<https://dmscdn.vuelio.co.uk/publicitem/3ffdd4d-1481-4990-898b-50c4b0317015>

<https://dmscdn.vuelio.co.uk/publicitem/5448da1a-99ea-46d2-a426-8a8f7d901b77>

A graphic showing the number and types of vehicles that travel along the A57 through Mottram every day is here:

<https://dmscdn.vuelio.co.uk/publicitem/4546984a-b04f-442f-a6b6-6bd755e52f7e>

A map showing the planned bypass is available here:

<https://dmscdn.vuelio.co.uk/publicitem/5a274f2a-eee7-499b-9afc-a2cc7183c725>

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Subject:

Issued news release: Here's how Mottram's new £228 million bypass could look



News release

www.highwaysengland.co.uk

12 November 2020

Here's how Mottram's new £228 million bypass could look

A new video provides a glimpse of how a £228 million bypass to take traffic away from the village of Mottram in Longendale could look.

Highways England has released the computer-generated images as part of a public consultation on the scheme, which is designed to improve journeys between Manchester and Sheffield.

The video shows a new dual carriageway to the north of Mottram which will run from the end of the M67 (junction 4) to the A57 at Mottram Moor. <https://youtu.be/PxuJF-f2KWA>



Caption: Highways England has released a new computer-generated video of Mottram bypass.

The village is on the 25-mile trans-Pennine route between Manchester and Sheffield, connecting the M67 in Greater Manchester to the M1 in South Yorkshire. Around 25,000 vehicles travel along the A57 through Mottram every day, including over 2,000 HGVs – equivalent to one lorry entering the village every 42 seconds.

A new bridge will carry the A6018 Roe Cross Road over the dual carriageway, which also includes a 140-metre-long underpass to take the bypass under Old Road and Old Hall Lane to the north of Mottram.



Caption: A new dual carriageway will run under a new bridge and underpass to the north of Mottram.

A new single carriageway road from Mottram Moor to Woolley Bridge will also separate Glossop traffic from vehicles travelling over the Pennines, along the A628 Woodhead Pass.



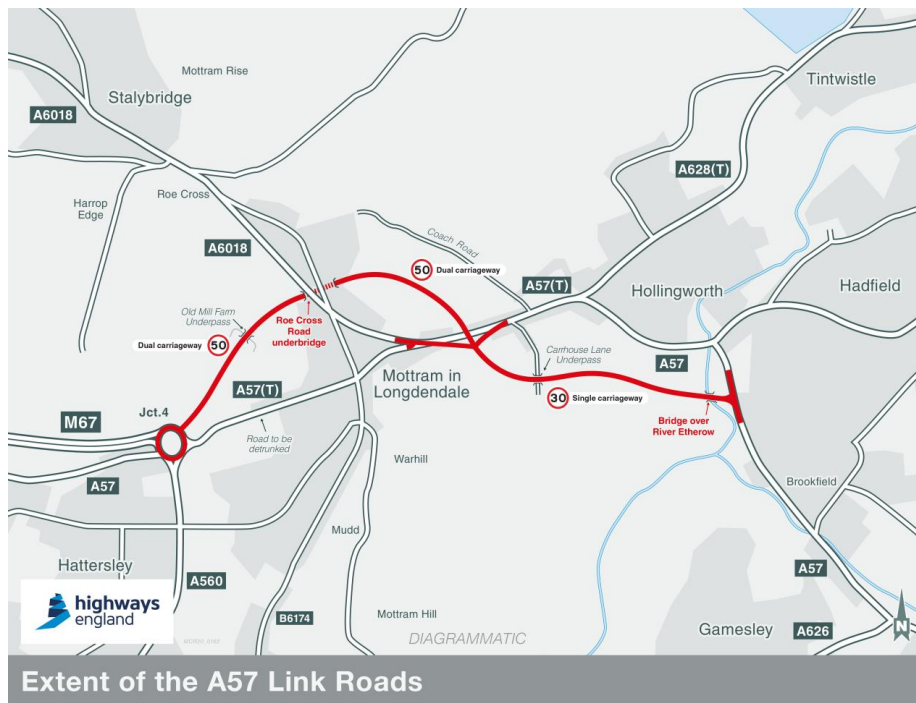
Caption: A new single carriageway road will connect Mottram Moor to Woolley Bridge.

Andy Dawson, Highways England's project manager, said:

"We want to give people as much information as possible about our proposals, and hope the new video makes it easier to understand how the new bypass will look.

"The video includes the new dual carriageway and single carriageway roads, as well as our plans for the bridges and underpasses along the route to keep communities connected.

"You can watch the video on our website, where you'll also be able to have your say on the plans as part of our public consultation."



Caption: The two-mile bypass will take traffic away from the village of Mottram.

The six-week consultation ends on Thursday 17 December, and Highways England's project team are holding three webinars to provide more details on the proposals and answer your questions.

The online events will take place at midday and 6pm on Wednesday 18 November, and at 2pm on Saturday 21 November. Visit www.highwaysengland.co.uk/A57-Upgrade to take part.

You can also speak to a member of the project team by calling 0808 196 4502 every Tuesday until the end of November from 10am until 3pm, and from 4pm until 8pm.

A planning application for Mottram bypass is due to be submitted next year once the consultation responses have been considered and, if the project is approved by the government, construction work could start by spring 2023.

You can watch the new video, find out more about the proposals and complete a consultation response form at www.highwaysengland.co.uk/A57-Upgrade.

Ends

NOTES TO EDITORS

Highways England is the government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.

A computer-generated image of the new dual carriageway to the north of Mottram is available to download here:

<https://dmscdn.vuelio.co.uk/publicitem/dc1a1504-0999-4643-8a4c-b88ceed59f24>

An image of the planned 140-metre-long underpass is here:

<https://dmscdn.vuelio.co.uk/publicitem/505a26f0-9037-4b0c-9c84-132d2a1c39c2>

An image of the proposed single carriageway road to Woolley Bridge is here:

<https://dmscdn.vuelio.co.uk/publicitem/0044b8e2-cd08-4f18-8511-21a37c6c927c>

A map of Mottram bypass is here:

<https://dmscdn.vuelio.co.uk/publicitem/5a274f2a-eee7-499b-9afc-a2cc7183c725>

Real-time traffic information for England's motorways and major A roads is available via its website (www.trafficengland.com), local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at <https://highwaysengland.co.uk/highways-england-about-us>.

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Subject:

Issued news release: New cycle path could link Mottram to Trans Pennine Trail



News release

www.highwaysengland.co.uk

19 November 2020

New cycle path could link Mottram to Trans Pennine Trail

A new cycle path could soon connect Mottram in Longdendale to the coast-to-coast Trans Pennine Trail.

Highways England is developing plans for a new mile-long combined footpath and cycleway as part of a £228 million bypass to improve journeys between Manchester and Sheffield.

 [Trans Pennine Trail - Woodhead Tunnels](#)

Caption: The Trans Pennine Trail at the Woodhead Tunnels

The cycle path would run alongside a new single carriageway road between Mottram Moor and Woolley Bridge, designed to separate Glossop traffic from vehicles travelling over the Pennines, along the A628 Woodhead Pass.

Cyclists would then be able to join the Trans Pennine Trail at Woolley Bridge, which winds 215 miles between Southport and Hornsea. The mainly traffic-free route is part of the national cycle network, running alongside rivers and canals and through the Pennines.



Caption: A computer-generated image shows the new single carriageway road which the footpath and cycleway would run alongside.

The plans also include better pedestrian and cyclist crossings at the M67 roundabout, and new crossings at the junctions created by the bypass.

Andy Dawson, Highways England's project manager, said:

"The new bypass will make journeys better for people travelling over the Pennines by tackling congestion, and make life better for residents in Mottram by reducing noise and improving air quality.

"We're also really excited about being able to include the combined footpath and cycleway in our plans, which will help Mottram's walkers and cyclists easily reach the Trans Pennine Trail.

"You can have your say on our proposals by taking part in our public consultation, and help make the new cycleway and bypass become a reality."

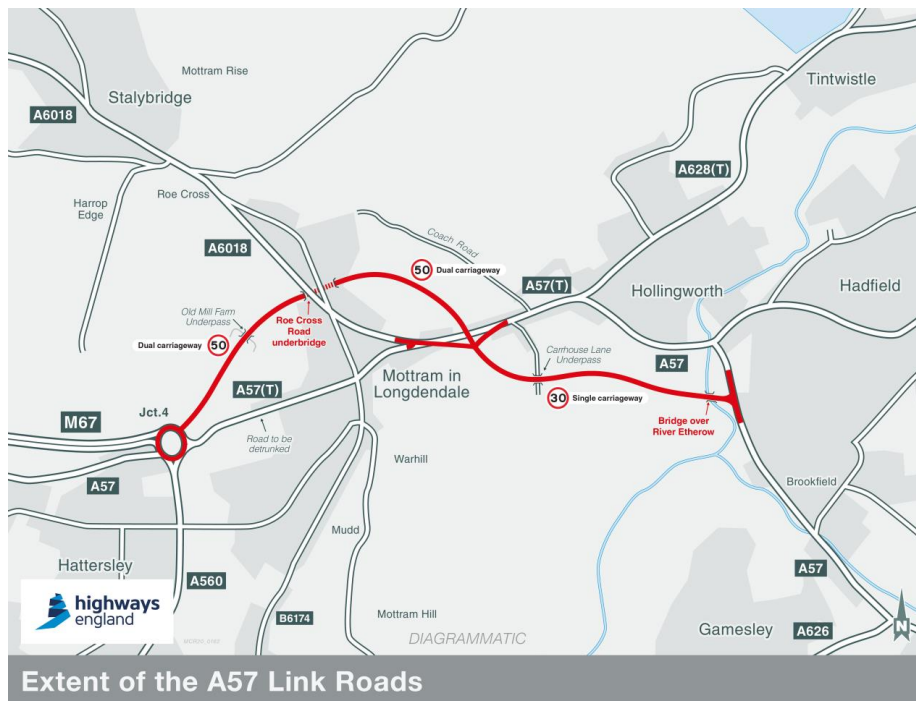
A north-south cycle route connecting Leeds and Chesterfield, a spur to York and another spur to Kirkburton means there are approximately 370 miles of Trans Pennine Trail available to explore.

Mandy Loach, Trans Pennine Trail Officer, said:

"We're excited to see this proposal bring a new connection to the Trans Pennine Trail network through Mottram and expand the local sustainable transport offer."

Mottram is on the 25-mile trans-Pennine route between Manchester and Sheffield, connecting the M67 in Greater Manchester to the M1 in South Yorkshire. Around 25,000 vehicles travel along the A57 through Mottram every day, including over 2,000 HGVs – equivalent to one lorry entering the village every 42 seconds.

The Highways England scheme also includes a new dual carriageway to the north of Mottram which will run from the roundabout at the end of the M67 (junction 4) to the A57 at Mottram Moor. Highways England is holding a six-week public consultation on the proposals, which ends on Thursday 17 December.



Caption: A map shows the route of the new bypass around Mottram.

A webinar is taking place at 2pm on Saturday 21 November, where the project team will provide more details on the scheme and answer your questions. Visit www.highwaysengland.co.uk/A57-Upgrade to take part.

You can also speak to a member of the team by calling 0808 196 4502 every Tuesday until the end of November from 10am until 3pm, and from 4pm until 8pm.

A planning application for Mottram bypass is due to be submitted next year once the consultation responses have been considered and, if the project is approved by the government, construction work could start by spring 2023.

You can find out more about the proposals and complete a consultation response form at www.highwaysengland.co.uk/A57-Upgrade.

Ends

NOTES TO EDITORS

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A photo of the Trans Pennine Trail at the Woodhead Tunnels is available to download here:

<https://dmscdn.vuelio.co.uk/publicitem/63b054a1-6338-42e8-8202-3123108d643d>

A computer-generated image showing the new single carriageway road between Mottram Moor and Woolley Bridge is here:

<https://dmscdn.vuelio.co.uk/publicitem/0044b8e2-cd08-4f18-8511-21a37c6c927c>

A map of the bypass is here:

<https://dmscdn.vuelio.co.uk/publicitem/5a274f2a-eee7-499b-9afc-a2cc7183c725>

Real-time traffic information for England's motorways and major A roads is available via its website (www.trafficengland.com), local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at <https://highwaysengland.co.uk/highways-england-about-us>.

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Subject:

Issued news release: Last chance to have your say on Mottram's new £228 million bypass



News release

www.highwaysengland.co.uk

10 December 2020

Last chance to have your say on Mottram's new £228 million bypass

Drivers and residents have got just one week left to have their say on plans for a new bypass to improve journeys between Manchester and Sheffield.

More than 800 people have already submitted their responses to Highways England's six-week public consultation on the new £228 million bypass, which would take traffic away from Mottram in Longdendale.

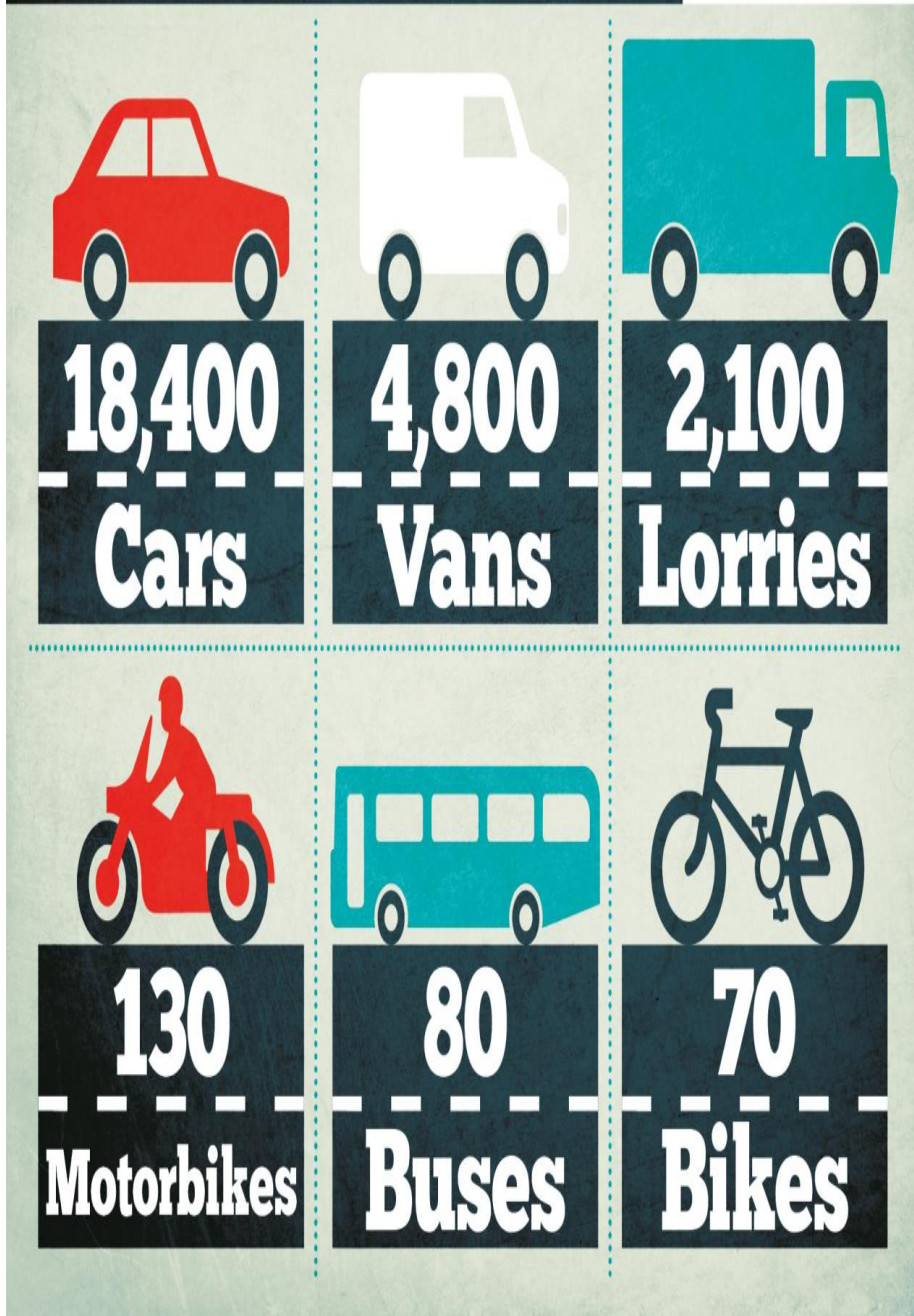


Caption: Thousands of vehicles travel through Mottram on their way between Manchester and Sheffield.

Around 25,000 vehicles travel along the A57 through Mottram every day, including over 2,000 HGVs – equivalent to one lorry entering the village every 42 seconds. The new two-mile bypass would run from the roundabout at the end of the M67 (junction 4) to a new junction on the A57 in Woolley Bridge.

The public consultation on the scheme closes at 11.59pm on Thursday 17 December. You can find out more about the proposals and complete a consultation response form at www.highwaysengland.co.uk/A57-Upgrade.

A57 in numbers (vehicles each day in Mottram)



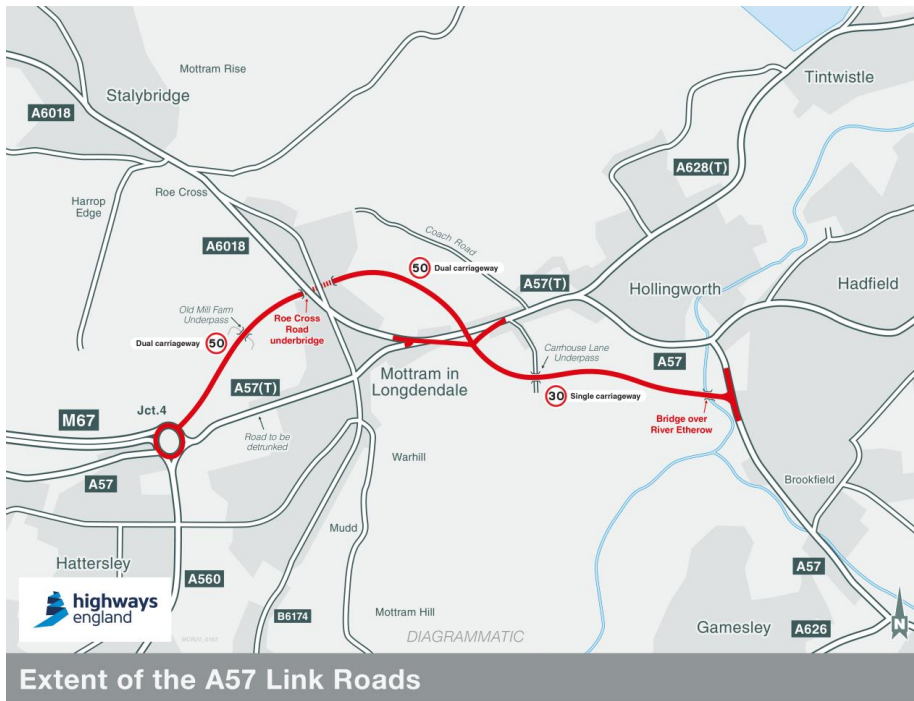
Caption: A lorry travels through Mottram every 42 seconds, on average.

Andy Dawson, Highways England's project manager, said:

"We've been really pleased with the response we've had to the consultation so far and are encouraging anyone who hasn't already had their say to make sure they submit their comments to us by Thursday 17 December.

"We've sent out thousands of brochures about the scheme to homes and businesses along the route, and have got lots of information on the website. You can also watch a computer-generated video showing how the bypass could look.

"We'll read through every form we receive in response to the consultation and are keen to use as many comments as possible to help us shape our plans for Mottram's new bypass."



Caption: A map shows the proposed route of the new bypass.

The Mottram bypass scheme includes a new dual carriageway to the north of Mottram which would connect the motorway roundabout to the A57 at Mottram Moor. A new single carriageway road from Mottram Moor to Woolley Bridge would also separate Glossop traffic from vehicles travelling along the A628 Woodhead Pass.

A combined footpath and cycleway would run alongside the new single carriageway road, connecting Mottram to the coast-to-coast Trans Pennine Trail at Woolley Bridge. The mainly traffic-free route is part of the national cycle network and winds 215 miles across the Pennines between Southport and Hornsea.



Caption: A combined footpath and cycleway would run close to the new single carriageway road.

A planning application for Mottram bypass is due to be submitted next year once the consultation responses have been considered and, if the project is approved by the government, construction work could start by spring 2023.

Ends

NOTES TO EDITORS

Highways England is the government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.

A photo of traffic travelling through Mottram is available to download here:

<https://dmscdn.vuelio.co.uk/publicitem/5448da1a-99ea-46d2-a426-8a8f7d901b77>

An infographic showing the amount of traffic that travels through Mottram every day is here:

<https://dmscdn.vuelio.co.uk/publicitem/4546984a-b04f-442f-a6b6-6bd755e52f7e>

A map of the bypass is here:

<https://dmiscdn.vuelio.co.uk/publicitem/5a274f2a-eee7-499b-9afc-a2cc7183c725>

A computer-generated image of the single carriageway road is here:

<https://dmiscdn.vuelio.co.uk/publicitem/5a274f2a-eee7-499b-9afc-a2cc7183c725>

Real-time traffic information for England's motorways and major A roads is available via its website (www.trafficengland.com), local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at <https://highwaysengland.co.uk/highways-england-about-us>.

For further information please contact Highways England's press office (24hrs) on 0844 693 1448 and select the most appropriate option below:

- Option 1: **National enquiries** (9am to 5.30pm) & **out of hours for urgent enquiries**
- Option 2: **North West** (between 9am & 5.30pm)
- Option 3: **Yorkshire, Humber and North East** (between 9am & 5.30pm)
- Option 4: **West Midland** (between 9am & 5.30pm)
- Option 5: **East Midlands** (between 9am & 5.30pm)
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