

Further submission in respect of A57 link Road " Charlotte Farrell
Impact on Bamford Village and Emissions
Bamford Village impact

1. It is clear from the Transport Assessment Report that more traffic is anticipated to use Snake Pass " the estimated figure is a 38% increase. This is not an insubstantial amount. To assume that all that traffic will continue into Sheffield all the way on the A57 is incorrect. Already a large amount of vehicles travelling from the South of Sheffield to Manchester do so by using A 625 out of Sheffield and then cutting across to the A57 via the A6187 and A6013. The importance of this route was recognised in a previous study commissioned by the Highways Agency in 2015 which said:

"The A6013 was also considered by the study as analysis shows it provides a link between the A6187 and A57 which could be used for strategic movements". And later in that report it notes that "the trunk road section of the A57 also takes traffic from the non-trunk A57, which provides an alternative and more direct route between Manchester and Sheffield"
[Trans-pennine routes feasibility study Stage 1 report, February 2015]

2. Google maps clearly shows the shortest and quickest route to Manchester from most of Sheffield's Southern suburbs is via the A628 and A6013 to join the A57 Snake Pass. It is likely that most vehicle sat navs will show similar if programmed to find the shortest route.

3. It is therefore highly likely that the volume of traffic will increase on the A6013 through the village of Bamford as a result of the Mottram spur improving journey times and encouraging more people to use the A57 route from Sheffield to Manchester.

4. Bamford is a village of around 650 houses mainly clustered around the A6013. The speed limit through the village is 30 mph: although on the 2 straight sections entering and leaving the village vehicles often exceed that. There is no designated crossing in the village, because the Local Highway Authority (Derbyshire County Council) deems it unsafe to have one due to poor sight lines for vehicles travelling through the centre of the village.

5. The covid pandemic has encouraged more people to visit the country side and the Peak District has seen huge increases in visitor numbers. The likelihood is that now people have "found" the Peak District they will continue to come. Many people come from Manchester and Sheffield, and for many the quickest way into some of the more famous peak district attractions is via the A57 and then the A6013 (eg Castleton village, Edale and Mam Tor). At times during the summer of 2021 it seemed impossible to cross the main road in Bamford (A6013) and it was not unusual to have to wait up to 10 minutes for a clear enough section. Traffic lights control both ends of the road and therefore it is perfectly feasible for one lane of the road to be clear while there is moving traffic in the other lane and visa versa.

6. Increased traffic over the Snake Pass will inevitably make this worse. I raised this in my initial representations to the inquiry but in the Response (RR-0126) it says that traffic flows through the village will decrease:

a. "Traffic modelling undertaken to assess the impact of the Scheme indicates that the traffic flow on the A6013 through Bamford will marginally reduce by 1% compared to without the Scheme".

7. National Highways has not provided any logical explanation, or indeed any explanation for this assertion and in fact it contradicts its own evidence on road safety in the Transport Assessment. Figure 7.2.10 of the Transport Assessment summarises the impact of the scheme in terms of personal injury accidents. It shows that it expects there to be a negative effect on the A6013; and even on the A6187; which, based on their earlier statements in that chapter indicate that they

expect there to be increased number of vehicles using the road.

Carbon Emissions

8. In any event the logic for the link road flies in the face of the current global climate emergency. Until we halt the reliance on private vehicles and reduce road freight we will not make the kind of reductions in carbon emissions necessary to keep global temperatures within habitable levels. (I am not attaching evidence in support of this assertion because it is now common knowledge and was accepted as such by the government during its chairing of COP26.) National Highways asserts (RR-0240-20) that by the time the road is built there will be a greater reliance on electric vehicles (EVs) so that there will not be a rise in carbon emissions. This is an oversimplification of the situation. To rely on increasing use of EVs is a smokescreen for several reasons:

a. It is unclear where the generating capacity to provide sufficient electricity will come from without reliance on some fossil fuel powered power stations.

b. The production of new EVs and scrapping of ICE vehicles is itself carbon intensive; this is common sense. But in any event it will take many years to replace fossil fuel vehicles (SMMT (2021) Average Vehicle Age. 2021 Automotive Sustainability Report). In 2021 fully electric cars were less than 1% of the total cars on the road (Figures for end of October 2021. Lilly C (2021) Electric Car Motor Statistics. Next Green Car. 05/11/210) and the average age of most cars on the road is 14 years which means that a petrol or diesel car bought in 2029 could still be on the road in the 2040s. (SMMT (2021) Average Vehicle Age. 2021 Automotive Sustainability Report)

c. The sale of plug in hybrid cars will continue until 2035 even though the evidence is that they are little better than fossil fuel vehicles for emissions. (Transport and Environment (2020) UK briefing: The plug-in hybrid con. Briefing, September 2020.)

d. Most importantly, it prevents investment in public transport: People do not use public transport because private is more convenient, we need to change this by a carrot and stick approach, making public transport better and private transport worse. Building this link road is going in the opposite direction, improving journey times by car and lorry instead of making it harder. In fact, given that this is a project funded by the Department for Transport if the money was spent on improving public transport it would have a significantly greater impact on cutting our carbon emissions and meeting our climate change obligations as agreed at COP 26.

9. The construction of the road will itself generate huge amounts of carbon, cement production accounts for 10% of global carbon, building something which is basically unnecessary again puts the country at odds with its commitments in terms of carbon reduction.