

MY CONCERNS REGARDING THE DIVERSION OF TRAFFIC IN GLOSSOPDALE FROM THE A57.

National Highways (NH) have notified the public of an *expectation* of traffic diversion in the **Transport Assessment** at 2.2.5 (page17). They also notify the public of the *importance* of the "diversion" in the "Case for the Scheme - TR010034" at 4.3.6-10 (pages 47-49).

As someone who is both a life-long resident of the area and a motorist for some years, I am aware that there are only two realistic possible routes that could even be considered, although as I shall prove, both are entirely unsuitable as diversionary routes.

From the perspective of journeying towards Glossop, the first is a left turn off the A57 from the lights at Carpenters, up Shaw Lane then over Dinting Road towards Dinting railway station, eventually reaching the junction at Norfolk St. then a right turn to re-join the A57 at the main set of lights in the centre of Glossop or down Ellison St. re-joining it at High St. East.

The other route, which might have been feasible ten years ago, is to turn left at Woolley Bridge (as it is today) along Woolley Bridge Rd, as far as the Pear Tree, a right turn here up the entire length of Hadfield Rd until it joins Park Rd, then over Cemetery Rd until it meets Woodhead Rd. Then it's a right turn all the way into the town centre down through Norfolk St. until it joins the A57 at the main set of lights.

There is a hybrid route of the two that involves continuing from Shaw Lane onto New Shaw Lane, past the new school. It eventually re-joins the Hadfield Rd route mentioned above at the point where five roads converge. As a motorist I would consider this to be a poor choice, somewhat circuitous and even more disadvantageous than the two named routes, though I shall address it regardless.

Each route has its own problems which can be boiled down to three main issues:

1. **Increased journey times.** One of the key reasons that NH cite for the requirement of the Link Roads is to reduce journey times. Both of the routes above can do nothing other than increase journey times, if traffic is to flow, naturally, or otherwise, onto them. For the most part they are traffic calmed with road humps or hampered by pinch points and/or double parking. A key reason for this is that a large part of Hadfield's housing stock comprises old Victorian terraces which are consequently bereft of private parking.
2. **Conflict of interest.** Whilst NH may want to view these routes as an outlet from the A57 or as some kind of overflow, this is clearly not the desire of the local authority who have spent a lot of time, effort and money on protecting these routes from excess traffic and excess speed by road calming measures to deter both. Local residents would certainly not be supportive of NH encouraging rat-running through their communities.
3. **Future planned development.** There is an avalanche of it. In the unlikely event that either route could be proven viable today, planned development would make them unsustainable in no time at all.

I shall take you on a journey using each of the routes in turn, to illustrate with photos and video footage as to just how unrealistic they both are as outlets for additional traffic.

ROUTE 1 – SHAW LANE TO GLOSSOP VIA DINTING ROAD

1. Only access point for HGV's and staff cars to Carpenter's industrial site with multiple daily HGV movements.



2. Entrance to a newly developing industrial estate. Increasing number of vehicle movements causing incidents of bottle necks adjacent to the lights.



3. Shaw Lane – permanent residential parking on left hand side of road, effectively making this single file traffic virtually all the time. The siting of a new school at the bottom of New Shaw Lane a few years ago has exacerbated the situation during the school run.





4. Cars parked outside residences at bottom end of Dinting Rd. causes pinch points and sometimes renders it down to one lane, slowing traffic.



5. A development of 40 homes already complete. Another 140 or so to follow.



6. Heavy plant access to Carpenters field. They have made numerous planning applications and extensions over the years. Fairly recently the access was used extensively over a long period during earthworks.



7. Footpath and safe route to the new school on New Shaw Lane. Children arrive here on foot or from the railway station. Footpath will also be used more frequently in near future due to the arrival of many new residents, courtesy of the Shawfield housing development.



8. Railway station. Vehicular traffic in and out of station.

9. Vehicular access to the currently active Mouselow quarry.

10. Highlighting the fact that this whole route is traffic calmed. It is purposefully not designed to cut journey times, quite the opposite.



11. This is also a bus route and it is virtually impossible to overtake at any point from here on it at any point into Glossop, which can be quite frustrating and slow.

12. Newly completed housing development off Dinting Rd. Newly added vehicle movements.



13. Entrance point and site of a further large housing development off Dinting Rd.



14. Traffic calming right the way up to the Stop sign junction and then beyond, to the end of the road where it meets Norfolk St. Note also that the Stop sign is designed to stop traffic, not merely slow it down!!



15. Site of former Glossopdale school. Future site of an extremely large housing development.



16. Cars park near this junction which is difficult to negotiate due to two joining roads that are slightly offset.



17. Norfolk St. – traffic calmed with permanently parked cars on right hand side creating pinch points and is often effectively single file.



18. Ellison St. Permanently double parked. Routinely a single file road all the way down its length to the A57.



19. Norfolk St. towards main set of lights. Gauntlet of pedestrian lights, access to supermarket and an unusually long wait at the lights in order to re-join the A57.



20. North Rd. It is possible to turn right at the Stop sign in order to re-join the A57 via North Rd. and Arundel St. However, this would not be a wise choice. In addition to road calming there is double parking that renders it single track at various points, making it a very slow journey.





21. Arundel St. To be avoided if at all possible. A permanent single-track road due to double parking between the Friendship and the Low Bridge.



ROUTE 2 – WOOLLEY BRIDGE TO GLOSSOP VIA HADFIELD RD, CEMETERY RD, WOODHEAD RD.

1. Some slowing down of traffic from Woolley Bridge junction to Etherow Ind. Est. due to permanent residential parking on left side of road and to access points to various businesses and the Ind. Est. itself.

2. Extremely hazardous junction at the Pear Tree, where a right turn on a bend is needed to access Hadfield Rd. Cars are permanently parked on left hand side of bend on Woolley Bridge Rd. and double parked, on Hadfield Rd. more or less from this junction right up to Carriage Drive.



3. There are more pinch points and double parking along Hadfield Rd. from the Carriage Drive to the junior school which is further up the road.



4. 20 mph zone outside school. Note traffic calming measures in place throughout.



5. Only one vehicle at a time can pass by permanent residential parking between the school and Hadfield Cross.



6. Narrow road approaching the Anchor, parked cars and pinch points.



7. Five roads converge. Extremely hazardous and hard to negotiate junction. Traffic moving to and from all directions without any traffic signalization. The situation is inadvertently 'calmed' at present due to the closure of railway bridge at Park Road.



8. Permanent residential parking between five road junction and railway bridge leading to Park Rd. Effectively a single-track road for much of the time. Some parked vehicles use marker flags to alert motorists to narrowness of road.



9. Bridge closed for repairs/strengthening – again!!



10. Park Lane – double parked at the foot and permanent residential parking all the way down right-hand side. Motorists normally wait and flash each other for priority.



11. Sole entrance to Markovich builder's merchants halfway up Park Rd on the left.



12. Road currently closed between Park Lane and junction with Redgate and North Rd. Vehicles currently having to be diverted through the village of Padfield and up the very steep Redgate.



13. Cemetery extension and new tourism developments adjacent to cemetery, on Cemetery Rd.



14. Woodhead road leading to Norfolk Rd. traffic calmed all the way to its re-joining of the A57 in the heart of town.

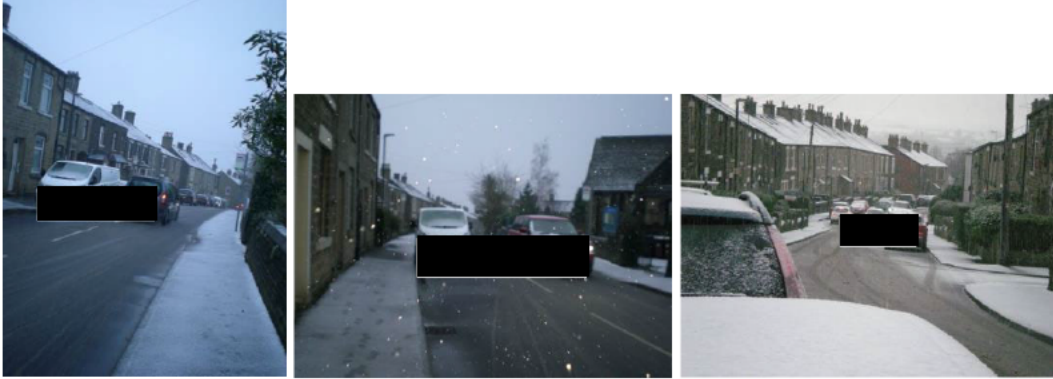
HYBRID ROUTE – as ROUTE 1 - TURN LEFT INTO SHAW LANE but then continuing on up NEW SHAW LANE and CHURCH STREET to re-join HADFIELD ROAD where five roads converge.

This would be a strange route for motorists to choose to get into Glossop as it adds miles to the journey as opposed to continuing on Route 1. It also adds time since it involves going past the largest school in the area after which the road is double parked for the most part.

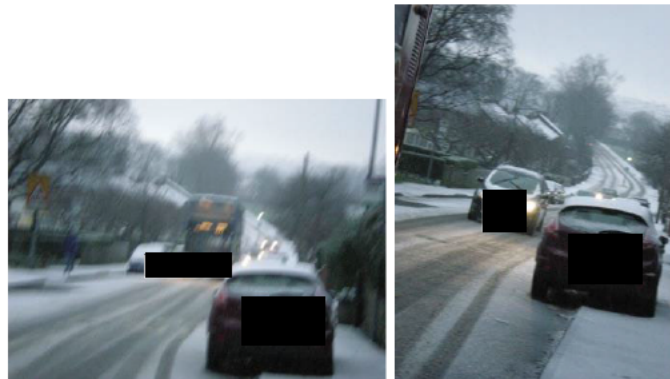
Finally, it arrives at a difficult junction where five roads converge. It then turns right onto Hadfield Rd. but is not currently available due to the closure of the railway bridge.

This series of photos are taken from the five roads junction, which is technically Church St. at the top but then becomes New Shaw Lane about 100 yards further down. It leads down to the school then onto Shaw Lane where it then re-joins the A57.

1. Double parking on Church St, often single file traffic, always a pinch point.



2. Futility of driving along New Shaw Lane. Single file traffic, double parking, bus route.



3. Green Lane. For some reason, NH make a mention of Green Lane. This would certainly not be a potential 'diversionary' route. The only purpose would be to avoid the new school but the road runs parallel to New Shaw Lane and would take motorists en route to Glossop even further out of their way for no apparent gain.

It is slow and hazardous throughout with a busy shopping area and double parking for much of the route. Roadworks currently enforce a single file lane but it is pretty much the same without them.



The pictures used in this document were taken during daylight hours on Monday 27th December 2021, Friday 7th and 14th January 2022. None of them were therefore taken during the rush hour periods. The earliest photo was shot around 8.45am and the latest around 4.00pm.

The December photos were also taken during the holiday season when there was even less traffic on the roads. The upside of this was that road markings and points of note could be taken clearly and without hindrance.

I have attached two identical maps (one in colour the other black and white) to help identify where to find the points of interest listed in this document. Also marked on the maps are the hybrid route and Green Lane, just to show its irrelevance.

Please note that points 15-19 of Route 1 and points 1, 13 & 14 of Route 2 are not shown on the map, simply because they are off-map.

As the Link Roads are meant to decrease journey times, many of which take place in rush hour periods, it would be advisable to inspect the routes, for the sake of balance, during both rush hour and regular daytime periods. Driving around Hadfield is no pleasure cruise, even now, before the deluge of planned development takes place. The last thing required is even more 'diversionary' traffic.

I really don't think that the NH have any understanding from their 'modelling' just how nonsensical their overflow routes are in practical reality. If any of their staff lived around this area, they might have paid

more attention to the difficulty of driving on local roads today before suggesting 'diverting' even more into an area that is already at or near capacity.

Kind regards,

Steve Bagshaw

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