



In our earlier submission we outlined our practical objections to this scheme:

- There will be an increase in traffic in Glossop and on the Snake Pass
- There will be no relief at all for Hollingworth and Tintwistle, whose residents suffer constant stress and ill health from the heavy traffic flowing through their villages
- Only a small number of people living in Mottram will benefit from the new roads. For most people living in Glossopdale there will be only adverse effects

These points are enough in our view to make the scheme a poor use of £228 million and do not justify the years of disruption while the road is built.

In this submission we would like to concentrate on the environmental aspects of the project.

In responses from Highways England to those who object to the scheme it is said that traffic will increase, but not by much; accidents will increase, but only a little; CO2 emissions and pollution will increase but not significantly.

This is really not good enough. The UK needs to make major reductions in CO2 emissions during the next few years. The Government's target is now a reduction of 68% compared to 1990 levels.

We simply cannot be building new roads all over the country if we are serious about this target (and even more so with roads which will achieve very little).

The switch to electric vehicles will be an important part of the process of decarbonisation. But if we end up with many more vehicles on our roads than we have now – as the Department of Transport predicts - that will be an environmental disaster.

The lithium required for a large scale transition to EVs would bring inordinate pressure and exploitation to communities in Argentina, Bolivia and Chile. There are alternative minerals which could be used for batteries such as calcium, magnesium, mercury or zinc, but their mining would produce similar exploitation and they are less efficient and more expensive.

So we MUST reduce the number of cars on our roads. Building new roads always increases the numbers.

High Peak Green New Deal would urge:

A ban on heavy lorries travelling through the Peak Park to relieve the situation in Tintwistle and Hollingworth (this will cost companies more as you point out, but needs to be balanced

with more heavy goods travelling by train. Rail freight uses nine times less energy and is four times more fuel efficient than road)

20 Mile an hour speed limits being introduced in residential areas in Glossop and throughout the High Peak, cutting emissions and accidents and encouraging more active travel

Significant investment in Cycleways and footpaths. A network of wide, safe, physically segregated cycleways and footpaths are needed, both alongside roads and on independent routes.

Specifically, the cycleway from Buxton to join Manchester's Beeline Cycle routes should be developed.

The promotion of e-bikes, encouraging more people to cycle. A rental or sharing scheme could be put in place.

Setting up electric car sharing schemes (there is already one in Hayfield)

Encouraging the sharing of taxis.

Making trains into Manchester more regular, cheaper and longer to allow more passengers, possibly with some trains travelling non-stop into the city.

Building the railway station at Gamesley which has been discussed for many years.

Making buses more regular and cheaper, and running them in the evenings.

Introducing integrated ticketing and timetabling for trains and buses

Nationally trains need to be electrified, buses either EV or hydrogen powered, and both need to be taken into public ownership. A major expansion of the rail network is needed, starting with opening some of the many lines which were closed under Lord Beeching and before.

A shift from road to rail would be the single biggest contribution to decarbonising transport.

In most European countries the numbers of passengers on both road and rail are around twice as high as they are in the UK. This is what we need to aspire to.

The Climate Crisis needs to be urgently addressed. Transport emissions make up the greatest proportion of CO2 emissions in the UK so we have to take steps right now to reduce them. The only way we can do this is to get more people out of cars and into trains and buses and to encourage and facilitate shorter journeys being made on foot or by bike.

New road schemes are simply not acceptable if the UK is at all serious about its climate commitments, and this scheme is doubly unwelcome as it provides no tangible benefit to the people of Glossopdale.

We strongly urge the abandonment of this scheme and the redirection of resources to sustainable travel.

