

With reference to NH response regarding the traffic flows along Snake Pass.

Firstly it is noted that in direct contrast to previous comments made by National Highways (they said there would be a 1% decrease in traffic through Bamford in their initial response) they now agree that there will be an increase in traffic numbers along the A6013 through Bamford it says:

“the increase in traffic on the A57 Snake Road/Pass due to the scheme is primarily because of traffic transferring from the A6/A623 route to the South (c50-55%). Particularly for journeys between Sheffield and Manchester Airport”

This is in accordance with the reasons given by Highways England when they included the A6013 in their strategic assessment in 2015.

“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]

As a resident of Bamford and someone who regularly crosses the Snake Road near the Bamford end, I do not recognise the assumptions made about the impact of the increased traffic on residents and the effect on people walking or cycling along these roads which the applicant has made in response to various submissions.

Traffic flowing through Bamford must either be going to or coming from the A57. Whilst accepting that a proportion of cars will travel straight across the A57 without deviating down the A6013 a large amount of them will use the A6013 because it is a gateway into the Peak District and for most, the only link south between Glossop and Sheffield.

The assumption that “absolute” traffic numbers will be small and average 1 car a minute is based on the average daily usage. Assuming that the AADT has been calculated on a 12 hour basis (which I understand is normal) this 38% increase is on the whole unlikely to be spread over the whole 12 hour period evenly. Even during this period, there are obviously quiet times as well as times when the traffic flow is much greater, and it is likely that the majority of the 38% projected increase will also be at these times.

During the summer months, the numbers of vehicles using the A57/Snake road can easily be doubled or tripled, National Highways have not said when they carried out the AADT assessment, but again this will have been averaged out over the year and so “levels out” high volume of traffic during peak months.

Crossing the main road (A6013) which runs through the middle of Bamford village in the summer will become even more difficult, particularly for elderly, children and disabled people. There is no pedestrian crossing in the village (Derbyshire County Council have previously advised that they will not install one due to poor sight lines, so there is no possibility of mitigation) and therefore no safe space to cross. It will become a choice of waiting an inordinate amount of time for a possible gap, or crossing half way when a gap appears one way and waiting in the middle of a relatively small road for a gap in the opposing traffic flow. This is particularly perilous for children and wheelchair users who are lower down and not easily visible to drivers.

The increased volume in traffic will inevitably lead to an increase in people killed or seriously

injured as pedestrians or cyclists.

Furthermore, crossing the A57/ Snake, for example to go to the Upper Derwent Valley will be exceedingly dangerous. At that point the A57 is relatively straight which means that cars regularly exceed the 50 mph speed limit.

Crossing at other points higher up along the A57/ Snake is equally hazardous because the bends do not give sufficient time to see a car travelling at speed.

My usual form of transport is by e-bike, however I have only been on the Snake Pass on 2 occasions, because the current traffic use is intimidating, this feeling will only increase as vehicles increase. The Government published its Decarbonisation plan last year in which it envisaged a shift from private car to active travel methods recognising the attendant public health benefits of this as well as the need to reduce vehicle journeys to reach net zero carbon emissions by 2050. The additional traffic on Snake Pass and throughout Bamford will not encourage people to cycle.