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Glossop  
Derbyshire  
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14 March 2022

Planning Inspectorate  
National Infrastructure Planning  
Temple Quay House  
2 The Square  
BRISTOL  
BS1 6PN

*By email: A57LinkRoads@planninginspectorate.gov.uk*

Dear Sirs

### **Development Consent for the A57 Link Roads**

We write in support of the submission made by Sharefirst My Journey to School and in response to the wish of the Examining Authority (ExA) to hear from the community so as to add to its understanding of local issues.

Although our own children are no longer of school age, we are able to observe local pupils from both the primary and secondary sectors on their way to and from their schools. We live next to Sheffield Road, which is part of the A57, and often walk or drive into Glossop. There are many children and young people who walk along Sheffield Road towards their schools; in the case of primary school children they are usually accompanied by parents or other responsible adults. The air quality along the A57 at busy times suffers from the effects of congested traffic and a significant number of heavy goods vehicles whose drivers choose to use the Snake Road route to and from Sheffield.

We understand that modelling exercises have predicted the completion of the proposed link roads will lead to an increase in the traffic going through Glossop and a consequent further degradation in air quality as pollution might be expected to increase by as much as 50%. This is clearly a matter of concern as it would adversely affect the health of all pedestrians, including those on their way to and from school. We think ExA should consider listening to the traffic and air quality experiences of school pupils who walk along the main road. Perhaps one of your inspectors could ask to visit local secondary schools and talk about these concerns with sixth-form students, for example?

There is presently an opportunity to establish some base measurements of air quality because the Snake Road section of the A57 is closed for repairs. We suggest that the ExA undertakes such measurements now, differentiated by geographical location through Glossop and by time of day, to establish a base line against which to compare similar measurements made once the Snake Road is

reopened. It should then be possible to estimate the likely effect of the traffic flow changes that will happen when the link roads are completed.

We also suggest that, in addition to new signage aimed at encouraging through traffic to follow the A628 trunk road and as a further mitigation of increased traffic flow through Glossop, the ExA should review the output from the unaccompanied site inspection, community input and continued traffic flow modelling information and consider recommending a weight limit on the Snake Road when that section of the A57 is reclassified. This would reduce not only the number of large lorries travelling through Glossop and the consequent pollution but also the wear and tear on the road through the Snake Pass, which has caused frequent closures for emergency repairs and necessitated lengthy diversions for commuter traffic to and from Sheffield.

Yours faithfully



Keith Bassham



Jane Bassham