A57 LINK ROADS TR010034

RESPONSE TO REP9-029 SELECT LINK ANALYSIS DINTING ROAD

CPRE Peak District and South Yorkshire
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In summary this Select Link Analysis reinforces the need for a full and proper assessment of the impacts of traffic on Glossopdale. More detailed investigation of just one link – Dinting Road – has raised yet more uncertainties about the outputs from the traffic modelling, and the impact of traffic on the environment and people, particularly air pollution. If closer scrutiny of one link throws up such anomalies, what would a full and proper analysis of the whole of Glossopdale reveal?

Origin of increased flows on Dinting Road

The Select Link Analysis[1] shows a mix of local and strategic traffic using Dinting Road in both the modelled DM and DS scenarios in 2025. Without the scheme the longer distance traffic is drawn from a wide area using routes such as the M67 and, to a lesser extent, the A57 Snake Pass and Roe Cross Road.

With the scheme the increased traffic flows are attributed to '*firstly, the introduction of the scheme attracts more trips through the local area due to improved journey times, so it is expected that there will be an increase in flow on this road. Secondly, due to the congestion and delays on Glossop High Street, more trips route via Dinting Road as it presents a viable alternative route for some users of the A57 scheme and reflects the increase in traffic forecast to use the A57 Snake Pass*'.

This refutes DCC's belief *'that the changes in traffic flow on the local roads in Glossop arise from… changes in the travel behaviour of local people who currently reside in the town,'* and not '*from people from elsewhere deciding to descend on Glossop purely and simply as a consequence of the scheme'* [REP8-023; REP4-010]. According to NH, increased flows on Dinting Road reflect forecast increased traffic on the Snake Pass. Thus contrary to the Derbyshire Local Transport Plan, the scheme is increasing traffic, and on residential streets where as Steve Bagshaw has shown traffic calming has been pursued [REP9-051].

1 We are unclear if the Select Link Analysis extends over the whole of Dinting Road (1.1.3) or only the western end (1.1.1); and not sure how/if such a difference would impact on the results.

Piecemeal approach to assessment of scheme's impacts on Glossopdale

The SLA reflects a piecemeal approach to assessing the impacts of traffic increases generated by the scheme on Glossopdale. DCC have shown that journey times increase within Glossop[2]; HPBC has shown that crashes would increase on Shaw Lane/Dinting Road[3]. In REP9-040 3.6 we listed severance, turning counts, air quality and noise as having had an incomplete or no assessment within Glossopdale. We share HPBC's continuing concerns about the lack of a full and proper assessment of the impacts on Glossopdale [REP9-033]. That assessment must be made in order to comply with NPSNN and TAG Unit M4 guidance, and to provide the evidence required for the ExA to make its recommendations and for the SoS to make a decision about the scheme.

The ExA and the SoS are required to '*give due consideration to impacts on local transport networks and policies set out in local plans, for example, policies on demand management being undertaken at the local level*' (NPSNN 5.211). High Peak Local Plan aims '*to reduce the need to travel, reduce the length of journeys, congestion and make it safer and easier for people to access jobs, shops, leisure facilities and services by means of transport other than by private car*'[4]. The Local Plan also seeks to support the Derbyshire Local Transport Plan 2011-2026, the package of measures in which would achieve its Strategic Environmental Assessment objective '*To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes*'. Car drivers contribute 57% of Derbyshire County's carbon emissions and both plans seek reductions in them[5]. The scheme would negate all these aspirations by increasing congestion within Glossopdale, encouraging car use, polluting the air, increasing the risk of crashes and intimidating those who wish to walk and cycle, and increasing carbon emissions.

Inconsistencies with the traffic model

Although select link analysis provides information of where traffic comes from and goes to on a link, it has here raised yet more questions about the traffic model. Para 2.1.6 states '*There are some routes taken in the DS scenario that are not previously traversed in the DM scenario such as Glossop Road past Gamesley, and Stockport Road, south of Gee Cross. It is considered that these do not represent a significant change in travel patterns due to the Scheme.'* Figures 2.2 and 2.3 show the increased flows on the two named routes.

What happens on a short stretch of the Stockport Road A590 is unclear and without explanation, but should be explained. However, the statement in para 1.2.6 is not in accord with other evidence presented by the Applicant. On Glossop Road past Gamesley traffic flows are forecast to fall by 7% or 850 AADT in 2025 with the scheme (Appendix 2.1 Traffic

2 REP2-046 Local Impact Report para 7.31, Figures 7-2 and 7-3
3 REP2-046 Local Impact Report para 7.33
[4] High Peak Local Plan 2016, para 5.206; and in para 4.38, 4.80 Policy S1 Sustainable Development, Policy CF6 Spatial Vision
[5] Derbyshire County Council Local Transport Plan 2011-2026, Table C1: Road Transport CO_2 emissions per source (2008)

Data), but the SLA shows that they would increase. NH states that the change is not significant but a difference of at least 7% between the outputs from the original modelling and the SLA suggests the modelling requires greater scrutiny. This difference could also have impacts on the air quality.

Impacts on air pollution and Dinting AQMA

The junction between Glossop Road and the A57 is the location of air pollution that exceeds the legal limit without the scheme and would worsen with the scheme. It is also the western limit of Dinting Vale AQMA which NH refuses to assess in full. If an assessment of one link in Glossopdale indicates that traffic is not behaving in the same fashion as predicted by the original traffic modelling, then what does this mean for the rest of area and for the assessment of air quality?

What if the diversion along Dinting Road is not taken?

The implications for flows through the Dinting AQMA if the diversion along Dinting Road is not taken were sought through [REP6-017, WC2, 7.4]. NH answered:

'For the routing of traffic across the modelled road network to significantly alter from that forecast by the traffic modelling, physical measures or schemes would need to be introduced onto the road network, such as changes in speed limits, traffic calming measures, additional traffic signals, etc., that would cause drivers to choose alternative competing routes. Any such proposed modifications to the road network would be subject to an impact assessment prior to their implementation that would need to consider the diversionary impact of the scheme on traffic and the consequential environmental effects. No such schemes for Dinting Road and Shaw Lane are proposed.'

At Deadline 8 DCC raised the distinct possibility of a pedestrian crossing on Dinting Road [REP8-023 pdf pages 4-6 Qv, x, y]. According to NH this is the trigger for further assessment. '*If traffic was somehow prevented or discouraged from using Dinting Road and Shaw Lane then additional traffic modelling would need to be undertaken to understand the likely traffic redistribution effects across the road network, which would not necessarily mean that traffic flows on any alternative route, such as the A57 through Glossop (including Glossop AQMA) would increase. This is because there are likely to be wider, knock-on traffic redistribution effects'* (REP6-017 Page 61 WC2 7.4). If the Shaw Lane and Dinting alternative route is not used as forecast, it is likely that the traffic passing through the AQMA at Dinting will be higher than forecast with consequential implications for air quality. In this scenario, severance and safety issues will also potentially be more prevalent on the A57. However 'wider knock-on traffic redistribution effects' are likely throughout the area, not just on the A57. As the Select Link Analysis appears to be giving a glimpse of 'wider knock-on traffic redistribution' even without inhibitory measures on Dinting Road then the whole of Glossopdale requires further investigation.