

Trans-Pennine Upgrade Programme

Non-Statutory Consultation Report

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Trans-Pennine Upgrade Programme Non-Statutory Consultation Report

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Author	Mwale Mutale
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1 EXECUTIVE SUMMARY

Scheme description

1.1.1 The purpose of the Trans-Pennine Upgrade Programme is to address longstanding issues of connectivity, congestion, reliability and safety on strategic Trans-Pennine routes between the M67 at Mottram and the M1 junction 36 and junction 35A north of Sheffield. The strategic objectives for the upgrade programme focus on improving connectivity, congestion, resilience and safety, as well as helping to resolve environmental and social issues. Journey time savings are forecast as a result of the upgrade programme, due to congestion relief in key areas along the study route.

1.1.2 The following elements of the Trans-Pennine Upgrade Programme were presented to the public during consultation:

1) Mottram Moor Link Road and A57(T) to A57 Link Road, option A and option B

Option A – a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Option B – a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

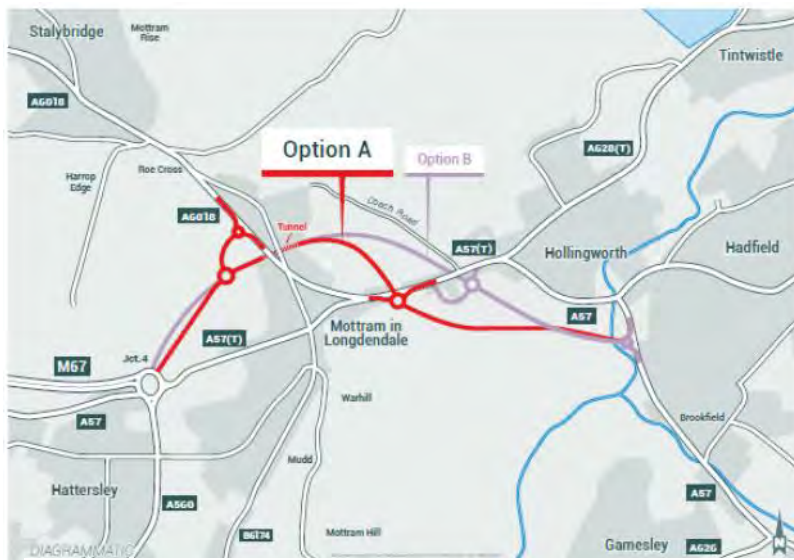


Figure 1: Options A and B

2) A61 Dualling, option 1 and option 2

Option 1 (Figure 2) - To stop all right turn movements at the minor road junctions so that they become left in, left out only junctions.

Option 2 (Figure 3) - To stop all right turn movements out of the minor roads onto the A61 but maintain the right turns from the A61 into Westwood New Road and Wentworth Way.



Figure 2: A61 Dualling option 1



Figure 3: A61 Dualling option 2

3) A628 Climbing lanes 1 and 2

We asked people for their feedback on the proposal to separate slow-moving vehicles from faster traffic by building climbing lanes in the ground next to the northern (higher) side of the existing road. This would create a 3-lane single carriageway. At each location, the existing road would be widened to create 2 lanes in the eastbound (uphill) direction and a single westbound (downhill) lane. The location of these climbing lanes can be seen below in Figure 4.



Figure 4: Location of the climbing lanes

4) Safety and technology improvements

The consultation questionnaire asked questions in regards to safety and technology. Members of the public were asked to what extent they agreed or disagreed with a number of measures proposed to improve safety on the A57/A628/A616/A61 Trans-Pennine route. The safety measures proposed included changing speed limits, average speed cameras and introducing highly reflective road markings. The public were also asked to what extent they believed the technology measures proposed, which included the installation of additional variable message signs to inform drivers of conditions on the network and the automation of existing snow gates would be effective in improving conditions for traffic on the Trans-Pennine route.

The consultation

- 1.1.3 The non-statutory public consultation on options took place between the 13 March 2017 and 10 April 2017. The consultation was advertised by paid for advertisements in the Tameside Reporter, Glossop Chronicle, Sheffield Star, Sheffield Telegraph, Buxton Advertiser and Barnsley Chronicle. 25,000 consultation brochures were delivered to the households in closest proximity to the scheme and placed at 19 deposit locations close to the scheme. Consultation information was made available at the Highways England website including the consultation brochure and questionnaire and a fly-through video of Option A, Option B, climbing lane 1 and climbing lane 2.
- 1.1.4 A total of 5 public exhibition events were held on the 18, 22, 24 and 25 March and on the 1 April 2017. Attendance at the exhibitions was recorded in the form of a visitor book. A preview of the exhibition was arranged for VIPs at the first and second exhibitions. Over 1000 members of the public attended the events.
- 1.1.5 Responses to the consultation were accepted through a number of channels including:
 - online, using the online questionnaire, at: <https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>
 - at public consultation events by completing a paper copy of the questionnaire.
 - by post using the freepost address printed on the paper questionnaire.
 - by email to the dedicated scheme email address: Trans_Pennine_Scheme@highwaysengland.co.uk.
 - by telephone, via a dedicated telephone line to the Highways England project team on 0300 470 5103.

Consultation findings - Questionnaires

- 1.1.6 A total of 878 completed responses to the consultation questionnaire were received. Of these, 240 were returned paper copies which were completed at the public consultation events or returned using the freepost address provided. The remaining 638 were completed online.
- 1.1.7 Regarding the Mottram Moor Link Road and the A57(T) to A57 Link Road options, 50% of respondents preferred Option A, compared to 33% preferring Option B, and 17% not offering any response. Of the 733 respondents who expressed a preference, 440 respondents (60%) preferred Option A compared to 293 (40%) for Option B.
- 1.1.8 Overall 36% of respondents expressed a preference for the A61 dualling Option 1 and 14% preferred Option 2, but 50% of respondents expressed no preference. Of the 436 respondents who expressed a preference, 312 respondents (72%) preferred Option 1 compared to 124 (28%) for Option 2.
- 1.1.9 The majority of respondents (63%) strongly agree or agree that the climbing lanes will reduce collisions and journey times and have a major positive impact on safety. However, 14% strongly disagree or disagree with this and 23% of respondents neither agree nor disagree or don't know.
- 1.1.10 Of the 843 respondents who expressed views, 50% strongly agreed or agreed that changing speed limits would improve safety, whilst 26% strongly disagreed or disagreed with this statement. Of the 850 respondents who expressed views, 56% strongly agreed or agreed that average speed cameras would improve safety, whilst 25% strongly disagreed or disagreed. For the remaining safety measures, there was widespread agreement that they would be effective.
- 1.1.11 A total of 551 (65%) respondents strongly agreed or agreed that the technology measures would improve conditions for traffic, whilst 130 (15%) strongly disagreed or disagreed with this statement. However, 163 respondents (20%) neither agreed nor disagreed or did not know.

Conclusion

- 1.1.12 Generally, the scheme received positive feedback with many respondents believing that congestion throughout the area is an important issue that needs addressing. Option A was preferred for the Mottram Moor Link Road and Option 1 was preferred for the A61 dualling.
- 1.1.13 Approximately 50% strongly agreed or agreed that changing speed limits and average speed cameras would improve safety. However, approximately 25% strongly disagreed or disagreed with this statement. For the remaining safety measures, there was widespread agreement that they would be effective.
- 1.1.14 65% strongly agreed or agreed that the technology measures would improve conditions for traffic, whilst 15% strongly disagreed or disagreed with this statement and 20% neither agreed nor disagreed or did not know.
- 1.1.15 There were many comments on the questionnaires regarding Westwood Roundabout and how individuals believe that improvements are needed here, even though this was not proposed in the consultation. Consideration is being given to also improve the Westwood Roundabout to reduce congestion and improve traffic flows in the area. Further consultation will be carried out to fully understand the implications of the proposed junction arrangements at Westwood New Road and Wentworth Way.

Next steps

- 1.1.16 The results of the consultation will be considered in the selection of the preferred route for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.
- 1.1.17 The preferred package of work to be taken forward has been outlined in our preferred route announcement.
- 1.1.18 A further consultation will be held by Summer 2018 to get feedback and suggestions on the detailed design, before an application for a development consent order is made in late 2018. Construction of the scheme is currently anticipated to commence in March 2020.

2 INTRODUCTION

2.1 Purpose of this report

- 2.1.1 This report summarises the methodology of the non-statutory public consultation for the A57 A628 Trans-Pennine Upgrade Programme (hereafter referred to as the Trans-Pennine Upgrade Programme or TPUP) and the feedback received. The results of analysis contained in the report will be used to help inform the preferred route selection.
- 2.1.2 The method of consultation is described in detail in section 3. The results of public and stakeholder responses are presented in section 4 and conclusions are summarized in section 5.
- 2.1.3 Section 4 describes options suggested during the consultation period that are to be investigated and considered for future assessment in detail if appropriate.

2.2 Consultation principles

- 2.2.1 Arcadis delivered this consultation in accordance with the Government's Consultation Principles. The consultation criteria used are listed below:
 - 1) **Subjects of consultation** - The objectives of any consultation should be clear and will depend to a great extent on the type of issue and the stage in the policy-making process – from gathering new ideas to testing options.
 - 2) **Timing of consultation** - Engagement should begin early in policy development when the policy is still under consideration and views can be taken into account.
 - 3) **Making information useful and accessible** - Policy makers should think carefully about who needs to be consulted and ensure the consultation captures the full range of stakeholders affected. Information should be disseminated and presented in a way likely to be accessible and useful to the stakeholders with a substantial interest in the subject matter.
 - 4) **Transparency and feedback** - The objectives of the consultation process should be clear. To avoid creating unrealistic expectations, any aspects of the proposal that have already been finalised and will not be subject to change should be clearly stated.
 - 5) **Practical considerations** - Consultation exercises should not generally be launched during local or national election periods.

2.3 Background to the scheme

- 2.3.1 As part of the 2014 Autumn Statement, the Government announced a £170 million investment package to improve Trans-Pennine routes, which formed part of a wider £6 billion investment package in the northern road network. The Trans-Pennine Upgrade Programme was one of a number of upgrades to the Strategic Road Network set out in the December 2014 Road Investment Strategy (RIS1).
- 2.3.2 The December 2014 RIS1 set out 5 key elements of the Trans-Pennine Upgrade Programme as follows:
 - Mottram Moor Link Road;
 - A57(T) to A57 Link Road;
 - A61 Dualling at Tankersley (from the A616 Westwood roundabout to M1 junction 36);
 - A628 Climbing lanes; and
 - Safety and technology improvements.
- 2.3.3 A summary of the strategic case for the Trans-Pennine Upgrade Programme is as follows:
 - The Trans-Pennine Upgrade Programme has been developed to address longstanding issues of connectivity, congestion, reliability and safety on strategic Trans-Pennine routes between the M67 at Mottram and the M1 junction 36 and junction 35A north of Sheffield.
 - As part of RIS1 (2015/16-2019/2020), a total of £15.2 billion is being invested in 127 major highway improvement schemes, with the aim of enhancing, renewing and improving the network.

- The provision of effective, reliable Trans-Pennine movement is key to the creation of a Northern Powerhouse as part of a rebalanced UK economy, which will help the North of England to reach its full economic potential.
- 2.3.4 The strategic objectives for the upgrade programme focus on improving connectivity, congestion, resilience and safety, as well as helping to resolve environmental and social issues. Journey time savings are forecast as a result of the upgrade programme, due to congestion relief in key areas along the study route shown in figure 2-1 below.

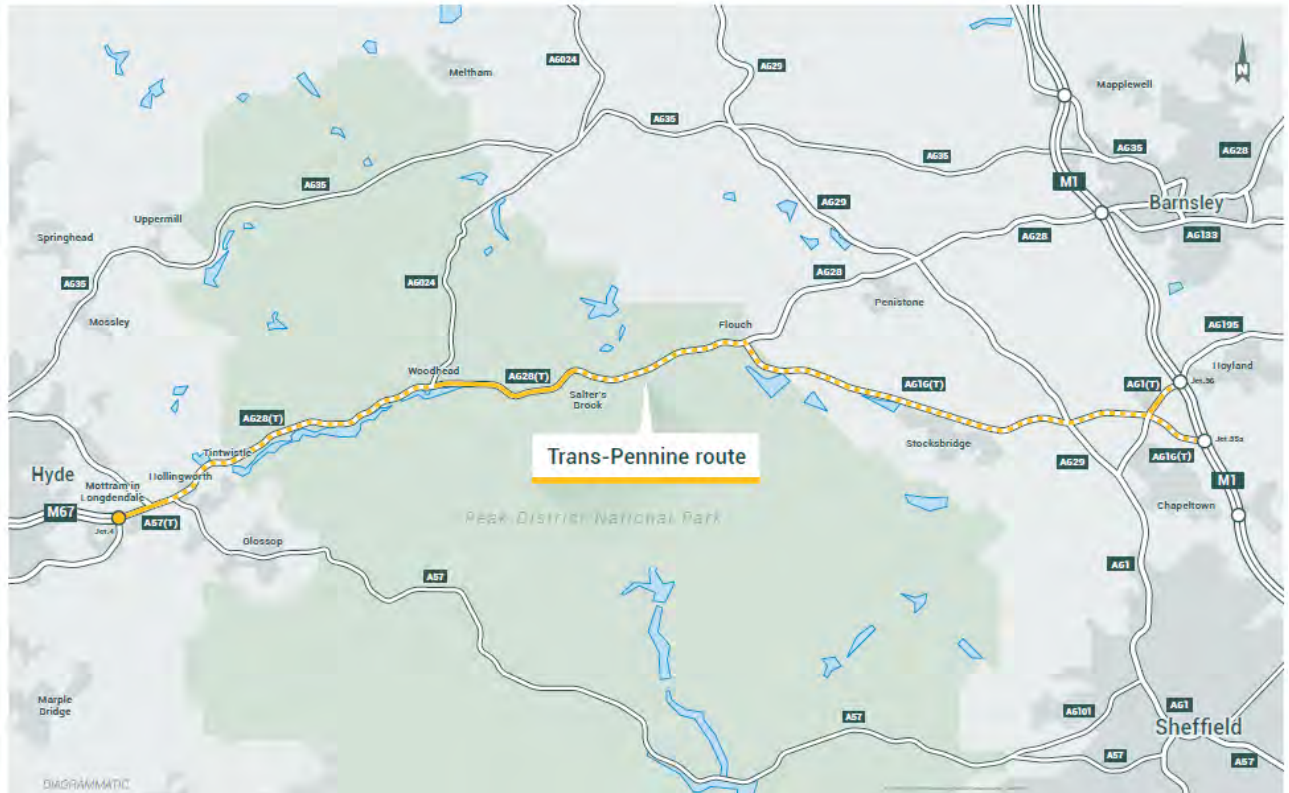


Figure 2-1: A57/A628/A616/A61 Trans-Pennine route

2.4 The purpose of the non-statutory public consultation

- 2.4.1 The non-statutory public consultation on options took place between the 13 March 2017 and 10 April 2017. Local elections took place in Greater Manchester and Derbyshire on the 4 May 2017 and the consultation period was chosen to finish before the purdah period starting on the 13 April. The unexpected decision to hold a general election on the 8 June was made after the consultation period finished.
- 2.4.2 The purpose of the non-statutory public consultation is to provide an early opportunity for stakeholders, the general public, the road user and any other interested party to be informed of and provide their views on the options prior to undertaking statutory consultation. Upon review of the feedback, any valid issues are taken into account. The design of the scheme may then need to be modified to accommodate the issues raised. This document summarises the responses provided.
- 2.4.3 The public consultation also provides valuable input from the public on any local issues that may or may not have been previously identified in the desktop studies of the area.

2.5 The proposals in the consultation

Mottram Moor Link Road and the A57 (T) to A57 Link Road

- 2.5.1 For the Mottram Moor Link Road and the A57 (T) to A57 Link Road the consultation proposed 2 options to meet the scheme's objectives:

Option A

- 2.5.2 Option A includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near the existing junction with Back Moor. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns sharply southwards to a new junction just east of the existing Back Moor traffic lights of A57(T) with A6018. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley toward the River Etherow where it will connect to the existing A57 via a new junction at Brookfield. Several new drains will be required to carry existing streams beneath the new road and there will be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield will also be required. This option is shown in Figure 2-2.

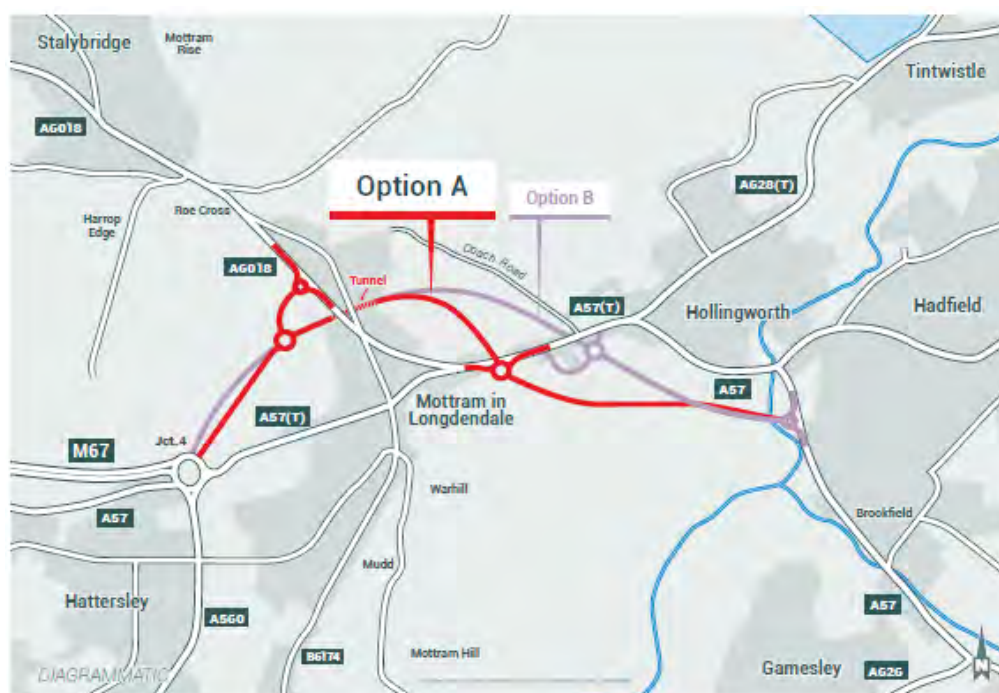


Figure 2-2 Option A

Option B

- 2.5.3 Option B includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near Coach Road. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns southwards to form a new junction at Mottram Moor near Coach Road west of the existing Gun Inn traffic lights at A57(T) with A57 Woolley Lane. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley parallel to Woolley Lane toward the River Etherow where it will connect to the existing road network via a new junction on the A57 Woolley Lane at Brookfield. Several new drains will be required to carry existing streams beneath the new road and there will be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield will be required. This option is shown in Figure 2-3.



Figure 2-3 Option B

A61 Dualling

- 2.5.4 Two options were proposed for the A61 dualling, both providing a dual carriageway from the M1 junction 36 to Westwood roundabout. The 2 options have different arrangements at the Wentworth Way/Church Lane and Westwood New Road junctions.

Option 1

- 2.5.5 There would be no gaps in the central reserve. This would prevent traffic turning right at the minor road junctions. All traffic would have to turn left out of Westwood New Road, Wentworth Way and Church Lane onto the A61, and turn left into these roads from the A61. Figure 2-4 shows this option at the Wentworth Way/Church Lane junction. The arrangement at the Westwood New Road/A61 junction would be similar.



Figure 2-4 A61 Dualling Option 1

Option 2

2.5.6 There would be gaps in the central reserve allowing traffic to turn right from the A61 into Wentworth Way and Westwood New Road. The arrangement of the junction islands would stop traffic from turning right out of the minor road junctions. All traffic would have to turn left out of Westwood New Road, Wentworth Way and Church Lane, but traffic could still turn from the A61 into Westwood New Road and Wentworth Way. Figure 2-5 shows this option at the Wentworth Way/Church Lane junction. The arrangement at the Westwood New Road/A61 junction would be similar.



Figure 2-5 A61 Dualling Option 2

A628 Climbing Lanes

- 2.5.7 Climbing lanes at 2 different locations (see figure 2-6) would be built in this element. Each climbing lane would be built by cutting into the adjacent ground on the northern (higher) side of the existing road, to provide a wider carriageway. There would be 2 lanes in the eastbound (uphill) direction and a single westbound (downhill) lane.



Figure 2-6 Climbing Lane Locations

Safety Improvements

- 2.5.8 Implementation of some or all of the following measures are proposed as part of the safety improvements:

- changing speed limits (usually reducing them);
- average speed cameras;
- introducing highly reflective road markings;
- installing LED road studs;
- erecting vehicle actuated signs that light up to warn drivers of hazards or inappropriate speed
- introducing skid resistant surfaces;
- providing parking bays to prevent vehicles parking on footways in built up areas;
- installing measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations; and
- constructing better crossing facilities for pedestrians in built up areas.

Technology Improvements

- 2.5.9 Additional Variable Message signs (VMS) are proposed to inform drivers of conditions on the network and automate the existing snow gates.

Rejected Options

- 2.5.10 The consultation brochure showed 4 options that were discounted during development of Mottram Moor Link Road and A57(T) to A57 Link Road options A and B. The brochure also pointed out 2 other possible locations for climbing lanes had been considered and rejected. These can be viewed within the consultation brochure in Appendix A.

3 CONSULTATION ARRANGEMENTS

3.1 Timescale

3.1.1 The consultation ran for 4 weeks from 13 March to 10 April 2017.

3.2 Consultation overview

- 3.2.1 The views of the public and stakeholders were obtained by asking them to complete a questionnaire.
- 3.2.2 A brochure was prepared to provide information about the proposals in the consultation. The brochure and questionnaire and other information were available on the Highways England website and the questionnaire could be completed on-line. Flythroughs showing option A, option B and both climbing lanes were prepared and could be viewed on the website.
- 3.2.3 Brochures and questionnaires were made available for the public from deposit locations. Exhibitions were arranged where visitors were given the consultation document and the questionnaire. Visitors could also obtain further information about the proposals from the project team and view the fly-throughs during the exhibitions. Stakeholders and affected landowners were sent the brochure and questionnaire.
- 3.2.4 The consultation and exhibition events were publicised by updates to the Highways England website, through the distribution of a press release, via paid-for press advertisements, posters at the deposit locations and the distribution of flyers to properties close to the Trans-Pennine route.

3.3 Public exhibitions

3.3.1 Five public exhibition events were held during the consultation period and attendance at the exhibitions was recorded in the form of a visitor book, see Table 3-1. Previews of the exhibition for VIPs were arranged at 11:00 – 12:00 on Saturday 18th March at Mottram Community Centre and at 11:00 – 12:00 at Tankersley Welfare Hall, although no VIPs attended either preview.

Date and Time	Venue	Visitors
Saturday 18 March 11:00 – 12:00 preview 12:00 – 18:00	Mottram Community Centre, Church Brow, Mottram, Hyde, Cheshire, SK14 6JJ	182
Wednesday 22 March 11:00 – 12:00 preview 12:00 – 18:00	Tankersley Welfare Hall, Pilley Lane, Tankersley, Barnsley, S75 3AP	67
Friday 24 March 14:00 – 20:00	Bradbury Community House, Market Street, Glossop, Derbyshire, SK13 8AR	417
Saturday 25 March 11:00 – 19:00	Tesco Hattersley, Stockport Road, Hattersley, Hyde, Cheshire, SK14 6QA	130 visitors (the exhibition was in the foyer of Tesco and 860 users of the foyer area were recorded. The 130 recorded visitors to the exhibition, were those people who actively engaged with it).
Saturday 1 April 10:00 – 18:00	St Mary's Church, Hollingworth, Market Street, Hyde, Cheshire, SK14 8NE	295

Table 3-1 Exhibition Information

- 3.3.2 Exhibition panels presenting information about the proposals were displayed at the consultation events (copies can be found in the Appendix A). The fly-throughs were projected on screens and run on a continuous loop. A1 size copies of the drawings (which can be found in Appendix B) and the graphics in the consultation brochure were also available for inspection. Members of the project team were on hand to answer questions or provide more information. Paper copies of the consultation brochure and questionnaire were handed out to visitors at the exhibitions, and facilities were available for visitors to complete the questionnaire at the events.
- 3.3.3 VIPs (MPs, Local Councillors in affected wards and Parish Councils) and key stakeholders were invited to the exhibitions by a letter, enclosing the consultation material. The letter and the list of addressees included in Appendix E.

3.4 Consultation information and approach

- 3.4.1 The following information was produced for the consultation process in both hardcopy format and in digital format downloadable from the scheme website:

<https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>

- 1) A 16-page A4 size brochure providing information about the proposals within the Trans-Pennine Upgrade Programme;
 - 2) An 8-page A4 size feedback questionnaire - the purpose of the questionnaire was to gather information and opinions about the proposed improvements, how respondents found out about the consultation and demographic information;
 - 3) An A4 size double-sided flyer (or summary document) giving information on the consultation, the exhibition events, the scheme website and how the public could get information and provide their views; and
 - 4) A poster was prepared and printed in both A3 and A4. Where possible, it was displayed on notice boards at deposit locations and exhibition venues. The poster was identical to the paid press advertisements.
- 3.4.2 Engineering drawings showing Option A, Option B, climbing lane 1 and climbing lane 2 in plan at 1:2500 scale were produced for the consultation (the climbing lane drawings were not available on the Highways England website). Paper copies of these drawings were only issued if visitors specifically asked for copies. The following information also was available on the scheme website and could be downloaded:
- The fly-through videos of Option A, Option B, climbing lane 1 and climbing lane 2 that had been prepared for the exhibitions; and
 - Copies of the Mottram Link Map and discounted options graphics in the consultation document showing Option A and Option B and the rejected routes.
- 3.4.3 Nine different exhibition panels, approximately 900mm wide and 1800mm tall, were produced. Except for the replacement of diagrams of Option A and B by aerial photography with options A and B superimposed, the information on the panels was all extracted or summarized from the consultation brochure. The aerial photography with the options was extracted from the fly-throughs.
- 3.4.4 Landowners and properties considered to be affected by the proposals were sent a copy of the consultation brochure, along with a covering letter inviting them to get in contact with the Highways England team if they had any concerns. This mailshot included those owners of affected land or properties who do not live nearby.
- 3.4.5 Copies of the information listed in 3.4.1 and 3.4.3 above can be found in the Appendix A and B as follows;
- Exhibition panels (Highways England document N160517 – Appendix A);
 - Consultation document with questionnaire (Highways England document N160495 – Appendix A);
 - Summary document (Highways England document N160497– Appendix A);
 - Poster/press advertisement (Highways England document N160500– Appendix A);

- Preliminary Draft Option A Engineering Plan (Option A Plan for Consultation - Appendix B);
 - Preliminary Draft Option B Engineering Plan (Option B Plan for Consultation - Appendix B);
 - Preliminary Draft Climbing Lane 1 Engineering Plan (Appendix B); and
 - Preliminary Draft Climbing Lane Engineering Plan (Appendix B).
- 3.4.6 At the time of this report the 4 fly-throughs referred to in 3.4.2 could be viewed on the Highways England website at <https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>. The fly-throughs can also be seen on YouTube at:
- <https://www.youtube.com/watch?v=O2c83nEds9c> Trans-Pennine Upgrade Programme Option A Fly-through;
 - <https://www.youtube.com/watch?v=eyJhi31OILs> Trans-Pennine Upgrade Programme Option B Fly-through;
 - https://www.youtube.com/watch?v=wN9Ghda_f1I A628 Climbing Lane: Location 1 Fly-through; and
 - <https://www.youtube.com/watch?v=9khm-gwyq4U> A628 Climbing Lane: Location 2 Fly-through.

3.5 Publicity

- 3.5.1 The consultation information on the website, and the facility to complete the questionnaire on-line, 'went live' on the 13 March 2017. Members of the public, who had signed up to be notified when information on the website was updated, received an alert. However, some visitors to the events complained they had not received alerts.
- 3.5.2 A press release, announcing the consultation and providing details of the website where information was available, was issued on the 14 March 2017. The text of the press release, taken from the gov.uk website, is in Appendix C.
- 3.5.3 The public consultation was publicised by paid press advertisements in the following local newspapers:
- Barnsley Chronicle (weekly) 10 and 17 March 2017;
 - Tameside Reporter (weekly) 16 and 23 March 2017;
 - Glossop Chronicle (weekly) 16 and 23 March 2017;
 - Buxton Advertiser (weekly) 16 and 23 March 2017; and
 - Sheffield Telegraph (weekly) 16 and 23 March 2017.
- 3.5.4 Each advertisement was identical, and the text and graphics of the advertisement mirrored the poster included in Appendix A.
- 3.5.5 Approximately 27,500 flyers (the summary document referred to in para 3.4.1) were distributed, or sent out by post, to residential, commercial and industrial properties in Hattersley, Mottram, Hollingworth, Tintwistle, Crowden, Woodhead, Flouch, Langsett, Midhopstones, Stocksbridge, Wortley and Tankersley. Drawings HE551473-ARC-LLO-ZZZ-DR-CH-2003, HE551473-ARC-LLO-ZZZ-DR-CH-2004 and HE551473-ARC-LLO-ZZZ-DR-CH-2005 included in Appendix D show the area where flyers were distributed. In the rural areas flyers were posted out to all addresses listed by Royal Mail within the relevant postcodes. Two complaints were recorded about non-delivery of flyers. On investigation, these appeared to be properties where the distributor might not have understood there were separate premises.
- 3.5.6 Copies of the brochures and flyers were available at deposit points close to the scheme:
- 1) Mottram Community Centre, Church Brow, Mottram, Hyde, SK14 6JJ
 - 2) Tankersley Welfare Hall, Pilley Lane Tankersley, S75 3AP
 - 3) Bradbury Community House, Market Street, Glossop, SK13 8AR
 - 4) Tesco Hattersley, Stockport Rd, Hattersley, Hyde SK14 6QA
 - 5) St Mary's Church, Market Street Hollingworth, SK14 8NE

-
- 6) Hattersley Library, Stockport Rd, Mottram in Longdendale, Hattersley, SK14 6NT
 - 7) Mottram Post Office, 1 Mottram Moor, Mottram in Longdendale, Hyde SK14 6NA
 - 8) Hollingworth Post Office, 31-33 Market St, Hollingworth, Hyde SK14 8NE
 - 9) Hadfield Library, Station Road, Hadfield, Glossop, Derbyshire, SK13 1AA, Glossop SK13 1AA
 - 10) Glossop Library, Victoria Hall, Talbot Street, Glossop Derbyshire, SK13 7DQ
 - 11) Tankersley Post Office, 12 Worsborough View, Tankersley, Barnsley, S75 3AH
 - 12) Hattersley Hub, Stockport Rd, Mottram in Longdendale, Hattersley, SK14 6NT
 - 13) J. Wood and Company Ironmongers, 5 Mottram Moor, Mottram in Longdendale, Hyde, SK14 6LA
 - 14) Gamesley Community & Sports Centre, Melandra Castle Rd, Glossop SK13 6UQ
 - 15) Broadbottom Community Centre, Lower Market St, Broadbottom, Hyde, SK14 6AA
 - 16) Magdalene Centre, Mottram Rd, Broadbottom, Hyde SK14 6BB
 - 17) Bank View Café, Bank View Café, Langsett, Sheffield S36 4GY
 - 18) Penistone Library, High Street, Penistone, Sheffield S36 6BR
 - 19) Stocksbridge Library, Manchester Rd, Stocksbridge, Sheffield, S36 1DH
 - 20) Barnsley Central Library, Wellington House, Wellington House, Wellington Street, Barnsley S701WA
 - 21) Glossop Leisure Centre, High St E, Glossop, SK13 8QA.

3.5.7 Figure 3.1 shows the location of the deposit points.

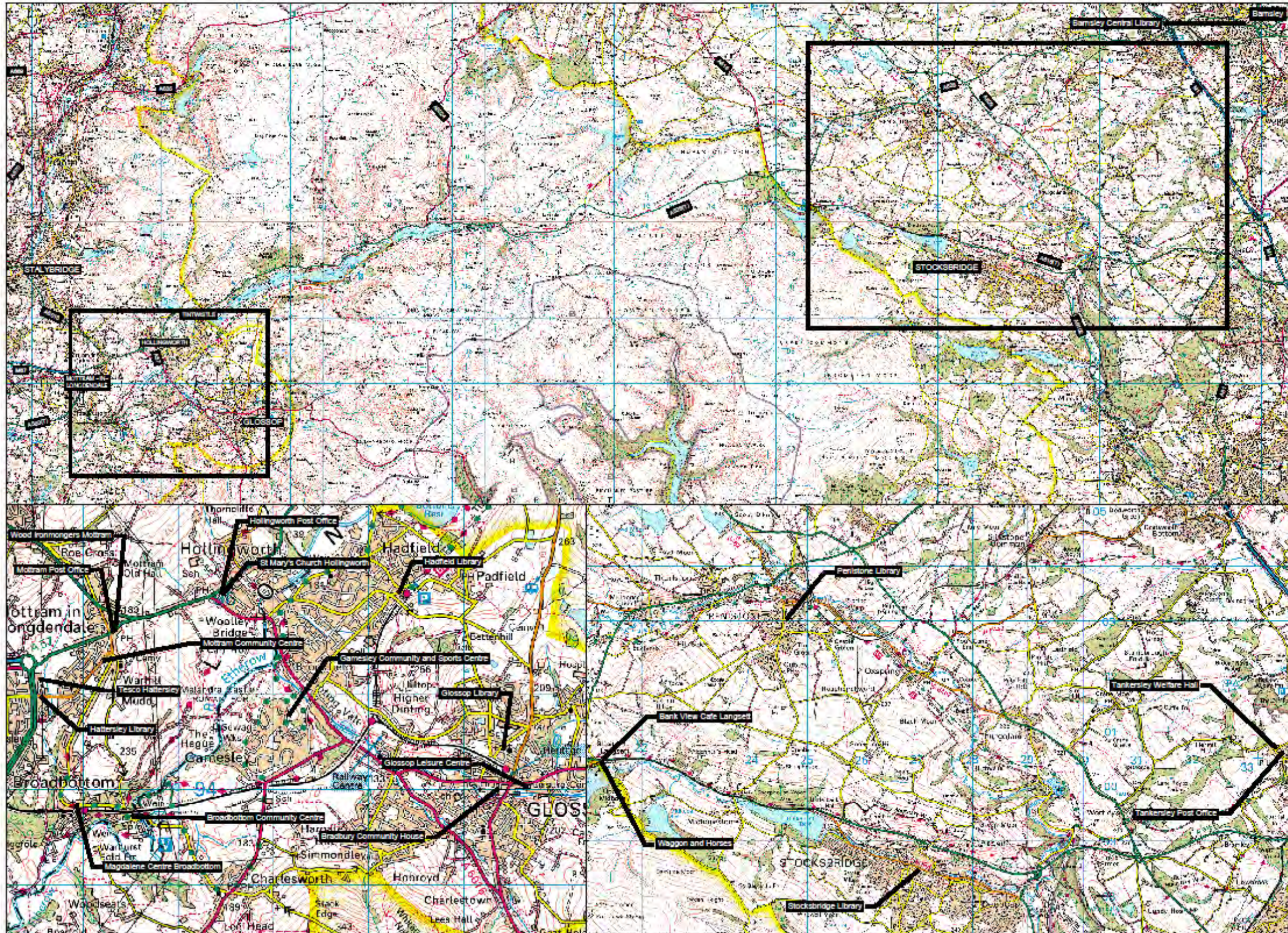


Figure 3-1 Location of Deposit Points

3.6 Pre-consultation meetings

- 3.6.1 In advance of the consultation key stakeholders were contacted and advised about the likely arrangements for the consultation and the publicity for it. Comments received were considered and taken account of as appropriate. The key stakeholders were the officers at the 6 affected local authorities and the MPs of the 3 affected constituencies.
- 3.6.2 In advance of the consultation starting, the key stakeholders previously advised about the consultation were offered the opportunity of a briefing. Tameside MBC, Andrew Bingham MP and Jonathan Reynolds MP took advantage of this offer.

3.7 Previous public and stakeholder engagement

Stakeholders

- 3.7.1 Early in the development of options the views of key stakeholders about the scheme were sought. This was done through a workshop in October 2015 to which key stakeholders (relevant statutory authorities, statutory Environmental Bodies and affected transport bodies and statutory undertakers) were invited. A further workshop was held in July 2016. Invitees to this second workshop were those previously consulted plus additional bodies suggested at the first workshop. In the July workshop the need to achieve consensus on ways of alleviating conditions in Hollingworth and Tintwistle was discussed, but no conclusions were drawn. Following the second workshop in July a feedback form was circulated to invitees asking for their views. Initially, 6 out of 23 of these forms were received from stakeholders in response. It was recognised that this was a low return and the follow-up engagement initiated led to the return of a further 8 responses.

Public Awareness Events

- 3.7.2 Two Public Awareness Events (PAEs) were held for the scheme proposals in October 2016 in Hollingworth and Tankersley to inform local affected communities of the proposals and to collect feedback. A total of 802 responses, mostly feedback forms, were received through a number of channels. The analysis undertaken of the responses showed clear support for measures to be taken to improve key routes such as the A57 and A628, with the aim of relieving traffic through the villages of Hollingworth and Tintwistle. This was reflected in overwhelming support for a bypass around the villages of Hollingworth and Tintwistle, which many believed should also extend past Mottram too. The PAEs presented an early opportunity for respondents to gain an understanding of the scheme proposals and to provide their comments and views before the public exhibition events. Additionally, it also provided insight into the perceptions and concerns of the public about the scheme. These were taken into consideration and proved useful in informing preparations around the public exhibition events.

3.8 Liaison with potentially affected landowners

- 3.8.1 Owners and occupiers of property who could be directly affected by land take as a result of Options A, B and the Climbing Lanes were contacted in November 2016. A letter was sent to them using information about ownership and occupation obtained from the Land Registry or that had been obtained from previous contacts. The letter informed recipients that public awareness events had been held in Hollingworth and Tankersley in October 2016, and invited owners/occupiers to attend individual informal meetings with the project team to discuss their concerns and answer queries. Most of the recipients took up this offer.
- 3.8.2 The potentially affected properties, where land may be acquired, were identified as follows:
- 1) 18 properties affected by both Options A and B;
 - 2) 42 properties affected by Option B only;
 - 3) 2 properties affected by Option A only; and
 - 4) 2 properties affected by the climbing lanes.
- 3.8.3 Twelve terraced properties adjacent to Option B were also identified.
- 3.8.4 Residents from 7 adjacent properties (neighbouring affected properties), approached Highways England at this time. Most of these residents took up the offer of face to face meetings.

- 3.8.5 The Secretary of State for Transport is the registered owner of properties previously acquired by Highways Agency under blight procedures for the previous A57/A628 Mottram Hollingworth and Tintwistle bypass. These properties, managed by Highways England, are let. No specific arrangements were made to liaise with the tenants of these properties. These properties are:
- 1) 22 properties affected by Option A and B;
 - 2) An area of land affected by Option A and B; and
 - 3) An area of land affected by Option A.

3.9 Consultation response channels

- 3.9.1 Responses to the consultation were accepted through the following channels:
- 1) online, using the online questionnaire, at: <https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>
 - 2) at public consultation events by completing a paper copy of the feedback form
 - 3) by post using the freepost address printed on the paper feedback forms
 - 4) by email to the dedicated scheme email address: Trans_Pennine_Scheme@highwaysengland.co.uk
 - 5) by telephone, via a dedicated telephone line to the Highways England project team on 0300 470 5103
- 3.9.2 The online questionnaire was removed from the website on the day the consultation period ended, however the questionnaire (as it appeared in the consultation brochure) can still be viewed online.
- 3.9.3 All responses received by Monday 10 April 2017 were included in the consultation. Questionnaires sent via the freepost address were accepted if received by Tuesday 18 April to allow for any delays in the postal system.

3.10 Analysis and reporting

- 3.10.1 Feedback from all channels was processed and imported into a single database for analysis by Dialogue by Design (DbyD). Feedback forms collected from the public information events were sent via secure post to DbyD offices by Arcadis. These were counted and entered into the analysis database by data entry staff. Feedback received via the freepost address (mostly questionnaire forms) was sorted by response type and counted before being data entered in the same way. A minimum of 5% of records completed by each data entry operator were quality checked before these records were imported to the analysis database.
- 3.10.2 Online responses via the Highways England website were transferred directly to DbyD and imported to the analysis database.
- 3.10.3 Email responses received via the project inbox at Highways England were forwarded to DbyD. These were checked against a log of responses received to ensure that all responses had been transferred before being imported to the analysis database.

Open text responses

- 3.10.4 A coding framework was created to analyse responses to open text questions and the variety of views expressed. This allowed for responses to be organised according to various themes and issues so that key messages and specific points of detail could be captured and reported.
- 3.10.5 Emails, letters and some other responses were unstructured (or non-fitting) feedback; that is, they did not follow and address the question structure of the feedback form. These responses were integrated with open text responses to Question 10 (*'Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme? Please feel free to continue over the page if necessary'*).

3.11 Limits of the information

- 3.11.1 This report considers the responses received to the consultation, and therefore cannot be considered a technical assessment of the proposed improvements. This report analyses the

opinions stated by those who responded to the consultation, and as such is a self-selecting sample. Therefore, the information in this report is representative of the local residents and stakeholders who responded to the consultation. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.

- 3.11.2 The responses are taken as written, and while we have coded responses to draw together themes we have not interpreted the responses further than this.
- 3.11.3 Where separate correspondence has been received raising specific issues, responses have been prepared by technical teams, and sent directly to the respondent or elaborated in this report. This provides technical information to the best of our knowledge at this time. As more detailed information becomes available follow up responses, where required, will be issued.

3.12 Next steps

- 3.12.1 The results of the consultation will be considered in the selection of the preferred route for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.
- 3.12.2 An announcement of the preferred route was expected to be made in July 2017 and this was stated in the consultation documentation. However, the preferred route announcement is not expected until October 2017.
- 3.12.3 The Mottram Moor Link Road, A57(T) to A57 Link Road and A628 Climbing Lanes are expected to require development under the Development Consent Order (DCO) planning process regime and there will be further consultation on the detailed proposals. The A61 dualling is covered by Highways England permitted development powers subject to statutory environmental assessments; as also are the safety and technology improvements.

4 CONSULTATION RESPONSES

4.1 Introduction

- 4.1.1 A total of 878 completed responses to the consultation questionnaire were received. Of these, 240 were returned paper copies which were completed at the public consultation events or returned using the freepost address provided. The remaining 638 were completed online.
- 4.1.2 In addition to receiving feedback via the questionnaires a number of stakeholders and members of the public provided a written consultation response. These have also been considered, details of the topics highlighted are outlined later in this report along with a number of official responses which have been received from key stakeholders such as the National Trust.
- 4.1.3 One of the main aims of the consultation was to gain an understanding of the views of the local residents and stakeholders to enable a more effective solution to be developed. This section of the report presents, and analyses, the consultation responses to summarise the views on the proposed options.

4.2 Questionnaire responses

Collation of responses

- 4.2.1 All of the 878 completed questionnaire responses (online and paper) along with 30 email and letter responses analysed both in terms of the responses and the postcode information provided by the respondents.

Respondent demographics

- 4.2.2 The final section of the consultation questionnaire included a demographic section to aid our analysis. This included age, gender and whether respondents considered themselves to have a disability. It is noted that this section of the questionnaire was optional and not all respondents completing the questionnaire chose to provide this information. The data collated from this section is presented below.
- 4.2.3 The information from the questionnaires indicated that 811 respondents answered the question related to gender. 57% of respondents were male and 34% female, with a further 9% who preferred not to say or left the entry blank.
- 4.2.4 Figure 4-1 shows the questionnaire age demographic (for the 830 people who provided this information on the questionnaire). The information from the questionnaires indicated that the ages of the respondents who answered this question were:

16-24:	1.7%
25-34:	7.9%
35-44:	13.1%
45-54:	23.3%
55-64:	23.5%
Over 65:	30.5%

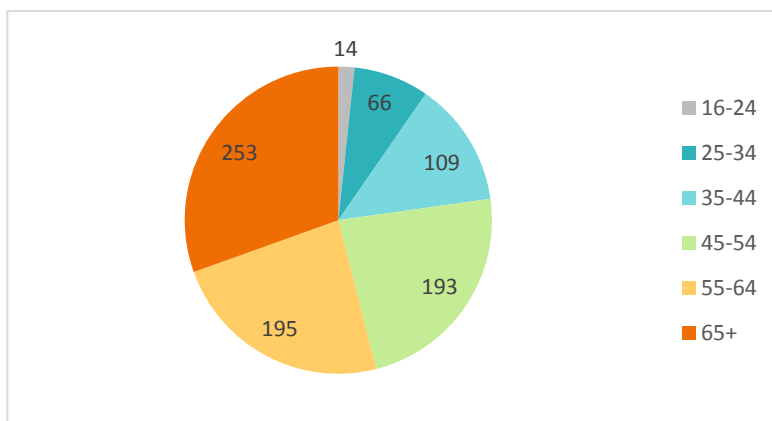


Figure 4-1: Questionnaire Age Demographic

- 4.2.5 The majority of respondents fall within the 3 higher age categories (above the age of 45). The largest proportion of respondents is from the 65+ age group. Respondents under the age of 45 make up less than a quarter of the total, with only a very small proportion from the 16-25 age group.
- 4.2.6 The majority of people (90.7%) who responded to this questionnaire did not consider themselves to have a disability while 6.8% of respondents indicated themselves to have a disability and 2.5%

preferred not to say.

4.3 Question 1 - How often do you use these routes?

4.3.1 Question 1 sought information on how often respondents use the following routes:

- A57 Hyde Road and/or Mottram Moor
- A628 in Hollingworth/Tintwistle
- A628/A616 Woodhead/Stocksbridge Bypass
- A61 in Tankersley
- A57 Woolley Lane

4.3.2 The responses received to this question can be seen in Figure 4-2. The results show that the A57 Hyde Road/Mottram Moor and the A57 Woolley Lane are the most frequently used roads with the A61 in Tankersley being used the least by respondents. In addition, most respondents use the A57 Woolley Lane and the A57 Hyde Road/Mottram Moor on a daily basis. 44.7% of respondents said that they rarely used the A61 in Tankersley. 38.6% of respondents said that they only use the A628/A616 Woodhead/Stocksbridge Bypass on a monthly basis with 35.2% saying they only used it rarely. 31.8% said that they use the A628 in Hollingworth/Tintwistle weekly.

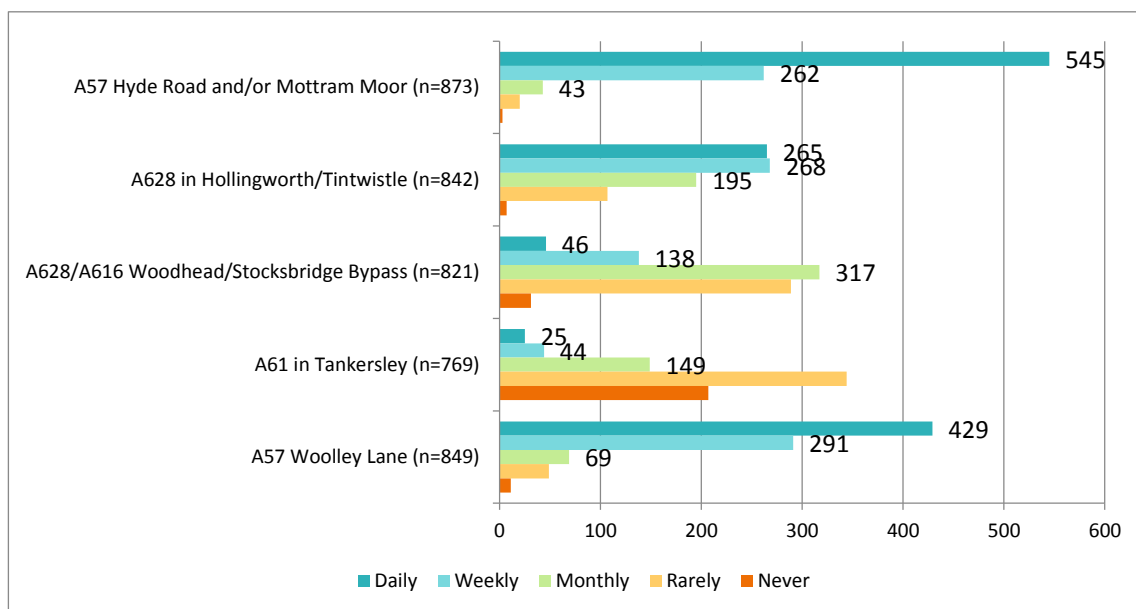


Figure 4-2: Question 1 Responses

4.4 Question 2 - If you use any or all of these routes, please indicate your reason for doing so (for the majority of your journeys).

4.4.1 Question 2 sought to investigate why respondents use the routes they had selected in question 1. Participants were asked to select all the responses which were applicable to them. The results of the responses received are shown in Figure 4-3.

4.4.2 Those who responded to this question use all the roads listed mainly for leisure purposes or shopping. The A628 in Hollingworth/Tintwistle is the most used for this purpose. The A57 Hyde Road/Mottram Moor, and to a lesser extent the A57 Woolley Lane are used by a higher proportion of respondents for commuting, which likely explains why these roads are used most frequently.

4.4.3 More than half of the respondents identified themselves as 55 or older, which may explain the high usage for leisure purposes or shopping. It may also result in less use of the routes for commuting.

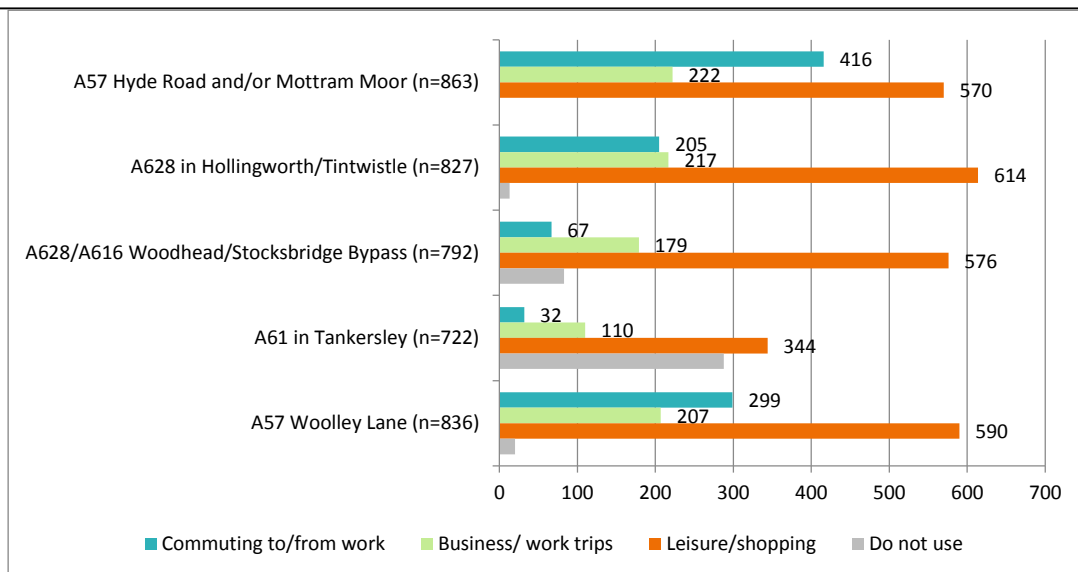


Figure 4-3: Question 2 responses

4.5 Question 3 - Are you affected by these issues?

4.5.1 Question 3 sought information on whether respondents experienced the following issues:

- Noise from traffic using these roads
- Vibration from traffic using these roads
- Poor air quality including fumes and dirt
- Difficulty in crossing the road/using pavements
- Congestion and delay when you use these roads

4.5.2 The results, shown in Figure 4-4, suggests that the majority of people who answered this question travel on this route by car.

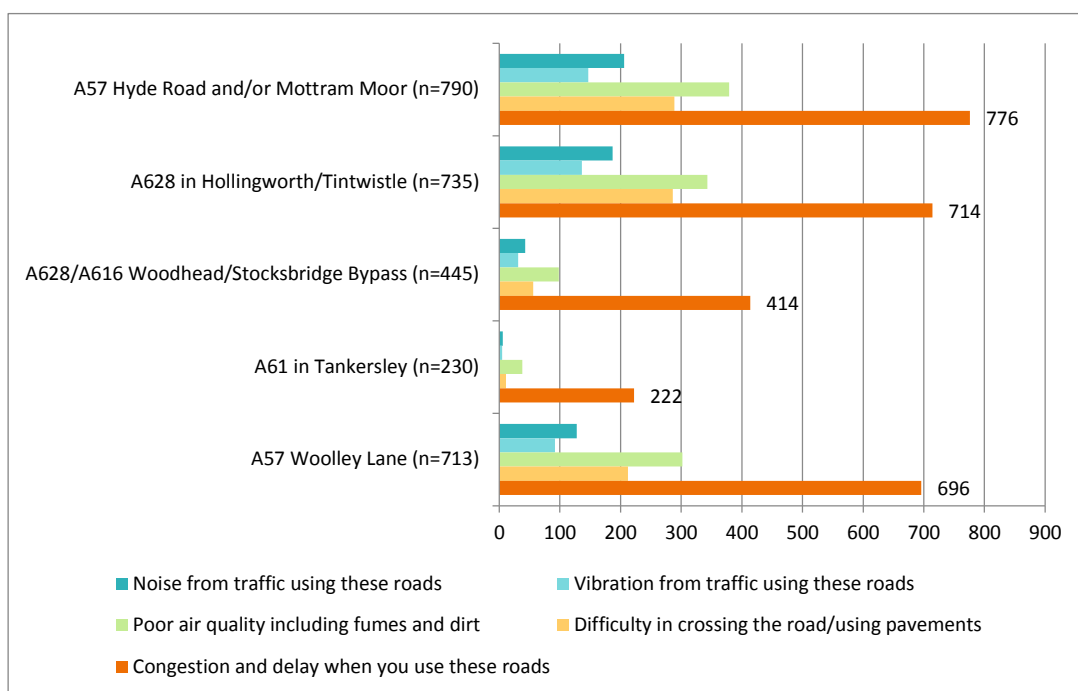


Figure 4-4: Question 3 Responses

4.5.3 Congestion and delays are the most significant issues experienced on all the roads, particularly the A57/ Hyde Road/Mottram Moor. Relatively less respondents are affected by noise and vibration.

4.6 Question 4 - To what extent do you agree or disagree with the following statements?

4.6.1 Question 4 asked respondents to indicate to what extent they agree or disagree with a number of statements reflecting the objectives of the scheme, see Figure 4-5. Responses to this question give a sense of how respondents prioritise different elements involved in the scheme.

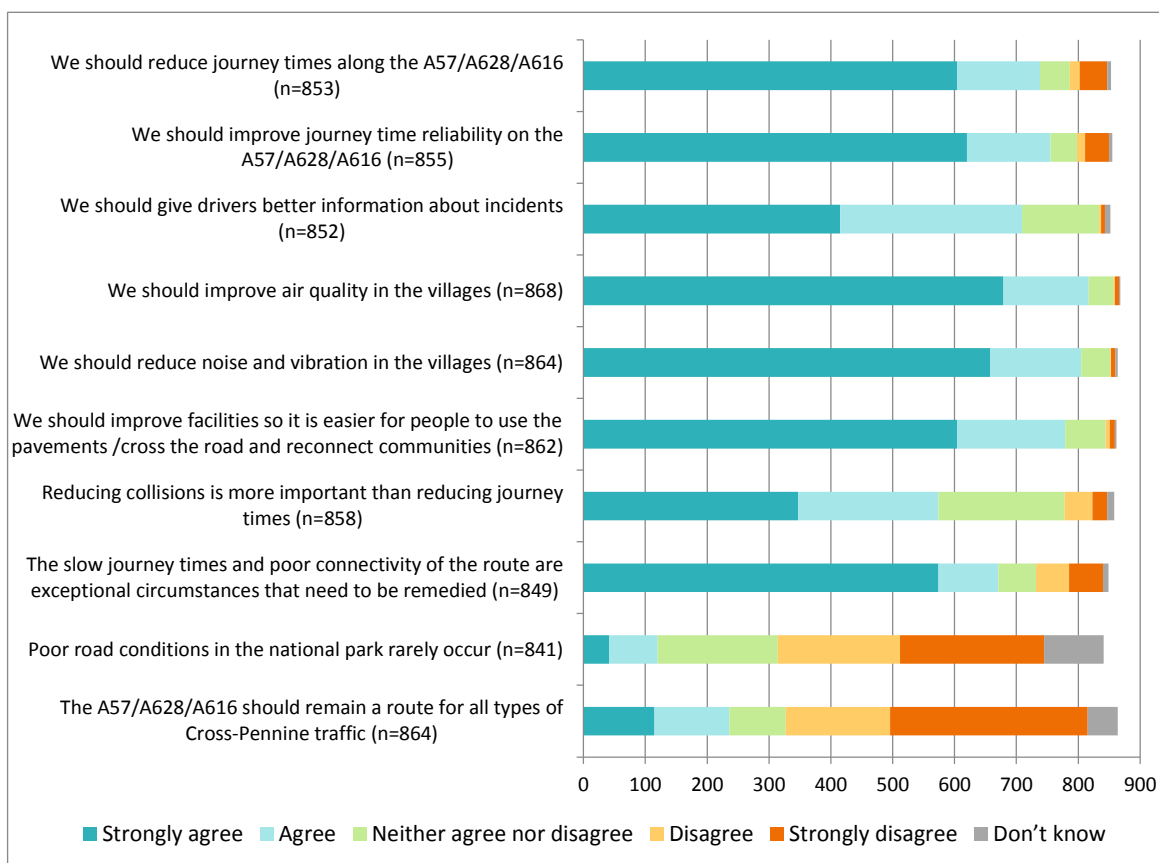


Figure 4-5: Question 4 Responses

4.7 Question 4 - Strongly agree responses by age category

4.7.1 Figure 4-6 shows the number of respondents who strongly agree with each of the statements in Question 4 as a percentage by each age group (e.g. of the 110 respondents that strongly agree the A67/A628/A616 should remain a route for all types of Trans-Pennine traffic approximately 5% are from the 16-24 age group and 33% from the over 65 age group).

Q4. To what extent do you agree or disagree with the following statements? (Respondents by age category as a percentage of those who strongly agree with each statement)

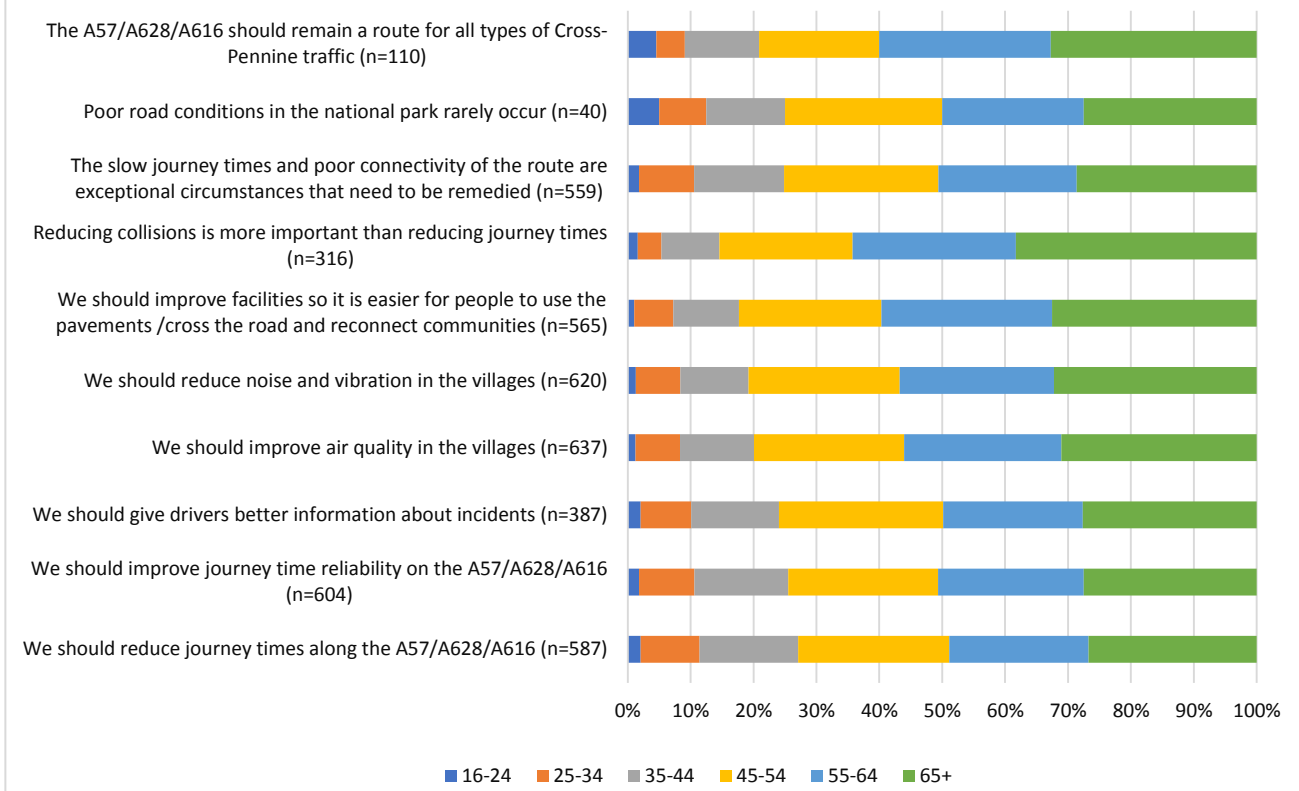


Figure 4-6: Question 4 Strongly Agree Responses by Age Category

Age Distribution:

16-24: 1.7% 25-34: 7.9% 35-44: 13.1% 45-54: 23.3% 55-64: 23.5% Over 65: 30.5%

4.7.2 The overall age distribution from section 4.2.4 has been repeated above for the purposes of comparison. Figure 4-6 shows that the proportions strongly agreeing with each statement correspond with the overall age profile of respondents. Respondents in the 65+ age group appear to prioritise safety (reducing collisions) over journey times, although not to an extent that can be considered significant.

4.8 Respondents’ priorities by disability status

4.8.1 Figure 4-7 shows responses to Question 4 by respondents who indicated that they do consider themselves to have a disability and Figure 4-8 shows responses to this question from respondents who indicated that they do not consider themselves to have a disability. In both figures values are expressed as a percentage of the total number of respondents in each group to allow for comparison.

4.8.2 Both figures show that there is little discernible variation in opinion between these groups of respondents.

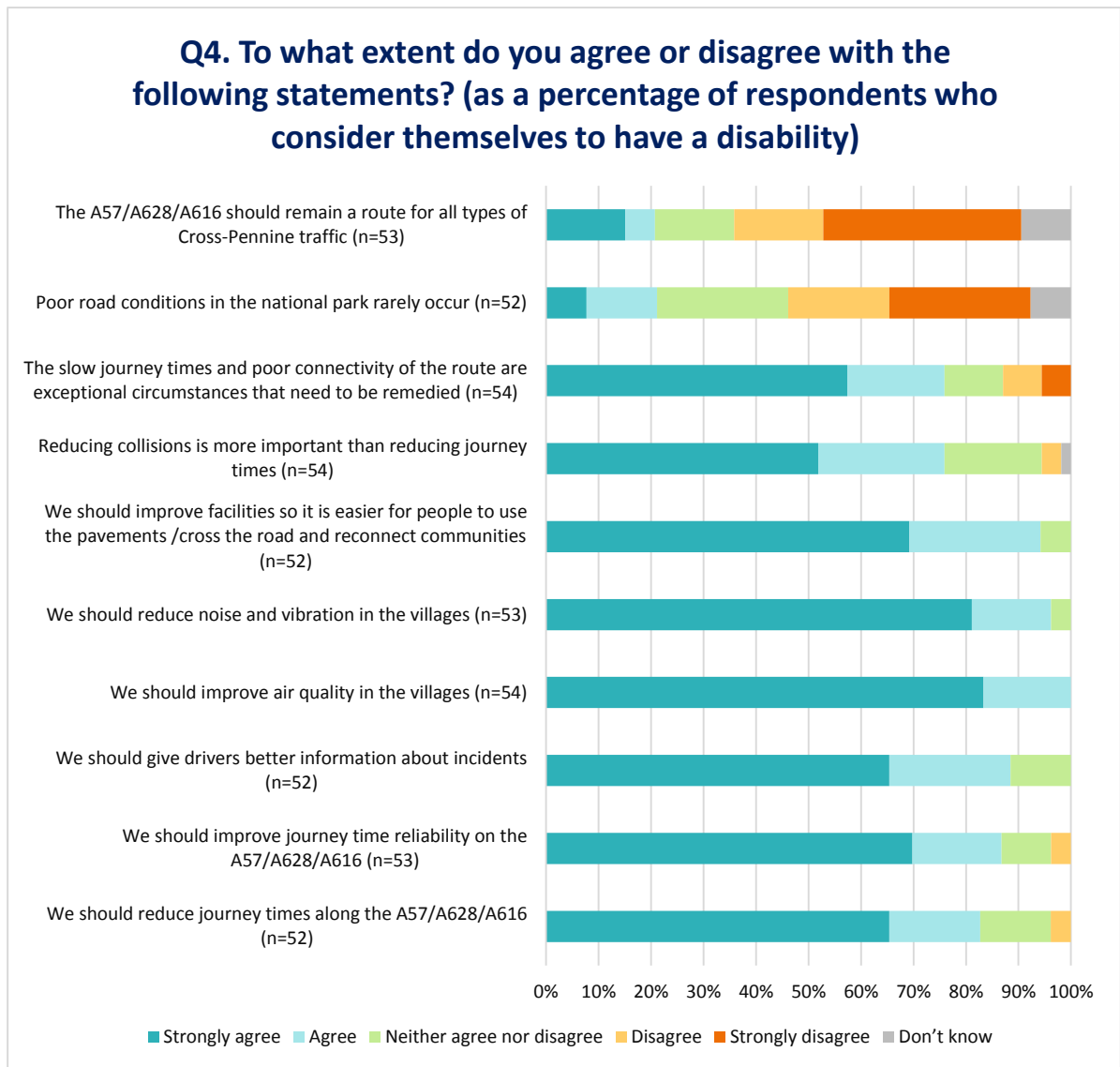


Figure 4-7: Question 4 Responses from respondents who consider themselves to have a disability

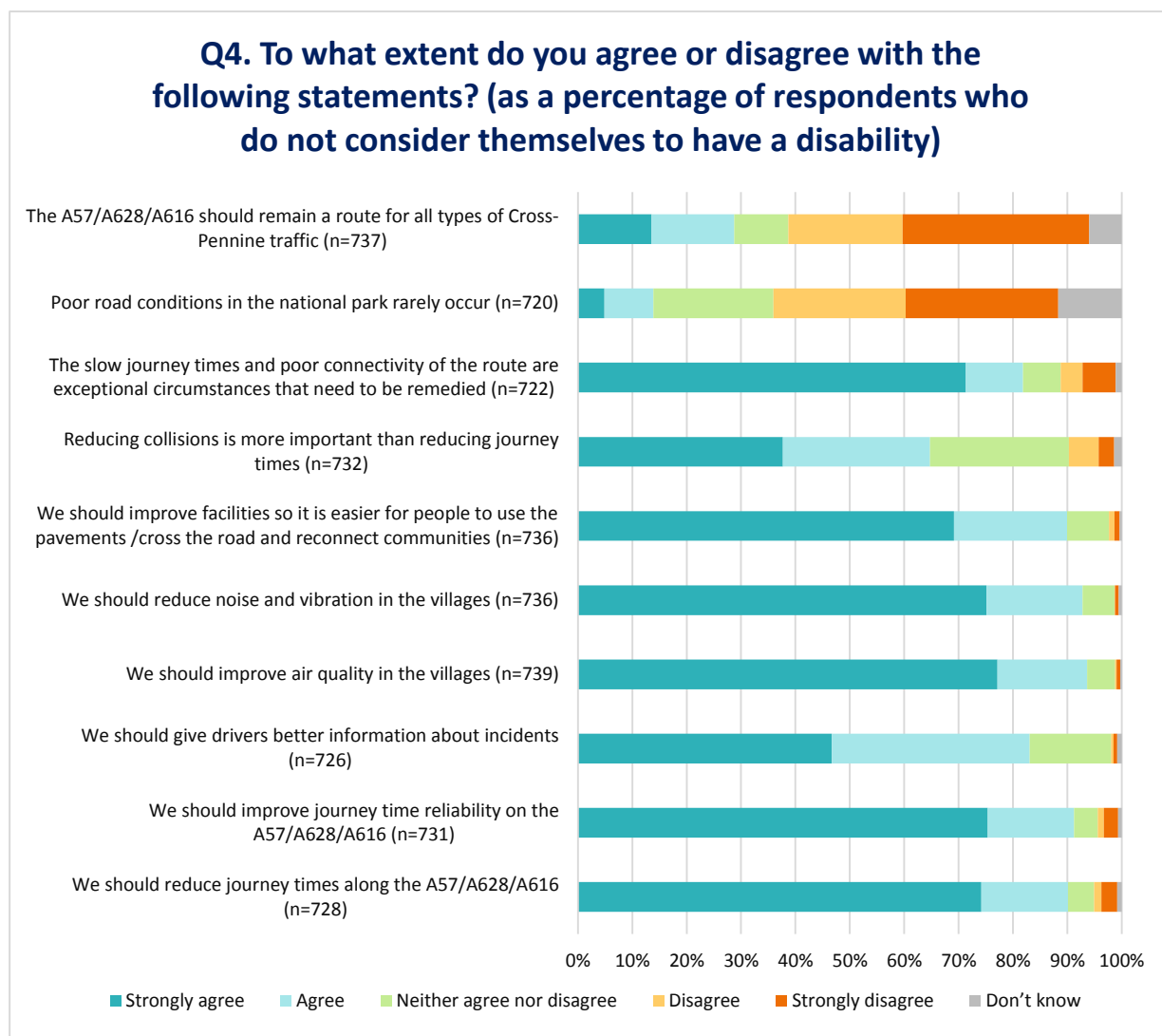


Figure 4-8: Question 4 Responses from respondents who do not consider themselves to have a disability

4.9 Questions 5a and 5b – Which of the 2 options for the Mottram Moor Link Road and the A57(T) to A57 Link Road do you prefer and why?

Mottram Moor Link Road and A57(T) to A57 Link Road

- 4.9.1 Question 5a. *Which of the 2 options for the Mottram Moor Link Road and the A57(T) to A57 Link Road do you prefer?* asked respondents to indicate which of the 2 options for the Mottram Moor Link Road and the A57(T) to A57 Link Road they prefer. It should be noted that there was a discrepancy in the labelling of these options between the online and paper questionnaire. On the paper questionnaire, the options were labelled Option 1 and 2, whereas the same question on the online form referred to them as Option A and B respectively. On the chart below they are labelled A and B.
- 4.9.2 50% of respondents preferred Option A, compared to 33% preferring option B, and 17% not offering any response.
- 4.9.3 733 respondents expressed a preference. Figure 4-9 shows that a greater number of these respondents express a preference for Option A. Question 5b asked respondents why they preferred the option they selected. The reasons given for this preference are summarised below Figure 4-9 for each option and are detailed further in Table 4-1 and section 4-10. These sections also include other comments that were provided on the options.

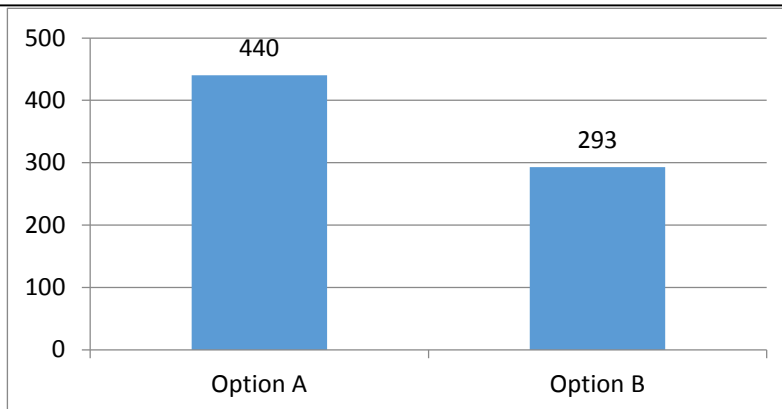


Figure 4-9: Question 5a Responses

Option A¹

- 4.9.4 Option A, where the roundabout on the A57(T) is closer to Mottram, is the most popular option, receiving support from 60% of the respondents expressing a preference, about half as much support again as Option B. Respondents who prefer Option A to Option B believe that it is the most sensible and logical route, and they feel that Option A strikes a balance between solving the traffic problems in the area, having minimal impact on the environment and providing a safe route. Respondents also favour its familiarity as it is the most similar to previously proposed routes. Local people have got used to the idea of road construction on this line and have bought properties and planned development accordingly.

Option B

- 4.9.5 Option B, where the roundabout on the A57(T) is further away from Mottram and closer to Hollingworth, is the less popular option, having received support from 40% of the respondents. Respondents who prefer Option B to Option A believe that because it bypasses more of Mottram Moor, congestion problems would be better addressed. They also argue that the smoother road layout is safer. However, many respondents express concern for the potential effects on property and disruption to communities.
- 4.9.6 Table 4-1 presents a summary of the feedback received from respondents for Option A and Option B broken down by various benefits and impacts. Full details of these responses are included within Appendix F.

¹ The costs of Options A and B were refined following the public consultation. Whilst Option A was shown as slightly more expensive than Option B during the consultation, Option A revised costs are currently lower than Option B costs. For this reason comments relating to the Options costs are not reported.

	Option A	Option B
Benefits		
Congestion Reduction	Reduce traffic congestion more than Option B due to features of the road layout particularly in Hollingworth along with Mottram, Glossop, Woolley Lane, at the A57/A628 Gun Inn Junction and at Back Moor.	Would reduce traffic congestion in the area. This is due to the nature of the road layout. Would be especially effective at addressing issues at the cross roads from the A57 into Glossop.
Road layout	<p>Road layout is more straightforward and easier to use than Option B. Specific features emphasised include:</p> <ul style="list-style-type: none"> • fewer and smaller roundabouts which are easier for traffic to negotiate; • more space between Mottram Moor roundabout and the lights at the Gunn Inn Junction, reducing bottlenecks in this area; • a tighter bend, which will force traffic to move more slowly, and therefore the traffic flow will be kept moving; • the Glossop spur road will be further away from traffic build-up, and is also longer; • a shorter route, straighter route; • the route passes through a natural pre-existing gap between settlements; • more dual carriageway is provided; • a more direct link from M67 through to Glossop (better access to Glossop); • it uses current traffic interchanges which already work; and • provides better access to and from villages, both for motorists and pedestrians. 	<p>Road layout is more straightforward than Option A. Specific features emphasised include:</p> <ul style="list-style-type: none"> • a less severe curve which would facilitate traffic flow; • a less steep gradient which would be easier for HGVs to negotiate; • more of Mottram Moor is bypassed; • the road is longer, meaning it would be capable of accommodating more traffic; • the roundabout being adjacent to the Gun Inn junction but not on the A57 itself would facilitate traffic flow; • the roundabout adjacent to the Gun Inn junction is less confusing and has longer access roads; • its use of dual carriageway; • its inclusion of Woolley Lane; • its providing a more direct route from Glossop to the M67; • its bypassing an additional junction; and • its smaller size.

	Option A	Option B
Impact on communities and property	<ul style="list-style-type: none"> • Less impact on local communities than Option B, both during construction and operation particularly in Hollingworth, Mottram, Coach Road, Woolley Lane and Woolley Bridge; • The route has already been cleared, and so fewer properties would be affected; • Cause fewer access problems to homes and businesses than Option B would, because the route is further away from amenities, for example in Hollingworth; • Option would leave the Coach Road bridleway intact; • Better pedestrian crossings, for example on Woolley Lane; • Perceived smaller impact on local residents' property; and • Support for the road's proposed route passing through a gap of open countryside, taking it away from existing houses therefore requiring fewer demolitions and compulsory purchase orders in Mottram Moor, Hollingworth and Carrhouse Lane. 	<ul style="list-style-type: none"> • Less impact on local communities, both during construction and operation because the route bypasses more of Mottram and is further away from Hollingworth, taking traffic further away from the communities meaning fewer properties would be directly affected; and • Would improve access to the houses along Mottram Moor or to the A628, and would have less of an impact on Mottram showground.
Feasibility and construction	<ul style="list-style-type: none"> • More feasible to construct and therefore more likely to happen - requires fewer roads to be built, therefore potentially less costly construction phase; and • Less of an impact on existing housing which makes construction quicker and cheaper. 	<ul style="list-style-type: none"> • The smoother curve of the route may be easier for engineers to construct.

	Option A	Option B
Impacts		
Noise, vibration and pollution	<ul style="list-style-type: none"> • Would cause less noise and light pollution, and have less of a vibration impact than Option B due to being further away from villages; the bend and gradient will necessitate a lower speed limit; and more of the road is in a tunnel. 	<ul style="list-style-type: none"> • Noise and vibration impacts would be less with Option B mainly because traffic would be taken further away from villages.
Environment	<ul style="list-style-type: none"> • Fewer negative impacts on the environment, largely because it would take up less greenbelt land; and • Vehicles are expected to travel at lower speeds to a reduced environmental impact. 	<ul style="list-style-type: none"> • Less of an environmental impact than Option A, particularly with regard to land take; • Because the route is straighter, it would follow the lay of the land more, therefore requiring less excavation and intrusion into the countryside; and • Option B would have less of an impact on drainage and hydrological processes.
Visual	<p>Fewer visual impacts because:</p> <ul style="list-style-type: none"> • The Glossop Spur road being placed further up the road; • The proposed Mottram Moor roundabout not built significantly outside of the existing road footprint; and • Less perceived disruption to views from Mottram and Broadbottom. 	<ul style="list-style-type: none"> • Option B would have less of an impact on the landscape as traffic would be further away from villages, and the tunnel would be longer.
Safety	<ul style="list-style-type: none"> • The perceived simpler layout of Option A is linked to increased safety; • Gradient and curve of the road will necessitate lower speed limits and therefore lead to fewer accidents; and • HGVs would be taken further away from villages. 	<p>No negative feedback recorded on safety benefits for option B.</p>

	Option A	Option B
Air quality	<ul style="list-style-type: none"> • Roads and therefore air pollution are perceived to be further away from villages; • Free-flowing traffic will help, as much of the pollution is from idling engines; and • Mottram, Tintwistle, Hollingworth, Woolley Bridge, Dinting, Glossop and Crowden will benefit from better air quality. 	<ul style="list-style-type: none"> • More effective at reducing air pollution as road would be further away from villages, especially Mottram, thereby taking fumes away from residents; and • Air pollution may be reduced by preventing west-bound HGV traffic queuing up Mottram Moor to enter the Option A roundabout.
Long term legacy	<ul style="list-style-type: none"> • More long-term legacy for the area than Option B. These responses refer to plans for the Trans-Pennine Tunnel and for a future full bypass around Hollingworth and Tintwistle. These respondents believe that Option A would be the more suitable option from which these developments could extend. 	<ul style="list-style-type: none"> • Option B would lend itself better to fitting in with the longer-term plans for the road network in the area as it could be more easily extended to become a full Tintwistle and Hollingworth bypass; and • Option B provides more space and therefore scope and flexibility more generally in the future.
Business and economy	<ul style="list-style-type: none"> • Fewer adverse impacts on the local economy than Option B would. For example, businesses on Coach Road would be less affected. 	<ul style="list-style-type: none"> • No comments on business and economy benefits for Option B.

	Option A	Option B
Negative effects		
Increased congestion	<ul style="list-style-type: none"> Option A will either be inadequate in easing congestion, or will in fact worsen the situation; and Option A will simply move traffic elsewhere rather than solving the problem. <p>Specific concerns relate to:</p> <ul style="list-style-type: none"> in making all traffic use a roundabout at Mottram Moor, there is potential for traffic to back up into Mottram, particularly as traffic coming from Glossop and Sheffield converge; the junction halfway up Mottram Moor is more awkward for traffic stopping and starting; the fact that it is further away from Hollingworth and Tintwistle means that it may not ease congestion in these villages; and the single carriageway would still cause queues. 	<ul style="list-style-type: none"> Option B would exacerbate traffic congestion, particularly in Hollingworth, Woolley Lane and Glossop; A roundabout so close to the A57/A628 and Coach Road junctions would create bottlenecks and significant delays, choking the roundabout; and One respondent believes commuters would revert back to travelling through Mottram Moor to avoid queues.
Property	No negative feedback recorded on property for Option A.	Option B would require the demolition of many more homes and the issuing of more compulsory purchase orders than Option A would. Specific areas of concern include Coach Road, the Gunn Inn area and Mottram Moor.

	Option A	Option B
Community	No negative feedback recorded on community for Option A.	<p>Communities expected to be negatively affected include those on Coach Road, Wednesough Green, Mottram Moor and Hollingworth.</p> <p>Concern that Hollingworth would be isolated and divided in 2 by the dual carriageway.</p> <p>Similar concerns for homes potentially isolated by the link roads from the Mottram Moor roundabout of Option B.</p> <p>Local villages would be negatively affected more than they would benefit.</p> <p>Concern over access opportunities including:</p> <ul style="list-style-type: none"> • access to Coach Road bridleway; • difficulties for traffic from Wednesough Green to turn right onto Mottram Moor for destinations Hyde, Stalybridge, Ashton and the M60; • pedestrians crossing the A57 Mottram Moor, the A628 Market Street and the A57 Woolley Lane; and • access to Glossop – Option B only has 2 available routes whereas Option A has 3.
Noise and vibration	No negative feedback recorded on noise and vibration for Option A.	<ul style="list-style-type: none"> • Link roads from Mottram Moor roundabout will put homes here on an island, as well as creating noise from the flyover.
Air quality	No negative feedback recorded on air quality for Option A.	<ul style="list-style-type: none"> • Option B would bring traffic closer to some communities, air pollution would increase in Hollingworth, the Gun Inn area, Coach Road and Carrhouse Lane; • if Option B does not ease traffic flow, slow-moving traffic will exacerbate the problem of air pollution; and

	Option A	Option B
Visual impact	No negative feedback recorded on visual impact for Option A.	<ul style="list-style-type: none"> Option B would have a negative impact on the landscape because it would bring the road and traffic closer to people's homes, in particular, from Mottram Moor and Coach Road.
Safety	No negative feedback recorded on safety for Option A.	<ul style="list-style-type: none"> The close proximity of the roundabout to the A57/A628 and Coach Road junctions will increase congestion and encourage people to 'jump' the lights – causing a particular risk to school-children crossing these junctions; and Option B traffic will be travelling downhill toward a roundabout at high speed which is counterproductive as traffic will need to slow down for the roundabout.
Environment	No negative feedback recorded on environment for Option A.	<ul style="list-style-type: none"> Option B would result in more land take, particularly around the Coach Road area, destroying more of the countryside; and Natural features may make constructing Option B difficult e.g. ground varies considerably in height, and previous consultations have shown that geology is a problem.
Business and economy	No negative comments on business and economy for Option A.	<ul style="list-style-type: none"> Option B would have adverse effects on the local economy, for example destroying 3 businesses on Coach Road.
Other		
Other effects	<ul style="list-style-type: none"> the sharp bend may cause accidents; Mottram village will become cut-off; and the settlement pond may impinge on gardens in Mottram Moor. 	No other feedback recorded for Option A.

	Option A	Option B
Suggestions and alternatives	<ul style="list-style-type: none"> • suitable speed restrictions and monitoring are put in place. • the road is 1 lane wide between the roundabout and Coach Road, and then becomes 2 lanes up the other side of the Moor from the Gun Inn junction; and • One respondent asks that the Glossop spur be completed first as it is the stretch which has the capacity to reduce congestion the most. 	<ul style="list-style-type: none"> • the screen banking should continue up to the roundabout on Mottram Moor to reduce noise and visual impact; • adding a link to the A628; and • as it would be difficult to join the roundabout when travelling from Glossop to Mottram, a slip-road onto the existing A57 road could help.

Table 4-1 summary of feedback received from respondents for Option A and Option B

4.10 Other comments in relation to Question 5b

Support for both options

- 4.10.1 Many respondents, including the North-West Ambulance Service, support either option as long as one of them is built soon and traffic congestion along the A57 is eased. These respondents believe that either option would provide relief for Mottram and Glossop, and enable commuters to travel to Manchester more easily, both by car and by bicycle.
- 4.10.2 The Tameside Riders Access & Bridleways Group favours any option which does not disrupt footpaths and bridle paths. Similarly, the Trans-Pennine Trail expects that the safe passage of walkers, cyclists and horse riders throughout the Park is preserved and enhanced, and that potential impact of trail users on the A57 at Woolley Bridge will need to be accommodated within current proposals. Several respondents feel that an option should be chosen by taking cost and local opinion into account.

Opposition to both options

- 4.10.3 A large number of respondents argue that the plans are inadequate because they do not bypass Hollingworth and Tintwistle and therefore do not properly address the problem. Several respondents feel that only Mottram will benefit from the implementation of either of the options for the link road. Many respondents feel that the overall costs of building a bypass do not outweigh the benefits.

Increased congestion

- 4.10.4 Many respondents, including the Peak District National Park Authority, raise concerns that either link road would in fact worsen the congestion problem, as the new bypass would attract more drivers to use these roads. Several respondents connect increased congestion to increased road safety concerns, both for motorists and pedestrians. Some respondents, including the Member of Parliament for Stalybridge and Hyde, are concerned that congestion problems will be moved elsewhere, impacting on other roads in the national park, such as the Snake Pass. Some believe that the volume of traffic is simply too high for proposals to be successful.

Effects on communities, local services and amenities

- 4.10.5 Many respondents are concerned that either option will affect quality of life of those living along the route. They believe that a link road would make the area more attractive to motorists, increasing noise, light and air pollution, both during construction and operation. Many are particularly concerned about air pollution, emphasising the public health risk this would bring.
- 4.10.6 There are also concerns for pedestrian access, for example to local facilities in Mottram, Hollingworth, Broadbottom and Charlesworth. A few respondents express concern for where Mottram Show will go, as the area where it currently goes would become a construction site under either option.
- 4.10.7 Some respondents express concern that Mottram Moor will effectively become an island surrounded by traffic, isolating residents. A couple of respondents are concerned about access during construction, for example to Roe Cross Green from the A6018.

Effects on property and heritage sites

- 4.10.8 Many respondents emphasise that their properties would be devalued, damaged or demolished. A few respondents ask how affected residents will be compensated. The Member of Parliament for Stalybridge and Hyde asks for a binding guarantee that covers the householders' costs and resale valuation of the affected property if any settlement occurs during and post construction.
- 4.10.9 A few respondents quote from a Highways Agency report of 2007 (also referred to as the Carillion & Hyder Report), which concluded that there was a risk of settlement to properties within 200 metres of the proposed tunnel. There is concern that the new tunnelling proposal is deeper than the one proposed in 2007 and that water displacement will be even greater, creating a more acute risk to local properties.
- 4.10.10 Natural England is concerned that both Options A and B have the potential to harm the setting of designated heritage assets including Dial House, Dial Cottage, Mottram Old Hall, Lower Roe Cross Farmhouse, Edge Lane House and Woolley Farmhouse. They also express concerns for non-

designated heritage assets including unknown archaeology, and historic landscape including any surviving field patterns.

Road design

- 4.10.11 A large number of respondents express concerns about the proposed roundabouts. These respondents argue that the roundabouts will cause more congestion, particularly as no traffic lights have been proposed. Respondents feel that the roundabouts would also disrupt traffic flow, with uneven traffic flow from different entrances. A few respondents feel that the roundabouts are too intrusive in terms of size and height. A couple of respondents feel that the “wiggly-worm approach” to road design will increase journey times.
- 4.10.12 The Member of Parliament for Stalybridge and Hyde expresses concern about the potential effects of the tunnel on natural water courses, and argues that it may bring about settlement and subsidence problems.

Other concerns

- 4.10.13 Several respondents express concerns regarding future developments. Concerns relate to how plans will fit in with a full bypass and also with a new housing development in Glossop. A few respondents feel that a bypass is not needed, and will only serve the interests of large businesses and politicians. One respondent believes that heavy haulage will not have to use these roads once HS2 has been built.
- 4.10.14 A few respondents, including Longdendale Community Group, question the initial assessments. They believe that:
- traffic patterns have not been modelled properly, particularly considering a reduction in speed to negotiate roundabouts.
 - the projected carbon footprint has not taken account of stationary traffic.
- 4.10.15 A few respondents are sceptical regarding the feasibility of the project, mainly due to the time period already experienced to get to this point.

Alternatives and suggestions

- 4.10.16 Many of the alternatives suggested overlap with those suggested as for the project as a whole, refer to Appendix F for more detail.
- 4.10.17 Some respondents make suggestions that are more specific to the link roads. These include:
- the previously-discounted Option C, believing it to be safer and less intrusive to communities;
 - the introduction of traffic management at the roundabout where Woolley Lane meets the A57 (potentially traffic lights);
 - making Woolley Lane into a ‘no-through’ road or a B road;
 - building the roundabout at a lower height on the fields of the west side of the existing A6018 embankment to ensure the junction is further from the homes on Roe Cross Green to reduce the increase in noise and air pollution as well as the loss of privacy;
 - prohibiting parking on the A57 between the Mottram traffic lights and Tintwistle;
 - that the roundabout at end of the M67 has dedicated left and right turn lanes, as well as a camera to enforce correct usage;
 - that a roundabout is relocated to the north of Mottram Moor;
 - more crossings for schoolchildren, for example on the A57 at the bottom of Mottram Moor, outside Hollingworth;
 - move the spur road back to the bottom of Woolley Lane;
 - a dedicated roundabout for access to Hollingworth and Tintwistle;
 - use the bypass for Mottram as a means of delivering the A628 direct to the M67, with a filter to

A57 Glossop, and keep the A57 Glossop separate;

- bollards on the A57 junction for Back Moor to prevent people coming through the village of Mottram instead of using the new road;
- a tunnel or flyover to avoid the Mottram Moor/Gun Inn roundabout;
- the introduction of traffic profiling and sequencing;
- that a quiet road surface is used to reduce noise impact;
- encouraging bus operators to reinstate the 236 and 237 into the village of Mottram; and
- having 2 lanes out of Glossop towards Manchester, instead of 1.

4.11 A61 Dualling

- 4.11.1 Question 6a. 'Which of the two options for the A61 dualling do you prefer?' asked respondents which of the A61 dualling options they prefer.
- 4.11.2 50% of respondents expressed no preference on options for the A61 dualling. 36% of the respondents expressed a preference for the A61 dualling Option 1 and 14% preferred Option 2.
- 4.11.3 A total of 436 respondents expressed a preference on this question. Of these, the majority (72%) expressed preference for Option 1, see Figure 4-10.

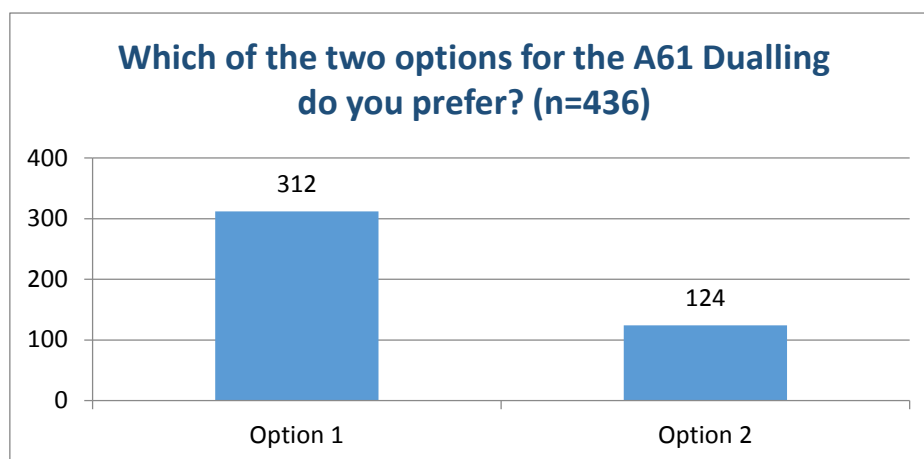


Figure 4-10: Question 6a Responses

4.12 Overview of responses to Question 6b

- 4.12.1 Question 6b asked why respondents preferred Option 1 or Option 2.
- 4.12.2 Nearly a third say that they are unable to comment, offer no opinion or write 'no comment'. Many say they do not know the road well enough or use it regularly enough to give an informed comment, whilst others say that this stretch of the A61 has no impact on their town or village.
- 4.12.3 Of the respondents and stakeholders who provide further comment in Question 6b (approximately 325), the majority elaborate on the benefits and their support of option 1. They suggest this is a safer option that will allow traffic to flow more freely and ease congestion. They believe that local access will still be possible by using the roundabouts at each end of the dual carriageway to turn, instead of using gaps in the central reservation.
- 4.12.4 Those respondents and stakeholders who offer an explanation for their preference of option 2 do so mainly on the grounds of ease of access to local communities.
- 4.12.5 A minority oppose both options, usually because they do not think either design will alleviate congestion elsewhere on the route, and that this area is not deserving of particular attention. A few respondents are concerned about access to homes and work places that could be made more

difficult during construction.

- 4.12.6 Other respondents, including the Peak District National Park Authority and the National Trust, suggest that the delivery of either option will have an indirect impact on land within the National Park, by increasing traffic across the whole Trans-Pennine route. These stakeholders do not overtly support or oppose either option, or indeed the idea of dualling the road in general. They raise concerns about the impact of the works on the environment, both during construction and when the scheme is operational. They are worried about negative impacts on:
- air quality;
 - conservation;
 - cultural heritage;
 - geology;
 - soils; and
 - tranquillity and quiet enjoyment of long distance walking routes, such as the Pennine Way and the Trans-Pennine and Longdendale Trails.
- 4.12.7 Several respondents specifically mention Tintwistle and Hollingworth as congestion hot-spots and believe there should be further consideration of needs in those areas.
- 4.12.8 Many respondents raise concerns about access. Ecclesfield Parish Council is concerned that both options would mean that fire engines would have to go to Junction 36 of the M1 in order to assist with any incidents in the west Ecclesfield and Deepcar/Stockbridge area.
- 4.12.9 The design of the Tankersley roundabout is criticised by a few respondents, who believe that any dualling will only be successful in conjunction with better analysis of traffic flow at the roundabout. Traffic from the Tankersley Industrial Estate is particularly highlighted as problematic to congestion.
- 4.12.10 The design of the Westwood roundabout is also criticised by a few respondents and stakeholders, who question its capacity and suggest its inefficiency could become a barrier to accessing local businesses.
- 4.12.11 There are also concerns expressed that improving this section of the route will encourage more traffic, travelling at higher speeds, notably HGVs, to use the whole Trans-Pennine route. This in turn will increase pollution and lead to poorer air quality and health risks to local people.
- 4.12.12 Conversely, a handful of respondents support either option, expressing the opinion that anything is better than the current situation. They are also keen that the project happens soon, believing that the problems have been ignored for many years. Appendix F includes a detailed breakdown of the responses to question 6b.

4.13 A628 Climbing lanes

- 4.13.1 Question 7a asked respondents *'To what extent do you agree or disagree that our plans for the A628 climbing lanes will reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch?'* The majority of those who responded to this question were supportive of the climbing lanes proposed, see Figure 4-11.
- 4.13.2 63% of respondents strongly agree or agree that the climbing lanes will reduce collisions and journey times. However, 14% strongly disagree or disagree with this and 23% of respondents neither agree nor disagree or don't know.

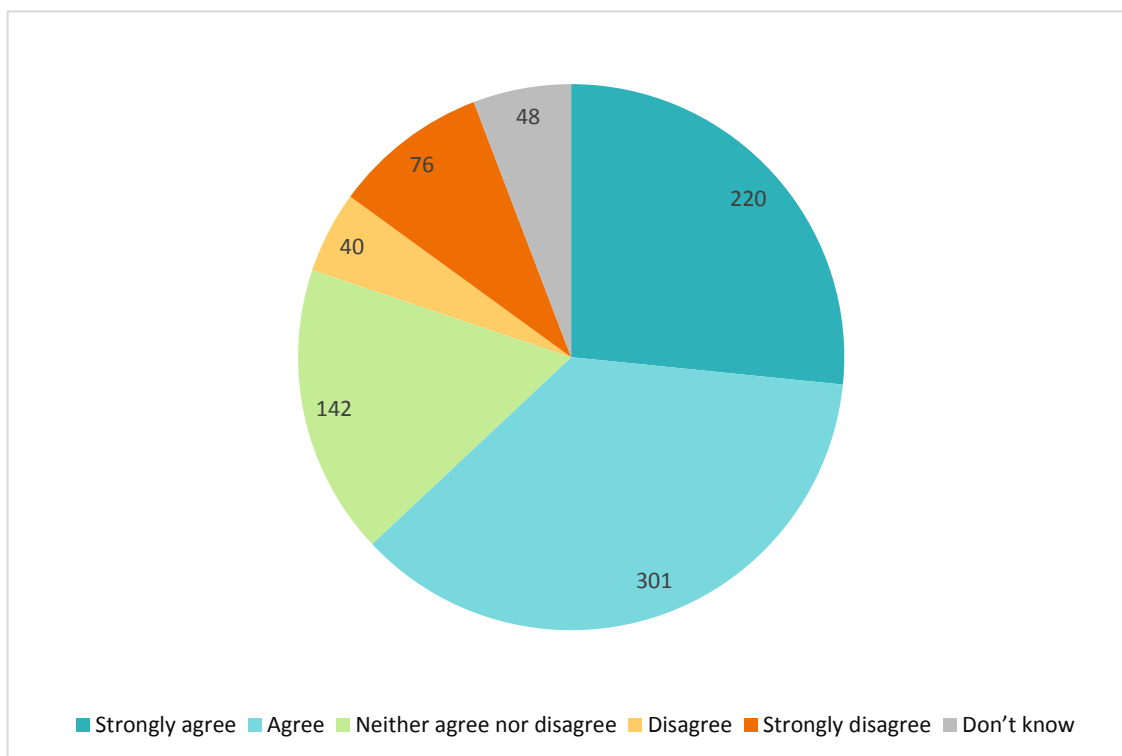


Figure 4-11: Question 7a Responses

4.14 Overview of responses to question 7b

- 4.14.1 Question 7b asked respondents whether they had any additional comments on the climbing lanes. Many respondents support the proposals for both stretches of climbing lane as proposed. The strongest support is given on the grounds of improved safety. There is also strong support because of perceived improvement to journey times.
- 4.14.2 A minority of respondents, including the Peak District National Park Authority, oppose the proposals, suggesting that they would not offer improvements in safety or congestion and will have negative environmental impacts.
- 4.14.3 Some respondents neither support nor oppose the climbing lane, either saying they 'don't know' or that they 'neither agree nor disagree'. However, some of these respondents go on to offer opinions and suggestion about design, sometimes objecting in principle to the proposals but then offering practical advice on road markings to improve delivery. Appendix F includes a breakdown of responses to question 7b.

4.15 Safety measures

- 4.15.1 Question 8 asked to what extent respondents agreed or disagreed that a number of measures proposed would improve safety on the A57/A628/A616/A61 Trans-Pennine route. The measures include changing speed limits and the use of average speed cameras. The full list of measures is shown in Figure 4-12.
- 4.15.2 Figure 4-12 shows which measures are generally supported by respondents. Improving crossing facilities for pedestrians is the most popular safety measure although it is noted that the extent to which respondents agree or disagree is similar across most of the measures listed.
- 4.15.3 Average speed cameras and changing speed limits are less popular measures in relative terms, although still supported by a majority of respondents (approximately 50%) who expressed an opinion on them. However, approximately 25% of respondents who expressed an opinion disagreed or

strongly disagreed that speed cameras and changing speed limits would improve safety.

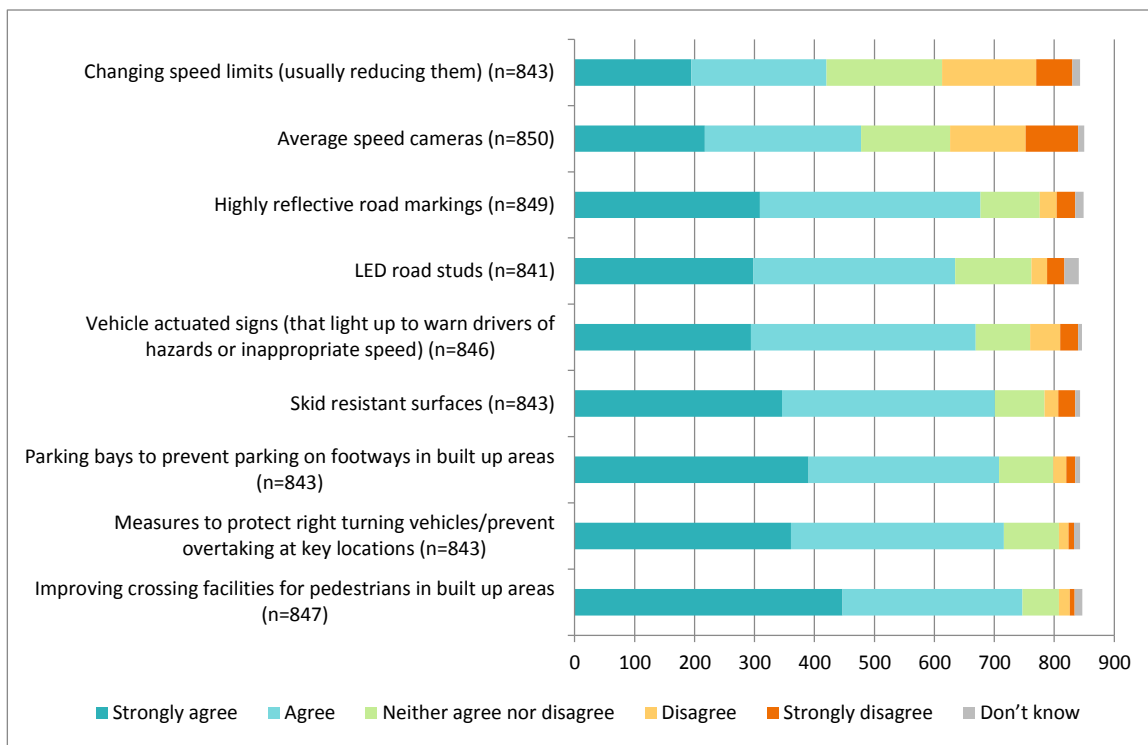


Figure 4-12: Question 8 Responses

4.16 Technology measures

- 4.16.1 Question 9 asked to what extent the respondents believe the technology measures proposed for the A57/A628/A616/A61 Trans-Pennine route would be effective in improving conditions for traffic. Responses to this question are shown in Figure 4-13.
- 4.16.2 The figure shows that respondents who answered this question are generally supportive of the technology measures proposed. The largest proportion of respondents indicate they agree, with a slightly smaller proportion indicating that they agree strongly.
- 4.16.3 Of the 844 respondents who expressed a view, 551 (65%) strongly agreed or agreed that the technology measures would improve conditions for traffic, whilst 130 (15%) strongly disagreed or disagreed with this statement. However, 163 respondents (20%) neither agreed nor disagreed or did not know.

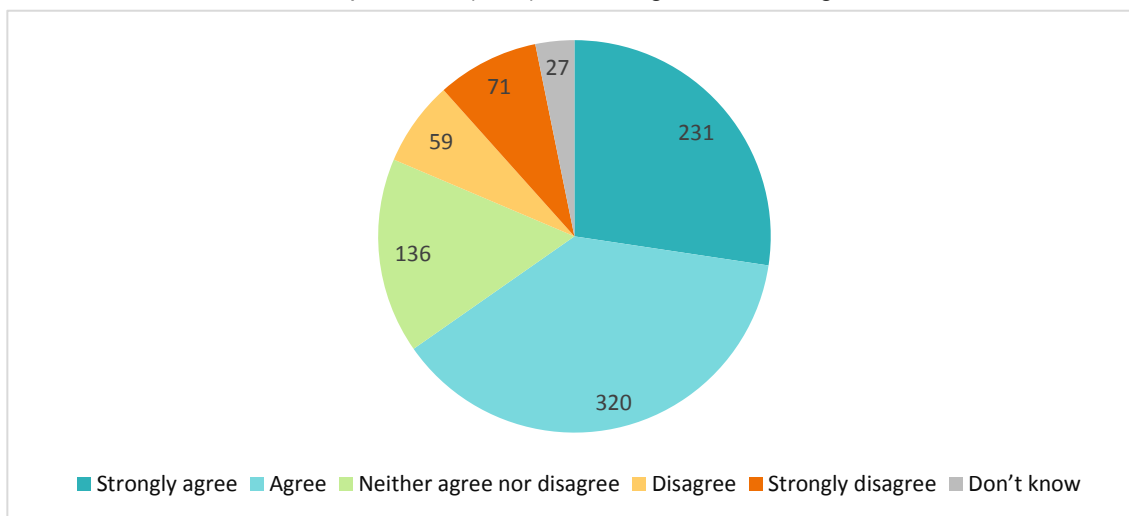


Figure 4-13: Question 9 Responses

4.17 Question 10 - Emails, letters and other responses

- 4.17.1 Responses to question 10 'Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme?', were integrated with emails, letters and other unstructured feedback.
- 4.17.2 Broadly, respondents believe that congestion will be reduced, the quality of life of residents living in traffic black spots will be better and the route will be generally safer. Many respondents urge the Department for Transport and Highways England to start work as soon possible. The scope of the support and opposition for each part of the project addressed in this consultation is analysed in detail in the relevant chapter below.
- 4.17.3 A large number of respondents offer partial support for either the whole scheme or aspects of the scheme, listing various conditions or additional measures that they believe would improve the project. For example, some respondents support the upgrade programme as long as there are clear signage and road markings, for safety and swiftness of movement, whilst others are positive, as long as the needs of pedestrians and cyclists are carefully taken into account.
- 4.17.4 Some respondents believe that the Department for Transport and Highways England need to reconsider and improve the whole scheme for the Trans-Pennine Upgrade Programme (TPUP). They believe that the proposals included in this consultation do not go far enough to tackle the problem and will be obsolete very soon, and generally emphasise a need for a comprehensive, coherent approach to planning and designing a larger solution.
- 4.17.5 A minority suggest interventions, such as improving public transport links, banning HGVs from the whole route or focussing on a Trans-Pennine tunnel, which would impact upon the case for requiring all the different proposals included in this consultation.

4.18 Question 10 - Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme?

- 4.18.1 Question 10 gives the opportunity for respondents to provide further comments on the upgrade programme. The responses provided for this question been categorised into the following broad headings:
- Concerns about programme implementation;
 - Benefits and impacts of the overall scheme;
 - Mitigation; and
 - Alternative measures and suggestions.

4.19 Question 10 - Concerns about programme implementation

Programme is inadequate

- 4.19.1 Some respondents, including the MP for Stalybridge and Hyde, believe that the upgrade programme and proposals are inadequate and fail to address the current and future challenges faced by local communities and road users. Some believe they will in fact increase congestion and traffic volume. Some of these respondents suggested additional measures to address the perceived shortcomings of the upgrade programme. These are included in Appendix F. A small number of respondents see the current proposals as a short-term part of a larger solution.
- 4.19.2 Many respondents pose the question as to why improvements have taken so long to develop. There is widespread frustration about there having been multiple consultations on the same subject for decades.

Cost and benefits

- 4.19.3 Some respondents believe that the upgrade programme, proposals and consultations are a waste of money, as they are perceived to fall short of resolving current problems, worsen current problems,

and/or there is little return on investment. A few of these respondents feel that there should be further consideration and assessment of alternative, larger measures to ensure that money is well spent and brings about effective solutions. Some respondents express concerns that the proposals in this consultation and the upgrade programme overall are expensive or not affordable given the available budget. In some cases, these concerns relate to respondents' views on prioritisation.

- 4.19.4 Some respondents, including the Peak District National Park Authority, believe that the benefits of the upgrade programme and proposals will only be realised by certain communities and areas, and that it may indeed worsen the situation for other communities.

Assessments, assumptions and modelling

- 4.19.5 One respondent challenges the data quoted regarding projected increases in traffic, suggesting that the Department for Transport and Highways England are forecasting statistics that suit the project rather than creating a solution for more realistic statistics. Several other respondents also question these estimates, and data provided regarding traffic in Glossop, but in less detailed terms.

4.20 Question 10 - Benefits and impacts of the overall scheme

Environment

- 4.20.1 The majority of respondents who express a clear opinion on the Trans-Pennine Upgrade Programme as a whole, support it because they believe it will improve the environment in local communities.
- 4.20.2 They strongly support TPUP initiatives to move traffic away from settlements and reduce congestion in towns and villages. However, some other respondents are opposed to the project, believing improvements will increase the amount of traffic using the route and therefore have a negative impact on the environment, especially pollution.
- 4.20.3 Several respondents cite improved air quality as a benefit of the scheme. However, a similar number believe that air quality will be negatively affected by increased numbers of vehicles on the road.
- 4.20.4 Many respondents, including Natural England, the National Trust and the Peak District National Park Authority, are concerned about the impact on habitats and designated sites, including the South Pennine Moors Special Area of Conservation (SAC), Peak District Moors (South Pennine Moors Phase 1) Special Protection Areas (SPA) and Dark Peak Site of Special Scientific Interest (SSSI). The National Trust says that the impact of the proposals affects the first and second statutory purposes of the National Park.

Cultural heritage

- 4.20.5 A few respondents mentioned concerns around potential negative impacts on archaeological remains; listed buildings in Old Hall Lane; and conservation areas in Langsett and Midhopstones.

Local amenities

- 4.20.6 Many respondents, including the National Trust and the Peak District National Park Authority, are concerned about the impact of the project on the countryside and open spaces used for recreation. Several respondents, including the Peak District National Park Authority, are concerned about potential impacts on recreation amenities (such as the Trans-Pennine Trail) and non-motorised users (pedestrians, cyclists and equestrians), a few feel that these concerns were not suitably addressed in the consultation. The Trans-Pennine Trail provides an analysis of the potential negative impact on visitor numbers using the path. Several respondents regret the loss of Mottram Showground.

Health

- 4.20.7 Several respondents are concerned that the health of local people could be affected by pollution and a decrease in air quality, especially where roads move closer to houses and residential areas.

Safety

- 4.20.8 A large number of respondents mention safety as a key issue when considering the questions posed

in the consultation. Many respondents are unhappy that the current route has numerous accident blackspots and hazards. There are concerns expressed for the safety of all road users, including pedestrians, cyclists and horse riders, as well as drivers. Most respondents believe the project as proposed will improve safety on the route. However, a minority are concerned that improved roads will lead to more vehicles, higher speeds and therefore greater probability for accidents.

- 4.20.9 Several respondents suggest that the proposals will limit access to health-care, notably that provided at Tameside Hospital, especially for vulnerable groups. They also suggest that construction work in all 3 parts of the project has the potential to hinder the work of emergency services. They ask that the new scheme keeps emergency access in mind during the design process, as the upgrade programme has the potential to be beneficial in this regard.

Congestion and journey time

- 4.20.10 Many respondents support the overall upgrade programme as they believe it will alleviate congestion and improve journey times, both locally (including Glossop, Woolley Bridge, Hadfield, Mottram, Hollingworth, Charlesworth and Broadbottom) and between Manchester and Sheffield. They cite the unpredictability of journey times, as well as the high volume of visitor traffic in the summer, as causes of frustration to local people. They believe that the situation is worsening year by year and that the project needs to be implemented as soon as possible.
- 4.20.11 A minority of respondents feel the project would have an overall negative impact on congestion, because it would simply move traffic jams into different locations and not solve the overarching problem. Opinion was divided amongst respondents about whether journey times would be decreased, and if so, whether the time saved would be significant. A few respondents suggest that there may be a short-term improvement in journey times, but in the long-term increased traffic and subsequent traffic calming measures, such as speed controls, would render the improvements obsolete, triggering further need for intervention.
- 4.20.12 Several respondents feel that future developments in the area are an issue, as they believe that they will exacerbate existing congestion and safety risks. Concerns are mainly about plans to build more houses in Glossop, which will bring more traffic to the area.
- 4.20.13 There are also concerns from a few respondents that residents of Glossop and Hadfield would stop using rail transport if congestion is reduced, meaning more vehicles would be on the road and putting rail infrastructure at risk of closure.

Socio-economics

- 4.20.14 Many respondents believe that the project would be beneficial to local businesses and for driving forward wider scale economic success across the region, through the Northern Powerhouse. Several respondents feel that the improvements are essential, as communities are isolated. A good road is essential for access to employment opportunities and businesses will fail without better infrastructure.
- 4.20.15 A business operating in the area calculates the amount of time lost because of the current state of the road, and estimates that the business loses tens of thousands of pounds as a result of congestion and other avoidable hold-ups. They strongly support TPUP.
- 4.20.16 Several respondents are concerned that the proposals will have a negative impact on the value of their properties, especially in the residential area near the tunnel. However, a real-estate agent suggests more people will be attracted to live in the area around Mottram after the upgrade programme has been implemented, driving up house prices.

Engineering and construction

- 4.20.17 The majority of respondents, whether they support the proposals or not, express concern about potential impacts of construction, such as restricted access to homes. Many respondents suggest that residents will be inconvenienced during the engineering works.
- 4.20.18 Many respondents mention the need for long term planning. They want the initiative to stand the test of time, so that there is no need for further engineering work and disruption in the near future. A few respondents urge the Department for Transport and Highways England to make this project an example of design excellence in sustainable transport. With long-term planning in mind, some respondents believe that the scheme as proposed does not go far enough to improve the situation

and that it needs to consider other possible infrastructure projects in the region. For example, the Trans-Pennine tunnel needs to be given more consideration in its potential future relationship with TPUP.

4.21 Question 10 - Mitigation

4.21.1 Some respondents, including High Peak Borough Council and the Peak District National Park Authority, express concerns about the mitigation of negative project and construction impacts on local communities, the environment and the Peak District National Park. Some of these respondents provide related suggestions for mitigation measures, including:

- embank and fully screen works;
- utilise low noise road surfaces;
- install an air quality monitoring station within Glossop;
- evaluate air quality, water levels and climate change risks;
- development of tunnels under highways to reduce animal strikes;
- road design that enables animal migration;
- tree planting – to absorb carbon, absorb noise and improve visual appearance; and
- involve active participation of local communities.

4.21.2 Given the location of the upgrade programme, Natural England and the Peak District National Park Authority expect a high standard of design, to protect and enhance the environment (landscape, habitats and biodiversity), access and recreation. Natural England emphasise their willingness to work with Highways England and its consultants. The Peak District National Park Authority are concerned that a piecemeal solution will lead to ongoing, cumulative harm to the National Park, without achieving the best solution for communities or road users. They suggest taking a holistic, comprehensive approach to enable better judgement of costs, benefits and impacts; ensure that the National Park is not jeopardised; and that benefits are maximised.

4.22 Question 10 - Alternative measures and suggestions

4.22.1 Many respondents suggest alternative measures and approaches that they believe should be implemented. A small number of respondents believe that previously discounted proposals were better, such as the original Trans-Pennine bypass tunnel, Trans-Pennine motorway and a bypass of Mottram, Hollingworth and Tintwistle.

4.22.2 Suggestions provided fall into the following general concepts:

- construction of and improvements to bypasses and motorways;
- construction of a tunnel;
- reduction of freight and HGVs on the route;
- maintenance and improvement of existing road infrastructure; and
- reducing pressure on Trans-Pennine road networks.

4.22.3 Appendix F provides further detail on the alternative measures and suggestions put forward by respondents. These suggestions will be taken into consideration and will be subject to a technical, economic and environmental evaluation.

4.23 Questions 11-13 asked respondents about the consultation

4.23.1 Question 11. *How did you find out about the consultation?* Respondents were asked to select from 8 options to indicate how they found out about the consultation. Note that respondents could select more than 1 option. The largest proportion of respondents found out about the consultation through flyers or letters issued by Highways England, see Figure 4-14.

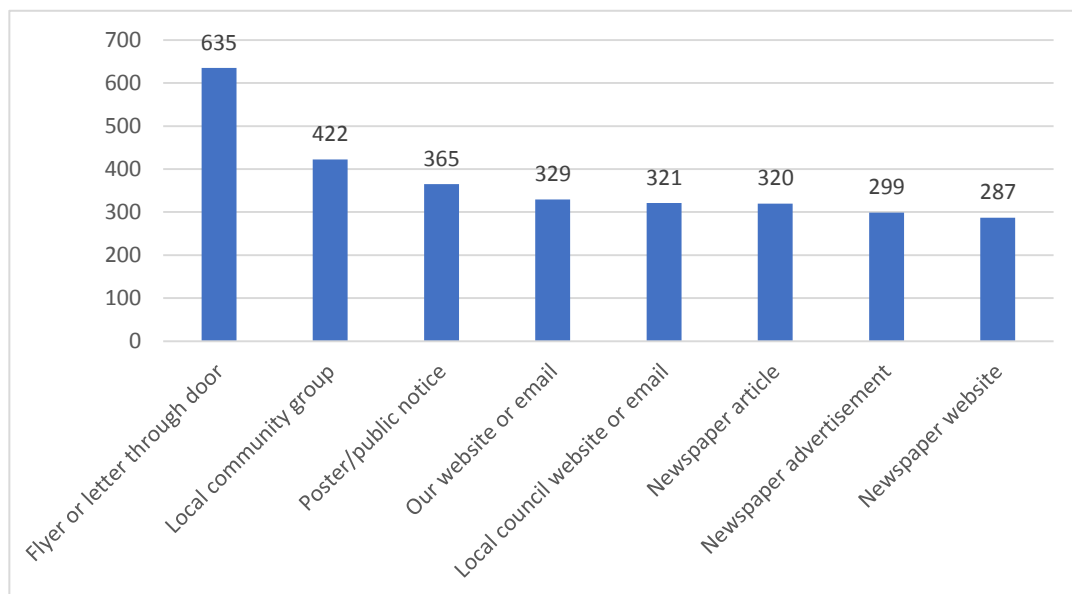


Figure 4-14: Question 11 Responses

4.23.2 Question 12. *Have you found the consultation materials useful in answering your questions?* Figure 4-15 shows that just over half of the respondents found that the consultation materials were useful to a certain extent, with only a small proportion (67) indicating that they did not find the consultation materials useful in answering their questions.

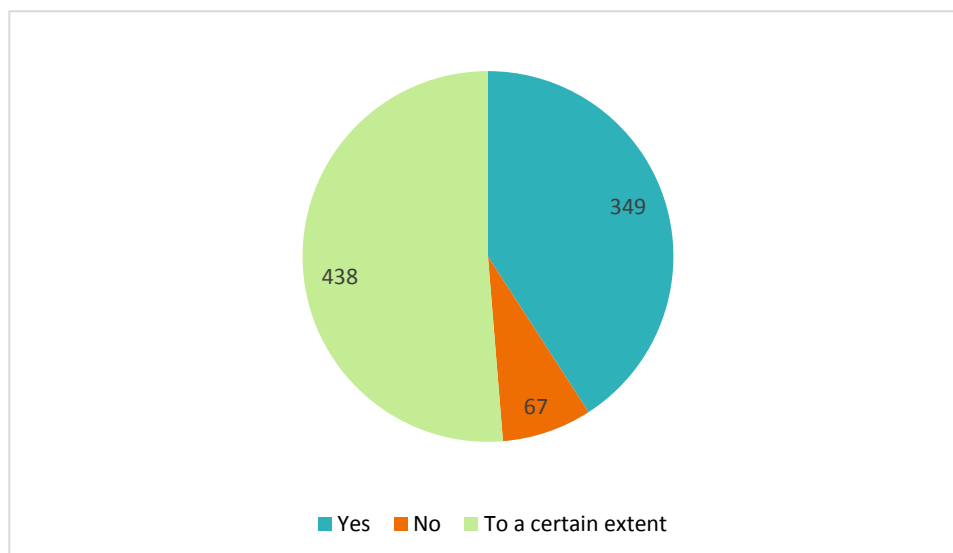


Figure 4-15: Question 12 Responses

4.23.3 Question 13. *Did you attend one of our public exhibitions?* Question 13 asked which (if any) of the exhibitions respondents attended during the consultation period. 876 people responded to this

question. Figure 4-16 indicates more respondents stated they attended the exhibition in Hollingworth, with similar numbers attending the Glossop and Mottram exhibitions.

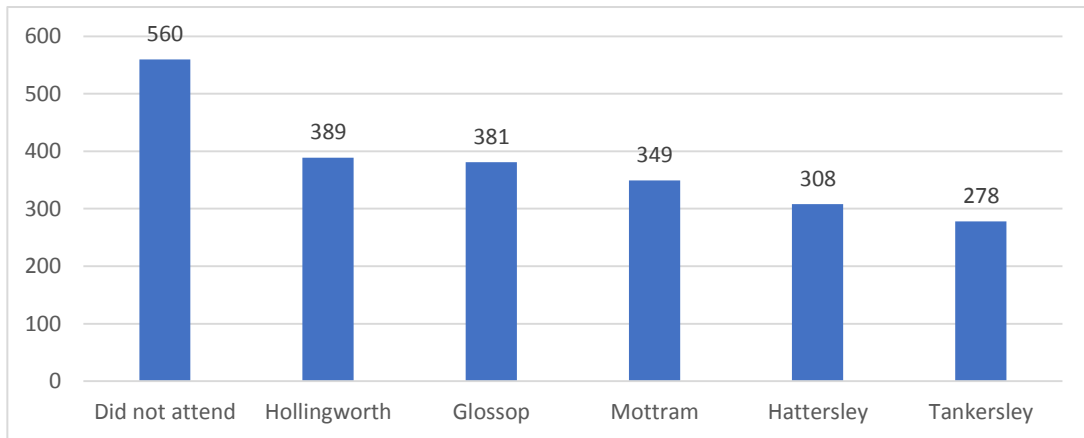


Figure 4-16: Question 13 Responses

- 4.23.4 The responses to this question are not coherent. As 560 respondents out of the 876 answering indicated they did not attend an exhibition, this implies 316 did. However, a higher number of respondents stated that they did attend. Furthermore, the numbers of visitors who signed in to each of the exhibitions (see table 3.1) does not match the response to this question.

5 CONCLUSION

- 5.1.1 The public consultation for the A57 A628 Trans-Pennine Upgrade Programme reached a wide audience and generated significant interest of those who live near the proposed scheme and others who use the road network.
- 5.1.2 More than 870 responses to the questionnaire were received and in addition, respondents provided alternative measures and suggestions which will be taken into consideration as the scheme progresses.
- 5.1.3 Generally, the scheme received positive feedback with many respondents believing that congestion throughout the area is an important issue that needs addressing.
- 5.1.4 Of the respondents who expressed a preference, support for each options was as follows:
- 60% preferred Option A compared to 40% for Option B of the Mottram Moor Link Road and the A57 (T) to A57 Link Road. However nearly a fifth of respondents did not express a preference
 - 72% preferred Option 1 compared to 28% for Option 2 of the A61 Dualling. However half of the respondents did not express a preference.
- 5.1.5 Of the respondents who indicated the extent to which they agreed or disagreed to the other scheme elements:
- The majority of respondents (63%) strongly agree or agree that the climbing lanes will reduce collisions and journey times. However, 14% strongly disagree or disagree with this and 23% of respondents neither agree nor disagree or don't know.
 - Approximately 50% strongly agreed or agreed that changing speed limits and average speed cameras would improve safety. However, approximately 25% strongly disagreed or disagreed with this statement.
 - For the remaining safety measures, there was widespread agreement that they would be effective.
 - 65% strongly agreed or agreed that the technology measures would improve conditions for traffic, whilst 15% strongly disagreed or disagreed with this statement and 20% neither agreed nor disagreed or did not know.

Appendix A – Consultation Material

Appendix B – Engineering Drawings Presented

Appendix C – Press Release and Advertisement

Appendix D – Flyer Distribution Area

Appendix E – List of VIPs and Stakeholders and Invitation Letter

Appendix F – Trans-Pennine Upgrade Programme Public Consultation Dialogue by Design Report

Trans-Pennine Upgrade Programme

Public consultation



Trans-Pennine Upgrade Programme

Public consultation

The scheme

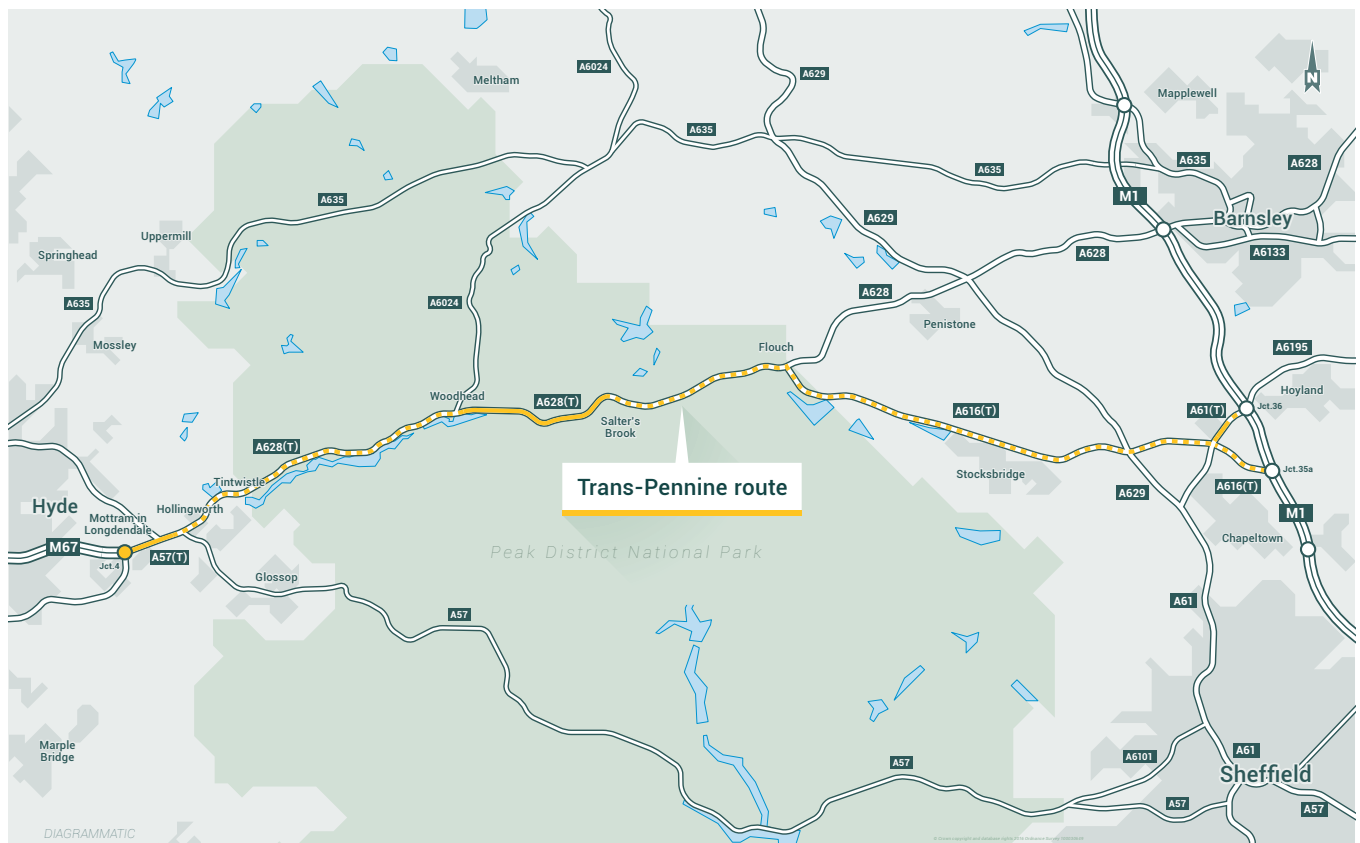
Highways England's Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy and involves improving journey times, tackling congestion and reducing incidents between Manchester and Sheffield.

The Trans-Pennine route, which includes the A57, A628, A616 and A61, mainly consists of single carriageways with steep gradients and sharp bends, and is particularly affected by bad weather.

Schemes that form the Trans-Pennine Upgrade Programme are also designed to reconnect communities divided by busy roads and contains the following elements:

- Mottram Moor Link Road – a dual carriageway link from the M67 terminal roundabout to a junction at A57(T) Mottram Moor
- A57(T) to A57 Link Road – a single carriageway link from the A57 at Mottram

- Moor to a junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Woolley Bridge Road junctions
- A61 Dualling - a dual carriageway on the A61 between the A616 roundabout and junction 36 of the M1
- A628 Climbing Lanes –two overtaking lanes on the A628 near Woodhead Bridge and near Salters Brook Bridge
- Safety and technology improvements – safety measures focused on addressing collisions along the whole route and technology measures to provide driver information and inform route choices



Strategic benefits

The scheme will:

- Support economic growth by reducing journey times between the Manchester and Sheffield.
- Reduce delays by providing a network better able to deal with increased congestion following collisions and incidents.
- Provide more reliable journey times to key locations, for example, Manchester Airport.
- Improve safety along whole route.

Local benefits

The scheme will:

- Remove through traffic from some of the existing main roads in Mottram and Hollingworth, reducing noise levels and pollution to properties fronting these roads.
- Reduce the difficulty in using pavements and crossing the road in Mottram and Hollingworth and improve conditions for pedestrians and cyclists.
- Reduce congestion and delays affecting residents and businesses in the area.
- Help the reliability of public transport because of reduced congestion and delays.
- Improve junctions on the A61 where there is a record of collisions.

Your input means a lot to us

The proposals presented in this booklet have been informed by feedback provided at the public awareness events in October 2016. Approximately 600 people attended the events and provided a wide range of comments.

We're now launching the public consultation on the upgrade and its shortlisted options and this is your opportunity to tell us what you think. We'd like to hear your views as well as views from local businesses and those who may have specialist knowledge that may help us to improve the options.

The information will help us refine the proposals further and choose which options to take forward to the next stage of design. Any future scheme developments are subject to agreement on funding being obtained.

Currently, the proposals are not affordable within the scheme budget. We will continue to look for ways to reduce the costs to an affordable level, to allow the scheme to be constructed.

Details of how to respond are at the back of this booklet.

The consultation will run for four weeks, starting Monday 13 March 2017 and closing Monday 10 April 2017.

What we are consulting on

For the Mottram Moor Link Road and the A57 (T) to A57 Link Road

Option A

Option A includes

- a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Option B

Option B includes

- a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

For the A61 Dualling

Both options provide a dual carriageway from the M1 Junction 36 to Westwood roundabout. The options are identical apart from the junction arrangements along the route

Option 1

- to stop all right turn movements at the minor road junctions so that they become left in, left out junctions only.

Option 2

- to stop all right turn movements out of the minor roads onto the A61 but maintain the right turns from the A61 into Westwood New Road and Wentworth Way.

A628 Climbing Lanes

Climbing lanes are overtaking lanes which separate slow-moving vehicles from faster traffic. We'd like to build two climbing lanes as part of this element. Both would be built by cutting into the adjacent ground on the northern (higher) side, to provide a wider single carriageway. There would be two lanes in the eastbound (uphill) direction and a single westbound (downhill) lane.

For the safety improvements

We are considering implementing various measures, including:

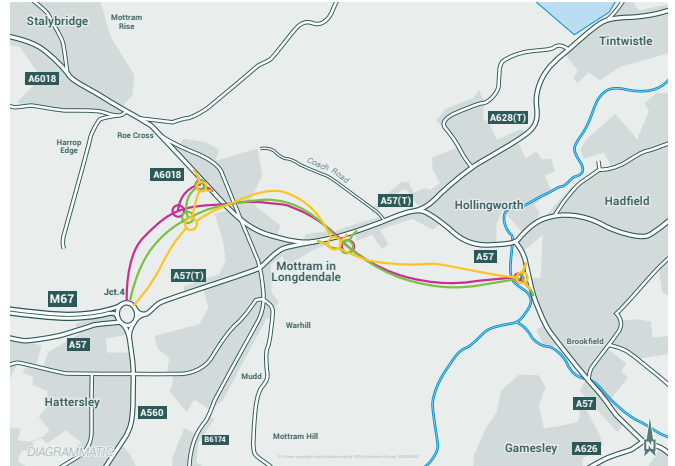
- changing speed limits (usually reducing them)
- average speed cameras
- introducing highly reflective road markings
- installing LED road studs
- erecting vehicle actuated signs that light up to warn drivers of hazards or inappropriate speed
- introducing skid resistant surfaces
- providing parking bays to prevent vehicles parking on footways in built up areas
- installing measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations
- providing better crossing facilities for pedestrians in built up areas

Technology Improvements

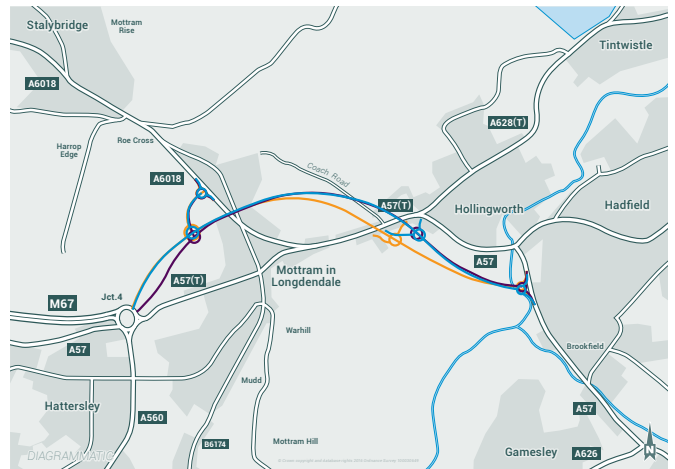
We propose to install additional variable message signs (VMS) to inform drivers of conditions on the network and automate the existing snow gates.

Discounted Options

We considered, and discounted, the options shown below for a range of safety, environmental, engineering and operational reasons. We also rejected building Options A or B without the A57(T) to A57 Link Road as the scheme wouldn't perform as well if this were removed.



The green and pink proposals ran closer to Edge Lane than Option A (shown yellow) and crossed Mottram Moor near the Back Moor junction. They then ran closer to Carr House Farm, but joined the A57 at Brookfield at the same point.



Between the M67 and the tunnel under Roe Cross Road the purple proposal was similar to Option A and the blue proposal to Option B. East of the tunnel both routes ran closer to the Gun Inn than Option B, crossing Wednesough Green, but joined the A57 at Brookfield at the same point.

To see larger plans of the above please visit our website.

We identified two other possible locations for the A628 climbing lanes. Both locations had junctions in their length and were rejected for safety reasons.

Benefits and effects of our proposals

In assessing the benefits and effects of the proposed options, we look at a variety of topics.

As this consultation is taking place at an early stage in the overall project, this information is still being developed as further surveys and assessments are carried out in accordance with national guidance.

Mottram Moor Link Road and A57(T) to A57 Link Road

Option A

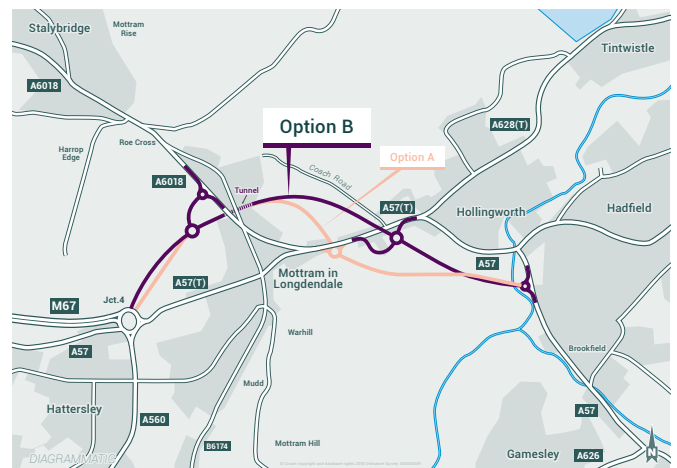
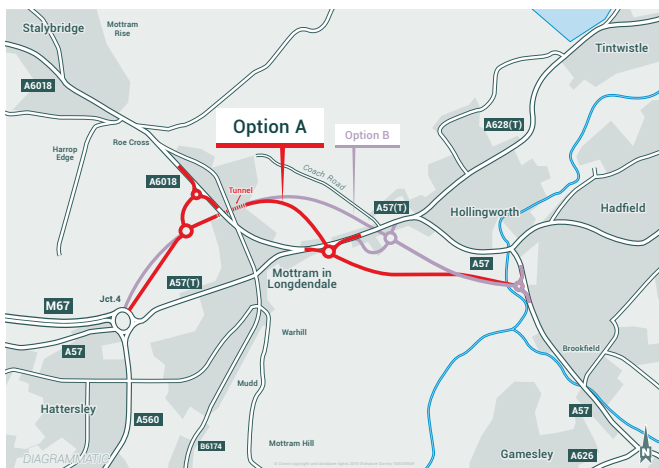
Option A includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near the existing junction with Back Moor. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns sharply southwards to a new junction just east of the existing Back Moor traffic lights of A57(T) with A6018. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley toward the River Etherow where it will connect to the existing A57 via a new junction at Brookfield.

Several new drains will be required to carry existing streams beneath the new road and there will be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield will be required.

Option B

Option B includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near Coach Road. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns southwards to form a new junction at Mottram Moor near Coach Road west of the existing Gun Inn Traffic lights at A57(T) with A57 Woolley Lane. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley parallel to Woolley Lane toward the River Etherow where it will connect to the existing road network via a new junction on the A57 Woolley Lane at Brookfield.

Several new drains will be required to carry existing streams beneath the new road and there will be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield will be required.



To see larger plans of the above and engineering drawings with more detail, please visit our website.

Topic	Benefits and effects	
	Option A	Option B
Air quality	Our initial assessments are showing some locations, such as Mottram, would experience an improvement in air quality, while others are currently showing some deterioration and we shall be taking steps to minimise or avoid these impacts through our next stages of design	
Cultural heritage	Adverse effects but no difference between options	
Landscape and townscape	Fewer adverse effects	More adverse effects
Nature conservation	Fewer adverse effects	More adverse effects
Geology and soils	Both options have similar negligible effects	
Noise and vibration	Fewer houses would experience noise increases and decreases	More houses would experience noise increases and decreases
Safety and effects on all travellers	Smaller reduction in collisions	Larger reduction in collisions
Reconnecting communities	Both options would provide pedestrians with similar substantial relief from existing crossing issues in Mottram and Hollingworth	
Community assets and private property	Impact on Mottram Showground Demolition of houses at Old Road and Old Hall Lane	Impact on Mottram Showground Demolition of houses at Old Road, Old Hall Lane, Mottram Moor, Coach Road and Carr House Lane Loss of one commercial property
Road drainage and the water environment	Marginally greater impact	Marginally less impact
Construction	Both options would require road closures and temporary diversions during the construction of Mottram tunnel	
Improvement to regional journey times	Improvements to regional journey times similar for both options	
Improvement to local journey times	Improvements to local journey times on the M67-Mottram-Glossop corridor similar for both options	
Relief of existing roads	Through traffic removed from Hyde Road, part of Roe Cross Road, Back Moor and Woolley Lane	Through traffic removed from Hyde Road, part of Roe Cross Road, Back Moor, part of Mottram Moor and Woolley Lane
Relief at existing junctions	Congestion relieved at Jollies Corner, Back Moor traffic lights, Gun Inn and Woolley Bridge	
Land-take required	A significant area of land, including farmland, will be required. Both options have similar land take requirements	
Cost	£180M - £310M	£170M - £300M
Time to construct	Approximately 30 months for both options	
Disruption during construction to residents and businesses	There will be some disruption. No difference between options identified at present	
Disruption during construction to traffic	There will be some disruption. No difference between options identified at present	
Pedestrians, cyclists and horse riders	Both options would provide pedestrians cyclists and horse riders with similar better facilities in Mottram and Hollingworth	

A61 Dualling

Both options provide a dual carriageway from the M1 Junction 36 to the Westwood roundabout.

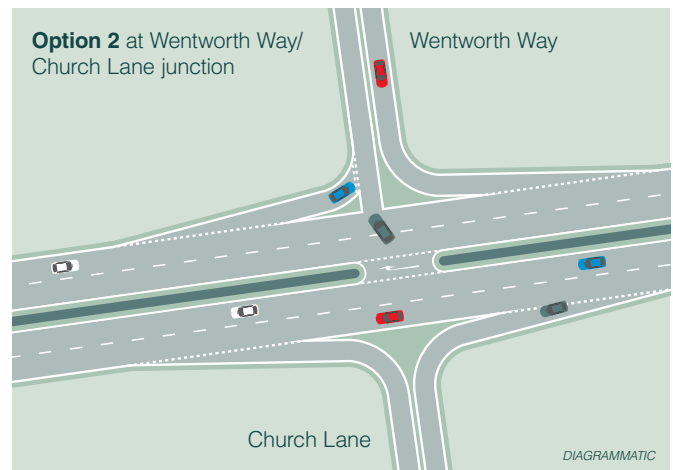
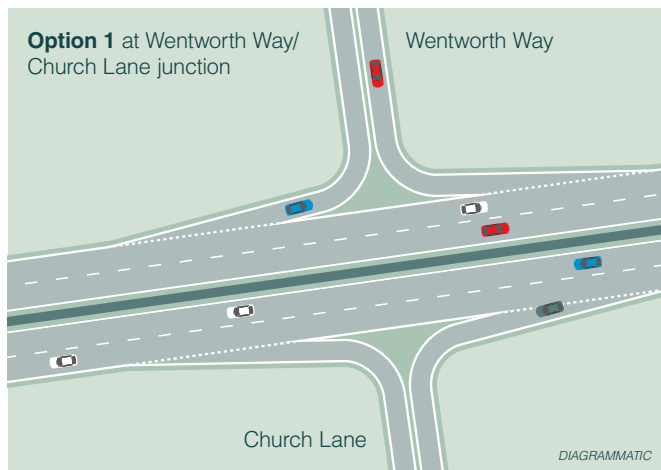
We are considering two options, with different arrangements at the Wentworth Way/Church Lane and Westwood New Road junctions. Both options improve junctions on the A61 where there is a record of collisions.

Option 1

- There would be no gaps in the central reserve. This would stop traffic turning right at the minor road junctions. All traffic would have to turn left out of Westwood New Road, Wentworth Way and Church Lane onto the A61, and turn left into these roads from the A61.

Option 2

- There would be gaps in the central reserve allowing traffic to turn right from the A61 into Wentworth Way and Westwood New Road. The arrangement of the junction islands would stop traffic from turning right out of the minor road junctions. All traffic would have to turn left out of Westwood New Road, Wentworth Way and Church Lane, but traffic could still turn from the A61 into Westwood New Road and Wentworth Way.



The option 1 and option 2 arrangements at the Westwood New Road junction would be similar to those at Wentworth Way.

Topic	Benefits and effects of the A61 Dualling	
	Option 1	Option 2
Air quality	Some adverse impacts. Little difference between Option 1 and Option 2	
Cultural heritage	Some adverse impacts. Little difference between Option 1 and Option 2	
Landscape and townscape	Some adverse impacts. Little difference between Option 1 and Option 2	
Nature conservation	Some adverse impacts. Little difference between Option 1 and Option 2	
Geology and soils	Some adverse impacts. Little difference between Option 1 and Option 2	
Noise and vibration	Some adverse impacts. Little difference between Option 1 and Option 2	
Safety and effects on all travellers	Reduction in collisions as all conflicts at right turns removed	Lesser reduction in collisions as some conflicts at right turns remain
Relief from severance	None	
Community assets and private property	Little difference between Option1 and Option 2	
Road drainage and the water environment	Little difference between Option1 and Option 2	
Construction	Little difference between Option1 and Option 2	
Improvement to regional journey times	Yes – improvements with both options would be similar	
Improvement to local journey times	Yes, but less effective as traffic could not turn right into Wentworth Way and Westwood New Road	Yes, but more effective as traffic could turn right into Wentworth Way and Westwood New Road
Relief of existing roads	None	
Relief at existing junctions	Yes, but traffic could not turn right into Wentworth Way and Westwood New Road	Yes, but traffic could turn right into Wentworth Way and Westwood New Road
Land-take required	Yes. No difference between options. Any land required will be minimal and be taken from immediately adjacent to the highway boundary. No properties will be affected	
Cost	£25M - 60M	
Time to construct	Approximately 21 months – for both options	
Disruption during construction to residents and businesses	Yes. No difference between options	
Disruption during construction to traffic	Yes. No difference between options	

Trans-Pennine Upgrade Programme

Customer questionnaire

We want to understand your views about the options for the improvements that form the Trans-Pennine Upgrade Programme. Please tell us what you think by completing this short questionnaire below or online at www.highways.gov.uk/trans-pennine-upgrade/.

If you're returning this to us by post, please follow the instructions on the inside back page of the questionnaire and pop it in the post.

Please submit your completed questionnaire by 10 April 2017.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name:

Address:

..... Postcode:

Email:

Are you responding on behalf of an organisation?

Yes No

If Yes, please name the organisation:

Organisation:

The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on this project. Your personal information will not be shared with any other individuals or organisations beyond the provision set out in the Freedom of Information Act 2000 and Environmental Information Regulations 2004. The information you submit will only be used in support of the purpose specified in the survey. Personal details are collected only to ensure entries are not duplicated and in order to contact correspondents if necessary.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
iv We should improve air quality in the villages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v We should reduce noise and vibration in the villages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
vi We should improve facilities so it is easier for people to use the pavements /cross the road and reconnect communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
vii Reducing collisions is more important than reducing journey times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
viii The slow journey times and poor connectivity of the route are exceptional circumstances that need to be remedied	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ix Poor road conditions in the national park rarely occur	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
x The A57/A628/A616 should remain a route for all types of Cross-Pennine traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5a. **Which of the two options** for the Mottram Moor Link Road and the A57(T) to A57 Link Road (please see consultation brochure) do you prefer? **Please tick the appropriate box.**

Option A A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Option B A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

5b. Please tell us why you prefer this option

.....

.....

.....

.....

.....

.....

About the consultation

(Please tick the appropriate boxes)

11. How did you find out about this consultation?

- | | | |
|---|---|--------------------------|
| <input type="checkbox"/> Flyer or letter through door | <input type="checkbox"/> Newspaper* website | <input type="checkbox"/> |
| <input type="checkbox"/> Poster/public notice | <input type="checkbox"/> Our website or email | <input type="checkbox"/> |
| <input type="checkbox"/> Newspaper* advertisement | <input type="checkbox"/> Local council website or email | <input type="checkbox"/> |
| <input type="checkbox"/> Newspaper* article | <input type="checkbox"/> Local community group | <input type="checkbox"/> |

* If so, please state which paper:

12. Have you found the consultation materials useful in answering your questions?

- Yes To a certain extent No

13. Did you attend one of our public exhibitions? If so, which one?

- | | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Mottram | Tankersley | Glossop | Hattersley | Hollingworth | Did not attend |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

i. Your gender?

- Male Female Prefer not to say

ii. Your age?

- 16-24 25-34 35-44
 45-54 55-64 65+

iii. Do you consider yourself to have a disability?

- Yes No

Thank you for taking the time to complete our feedback form.

Your views are important to us. When you have completed this form, simply pop the completed form into a C4, C5 or DL sized envelope and address it to:

Freepost TRANS-PENNINE UPGRADE PROGRAMME

There's no need for a stamp but please make sure you return it in time to reach us no later than 10 April 2017

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

You can keep up-to-date with the scheme by checking out the Highways England website:

www.highways.gov.uk/trans-pennine-upgrade/

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This document is also available on our website at **www.highways.gov.uk**

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***. Please quote the Highways England publications code **PR238/16**.

Highways England creative job number N160495

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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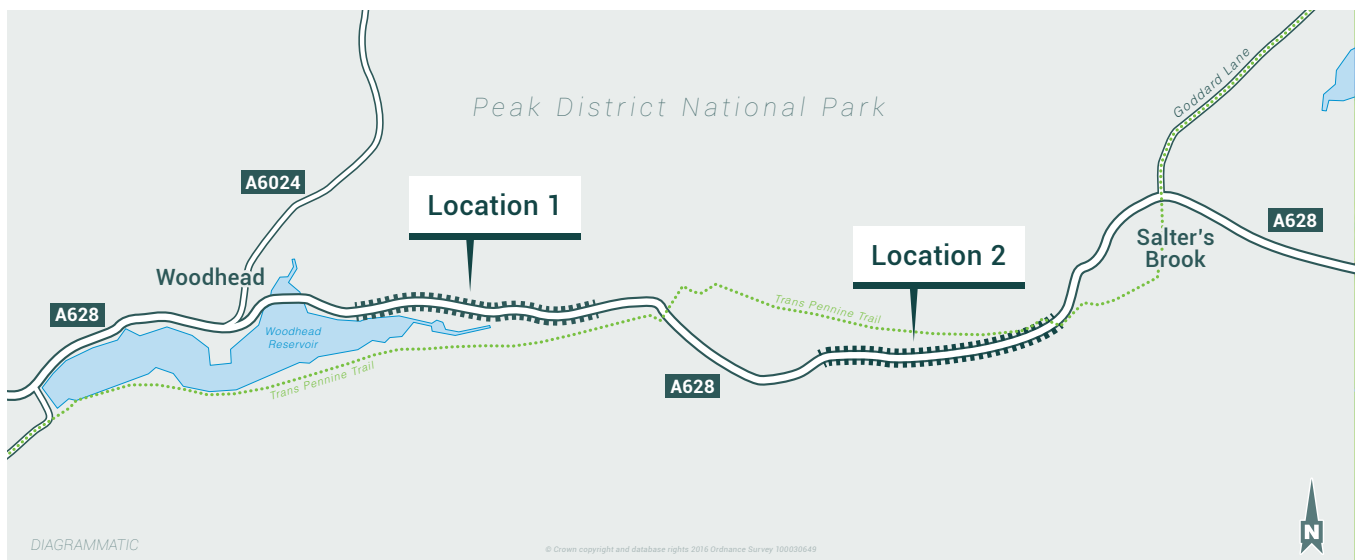
A628 Climbing Lanes

There are currently few opportunities for overtaking in the eastbound direction between Tintwistle and Flouch which can be a cause for driver frustration and collisions given the number of heavy vehicles using the route.

We'd like to build two climbing lanes. These would provide two sections of dedicated east bound overtaking lane to improve journey times and safety. Both would be built by cutting into the adjacent ground on the northern (higher) side, to provide a wider single carriageway. There would be two lanes in the eastbound (uphill) direction and a single westbound (downhill) lane.

At location 1, between Woodhead Bridge and the west portals of the old tunnels, the three lane section would be 800 metres long. The tie-ins, where the road widens from two lanes to three would be at least 250m long. At location 2, between the west portals of the old tunnels and Salters Brook, the three lane section would be 1100 metres long, with similar tie-ins at each end. The Trans-Pennine Trail crossing point would need to be changed.

We would look to do all we can to minimise impacts on the environment and will work with Natural England and the Peak District National Park Authority to get the best balance between limiting environmental impacts and land take in the national park.



To see engineering drawings with more detail, please visit our website.

Topic	Benefits and effects of the A628 climbing lanes
Air quality	Not yet assessed
Cultural heritage	No significant adverse effects
Landscape and townscape	Adverse landscape and visual impacts are likely and we will develop landscaping measures to reduce these impacts
Nature conservation	Uncertain effects (at present) on the Peak District Moors (South Pennine Moors Phase 1) Special Protection Area, South Pennine Moors Special Area of Conservation and the Dark Peak Site of Special Scientific Interest. Uncertainty (at present) about the species, and the extent and quality of their habitats that may be affected. We will develop mitigation measures to reduce these effects
Geology and soils	No significant adverse effects anticipated
Noise and vibration	Not yet assessed
Safety and effects on all travellers	Improvements to road safety from addressing overtaking collisions
Relief from severance	None
Community assets and private property	Open Access Land within the Peak District National Park affected
Road drainage and the water environment	No significant adverse effects anticipated
Construction	Traffic management, temporary traffic lights with single lane working and occasional closures will cause traffic to divert onto other roads.
Improvement to regional and local journey times	Shorter journey times for some vehicles, and better journey time reliability
Land-take required	Agricultural land required. The extent of land take depends on the mitigation measures adopted
Cost	£15M - £21M
Time to construct	24 to 39 months (depending on phasing)
Disruption during construction to residents and businesses	Disruption to farm operations
Disruption during construction to traffic	Yes – temporary closures and traffic lights/single lane working needed

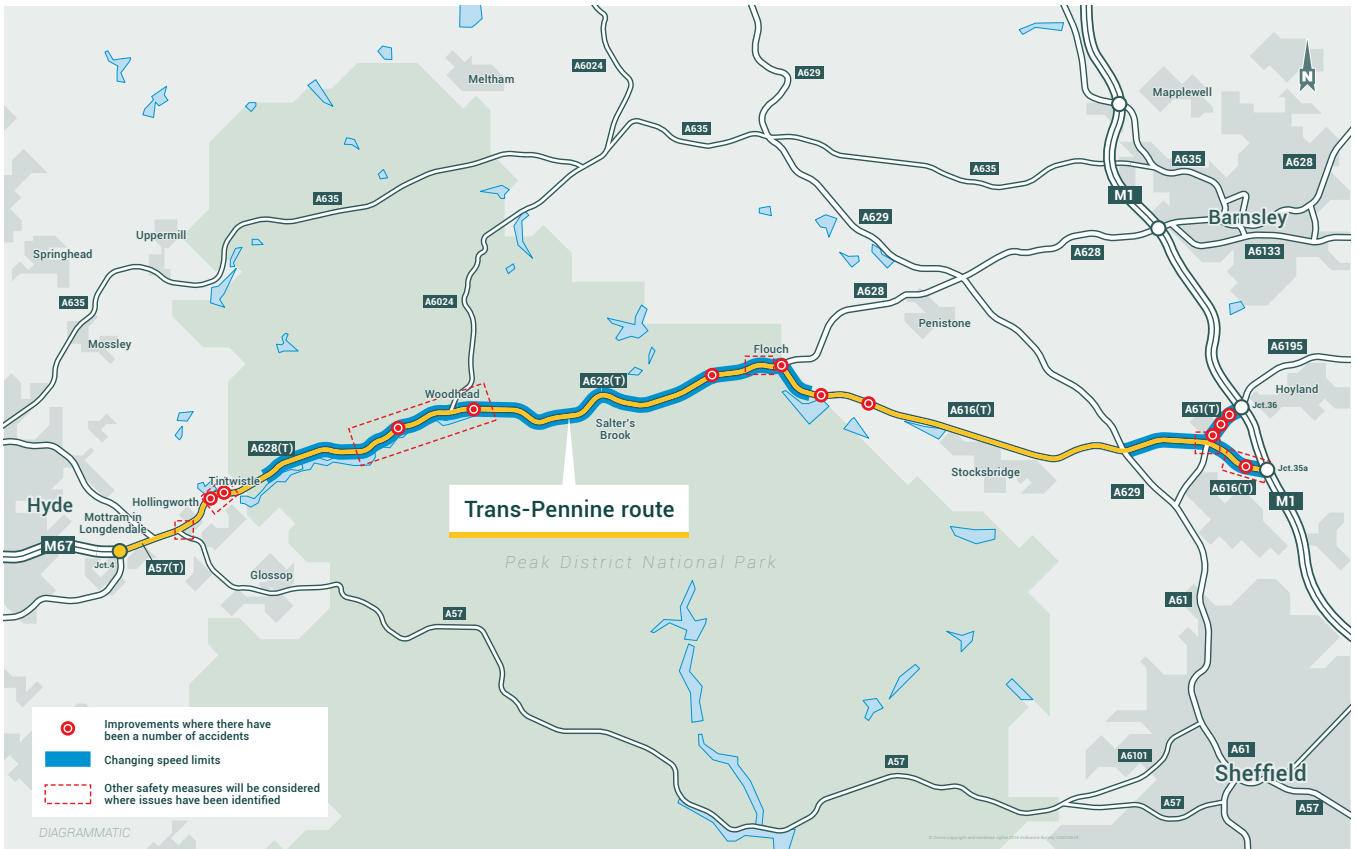
Safety Improvements

Our proposals are for a package of localised safety measures and improvements at locations along the A57, A628, A616 and the A61, addressing collisions at cluster sites and along the whole route. They would be selected from:

- changing speed limits (usually reducing them)
- average speed cameras
- introducing highly reflective road markings
- installing LED road studs
- erecting vehicle actuated signs that light up to warn drivers of hazards or inappropriate speed

- introducing skid resistant surfaces
- providing parking bays to prevent vehicles parking on footways in built up areas
- installing measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations
- constructing better crossing facilities for pedestrians in built up areas

We are considering, with key stakeholders such as the Police, which measures should be implemented and where (shown in the following map).



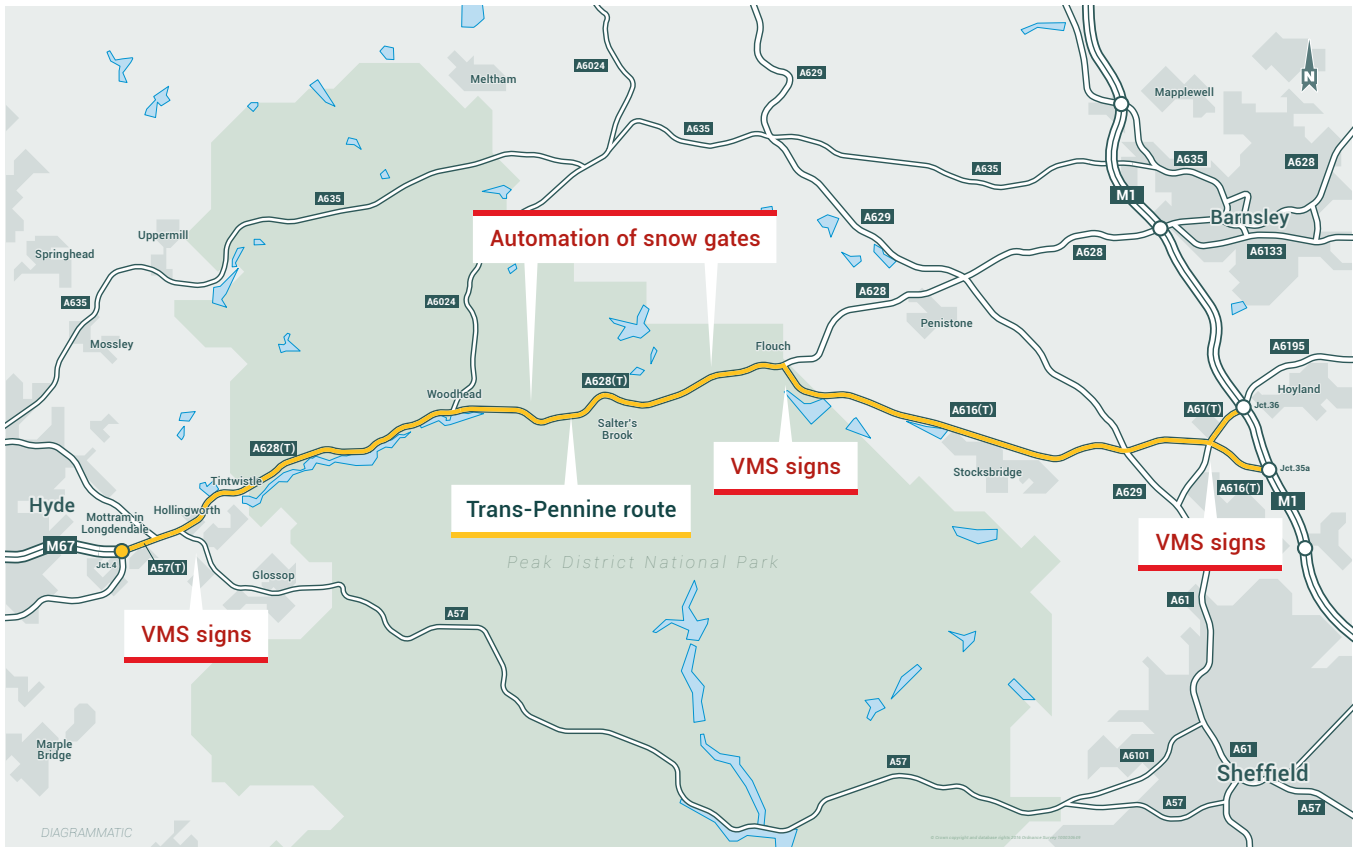
Topic	Benefits and effects of safety improvements
Landscape	Any signage, safety or improved crossing facilities will be clear to see for safety reasons and no landscaping will be put in place to obstruct these
Safety improvements for all travellers	Fewer collisions and incidents as: i) drivers are more aware of safe speeds and potential hazards and ii) pedestrians and cyclists have better facilities. Fewer collisions and improved journey time reliability through use of average speed cameras
Improvement to regional and local journey times	Improved journey time reliability

Technology improvements

We propose to automate the existing snow gates and install additional variable message signs (VMS) at the locations shown below. The signs are

likely to be similar to those already installed on the route. We will finalise the positions of them after consulting the Peak District National Park.

Topic	Benefits and effects of technology improvements
Landscape	Adverse landscape and townscape effects are likely and we will work with Peak District National Park Authority to minimise any impacts
Safety and effects on all travellers	Improved safety through better management of collision, incidents and road closures. Safer travel through informed decisions by drivers
Improvement to regional and local journey times	Improved journey time reliability from informed decisions by drivers and better management of collisions and incidents



Progress since our awareness events

We've been working hard on our economic and environmental assessments. We've used our findings to develop the options that we're sharing with you.

Design

We have carried out further studies on the climbing lanes and found that widening the road on the northern (higher) side minimises delays during construction and reduces environmental impact.

You told us at the public awareness events last year that the alignment of the links connecting each option to Mottram Moor needed to be reviewed. We have done this. We have amended our design to take account of property impacts but the revisions will not be finalised until the preferred option is identified and the form of the junction more clearly defined in the next stage.

Traffic

We are developing a new Trans-Pennine South regional traffic model. This covers Liverpool to Hull in the east-west direction and connects Greater Manchester with South Yorkshire. We will use the more accurate information this new model gives for the later stages of planning and design.

Ground conditions

Ground conditions can have a big influence on construction costs and therefore we have carried out studies in the local area.

More surveys will be required in the future to confirm conditions.

Cost

We have refined the initial cost estimates. Currently, the options are not affordable within the scheme budget. We will continue to look for ways to reduce the costs to an affordable level.

Ecology

We have surveyed to identify habitats that are suitable for protected species such as great crested newts and badgers, as well as nesting birds. We are also aware that bats forage locally. We are planning more surveys this year.

Air quality and noise

We have completed the initial air quality monitoring exercise where required and used this information in our assessments.

Communicating with local government communities and other interested parties

We have consulted the relevant local authorities (Tameside Metropolitan Borough Council, Derbyshire County Council, High Peak Borough Council, Sheffield City Council and Barnsley Metropolitan Borough Council) throughout the options development stage. The relevant statutory environmental bodies, and the Peak District National Park were included in these consultations. We have also had discussions with other environmental bodies, some Parish Councils and affected land and property owners to keep them informed and gain their feedback.

Liaison with the police and maintaining bodies

We are discussing the safety and technology measures with the police and our operators and maintainers. The measures shown in this document will be developed and finalised through these discussions.

Your views

We have considered the comments you made at and following the awareness events and residents surgeries, and:

- are considering how a bypass of Hollingworth and Tintwistle could be considered as part of the second Road Investment Strategy
- reviewed previous work and confirmed heavy lorries would divert onto unsuitable local roads if they were banned from the A628/A616
- calculated that diverting vehicles onto the M62 instead of the A628/A616 would result in a substantial increase in greenhouse gases being emitted by the diverted traffic as it travels along the M1, M62 and M60.
- have reviewed the alignment of the links connecting option B to Mottram Moor to reduce the effects on some properties.

The Trans-Pennine Tunnel

We have conducted a feasibility study for a new strategic highway route connecting Manchester and Sheffield across the Pennines. The Trans-Pennine Tunnel Project is one of the strategic studies within the North and is jointly sponsored by Department for Transport (DfT) and Transport for the North (TfN).

Within the Autumn Statement, the Chancellor confirmed that the government will continue to examine the case for improving connectivity between Sheffield and Manchester to support the development of the Northern Powerhouse. The Trans-Pennine Tunnel Strategic study has already made good progress and has undertaken initial analysis of five better performing options. Details of which can be found within the Stage 3 Report of the study.

The study report has identified that delivering a new strategic link between Manchester and Sheffield city regions, involving a significant length of tunnel, is achievable. Within this report initial analysis demonstrates:

- That there could be large economic benefits associated with delivering a new strategic link between Manchester and Sheffield
- A new link could attract up to 35,000 vehicles a day and deliver significant benefits, such as improved journey times, a saving of up to 30 minutes and providing some relief to existing routes
- A tunnelled solution would offer increased reliability and resilience for road users, including overcoming the challenges associated with adverse weather conditions

However, work is required to update the analysis utilising the new Regional Traffic Models. Alongside this work, Transport for the North (TfN) is undertaking a separate Wider Transport Connectivity Assessment into the impact that a tunnel would have on the wider transport network; which will feed into the case for improving Trans-Pennine connectivity.

Next steps

Once the consultation closes on 10 April 2017, all responses will be analysed and compiled into a consultation report. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work.

We will then announce the preferred route for the scheme. This planned to be in July 2017.

After this stage, our preferred route will be taken through to the next stage of design development. This is when more detail is developed on the highway structures and overall design, it is also when the next stages of environmental assessments are completed

and we look at steps we can take to reduce any negative impacts. Currently, the options are not affordable within the scheme budget. we will continue to look for ways to reduce the costs to an affordable level.

The process for this is explained in the table below. This shows that we will consult again on the detailed proposals, providing you with another opportunity to give us your views on the scheme and how we carry out the work. Following this, we will be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate.

We expect work to start by March 2020.



How to respond

Please respond using one of the following methods by 10 April 2017.

Online: complete the questionnaire online at:
www.highways.gov.uk/trans-pennine-upgrade/

Email: you can email your response to
Trans_Pennine_Scheme@highwaysengland.co.uk

Post: you can write to us at: **Freepost TRANS-PENNINE UPGRADE PROGRAMME**

If you use an address other than the ones above, we can't guarantee that it will be considered as part of the consultation process.

A printable copy of the questionnaire and this document can be downloaded at
www.highways.gov.uk/trans-pennine-upgrade/

Paper questionnaires and consultation brochures will be available at locations open to the public from 13 March and at the public exhibitions. They can be handed in at these events or sent the Freepost address above.

All responses should be returned by 10 April 2017

Public exhibitions

We are holding public exhibitions to provide information about the scheme and answer any of your questions:

- **Saturday 18 March 12:00-18:00**
Mottram Community Centre, Church Brow, Mottram, SK14 6JJ
- **Wednesday 22 March 12:00-18:00**
Tankersley Welfare Hall, Pilley Lane, Tankersley, S75 3AP
- **Friday 24 March 14:00-20:00**
Bradbury Community House, Market Street, Glossop, SK13 8AR
- **Saturday 25 March 11:00-19:00**
Tesco Hattersley, Stockport Rd, Hattersley
- **Saturday 1 April 10:00-18:00**
St Marys Church, Market Street, Hollingworth, SK14 8NE.

We look forward to seeing you at the exhibitions. (Please note only on street parking is available at Mottram Community Centre).

Where to get the brochure

Consultation brochures and questionnaires will also be available at the following locations from 13 March 2017

- **Hattersley Library**
- **Mottram Post Office**
- **Hollingworth Post Office**
- **Hadfield Library**
- **Glossop Library**
- **Tankersley Post Office**
- **The exhibition venues** (note there may be limited access to the venues except when the exhibitions are on).

We are also making the brochure and questionnaire available at locations open to the public as listed below. Availability will depend on opening times.

- **Hattersley Hub**
- **Woods Ironmongers, Mottram**
- **Gamesley Community and Sports Centre**
- **Broadbottom Community Centre**
- **Magdalene Centre, Broadbottom**
- **Bank View Café, Langsett**
- **Penistone Library**
- **Stocksbridge Library**
- **Barnsley Central Library**
- **Glossop Leisure Centre**

For more information please visit our website where you can also sign up for email alerts whenever the webpage is updated.

If you have any queries about this improvement scheme please contact the project team directly by calling **0300 470 5103** or email:
Trans_Pennine_Scheme@highwaysengland.co.uk

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.highways.gov.uk

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR238/16**.

Highways England creative job number N160495

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Highways England Company Limited registered in England and Wales number 09346363

Trans-Pennine Upgrade Programme

Public Consultation

Welcome



The scheme

Highways England's Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy. We're planning on improving journey times, tackling congestion, reconnecting communities divided by busy roads and reduce incidents between Manchester and Sheffield.

What we are consulting on

The Trans-Pennine Upgrade Programme contains five elements and includes:

The Mottram Moor Link Road and A57 (T) to A57 Link Road

Option A and Option B cross Mottram Moor at different points.

The A61 Dualling

Both options provide a dual carriageway from the M1 Junction 36 to Westwood roundabout. The options are identical apart from the junction arrangements along the route.

Other elements

We would also like to hear your views on our Climbing Lanes and Safety and Technology Improvement elements of this scheme.

Have your say; your input means a lot to us

We are keen to hear your thoughts on our proposals. This is your opportunity to tell us what you think.

**The consultation will run for four weeks, starting Monday 13 March 2017
and closing Monday 10 April 2017.**

Mottram Moor Link Road and A57(T) to A57 Link Road



Option A

Option A includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near the existing junction with Back Moor. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway.

There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns sharply southwards to a new junction just east of the existing Back Moor traffic lights of A57(T) with A6018. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley toward the River Etherow where it will connect to the existing A57 via a new junction at Brookfield.

Mottram Moor Link Road and A57(T) to A57 Link Road



Option B

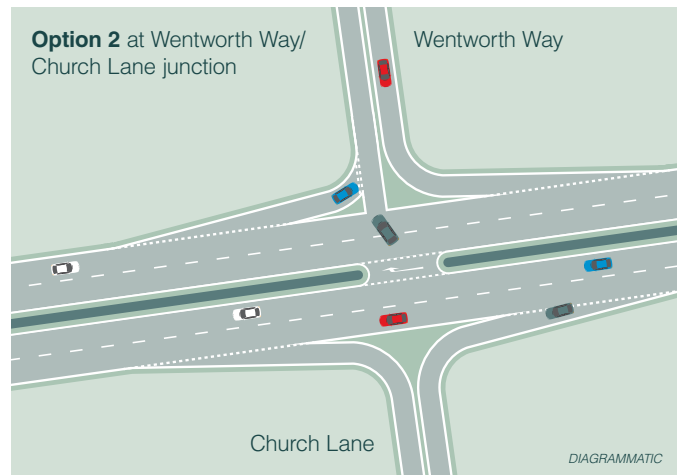
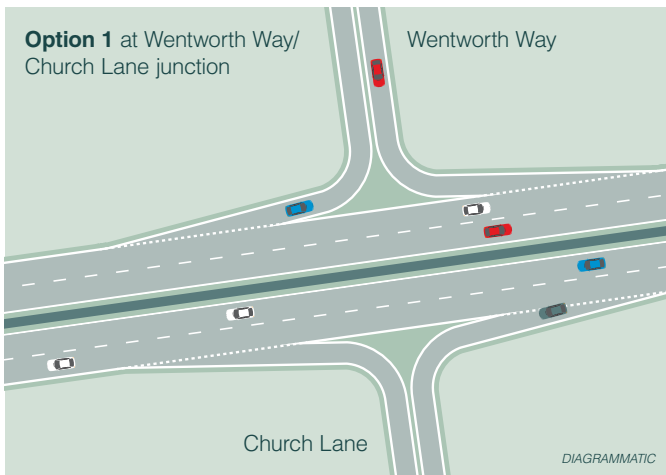
Option B includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near Coach Road. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway.

There will be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns southwards to form a new junction at Mottram Moor near Coach Road west of the existing Gun Inn Traffic lights at A57(T) with A57 Woolley Lane. From the new junction at Mottram Moor, the route will be a new single carriageway road running down the valley parallel to Woolley Lane toward the River Etherow where it will connect to the existing road network via a new junction on the A57 Woolley Lane at Brookfield.

A61 Dualling and A628 Climbing Lanes

A61 Dualling

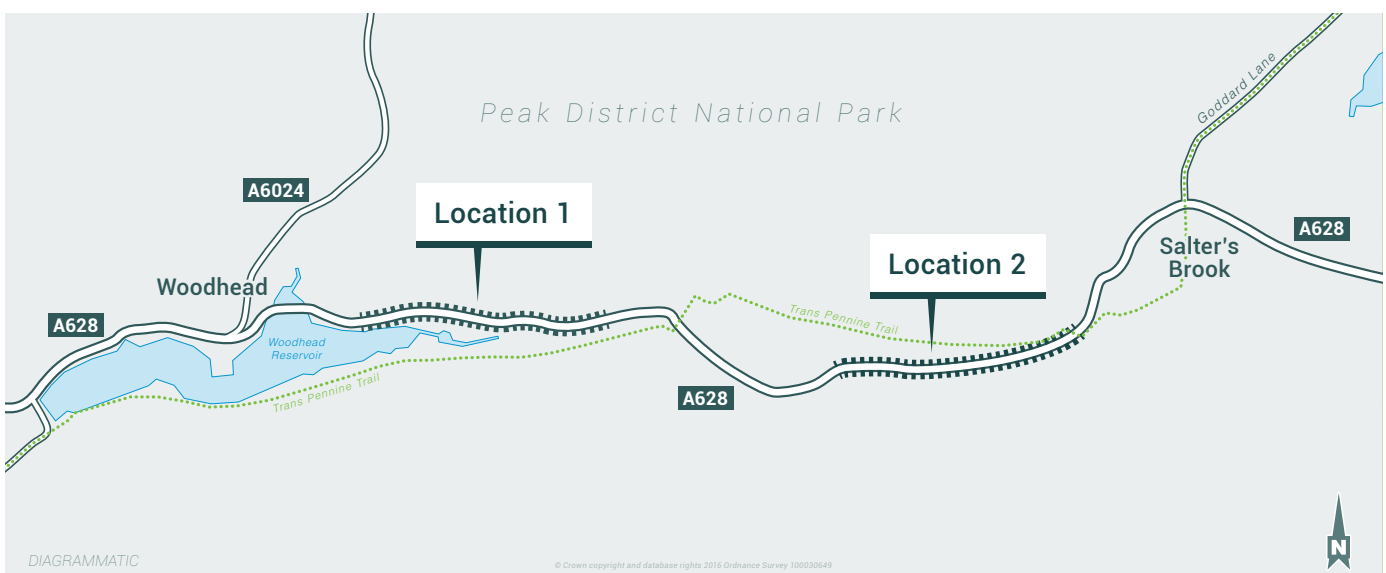
Options 1 and 2 both provide a dual carriageway from the M1 Junction 36 to the Westwood roundabout. We are considering two options, with different arrangements at the Wentworth Way/Church Lane and Westwood New Road junctions.



A628 Climbing Lanes

We propose building two climbing lanes that would provide two sections of dedicated east bound overtaking lane to improve journey times and safety. Location 1, between Woodhead Bridge and the west portals of the old tunnels, the three lane section would be 800 metres long. The tie-ins, where the road widens from two lanes to three would be at least 250m long.

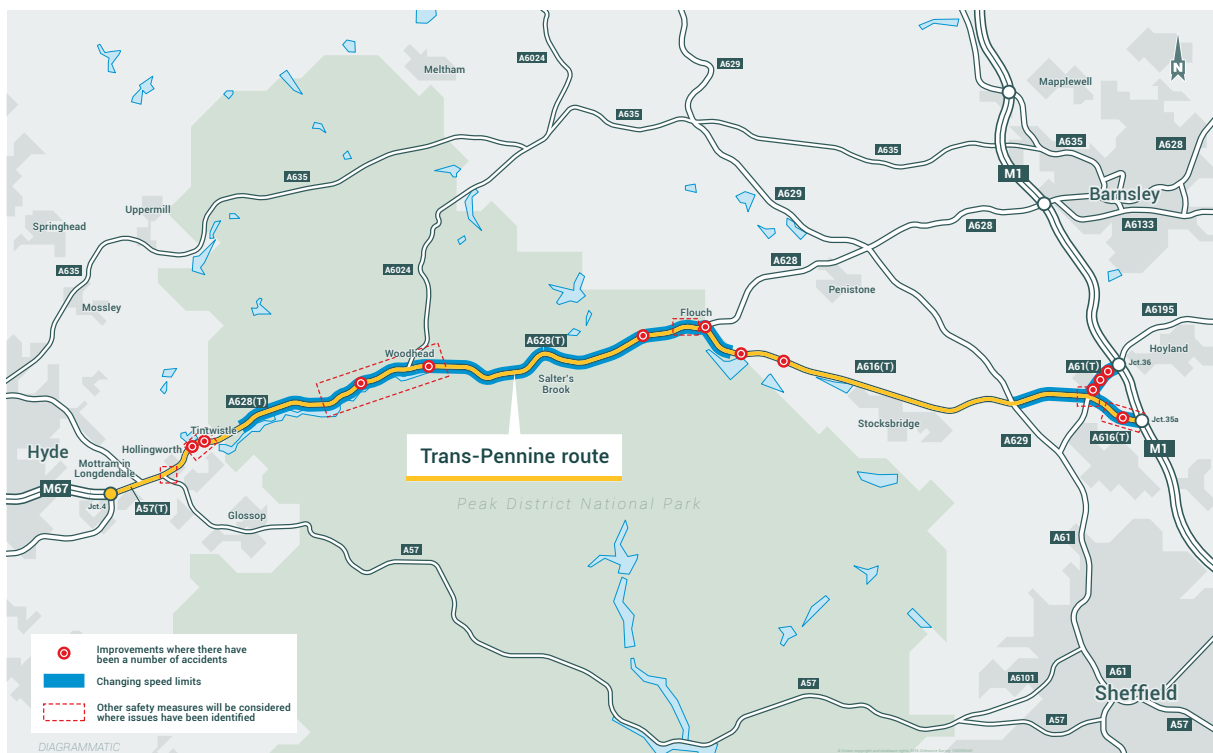
Location 2, between the west portals of the old tunnels and Salters Brook, the three lane section would be 1100 metres long, with similar tie-ins at each end. The Trans-Pennine Trail crossing point would need to be changed.



Safety and Technology Improvements

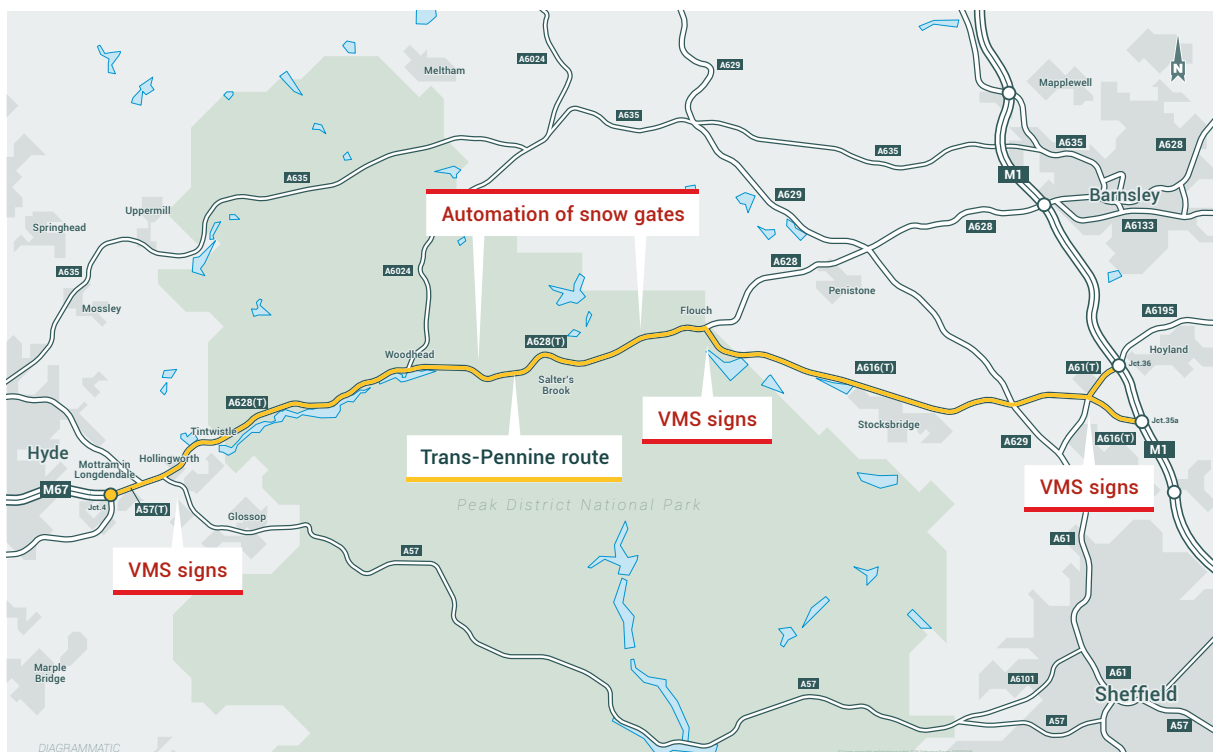
Safety improvements

Our proposals include a package of localised safety measures and improvements at locations along the A57, A628, A616 and the A61, addressing collisions at cluster sites and along the whole route. We are considering, alongside the Emergency Service, which measures should be implemented and where.



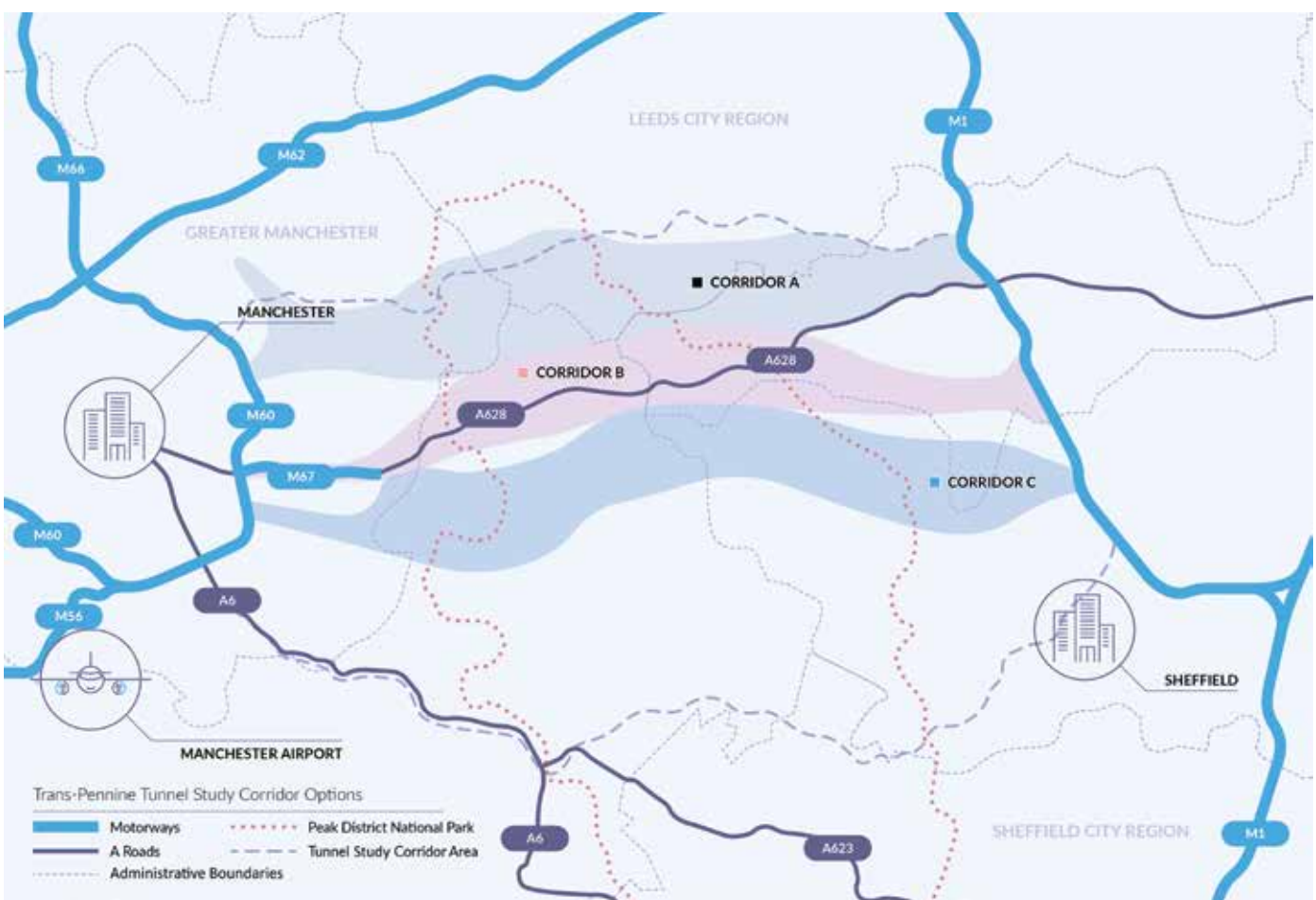
Technology improvements

We propose to operate the existing snow gates and install additional variable message signs (VMS) at the locations shown below. The signs are likely to be similar to those already installed on the route. We will finalise the positions of them after consulting the Peak District National Park.



The Trans-Pennine Tunnel

The Trans-Pennine Tunnel Project is one of the strategic studies within the North, jointly sponsored by Department for Transport and Transport for the North. The study report has identified that delivering a new strategic link between Manchester and Sheffield city regions, involving a significant length of tunnel, is achievable and the government will continue to examine the case for improving connectivity to support the development of the Northern Powerhouse. A number of indicative routes are being considered within the following three corridors.



Initial analysis demonstrates:

- That there could be large economic benefits associated with delivering a new strategic link between Manchester and Sheffield
- A new link could attract up to 35,000 vehicles a day and deliver significant benefits, including journey times improvements of up to 30 minutes and some relief to existing routes
- A tunnelled solution would offer increased reliability and resilience for road users, including overcoming the challenges associated with adverse weather conditions.

Next steps

Our options public consultation closes on 10 April 2017 and all responses will then be analysed and compiled into a consultation report. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work.



A preferred route announcement will then take place in July 2017. After this stage, our preferred route will be taken through to the next stage of design development. This is when more detail is developed on the highway structures and overall design, it is also when the next stages of environmental assessments are completed and we look at steps we can take to reduce any negative impacts.

Currently, the options are not affordable within the scheme budget and we will continue to look for ways to reduce the costs to an affordable level.

Another consultation will take place where you will have a further opportunity to provide feedback on our scheme proposals. Following this, we will be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate.

How to respond

Have your say

Please respond using one of the following methods by 10 April 2017.

Today: fill in the consultation questionnaire at the event today and drop it in the box or give it back to a member of staff

Online: complete the questionnaire online at:
www.highways.gov.uk/trans-pennine-upgrade/

Email: you can email your response to
Trans_Pennine_Scheme@highwaysengland.co.uk

Post: you can write to us at:
Freepost TRANSPENNINE UPGRADE PROGRAMME

If you use an address other than the ones above, we can't guarantee that it will be considered as part of the consultation process.

You can also register for updates, watch the scheme flythrough videos and download a printable copy of the brochure and questionnaire on our website:
www.highways.gov.uk/trans-pennine-upgrade/

Paper questionnaires and consultation brochures will be available from 13 March at locations open to the public and at these exhibitions. They can be handed in at these events or sent to the Freepost address above.

All responses should be returned by 10 April 2017



Trans-Pennine Upgrade Programme

Your input means a lot to us

Our Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy.

The programme will improve journey times, tackle congestion, reconnect communities divided by busy roads and reduce incidents between Manchester and Sheffield.

We're now launching the public consultation on the upgrade and its shortlisted options. We'd like to hear your views as well as views from local businesses and those who may have specialist knowledge that may help us to improve the options.

The information will help us refine the proposals further and choose which options to take forward to the next stage of design.

The consultation will run for four weeks, starting Monday 13 March and closing Monday 10 April 2017.

To find out more about the programme, come visit us at one of our consultation events (details opposite).

Consultation events

Sat 18 March 12:00-18:00
Mottram Community Centre,
Church Brow, Mottram,
SK14 6JJ

Wed 22 March 12:00-18:00
Tankersley Welfare Hall, Pilley
Lane, Tankersley, S75 3AP

Fri 24 March 14:00-20:00
Bradbury Community House,
Market Street, Glossop,
SK13 8AR

Sat 25 March 11:00-19:00
Tesco Hattersley, Stockport
Road, Hattersley

Sat 1 April 10:00-18:00
St Marys Church, Market
Street, Hollingworth,
SK14 8NE.

Visit our website at www.highways.gov.uk/trans-pennine-upgrade/ or pick up a consultation brochure at the following places:

- Hattersley Hub
- Woods Ironmongers, Mottram
- Gamesley Community and Sports Centre
- Broadbottom Community Centre
- Magdalene Centre, Broadbottom
- Bank View Café, Langsett
- Penistone Library
- Stocksbridge Library
- Barnsley Central Library
- Glossop Leisure Centre

Trans-Pennine Upgrade Programme

Have your say

The scheme

Highways England's Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy.

The programme will improve journey times, tackle congestion, reconnect communities divided by busy roads and reduce incidents between Manchester and Sheffield.

The Trans-Pennine Upgrade Programme contains the following elements:

- Mottram Moor Link Road – a dual carriageway link from the M67 terminal roundabout to a junction at A57(T) Mottram Moor
- A57(T) to A57 Link Road – a single carriageway link from the A57 at Mottram Moor to a junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Hadfield Road junctions
- A61 Dualling - a dual carriageway on the A61 between the A616 roundabout and junction 36 of the M1
- A628 Climbing Lanes – two overtaking lanes on the A628 near Woodhead Bridge and near Salters Brook Bridge
- Safety and technology improvements – safety measures focused on addressing collisions along the whole route and technology measures to provide driver information and inform route choices

The options

We have two options for the Mottram Moor Link Road with A57(T) to A57 Link:

Option A includes

a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Option B includes

a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

At the A61 Dualling, Option 1 has no gaps in the central reserve opposite the minor junctions, whilst there are gaps in Option 2.

Your input means a lot to us

Following public awareness events held in October 2016, we have developed our proposals taking into consideration the feedback we received.

Approximately 600 people attended the events and provided a wide range of comments that are being used to further development of the options.

We're now launching the public consultation on the current options and this is your opportunity to tell us what you think.

We'd like to hear your views as well as views from local businesses that may have specialist knowledge that may help us to improve our options. We're interested in which option you prefer and your views on the upgrade as a whole.

This information will help us refine our proposals further and will help influence what option we decide to take forward to the next stage of design.

The scheme is subject to further planning processes and approvals where costs and benefits will continue to be analysed.

The consultation will run for four weeks, starting Monday 13 March 2017 and closing Monday 10 April 2017.

How to have your say

Use one of the following methods to have your say.

Online: complete the questionnaire online at:
www.highways.gov.uk/trans-pennine-upgrade/

Email: you can email your response to
Trans_Pennine_Scheme@highwaysengland.co.uk

Post: you can write to us at: **Freepost TRANS-PENNINE UPGRADE PROGRAMME**

If you use an address other than the ones above, we can't guarantee that it will be considered as part of the consultation process.

A copy of the questionnaire and consultation brochure can be downloaded at:
www.highways.gov.uk/trans-pennine-upgrade/

Public exhibitions

We are holding public exhibitions at the following locations so that we can provide you detailed information about the scheme and answer any of your questions:

- **Saturday 18 March 12:00-18:00**
Mottram Community Centre, Church Brow,
Mottram, SK14 6JJ
- **Wednesday 22 March 12:00-18:00**
Tankersley Welfare Hall, Pilley Lane, Tankersley,
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- **Friday 24 March 14:00-20:00**
Bradbury Community House, Market Street,
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- **Saturday 25 March 11:00-19:00**
Tesco Hattersley, Stockport Rd, Hattersley
- **Saturday 1 April 10:00-18:00**
St Marys Church, Market Street, Hollingworth,
SK14 8NE.

Deposit points

Consultation brochures and questionnaires will also be available at these locations from 13 March.

- **Hattersley Library**
- **Hattersley Hub**
- **Mottram Post Office**
- **Woods Ironmongers, Mottram**
- **Hollingworth Post Office**
- **Hadfield Library**
- **Glossop Library**
- **Glossop Leisure Centre**
- **Tankersley Post Office**
- **Gamesley Community and Sports Centre**
- **Broadbottom Community Centre**
- **Magdalene Centre, Broadbottom**
- **Bank View Café, Langsett**
- **Penistone Library**
- **Stocksbridge Library**
- **Barnsley Central Library**

If you have any queries about this improvement scheme please contact the project team directly by calling **0300 470 5103** or email Trans_Pennine_Scheme@highwaysengland.co.uk

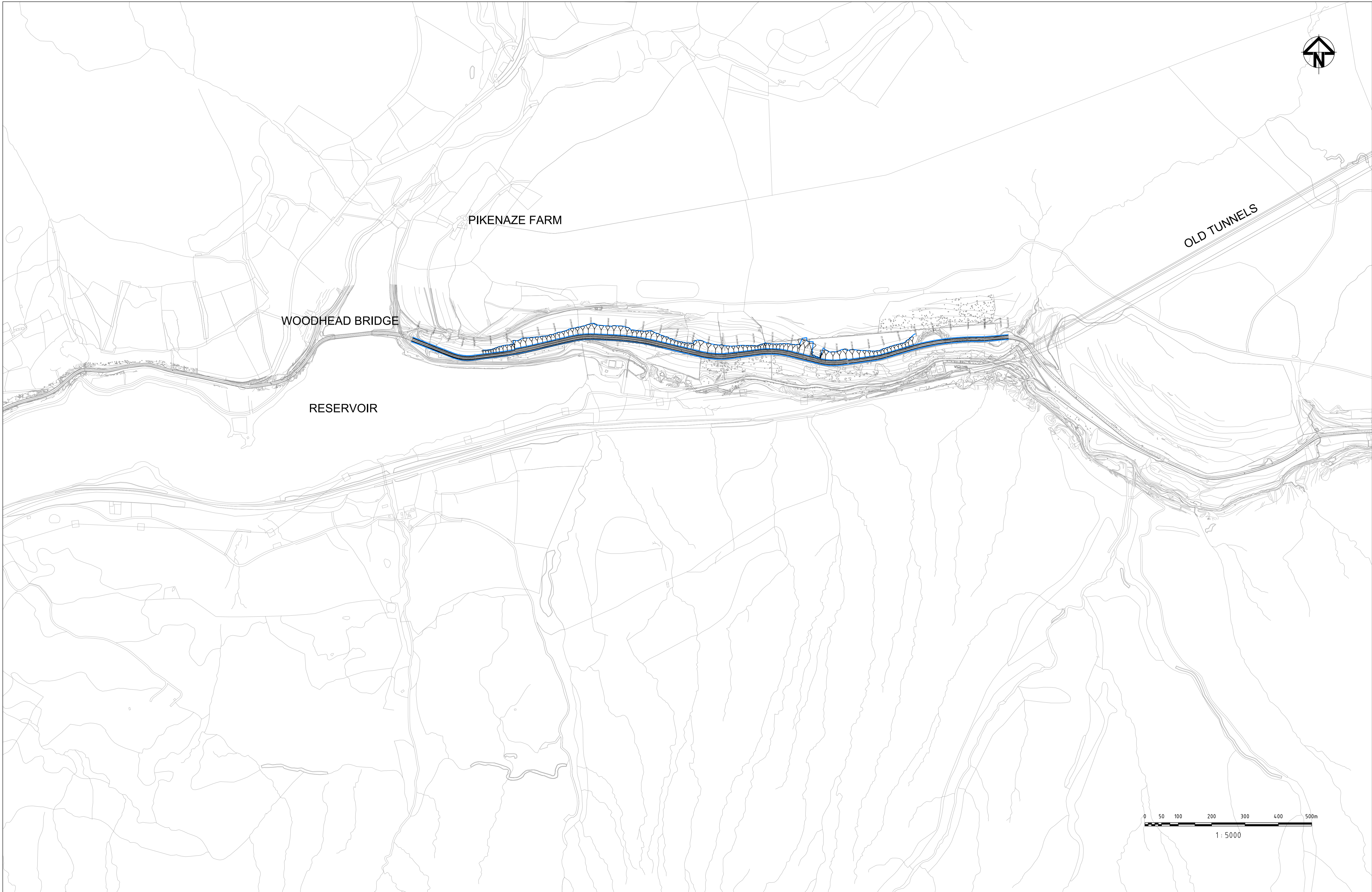
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This document is also available on our website at www.highways.gov.uk
If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000**.
Please quote the Highways England publications code **PR237/16**.

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WOODHEAD BRIDGE

PIKENAZE FARM

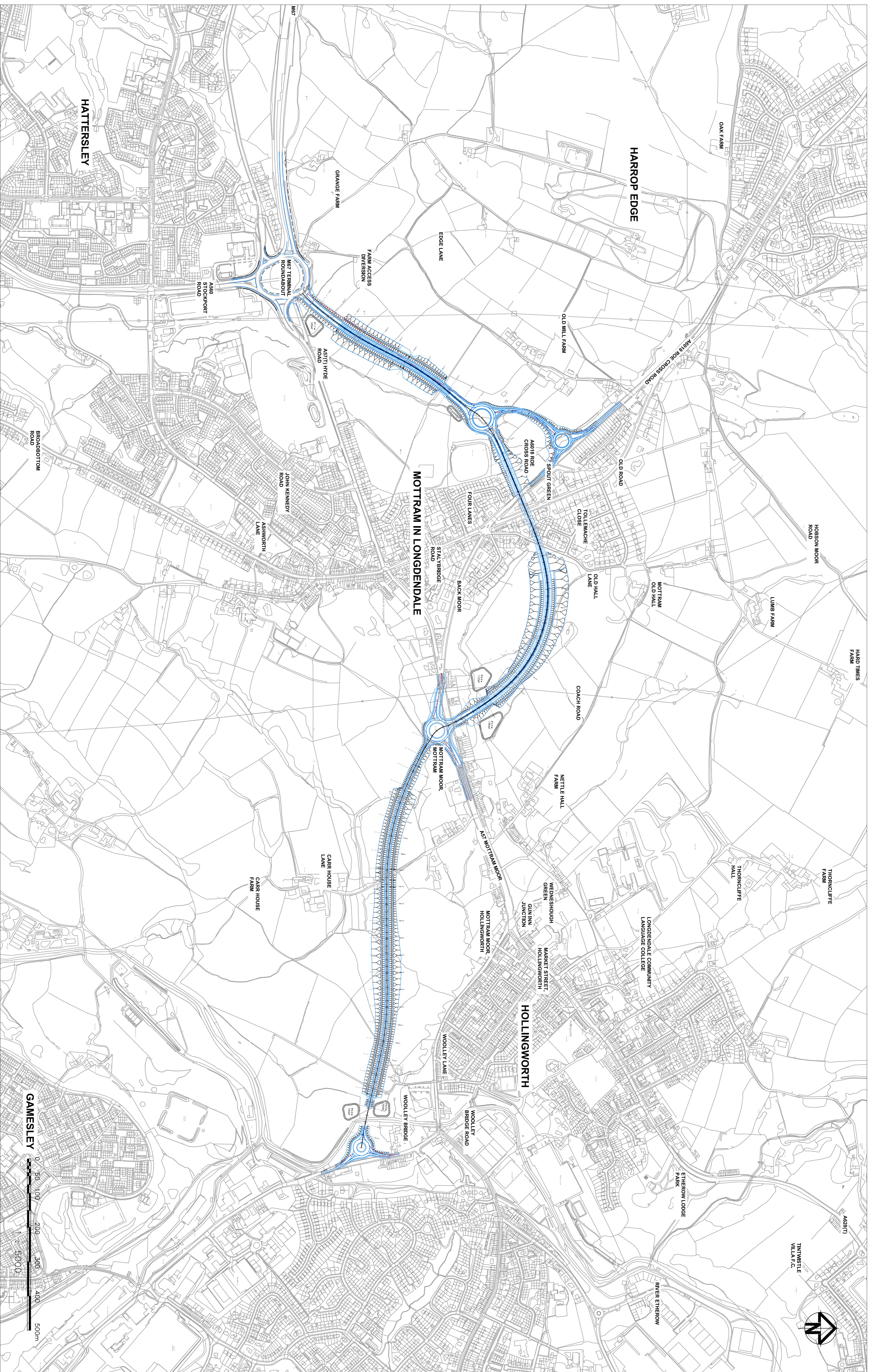
OLD TUNNELS

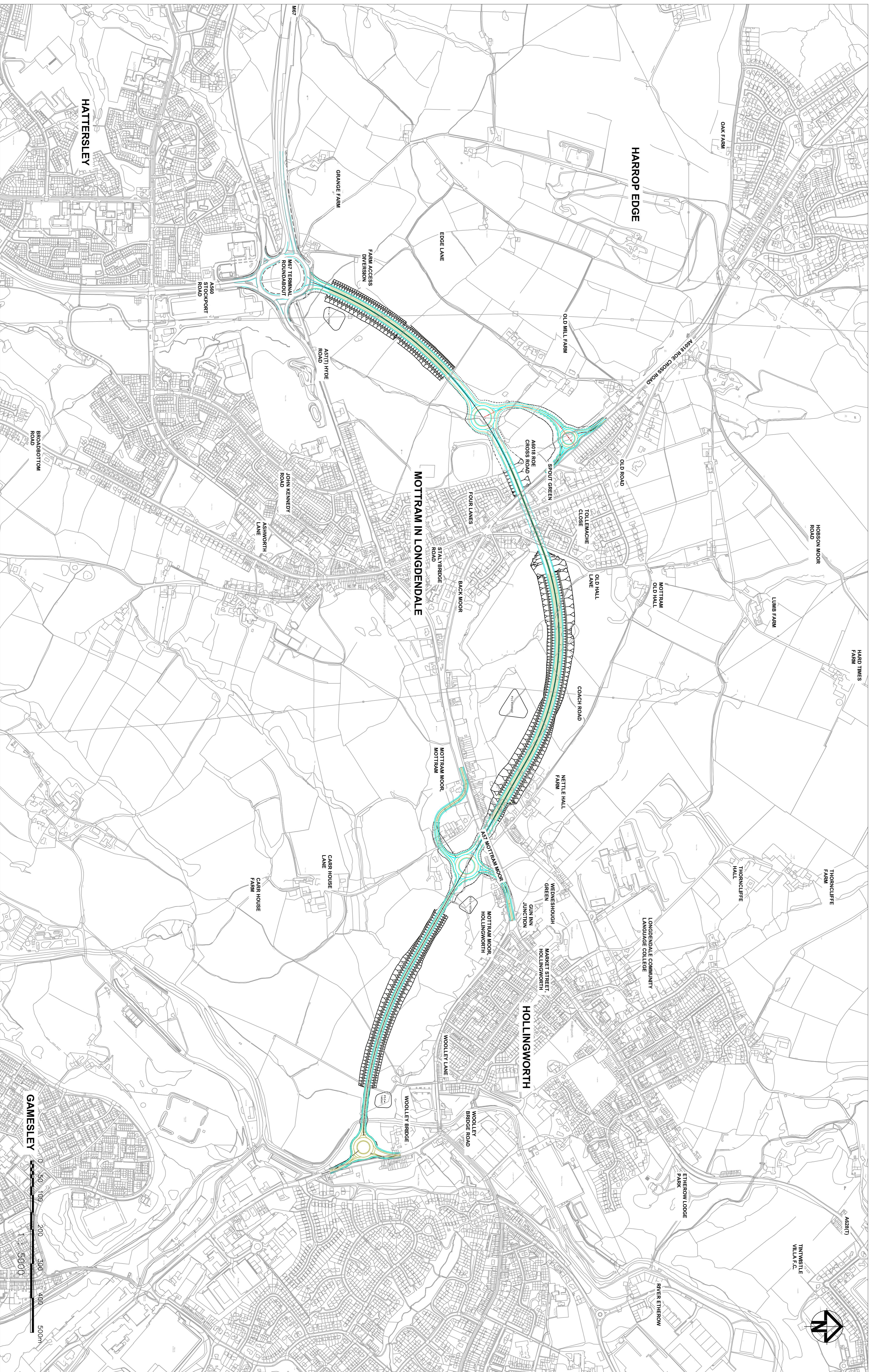
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1. Home (<https://www.gov.uk/>)

Press release

Tackling congestion, improving safety and reconnecting communities on Trans-Pennine route

From: Highways England (<https://www.gov.uk/government/organisations/highways-england>)
Part of: Road network and traffic (<https://www.gov.uk/government/policies/road-network-and-traffic>)
Published: 14 March 2017

Public consultation gets underway for the Trans-Pennine Upgrade Programme.



Plans to tackle congestion, reconnect communities and improve safety between Manchester and Sheffield are out for public consultation until 10 April.

Highways England is consulting on two shortlisted options for a Trans-Pennine Upgrade Programme to improve the route through villages and towns including Mottram, Tankersley, Hattersley, Glossop and Hollingworth. It's part of the government's £15 billion 2014 Roads Investment Strategy to future-proof motorways and A roads.

Project manager Irene Ofei said:

The Trans-Pennine upgrade programme is all about improving journeys for drivers and reducing the impact of heavy traffic on local communities.

We are confident that the options will provide a solution to the problems experienced by residents and road users. But we need input from local residents who can bring their perspective and help us firm up a final proposal.

The two options include a number of solutions for the A57 Mottram Moor Link, including a bypass at Mottram, turning the A61 into a dual carriageway and creating climbing lanes for traffic to overtake lorries safely on the A628.

Five consultation events are planned where residents, businesses and local community leaders will have an opportunity to review the options, ask questions of the project team, and comment on the proposals.

Saturday 18 March – 12 noon to 6pm

Mottram Community Centre, Church Brow, Mottram, SK14 6JJ

Wednesday 22 March – 12 noon to 6pm

Tankersley Welfare Hall, Pilley Lane, Tankersley, S75 3AP

Friday 24 March - 2pm to 8pm

Bradbury Community House, Market St, Glossop, SK13 8AR

Saturday 25 March – 11am to 7pm

Tesco Hattersley, Stockport Road, Hattersley.

Saturday 1 April - 10am to 6pm

St Mary's Church, Market Street, Hollingworth, SK14 8NE

The consultation brochure is available at: Hattersley Library, Mottram Post Office, Hollingworth Post Office, Hadfield Library, Glossop Library and Tankersley Post Office. Or visit the scheme website. (<http://www.highways.gov.uk/trans-pennine-upgrade/>)

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

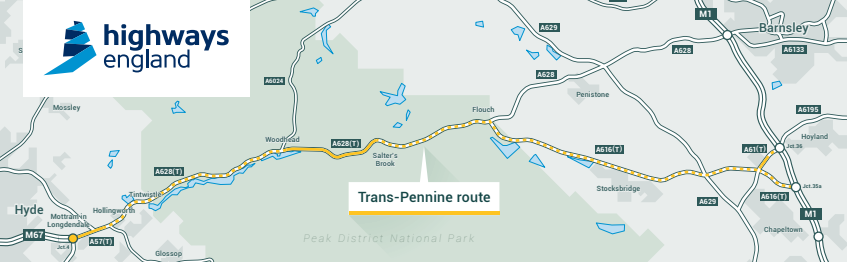
Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

Published: 14 March 2017

From: Highways England (<https://www.gov.uk/government/organisations/highways-england>)

Part of: Road network and traffic (<https://www.gov.uk/government/policies/road-network-and-traffic>)



Trans-Pennine Upgrade Programme

Your input means a lot to us

Our Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy.

The programme will improve journey times, tackle congestion, reconnect communities divided by busy roads and reduce incidents between Manchester and Sheffield.

We're now launching the public consultation on the upgrade and its shortlisted options. We'd like to hear your views as well as views from local businesses and those who may have specialist knowledge that may help us to improve the options.

The information will help us refine the proposals further and choose which options to take forward to the next stage of design.

The consultation will run for four weeks, starting Monday 13 March and closing Monday 10 April 2017.

To find out more about the programme, come visit us at one of our consultation events (details opposite).

Consultation events

Sat 18 March 12:00-18:00
Mottram Community Centre, Church Brow, Mottram, SK14 6JJ

Wed 22 March 12:00-18:00
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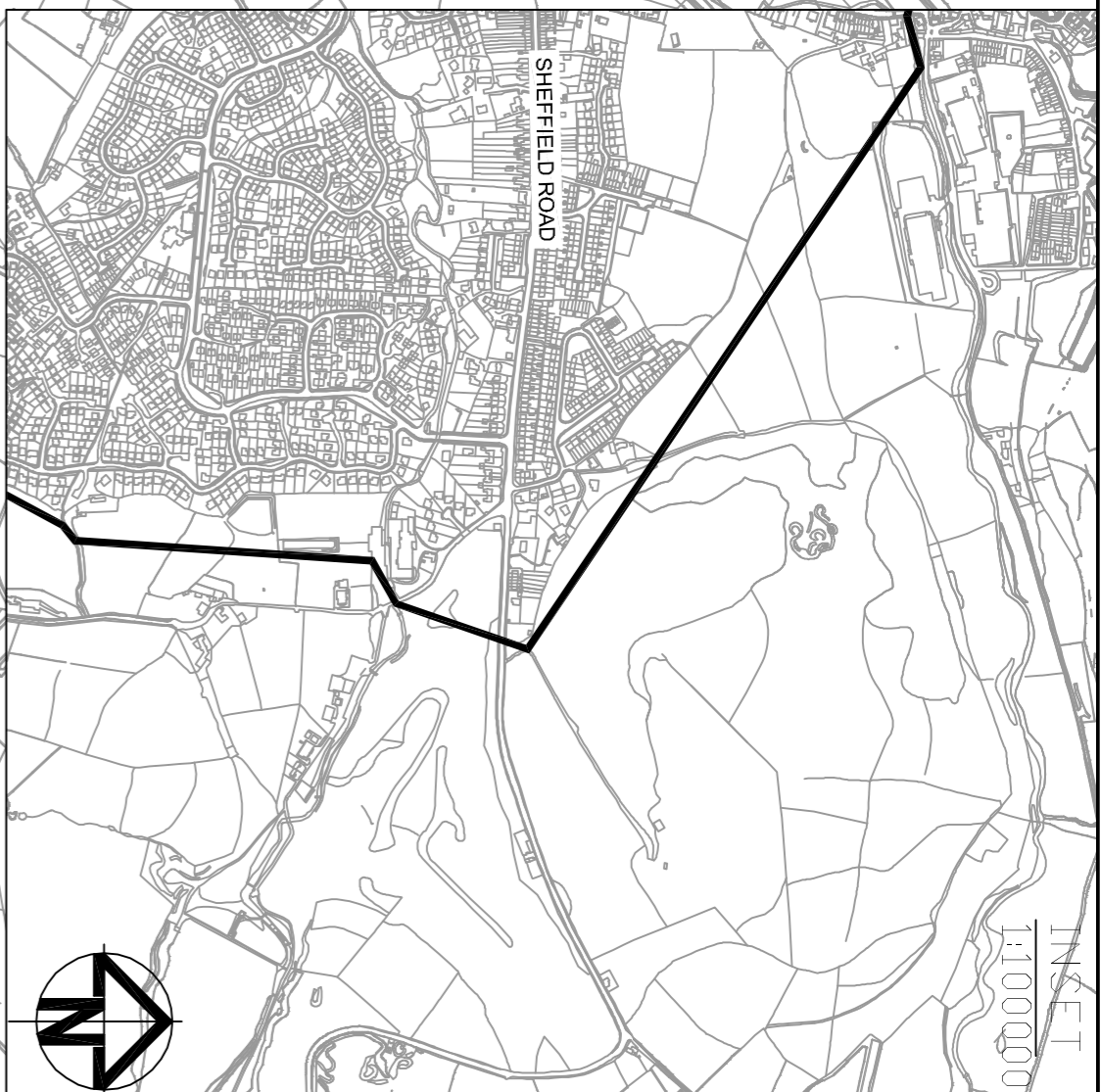
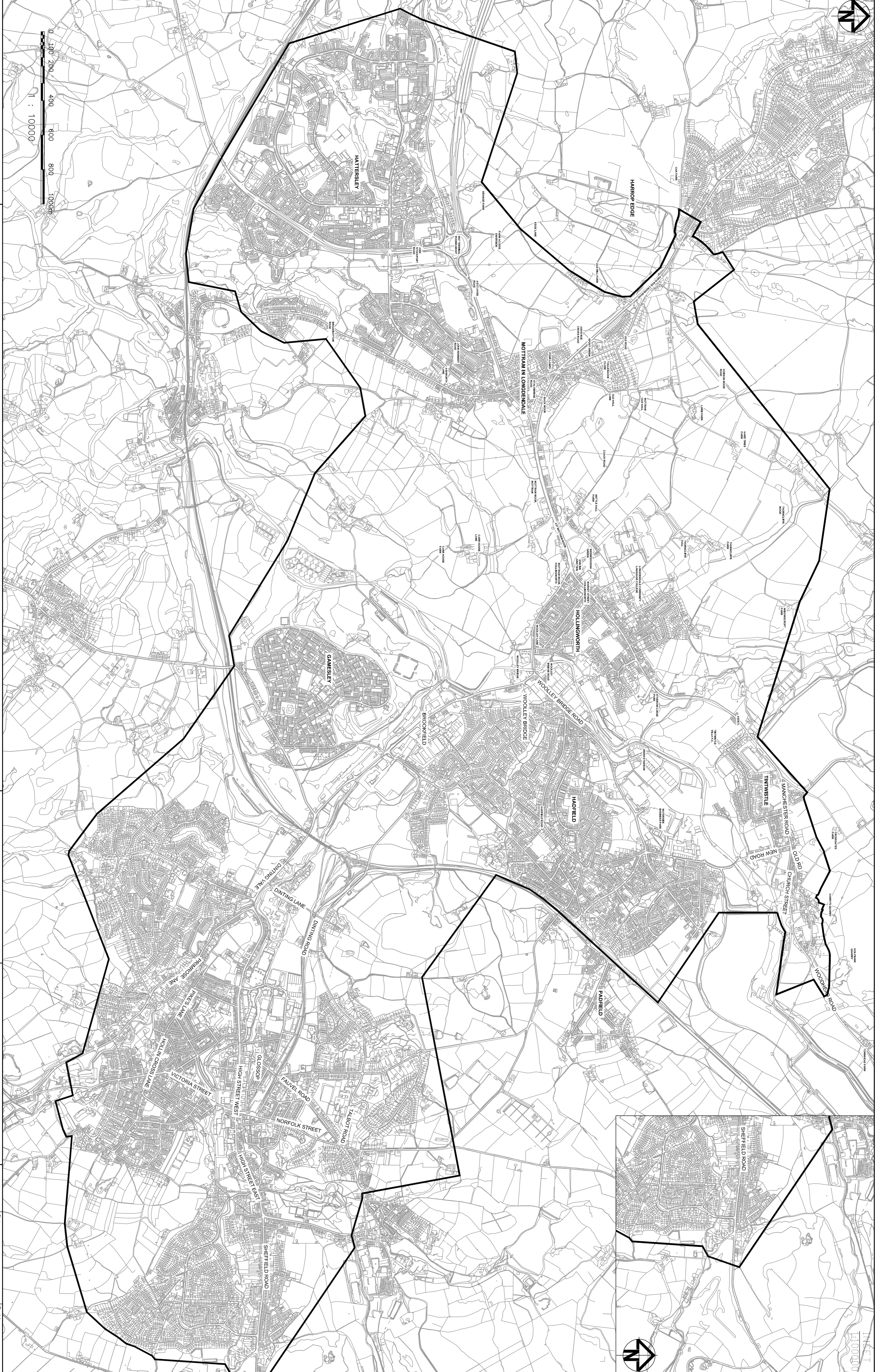
Sat 1 April 10:00-18:00
St Marys Church, Market Street, Hollingworth, SK14 8NE.

Visit our website at www.highways.gov.uk/trans-pennine-upgrade/ or pick up a consultation brochure at the following places:

- Hattersley Hub
- Woods Ironmongers, Mottram
- Gamesley Community and Sports Centre

- Broadbottom Community Centre
- Magdalene Centre, Broadbottom
- Bank View Café, Langsett

- Penistone Library
- Stocksbridge Library
- Barnsley Central Library
- Glossop Leisure Centre



Rev	Status	Rev. Date	Purpose of revision	Drawn	Checked	Approved
R02	SS	17/02/2017	ISSUED FOR INFORMATION	MS	WD	WD
R01	SS	04/01/17	ISSUED FOR INFORMATION	MS	WD	WD

100mm on Original

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ARCADIS
Infrastructure
5th Floor, 401 Finsbury Street
London EC2A 3DU
Tel: 44 (0)1952 800700

Client: **AS7/A628, TRANS-PENNINE UPGRADE PROGRAMME**

Project: **2017 CONSULTATION LEAFLET DISTRIBUTION AREA (WEST)**

Scale	S2	Revision	P02
Drawn By	M. SMITH	Date	03/01/17
Checked By	W. DAVIES	Original Size	A1
Approved By	W. DAVIES	Value Location	HE551473-ARC-LL0-ZZZ-DR-CH-2003
Project No.	UA008848	Originator	ARC
Drawing Number	HE551473-ARC-LL0-ZZZ-DR-CH-2003	Type	1 Road Number



Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Apprv'd
P01	S2	04JAN17	ISSUED FOR INFORMATION	MS	WD	WD

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ARCADIS Infrastructure

Registered office:
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34 York Way
London
N1 9AB

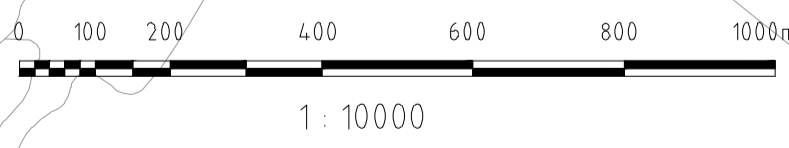
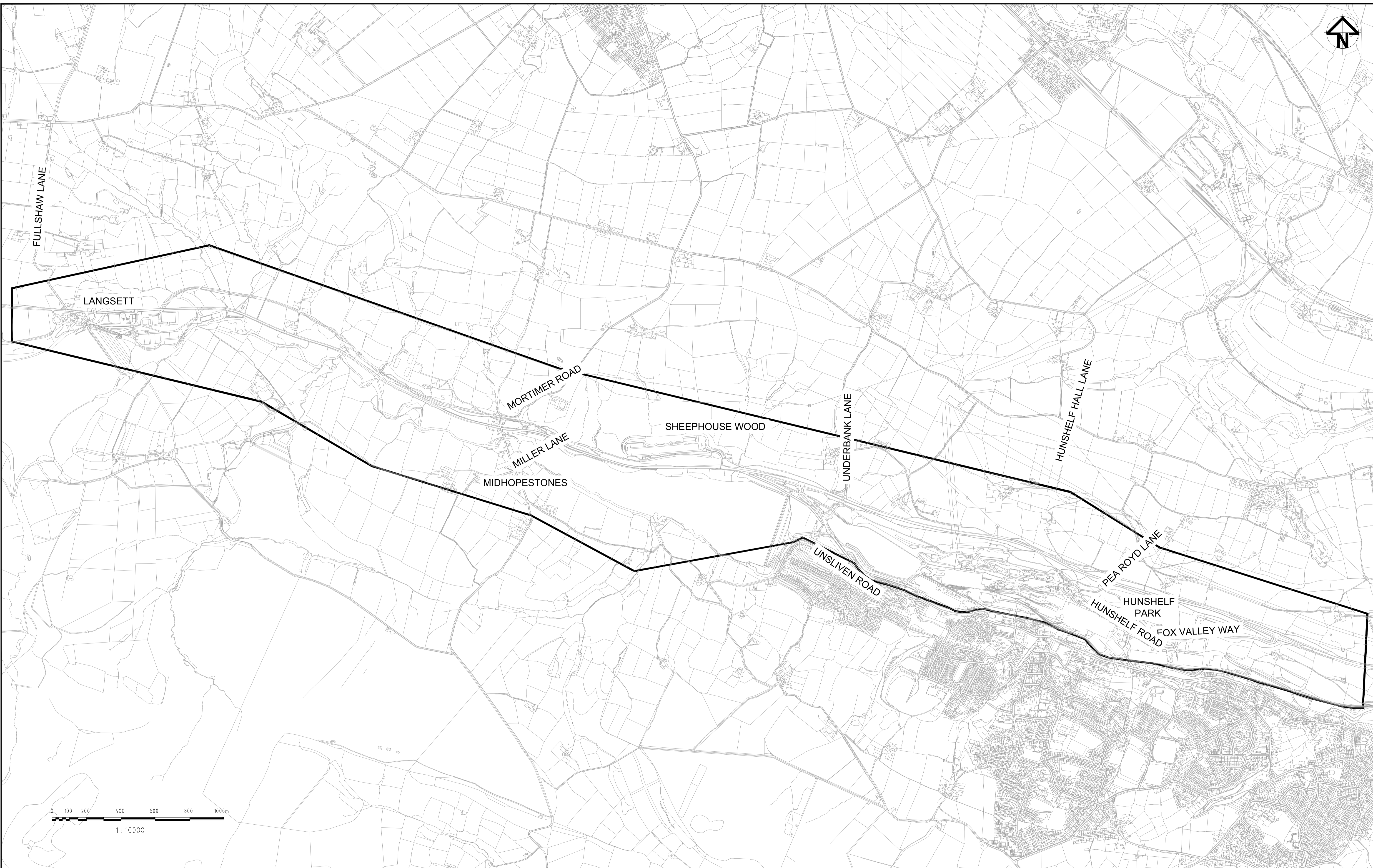
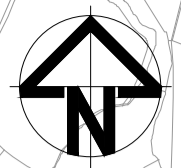
Coordinating office:
5th Floor, 401 Faraday Street
Bircwood
Warrington, WA3 6GA
Tel: 44 (0)1925 800700

Client

Project **A57/A628, TRANS-PENNINE UPGRADE PROGRAMME**

Drawing title **2017 CONSULTATION - LEAFLET DISTRIBUTION AREA (EAST)**

Status	S2	Revision	P01
Scale	1:10000 @ A1	Date	04/01/17
Drawn By	M. SMITH		
Checked By	W. DAVIES		
Approved By	W. DAVIES		
Project No.	UA008848	HA PIN	IA Originator
UA008848	UA008848	ARC	ARC
Original Size			A1
Drawing number	Volume Location	I Type Role Number	
HE551473-ARC-LLO-ZZZ-DR-CH-2004			



Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Apprv'd
P02	S2	25JAN17	MINOR AMMENDMENTS MADE	MS	WD	WD
P01	S2	04JAN17	ISSUED FOR INFORMATION	MS	WD	WD

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Arcadis House
34 York Way
London
N1 9AB

Coordinating office:
5th Floor, 401 Faraday Street
Birkenhead
Warrington, WA3 6GA
Tel: 44 (0)1925 800700

Project **A57/A628, TRANS-PENNINE UPGRADE PROGRAMME**

Drawing title **2017 CONSULTATION LEAFLET DISTRIBUTION CENTRAL**

Status	S2	Revision	P01
Scale	1:10000 @ A1	Date	04/01/17
Drawn By	M. SMITH	Checked By	W. DAVIES
Approved By	W. DAVIES	Project No.	UA008848
HA	PIN	Originator	ARC
Original Size	A1		
Drawing number	Volume Location	I Type Role Number	
HE551473-ARC-LLO-ZZZ-DR-CH-2005			

Post Code	Street Name
S35 2PT	Brookdale Court
S35 2PW	Brookdale Road
S35 2UA	Hood Hill
S35 2XT	Top Warren
S35 2XZ	Warren Gardens
S35 2YA	Warren Lane
S35 2YB	Warren Lane
S35 2YD	Warren Lane
S35 2YG	White Lane
S35 2YH	White Lane

Post Code	Street Name
S35 4LG	Park Lane, High Green
S35 4GR	Greaves Lane

Post Code	Street Name
S35 7DE	Bromley, Wortley
S35 7DH	Finkle Street Lane
S35 7DL	Cherry Tree Row

Post Code	Street Name
S36 1FT	Unsliven Road

Post Code	Street Name
S36 2AA	Fox Valley Way
S36 2AB	Fox Valley Way
S36 2AD	Fox Valley Way
S36 2AE	Fox Valley Way
S36 2AS	Nine Acre Lane
S36 2BA	Pea Royd Lane
S36 2BL	Underbank Lane
S36 2BN	Shepherd Lane
S36 2BS	Hunshelf Bank
S36 2BT	Hunshelf Park
S36 2BU	Hunshelf Road
S36 2JA	Fox Valley Way
S36 2SQ	Station Road
S36 2SU	Truman Grove
S36 2TB	Wortley Road
S36 2TD	Low Lathe Lane
S36 2UQ	Station Road
S36 2UZ	Station Road

<u>Post Code</u>	<u>Street Name</u>
S36 4GP	Midhopestones
S36 4GQ	Miller Lane
S36 4GR	Midhopestones
S36 4GW	Midhopestones
S36 4GY	Langsett

Post Code	Street Name
S70 5TT	Wood View
S70 5TU	Sheffield Road
S70 5TX	Strafford Grove
S70 5TZ	Moor Lane
S70 5UD	Pilley Hill

Post Code	Street Name
S74 0DT	Tankersley Lane
S74 0DU	Black Lane

Post Code	Street Name
S75 3AB	Pilley Green
S75 3AE	Pilley Green
S75 3AF	Chapel Road
S75 3AG	Lidgett Lane
S75 3AH	Worsborough View
S75 3AJ	Stainborough View
S75 3AN	Rockley View
S75 3AP	Pilley Lane
S75 3AQ	The Avenue
S75 3AR	Chapel Road
S75 3AW	Pilley Lane
S75 3AY	Wharncliffe Court
S75 3AZ	Silkstone Close
S75 3BA	Stone Row Court
S75 3BD	Stone Leigh
S75 3BE	Carr Lane
S75 3BF	Lidgett Lane
S75 3BG	Princess Grove
S75 3BH	Victoria Villas
S75 3BJ	Lidgett Lane
S75 3BL	Lidgett Lane
S75 3BN	Lidgett Lane
S75 3BP	Lidgett Lane
S75 3BQ	New Road
S75 3BS	Lidgett Lane
S75 3BT	Lidgett Lane
S75 3BW	Lidgett Lane
S75 3DA	Westwood New Road
S75 3DB	Walker Road
S75 3DD	MacNaghten road
S75 3DE	Fenn Road
S75 3DF	Westwood New Road
S75 3DG	Westwood New Road
S75 3DH	Wentworth Way
S75 3DJ	Maple Road
S75 3DL	Maple Road
S75 3DN	Thorncliffe Way
S75 3DP	Maple Court
S75 3DQ	Upper Tankersley
S75 3DU	Twelve Lands Close
S75 3DW	Longspring Grove
S75 3DX	Woodburn Gardens

Post Code	Street Name
SK13 OJH	Whitwell Bank
SK13 OJJ	Whitwell Close
SK13 OJL	Whitwell Lea
SK13 OJN	Whitwell Fold
SK13 OJP	Calver Mews
SK13 OJR	Calver Fold
SK13 OJS	Calver Place
SK13 OJT	Calver Bank
SK13 OJU	Calver Close
SK13 OJW	Whitwell Green
SK13 OJY	Wessington Green
SK13 OJZ	Wessington Fold
SK13 OLA	Wessington Bank
SK13 OLH	Brailsford Avenue
SK13 OLJ	Brailsford Mews
SK13 OLL	Brailsford Close
SK13 OLN	Brailsford Green
SK13 OLP	Alport Way
SK13 OLR	Alport Lea
SK13 OLS	Alport Grove
SK13 OLU	Winster Mews
SK13 OLW	Brailsford Gardens
SK13 OLE	Rowarth Close
SK13 OLF	Rowarth Way
SK13 OLG	Rowarth Fold
SK13 OLQ	Rowarth Avenue
SK13 OAA	Ashford Green
SK13 OAB	Ashford Mews
SK13 OAD	Monyash Way
SK13 OAE	Monyash Lea
SK13 OAF	Monyash Court
SK13 OAG	Monyash Grove
SK13 OAH	Tissington Terrace
SK13 OAJ	Tissington Bank
SK13 OAL	Tissington Green
SK13 OAP	Bakewell Lea
SK13 OAQ	Monyash Place
SK13 OAR	Bakewell Green
SK13 OAS	Bakewell Gardens
SK13 OAT	Bakewell Fold
SK13 OAU	Bakewell Close
SK13 OAX	Bakewell Walk
SK13 OAY	Bakewell Grove
SK13 OAZ	Bakewell Bank
SK13 OBB	Totley Place
SK13 OBD	Totely Gardens
SK13 OBE	Totely Close
SK13 OBG	Totely Green
SK13 OBH	Totely Lanes

SK13 OBJ	Wardlow Fold
SK13 OBL	Wardlow Walk
SK13 OBN	Wardlow Gardens
SK13 OBP	Wardlow Mews
SK13 OBQ	Totely Avenue
SK13 OBR	Wardlow Walk
SK13 OBS	Wardlow Avenue
SK13 OBU	Langsett Avenue
SK13 OBW	Wardlow Grove
SK13 OBX	Langsett Green
SK13 OBY	Langsett Grove
SK13 OBZ	Langsett Terrace
SK13 ODA	Langsett Lea
SK13 ODB	Hurdlow Mews
SK13 ODD	Hurdlow Green
SK13 ODE	Hurdlow Lea
SK13 ODF	Hurdlow Way
SK13 ODH	Combs Mews
SK13 ODJ	Combs Grove
SK13 ODL	Combs Fold
SK13 ODN	Combs Terrace
SK13 ODP	Combs Bank
SK13 ODQ	Combs Gardens
SK13 ODR	Combs Way
SK13 ODT	Shelden Place
SK13 ODU	Shelden Close
SK13 ODW	Shelden Lea
SK13 ODX	Shelden Fold
SK13 ODY	Elton Place
SK13 ODZ	Elton Close
SK13 OEA	Elton Bank
SK13 OEB	Elton Lea
SK13 OED	Hollins Way
SK13 OEE	Hollins Avenue
SK13 OEF	Hollins Gardens
SK13 OEG	Hollins Grove
SK13 OEH	Hollins Bank
SK13 OEJ	Hollins Close
SK13 OEL	Hollins Lane
SK13 OEP	Longnor Way
SK13 OEQ	Hollins Fold
SK13 OEW	Longnor Green
SK13 OHA	Hucklow Close
SK13 OHB	Hucklow Bank
SK13 OHD	Hucklow Fold
SK13 OHE	Hucklow Lanes
SK13 OHF	Hucklow Lea
SK13 OHG	Haddon Mews
SK13 OHH	Eyam Gardens
SK13 OHJ	Eyam Fold

SK13 OHL	Eyam Lea
SK13 OHN	Eyam Lane
SK13 OHP	Eyam Green
SK13 OHQ	Haddon Green
SK13 OHR	Eyam Close
SK13 OHS	Eyam Grove
SK13 OHU	Heyden Terrace
SK13 OHX	Heyden Bank
SK13 OHY	Heyden Fold
SK13 OHZ	Cromford Place
SK13 OJA	Cromford Fold
SK13 OJB	Cromford Green
SK13 OJD	Cromford Grove
SK13 OJE	Cromford Close
SK13 OJF	Cromford Bank
SK13 OJG	Cromford Way
SK13 OJQ	Cromford Lea
SK13 OJH	Whitwell Bank
SK13 OJJ	Whitwell Close
SK13 OJL	Whitwell Lea
SK13 OJN	Whitwell Fold
SK13 OJP	Calver Mews
SK13 OJR	Calver Fold
SK13 OJS	Calver Place
SK13 OJT	Calver Bank
SK13 OJU	Calver Close
SK13 OJW	Whitwell Green
SK13 OJY	Wessington Green
SK13 OJZ	Wessington Fold
SK13 OLA	Wessington Bank
SK13 OLD	Rowarth Bank
SK13 OLE	Rowarth Close
SK13 OLF	Rowarth Way
SK13 OLG	Rowarth Fold
SK13 OLH	Brailsford Avenue
SK13 OLJ	Brailsford Mews
SK13 OLL	Brailsford Close
SK13 OLN	Brailsford Green
SK13 OLP	Alport Way
SK13 OLQ	Rowarth Avenue
SK13 OLR	Alport Lea
SK13 OLS	Alport Grove
SK13 OLU	Winster Mews
SK13 OLW	Brailsford Gardens

Post Code	Street Name
SK13 1JN	New Road
SK13 1JR	Church Street
SK13 1JT	South Close
SK13 1JX	Woodhead Road
SK13 1JY	Old Road
SK13 1JZ	Old Road
SK13 1LB	Chapel Brow
SK13 1LD	Higher Square
SK13 1LE	Lower Square
SK13 1LF	Mount Pleasant
SK13 1LG	Stocks Brow
SK13 1LH	Old Road
SK13 1LJ	Manchester Road
SK13 1LL	The Stocks
SK13 1LN	Bramah Edge Court
SK13 1LP	High Bank
SK13 1LQ	Arnfield House
SK13 1LR	Conduit Street
SK13 1LS	West Street
SK13 1LT	Speedwell Close
SK13 1LU	Speedwell Close
SK13 1LW	Manchester Road
SK13 1LX	West Drive
SK13 1LY	South Close
SK13 1LZ	Woodlands Close
SK13 1NA	North Close
SK13 1NB	West Street
SK13 1ND	Woolley Mill Lane
SK13 1NE	Manchester Road
SK13 1NF	Manchester Road
SK13 1NG	Matthew Close
SK13 1NQ	Bank Lane
SK13 1BE	Waterside Business Park
SK13 1BP	Waterside
SK13 1BR	Waterside
SK13 1BS	Woolley Mill Lane
SK13 1BU	Waterside
SK13 1BW	Manchester Road
SK13 1PQ	Manchester Road
SK13 1PZ	Matthew Close
SK13 1QA	Fay Gardens
SK13 1QB	Peacock Close
SK13 1QD	Watkin Avenue
SK13 1QE	Wharnccliffe Close
SK13 1QG	Rossington Place
SK13 1QH	Graphite Way
SK13 1DU	Trail View
SK13 1DY	Post Street
SK13 1DZ	Brickfield Street

SK13 1EB	Platt Street
SK13 1EE	Temple Avenue
SK13 1EF	Post Street
SK13 1EG	Barber Street
SK13 1EH	Regent Street
SK13 1EJ	Platt Street
SK13 1EL	Temple Street
SK13 1EN	Lees Row
SK13 1EP	Park Road
SK13 1EQ	Rhodes Street
SK13 1ER	Little Padfield
SK13 1ES	Peel Street
SK13 1ET	Main Road
SK13 1EU	Jackson Street
SK13 1EW	Little Padfield
SK13 1EX	Temple Street
SK13 1EY	Platt Street
SK13 1GE	Rhodes Top
SK13 1GH	Rhodes Top
SK13 1HR	Woodhead Road
SK13 1HS	Bottoms Office
SK13 1NX	Chapel Lane
SK13 1DD	Vale House Drive
SK13 1AA	Station Road
SK13 1AE	Curtis Grove
SK13 1AH	Pingot Lane
SK13 1AJ	Station Road
SK13 1AL	Station Road
SK13 1AN	Station Road
SK13 1AQ	Albert Street
SK13 1AR	Station Road
SK13 1AS	Lambgates Lane
SK13 1AT	Lambgates
SK13 1AU	Kiln Lane
SK13 1AW	
SK13 1AX	Warhurst Fold
SK13 1AY	Old Hall Fold
SK13 1AZ	Old Hall Square
SK13 1BA	Paradise Street
SK13 1BB	Bank Street
SK13 1BD	Rhodeswood Drive
SK13 1BF	Wilmans Walk
SK13 1BG	New Bank Street
SK13 1BH	Masons Grove
SK13 1BJ	Victoria Avenue
SK13 1BL	Ehlinger Avenue
SK13 1BN	Torside Way
SK13 1BQ	Station Road
SK13 1BT	Vale House Drive
SK13 1BX	Bank Bottom

SK13 1BY	Bank Bottom
SK13 1BZ	Jones Street
SK13 1DA	Albert Street
SK13 1DB	Station Road
SK13 1DD	Vale House Drive
SK13 1DE	Maguire Avenure
SK13 1DF	Redfern Close
SK13 1DG	Albert Street
SK13 1DH	Wesley Street
SK13 1DJ	Wesley Street
SK13 1DL	Station Road
SK13 1DN	Crowden Drive
SK13 1DP	Valemount
SK13 1DQ	Osborne Place
SK13 1DR	Lambgates Lane
SK13 1DS	Brosscroft
SK13 1DT	Hazelwood Close
SK13 1EA	Richmond Close
SK13 1EZ	Main Road
SK13 1GA	Brosscroft Close
SK13 1GB	Torside Mews
SK13 1GD	Ewart Court
SK13 1HA	Main Road
SK13 1HB	Greenfield Street
SK13 1HD	Peter Steret
SK13 1HE	Brosscroft
SK13 1HF	Brosscroft
SK13 1HH	Brosscroft Village
SK13 1HJ	Goddard Lane
SK13 1HL	Damside
SK13 1HN	The Croft
SK13 1HP	Tintwistle
SK13 1HQ	Brosscroft Village
SK13 1HW	Lake Side
SK13 1NJ	Spring Bank Mews
SK13 1NN	Salsbury Street
SK13 1NP	Salsbury Street
SK13 1NR	Hadfield Road
SK13 1NS	Spring Gardens
SK13 1NT	
SK13 1NU	Chapel Lane
SK13 1NX	Chapel Lane
SK13 1NY	Spring Bank Mews
SK13 1NZ	The Rises
SK13 1PA	Ridings Road
SK13 1PB	Stone Ridge
SK13 1PD	Greenbank
SK13 1PE	St. Charles Close
SK13 1PF	The Paddock
SK13 1PG	Chapel Lane

SK13 1PJ	The Carriage Drive
SK13 1PL	Mercy Bank Road
SK13 1PN	Mercy Bank Road
SK13 1PP	The Carriage Drive
SK13 1PR	Etherow Way
SK13 1PS	Etherow Way
SK13 1PT	Stiles Close
SK13 1PU	John Dalton Street
SK13 1PW	Woodfield Close
SK13 1PX	Hadfield Road
SK13 1PY	Hadfield Road
SK13 1QJ	Lodge Bank
SK13 1QL	School Close
SK13 1QN	The Lodge
SK13 1QP	Evesham Avenue
SK13 1QR	Langley Court
SK13 1QS	Sutton Way
SK13 1QT	Gawsworth Close
SK13 1QW	Malvern Rise
SK13 1QX	Chesham Close
SK13 1QY	Blenheim Close

Post Code	Street Name
SK13 2GA	Woolley Bridge Road
SK13 2NR	Woolley Bridge Road
SK13 2NS	Woolley Bridge Road
SK13 2NX	Woolley Bridge
SK13 2RA	Potter Road
SK13 2RB	Tavern Road
SK13 2RD	Beatrix Drive
SK13 2EE	Sandybank Close
SK13 2AA	Railway Street
SK13 2AB	Oakford Court
SK13 2AD	Church Street
SK13 2AE	St. Andrew Court
SK13 2AF	Gladstone Street
SK13 2AG	Hadfield Road
SK13 2AJ	Newshaw Lane
SK13 2AL	South Marlow Street
SK13 2AN	The Avenue
SK13 2AP	Castle Street
SK13 2AQ	Marlow Street
SK13 2AR	Newshaw Lane
SK13 2AS	Goddard Road
SK13 2AT	Newshaw Lane
SK13 2AU	Bankswood Close
SK13 2AW	Littlebrook Close
SK13 2AX	Brookside Close
SK13 2AY	Newshaw Lane
SK13 2AZ	Thorncliffe Road
SK13 2BA	The Grove
SK13 2BB	Thorncliffe Road
SK13 2BD	Newshaw Lane
SK13 2BE	Shawfield Road
SK13 2BF	Kingsmoor Court
SK13 2BG	Lower Bank Close
SK13 2BH	Roundhill Close
SK13 2BJ	Shawfield Road
SK13 2BL	Meadowfield Close
SK13 2BN	Oakfield Road
SK13 2BP	Ashfield Road
SK13 2BQ	Mouselow Close
SK13 2BR	Green Lane
SK13 2BS	The Sycamores
SK13 2BT	Castle Street
SK13 2BW	Beechfield Road
SK13 2DA	Newshaw Lane
SK13 2DB	Green Lane
SK13 2DE	Peak View
SK13 2DG	Stanyforth Street
SK13 2DH	Walker Street
SK13 2DJ	Queen Street

SK13 2DL	Hordern Close
SK13 2DP	Marsden Street
SK13 2DQ	Cross Street
SK13 2DR	Hadfield Road
SK13 2DS	Newlands Drive
SK13 2DT	Green Lane
SK13 2DW	Queen Street
SK13 2DX	Burnside
SK13 2DY	Green Lane
SK13 2DZ	Lower Barn Road
SK13 2EA	Ridge Close
SK13 2EB	Hillside Close
SK13 2ED	Ivycroft
SK13 2EE	Sandybank Close
SK13 2EF	Springfield Close
SK13 2EG	Lawnfold
SK13 2EH	Moss Bank Close
SK13 2EJ	South brook Close
SK13 2EL	Lower Barn Road
SK13 2EN	Wheatcroft
SK13 2EP	Hadfield Road
SK13 2EQ	Pinfold
SK13 2ER	Hadfield Road
SK13 2ES	Higher Barn Road
SK13 2ET	Higher Barn Road
SK13 2EU	The Rushes
SK13 2EW	Fernlea Close
SK13 2EX	Barley Croft
SK13 2EY	Hawthron Bank
SK13 2EZ	Northbrook Road
SK13 2FG	Alder Close
SK13 2HA	Pear Tree Close
SK13 2HB	Rowan Walk
SK13 2LT	
SK13 2NH	
SK13 2NL	

Post Code	Street Name
SK13 5ER	Bankwood Cottage
SK13 5ZW	PO Box 101

Post Code	Street Name
SK13 6DA	Orchard Drive
SK13 6DB	Copper Beech Drive
SK13 6EE	Shaw Lane
SK13 6EF	Cottage Court
SK13 6EH	Glossop Road
SK13 6EL	Bonsall Close
SK13 6EP	Bonsall Fold
SK13 6EQ	Rowsley Mews
SK13 6ES	Bonsall Bank
SK13 6ET	Edale Close
SK13 6EU	Rowsley Grove
SK13 6EW	Rowsley Close
SK13 6EX	Rowsley Green
SK13 6EY	Rowsley Walk
SK13 6EZ	Edale Fold
SK13 6GB	Overdale Drive
SK13 6GA	Grindleford Grove
SK13 6HA	Edale Bank
SK13 6HB	Calow Close
SK13 6HD	Calow Green
SK13 6HE	Litton Gardens
SK13 6HF	Litton Bank
SK13 6HG	Litton Fold
SK13 6HJ	Burbage Bank
SK13 6HL	Burbage Way
SK13 6HN	Burbage Grove
SK13 6HP	Grindleford Gardens
SK13 6HQ	Tideswell Bank
SK13 6HR	Grindleford Lea
SK13 6HS	Grindleford Walk
SK13 6HT	Bradwell Lea
SK13 6JD	Dinting Vale Business Park
SK13 6JE	Brookfield
SK13 6JF	Shepley Street
SK13 6JG	Brook Street
SK13 6JQ	Melandra
SK13 6LE	Dinting Lodge Industrial Estate
SK13 6LG	Dinting Vale Business Park
SK13 6LH	Slatelands Avenue
SK13 6LJ	Slatelands Road
SK13 6LQ	Brookfield Industrial Estate
SK13 6LW	Primrose Lane
SK13 6NR	Simmondley Lane
SK13 6NS	Simmondley Lane
SK13 6NU	Dinting Vale House
SK13 6NX	Dinting Vale
SK13 6NY	Dinting Vale
SK13 6NZ	Adderley Road
SK13 6PA	Adderley Place

SK13 6PB	Dinting Vale
SK13 6PE	Bowland Road
SK13 6PF	Bowland Road
SK13 6PG	Burwell Close
SK13 6UP	Arundel Grange
SK13 6UQ	Melandra Castle Road
SK13 6XE	Peakdale Road
SK13 6LL	Bridgefield
SK13 6LN	Wilsons Terrace
SK13 6LP	Simmondley New Road
SK13 6LU	Simmondley Lane
SK13 6LW	Primrose Lane
SK13 6LX	Simmondley Lane
SK13 6LY	Simmondley Lane
SK13 6LZ	Werneth Road
SK13 6NP	Beach Avenue
SK13 6NQ	Simmondley Grove
SK13 6NT	Primrose Hill
SK13 6NW	Lyne Avenue
SK13 6PD	Arden Close
SK13 6PH	Highwood Close
SK13 6PJ	Woodlea Road
SK13 6PN	Moorside Close
SK13 6PQ	Brendon Close
SK13 6PR	Earls Way
SK13 6UA	Baslow Close
SK13 6UB	Riber Green
SK13 6UD	Riber Fold
SK13 6UJ	Pennine Road
SK13 6UR	Simons Walk
SK13 6SS	Matlock Gardens
SK13 6ST	Matlock Place
SK13 6SU	Matlock Lane
SK13 6SX	Matlock Bank
SK13 6SY	Bamford Mews
SK13 6SZ	Bamford Lane
SK13 6TA	Bamford Green
SK13 6TB	Bamford Fold
SK13 6TD	Castleton Terrace
SK13 6TE	Castleton Green
SK13 6TF	Castleton Bank
SK13 6TG	Castleton Grove
SK13 6TH	Castleton Crescent
SK13 6TQ	Bleaklow Walk
SK13 6TS	Riber Bank
SK13 6TT	Riber Close
SK13 6TX	Baslow Green
SK13 6TY	Baslow Fold
SK13 6TZ	Baslow Mews
SK13 6UA	Baslow Close

SK13 6UB	Riber Green
SK13 6UD	Riber Fold
SK13 6UJ	Pennine Road
SK13 6UL	Pennine Road
SK13 6UN	Peaknaze Close
SK13 6UR	Simons Walk
SK13 6UW	Kinder Close
SK13 6UZ	Storch Meadow Road
SK13 6XB	Turnlee Close
SK13 6XD	Riverview Cottages
SK13 6XF	Foxlea
SK13 6XL	Oakwood
SK13 6XR	Springwood
SK13 6XS	Beechwood
SK13 6XT	Green Bank
SK13 6XU	Ashwood
SK13 6XX	Hunters Lane
SK13 6XY	Green Lane
SK13 6XZ	Fresh Court
SK13 6YN	Valley Road
SK13 6YT	Brockholes
SK13 6EJ	Glossop Road
SK13 6ER	Bonsall Close
SK13 6HH	Tideswell Walk
SK13 6HU	Bradwell Terrace
SK13 6HW	Grindleford Grove
SK13 6HX	Bradwell Fold
SK13 6HY	Buxton Walk
SK13 6HZ	Buxton Close
SK13 6JB	Brookfield Cottage
SK13 6JH	Glossop Road
SK13 6JR	Turnlee Road
SK13 6NA	Melanie Close
SK13 6NB	Cotswold Close
SK13 6ND	Tarnside Fold
SK13 6NE	Simons Close
SK13 6NF	Werneth Road
SK13 6NG	Heather Bank Close
SK13 6NH	Longmoor Road
SK13 6NJ	Werneth Road
SK13 6NL	Dingle Close
SK13 6DE	The Shaw
SK13 6DP	
SK13 6JL	Hargate Hill
SK13 6JN	Simmondley
SK13 6JS	Turnlee Road
SK13 6JW	Hobroyd
SK13 6LD	Dinting Vale Business Park
SK13 6LR	Turnlee Road
SK13 6LS	Turnlee Road

SK13 6LT	Turnlee Road
SK13 6NA	Melanie Close
SK13 6NB	Cotswold Close
SK13 6ND	Tarnside Fold
SK13 6NE	Simons Close
SK13 6NF	Werneth Road
SK13 6NG	Heather Bank Close
SK13 6NH	Longmoor Road
SK13 6NJ	Werneth Road
SK13 6NL	Dingle Close
SK13 6NN	Pennine Road
SK13 6PL	Dingle Close
SK13 6PP	Beech Avenue
SK13 6PT	Primrose Hill
SK13 6PW	Turnlee Road
SK13 6PX	Walkdale Brow
SK13 6PY	Dukes Fold
SK13 6PZ	Howards Meadow
SK13 6QA	Kingfisher Way
SK13 6QB	Heron View
SK13 6QD	Whitley Walk
SK13 6QE	Kestrel View
SK13 6QF	Curlew Way
SK13 6QG	Swallow Fold
SK13 6QH	Swift Bank
SK13 6QJ	Ravens Close
SK13 6QR	PO BOX 34
SK13 6TU	Baslow Way
SK13 6US	Spring Rise
SK13 6UT	Meadow Rise
SK13 6UX	Storth Bank
SK13 6UY	Meadow Bank
SK13 6WE	PO BOX 138
SK13 6WH	PO BOX 119
SK13 6XA	Turnlee Drive

Post Code	Street Name
SK13 7AA,	Bernard Street
SK13 7AB,	Arundel Street
SK13 7AE,	Edward Street
SK13 7AF,	Edward Street
SK13 7AG,	Railway Street
SK13 7AH,	Surrey Street
SK13 7AJ,	Surrey Street
SK13 7AN,	Shrewsbury Street
SK13 7AP,	Oak Street
SK13 7AQ,	Ladybower Court
SK13 7AR,	Fuavel Road
SK13 7AS,	North Road
SK13 7AT,	Mill Court
SK13 7AU,	North Road
SK13 7AW	Wren Nest Terrace
SK13 7BF,	Shrewsbury Street,
SK13 7BJ,	Spire Hollin
SK13 7BL,	Ashleigh Avenue
SK13 7BN,	Elm Grove
SK13 7BP,	Cedar Close
SK13 7BR,	Spinney Close
SK13 7BS,	Spire Hollin
SK13 7BT,	Spire Hollin
SK13 7BU,	Ten Foot Close
SK13 7BW,	Birchside Avenue
SK13 7BX,	Old Chapel House
SK13 7BY	Glenbrook Hill
SK13 7DD,	Howard Street
SK13 7DE,	Howard Street
SK13 7DF,	Howard Street
SK13 7DG,	Talbot Street
SK13 7DJ,	Charles Street
SK13 7DL,	Fitzalan Street
SK13 7DN,	Lord Street
SK13 7DP,	Talbot Road
SK13 7DQ,	Talbot Street
SK13 7DR,	Talbot Road
SK13 7DS,	Dinting Road
SK13 7DT,	Dinting Road
SK13 7DU,	Lower Dinting
SK13 7DW,	Fuavel Road
SK13 7DX,	Ashes Lane
SK13 7DY,	Dinting Road
SK13 7DZ	Higher Dinting
SK13 7EB,	Dinting Road
SK13 7ED,	Railway Street
SK13 7EH,	Cottage Lane
SK13 7EN	Cottage Lane
SK13 7GA	Dinting Lane

SK13 7NU	Dinting Lane Industrial Estate
SK13 7QU,	Norfolk Street
SK13 7QX,	Drovers Walk
SK13 7QY,	Norfolk Street
SK13 7QZ	King Edward Avenue
SK13 7RA,	Norfolk Street,
SK13 7RB,	Kent Road
SK13 7RD,	Royle Avenue,
SK13 7RE,	Hall Meadow Road
SK13 7RF,	Old Hall Close,
SK13 7RG	Kingsmoor Road
SK13 7RJ,	Church Street
SK13 7RL,	Church Terrace
SK13 7RP,	Riverside Terrace
SK13 7RQ	Park Close
SK13 7UU	Dinting Road, Glossop
SK13 7PX	Hurst Lane
SK13 7QB	Hurst Road
SK13 7QD	Woodhead Road
SK13 7QF	The Heath
SK13 7QH	North Road
SK13 7QJ	Hilltop
SK13 7QL	The Ashes
SK13 7QN	Fairways Close
SK13 7QT	King Edward Avenue
SK13 7RH	Woodhead Road
SK13 7RN	Church Street
SK13 7RR	Castle Hill
SK13 7RU	Church Street South
SK13 7RW	Thorpe Street
SK13 7RX	Old Cross
SK13 7RY	Wesley Street
SK13 7RZ	Shepley Street
SK13 7SH	Manor Park Road
SK13 7SJ	Church Close
SK13 7SL	Blackshaw Road
SK13 7SP	Smithy Close
SK13 7SQ	Manor Park Road
SK13 7SR	Quarry Close
SK13 7TL	Manor Park View
SK13 7XP	Park Dene Drive
SK13 7AD	Partington Park
SK13 7AX	North Road
SK13 7AY	Heath Road
SK13 7AZ	Haywards Close
SK13 7BA	Heath Road
SK13 7BB	Ramsden Close
SK13 7BD	Bowden Road
SK13 7BE	Fernhill Close
SK13 7BG	Bexley Close

SK13 7BH	Howard Close
SK13 7BQ	Park Crescent
SK13 7GD	Manor Park Road
SK13 7PT	Derbyshire Level
SK13 7BZ	Partington Park
SK13 7AL	
SK13 7EG	
SK13 7PN	Kidd Road
SK13 7PS	Jumble Cottage/Farm
SK13 7QE	Woodhead Road
SK13 7QQ	Mouselow Farm
SK13 7WX	PO BOX 57

Post Code	Street Name
SK13 8AA	Victoria Street
SK13 8AB	Victoria Street
SK13 8AD	Mount Pleasant
SK13 8AE	Glossop Womens AID
SK13 8AF	Market Place
SK13 8AJ	Market Place
SK13 8AL	High Street West
SK13 8AP	Market Arcade
SK13 8AQ	Victoria Street
SK13 8AR	Market Street
SK13 8AT	Chapel Street
SK13 8AU	Cross Street
SK13 8AW	Hayden Court
SK13 8AX	Market Street
SK13 8AY	George Street
SK13 8AZ	High Street West
SK13 8BB	High Street West
SK13 8BD	Station Street
SK13 8BE	Halls Court
SK13 8BG	Brook Street
SK13 8BH	High Street West
SK13 8BP	Norfolk Square
SK13 8BR	Norfolk Square
SK13 8BS	Norfolk Street
SK13 8BT	Station Street
SK13 8BU	Booth Court
SK13 8BW	Henry Street
SK13 8BX	Ellison Street
SK13 8BZ	Ellison Street
SK13 8DA	High Street East
SK13 8DD	Smithy Fold
SK13 8DH	Collier Street
SK13 8DJ	Phlip Howard Road
SK13 8DL	St Mary's Road
SK13 8DN	St Mary's Road
SK13 8DP	Sumner Street
SK13 8DR	St Mary's Road
SK13 8DS	Princess Street
SK13 8DT	Mount Street
SK13 8DU	Duke Street
SK13 8DW	John Street
SK13 8DX	Shaw Street
SK13 8DY	Hadfield Street
SK13 8DZ	John Street
SK13 8EA	Pikes Lane
SK13 8EB	Hollincross Lane
SK13 8ED	Pikes Lane
SK13 8EE	Tredcroft Street
SK13 8EF	Chadwick Street

SK13 8EG	Primrose Lane
SK13 8EH	Pikes Lane
SK13 8EJ	Primrose Terrace
SK13 8EL	Queen Street
SK13 8EN	Primerose Crescent
SK13 8EP	High Street West
SK13 8EQ	Sunlaws Street
SK13 8ER	High Street West
SK13 8EU	Sunlaws Court
SK13 8EW	Primrose Lane
SK13 8EX	High Street West
SK13 8GB	Victoria Street
SK13 8GD	Victoria Street
SK13 8GE	High Street East
SK13 8GG	Glossop Brook Road
SK13 8GH	Wren Nest Road
SK13 8GJ	Wren Nest Mill
SK13 8GN	Glossop Brook Road
SK13 8GP	Glossop Brook Road
SK13 8HB	Wren Nest Road
SK13 8HD	Kings Court
SK13 8HF	Hugh Street
SK13 8HG	Spring Street
SK13 8HH	Sumners Place
SK13 8HJ	High Street West
SK13 8HL	Victoria Street
SK13 8HN	Longclough Drive
SK13 8HP	Brookside
SK13 8HQ	Cooper Street
SK13 8HR	Victoria Court
SK13 8HS	Victoria Street
SK13 8HT	Victoria Street
SK13 8HU	Park Terrace
SK13 8HW	Cheryls Bank
SK13 8HY	Victoria Street
SK13 8HZ	Victoria Street
SK13 8JA	Sefton Street
SK13 8JB	St Mary's Road
SK13 8JD	Duke Street
SK13 8JE	Hadfield Place
SK13 8JF	Victoria Street
SK13 8JH	Hollincross Lane
SK13 8JJ	James Street
SK13 8JL	Hadfield Street
SK13 8JQ	Hollincross Lane
SK13 8JT	Freetown
SK13 8LN	Gladstone Close
SK13 8LP	Derby Street
SK13 8LS	Collier Street
SK13 8LT	Union Street

SK13 8LU	King Street
SK13 8LX	Gladstone Street
SK13 8LY	King Street
SK13 8NA	Hadfield Square
SK13 8NB	Kershaw Street
SK13 8ND	Bank Street
SK13 8NE	Gladstone Street
SK13 8NF	Wood Street
SK13 8NL	Wood Street
SK13 8NN	Kershaw Street
SK13 8PN	High Street East
SK13 8PP	Croft Manor
SK13 8PQ	Nursery Close
SK13 8PS	Manor Street
SK13 8PT	Mill Street
SK13 8PU	Regency Close
SK13 8PX	Milltown
SK13 8PY	Lower Bank
SK13 8PZ	Cross Cliffe
SK13 8QA	High Street East
SK13 8QD	Regent street
SK13 8QE	Corn Street
SK13 8QF	High Street East
SK13 8QG	Jordan Street
SK13 8QH	Rose Green
SK13 8QQ	Silk Street
SK13 8RF	Shirebrook Drive
SK13 8TD	Slate Close
SK13 8TE	Cross Rise
SK13 8NG	Gladstone Street
SK13 8NH	Freetown
SK13 8NP	Barn Close
SK13 8NQ	Todd Street
SK13 8NT	Cliffe Road
SK13 8NY	Cliffe Road
SK13 8NZ	Highfield Road
SK13 8PA	Uplands Road
SK13 8PB	Crosslands Close
SK13 8PD	Uplands Road
SK13 8PE	Highfield Road
SK13 8PF	Sunningdale Drive
SK13 8PG	Morley Street
SK13 8PH	Unity Walk
SK13 8PL	Hurstbrook Close
SK13 8PR	Birch Green
SK13 8PW	Brook Meadow
SK13 8QJ	Sheffield Road
SK13 8QL	Sheffield Road
SK13 8QN	Thomas Street
SK13 8QP	Sheffield Road

SK13 8QR	Woodcock Grove
SK13 8QS	Pyegrove Road
SK13 8QT	Cowbrook Avenue
SK13 8QU	Sheffield Road
SK13 8QW	York Street
SK13 8QX	Sheffield Road
SK13 8QY	Sheffield Road
SK13 8QZ	Woodcock Grove
SK13 8RA	Pyegrove
SK13 8RB	Queens Drive
SK13 8RD	Queens Drive
SK13 8RE	Queens Drive
SK13 8RG	Hathersage Drive
SK13 8RH	Derwent Close
SK13 8RJ	Hillwood Drive
SK13 8RN	Millersdale Court
SK13 8RP	Peveil Court
SK13 8RQ	Dovedale Court
SK13 8RR	Winnats Close
SK13 8RS	Hebden Drive
SK13 8RT	Ashbourne Court
SK13 8RU	Lynne Close
SK13 8RW	Furness Close
SK13 8RX	Appleton Drive
SK13 8RY	Larch Way
SK13 8RZ	Gloucester Way
SK13 8SA	Hampshire Close
SK13 8SB	Yorkshire Way
SK13 8SD	Shropshire Drive
SK13 8SE	Warwick Close
SK13 8SF	Lincoln Way
SK13 8SG	Stafford Close
SK13 8SH	Leicester Drive
SK13 8SJ	Worcester Grove
SK13 8SL	Cowbrook Court
SK13 8SN	River Bank Way
SK13 8SQ	Wiltshire Drive
SK13 8SS	Sandiway
SK13 8ST	Langley Drive
SK13 8SX	Gorse Way
SK13 8TE	Cross Rise
SK13 8TH	Rushmere
SK13 8TR	Bramble Bank
SK13 8TS	Holly Bank
SK13 8TT	Carr Bank
SK13 8UA	Hurst Crescent
SK13 8UB	Plover Close
SK13 8UD	Mayflower Close
SK13 8UE	King Cup Close
SK13 8UF	Hurst Close

SK13 8UG	Scotty Brook Crescent
SK13 8UH	Heron Close
SK13 8UJ	Carr Farm Close
SK13 8UN	Buttercup Close
SK13 8JN	Charlestown Road
SK13 8JP	Ashton Street
SK13 8JR	Jackson Street
SK13 8JS	Acre Street
SK13 8JU	St. James Close
SK13 8JW	York Terrace
SK13 8JX	St. James Close
SK13 8LH	Whitfield Avenue
SK13 8LZ	Derby Street
SK13 8ES	High Street West
SK13 8GL	Whitfield Wells
SK13 8AS	Turnlee Works
SK13 8BJ	
SK13 8ES	High Street West
SK13 8GL	Whitfield Wells
SK13 8HA	
SK13 8HX	Ashton Gardens
SK13 8JY	Ebenezer Street
SK13 8JZ	Whitfield Avenue
SK13 8LA	Whitfield Avenue
SK13 8LB	Charlestown Road
SK13 8LD	Charlestown
SK13 8LG	Whitfield Park
SK13 8LJ	Charlestown Works
SK13 8LW	Hob Hill Meadows
SK13 8NJ	King Charles Court
SK13 8NR	Hague Street
SK13 8NS	Hague Street
SK13 8NU	Padfield Gate
SK13 8NW	Whitfield Cross
SK13 8NX	Fieldhead
SK13 8RL	Partington Court
SK13 8SP	South View Road
SK13 8SR	Linacre Way
SK13 8SU	High Bank Road
SK13 8SW	Wingfield Grove
SK13 8SY	Bracken Way
SK13 8WU	PO BOX 107

Post Code	Street Name
SK13 9AF	PO BOX 145
SK13 9AT	PO BOX 155
SK13 9DD	
SK13 9FE	PO BOX 161
SK13 9FL	PO BOX 166
SK13 9FN	PO BOX 167
SK13 9JD	
SK13 9JH	
SK13 9JS	

Post Code	Street Name
SK14 3AR	Mottram Road
SK14 3AS	Melyncourt Drive
SK14 3AU	Stockport Road
SK14 3AL	Mottram Old Road
SK14 3AP	Stockport Road
SK14 3BF	Mottram Road
SK14 3BP	Mottram Road
SK14 3BR	Godley Hill Road
SK14 3BT	Mottram Road
SK14 3DE	Beech View
SK14 3DG	Silverton Close
SK14 3DH	Underwood Road
SK14 3DJ	Polperro Walk
SK14 3DL	Cambourne Road
SK14 3DN	Porthtowan Walk
SK14 3DP	Cambourne Road
SK14 3DQ	Cheriton Close
SK14 3DR	Fentewan Walk
SK14 3DS	Fowey Walk
SK14 3DT	Tintagel Walk
SK14 3DU	Further Lane
SK14 3DW	Tawton Avenue
SK14 3DX	Dawlish Close
SK14 3DY	Colbourne Grove
SK14 3DZ	Colbourne Way
SK14 3EA	Underwood Road
SK14 3EB	Albany Way
SK14 3ED	Dewsnap Way
SK14 3EE	Wembury Walk
SK14 3EF	Polruan Walk
SK14 3EG	Thornbury Avenue
SK14 3EH	Hattersley Road East
SK14 3EL	Callington Drive
SK14 3EN	Callington Way
SK14 3EP	Torrington Drive
SK14 3EQ	Hattersley Road East
SK14 3ES	Thornbury Avenue
SK14 3ET	Viner Way
SK14 3EU	Pudding Fold
SK14 3EW	Callington Close
SK14 3EX	Birchenlee
SK14 3EY	Ashby Gardens
SK14 3EZ	Sutton Walk
SK14 3FJ	Honiton Avenue
SK14 3FL	Hattersley Road West
SK14 3FN	Limewood Avenue
SK14 3FP	Pudding Lane
SK14 3FQ	Heather Way
SK14 3HA	Hattersley Walk

SK14 3HB	Hattersley Road West
SK14 3HD	Underwood Road
SK14 3HE	Hattersley Road West
SK14 3HF	Paignton Walk
SK14 3HG	Hattersley Road West
SK14 3HH	Lynton Avenue
SK14 3HJ	Milverton Walk
SK14 3HL	Kingsbridge Walk
SK14 3HN	Kingsbridge Avenue
SK14 3HP	Paignton Avenue
SK14 3HQ	Lynton Walk
SK14 3HR	Honiton Avenue
SK14 3HS	Honiton Walk
SK14 3HW	Honiton Avenue
SK14 3HZ	Pudding Lane
SK14 3JA	Underwood Walk
SK14 3JB	Wardle Brook Avenue
SK14 3JD	Pudding Lane
SK14 3JE	Sundial Close
SK14 3JF	Sundial Walk
SK14 3JG	Wardle Brook Walk
SK14 3JH	Padstow Close
SK14 3JJ	Padstow Walk
SK14 3JL	Underwood Walk
SK14 3JQ	Wardle Brook Avenue
SK14 3JR	Sylvester Close
SK14 3JS	Sylvester Close
SK14 3JT	Hattersley Road West
SK14 3JU	Pudding Lane
SK14 3JX	Hare Hill Road
SK14 3JY	Bridestowe Walk
SK14 3JZ	Bridestowe Avenue
SK14 3LA	Hare Hill Walk
SK14 3LB	Hattersley Road West
SK14 3LD	Porlock Walk
SK14 3LE	Porlock Avenue
SK14 3LF	Hattersley Road West
SK14 3LG	Milverton Avenue
SK14 3LJ	Hattersley Road West
SK14 3LL	Helston Walk
SK14 3LN	Helston Close
SK14 3LP	Hare Hill Road
SK14 3LQ	Hattersley Road West
SK14 3LR	Sandy Haven Close
SK14 3LS	Sandy Haven Walk
SK14 3LT	Sands Walk
SK14 3LU	Sands Close
SK14 3LW	Sandy Bank Avenue
SK14 3LX	Sandy Bank Avenue
SK14 3NG	Hattersley Road West

SK14 3NJ	Hattersley Road West
SK14 3NL	Hattersley Road East
SK14 3NN	Ashburton Close
SK14 3NP	Fields Farm Road
SK14 3NR	Fields Farm Road
SK14 3NS	Tavistock Close
SK14 3NT	Fields Farm Close
SK14 3NU	Fields Farm Road
SK14 3NW	Hattersley Road East
SK14 3NX	Field Farm Walk
SK14 3NY	Waterside
SK14 3PA	Waterside Close
SK14 3PD	Waterside Walk
SK14 3PE	Bankside
SK14 3PF	Deerwood Vale
SK14 3PN	Chapman Road
SK14 3PP	Valley Road
SK14 3PR	Valley Gardens
SK14 3PS	Valley Road
SK14 3PT	Webb Grove
SK14 3PU	Webb Walk
SK14 3PW	Clough End Road
SK14 3PX	Clough End Road
SK14 3PY	Ball Walk
SK14 3PZ	
SK14 3QA	Bunkers Hill Road
SK14 3QB	Bowden Close
SK14 3QD	Bretland Gardens
SK14 3QE	Bunkers Hill Road
SK14 3QG	Collier Walk
SK14 3QH	Collier Close
SK14 3QJ	Hattersley Road East
SK14 3QL	Springwell Gardens
SK14 3QN	Springwell Way
SK14 3QP	Beaufort Close
SK14 3QQ	Awburn Road
SK14 3QR	Beaufort Way
SK14 3QS	Beaufort Road
SK14 3QT	Stockport Road
SK14 3QU	Housesteads
SK14 3QW	Phillip Way
SK14 3QX	Worthington Close
SK14 3QY	Sylvester Way
SK14 3QZ	Bardsley Close
SK14 3RA	Underwood Road
SK14 3RB	Melandra Crescent
SK14 3RD	
SK14 3RH	Beaufort Close
SK14 3RJ	Stockport Road
SK14 3RL	Beaufort Road

<u>Post Code</u>	<u>Street Name</u>
SK14 4AT	Sawyer Brow

<u>Post Code</u>	<u>Street Name</u>
SK14 5ET	Stockport Road

Post Code	Street Name
SK14 6JA	Broadbottom Road
SK14 6JB	Broadbottom Road
SK14 6JD	Market Place
SK14 6JE	Back Lane
SK14 6JF	Jackson Street
SK14 6JG	Market Street
SK14 6JH	Temperance Square
SK14 6JJ	Church Brow
SK14 6JL	War Hill
SK14 6JN	The Mudd
SK14 6JU	Broadbottom Road
SK14 6JQ	Market Street
SK14 6JT	Dale View
SK14 6JY	Weavers Court
SK14 6LA	Junction Mews
SK14 6LB	The Smithy
SK14 6LD	Mottram Moor
SK14 6LE	Shaw Street
SK14 6LF	Back Moor
SK14 6LG	Old Road
SK14 6LH	Hall Drive
SK14 6LJ	Hall Close
SK14 6LL	Tollemache Road
SK14 6LN	Tollemache Road
SK14 6LP	Roe Cross Green
SK14 6LQ	Spout Green
SK14 6LR	Dewsnap Lane
SK14 6LS	Rabbit Lane
SK14 6LT	Old Hall Lane
SK14 6LU	Old Hall Lane
SK14 6LW	Old Road
SK14 6LX	Old Hall Close
SK14 6LY	Lodge Court
SK14 6NA	The Croft
SK14 6NB	Roe Cross Industrial Park
SK14 6NE	Stalybridge Road
SK14 6NF	Stalybridge Road
SK14 6NG	Hyde Road
SK14 6NH	Ford Way
SK14 6NJ	Atherton Avenue
SK14 6NL	Atherton Grove
SK14 6NN	Ford Grove
SK14 6NP	John Kennedy Road
SK14 6NQ	Hyde Way
SK14 6NR	Longdale Drive
SK14 6NS	Longdale Gardens
SK14 6NT	Ashworth Lane
SK14 6NU	Ashworth Lane
SK14 6NW	Longdale Drive

SK14 6NX	Day Grove
SK14 6NY	Abbey Gardens
SK14 6NZ	Ashworth Lane
SK14 6PA	Grey Close
SK14 6PB	Costobadie Way
SK14 6PD	Costobadie Close
SK14 6PE	John Kennedy Road
SK14 6PF	Arundale Grove
SK14 6PG	Arundale Close
SK14 6PH	John Kennedy Road
SK14 6PJ	Manley Grove
SK14 6PL	Manley Way
SK14 6PN	John Kennedy Gardens
SK14 6PP	Four Lanes
SK14 6PQ	Abbey Grove
SK14 6PR	Oak Close
SK14 6PS	Ash Close
SK14 6PT	Elm Close
SK14 6PU	Mottram Fold
SK14 6PW	Lowry Grove
SK14 6PX	Winslow Avenue
SK14 6PY	Pearl Way
SK14 6SD	Roe Cross Road
SK14 6SE	Edge Lane
SK14 6SF	Dewsnap Lane
SK14 6SG	Hobson Moor Road
SK14 6SH	Hobson Moor Road
SK14 6SJ	Harrop Edge Road
SK14 6SU	Chambers Court
SK14 6TA	Littlefields
SK14 6TB	Meadowcroft
SK14 6TD	Rushycroft
SK14 6TE	Waterfoot Cottages
SK14 6TG	Lowry Court
SK14 6QB	Stringer Avenue
SK14 6QD	Stringer Close
SK14 6QG	Chain Bar Lane
SK14 6QJ	Chain Bar Lane
SK14 6QX	Winslow Avenue
SK14 6QY	Broadbottom Road
SK14 6QZ	Broadbottom Road
SK14 6DX	The Hauge
SK14 6DZ	Pingot Lane
SK14 6AF	Stockport Road
SK14 6AG	Lymefield
SK14 6BH	Mottram Road
SK14 6DU	Hague Road
SK14 6HX	Woodlands Close
SK14 6HY	Broadbottom Road
SK14 6HZ	Broadbottom Road

SK14 6JR	Hill End Lane
SK14 6JS	Home Farm Avenue
SK14 6JU	Bucklow Close
SK14 6JW	Whitegates
SK14 6JX	Braemore Drive
SK14 6PZ	Ashworth Lane
SK14 6QA	Ashworth Lane
SK14 6QE	Stringer Way
SK14 6QF	Chain Bar Way
SK14 6QH	Greenway
SK14 6QP	Shelmerdine Close
SK14 6QQ	Green Walk
SK14 6QW	Kennedy Square
SK14 6SL	Clough End
SK14 6SQ	Hobson Moor Road

Post Code	Street Name
SK14 8GA	Greenwater Meadow
SK14 8HF	Ash Grove
SK14 8HJ	Rosewood
SK14 8HQ	Moorfield Court
SK14 8HR	Market Street
SK14 8HS	Green Lane
SK14 8HT	Water Lane
SK14 8HU	Printers Brow
SK14 8HW	Market Street
SK14 8HX	Printers Fold
SK14 8HY	Market Street
SK14 8HZ	Friendship Square
SK14 8JA	Market Street
SK14 8JB	Hadfields Avenue
SK14 8JD	Gas Street
SK14 8JE	Moorfield Terrace
SK14 8JF	The Precinct
SK14 8JG	Green Lane
SK14 8JH	Thornccliffe Vale
SK14 8JJ	Thornccliffe Hall
SK14 8JL	Heather Grove
SK14 8JN	Bracken Close
SK14 8JP	Hawthorn Grove
SK14 8JQ	Green Lane
SK14 8JR	Fields Crescent
SK14 8JS	Fields Grove
SK14 8JT	King Street
SK14 8JU	Moorfield Street
SK14 8JW	Meadowbank
SK14 8JX	Moss Street
SK14 8JY	Buxton Terrace
SK14 8JZ	Millbrook
SK14 8LA	Manchester Road
SK14 8LE	Widowscroft Farm
SK14 8LF	Florence Way
SK14 8LG	Rose Bank Close
SK14 8LH	Ellison Close
SK14 8LJ	Market Street
SK14 8LL	Fern Lea
SK14 8LN	Market Street
SK14 8LP	Market Street
SK14 8LQ	Organ Way
SK14 8LR	Cannon Street
SK14 8LS	Wedneshough Green
SK14 8LW	Spring Street
SK14 8LX	Hollinhey Terrace
SK14 8LY	Coach Road
SK14 8LZ	Mottram Moor
SK14 8NA	Carr House Lane

SK14 8NB	Mottram Moor
SK14 8ND	The Courtyard
SK14 8NE	Market Street
SK14 8NF	Highfield Gardens
SK14 8NG	Booth Street
SK14 8NH	Thornccliffe
SK14 8NJ	Thornccliffe Wood
SK14 8NL	Wood Street
SK14 8NN	Woolley Lane
SK14 8NQ	Spring Street
SK14 8NW	Woolley Lane
SK14 8NZ	Cross Street
SK14 8PA	Taylor Street
SK14 8PB	Taylor Street
SK14 8PD	Lord Street
SK14 8PE	Earnshaw Street
SK14 8PF	Clayland Close
SK14 8PG	Church Road
SK14 8PH	Arrowscroft Court
SK14 8PJ	Woolley Close
SK14 8PL	The Boulevard
SK14 8PN	The Boulevard
SK14 8PP	St Marys Court
SK14 8PQ	Bennett Street
SK14 8PR	Market Street
SK14 8PW	Arrowscroft Way
SK14 8PZ	Taylor Street
SK14 8QH	Printers Park
SK14 8QJ	The Paddock
SK14 8QL	Holly Bank

Post Code	Street Name
SK15 2SA	Mottram Road, Matley, Stalybridge
SK15 2SU	Mottram Road, Matley, Stalybridge

<u>Post Code</u>	<u>Street Name</u>
SK15 3QS	Gallowsclough Road, Matley, Stalybridge

Our ref:
Your ref:

Irene Ofei

9th Floor
Piccadilly Gate
Store Street
Manchester M1 2WD

Direct Line: 0300 470 5280
Mobile: 07702972859

xx February 2017

Dear Sir or Madam

TRANS-PENNINE UPGRADE PROGRAMME NON STATUTORY PUBLIC CONSULTATION

As part of the Roads Investment Strategy we are currently developing proposals for the Trans-Pennine Upgrade Programme including the following elements:

- Mottram Moor Link Road
- A57(T) to A57 Link Road
- A61 Dualling
- A628 Climbing Lanes
- Safety and technology improvements.

Highways England will be holding a 4 week non-statutory public consultation with events planned as follows::

- 18th March 2017
Mottram Community Centre, Church Brow, Mottram SK14 6JJ 12:00-18:00
- 22nd March 2017
Tankersley Welfare Hall Pilley Lane, Tankersley, Barnsley, S75 3AP 12:00-18:00
- 25th March 2017
Tesco, Stockport Rd, Hattersley, Hyde, SK14 6QA 11:00-19:00
- 29th March 2017

Bradbury Community House, Market Street, Glossop, Derbyshire, SK13 8AR
14:00-20:00

- 1st April 2017
St Mary's Church, Market Street, Hollingworth, Hyde, Cheshire SK14 8NE
10:00-18:00.

Preview events for key stakeholders are being held on:

Saturday 18th March – Mottram Community Centre Church Brow, Mottram SK14 6JJ
from 11.00 to 12.00

Tuesday 21st March - Tankersley Welfare Hall, Pilley Lane, Tankersley, S75 3AP from
11:00 to 12:00.

and we would be very pleased if you would like to attend one of those. You are of course welcome to attend any of the other sessions.

If you would like to attend please contact me at irene.ofei@highwaysengland.co.uk or on either of the phone numbers above. If you would prefer us to brief you and your colleagues personally on the proposals prior to the events, we would be happy to arrange this.

Location maps of the venues are attached for your information.

At the events, Highways England will be presenting information about the scheme, and representatives from the Project Team will be available to answer questions.

Our project email address is Trans-Pennine_Scheme@highwaysengland.co.uk.

Yours sincerely

Irene Ofei
Project Manager

	To_Who	Salutation	Address 1
Jonathan Reynolds	Mr J Reynolds	Dear Mr Reynolds	Hyde Town Hall
Andrew Bingham	Mr A Bingham	Dear Mr Bingham	20 Broadwalk
Angela Smith	Ms A Smith	Dear Ms Smith	2 Maria House
William Wragg	Mr W Wragg	Dear Mr Wragg	13 Stockport Road
Andrew Gwynne	Mr A Gwynne	Dear Mr Gwynne	Town Hall
Angela Rayner	Ms A Rayner	Dear Ms Rayner	House Of Commor
Debbie Abrahams	Ms D Abrahams	Dear Ms Abrahams	Lord Chambers
Jason McCartney	Mr J McCartney	Dear Mr McCartney	Upperbridge House
Paula Sherriff	Ms P Sherriff	Dear Ms Sherriff	House Of Commor
Dan Jarvis	Mr D Jarvis	Dear Mr Jarvis	Corporate Mail Roc
Michael Dugher	Mr M Dugher	Dear Mr Dugher	West Bank House
John Healey	Mr J Healey	Dear Mr Healey	79 High Street
Sarah Champion	Ms S Champion	Dear Ms Champion	Unit 35
Gill Furniss	Ms G Furniss	Dear Ms Furniss	House Of Commor
Nick Clegg	Mr N Clegg	Dear Mr Clegg	Riverdale House

Address 2	Address 3	Town	County
Market Street Buxton	Hyde Derbyshire	Greater Manches SK14 1AL SK17 6JR	
3 Fox Valley Way Marple	Stocksbridge Stockport	Sheffield Greater Manches	South Yorkshire SK6 6BD
Market Street London	Denton Greater London	Manchester SW1A 0AA	M34 2AP
11 Church Lane 24 Huddersfield Road London	Oldham Holmfirth Greater London	Greater Manches West Yorkshire SW1A 0AA	OL1 3AN HD9 2JS
PO Box 634 West Street Wath upon Dearne Mooregate Crofts	Barnsley Hoyland Rotherham	South Yorkshire Barnsley South Yorkshire	S70 9GG South Yorkskshire S63 7QB
Business Centre London 89 Graham Road	South Grove Greater London Sheffield	Rotherham SW1A 0AA South Yorkshire	South Yorkskshire S10 3GP

Postcode

S36 2AA

S74 9EE

S60 2DH

	To_Who	Salutation
Janet Cooper	Ms J Cooper	Dear Ms Cooper
Gillian Peet	Ms G Peet	Dear Ms Peet
Chris Buglass	Mr C Buglass	Dear Ms Buglass
Dave Wilcox	Mr D Wilcox	Dear Mr Wilcox
Robert McKeown	Mr R McKeown	Dear Mr McKeown
Edward Siddall	Mr E Siddall	Dear Mr Siddall
Pat Jenner	Mr P Jenner	Dear Mr Jenner
Jack Clarkson	Mr J Clarkson	Dear Mr Clarkson
Richard Crowther	Mr R Crowther	Dear Mr Crowther
Keith Davis	Mr K Davis	Dear Mr Davis
John Booker	Mr J Booker	Dear Mr Booker
Adam Hurst	Mr A Hurst	Dear Mr Hurst
Zoe Sykes	Ms Z Sykes	Dear Ms Sykes
David Griffin	Mr D Griffin	Dear Mr Griffin
Andrew Millner	Mr A Milner	Dear Mr Milner
Joe Unsworth	Mr J Unsworth	Dear Mr Unsworth
Robert Barnard	Mr R Barnard	Dear Mr Barnard
Paul Hand-Davis	Mr P Hand-Davis	Dear Mr Hand-Davis
John Wilson	Mr J Wilson	Dear Mr Wilson
Ms B M Lowrie	Ms B M Lowrie	Dear Ms Lowrie
Elizabeth Barnard	Ms E Barnard	Dear Ms Barnard
Mrs Stephanie Tolson	Mrs S Tolson	Dear Mrs Tolson
Teresa Bisatt	Ms T Bisatt	Dear Ms Bisatt
Teresa Bisatt	Ms T Bisatt	Dear Ms Bisatt
David B Horsfall	Mr D B Horsfall	Dear Mr Horsfall
Kathryn Williams	Ms K Williams	Dear Ms K Williams
Mrs Kerry Blantern	Mrs K Blantern	Dear Ms Blantern
David Morton	Mr D Morton	Dear Mr Morton
Mrs Sally Barber	Mrs S Barber	Dear Mrs Barber
Keith Coulton	Mr K Coulton	Dear Mr Coulton

Address 1	Address 2	Address 3	Address 4
Weir Cottage	Hodge Lane	Broadbottom	Cheshire
7 Church Brow	Mottram	Hyde	Cheshire
23A Ashworth Lane	Mottram	Hyde	Cheshire
2 The Old School House	Bank Lane	Tintwistle	Cheshire
14 Cromford Green	Gamesley	Glossop	Derbyshire
4 Eyam Lane	Gamesley	Glossop	Derbyshire
3 North Close	Tintwistle	Glossop	Derbyshire
Sheffield City Council	Town Hall	Pinstone Street	Sheffield
Sheffield City Council	Town Hall	Pinstone Street	Sheffield
Sheffield City Council	Town Hall	Pinstone Street	Sheffield
Sheffield City Council	Town Hall	Pinstone Street	Sheffield
Sheffield City Council	Town Hall	Pinstone Street	Sheffield
Sheffield City Council	Town Hall	Pinstone Street	Sheffield
PO Box 634	Barnsley	South Yorkshire	S70 9GG
PO Box 635	Barnsley	South Yorkshire	S70 9GG
PO Box 636	Barnsley	South Yorkshire	S70 9GG
PO Box 637	Barnsley	South Yorkshire	S70 9GG
PO Box 638	Barnsley	South Yorkshire	S70 9GG
PO Box 639	Barnsley	South Yorkshire	S70 9GG
Sexton Street	Tintwistle	Glossop	Derbyshire
3 Cliff Hill Court	Holmfirth	Huddersfield	West Yorkshire
43 Nether Royd View	Silkstone Common	South Yorkshire	S75 4QQ
Bradfield Parish Council	Mill Lee Road	Low Bradfield	Sheffield
Stocksbridge Town Council	Town Hall	The ARC	Manchester Road
Oberwald	Forge Lane	Wortley	Sheffield
2 Twelve Lands Close	Tankersley	Barnsley	South Yorkshire
7 Cliffe Avenue	Crane Moor	Sheffield	South Yorkshire
Ecclesfield Parish Council	Council Offices	Mortomley Lane	High Green
Holme Valley Parish Council	Council Chamber	Council Offices	Huddersfield Road
St. John's Community Centre	Church Street	Penistone	Sheffield

Address 5	Town	County	Postcode
SK14 6BW			
SK14 6JJ			
SK14 6NT			
SK13 1NQ			
SK13 0JB			
SK13 0HN			
SK13 1NA			
South Yorkshire	S1 2HH		
South Yorkshire	S1 2HH		
South Yorkshire	S1 2HH		
South Yorkshire	S1 2HH		
South Yorkshire	S1 2HH		
South Yorkshire	S1 2HH		

SK13 1JN
HD9 1JF

South Yorkshire	S6 6LB		
Stocksbridge	Sheffield	South Yorkshire	S36 2DT
South Yorkshire	S35 7DN		
S75 3DU			
S35 7AS			
Sheffield	South Yorkshire	S35 3HS	
Holmfirth	West Yorkshire	HD9 3JP	
South Yorkshire	S36 6AR		

	To_Who
Mrs JI Cox	Mrs JI Cox
MJ Delaney & Co. (Developments) Ltd	The Owner
Mrs V Bromley	Mrs V Bromley
Mr B and Mrs EM Austin	Mr and Mrs B Austin
The Owners	The Owners
Mr A and Mrs M Petrou Ms J Croft	Mr and Mrs A Petrou Ms J Croft
The Owners	The Owners
Mr GB Manifold	Mr GB Manifold
Mr RE Summerscales	Mr RE Summerscales
Mr TR Summerscales	Mr TR Summerscales
Mrs E Summerscales	Mrs E Summerscales
Mrs C Summerscales	Mrs C Summerscales
The Owners	The Owners
The Owners	The Owners
Mr NA Jones and Mrs S Jones	Mr and Mrs NA Jones
The Owners	The Owners
The Owners	The Owners
The Owners	The Owners
Mr GA Beaumont	Mr GA Beaumont
Malik Mehdi Khalsan and Thongkun Ind	The Owner
N Mitcheson	N Mitchenson
Mr DR Surico	Mr DR Surico
L Mitcheson	L Mitchenson
The Owners	The Owners
The Owners	The Owners

The Owners	The Owners
The Owners	The Owners
The Owners	The Owners
The Owners	The Owners
The Owners	The Owners
K Kars	The Owner
Raj Properties Ltd Miss ER Perrin	The Owner Miss ER Perrin
The Owners	The Owners
The Owners Mr N Ellis	The Owners Mr N Ellis
The Owners	The Owners
The Owners	The Owners
The Owners	The Owners
The Owners	The Owners
The Owners	The Owners
The Owners	The Owners
Mr K and Mrs B Wykes	Mr and Mrs K Wykes
Mr JH Walsh and Mrs DM Walsh	Mr and Mrs JH Walsh
Mr PF and Mrs PSA Perrin	Mr and Mrs PF Perrin
Messrs W, R, DC and Ms Z Radford	Messrs W, R, DC and Ms Z Radford
The Owners	The Owners
Mr DL Rodgers and Mrs J Rodgers	Mr and Mrs DL Rodgers
AH Hibbert and C Penny	AH Hibbert and C Penny
Messrs JJ & WE & Mrs C Bower	Messrs JJ & WE & Mrs C Bower

Mr A and Mrs S Davies	Mr and Mrs A Davies
George Longden Limited	The Owner
United Utilities Water Limited	The Owner
Mr S Nield	Mr S Nield
Mr AJ and Mrs GH Bland	Mr and Mrs AJ Bland
The Leaseholder	The Leaseholder
The Leaseholder	The Leaseholder
The Leaseholder	The Leaseholder
The Leaseholder	The Leaseholder
Messrs C, D, G and Mrs E Gregory	Messrs C,D,G and Mrs E Gregory
HM Dowey	HM Dowey
Mrs N Ward	Mrs N Ward

Salutation	Address 1	Address 2
Dear Mrs Cox To Whom it may concern	Grange Farm Waterside Works	Harrop Edge Road Tame Street
Dear Mrs Bromley	21a Old Road	Mottram
Dear Mr and Mrs Austin To Whom it may concern	3 Tollemache Close 11 Old Hall Lane	Mottram Mottram
Dear Mr and Mrs Petrou	25 Four Lanes	Mottram
Dear Ms Croft To Whom it may concern	13 Old Hall Lane 15 Old Hall Lane Mottram and District Agricultural Society (MDAS)	Mottram Mottram Mottram
Dear Mr Manifold		Lumb Farm
Dear Mr Summerscales	21 Gylden Close	Hyde
Dear Mr Summerscales	22 Gylden Close	Hyde
Dear Mrs Summerscales	23 Gylden Close	Hyde
Dear Mrs Summerscales To Whom it may concern	24 Gylden Close The Barn	Hyde Nettle Hall Farm
To Whom it may concern	10 Coach Road	Hollingworth
Dear Mr and Mrs Jones To Whom it may concern	8 Coach Road 6 Coach Road	Hollingworth Hollingworth
To Whom it may concern	4 Coach Road	Hollingworth
To Whom it may concern	2 Coach Road	Hollingworth
Dear Mr Beaumont To Whom it may concern	103 Mottram Moor 45 Wedneshough Green	Mottram 35 Dalton Street Hollingworth
Dear Sir/Madam		Hollingworth
Dear Mr Surico	141 Mottram Moor	Hollingworth
Dear Sir/Madam To Whom it may concern	60 Brosscroft 177 Mottram Moor	Hadfield Hollingworth
To Whom it may concern	179 Mottram Moor	Hollingworth

To Whom it may concern	181 Mottram Moor	Hollingworth
To Whom it may concern	183 Mottram Moor	Hollingworth
To Whom it may concern	185 Mottram Moor	Hollingworth
To Whom it may concern	187 Mottram Moor	Hollingworth
To Whom it may concern	189 Mottram Moor	Hollingworth
To Whom it may concern	Mottram Moor	Hollingworth
To Whom it may concern	Raj Properties Ltd	12 Green Street
Dear Miss Perrin	Treacle Farm	Carr House Lane
To Whom it may concern	40 Mottram Moor	Hollingworth
To Whom it may concern	42 Mottram Moor	Hollingworth
Dear Mr Ellis	44 Mottram Moor	Hollingworth
To Whom it may concern	46 Mottram Moor	Hollingworth
To Whom it may concern	48 Mottram Moor	Hollingworth
To Whom it may concern	50 Mottram Moor	Hollingworth
To Whom it may concern	52 Mottram Moor	Hollingworth
To Whom it may concern	54 Mottram Moor	Hollingworth
To Whom it may concern	56 Mottram Moor	Hollingworth
Dear Mr and Mrs Wykes	60 Mottram Moor	Hollingworth
Dear Mr and Mrs Walsh	13 Mottram Moor	Hollingworth
Dear Mr and Mrs Perrin	Robin Hood Farm	Carr House Lane
Dear Messrs and Ms Radford	New Cottage	10 Carr House Lane
To Whom it may concern	8 Carr House Lane	Hollingworth
Dear Mr and Mrs Rodgers	Mottram Moor Farm	Hollingworth
To Whom it may concern	The Barn,	Mottram Moor
Dear Messrs and Mrs Bower	Carr House Farm	Carr House Lane

Dear Mr and Mrs Davies	Tara Brook Farm	Woolley Lane
To Whom it may concern	Huntington House	Jockey Lane
To Whom it may concern	Grasmere House	Lingley Mere Business Park
Dear Mr Nield	Old Mill Farm	Edge Lane
Dear Mr and Mrs Bland	Hollingworth Hall Farm	(Mottram
To Whom it may concern	1 Mottram Moor	Hollingworth
To Whom it may concern	3 Mottram Moor	Hollingworth
To Whom it may concern	5 Mottram Moor	Hollingworth
To Whom it may concern	7 Mottram Moor	Hollingworth
Dear Messrs and Mrs Gregory	Home Farm	Woolley Bridge
Dear Sir/Madam	Pikenaze Farm	Woodhead
Dear Mrs Ward	Enville and Stalybridge	Estates Office

Address 3	Address 4	Town	County
Mottram via Hyde	Cheshire	SK14 6SJ	
Stalybridge Cheshire	Cheshire SK14 6LG	SK15 1ST	
Cheshire	SK14 6LN		
Hyde	Cheshire	SK14 6LU	
Hyde Cheshire	Cheshire SK14 6LU	SK14 6PP	
Cheshire	SK14 6LU		
Dewsnap Lane	Hollingworth	Cheshire	SK14 6SF
Cheshire	SK14 4UN		
Cheshire	SK14 4UN		
Cheshire	SK14 4UN		
Cheshire	SK14 4UN		
Coach Road	Hollingworth	Cheshire	SK14 8LY
Hyde	Cheshire	SK14 8LY	
Hyde	Cheshire	SK14 8LY	
Hyde	Cheshire	SK14 8LY	
Hyde	Cheshire	SK14 8LY	
Hyde Hyde	Cheshire	SK14 8LY SK14 6LD	
Manchester	Greater Manchester	M40 7GX	
Hyde	Cheshire	SK14 8LS	
Hyde	Cheshire	SK14 8LZ	
Glossop	Derbyshire	SK13 1HE	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	

Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Forest Gate Hyde	London Cheshire	Greater London SK14 8NA	E7 8BZ
Hyde	Cheshire	SK14 8LZ	
Hyde Hyde	Cheshire Cheshire	SK14 8LZ SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8LZ	
Hyde	Cheshire	SK14 8NB	
Hollingworth	Hyde	Cheshire	SK14 8NA
Hollingworth	Hyde	Cheshire	SK14 8NA
Hyde	Cheshire	SK14 8NA	
Hyde	Cheshire	SK14 8LZ	
Hollingworth	Hyde	Cheshire	SK14 8LZ
Hollingworth	Hyde	Cheshire	SK14 8NA

Hollingworth	Hyde	Cheshire	SK14 8NW
Huntington	York	North Yorkshire	YO32 9XW
Lingley Green	Great Sankey	Warrington	Cheshire
Avenue	Cheshire	SK14 6SE	
Mottram via Hyde	Cheshire	SK14 6SG	
Hyde	Cheshire	SK14 8NB	
Hyde	Cheshire	SK14 8NB	
Hyde	Cheshire	SK14 8NB	
Hyde	Cheshire	SK14 8NB	
Hadfield	Glossop	Derbyshire	SK13 2NX
Glossop	Derbyshire	SK13 1JD	
Enville	Stourbridge	West Midlands	DY7 5HD

Postcode

WA5 3LP

Mandy Loach	Trans Pennine Trail
Ian Wilson	Barnsley Council
Chris Shields	Barnsley Council
Elizabeth Newman	Natural England
Alex Rowe	Natural England
Nigel Gilmore	Tameside
John Scott	Peak District
Nicola Hughes	United Utilities
Ross Evans	United Utilities
Eliot Haworth	United Utilities
Kathryn Frazer	United Utilities
Jim Seymour	Derbyshire
Geoff Blissett	Derbyshire
Nick Silvani	Sheffield
Richard Proctor	Sheffield
Matthew Reynolds	Sheffield
Ian McKenna	National Grid
Mark James	Highpeak
Cllr Tony Ashton	Highpeak
David Nixon	TFGM
Nicola Kane	TFGM
Richard Banks	TFGM
Naomi Doughty	Environment Agency
Abdul Gaffar	Environment Agency
Chris Waring	Environment Agency
Sue Stevenson	Stockport
	South Yorkshire
Anthony Ashton	Police
Rosamund Worrall	Historic England
Lillian Burns	CPRE (NW region)
	Friends of the Peak
Anne Robinson	District
Ashley Knott	Derbyshire Police
	Greater Manchester
Anthony Allt	Police
	Transport for the
Mick Noone	North
Andy Tickle	CPRE
Andrew Wood	CPRE
Paul Fell	Sheffield
Lorraine	
Simmonds	VOSA
Peter Molyneux	Transport for the
	North

To who

mandyloach@barnsley.gov.uk	Ms Loach
ianwilson@barnsley.gov.uk	Mr Wilson
chrisshields@barnsley.gov.uk	Mr Shields
elizabeth.newman@naturalengland.org.uk	Ms Newman
Alex.Rowe@naturalengland.org.uk	Mr Rowe
Nigel.gilmore@tameside.gov.uk	Mr Gilmore
John.scott@peakdistrict.gov.uk	Mr Scott
Nicola.hughes@uuplc.co.uk	Ms Hughes
Ross.evans@uuplc.co.uk	Mr Evans
Eliot.haworth@uuplc.co.uk	Mr Haworth
Kathryn.frazer@uuplc.co.uk	Ms Frazer
Jim.seymour@derbyshire.gov.uk	Mr Seymour
Geoff.blissett@derbyshire.gov.uk	Mr Blissett
Nick.silvani@sheffield.gov.uk	Mr Silvani
Richard.proctor@sheffield.gov.uk	Mr Proctor
Matthew.reynolds@sheffieldcityregion.org.uk	Mr Reynolds
lan.mckenna@nationalgrid.com	Mr McKenna
Mark.james@highpeak.gov.uk	Mr James
Tony.ashton@highpeak.gov.uk	Mr Ashton
David.nixon@tfgm.com	Mr Nixon
Nicola.kane@tfgm.com	Ms Kane
richard.banks@tfgm.com	Mr Banks
Naomi.doughty@environment-agency.gov.uk	Ms Doughty
abdul.gaffar@environment-agency.gov.uk	Mr Gaffar
chris.waring@environment-agency.gov.uk	Mr Waring
Sue.stevenson@stockport.gov.uk	Ms Stevenson
Anthony.ashton@southyorks.pnn.police.uk	Mr Ashton
Rosamund.Worrall@HistoricEngland.org.uk	Ms Worrall
BrLln@aol.com	Ms Burns
anaerobe@clara.co.uk	Ms Robinson
Ashley.Knott.4829@Derbyshire.PNN.Police.UK	
Anthony.Allt@gmp.police.uk	Mr Alt
Mick.Noone@halton.gov.uk	Mr Noone
andy.tickle@cprepeakandsyorks.org.uk	Mr Tickle
andrew@cprepeakandsyorks.org.uk	Mr Wood
Paul.fell@sheffield.gov.uk	Mr Fell
Lorraine.Simmonds@vosa.gsi.gov.uk	Mr Simmonds
peter.molyneux@transportforthenorth.com	Mr Molyneux

Trans-Pennine Upgrade Programme

Public consultation

Draft Report

10 May 2017

Client	Arcadis and Highways England
Company	Dialogue by Design
Title	Trans-Pennine Upgrade Programme
Subtitle	Public consultation
Dates	last published 10/05/2017 last revised 12/10/2017
Status	Draft
Classification	Restricted Internal
Project Code	Hcha7
Author(s)	Skye McCool, Zoe Molyneux, Hilary Clarke, Chloe Wenman
Quality Assurance by	Isabelle Guyot
Main point of contact	Ian Thompson
Telephone	0207 042 8000
Email	ian@dialoguebydesign.co.uk

If you would like a large text version of this document, please contact us.

Dialogue by Design

252B Gray's Inn Road

London

WC1X 8XG

+44 (0)20 7042 8000

www.dialoguebydesign.co.uk

info@dialoguebydesign.co.uk



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Chapter 1: Introduction

1.1. The Trans-Pennine Upgrade Programme

The Trans-Pennine Upgrade Programme (TPUP) is a package of proposed improvements on major roads between Manchester and Sheffield. The measures proposed are intended to reduce journey time, tackle congestion and reduce incidents on key Trans-Pennine routes.¹

The scheme comprises the following elements:

- Mottram Moor Link Road – a dual carriageway link from the M67 terminal roundabout to a junction at A57(T) Mottram Moor;
- A57(T) to A57 Link Road – a single carriageway link from the A57 at Mottram Moor to a junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Woolley Bridge Road junctions;
- A61 Dualling – a dual carriageway on the A61 between the A616 roundabout and junction 36 of the M1;
- A628 Climbing Lanes – two overtaking lanes on the A628 near Woodhead Bridge and near Salters Brook Bridge; and
- Safety and technology improvements – safety measures focused on addressing collisions along the whole route and technology measures to provide driver information and inform route choices.

1.2. Feedback received

The consultation on the Trans-Pennine Upgrade Programme opened on 13 March and closed on 10 April 2017. A total of 908 responses were received during the consultation period in a variety of formats, as shown in Table 1 below.

Table 1: Consultation responses received

Response Type	Count
Online questionnaire	638
Paper questionnaire	240
Email or letter	30
Total	908

¹ The proposals are set out in more detail on the Highways England project website: <http://roads.highways.gov.uk/projects/a57a628-trans-pennine-programme/>

The consultation questionnaire contained a combination of open (text box) and closed questions (that is those for which respondents could select from a list of responses).

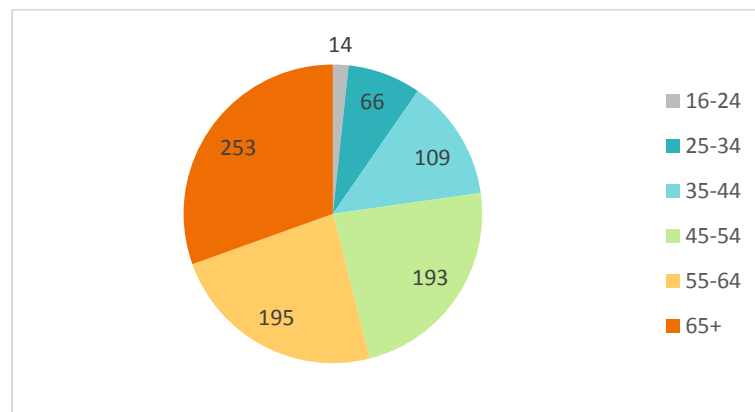
1.3. Participation

The final section of the consultation questionnaire contained three monitoring questions asking respondents to indicate their gender, age and whether they considered themselves to have a disability. It should be noted that these questions were optional and not all those respondents who completed the online or paper questionnaire chose to provide this information.

1.3.1. Age

Figure 1 shows the proportion of respondents to the consultation by age group (for the 830 who provided this information on the questionnaire). The majority of these respondents fall within the higher three age categories (that is they are above the age of 45). The largest proportion of respondents is from the 65+ age group. Respondents under the age of 45 make up less than a quarter of the total, with only a very small proportion from the 16-25 age group.

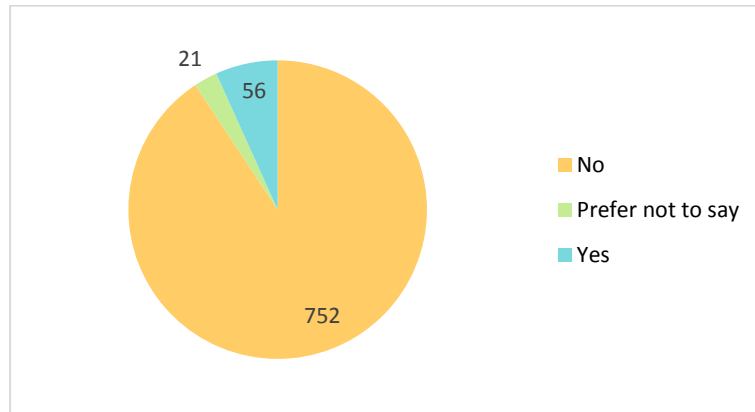
Figure 1: Count of respondents using the questionnaire by age group (n=830)



1.3.2. Disability

Figure 2 shows the proportion of respondents who consider themselves to have a disability compared to those who do not, for the 829 respondents who provided this information on the questionnaire. Only a small number of respondents (56) consider themselves to have a disability (Fig. 2).

Figure 2: Count of responses to the question, 'Do you consider yourself to have a disability?' (n=829)



1.4. Processing and analysis

1.4.1. Receipt and processing of feedback

Feedback from all channels was processed and imported into a single database for analysis by Dialogue by Design (DbyD). Feedback forms collected from the public information events were sent via secure post to DbyD offices by Arcadis. These were counted and entered into the analysis database by data entry staff. Feedback received via the freepost address (mostly questionnaire forms) was sorted by response type and counted before being data entered in the same way. A minimum of five percent of records completed by each data entry operator were quality checked before these records were imported to the analysis database.

Online responses via the Highways England website were transferred to DbyD and imported to the analysis database.

Email responses received via the project inbox at Highways England were forwarded to DbyD. These were checked against a log of responses received to ensure that all responses had been transferred before being imported to the analysis database.

Emails, letters and some other responses were unstructured (or non-fitting) feedback; that is, they did not follow and address the question structure of the feedback form. These responses were integrated with open text responses to Question 10 (*'Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme? Please feel free to continue over the page if necessary'*).

1.4.2. Analysis of open text responses

In order to analyse the responses to open text questions, and the variety of views expressed, a coding framework was created. The purpose of the framework was to enable analysts to organise responses by themes and issues so that key messages as well as specific points of detail could be captured and reported.

The process of developing the framework for this consultation involved a senior analyst reviewing an early set of responses and formulating an initial framework of codes. A two-tier approach was taken to coding, starting with high level themes and then specific codes. The top-level themes are listed in Table 2 below.

Table 2: Themes used in the coding framework

Theme
A61 Dualling
A628 Climbing Lanes
Consultation Process
Current Issues and Prioritisation
General
Link Roads
Locations
Mitigation
Other
Road Use
Safety and Technology

Each code is intended to represent a specific issue or argument raised in responses. Natural language codes (rather than numeric sets) are applied as this allows analysts to suggest refinements and additional issues, and aids quality control and external verification.

The application of a code to part of a response was done by highlighting the relevant text and recording the selection. A single submission could receive multiple codes. Where similar issues were raised, care was taken to ensure that these were coded consistently.

The coding process enabled all responses to be indexed according to the issues raised by respondents, and enabled a detailed summary of the content by means of this report.

1.5. Reading this report

1.5.1. Structure of the report

The feedback form collected information and views on three areas: travel habits and experience of local road-related problems; views on current proposals; and feedback on the consultation and public information events. The report covers each of these areas in turn. Appendix B outlines the questions of the feedback form. Each chapter includes feedback from the relevant questions, as well as relevant comments from other open text questions, letters and emails.

- **Chapter 2** summarises feedback **on road use, current issues and prioritisation**. The questions included in this chapter are Questions 1 to 4.
- **Chapter 3** of the report summarises **general comments** and feedback on the TPUP scheme overall, as well as suggestions for alternative measures and approaches. Comments on the scheme overall are mostly made within the responses to Question 10 and in letters and emails.
- **Chapter 4** summarises feedback on the **link road proposals**. This chapter includes Question 5a and relevant comments from Question 5b.

- **Chapter 5** summarises feedback on the **A61 dualling proposals**. This chapter includes Question 6a and relevant comments from Question 6b.
- **Chapter 6** summarises feedback on the **A628 climbing lanes proposals**. This chapter includes Question 7a and relevant comments from Question 7b.
- **Chapter 7** summarises feedback on the **proposed safety and technology improvements**. This chapter includes feedback for Questions 8 and 9.
- **Chapter 8** summarises feedback on the **consultation process and public information events**. The questions included in this chapter are Questions 11 to 13.
- **Appendix A** provides a list of the different **consultation documents** and where to access them.
- **Appendix B** provides the **consultation questions** for reference.
- **Appendix C** provides a detailed table of **additional measures** suggested by respondents.

1.5.2. Use of numbers and quantifiers in the report

As with all consultation activities, it should be borne in mind that those who chose to submit feedback constitute a self-selecting sample. This means they have chosen to reply, as opposed to having been selected to do so as part of a sample designed to be representative of an area or population. Their decision to do so may be affected by any number of factors, including awareness of the feedback process, involvement with a local organisation, and experience of using certain roads or their property being potentially affected by the proposals. As such, the feedback provides a useful reflection of the views of those who have chosen to reply (908 responses), but cannot be taken to be a representative cross section of the local community.

This is particularly important in relation to the analysis of responses to closed questions in the report. The proportions shown in charts and in some cases the percentages cited can only be taken to apply to those who responded to these questions and not generalised to any community more widely.

When summarising qualitative feedback under each section of the report, our general approach has been to start with the issues raised most frequently or by the highest number of comments, in order to give a general sense of proportionality. Quantifiers such as ‘many’, or a small number of ‘respondents’ are only used to provide an approximation of the relative number of comments within which an issue is raised, relative to other issues raised within a given question.

Quotes from respondents are used to illustrate particular arguments throughout the report. These quotes are taken directly from consultation responses and any spelling or grammatical errors are those of the respondent.

1.5.3. Interpreting charts

A few considerations should be borne in mind when interpreting the data in the charts in this document.

- Firstly, as a consultation process is self-selecting (that is anyone is free to respond or not as they choose), those who respond cannot be considered a representative sample.
- The values shown in the chart show only those who completed the online or paper questionnaire.
- Even within the subset of respondents who responded using the questionnaire, many of these respondents chose not to answer some of the closed questions on the questionnaire.

It should therefore be noted that the proportions shown in the charts cannot be considered to be fully representative of all respondents who participated in the consultation, much less of any wider community or population. Where possible, the number of total responses is indicated on the graph.

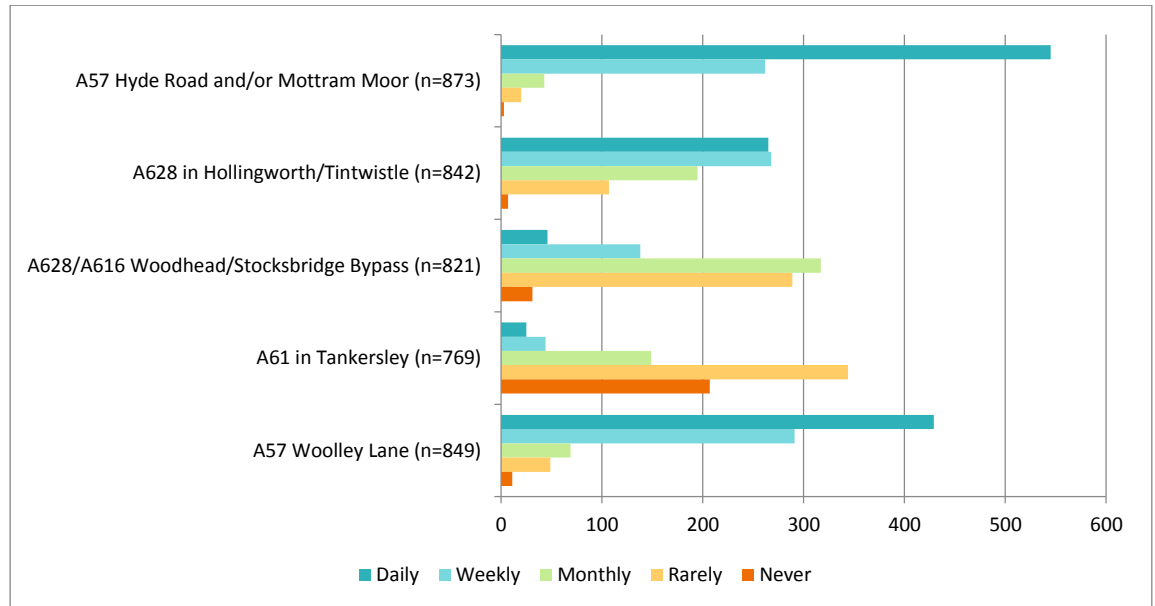
Chapter 2: Issues and Priorities

This chapter addresses responses to questions 1, 2, 3 and 4 – closed questions about travel habits, issues experienced and priorities – as well as comments on current issues and prioritisation in response to other questions and responses from letters or emails.²

2.1. Responses to Questions 1, 2 and 3

A total of 876 respondents answered Question 1, which asked how often respondents use each of five roads within the project area that make up key Trans-Pennine routes. The A57 Hyde Road/Mottram Moor and the A57 Wooley Lane are the most frequently used of the roads listed (Fig. 3). The A61 in Tankersley is used by least respondents, this road and the A628/A616 Woodhead/Stockbridge Bypass are also used less frequently by those respondents who use them (Fig. 3).

Figure 3: Count of responses to Question 1, 'How often do you currently use...'²

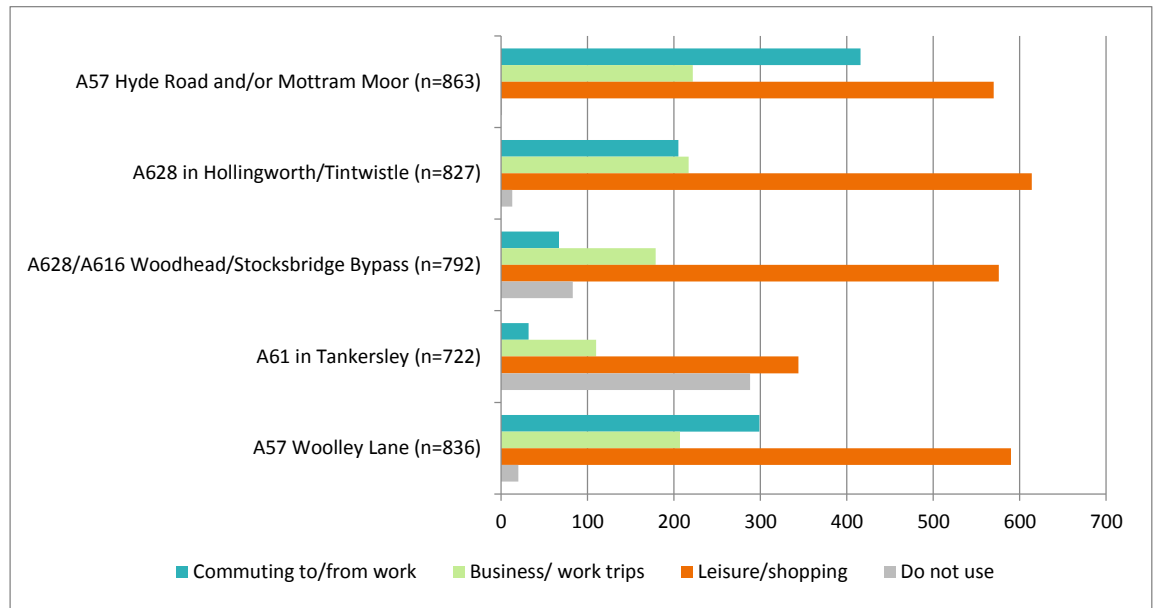


A total of 872 respondents answered Question 2, which asked respondents to indicate their main reason for using for each of these roads. Responses to this question are shown in Figure 4 below. Those who responded to this question use all the roads listed mainly for leisure purposes or shopping. The A628 in Hollingworth/ Tintwistle is the most used for this purpose.

The A57 Hyde Road/Mottram Moor, and to a lesser extent the A57 Wooley Lane are used by a higher proportion of respondents for commuting, which likely explains why these roads are used most frequently.

² See 1.5.3 Interpreting charts

Figure 4: Count of responses to Question 2, ‘If you use any or all of these routes, please indicate your reason for doing so (for the majority of your journeys)’³



A total of 829 respondents answered Question 3, which asked respondents which issues they experience on various roads, they could tick several responses. Congestion and delays appear to be the most significant issues experienced on all these roads, particularly the A57 Hyde Road/Mottram Moor (Fig. 5). Relatively fewer respondents are affected by noise and vibration.

Figure 5: Count of responses to Question 3, ‘Are you affected by any of the following? If yes please tick in the appropriate box’³

³ See 1.5.3 Interpreting charts



2.2. Comments on road use and current issues

This section provides further detail on comments on specific current issues in the Trans-Pennine area. The benefits and effects of the overall scheme in relation to local issues is discussed in detail in Chapter 2.

2.2.1. Congestion

Many respondents, including the Peak District National Park Authority, believe that congestion throughout the area is an important issue that needs addressing. Respondents feel the volume of traffic, including HGVs, is too high and that most of it is cross-Pennine, non-local traffic.

Several respondents emphasise specific ‘pinch points’ and congested areas, including Tintwistle to Mottram, Glossop to Mottram, local villages (Hollingworth, Tintwistle and Glossop), the Mottram/M67 junction, the A61/A616 junction, the Gun Inn Traffic lights, Woolley Bridge, and the B6174.

Respondents attribute current congestion issues to various factors, such as:

- cars in local villages (Hollingworth, Tintwistle and Glossop) parking on pavements;
- a lack of overtaking opportunities; and
- high numbers of HGVs on local roads and roads with steep inclines.

Respondents describe how all roads in the area are affected, as motorists use more unsuitable minor roads to avoid congestion on major ones, resulting in frustration for both drivers and local residents. For example, Old Road and Broadbottom Road are often used as rat runs, and the A628 is used when the M62 is congested.

Respondents emphasise various effects of congestion, such as reduced quality of life, health and well-being, increased journey times, economic impacts, pedestrian access challenges, impacts on public transport and property blight.

‘The current congestion levels experienced along the A57/A628 have a significant detrimental impact on those who live, work and travel through the area. These impacts extend beyond the major road network as both local and commuter traffic is pushed onto the surrounding minor roads in an attempt to avoid congestion – often local roads are gridlocked for long periods of the day, causing significant delay, pollution and noise’ Member of the public (User ID 805)

2.2.2. Air quality

Many respondents, including the Peak District National Park Authority, feel that air quality is a significant current issue. Reasons given for the pollution include the high number of HGVs, and the large amount of time vehicles are stationary in traffic. Most of those who raised air pollution as an issue connected it to poor health.

Air pollution is said to be particularly bad in areas close to the Gun Inn junction, such as Hollingworth, Tintwistle. One respondent emphasises that air monitors at Hollingworth Primary school showed air quality to be dangerously poor.

‘The high volume of HGV diesel vehicles using the route results in high concentrations of particulates, which are known to be harmful to health’ Member of the public (User ID 813)

2.2.3. Safety

A large number of respondents believe that road safety is an important current issue in the area. Specific current safety issues mentioned include:

- large volume of traffic, particularly HGVs, on small roads such as the Woodhead Pass;
- dangerous pedestrian crossings – the crossing the A628/A57 at the Gun Inn traffic lights is specifically described as hazardous;
- parking on pavements, for example on Manchester Road;
- overtaking is dangerous on narrow, windy roads, and on single carriageways;
- A628/A6024 and A628/B6105 junctions – particularly for traffic turning onto the A628;
- A628 Market Street;
- Salters Brook Bridge bends and gradient can be misjudged in the dark;
- cyclist safety – for example commuting to Manchester on the A57;
- poor condition of roads and bridges, in Broadbottom, Tintwistle and Woolley Bridge; and
- lack of enforcement of speed limits.

2.2.4. Noise and vibration

Several respondents feel that noise and vibration from traffic is a current issue. They feel that noise and vibration from HGVs is particularly bad. Residents living in Hollingworth, Tintwistle, Mottram, Stalybridge, Glossop and Dinting are mainly affected. Several respondents believe the noise levels are detrimental to residents' quality of life.

'We have experienced being woken in the night from the noise and vibration (of our bed) many times due to the heavy vehicles on the A628' Member of public (User ID 100514)

2.2.5. Access

Several respondents believe that access to property and villages is a significant current problem. These respondents feel that congestion makes it difficult for residents to access their homes and for tourists to visit the area. Some specific access concerns are that:

- the A57 cuts Mottram in half, making it difficult to travel from one side to the other;
- it is difficult to walk on the pavement at Market Street, due to parked cars;
- traffic lights are timed to favour the trunk road, making the area less permeable;
- access to the A61 from Tankersley Industrial Park is limited, as the roundabout favours the A61; and
- it is difficult for emergency services to reach villages.

'One feels a prisoner in our location with abysmal access and egress due to traffic congestion at any time of the day or night. This situation will inevitably deteriorate with more house building projects having been approved for the area' Member of the public (User ID 797)

2.2.6. Economy and business

A few respondents, including a couple of local businesses, feel that the local economy is suffering due to traffic problems. These respondents describe how congestion deters customers from visiting businesses, directly causing these businesses to lose profit.

2.2.7. Drainage, hydrology and flood risk

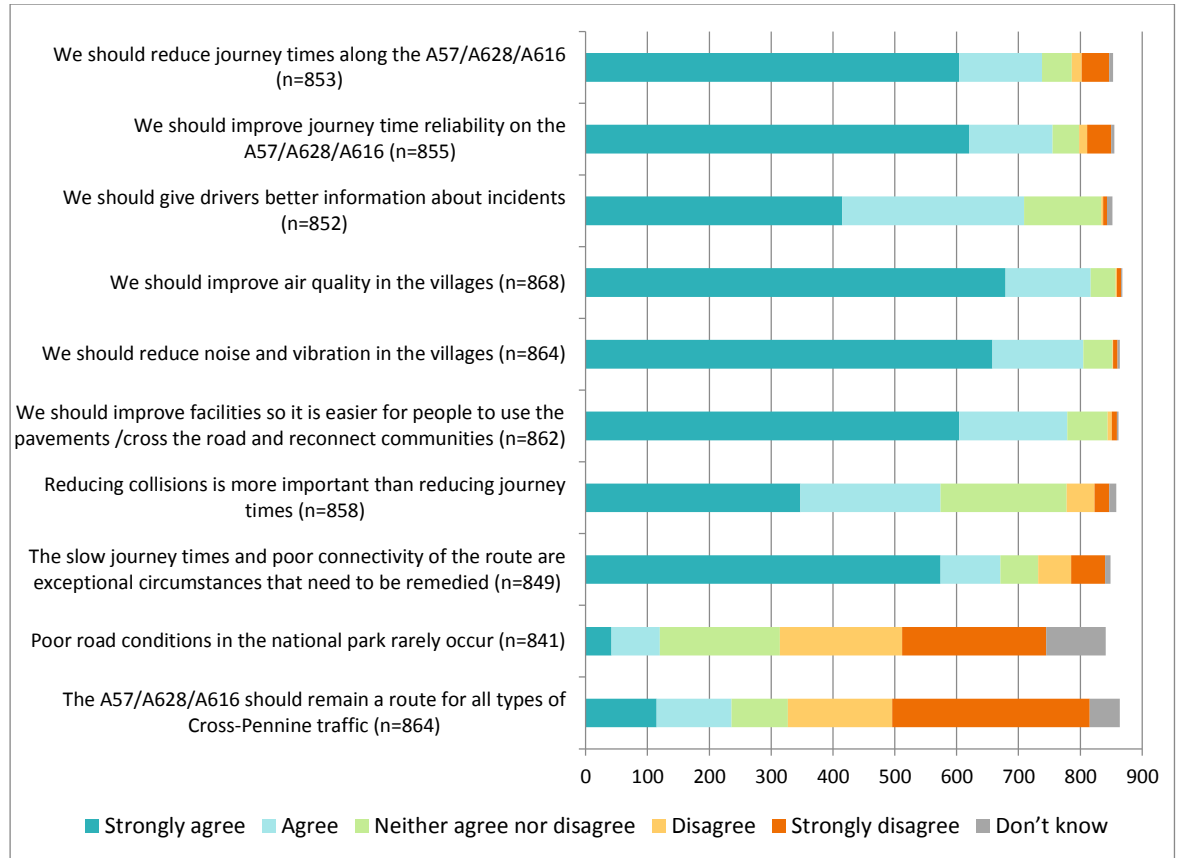
A few respondents emphasise the ground conditions in the area, stating that subsidence is a problem. Flooding is said to particularly be a problem between the M69 and the Roe Cross Road, and in the Woolley Bridge area and extending down the A57 towards Glossop.

2.3. Responses to Question 4

A total of 875 respondents answered Question 4, which asked respondents to indicate the extent to which they agree or disagree with a number of statements reflecting the objectives of the scheme. Responses to this question give a sense of how respondents prioritise different

elements involved in the scheme. These show (Fig. 6) that more people (817) marked ‘Strongly Agree’ or ‘Agree’ to prioritising improving air quality in the villages than any other statement, closely followed by reducing noise and vibration in the villages (805). The fewest people marked ‘Strongly Agree’ or ‘Agree’ on the statement suggesting that poor road conditions in the national park rarely occur.

Figure 6: Responses to Question 4: ‘To what extent do you agree or disagree with the following statements? Please tick the appropriate box.’⁴



2.4. Comments on prioritisation of measures

Many respondents comment on the severity of the current issues that they experience in the Trans-Pennine area, and emphasise the need for improvement. These issues are discussed in detail in section 2.2 and the benefits and effects of the overall scheme in relation to local issues is discussed in detail in Chapter 3. There was no open question on prioritisation, however a small number of respondents comment specifically on the prioritisation of different measures, areas and issues, often in relation to one another, this is discussed further below.

⁴ See 1.5.3 Interpreting charts

2.4.1. High priority measures and issues

Some respondents, including the High Peak Borough Council, comment on specific measures, areas and issues that they believe are more important and should be prioritised, these include:

- construction of a Trans-Pennine bypass or tunnel;
- climbing lanes;
- improvement to the A628/B6105 and A628/A6024 junctions – this is seen by a small number of respondents as more important than climbing lanes and snow gates;
- Mottram Moor/A57(T) to A57 Link Road;
- congestion on the A628;
- congestion in Tintwistle, Hollingworth and Glossop;
- improvements to the safety of T-junctions on the A57; and
- improvements to the M67 to Mottram Moor.

'As long as they improve the unsafe junction of the B6105-A628 and A6024-A628 - this should be of the highest priority' Member of the public (User ID 100450)

2.4.2. Low priority measures and issues

A few respondents express varied opinions on measures and issues that they believe are of low priority. Measures and issues seen as unnecessary or of low priority include:

- A61 dualling – congestion reduction elsewhere on the route is seen as a higher priority;
- climbing lanes – dualling and link roads are seen as a higher priority;
- signage and snow gates – improvement of unsafe junctions is seen as more important; and
- speed restrictions.

'I think that lowering the speed limit and average speed cameras are not important to the task of improving safety along the A628.' Member of the public (User ID 820)

Chapter 3: Views on the overall scheme

This chapter addresses general comments on the Trans Pennine Upgrade Programme raised across all open text questions, as well as in responses from letters or emails. Comments specific to the proposals are addressed under the relevant chapters.

3.1. Overview of responses

Although a question was not posed on the overall scheme, there is general support for the programme and each of the proposals described. Broadly, respondents believe that congestion will be improved, the quality of life of residents living in traffic black spots will be better and the route will be generally safer. Many respondents urge the Department for Transport and Highways England to start work as soon possible. The scope of the support and opposition for each part of the project addressed in this consultation is analysed in detail in the relevant chapter below.

A large number of respondents offer partial support for either the whole scheme or aspects of the scheme, listing various conditions or additional measures that they believe would improve the project. For example, some respondents support the programme as long as there are clear signage and road markings, for safety and swiftness of movement, whilst others are positive, as long as the needs of pedestrians and cyclists are carefully taken into account.

Some respondents believe that the Department for Transport and Highways England need to reconsider and improve the whole scheme for the Trans Pennine Upgrade Programme (TPUP). They believe that the proposals included in this consultation do not go far enough to tackle the problem and will be obsolete very soon, and generally emphasise a need for a comprehensive, coherent approach to planning and designing a larger solution.

A minority suggest interventions, such as improving public transport links, banning HGVs from the whole route or focussing on a Trans Pennine tunnel, which would impact upon the need case for all the different proposals included in this consultation.

3.2. Concerns about programme implementation

3.2.1. Programme is inadequate

Some respondents, including the MP for Stalybridge and Hyde, believe that the programme and proposals are inadequate and fail to address the current and future challenges faced by local communities and road users, some believe they will in fact increase congestion and traffic volume. Some of these respondents relate the perceived shortcomings of the programme to suggested additional measures, which are discussed separately in this chapter and Appendix C. A small number of respondents see the current proposals as a short-term part of a larger solution.

Many respondents pose the question as to why improvements have taken so long to develop. There is widespread frustration about multiple consultations on the same subject for decades.

Several respondents blame political will and short-termism for the failure to tackle congestion on the route sooner.

3.2.2. Cost and benefits

Some respondents believe that the programme, proposals and consultations are a waste of money, as they are perceived to fall short of resolving current problems, worsen current problems, and/or there is little return on investment. A few of these respondents feel that there should be further consideration and assessment of alternative, larger measures to ensure that money is well spent and brings about effective solutions.

'This is just a botched proposal solving nothing and costing millions.' Member of the public (User ID 100498)

Some respondents express concerns that the proposals in this consultation and the programme overall are expensive or not affordable given the available budget. In some cases, these concerns relate to respondents' views on prioritisation, which is discussed in Chapter 3. A few respondents comment on the feasibility of the programme and proposals, and are concerned that it may not progress, particularly given the financial constraints.

Some respondents, including the Peak District National Park Authority, believe that the benefits of the programme and proposals will only be realised by certain communities and areas, and that it may indeed worsen the situation for other communities.

3.2.3. Assessments, assumptions and modelling

One respondent challenges the data quoted regarding projected increases in traffic, suggesting that the Department for Transport and Highways England are forecasting statistics that suit the project rather than creating a solution for more realistic statistics. They suggest that traffic increases are likely to be in the range of 20 - 30% rather than the 3 - 6% quoted. Several other respondents also question these estimates, and data provided regarding traffic in Glossop, but in less detailed terms.

3.3. Benefits and impacts of the overall scheme

3.3.1. Environment

The majority of respondents who express a clear opinion on the Trans Pennine Upgrade Programme as a whole, support it because they believe it will improve the environment in local communities. Many respondents who live in towns and villages along the route complain about high levels of noise, dirt and pollution produced by slow moving or stationary traffic. They strongly support TPUP initiatives to move traffic away from settlements and reduce congestion in towns and villages. However, some other respondents are opposed to the project, believing improvements will increase the amount of traffic using the route and therefore have a negative impact on the environment, especially pollution.

'Living in the area coping with the daily traffic congestion, pollution, road rage, noise and vibration from the endless passing traffic has made life unbearable.' Member of the public (User ID 580)

Many respondents are concerned about the visual impacts of scheme related infrastructure. Noise and light pollution are also mentioned by several respondents, including Natural England, as major concerns. A few respondents, including Natural England, are concerned about drainage and changes to hydrology, which could increase risk of subsidence and flooding.

'This is all wholly unacceptable. The distinct landscapes tranquillity and dark skies of the Park should all be enhanced not harmed.' Member of the public (User ID 1048)

Several respondents cite improved air quality as a benefit of the scheme. However, a similar number believe that air quality will be negatively affected by increased numbers of vehicles on the road.

Many respondents, including Natural England, the National Trust and the Peak District National Park Authority, are concerned about the impact on habitats and designated sites, including the South Pennine Moors Special Area of Conservation (SAC), Peak District Moors (South Pennine Moors Phase 1) Special Protection Areas (SPA) and Dark Peak Site of Special Scientific Interest (SSSI). The National Trust says that the impact of the proposals affects the first and second statutory Purposes of the National Park.

'The presence of a major new highway has adverse consequences quite remote from its location. A large area/region may be blighted by noise, light and air pollution, environmental disturbance and loss of habitat.' Member of the public (User ID 937)

Several respondents are concerned that this proposal is a 'stealth' measure, which will mark the beginning of more road improvements, which could cause further environmental impacts.

3.3.2. Community

Cultural heritage

Only a few respondents mention benefits or effects on cultural heritage. Concerns that are raised by individual respondents include potential negative impacts on:

- archaeological remains, including medieval stop lynchets, at Roman Road near Back Moor;
- listed buildings in Old Hall Lane; and
- conservation areas in Langsett and Midhope.

Local amenities

Many respondents, including the National Trust and the Peak District National Park Authority, are concerned about the impact of the project on the countryside and open spaces used for recreation. Several respondents, including the Peak District National Park Authority, are concerned about potential impacts on recreation amenities (such as the Trans Pennine Trail) and non-motorised users, a few feel that these concerns were not suitably addressed in the consultation. The Trans Pennine Trail provides an analysis of the potential negative impact on visitor numbers using the path. Several respondents regret the loss of Mottram Showground.

'Safe passage of all users is essential and it is disappointing that Highways England has not documented this within the consultation provided. There is also a need to consider these users during the construction phase of the project – again this is not evidenced within the consultation.' Trans Pennine Trail (User ID 305609)

Health

Several respondents are concerned that the health of local people could be affected by pollution and decreased air quality, especially where roads move closer to houses and residential areas.

3.3.3. Safety

A large number of respondents mention safety as a key issue when considering the questions posed in the consultation. Many respondents are unhappy that the current route has numerous accident blackspots and hazards. There are concerns expressed for the safety of all road users, including pedestrians, cyclists and horse riders, as well as drivers. Most respondents believe the project as proposed will improve safety on the route. However, a minority are concerned that improved roads will lead to more vehicles, higher speeds and therefore greater probability for accidents.

Several respondents suggest that the proposals will limit access to health-care, notably that provided at Tameside Hospital, especially by vulnerable groups. They also suggest that construction work in all three parts of the project has the potential to hinder the work of emergency services. They ask that the new scheme keeps emergency access in mind during the design process, as the programme has the potential to be beneficial in this regard.

3.3.4. Congestion and journey time

Many respondents support the overall programme as they believe it will alleviate congestion and improve journey times, both locally (including Glossop, Woolley Bridge, Hadfield, Mottram, Hollingworth, Charlesworth and Broadbottom) and between Manchester and Sheffield. They cite the unpredictability of journey times, as well as the high volume of visitor traffic in the summer, as causes of frustration to local people. They believe that the situation is worsening year by year and that the project needs to be implemented as soon as possible.

'A fantastic investment programme which is much needed to tackle congestion in surrounding areas and improve journey time/safety for drivers.' Member of the public (User ID 545)

A minority of respondents feel the project would have an overall negative impact on congestion, because it would simply move traffic jams into different locations and not solve the overarching problem. Opinion was divided amongst respondents about whether journey times would be decreased, and if so, whether the time saved would be significant. A few respondents suggest that there may be a short-term improvement in journey times, but in the long-term increased traffic and subsequent traffic calming measures, such as speed controls, would render the improvements obsolete, triggering further need for intervention.

Several respondents feel that future developments in the area are an issue, as they believe that they will exacerbate existing congestion and safety risks. Concerns are mainly about plans to build more houses in Glossop, which will bring more traffic to the area.

There are also concerns from a few respondents that residents of Glossop and Hadfield would stop using rail transport if congestion is improved, meaning more vehicles would be on the road and putting rail infrastructure at risk of closure.

3.3.5. Socio-economics

Many respondents believe that the project would be beneficial to businesses, locally and for driving forward wider scale economic success across the region, through the Northern Powerhouse. Several respondents feel that the improvements are essential, as communities are isolated, a good road is essential for access to employment opportunities and businesses will fail without better infrastructure.

'Any improvement to the speed at which vehicles can get between the Northern cities is to be encouraged as it should help economic growth for the Northern Powerhouse.' Member of the public (User ID 734)

A business operating in the area calculates the amount of time lost because of the current state of the road, and estimates that the business loses tens of thousands of pounds as a result of congestion and other avoidable hold-ups. They strongly support TPUP.

Several respondents are concerned that the proposals will have a negative impact on the value of their properties, especially in the residential area near the tunnel. However, a real-estate agent suggests more people will be attracted to live in the area around Mottram after the programme has been implemented, driving up house prices.

3.3.6. Engineering and construction

The majority of respondents, whether they support the proposals or not, express concern about potential impacts of construction, such as restricted access to homes. Many respondents suggest that residents will be inconvenienced during the engineering works.

Many respondents mention the need for long term planning. They want the initiative to stand the test of time, so that there is no need for further engineering work and disruption in the near future. A few respondents urge the Department for Transport and Highways England to make this project an example of design excellence in sustainable transport. With long-term planning in mind, some respondents believe that the scheme as proposed does not go far enough to improve the situation and that it needs to consider other possible infrastructure projects in the region. For example, the Trans-Pennine tunnel needs to be given more consideration in its potential future relationship with TPUP.

3.4. Mitigation

Some respondents, including High Peak Borough Council and the Peak District National Park Authority, express concerns about the mitigation of negative project and construction impacts on local communities, the environment and the Peak District National Park. Some of these respondents provide related suggestions for mitigation measures, including:

- embank and fully screen works;
- utilise low noise road surfaces;
- install an air quality monitoring station within Glossop;
- evaluate air quality, water levels and climate change risks;
- development of tunnels under highways to reduce animal strikes;
- road design that enables animal migration;
- tree planting – to absorb carbon, absorb noise and improve visual appearance; and
- involve active participation of local communities.

Given the location of the programme, Natural England and the Peak District National Park Authority expect a high standard of design, to protect and enhance the environment (landscape, habitats and biodiversity), access and recreation. They emphasise their willingness to work with Highways England and its consultants. The Peak District National Park Authority are concerned that a piecemeal solution will lead to ongoing, cumulative harm to the National Park, without achieving the best solution for communities or road users. They suggest taking a holistic, comprehensive approach to enable better judgement of costs, benefits and impacts; ensure that the National Park is not jeopardised; and that benefits are maximised.

3.5. Alternative measures and suggestions

Many respondents suggest alternative measures and approaches that they believe should be implemented. A small number of respondents believe that previously discounted proposals were better, such as the original Trans-Pennine bypass tunnel, Trans-Pennine motorway and a bypass of Mottram, Hollingworth and Tintwistle.

Suggestions provided fall into the following general concepts:

- construction of and improvements to bypasses and motorways;
- construction of a tunnel;
- reduction of freight and HGVs on the route;
- maintenance and improvement of existing road infrastructure; and
- reducing pressure on Trans-Pennine road networks.

Specific suggestions for each of these issues are provided in Appendix C.

Chapter 4: Mottram Moor/A57(T) to A57 Link Road

This chapter addresses responses to questions 5a and 5b – closed and open text questions, respectively, about the Mottram Moor/A57(T) to A57 Link Road – as well as comments on the link road options in responses to other questions and responses from letters or emails.⁵

Question 5a asked: *'Which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road do you prefer?'*

The options offered are:

- *'Option A: A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.'*
- *'Option B: A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.'*

Question 5b asked: *'Please tell us why you prefer this option'*.

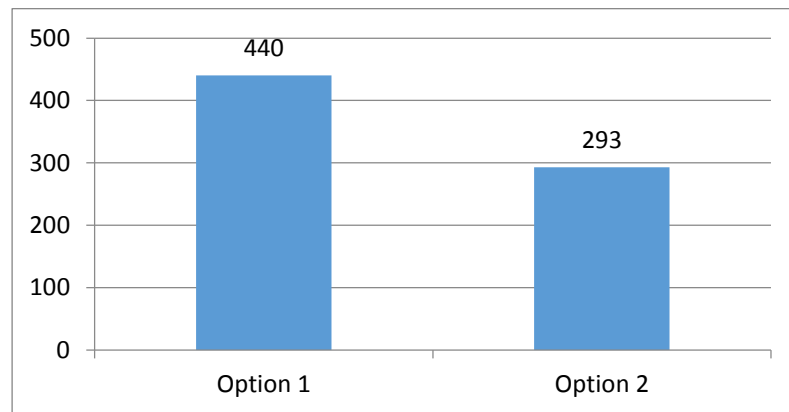
4.1. Responses to Question 5a

A total of 733 respondents answered Question 5a, which asked respondents to indicate which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road they prefer. It should be noted that there was a discrepancy in the labelling of these options between the online and paper questionnaire. On the paper questionnaire the options were labelled Option 1 and 2, whereas the online form referred to them as Option A and B respectively. On the chart below they are labelled 1 and 2.

Figure 10 shows that a greater number of respondents (440) express a preference for Option 1 (A) than for Option 2 (293). The reasons for this preference and other comments on the options are explored below.

⁵ See 1.5.3 Interpreting charts

Figure 10: Count of responses to Question 5a, ‘Which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road do you prefer?’⁶



4.2. Option A

Option A, where the roundabout on the A57(T) is closer to Mottram, is the most popular option, receiving about twice as much support as Option B. Respondents who prefer Option A to Option B believe that it is the most sensible and logical route, and that the higher cost is outweighed by the advantages it will bring in terms of reducing congestion. Respondents feel that Option A strikes a balance between solving the traffic problems in the area, having minimal impact on the environment and providing a safe route. Respondents also favour its familiarity as it is the most similar to previously-proposed routes. Local people have got used to the idea of construction along this route and have adjusted house-building etc. accordingly.

‘I think this option will produce the best result in terms of easing traffic congestion with the least impact’ Member of the public (User ID 1174)

4.2.1. Benefits

Property

The main reason respondents give for supporting Option A is a perceived smaller impact on local residents’ property. They express support for the road’s proposed route passing through a gap of open countryside, taking it away from existing houses. They argue that Option A will therefore require fewer demolitions and compulsory purchase orders. Specific areas cited as being less affected include Mottram Moor, Hollingworth and Carr Lane. Respondents argue that because Option A has been the preferred route for some time, it has been prepared for and properties have been bought with it in mind.

⁶ See 1.5.3 Interpreting charts

'Least disruption to housing as it crosses through natural gap on Mottram Moor' Member of the public (User ID 100373)

Congestion reduction

Many respondents feel that Option A would reduce traffic congestion more than Option B would. This is due to features of the road layout, as discussed below. Many respondents emphasise that traffic in Hollingworth particularly will be eased, as the new junction would be further away from the village. Respondents also argue that Option A would reduce congestion in Mottram, Glossop, Woolley Lane, at the A57/A628 Gun Inn Junction and at Back Moor (which respondents say is currently frequently used as a rat run).

Road layout

Many respondents feel that Option A would be more straightforward and easier to use than Option B. Specific features emphasised include:

- fewer and smaller roundabouts which are easier for traffic to negotiate;
- more space between Mottram Moor roundabout and the lights at the Gunn Inn Junction, reducing bottlenecks in this area;
- a tighter bend, which will force traffic to move more slowly, and therefore the traffic flow will be kept moving;
- the Glossop spur road will be further away from traffic build-up, and is also longer;
- a shorter route, straighter route;
- the route passes through a natural pre-existing gap between settlements;
- more dual carriageway is provided;
- a more direct link from M67 through to Glossop (better access to Glossop);
- it uses current traffic interchanges which already work; and
- provides better access to and from villages, both for motorists and pedestrians.

'It's slightly better designed and laid out' Member of the public (User ID 758)

A small number of respondents believe that these features of the road layout will lead to reduced journey times.

Impact on communities

Many respondents argue that Option A will have less impact on local communities than Option B, both during construction and operation. Some respondents highlight the existing disruption caused by traffic, and argue that because the roads in Option A are further away from communities, this option would have the least detrimental impact on quality of life. Specific areas mentioned as being perceived to benefit from less disruption as a result of Option A

include Hollingworth, Mottram, Coach Lane, Woolley Lane and Woolley Bridge. Respondents also emphasise that the route has already been cleared, and so fewer properties would be affected.

A small number of respondents feel that Option A would cause fewer access problems to homes and businesses than Option B would, because the route is further away from amenities, for example in Hollingworth. One respondent expects that Option A will not affect their access to the local church and bus stops. Another perceived benefit is that Option A would leave the Coach Road bridleway intact. A few respondents prefer Option A because they feel it would provide better pedestrian crossings, for example on Woolley Lane.

Noise, vibration and light pollution

Some respondents feel that Option A would cause less noise and light pollution, and have less of a vibration impact than Option B. This is because Option A is further away from villages, and because the bend and gradient will necessitate a lower speed limit. Also, more of the road is in a tunnel, further reducing noise and light pollution.

Feasibility and construction

A couple of respondents feel that Option A would be more feasible to construct and therefore more likely to happen. This is because it requires fewer roads to be built and would therefore have a potentially less costly construction phase. It is also perceived to have less of an impact on existing housing which makes construction quicker and cheaper.

Environmental impact

Many respondents argue that Option A would have fewer negative impacts on the environment, largely because it would take up less greenbelt land. One respondent emphasises that this is particularly important because the area borders a national park. A couple of respondents link the fact that vehicles are expected to travel at lower speeds to a reduced environmental impact.

'Option A appears to offer a better balance between solving the traffic problems in the area and conservation' Member of the public (User ID 992)

Visual impact

Some respondents assert that Option A will have fewer adverse visual impacts than Option B. Their reasons include:

- the Glossop Spur road being placed further up the road;
- the proposed Mottram Moor roundabout not built significantly outside of the existing road footprint; and
- less perceived disruption to views from Mottram and Broadbottom.

'I am directly impacted as I live on Mottram Moor and Option A will be the least obvious, least unsightly' Member of the public (User ID 752)

Safety

Some respondents link the perceived simpler layout of Option A to increased safety. A few respondents argue that the gradient and curve of the road will necessitate lower speed limits and therefore lead to fewer accidents. One respondent argues that the slower speed caused by the tighter bend will be necessary due to the approaching roundabouts. Respondents also emphasise that HGVs would be taken further away from villages.

A couple of respondents feel that the layout of Option A would be safer for school-children. Specifically, because traffic would be further away from Mottram junction, west bound traffic on the A628/A57 will have a better chance to thin out before meeting the Mottram Moor roundabout. This will reduce the risk of injury to school-children needing to cross these roads.

Air quality

A few respondents emphasise existing air pollution problems and therefore health problems in the Longdendale valley due to traffic congestion. With Option A, the roads and therefore air pollution are perceived to be further away from villages. Respondents also emphasise that free-flowing traffic will help, as much of the pollution is from idling engines. Respondents believe that Mottram, Tintwistle, Hollingworth, Woolley Bridge, Dinting, Glossop and Crowden will benefit from better air quality.

Long term legacy

Several respondents believe that Option A would provide a more long-term legacy for the area than Option B would. These responses refer to plans for the Trans-Pennine Tunnel and for a future full bypass around Hollingworth and Tintwistle. These respondents believe that Option A would be the more suitable option from which these developments could extend.

'If the Tintwistle by-pass is ever constructed, this would be the better option to extend from' Member of the public (User ID 827)

Business and economy

A small number of respondents believe that Option A would have fewer adverse impacts on the local economy than Option B would. For example, businesses on Coach Road would be less affected.

4.2.2. Effects

Increased congestion

Many respondents feel that Option A will either be inadequate in easing congestion, or will in fact worsen the situation. A few respondents believe that Option A will simply move traffic elsewhere rather than solving the problem. Some respondents believe that congestion will be made worse.

Specifically, respondents are concerned that:

- in making all traffic use a roundabout at Mottram Moor, there is potential for traffic to back up into Mottram, particularly as traffic coming from Glossop and Sheffield converge;
- the junction halfway up Mottram Moor is more awkward for traffic stopping and starting;
- the fact that it is further away from Hollingworth and Tintwistle means that it may not ease congestion in these villages; and
- the single carriageway would still cause queues.

'Option A increases the potential for traffic backing up into Mottram from the roundabout, negating some of the benefits from the disruption caused by the building of the bypass'
Member of the public (User ID 1097)

Other effects

Respondents also raise concerns that:

- the sharp bend may cause accidents;
- Mottram village will become cut-off; and
- the settlement pond may impinge on gardens in Mottram Moor.

4.2.3. Suggestions and alternatives

A few respondents suggest that suitable speed restrictions and monitoring are put in place. A couple of respondents ask that the road is one lane wide between the roundabout and Coach Road, and then becomes two lanes up the other side of the Moor from the Gun Inn junction.

One respondent asks that the Glossop spur be completed first as it is the stretch which has the capacity to reduce congestion the most.

4.3. Option B

Option B, where the roundabout on the A57(T) is further away from Mottram and closer to Hollingworth, is the less popular option. It received about half as much support as Option A. Respondents who prefer Option B to Option A believe that because it bypasses more of Mottram Moor, congestion problems would be better addressed. They also argue that the

smoother road layout is safer. However many respondents express concern for the potential effects on property and disruption to communities.

4.3.1. Benefits

Congestion reduction

Many respondents feel that Option B would reduce traffic congestion in the area. This is due to the nature of the road layout, discussed below. Respondents believe that this option would be especially effective at addressing issues at the cross roads from the A57 into Glossop.

'It appears to be a better flowing route, as the curve is broader, therefore presumably traffic will flow more easily' Member of the public (User ID 100295)

Road layout

Many respondents feel that the road layout is more straightforward than Option A. Specific features emphasised include:

- a less severe curve which would facilitate traffic flow;
- a less steep gradient which would be easier for HGVs to negotiate;
- more of Mottram Moor is bypassed;
- the road is longer, meaning it would be capable of accommodating more traffic;
- the roundabout being adjacent to the Gun Inn junction but not on the A57 itself would facilitate traffic flow;
- the roundabout adjacent to the Gun Inn junction is less confusing and has longer access roads;
- its use of dual carriageway;
- its inclusion of Woolley Lane;
- its providing a more direct route from Glossop to the M67;
- its bypassing an additional junction; and
- its smaller size.

One respondent feels that Option B is preferable because it uses less of the existing roads. Conversely, another respondent believes that Option B follows existing roads more closely, and is preferable because of this.

'I prefer how this option has the link road roundabout lower down Mottram Moor, freeing up the original road for local access only' Member of the public (User ID 1010)

A few respondents connect what they perceive is a more straightforward route to reduced congestion and shorter journey times.

Safety

A large number of respondents argue that Option B is safer than Option A. The main reason given is the smoother curve in the new section of road as it emerges from the tunnel under Roe Cross. A couple of respondents emphasise that this would be particularly beneficial in snowy and icy weather conditions. Similarly, a couple of respondents comment on the shallower gradient of the route, arguing that it means it would be easier to keep open in bad conditions and that lorries would be less likely to get stuck. A few respondents argue that people would be able to cross the road more easily.

'It seems a much smoother curve in the new section of road as it emerges from the tunnel under Roe Cross, which should help traffic flow and help prevent accidents' Member of the public (User ID 860)

Long-term/legacy

A large number of respondents feel that Option B would lend itself better to fitting in with the longer-term plans for the road network in the area. Respondents believe that this option could be more easily extended to become a full Tintwistle and Hollingworth bypass. One respondent argues that Option B provides more space and therefore scope and flexibility more generally in the future.

'Option B provides a more realistic option to add a bypass to Hollingworth and Tintwistle at a later time' Member of the public (User ID 1119)

Community and property impact

Many respondents who support Option B argue that it would impact less on local communities, both during construction and operation. The main reasons given are that the route bypasses more of Mottram and is further away from Hollingworth, taking traffic further away from the communities. Several respondents emphasise that this means that fewer properties would be directly affected.

Respondents emphasise that Option B provides more gaps and therefore better access to villages such as Glossop. They believe that Option B would also improve access to the houses along Mottram Moor or to the A628, and one respondent emphasises that Option B would have less of an impact on Mottram showground.

Construction and cost

Several respondents argue that Option B will be easier and more cost-effective to construct. They mention that the smoother curve of the route may be easier for engineers to construct, and that the option would therefore cost less than Option A.

Air quality

Several respondents believe that Option B would be more effective at reducing air pollution. The main reason given is that the road would be further away from villages, especially Mottram, thereby taking fumes away from residents. One respondent argues that air pollution may be reduced by preventing west-bound HGV traffic queuing up Mottram Moor to enter the Option A roundabout.

'This one moves the traffic further away from Mottram junction. Therefore it is better for the children walking to school. These exhaust fumes are slowly killing all of us.' Member of the public (User ID 100298)

Noise and vibration

Some respondents feel that noise and vibration impacts would be less with Option B. This is mainly because traffic would be taken further away from villages.

Environment

A few respondents feel that Option B would have less of an environmental impact than Option A, particularly with regard to land take. Respondents feel that because the route is straighter, it would follow the lay of the land more, therefore requiring less excavation and intrusion into the countryside. One respondent emphasises that Option B would have less of an impact on drainage and hydrological processes.

Visual impact

A few respondents argue that Option B would have less of an impact on the landscape as traffic would be further away from villages, and the tunnel would be longer.

4.3.2. Effects

Property

Many respondents express concern for the perceived negative impact of Option B on local property. Respondents feel that Option B would require the demolition of many more homes and the issuing of more compulsory purchase orders than Option A would. Specific areas of concern include Coach Road, the Gunn Inn area and Mottram Moor.

Congestion

Many respondents believe that Option B would in fact exacerbate traffic congestion, particularly in Hollingworth, Woolley Lane and Glossop. One respondent believes that commuters would revert back to travelling through Mottram Moor to avoid queues. Several respondents express concern for having a roundabout so close to the A57/A628 and Coach Road junctions, believing this would create bottlenecks and significant delays, choking the roundabout.

'Option B is too close to the Gun Inn traffic lights, and would cause traffic to back up onto the new roundabout. Especially with the the HGV numbers towards Sheffield' Member of the public (User ID 827)

Community

A large number of respondents express concern for local communities that they believe would be negatively affected by Option B. Communities expected to be affected include those on Coach Road, Wednesough Green, Mottram Moor and Hollingworth. A few respondents raise concerns that Hollingworth would be isolated and divided in two by the dual carriageway. One respondent expresses similar concerns for homes potentially isolated by the link roads from the Mottram Moor roundabout of Option B. Several believe that local villages would be negatively affected more than they would benefit.

Respondents also express concern for access opportunities. These include:

- access to Coach Road bridleway;
- difficulties for traffic from Wednesough Green to turn right onto Mottram Moor for destinations Hyde, Stalybridge, Ashton and the M60;
- pedestrians crossing the A57 Mottram Moor, the A628 Market Street and the A57 Woolley Lane; and
- access to Glossop – Option B only has two available routes whereas Option A has three.

'Option B tears up a long standing community and decimates the lives of well over one hundred residents and numerous thriving businesses' Member of the public (User ID 1137)

Noise and vibration

A large number of respondents raise concerns regarding noise and vibration effects from Option B. They emphasise the link roads from Mottram Moor roundabout which will put homes here on an island, as well as noise from the flyover.

Air quality

Several respondents raise concerns that because Option B would bring traffic closer to some communities, air pollution would increase in Hollingworth, the Gun Inn area, Coach Road and Carrhouse Lane. Respondents further argue that if Option B does not ease traffic flow, slow-moving traffic will exacerbate the problem of air pollution.

'I have lived on Mottram Moor since 1960 the noise and the fumes the dirt and dust, vibration is bad enough at the front without then having to put up with all the same at the back door' Member of the public (User ID 100327)

Visual impact

Some respondents express concern that Option B would have a negative impact on the landscape. This is because Option B would bring the road and traffic closer to people's homes. In particular, from Mottram Moor and Coach Road.

Safety

Several respondents are concerned that the close proximity of the roundabout to the A57/A628 and Coach Road junctions will increase congestion and encourage people to 'jump' the lights – causing a particular risk to school-children crossing these junctions. They emphasise that Option B traffic will be travelling downhill toward a roundabout at high speed which is counterproductive as traffic will need to slow down for the roundabout.

One respondent expresses concern about sharp corners and the tight curve of the road. Another emphasises that Option B is much steeper near the top, which could be dangerous in bad weather.

Environment

A few respondents are concerned that Option B would result in more land take, particularly around the Coach Road area, destroying more of the countryside. A couple of respondents emphasise that natural features may make constructing Option B difficult. For example the ground varies considerably in height, and previous consultations have shown that geology is a problem.

Business and economy

A few respondents feel that Option B would have adverse effects on the local economy, for example destroying three businesses on Coach Road.

4.3.3. Suggestions and alternatives

Respondents make a few suggestions to improve Option B:

- the screen banking should continue up to the roundabout on Mottram Moor to reduce noise and visual impact;
- adding a link to the A628; and
- as it would be difficult to join the roundabout when travelling from Glossop to Mottram, a slip-road onto the existing A57 road could help.

4.4. Other comments

4.4.1. Support for both

Many respondents, including the North West Ambulance Service, support either option as long as one of them is built soon and traffic congestion along the A57 is eased. These respondents

believe that either option would provide relief for Mottram and Glossop, and enable commuters to travel to Manchester more easily, both by car and by bicycle.

The Tameside Riders Access & Bridleways Group favours any option which does not disrupt footpaths and bridle paths. Similarly, the Trans Pennine Trail expects that the safe passage of walkers, cyclists and horse riders throughout the Park is preserved and enhanced, and that potential impact of trail users on the A57 at Woolley Bridge will need to be accommodated within current proposals. Several respondents feel that an option should be chosen by taking cost and local opinion into account.

'Just need the traffic to flow though so happy with either option as long it is donein my lifetime!!' Member of the public (User ID 743)

4.4.2. Opposition to both

A large number of respondents argue that the plans are inadequate because they do not bypass Hollingworth and Tintwistle and therefore do not properly address the problem. Several respondents feel that only Mottram will benefit from the implementation of either of the options for the link road.

'A new link road - a so-called bypass - will just attract extra traffic to the region. It will divert traffic from the doorsteps of fewer than 100 residential properties on the A57 Hyde Road and Mottram Moor and will just shovel it down the road to Hollingworth and Tintwistle' Member of the public (User ID 954)

Many respondents feel that the overall costs of building a bypass do not outweigh the benefits.

Increased congestion

Many respondents, including the Peak District National Park Authority, raise concerns that either link road would in fact worsen the congestion problem, as the new bypass would attract more drivers to use these roads. Several respondents connect increased congestion to increased road safety concerns, both for motorists and pedestrians.

'However, the provision of the Mottram Moor Link Road, whilst removing a bottleneck on the route and removing through traffic from the centre of Mottram is likely to result in an increase in traffic as a whole' (Peak District National Park Authority)

Some respondents, including the Member of Parliament for Stalybridge and Hyde, are concerned that congestion problems will be moved elsewhere, impacting on other roads in the national park, such as the Snake Pass. Some believe that the volume of traffic is simply too high for proposals to be successful.

'There is no way the current proposed plans will reduce traffic congestion, they will merely move the jams to different points' (Jonathon Reynolds, Member of Parliament for Stalybridge and Hyde)

Effects on communities, local services and amenities

Many respondents are concerned that either option will affect quality of life of those living along the route. They believe that a link road would make the area more attractive to motorists, increasing noise, light and air pollution, both during construction and operation. Many are particularly concerned about air pollution, emphasising the public health risk this would bring.

Many respondents raise concerns about access. Ecclesfield Parish Council is concerned that both options would mean that fire engines would have to go to Junction 36 of the M1 in order to assist with any incidents in the west Ecclesfield and Deepcar/Stockbridge area. There are also concerns for pedestrian access, for example to local facilities in Mottram, Hollingworth, Broadbottom, Charlesworth and Marple. A few respondents express concern for where Mottram show will go, as the area where it currently goes would become a construction site under either option.

Some respondents express concern that Mottram Moor will effectively become an island surrounded by traffic, isolating residents. A couple of respondents are concerned about access during construction, for example to Roe Cross Green from the A6018.

"Please do not put the interests of through traffic over the quality of life for local residents. Any new road scheme is likely to become self defeating and negative impacts will remain in the long term for local people" Member of the public (User ID 100433)

Effects on property and heritage sites

Many respondents emphasise that their properties would be devalued, damaged or demolished. A few respondents ask how affected residents will be compensated. The Member of Parliament for Stalybridge and Hyde asks for a binding guarantee that covers the householders' costs and resale valuation of the affected property if any settlement occurs during and post construction.

A few respondents quote from a Highways Agency report of 2007 (also referred to as the Carrillion & Hyder Report), which concluded that there was a risk of settlement to properties within 200 metres of the proposed tunnel. There is concern that the new tunnelling proposal is deeper than the one proposed in 2007 and that water displacement will be even greater, creating a more acute risk to local properties.

Natural England is concerned that both Options A and B have the potential to harm the setting of designated heritage assets including Dial House, Dial Cottage, Mottram Old Hall, Lower Roe Cross Farmhouse, Edge Lane House and Woolley Farmhouse. They also express concerns for

non-designated heritage assets including unknown archaeology, and historic landscape including any surviving field patterns.

Road design

A large number of respondents express concerns about the proposed roundabouts. These respondents argue that the roundabouts will cause more congestion, particularly as no traffic lights have been proposed. Respondents feel that the roundabouts would also disrupt traffic flow, with uneven traffic flow from different entrances. A few respondents feel that the roundabouts are too intrusive in terms of size and height. A couple of respondents feel that the “wiggly-worm approach” to road design will increase journey times.

‘The junction at the East end of the scheme (A57 / A628) is shown as a roundabout. Throughout the country roundabouts are becoming traffic light controlled or are being replaced with traffic light controlled junctions; roundabouts take up more room than other junctions; it will be difficult to join the roundabout from the West (Mottram Moor) during the morning peak and from the East (A628) during the evening peak’ Member of the public (User ID 1084)

The Member of Parliament for Stalybridge and Hyde expresses concern about the potential effects of the tunnel on natural water courses, and argues that it may bring about settlement and subsidence problems.

Other concerns

Several respondents express concerns regarding future developments. Concerns relate to how plans will fit in with a full bypass and also with a new housing development in Glossop.

A few respondents feel that a bypass is not needed, and will only serve the interests of large businesses and politicians. One respondent believes that heavy haulage will not have to use these roads once HS2 has been built.

A few respondents, including Longendale Community Group, question the initial assessments. They believe that:

- traffic patterns have not been modelled properly, particularly considering a reduction in speed to negotiate roundabouts.
- the projected carbon footprint has not taken account of stationary traffic.

A few respondents are sceptical regarding the feasibility of the project, mainly due to the time period already experienced to get to this point.

‘To spend money on a Glossop- Mottram By-Pass is just a blatant miss use of public money on a project the will only solve one part of the problem’ (High Peak Borough Councillor Tintwistle & Hadfield Ward)

4.4.3. Alternatives and suggestions

Many of the alternatives suggested overlap with those suggested as for the project as a whole, refer to Chapter 3 and Appendix C for more detail.

Some respondents make suggestions that are more specific to the link roads. These include:

- the previously-discounted Option C, believing it to be safer and less intrusive to communities;
- the introduction of traffic management at the roundabout where Woolley Lane meets the A57 (potentially traffic lights);
- making Woolley Lane into a ‘no-through’ road or a B road;
- building the roundabout at a lower height on the fields of the west side of the existing A6018 embankment to ensure the junction is further from the homes on Roe Cross Green to reduce the increase in noise and air pollution as well as the loss of privacy;
- prohibiting parking on the A57 between the Mottram traffic lights and Tintwistle;
- that the roundabout at end of the M67 has dedicated left and right turn lanes, as well as a camera to enforce correct usage;
- that a roundabout is relocated to the north of Mottram Moor;
- more crossings for schoolchildren, for example on the A57 at the bottom of Mottram Moor, outside Hollingworth;
- move the spur road back to the bottom of Woolley lane;
- a dedicated roundabout for access to Hollingworth and Tintwistle;
- use the bypass for Mottram as a means of delivering the A628 direct to the M67, with a filter to A57 Glossop, and keep the A57 Glossop separate;
- bollards on the A57 junction for back Moor to prevent people coming through the village of Mottram instead of using the new road;
- a tunnel or flyover to avoid the Mottram Moor/Gun Inn roundabout;
- the introduction of traffic profiling and sequencing;
- that a quiet road surface is used to reduce noise impact;
- encouraging bus operators to reinstate the 236 and 237 into the village of Mottram; and
- having two lanes out of Glossop towards Manchester, instead of one.

More information

Several respondents, including the National Trust, Ecclesfield Parish Council and Longendale Community Group, request more information and analysis, including:

- evidence that both options would provide better facilities of pedestrians, cyclists and horse riders;

- clarification on whether air quality would deteriorate or not;
- more information on what the junctions look like and how much traffic they would move from Mottram village;
- how the Tameside trail public footpath will be preserved;
- how either scheme ties in with the proposed Trans-Pennine tunnel;
- information on what the speed limits on the new roads will be;
- more details on road diversions;
- details on what compensation will be offered to home owners;
- further details on the reported 'adverse effects' on cultural heritage, landscape, nature conservation and the water environment;
- detail on how pressure on Wentworth island will be relieved, particularly with regard to emergency fire service access;
- more pollution data;
- more information on the modelling used to predict traffic flow; and
- reassurance that no more land will be lost than that which is stated in proposals.

Chapter 5: A61 Dualling

This chapter addresses question 6a and 6b – closed and open questions, respectively, about two different options for the proposed Dualling of the A61 – as well as comments on these options in responses to other questions and responses from letters or emails.⁷

Question 6a asked: *'Which of the two options for the A61 Dualling do you prefer?'*

The options offered are:

- *'Option A: To stop all right turn movements at the minor road junctions so that they become left in left out junctions only.'*
- *'Option B: To stop all right turn movements out of the minor roads onto the A61 but maintain the right turns from the A61 into Westwood New Road and Wentworth Way.'*

Question 6b asked: *'Please tell us why you prefer this option'.*

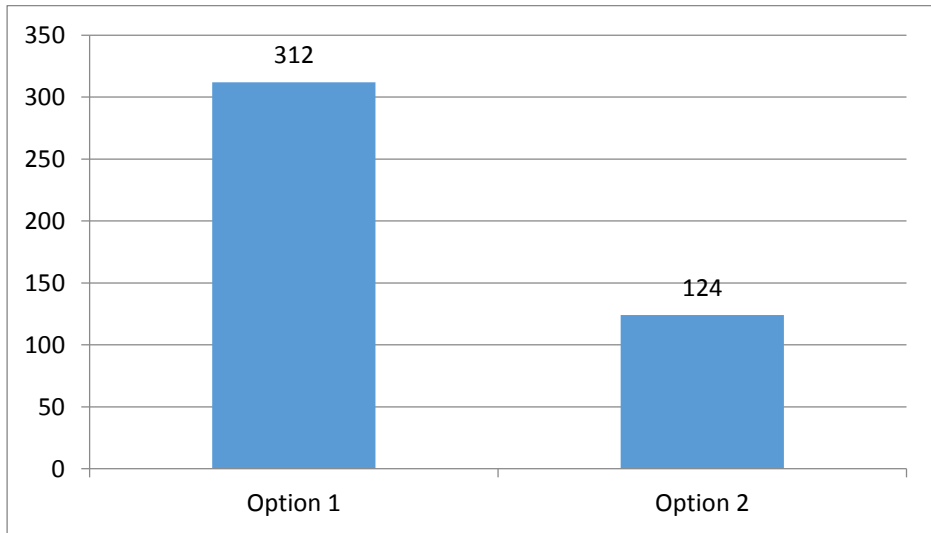
An anomaly in the questioning led to Option A being identified as Option 1 and Option B being identified as Option 2 in both on-line and hardcopy information and response forms. For ease of reading, these have been amended to only be referred to as Option A and Option B in this summary.

5.1. Responses to Question 6a

A total of 436 respondents answer Question 6a, which asked respondents to indicate which of the two options for the A61 dualling they prefer. The majority of those respondents who answered express a preference for Option 1 (A). The reasons given for this preference, as well as any other comments on the options are explored in detail below.

Figure 11: Count of responses to Question 6a, *'Which of the two options for the A61 Dualling do you prefer?'*⁷

⁷ See 1.5.3 Interpreting charts



5.2. Overview of responses to Question 6b

A total of 434 respondents offer an explanation for their choice of Option A or Option B.

However, nearly a third say that they are unable to comment, offer no opinion or write ‘no comment’. Many say they do not know the road well enough or use it regularly enough to give an informed comment, whilst others say that this stretch of the A61 has no impact on their town or village.

Of the respondents and stakeholders who provide further comment in Question 6b (approximately 325), the majority elaborate on the benefits and their support of Option A. They suggest this is a safer option that will allow traffic to flow more freely and ease congestion. They believe that local access will still be possible by using the roundabouts at each end of the dual carriageway to turn, instead of using gaps in the central reservation.

Those respondents and stakeholders who offer an explanation for their preference of Option B do so mainly on the grounds of ease of access to local communities.

A minority oppose both options, usually because they do not think either design will alleviate congestion elsewhere on the route, and that this area is not deserving of particular attention. A few respondents are concerned about access to homes and work places that could be made more difficult during construction.

‘I strongly disagree with this pointless exercise. The problem is the A61/A616 junction so spend the money on a flyover and dual the M1/Tankersley A616, dualling A61 is unnecessary, or at least, not a priority.’ Member of the public (User ID 294433)

Other respondents, including the Peak District National Park Authority and National Trust, suggest that the delivery of either option will have an indirect impact on land within the National Park, by increasing traffic across the whole Trans-Pennine route. These stakeholders do not overtly support or oppose either option, or indeed the idea of dualling the road in general. They raise concerns about the impact of the works on the environment, both during construction and when the scheme is operational. They are worried about negative impacts on:

- air quality;
- conservation;
- cultural heritage;
- geology;
- soils; and
- tranquillity and quiet enjoyment of long distance walking routes, such as the Pennine Way and the Trans-Penning and Longendale Trails.

Several respondents specifically mention Tintwistle and Hollingworth as congestion hot-spots and believe there should be further consideration of needs in those areas.

'[I] don't feel it is necessary or as a high a priority as the much more severe congestion in Tintwhistle and Hollingworth. The short stretch of the A61 should not be a priority over these areas.' Member of the public (User ID 282096)

The design of the Tankersley roundabout is criticised by a few respondents, who believe that any dualling will only be successful in conjunction with better analysis of traffic flow at the roundabout. Traffic from the Tankersley Industrial Estate is particularly highlighted as problematic to congestion.

The design of the Westwood roundabout is also criticised by a few respondents and stakeholders, who question its capacity and suggest its inefficiency could become a barrier to accessing local businesses.

There are also concerns expressed that improving this section of the route will encourage more traffic, travelling at higher speeds, notably HGVs, to use the whole Trans Pennine route. This in turn will increase pollution and lead to poorer air quality and health risks to local people.

Conversely, a handful of respondents support either option, expressing the opinion that anything is better than the current situation. They are also keen that the project happens soon, believing that the problems have been ignored for many years.

5.3. Option A

The majority of respondents who express an opinion support Option A, in which all right turn movements are stopped.

5.3.1. Support for Option A

Many respondents offer firm support for Option A in their comments in question 6b, citing specific reasons for their opinions. Others are more equivocal, commenting on more general benefits and effects, sometimes offering support with a number of caveats. For example, several respondents offer support for Option A as long as the design of the roundabouts is improved.

Safety benefits and effects

The majority of respondents believe that removing the right turns creates a safer road environment. Most of these respondents suggest that vehicles turning across the flow of fast moving traffic will be dangerous.

'Option 1 will be safer. Option 2 may be considered safe, but can see that there will always be someone who gets it wrong and causes problems. Turning right on such a busy road is asking for trouble. Dual carriageways will make turning right even more of a challenge.' Member of the public (User ID 282628)

Some respondents say that having no right turns makes it easier for drivers to understand the road layout. They believe that including some right turns, with associated gaps in the central reservation, could be confusing and therefore have negative implications on safety.

Several people note that the roundabouts, which will enable traffic to turn, do not add a significant distance to any journey. They believe that safety is more important than adding a small amount of time to local journeys.

Several respondents, including Trans Pennine Trail, believe that the A61 should be an exemplar for the encouragement of sustainable travel, such as cycling and walking, as well as providing additional safety for vehicles.

Community and local access benefits and effects

A small number of respondents believe that Option A is more beneficial to the community than Option B, although they do not offer any specific reason to justify this opinion.

Journey time and congestion benefits and effects

Many respondents suggest that Option A will reduce journey time and improve congestion, by helping traffic flow.

'The continuous dualling with no gaps will assist traffic flow.' Member of the public (User ID 282466)

Respondents from Tankersley support Option A, as they believe it will reduce traffic which uses the village to bypass congestion on the A61.

A few respondents offer support for Option A, whilst suggesting that the climbing lane is more important to improving traffic flow than the right turns.

5.3.2. Opposition for Option A

Congestion

Several respondents raise concerns that the lack of right turns will cause more traffic to use the A61 /A616 roundabout, potentially leading to queues and further congestion. There is a suggestion that traffic lights may be necessary at rush hour and other peak periods.

'[It] seems that people turning around and needing to go the other direction would create more issues.' Member of the public (User ID 305769)

Increased congestion on minor roads is a concern for a small number of respondents. They believe traffic could be forced into local hamlets, including Howbrook, and cause disruption, including damage to roads which are unfit to carry extra traffic.

Safety

One respondent believes the design of Option A takes traffic into the sharp right hand bend too fast. Ecclesfield Parish Council raises concerns about access from the fire station on Wentworth Way, for example fire engines could be delayed because of the new road layout.

5.4. Option B

5.4.1. Support for Option B

Safety benefits and effects

Several respondents support Option B, provided that the central turning lanes are designed safely.

'I appreciate option 2 has its hazards, but providing the central refuge is large enough I much prefer this one.' Member of the public (User ID 282450)

Community and local access benefits and effects

A minority of respondents support this option because it retains better local access, suggesting it would be very inconvenient for local residents to have to use the roundabouts to turn, rather than a gap in the central reservation. They believe local resident journey times will increase and some villages would be forced to use minor roads, which have an increased accident risk.

'Having no gap in the central reservation on the A61 at the turning into Westwood New Rd. would inconvenience those of us living in Pilley/Tankersley but may prevent some rat-runners.' Member of the public (User ID 100505)

A few respondents believe that the volume of traffic is not so high that right turns cannot be safely included. One respondent supports this option, but regrets that it will not be as flexible as the current layout.

Journey time and congestion benefits and effects

Several respondents suggest Option B would be more effective in reducing congestion and journey times, allowing smoother traffic flow and providing alternative routes and flexible turning options for drivers. One respondent feels that this option offers greater benefits to the wider road network, especially connections to M1 Junction 36, towards Manchester.

'There is a large amount of traffic turning right off the A61 during rush hour and forcing all this traffic to go around the A616/A61 roundabout will result in further congestion on this roundabout. This roundabout is not being improved in this scheme.' Member of the public (User ID 305549)

5.4.2. Opposition for Option B

Safety

Several respondents mention specific safety concerns they have with Option B. These include the possibility of ‘rear end’ accidents as right turning traffic builds up.

‘Given that the stretch to be dualled is relatively short it is inappropriate to provide such a gap for a right turn. The proposed right turn lane does not look as if it can accommodate large vehicles.’ Member of the public (User ID 282426)

One respondent suggests that there will be fatalities if Option B goes ahead. This respondent suggests that the only reason for turning gaps to be included would be with the addition of a barrier to allow fire services to turn from Wentworth Way.

Journey time and congestion

Several respondents express concern about congestion building up, increasing journey time, where vehicles are waiting to make a right turn.

Chapter 6: A628 Climbing Lanes

This chapter addresses question 7a and 7b – closed and open questions, respectively, about the proposed climbing lanes on the A628 – as well as comments on these proposals in responses to other questions and responses from letters or emails.⁸

Question 7a asked: *'To what extent do you agree or disagree that our plans for the A628 climbing lanes will reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch?'*

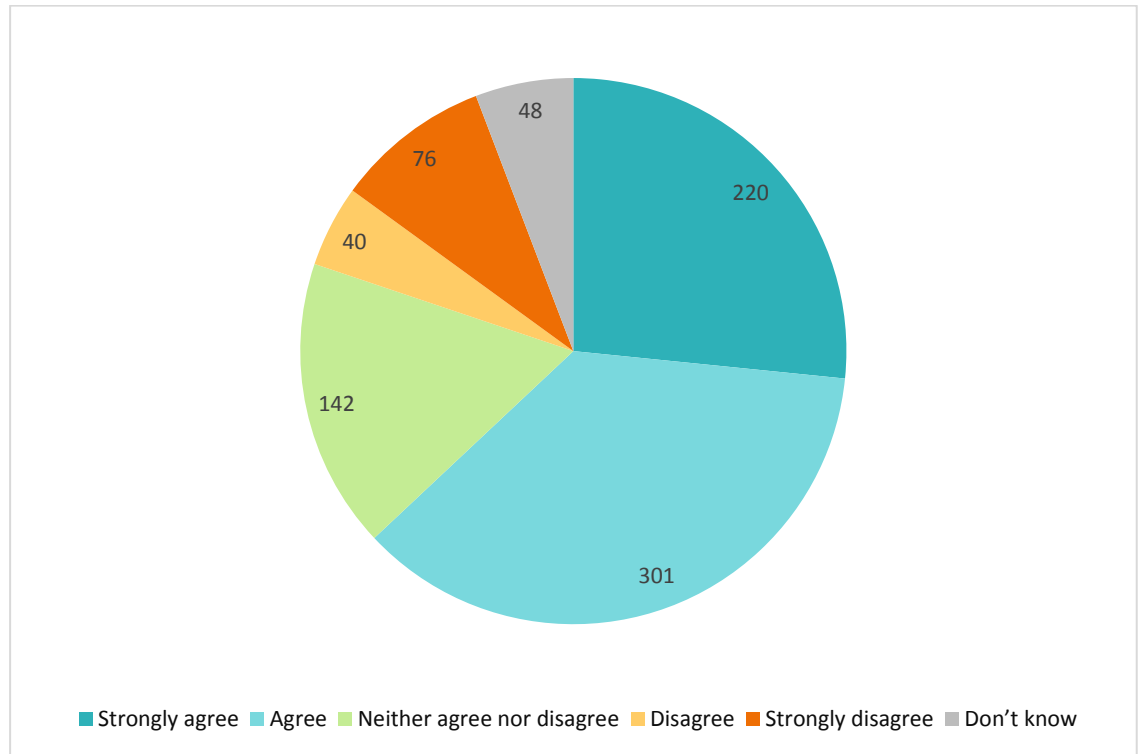
Question 7b asked: *'Please provide any additional comments on our plans for climbing lanes between Tintwistle and Flouch.'*

6.1. Responses to Question 7a

Question 7a asked respondents to indicate to what extent they agree or disagree that the climbing lanes proposed on the A628 will improve safety and congestion on this road. A total of 827 respondents answered this question, the majority of which are supportive of the climbing lanes proposed (Fig. 12). The reasons given, as well as any other comments on the proposed climbing lanes are explored in detail below.

Figure 12: Count of responses to Question 7a, 'To what extent do you agree or disagree that our plans for the A628 climbing lanes will reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch?'⁸

⁸ See 1.5.3 Interpreting charts



6.2. Overview of responses to Question 7b

Many respondents support the proposals for both stretches of climbing lane as proposed. The strongest support is given on the grounds of improved safety. There is also strong support because of perceived improvement to journey times.

A minority of respondents, including the Peak District National Park Authority, oppose the proposals, suggesting that they would not offer improvements in safety or congestion and will have negative environmental impacts.

Some respondents neither support nor oppose the climbing lane, either saying they 'don't know' or that they 'neither agree nor disagree'. However, some of these respondents go on to offer opinions and suggestion about design, sometimes objecting in principle to the proposals but then offering practical advice on road markings to improve delivery.

6.3. Support

6.3.1. General support

Many respondents offer general support for climbing lanes, without stating specific reasons. There is a feeling that climbing lanes could improve current congestion problems, are tried and tested in other locations and could be achieved without major engineering works. A few respondents suggest climbing lanes have been discussed in previous consultations and express frustration that they have not already been built.

6.3.2. Improved safety

There is strong support for climbing lanes on the grounds of improved safety for drivers passing slow moving traffic. The majority of respondents mention car drivers becoming irritated at being stuck behind lorries, caravans or other slower vehicles, prompting them to attempt to overtake recklessly. They believe the climbing lanes will alleviate this situation.

'As a truck driver I see time and time again car drivers getting frustrated at not being able to overtake slower traffic which leads to them taking stupid risks and overtaking blind on double white lines.' Member of the public (User ID 282768)

Many respondents say that they have experience of using climbing lanes in other locations, notably on the westbound carriageway, and think that they work well. Several respondents mention safety benefits of climbing lanes in poor weather conditions, when HGVs struggle on the inclines and throw up spray, making visibility dangerous for other drivers.

'Experience of climbing lanes on A628 westbound make it much less stressful, safer and quicker, particularly in bad weather, so I expect the same benefits if built on eastbound.' Member of the public (User ID 840)

Many respondents offer conditional support the climbing lanes, as long as they offer excellent design safety. For example, there are concerns about safety issues arising from late merging. Respondents believe that with the correct design, clear road markings and possible speed restrictions and/or cameras, climbing lanes will be able to achieve additional safety for road users.

A few respondents suggest that climbing lanes will offer safety improvements for cyclists, as vehicles will be able to give cyclists more space when passing them.

6.3.3. Environmental impact

Several respondents, including High Peak Borough Council, offer qualified support for the proposals, noting the area is known for its spectacular scenery. They ask that the climbing lanes be designed to have minimum environmental impact.

'I agree that climbing lanes will help to speed traffic across this route, but concerned that both climbing lanes are in the National Park. There is no mention of how this work will be done to make road widening more in keeping with the landscape.' Member of the public (User ID 283368)

A few respondents support climbing lanes because they believe they will reduce traffic fumes from congested and stationary traffic. Respondents believe that vehicles will be moving more quickly, reducing pollution in the National Park.

A couple of respondents, including the Peak District National Park Authority, suggest that the climbing lane in location 1 would have a smaller environmental impact than the one in location 2. They suggest that the land in location 2 is better quality and therefore its use for the climbing lane would have a greater negative impact.

6.3.4. Reduced congestion and improved journey times

Many respondents think that journey times will be improved, although there are different opinions about exactly how much time might be saved. Several respondents are positive about the impact on congestion that climbing lanes will bring, especially in the east of Tintwistle.

Many respondents are concerned that congestion will only be reduced if slow moving traffic remains in the inside lane, and ask that restrictions are carefully thought through. These respondents cite examples of additional problems caused when HGVs use climbing lanes to try and pass each other, therefore preventing faster moving vehicles from making progress. Whilst these respondents support the proposals, they do so with caveats and some suggest signage and other enforcement measures to make sure slow moving vehicles are kept in the nearside lane.

6.4. Opposition

A minority of respondents oppose the climbing lanes, without giving specific reasons. They give generalised opinions about the programme not being needed and investment being more worthwhile in other, unspecified locations. The Peak District National Park Authority strongly believes that the climbing lanes do not form part of a holistic and comprehensive approach to delivering a long-term solution to the problems of the Trans Pennine route. They ask that their opposition be treated as a formal objection to the proposals.

6.4.1. Increased traffic

A large number of those who oppose the climbing lanes do so because they believe that they will cause an increase in the volume of traffic, as they will make the route more attractive, especially to commercial traffic.

'[Climbing lanes] will just encourage more traffic to use the UK's biggest rat run.' Member of the public (User ID 283398)

Some respondents believe that the climbing lanes are being proposed with the intention of increasing HGV use of the Trans Pennine route. Several respondents suggest that increasing traffic levels will cause more problems in the long term, with a few expressing concern that the climbing lanes will be unable to cope with the volume within a few years and become obsolete. The National Trust notes that dualling has already been rejected on environmental grounds, and is concerned that the climbing lanes may be the first stage of an attempt to reverse this decision.

'Dualling of the A628 has been rejected by the Department for Transport / Highways England due to the level of impact on the Peak District National Park. We are concerned that by providing climbing lanes along significant sections of the road similar impacts would be caused, and that this may represent the first stage in incremental upgrade of the route to a dual carriageway.' (The National Trust)

A few respondents believe that any alleviation in traffic levels attained by the climbing lanes will be exacerbated by bottlenecks building up in Tintwistle and Flouch, at Salters Brook Bridge and Nine Holes Bridge.

A few respondents are concerned about access to homes and work places that could be made more difficult during construction.

6.4.2. Negative impact on environment

There is a strong feeling that climbing lanes would increase the volume of traffic, which will in turn mean an increase in traffic jams, pollution (including nitrous oxides and particulate matter), and roadside rubbish, vibrations and noise levels especially in Tintwistle and Flouch.

Stakeholders, including the National Trust, are concerned that the climbing lanes will have an adverse impact on international designated nature conservation sites, including an SSSI and a site identified under European Designations for Habitat and Species Protection.

Several respondents, including the Peak District National Park Authority, are unhappy with using land from the National Park to develop climbing lanes. They believe that this type of project is an inappropriate use of land in a National Park, and highlight negative environmental impacts on wildlife habitats, air quality and high quality farmland. They believe that the environment will be harmed for the sake of a very minor improvement to journey times, and strongly oppose the climbing lanes.

The Peak District National Park Authority is concerned that climbing lanes and their associated signage would be a negative impact on the visual environment, with views from the south of the valley, in particular from the slopes leading to Far Small Clough Head, Middle Small Clough Head, Near Small Clough Head and Round Hill, all being affected.

The Trans Pennine Trail is concerned about negative environmental impacts on Salters Brook ruins.

6.4.3. Negative impact on safety

Several respondents express the same concern, that the climbing lanes will make the A628 a 'death trap'. They believe climbing lanes encourage reckless driving and are likely to cause collisions, due to people cutting into traffic late and speeding to overtake convoys of HGVs.

'I disagree it will be reduce collisions - drivers will push to get in front of slower moving vehicles which can result in forced braking for the driver being 'cut up' - again a common feature of the A616 Stocksbridge bypass.' Member of the public (User ID 282962)

A few respondents note that the location of the second climbing lane means that very shortly after its finish traffic will have to slow dramatically to negotiate a sharp right-hand bend at Salters Brook. Respondents believe this would have the potential to become an accident black-spot.

The dangers to cyclists of climbing lanes are also identified as a safety concern by a couple of respondents. A few respondents also mention the danger to pedestrians, especially children, and mention the exit from Tintwistle as a potential hazard.

A small number of respondents are concerned about the crossing of the Trans Pennine Way and potential hazards to walkers. The Trans Pennine Trail suggests that a bridleway link provided on the Snow Road (from Windle Edge to Flouch) would provide a between other local sustainable transport routes and access via safe crossing point to the Dog & Partridge.

6.4.4. No increase in journey time

A small number of respondents oppose the climbing lanes because they do not believe they will make any difference to journey times. Many of these respondents add that, in their experience, modern HGVs travel at the speed limit and do not struggle on steep inclines. They believe that they rarely hold up the movement of traffic and therefore oppose the climbing lanes as unnecessary.

'Climbing lanes already exist on these roads and in my opinion do not alleviate traffic congestion. These measures are merely playing with the road to make it appear the Highways Agency are assisting us. These measures are pitiful.' Member of the public (User ID 884)

The Peak District National Park Authority suggests that traffic on this route is already travelling at close to the desired average speed and is unclear where the benefit of the climbing lanes will be felt. This stakeholder requests further modelling to fully explore any potential improvements to journey time, but is sceptical about results.

6.4.5. Negative socio-economic impact

Several respondents, including the Trans Pennine Trail, are concerned that this will be a major engineering project, which will cause a great deal of disruption to local people and have a negative socio-economic impact on local business, including farms. The impact on Pikenaze Farm is a particular worry to respondents including United Utilities, which highlights the loss of good quality farming land.

'Also you have shown little or no regard for the four business and two families that are adjacent to crawler lanes.' Member of the public (ID 100485)

6.4.6. Unnecessary cost

Many opponents to the climbing lanes believe that the project is a waste of tax payers' money and offers very little gain for the amount invested. Several respondents note that consultation

documents state that there is not enough money to pay for the climbing lanes, and suggest that the money would be better spent elsewhere or saved until such time as a tunnel is a viable possibility.

'The consultation document mentions that the plans cost more than the available money. This is the part of the project which I think could be deleted to get the rest of the project within budget.' Member of the public (User ID 283292)

6.5. Alternatives

Many of the alternatives suggested overlap with those suggested for the overall TPUP scheme, refer to Chapter 2 and Appendix C for more detail. In summary, these route-wide alternatives include a full bypass, a ban on HGVs and a Trans-Pennine tunnel. These alternatives are generally seen as more effective means to improve safety and/or reduce congestion.

Several respondents believe that the two stretches of climbing lane proposed are not long enough to make a difference. Indeed, a small number of respondents support an additional climbing lane between the two locations. A couple of respondents go further, suggesting that the route should be dualled for the whole length.

A few respondents suggest alternative routes, which will tackle sharp bends and other features which naturally slow the flow of traffic. These respondents do not believe that offering climbing lanes without other improvements will have a major impact upon improved safety or better journey times.

'I believe the aim should be to focus investment on the accident blackspots; the bad bends etc. and to create a road with less speed differentials - to create a road with a more consistent speed profile along the whole route. This does mean that I believe the climbing lanes are wrong - they are only wrong on their own without other improvements along the route.' Member of the public (User ID 283062)

6.6. Other comments

There are requests for more environmental data, including a detailed response from a stakeholder, who ask for:

- further analysis of the impact of the proposals on Sites of Special Scientific Interest (SSSIs);
- detailed plans for road drainage;
- an assessment of the impact of the proposals on grassland;
- collision data from eastbound (no climbing lanes) and westbound (existing climbing lanes);
- justification for the choice of location for the climbing lanes and information on why alternative locations have been rejected; and

- evidence of the analysis of the impact on access and safety of access at Pikenaze Farm, including the main farmstead and the Trans Pennine Trail.

The Peak District National Park Authority notes that because of the sensitive location of both of the proposed climbing lanes, there would be a requirement for Highways England to produce an Environmental Impact Assessment (EIA) for the Sites of Special Scientific Interest (SSSI) and European Sites (including Special Protection Areas and Special Areas of Conservation) crossed by the route. There would also be a requirement for an EIA regarding the National Park.

Several respondents and stakeholders ask about the impact of the climbing lanes on the Trans Pennine trail and ask about the new crossing point. They would like more information, especially about safety of crossing road with increased traffic.

'It is essential Highways England consult on the three previous submissions by the Trans Pennine Trail partnership on the climbing lanes proposal. There is no further evidence from Highways England of schemes that will solve the crossing points of the Trans Pennine Trail with the A628 or the safe passage of cyclists using the A628 itself – only that the crossing points would need to be changed.' Trans Pennine Trail

Chapter 7: Safety and Technology Measures

This chapter addresses questions 8 and 9 – closed questions about the proposed safety and technology measures – as well as comments on these measures in responses to other questions and responses from letters or emails.⁹

Question 8 asked: *'To what extent do you agree or disagree that putting the following measures in place along the A57, A628, A616 and A61 would improve safety on this route?'*

Question 9 asked: *'To what extent do you believe the technology measures proposed for the A57/A628/A616/A61 Trans-Pennine route would be effective in improving conditions for traffic?'*

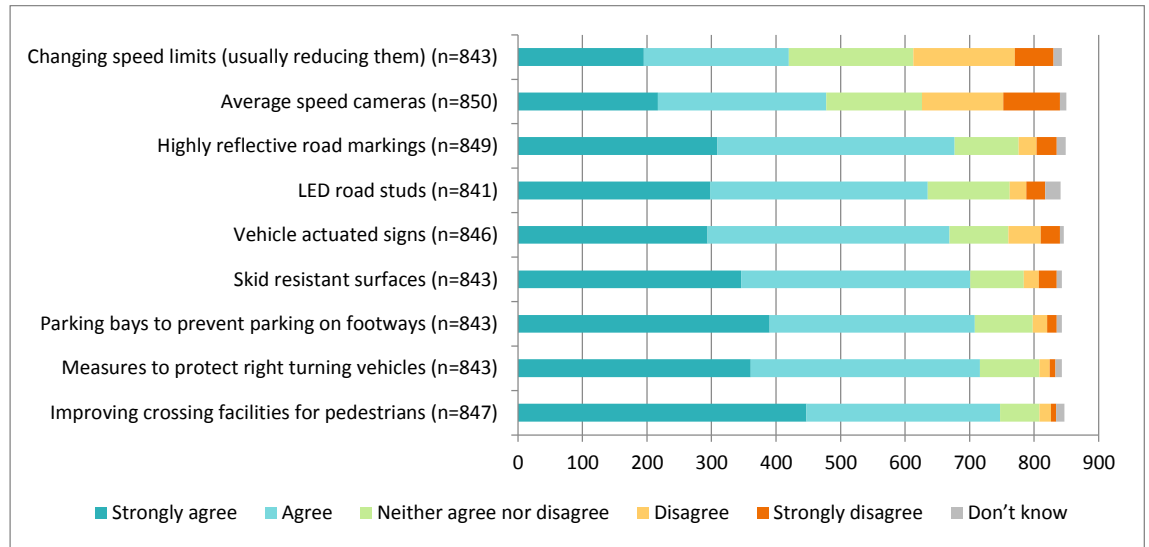
7.1. Safety measures

7.1.1. Responses to Question 8

A total of 860 people responded to Question 8. Respondents are generally supportive of the proposed safety measures (Fig. 13). Improving crossing facilities for pedestrians is the most popular safety measure (747 respondents chose strongly agree or agree, out of 847 respondents to this measure). However, views on the various safety measures, apart from the speed measures, are relatively similar. Changing speed limits and average speed cameras were the least popular safety measures (217 and 214 respondents, respectively, chose strongly disagree or disagree; out of 843 and 850 respondents, respectively). While the speed measures are relatively the least popular, respondents are still more supportive of them than they are opposed (420 and 478 respondents, respectively, chose strongly agree or agree; out of 843 and 850 respondents, respectively).

Figure 13: Count of responses to Question 8, 'To what extent do you agree or disagree that putting the following measures in place along the A57, A628, A616 and A61 would improve safety on this route?'⁹

⁹ See 1.5.3 Interpreting charts



7.1.2. General comments on safety measures

While the feedback form only offered closed questions for safety measures (approximately 840 responses to question 8), there are still around 80 comments on the proposed safety measures in responses to other questions and responses from letters or emails.

Improvement of road safety is generally seen to be a good thing, although respondents do express concern about and opposition to specific measures. They provide various suggestions for improvement and additional safety measures that they believe are necessary.

The National Trust and Peak District National Park Authority support safety-improvement measures, but are concerned about potential impacts, such as landscape and visual impacts. They request that the safety measures and new infrastructure are kept to a minimum size and designed sympathetically to surrounding landscapes and habitats. Historic England requests that cultural heritage is taken into consideration in the assessment process, design and siting of proposed and additional safety measures required.

‘Whilst we are generally supportive of safety improvements, we are concerned about the impact of some of the proposals being brought forward’ (Peak District National Park Authority)

One respondent feels the proposed safety measures are overdue and should not form part of other road building schemes. They believe the safety measures will reduce traffic speeds and help residents of Hollingworth and Tintwistle, whose general concerns are not addressed by any road building schemes.

The Peak District National Park Authority asks for clarification whether the measures will be implemented as one package or several, and if not as one what timescales apply to which proposals. They suggest avoiding implementing short-term measures that would be affected by the delivery of other road building proposals.

No comments were received for the proposed parking bays and measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations.

7.1.3. Speed limits and average speed cameras

Some respondents are opposed to further reduction of speed limits and installation of average speed cameras. A few respondents discuss their reasons for opposition as they state:

- speed limits and average speed cameras are unnecessary and ineffective;
- it will make it difficult to pass HGVs and slow vehicles;
- they will increase congestion, driver frustration and dangerous overtaking;
- they will decrease safety;
- vehicles are already travelling below the speed limit due to congestion;
- other safety measures are of greater importance than reducing speed limits and installing speed cameras;
- average speed camera systems have greater power requirements than single camera traps; and
- variable speed limits will lead to congestion and increased accident risk.

'There is no need to reduce speed limits and install average speed cameras' Member of the public (User ID 672)

A few respondents support the reduction of speed limits and installation of speed cameras and suggest a limit of 40mph and 50mph. They believe that reduced speed limits would improve traffic flow, encourage drivers to use alternative motorways, reduce short bursts of acceleration, and reduce vehicle noise and emissions. One respondent believes other safety measures are an unnecessary expense, as average speed cameras would reduce traffic speed.

'Traffic flow is proven to be better at lower speeds - as exemplified by speed restrictions at busy times on many motorways.' Member of the public (User ID 100509)

The Peak District National Park Authority is supportive of reduced speed limits, but not the introduction of average speed cameras; they raise concerns about the relationship between these proposals and the proposed climbing lanes. They believe that speeding is not currently a significant contributor to road traffic collisions on the A628 across the National Park, and are concerned about potential landscape impacts of enforcement measures. They feel that it is difficult to assess the impacts and benefits of the proposals without detailed modelling.

Some respondents provide suggestions for speed limits and enforcement, these include:

- speed limits should be increased;
- reduced speed limits, average speed enforcement and speed cameras elsewhere on the route:
 - on Mottram Moor;
 - on the A628 between Hollingworth and Tintwistle;

- on the A616 between Midhope and Langsett;
- through junctions and roundabouts on the A628, from the M67 to beyond Tintwistle; and
- through local villages, such as Tintwistle.
- putting signs for low speed on bends, instead of reducing the speed limit across the route;
- average speed cameras should not be located in the National Park; and
- average speed cameras and speed limits should vary with road conditions and time.

One respondent comments that there was no associated report or information on accidents on the route in order to provide informed comment on speed limits and enforcement.

7.1.4. Highly reflective road markings

A couple of respondents feel road markings are essential, particularly at bends which are unsafe at the speed limit.

7.1.5. LED road studs

The Peak District National Park Authority is concerned about LED road studs further urbanising the Peak District and creating light pollution, which could impact on views of Dark Skies.

'...the Longdendale valley is one of the few locations within the National Park where uninterrupted views of Dark Skies are relatively unaffected by surrounding urban areas. The introduction of light emitting road studs will compromise this ability and further urbanise one of the less populated parts of the Peak District' (Peak District National Park Authority)

It is suggested that the road studs are installed during the next round of major road repairs, to reduce costs of the current Trans-Pennine Upgrade Programme plans.

7.1.6. Vehicle actuated signs

A few respondents express concern about potential impacts of vehicle actuated signs on road safety, as they feel that they distract drivers, particularly at night and in combination with speeding. One respondent comments on an existing sign on the route that they believe lights up unnecessarily.

'Vehicle actuated signs are a distraction especially during dark nights and could be a hazard'
Member of the public (User ID 859)

The Peak District National Park Authority is concerned about urbanisation and visual impacts of vehicle actuated signs and their power sources. They question the lifespan of these signs, commenting on inoperative signs that currently remain in the National Park due to removal

costs. They request that if installed, the signs should be monitored and removed if they become obsolete or stop working.

One respondent suggests that these signs are placed well before Mottram (on the eastbound side) and Flouch (on the westbound side), so that in the event of poor weather or accidents drivers can divert onto alternative routes. It is suggested that a vehicle actuated sign be installed at the Salters Brook Bridge to warn drivers of their speed.

7.1.7. Skid resistant surfaces

It is suggested that skid resistant surfaces are included in the next major road repairs, to reduce costs of the current Trans-Pennine Upgrade Programme plans.

7.1.8. Pedestrian facilities

The National Trust particularly supports the principle of better crossings, subject to detailed design and environmental impact. One respondent believes that if pedestrian crossings were introduced onto Mottram Moor, the road would be used less frequently, reducing the occurrence of speeding vehicles.

7.1.9. Other safety measures

Some of the alternative measures suggested overlap with those suggested for the overall TPUP scheme, refer to Chapter 3 and Appendix C for more detail. Although not part of the proposals, some respondents comment on general road signage. Concerns expressed are that reflective signs can be distracting and that an abundance of signs is a safety risk. One respondent notes that standard triangular bends signs and uneven road surface warnings are adequate.

Some suggestions for general road signage include:

- angle highly reflective signs so that reflected light is not directed at drivers; and
- signage in designated areas must be sympathetic to surroundings, with minimal visual impacts, and avoiding the use of gantries.

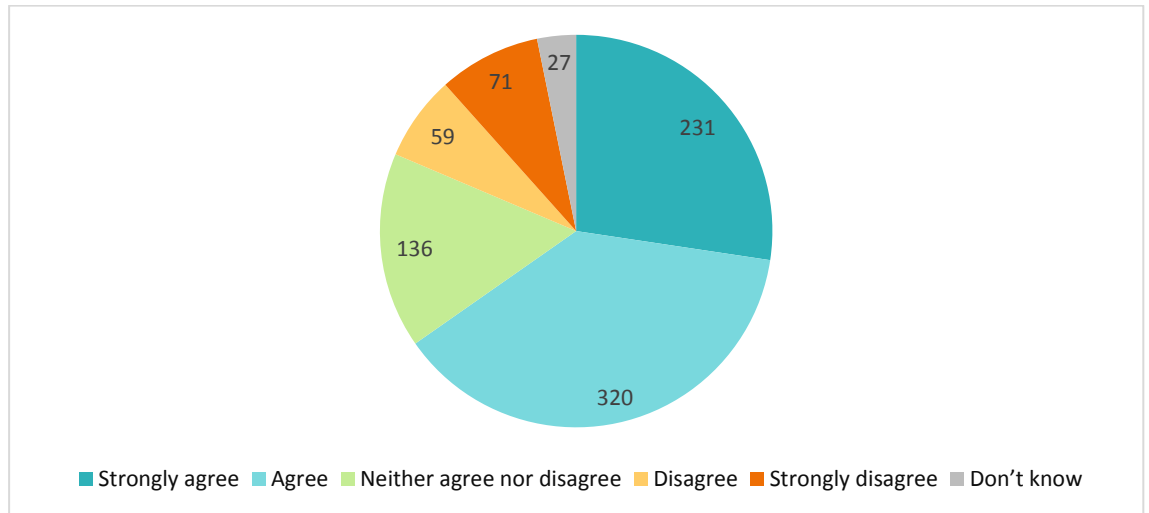
7.2. Technology measures

7.2.1. Responses to Question 9

A total of 844 respondents answered Question 9. Respondents generally support the proposed technology measures (Fig. 14).

Figure 14: Count of responses to Question 9, 'To what extent do you agree or disagree that the proposed technology measures will improve conditions for traffic on the A57/A628/A616/A61 Trans-Pennine route?' (n=842)¹⁰

¹⁰ See 1.5.3 Interpreting charts



As with the safety measures there is no open text question for the technology measures. There are around five specific comments on the technology measures proposed, in responses to other questions and responses from letters or emails.

One respondent feels the technology measures are overdue and should not be part of other road building schemes.

Respondents comment on the two specific measures proposed: the snow gates and variable message signs.

7.2.2. Snow gates

The Peak District National Park Authority questions the evidence of success of the snow gates on the A66. They would like to be sure of effectiveness of an automated snow gates system prior to installation, due to significant perceived visual impacts.

One respondent questions the need for automated snow gates, as they believe snow gates are required on a handful of days and that drivers using the pass in such conditions do so at their own risk.

There is concern about possible impacts on access to local homes and agricultural land, and asks what arrangements will be put in place for residents opposite the Woodhead tunnels to maintain access when the gates are activated.

7.2.3. Variable message signs

Suggestions made variable message signs are:

- variable message signs should include time expectations; and
- there should be a variable message sign at A628/M1 junction 37.

Chapter 8: Consultation Process

This chapter addresses questions 11, 12 and 13 – closed questions about the consultation materials, events and awareness of the consultation – as well as comments about the consultation process in responses to other questions and responses from letters or emails.¹¹

Question 11 asked: *'How did you find out about this consultation?'*

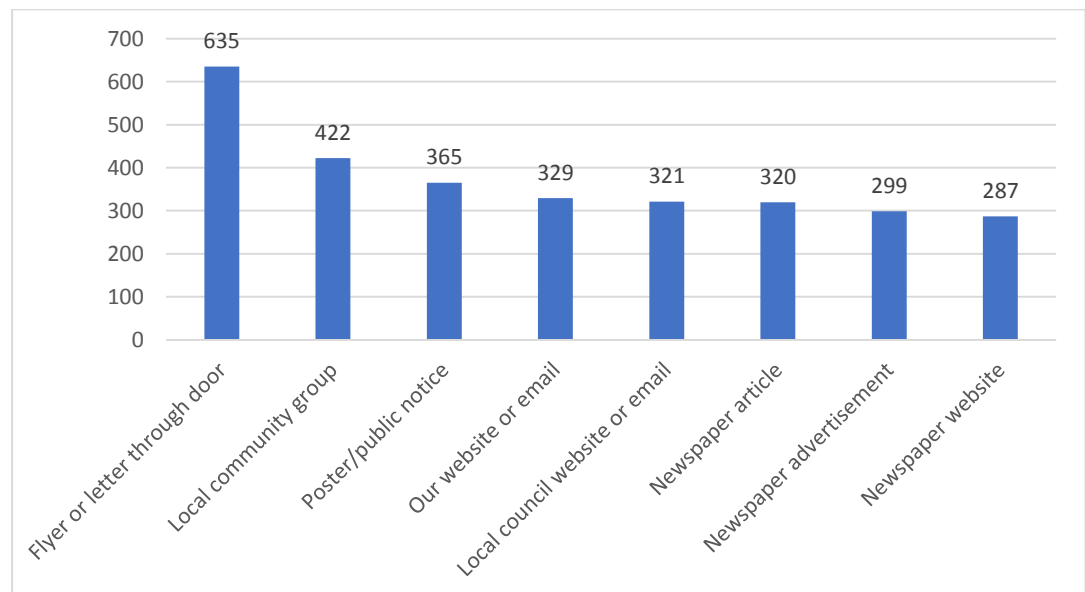
Question 12 asked: *'Have you found the consultation materials useful in answering your questions?'*

Question 13 asked: *'Did you attend one of our public exhibitions? If so, which one?'*

8.1. Responses to Question 11

A total of 884 respondents answered Question 11, which asked respondents to select from eight options to indicate how they found out about the consultation. (Note that respondents could select more than one option). The majority of respondents who responded to this question found out about the consultation through flyers or a letter through their door, though all eight methods of promotion informed respondents about the consultation.

Figure 15: Count of responses to Question 11, 'How did you find out about this consultation?'¹¹



A total of 155 respondents commented on the open text section of Question 11, *'If so, please state which paper'*, the majority of which noted the Glossop Chronicle. Other news sources include the Tameside Reporter, Manchester Evening News, Barnsley Chronicle, BBC, Glossop

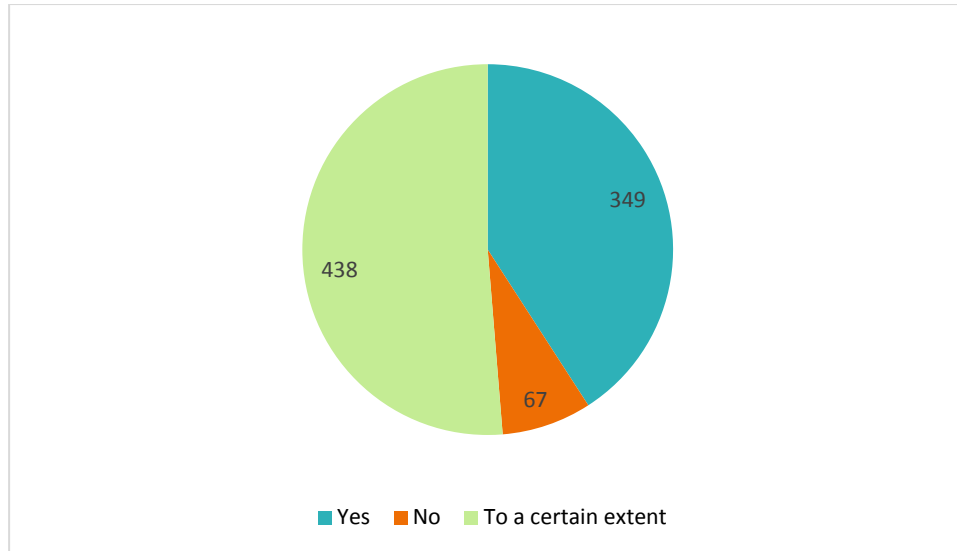
¹¹ See 1.5.3 Interpreting charts

Gazette, Glossop Reporter and Stalybridge Reporter. A few respondents also comment that they had been informed via social media, their local MP, local library or local radio.

8.2. Responses to Question 12

A total of 854 respondents answered Question 12, which asked to what extent respondents found the consultation materials useful in completing the questionnaire. As shown in Figure 16, the majority of respondents selected either “Yes” (349) or “To a certain extent” (438).

Figure 16: Count of responses to Question 12, ‘Have you found the consultation materials useful in answering your questions?’¹²

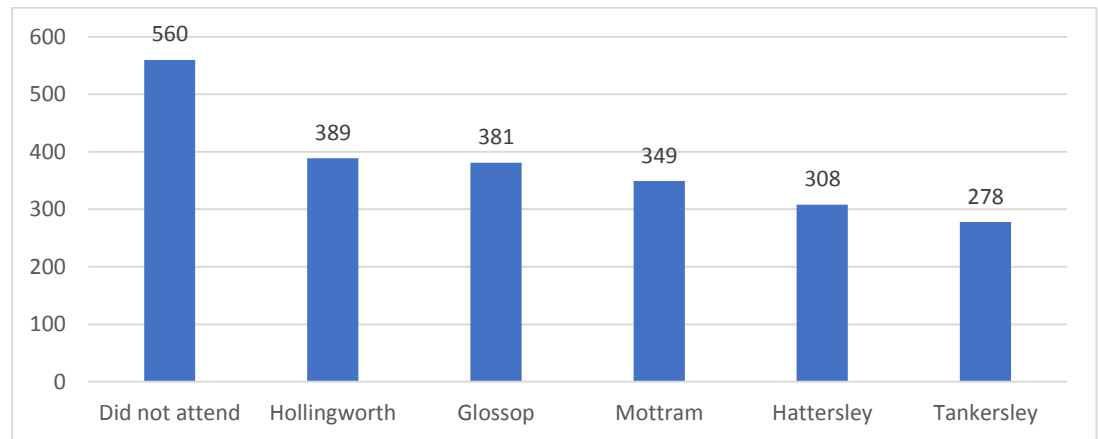


8.3. Responses to Question 13

A total of 876 respondents answered Question 13, which asked which of the public information exhibitions respondents attended during the consultation period. The majority of those respondents who answered this question, did not attend any of the events (Fig. 17). Among those respondents who attended an event, the Hollingworth event was the best attended, with similar numbers attending the Mottram and Glossop events (Fig. 17).

Figure 17: Count of responses to Question 13, ‘Did you attend one of our public exhibitions? If so, which one?’¹²

¹² See 1.5.3 Interpreting charts



8.4. Other comments on the consultation process

8.4.1. Further engagement

Some respondents feel that further engagement would be helpful, either in relation to how the proposals align with other strategic schemes (such as the scoping of a potential Trans-Pennine tunnel) and improvement schemes within local towns, or on specific details (such as environmental mitigation). For example, High Peak Borough Council says that the document does not make clear what the impact of the proposed Trans Pennine Upgrade would be on the proposed Trans Pennine tunnel. Ecclesfield Parish Council asks for more stakeholder consultation, particularly with the local fire service. One small business respondent feels that this consultation has not been aligned with the works underway on the M1 J36, and improvement works on the Wentworth roundabout.

Most note the importance of further engagement more generally as the scheme develops.

'More generally, we are keen to ensure that Highways England takes a strategic view of transport in and around the Peak District, working with the National Park Authority, Network Rail and Transport for the North to integrate with proposed rail upgrades. This integration is not apparent in the current consultation document.' (National Trust)

National Trust also mentions Highways England's responsibilities under section 62 of the Environment Act, related to the liaison of relevant authorities with National Parks.

8.4.2. Information, consultation materials and events

A small number of comments discuss the consultation events. Most of these are positive, noting that they helped with understanding of the proposals. However, some other respondents say that they received information at the events that was either insufficient or not aligned with written consultation documentation, or that they felt representatives seemed to present a biased view.

Other comments discuss the maps, diagrams and videos provided as part of the consultation. Some suggest that these were misleading or inaccurate, for example because the buildings in the video were not recognisable as local buildings therefore vantage points were not clear, or

that the impact of construction was not made clear. Others dispute projections of the volume of traffic using certain roads, including the A57 (towards Glossop and the Snake Pass) and A628 (Market St toward the Woodhead Pass), based on their experience.

Some respondents say they are unable to comment because the consultation material was not detailed enough to enable them to form a proper opinion.

Some respondents, including National Trust, suggest that more information and models should be provided on the environmental impact of the scheme, with more detail about how it will be mitigated.

Other examples relate to perceived insufficient information. Trans Pennine Trail expresses concern about the impact on Trans Pennine Trail walkers, and others discuss impact on cyclists of the A61 dualling proposals, and impact on the Peak District National Park more generally.

'A61 Dualling – The consultation document makes no reference to the impact on the Trans Pennine Trail or walkers, cyclists and horse riders from the local communities. Safe passage of all users is essential and it is disappointing that Highways England has not documented this within the consultation provided' (Trans Pennine Trail)

Another example about information provision relates to the need for more information on the specific impact on residents. There are several comments on a perceived risk of settlement or subsidence to properties, and how this risk would change since the proposals changed after initial evaluations of settlement risk. Some respondents feel that the risk levels were not made clear prior to the consultation or that the impact on their homes is still unclear. Many also believe that residents should have been informed of the risk prior to the consultation. Some ask for specific guarantees around property surveys and compensation. National Trust feels that solutions related to settlement impact, or specific traffic problems, should be agreed on a local level rather than on the basis of the entire route and affected area.

Some comments request that Highways England clarify the ambition of the scheme in terms of whether it precedes further improvements, or whether these are a more final set of proposals. They feel that it is difficult to comment without this understanding. Other respondents ask for other information, such as around budgets, estimated journey times and traffic volumes along the existing route, to help to assess the merits of the proposals. One local business notes that it is difficult to assess the proposals without information on the underlying causes of accidents on the existing route. Several comments address the issue of the overall project budget, expressing concern that both options reportedly remain unaffordable.

A small number of comments address accessibility. Individual respondents, as well as Longdendale Community Group, feel that larger printed maps would have made it easier for residents to inspect the plans, and greater active engagement with community members could have allowed the length of the explanatory documentation to be reduced.

8.4.3. Consultation process

Some respondents specifically note that aspects of the process were helpful, such as the events. However, several respondents express concern about other aspects. For example,

there is concern that the scope of the consultation is more limited than they would prefer, in terms of the ambition of the proposals and detail around addressing specific issues, such as traffic impact on local communities and visitors.

Related to this, some respondents feel unable to select their preferred route because they feel that other options should be considered, including building a more extensive bypass, and that local people should be further consulted. Longdendale Siege Committee feel that the area around Tintwistle should be included within route options. Several respondents feel that more engagement with the community is needed to make them feel that Highways England is genuinely listening to their concerns around the route selection, scope and budget.

Some comments question the value of this consultation based on their view either that the proposals are too limited, or that they may not result in action taken to genuinely improve the route. Some of these respondents, including the Bridge Louvre Company, feel that there has been a piecemeal approach to upgrades in the area over the years, and express concern that previous consultations have had limited impact. The Residents of Tintwistle Group expresses concern about the total cost of multiple successive consultations and pilot projects.

A small number of comments note issues with the submission process – for example, inability of respondents to review comments before final submission. Similarly, others note issues with the questionnaire – for example, limiting multiple choice questions without the ability to express no preference of route.

'...it is difficult for the people who live locally to make a fully informed choice between A+B as there are still many grey areas on the proposals about final local plans.' – Member of the public (User 1082)

A small number of respondents are concerned that awareness of the proposals and of the consultation process appears to be low amongst local people.

Appendix A: List of consultation documents

- Consultation brochure:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/N160495%20%20Trans%20Pennine%20Upgrade%20Programme%20Consultation%20Document.pdf

- Consultation summary:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/N160497%20%20Trans%20Pennine%20Upgrade%20Programme%20Consultation%20Summary%20Document.pdf

- Poster:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/N160500%20%20Trans%20Pennine%20Upgrade%20Programme%20Consultation%20Poster%20A4.pdf

- Mottram link maps:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/Mottram%20Link%20Maps.pdf

- Mottram link Option A detailed drawing:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/Option%20A%20%20Plan%20for%20Consultation.pdf

- Mottram link Option B detailed drawing:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/Option%20B%20%20Plan%20for%20Consultation.pdf

- Mottram link discounted options:

https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/supporting_documents/Mottram%20Discounted%20maps.pdf

Appendix B: Consultation questionnaire

The questionnaire available online and in paper form to respondents consisted of 13 questions:

Question 1. How often do you currently use: *(tick boxes provided for 'Daily', 'Weekly', 'Monthly', 'Rarely' and 'Never')*

- i. A57 Hyde Road and/or Mottram Moor?
- ii. A628 in Hollingworth/Tintwistle?
- iii. A628/A616 Woodhead/Stocksbridge Bypass?
- iv. A61 in Tankersley?
- v. A57 Woolley Lane?

Question 2. If you use any or all of these routes, please indicate your reason for doing so (for the majority of your journeys). *(tick boxes provided for 'Commuting to/from work', 'Business/work trips', 'Leisure/shopping' and 'Do not use')*

- i. A57 Hyde Road and/or Mottram Moor?
- ii. A628 in Hollingworth/Tintwistle?
- iii. A628/A616 Woodhead/Stocksbridge Bypass?
- iv. A61 in Tankersley?
- v. A57 Woolley Lane?

Question 3. Are you affected by any of the following? If yes please tick in the appropriate box *(tick boxes provided for 'Noise from traffic using these roads?', 'Vibration from traffic using these roads?', 'Poor air quality including fumes and dirt?', 'Difficulty in crossing the road/using pavements?' and 'Congestion and delay when you use these roads')*

- i. A57 Hyde Road and/or Mottram Moor?
- ii. A628 in Hollingworth/Tintwistle?
- iii. A628/A616 Woodhead/Stocksbridge Bypass?
- iv. A61 in Tankersley?
- v. A57 Woolley Lane?

Question 4. To what extent do you agree or disagree with the following statements? Please tick the appropriate box. *(tick boxes provided for 'Strongly agree', 'Agree', 'Neither agree nor disagree', 'Disagree', 'Strongly disagree' and 'Don't know')*

- i. We should reduce journey times along the A57/A628/A616
- ii. We should improve journey time reliability on the A57/A628/A616/A628/A616
- iii. We should give drivers better information about incidents

- iv. We should improve air quality in the villages
- v. We should reduce noise and vibration in the villages
- vi. We should improve facilities so it is easier for people to use the pavements /cross the road and reconnect communities
- vii. Reducing collisions is more important than reducing journey times
- viii. The slow journey times and poor connectivity of the route are exceptional circumstances that need to be remedied
- ix. Poor road conditions in the national park rarely occur
- x. The A57/A628/A616 should remain a route for all types of Cross-Pennine traffic

Question 5a. Which of the two options for the Mottram Moor Link Road and the A57(T) to A57 Link Road (please see consultation brochure) do you prefer? Please tick the appropriate box.

- Option A: A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.
- Option B: A new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near Coach Road and a single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

Question 5b. Please tell us why you prefer this option

Question 6a. Which of the two options for the A61 Dualling do you prefer? Please tick the appropriate box.

- Option A: To stop all right turn movements at the minor road junctions so that they become left in left out junctions only.
- Option B: To stop all right turn movements out of the minor roads onto the A61 but maintain the right turns from the A61 into Westwood New Road and Wentworth Way.

Question 6b. Please tell us why you prefer this option

Question 7a. To what extent do you agree or disagree that our plans for the A628 climbing lanes will reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch? (*tick boxes provided for 'Strongly agree', 'Agree', 'Neither agree nor disagree', 'Disagree', 'Strongly disagree' and 'Don't know'*)

Question 7b. Please provide any additional comments on our plans for climbing lanes between Tintwistle and Flouch.

Question 8. To what extent do you agree or disagree that putting the following measures in place along the A57, A628, A616 and A61 would improve safety on this route? (*tick boxes provided for 'Strongly agree', 'Agree', 'Neither agree nor disagree', 'Disagree', 'Strongly disagree' and 'Don't know'*)

- i. Changing speed limits (usually reducing them)
- ii. Average speed cameras
- iii. Highly reflective road markings
- iv. LED road studs
- v. Vehicle actuated signs (that light up to warn drivers of hazards or inappropriate speed)
- vi. Skid resistant surfaces
- vii. Parking bays to prevent parking on footways in built up areas
- viii. Measures to protect right turning vehicles/prevent overtaking at key locations
- ix. Improving crossing facilities for pedestrians in built up areas

Question 9. To what extent do you agree or disagree that the proposed technology measures will improve conditions for traffic on the A57/A628/A616/A61 Trans-Pennine route? (*tick boxes provided for 'Strongly agree', 'Agree', 'Neither agree nor disagree', 'Disagree', 'Strongly disagree' and 'Don't know'*)

Question 10. Do you have any further comments about our proposals for the Trans-Pennine Upgrade Programme? Please feel free to continue over the page if necessary.

About the consultation

Question 11. How did you find out about this consultation? (*tick boxes provided for the following: 'Flyer or letter through door', 'Poster/public notice', 'Newspaper* advertisement', 'Newspaper* article', 'Newspaper* website', 'Our website or email', 'Local council website or email' and 'Local community group'*) * If so, please state which paper

Question 12. Have you found the consultation materials useful in answering your questions? (*tick boxes provided for 'Yes', 'To a certain extent' and 'No'*)

Question 13. Did you attend one of our public exhibitions? If so, which one? (*tick boxes provided for 'Mottram', 'Tankersley', 'Glossop', 'Hattersley', 'Hollingworth' and 'Did not attend'*)

Appendix C: Suggestions for additional measures

Respondents suggest alternative measures that they believe should be implemented. Suggestions that are specific to the proposals of this consultation are addressed in the relevant chapters, below is a table of the suggestions provided that are outside of the scope of this consultation. Suggestions provided fall into the following categories:

- construction of and improvements to bypasses and motorways;
- construction of a tunnel;
- reduction of freight and HGVs on the route;
- maintenance and improvement of existing road infrastructure; and
- reducing pressure on Trans-Pennine road networks.

Measure	Suggestion	Location
Bypasses and motorways A larger bypass is seen as a way to separate long-distance and local travellers, and the only effective way to reduce current issues.	Construct a bypass, motorway, complete dualling, flyover or a relief road	<ul style="list-style-type: none"> • For Hadfield, Glossop, Hollingworth and Tintwistle • From Mottram Moor to Brookfield bypassing Woolley Bridge • From Manchester to the M1 • From the M67 to M1 • From the M67 to the A628
	Expand motorway standard capacity	<ul style="list-style-type: none"> • Longdendale Valley
	Reduce the number of junctions on future bypasses	
	Improve existing motorways	<ul style="list-style-type: none"> • M62
Trans-Pennine tunnel	Construct a Trans-Pennine tunnel	<ul style="list-style-type: none"> • From the M67 to the M1 • From Manchester to Sheffield • Under the Peak District as part of a motorway

<p>It is believed that a Trans-Pennine tunnel will improve traffic flow and have a better long term legacy.</p>		from Manchester to the M1
	Reopen the Woodhead Tunnel for rail, roadways and freight	
	Sink the existing Woodhead peak into a cut and cover all-weather tunnel, like the Devils Punchbowl solution on the A3	
	Incorporate a short stretch of toll road into a tunnel, weighted in favour of traffic under 3.5 tonnes	
<p>Reduce freight and HGVs</p> <p>Suggested HGV and freight restrictions to reduce congestion, improve journey times and improve safety.</p>	Restrict HGVs from using a tunnel if severe congestion occurs during the day	
	Ban or restrict through traffic of LGVs or HGVs from various sections of the route, by various means, including:	<ul style="list-style-type: none"> On the A628/A616 On the A57 Through local villages From the M1 to the M67 On the B6105 On Glossop High Street
	<ul style="list-style-type: none"> weight restrictions (1-, 3-, 7.5- or 20-tonne limits) height restrictions width restrictions time restrictions (weekend or peak time bans) restricted access during inclement weather applying a toll for HGVs enforcement through automatic number plate recognition cameras 	
	Encourage or redirect HGVs onto the M62	
	Adopt a sustainable approach to freight reduction at a national level	
	Encourage a modal-shift to transport freight by rail	
	Decrease dependency on road freight generally	
<p>Maintain and improve existing road infrastructure</p> <p>Suggested road improvements, to</p>	Close roads and junctions	<ul style="list-style-type: none"> The A628/A616 The A57 Snake Pass Junction 35A on the M1
	Downgrading of the route and de-trunking the A628, as was done with the A595	
	Improve safety and visibility at junctions, particularly for traffic entering the A628	<ul style="list-style-type: none"> B6105/A628 junction A6024/A628 junction

reduce congestion and improve safety.		<ul style="list-style-type: none"> • New Road/A628 junction • A616 junction at Tankersley
	Straighten bends and improve curves	<ul style="list-style-type: none"> • On the A628 • On the Dunford Bridge – Longendale route • On Salters Brook Bridge
	Improve road gradients	<ul style="list-style-type: none"> • On Salters Brook Bridge
	Road widening	<ul style="list-style-type: none"> • On the A57 Hyde Road
	Improve the A57 Snake Pass	
	Implement and enforce parking restrictions	<ul style="list-style-type: none"> • On New Road, approaching the New Road/A628 junction • On Ashworth Lane • On Broadbottom Road • On the A57 Mottram Moor • On the A57 in Glossop
	Increase the number of lanes	<ul style="list-style-type: none"> • On the M67, on approach to the M60 • On the A616 from Tankersley to the M1 • On the Glossop link from New Shaw Lane • On the A628 • On Back Moor • At the Mottram intersection
	Install and improve traffic light systems, including adding right-turn filters	<ul style="list-style-type: none"> • New Road/A628 junction • A6024/A628 junction • Gun Inn and Mottram Moor/Back Moor
Improve non-motorised user facilities: <ul style="list-style-type: none"> • Provide a non-motorised user scheme and facilities • Provide cycle lanes separated from roads and footpaths • Signpost Old Road as a cycle route • Improve cycle lanes and bridleways, such as the Trans-Pennine 		

	bridleway	
	Implement traffic calming measures, such as speed bumps	<ul style="list-style-type: none"> • On Old Road • In Tintwistle
	Change existing road networks in Mottram to a one-way system	
	Separate the A628 and A57 before the junction with the M67	
	Installation of lighting at junctions	<ul style="list-style-type: none"> • The A616 Stocksbridge Bypass/Fox Valley Way roundabout
	Limit turning options	<ul style="list-style-type: none"> • No left turn at the Ashworth Lane/Broadbottom Road junction • Right turn options off the A57 High Street East and West in Glossop
	Improve traffic flow at junctions by installing traffic lights or other measures	<ul style="list-style-type: none"> • At the A57 island • At the M57 island
	Change signs on the M60 which route traffic to Sheffield on the M67, as it does not go there	
	Develop a gyratory flow system around Mottram	
	Create laybys for slow drivers, to allow cars to pass	
	Make Old Road access only to deliveries and residents	
	Make yellow box junctions	<ul style="list-style-type: none"> • On the Coach Road/Mottram Moor junction
	Set priority for traffic travelling from east to west during peak morning times, and west to east in peak evening times	
Reduce pressure on Trans-Pennine road networks	Enforce the use of the M62 by through traffic	
	Implement a toll in the National Park	
	Encourage a modal shift and reduced motor journeys: <ul style="list-style-type: none"> • improve public transport • promote cycling and walking • promote the use of electric vehicles • utilise canals for freight and passengers 	

	<ul style="list-style-type: none">• encourage working-from-home initiatives	
	<p>Improve public transport:</p> <ul style="list-style-type: none">• establish bus services to Manchester• provide improved rail links (passenger and freight) between Manchester and Sheffield, with fast and/or direct trains and stops at Glossop and Gamesley• extend the tram service from Ashton	