

Trans-Pennine Upgrade Programme

Public consultation



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The scheme

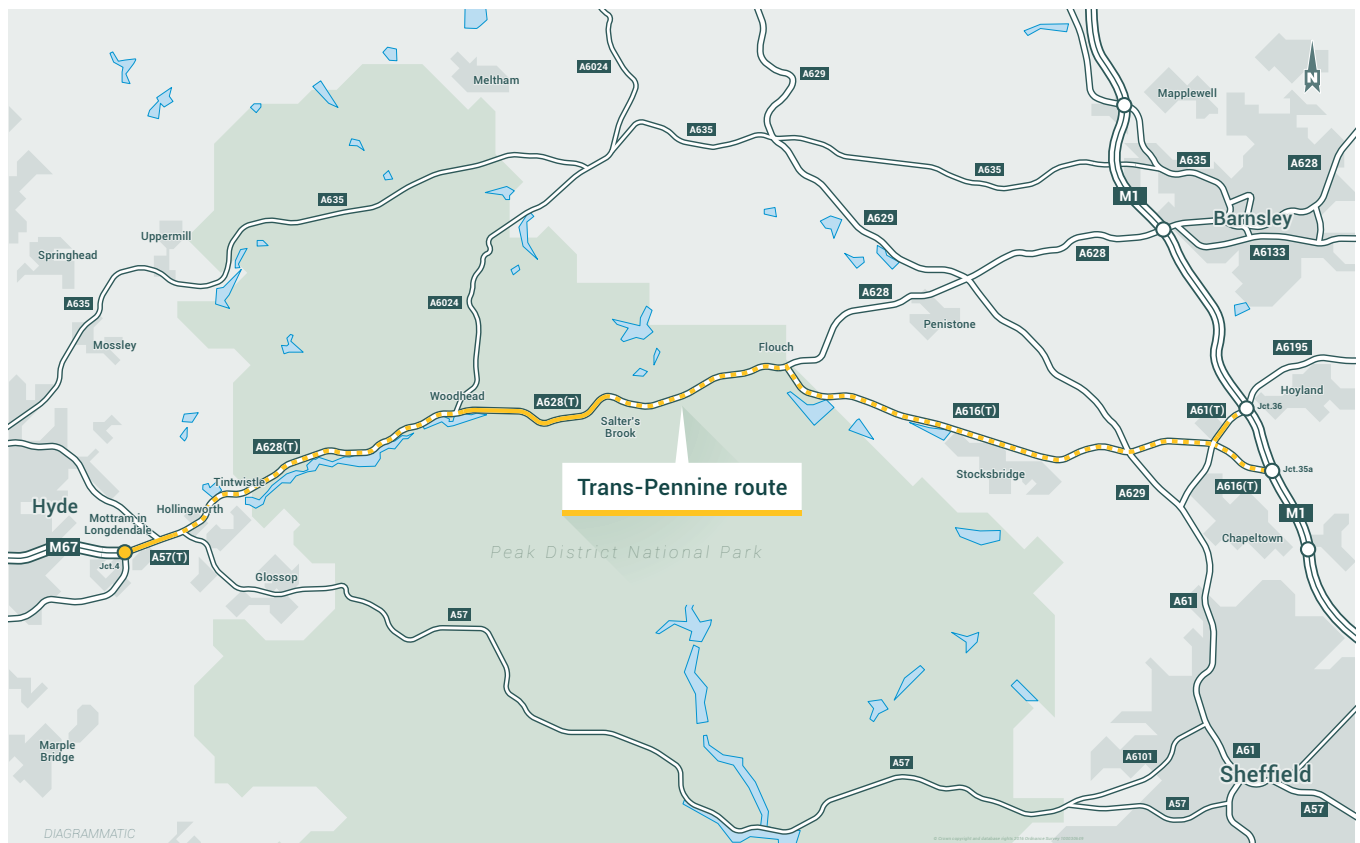
Highways England's Trans-Pennine Upgrade Programme is part of a £15 billion government investment in motorways and A roads as part of its 2014 Road Investment Strategy and involves improving journey times, tackling congestion and reducing incidents between Manchester and Sheffield.

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:

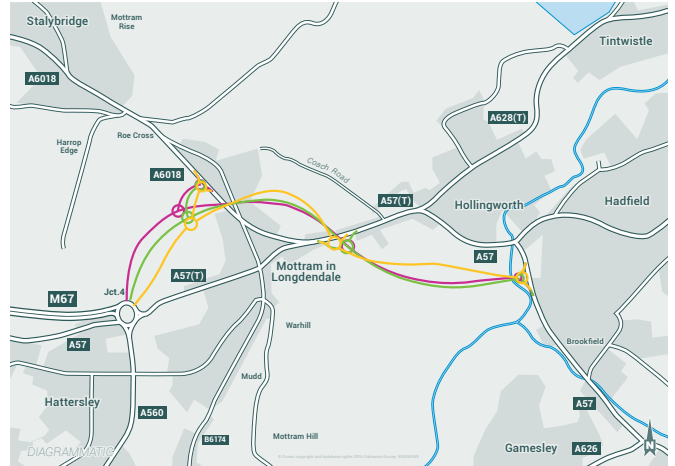
- changing speed limits (usually reducing them)
- average speed cameras
- introducing highly reflective road markings
- installing LED road studs
- erecting vehicle actuated signs that light up to warn drivers of hazards or inappropriate speed
- introducing skid resistant surfaces
- providing parking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

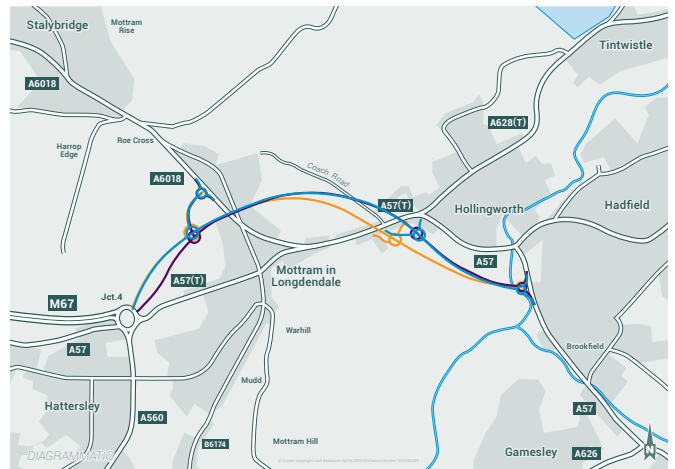
We propose to install additional variable message signs (VMS) to inform drivers of conditions on the network and automate the existing snow gates.

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

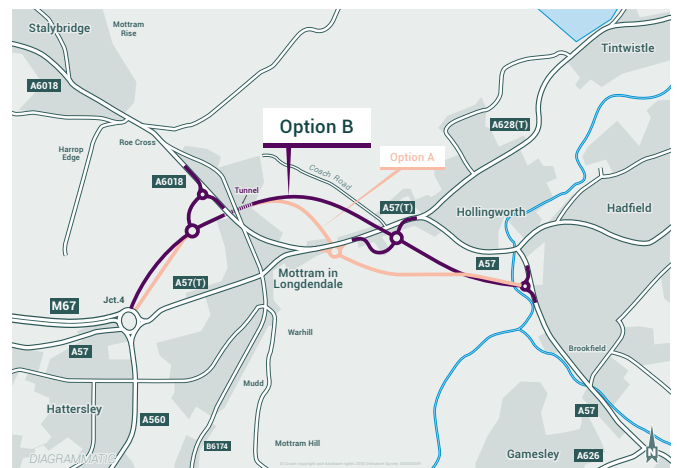
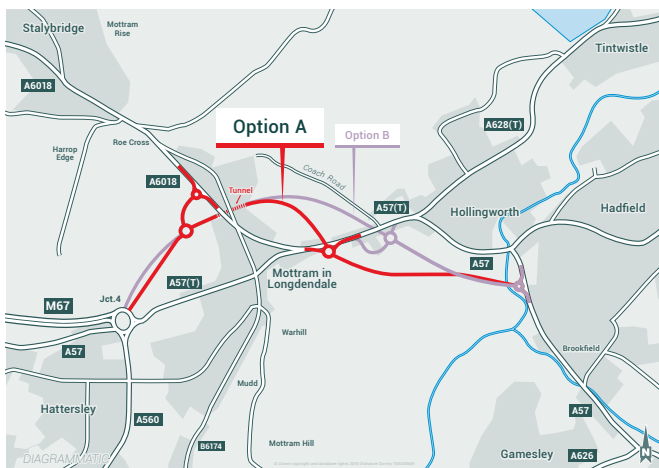
Option A includes a new dual carriageway link from the M67 terminal roundabout at Hattersley to a new junction at A57(T) Mottram Moor near the existing junction with Back Moor. The route will include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the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

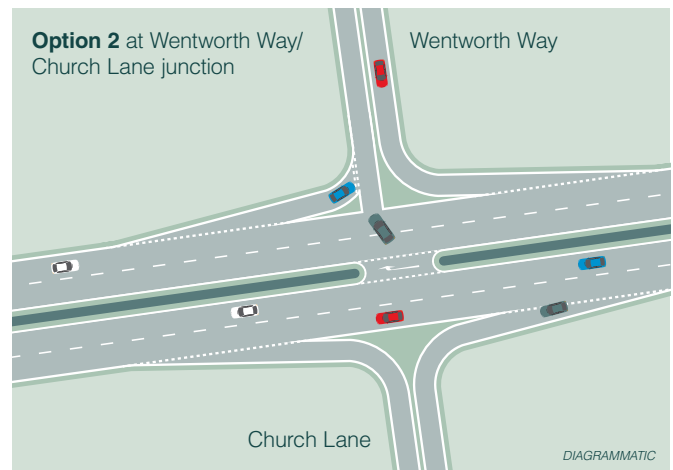
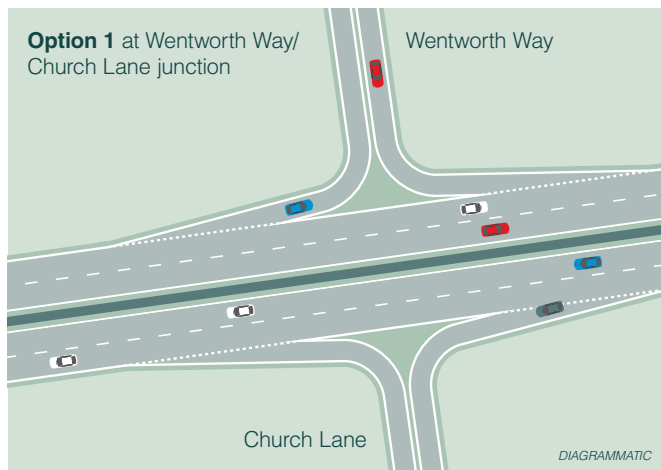
We are considering two options, with different arrangements at the Wentworth Way/Church Lane and Westwood New Road junctions. Both options improve junctions on the A61 where there is a record of collisions.

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?

Flyer or letter through door

Newspaper* website

Poster/public notice

Our website or email

Newspaper* advertisement

Local council website or email

Newspaper* article

Local community group

* 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

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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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

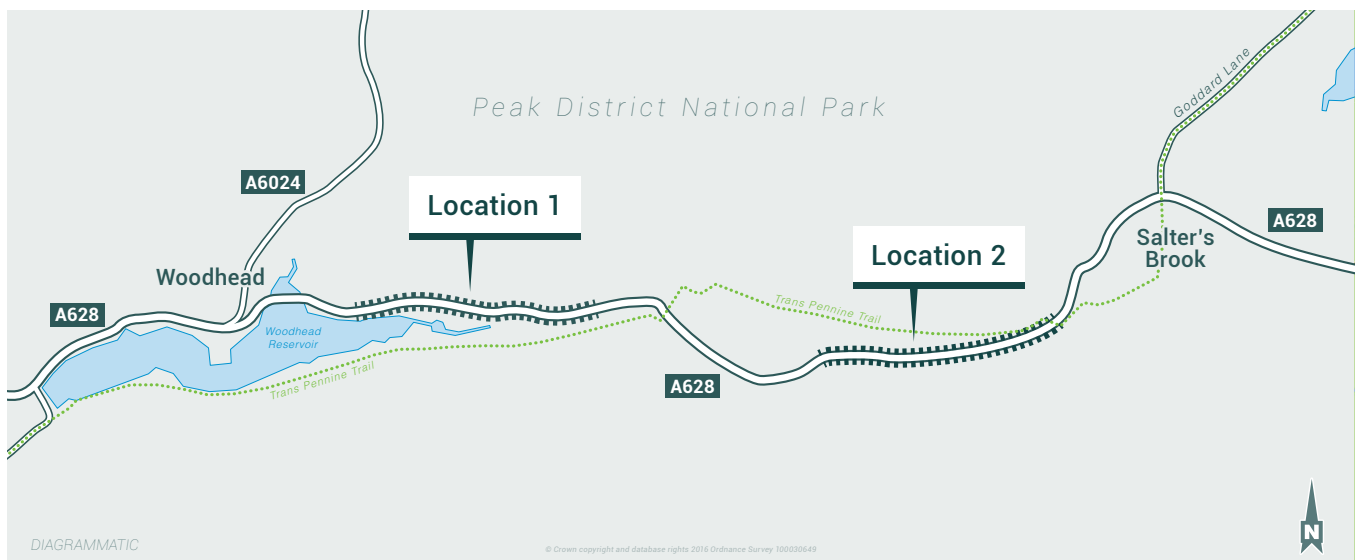
A628 Climbing Lanes

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

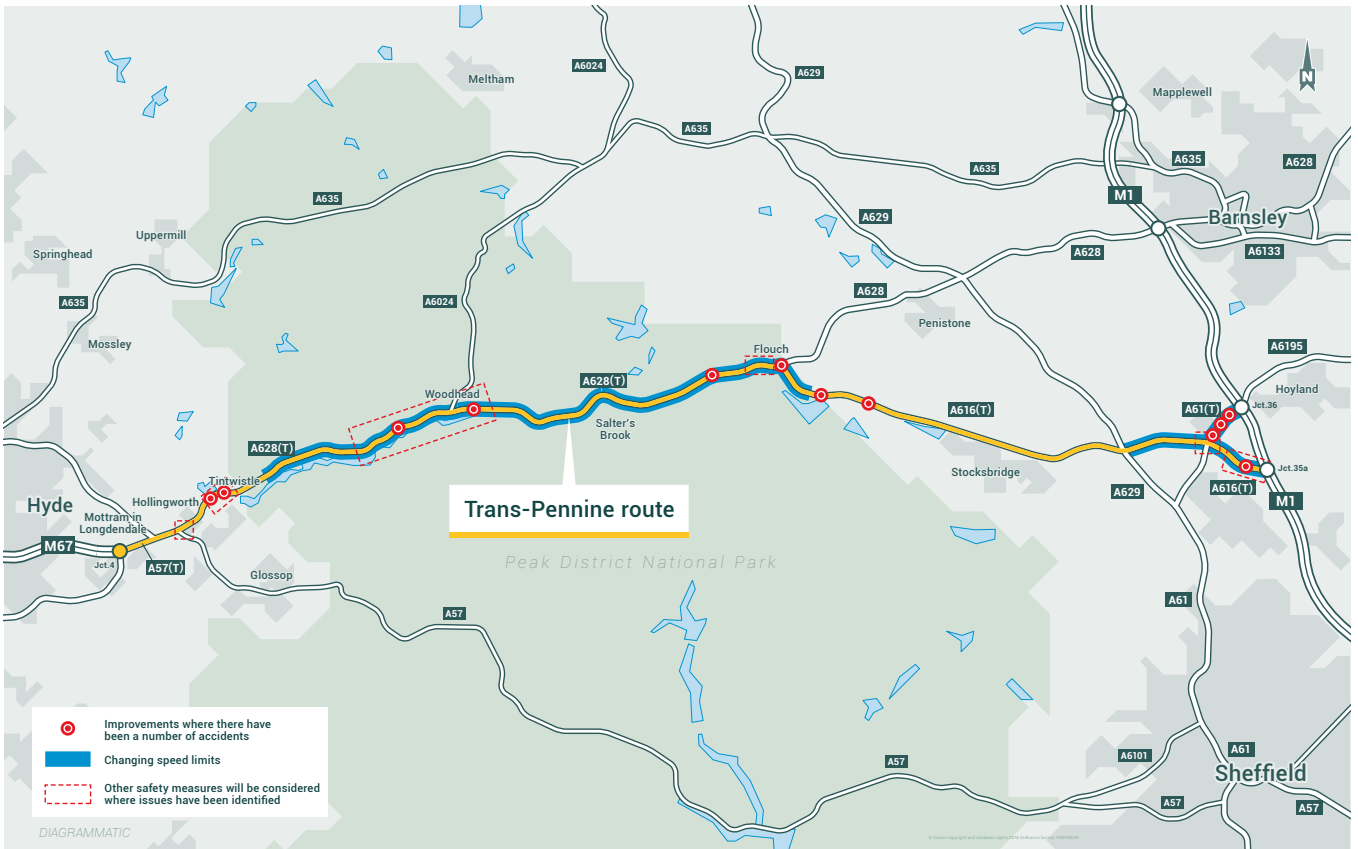
Safety Improvements

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).



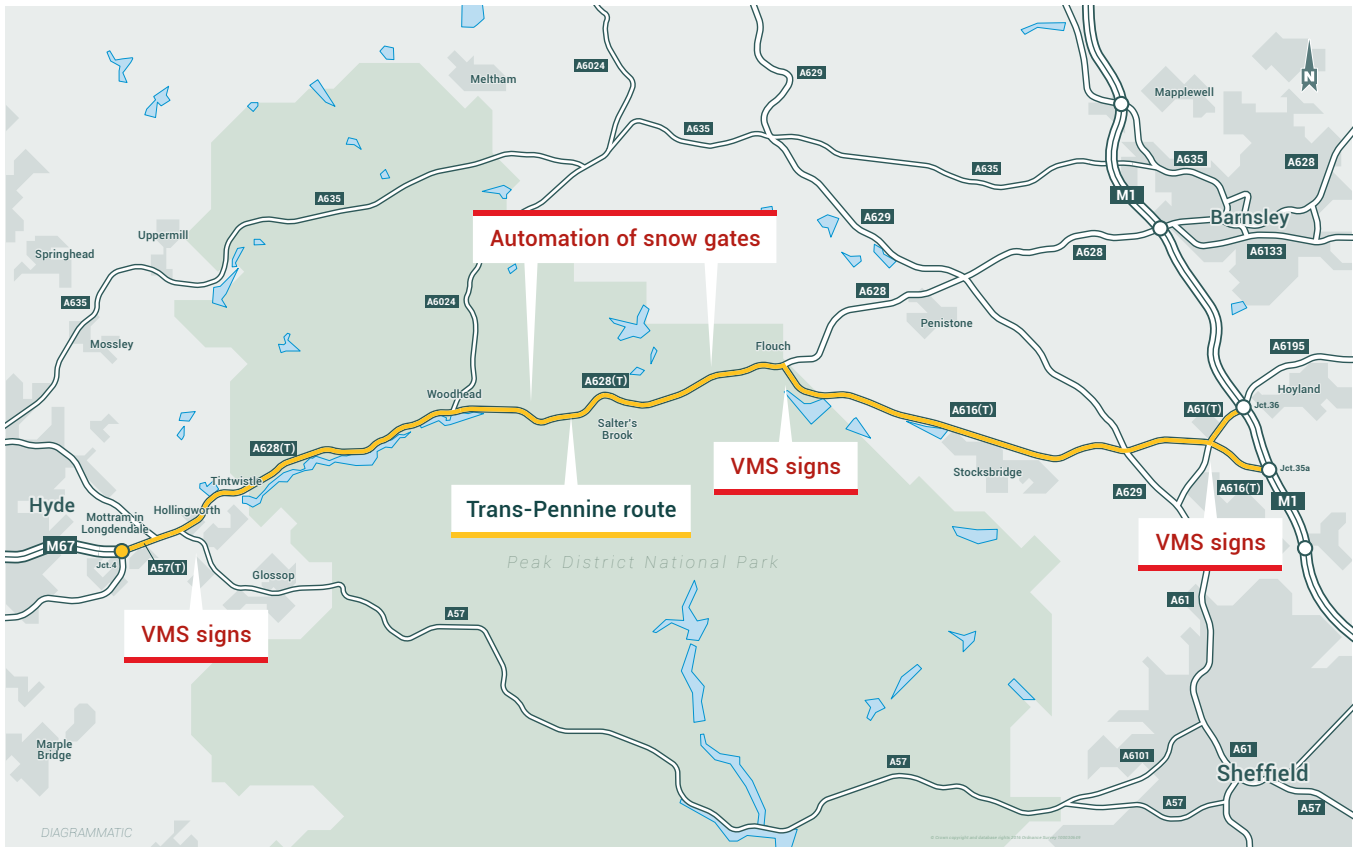
Topic	Benefits and effects of safety improvements
Landscape	Any signage, safety or improved crossing facilities will be clear to see for safety reasons and no landscaping will be put in place to obstruct these
Safety improvements for all travellers	Fewer collisions and incidents as: i) drivers are more 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

*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.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363