

A57 LINK ROADS - MAKING A REPRESENTATION

Please take action, if you can, relating to new road building in Glossopdale and Longdendale which would increase traffic, cause more road accidents, worsen the climate and nature emergencies, cut the Green Belt in two and harm local well-being. Details below including template (though please edit, cut, add to using your own words if you can) are only suggestions. There is no need to focus on everything; more importantly, focus on what's meaningful for you.

Background

CPRE has campaigned for many years for sustainable solutions to the traffic congestion and pollution along the A628 trunk road corridor. We have not been heard and once again we are presented with a road solution - the A57 Link Roads are the renamed Mottram Bypass and Glossop Spur. The consultation last year provided little information. Now we have more information but still not enough to understand the full impacts of the scheme which is worrying. We need to press for rigorous scrutiny now.

The Planning Inspectorate (PINS) is starting a six-month Planning Examination into Highways England's application for consent to build the **A57 Link Roads**. Details here:

<https://infrastructure.planninginspectorate.gov.uk/projects/north-west/a57-link-roads-previously-known-as-trans-pennine-upgrade-programme/?ipcsection=docs>

The Planning Examination is likely to run between October 2021 and March 2022. **PINS are now taking registrations for Interested Parties until 23.59 16th September 2021.** Please register.

What does registration mean (and why)?

1. It gives you the right to make representations, and to attend meetings and hearings.
2. It binds you to nothing. You are not required to participate further.
3. Using up to 500 words, you should outline what you consider to be the main issues and impacts for the Inspector to consider at the Examination. Failure to provide this will mean that PINS will be unable to register you as an 'interested party'. It takes 5 mins using our template below.
3. Even if you do nothing else, it shows the level of concern to the Inspector(s).
4. Registering now ensures that, if you want to, you can submit further evidence and objections later. If you do not register now, you can't make further submissions.
5. Just registering the issues in the template below helps. However, if you are able to help later on, with further submissions, then please let us know as there will be opportunities to support the campaign and submit more detailed reports on the concerns below.

How to register

6. Go to <https://infrastructure.planninginspectorate.gov.uk/projects/north-west/a57-link-roads-previously-known-as-trans-pennine-upgrade-programme/?ipcsection=docs>
7. There is a button at the top right of the page: '**Register online**'
8. Click and fill out the simple form. Make sure you click the box saying '* Please confirm that you have read and understood the above text for the submission of your representation.'
9. Fill in the registration and 'Send Form'.
10. NB the form scrambles any formatting used so do not spend time on this.
11. You can request a hard copy of the form by telephoning 0303 444 5000 quoting the name of the Application and the Inspectorate's reference number TR010034. A completed form should be sent to: **The Planning Inspectorate, National Infrastructure Planning, Major Applications and Plans, Room 3D, Temple Quay House, Temple Quay, Bristol BS1 6PN.** Please quote TR010034 in all correspondence with the Inspectorate about this Application.

What to say

11. Your representation must include a summary of points with which you agree and/or disagree about the application, highlighting what you consider to be the main issues and impacts for the Inspector to consider at the Examination.
12. It is better to use your own words.
13. Below we provide a template of the issues (c.465 words) which you may either use unedited or, much better, put into your own words.

Template

I/we believe the Examination should scrutinise the following issues:

1. The scheme would increase traffic. The benefits to Mottram (but not those on Market Street or near the new underpass) come at the expense of the rest of Longdendale and Glossopdale where traffic increases on many residential roads. This does not comply with national policies for climate change and modal shift to walking, cycling and public transport.
2. Road accidents would increase (102 more collisions over 60 years) across the network. However on the A57 Snake Pass, a high risk road for a fatal or serious injury crash, there would be 160 extra collisions over 60 years.
3. Over 60 years of operation the scheme would add an extra **399,867 tonnes of carbon dioxide**. Over a lifetime of 100 years, one tree absorbs around 1 tonne of carbon dioxide but we cannot wait for nearly 400,000 trees to grow for a hundred years. Carbon emissions must be tested against international and national legislation and guidance including the Paris Agreement, the 2008 Climate Change Act's legally binding target of net-zero carbon emissions by 2050, the UK Sixth Carbon Budget, science-based carbon budgets from the Tyndall Centre, and the National Planning Policy Framework which requires 'radical reductions of greenhouse gas emissions'.
4. Although air pollution improves for some areas, for others nitrogen dioxide levels remain above the legal limit e.g. on Market Street in Hollingworth. In one part of Dinting Vale air pollution gets worse. The Air Quality Management Areas in Tintwistle and Glossop would remain. The Greater Manchester Clean Air Zone has been excluded from the air quality modelling but could lead to traffic diverting to avoid paying the toll, creating congestion and air pollution elsewhere.
5. The scheme involves fragmentation, loss or displacement of diminishing wildlife habitats such as wet grazing meadows and of protected species, such as bats and barn owls. The impacts on the rich and diverse wildlife are minimised because species are considered only of 'local value'. Local countryside, highly valued for its natural undeveloped character and open views, would be urbanised and the Green Belt would be cut in two.
6. A lorry ban coupled with sustainable transport measures and technological improvements would bring lasting benefits and avoid the above adverse impacts. But Highways England rejected this option. Far reaching changes since 2015 - the declaration of a climate emergency; the Covid-19 pandemic; and a review of the Treasury's rules to assess the value of roads make scrutiny of this option essential.
7. The Peak District National Park is a haven for wildlife and a place where everyone can get outdoors and enjoy nature, peace and quiet and also a significant bank of carbon. With more traffic on cross Park routes these special qualities will be eroded. National policy requires trunk road traffic to go round National Parks.