

# LOW CARBON TRAVEL FOR LONGDENDALE AND GLOSSOPDALE

CPRE Peak District  
and South Yorkshire

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Summary of full report  
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CPRE Peak District and South Yorkshire  
*for the countryside, for communities, for the future*

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## LOW CARBON TRAVEL FOR LONGDENDALE AND GLOSSOPDALE

### What's the problem?

The Longdendale villages of Tintwistle, Hollingworth and Mottram beside the A57/A628 trunk route experience severe environmental pollution from through-traffic of heavy lorries and commuter car traffic from Glossopdale. Travel in the area generates:

- High carbon emissions from traffic. Once released carbon emissions remain in the atmosphere for about 100 years. To have any chance of meeting carbon reduction targets, emissions need to be cut as soon as possible;
- Noise, air pollution and severance created by heavy traffic on residential roads;
- Noise, air pollution, severance and landscape impacts from the same traffic in the Peak District National Park;
- Unreliable journey times;
- Poor local conditions for walking and cycling which inhibit active lifestyles leading to poor health;
- Delays to local buses;
- Long journey times between Manchester and Sheffield.

Although the proposed A57 Link Roads (dual carriageway bypass of Mottram, single carriageway link to Glossop) would reduce traffic and its associated air pollution on Hyde Road in Mottram and Woolley Lane on the edge of Hollingworth (if traffic calming measures are effective), it would increase traffic, congestion, carbon emissions, air pollution, noise, road crashes and severance in Hollingworth, Tintwistle and Glossopdale. Its claim to alleviate unreliable long journey times is unsubstantiated. The scheme's infrastructure has profound impacts on the Green Belt, would increase traffic through the National Park and requires demolition of property. In order to avoid all these impacts CPRE the countryside charity sought a solution that would benefit everyone.

### How would *Low Carbon Travel* address the problem?

A solution tailored to relieve Glossopdale and Longdendale of traffic impacts, enhance local countryside as a green lung for Greater Manchester and make door-to-door journeys by bus, foot or cycle a realistic, attractive and convenient option. CPRE's *Low Carbon Travel* includes:

- 1 Green Travel Planning for all;
- 2 Weight restriction of through traffic of heavy lorries;
- 3 Returning streets to the people;
- 4 Reshaping bus services with improved services and electric buses;
- 5 Linked traffic signals and new crossings to slow traffic and facilitate walking and cycling.

#### **1 Green Travel Planning for workplaces and residential areas** to:

- Inform people about existing alternatives to car use;
- Identify the barriers to using the alternatives;
- Develop improvements to bus services based on responses;
- Better integrate rail and bus services;
- Identify places for new cycle and walking routes;
- Pilot bike and e-bike deliveries from local shops;
- Implement the improvements, monitor and modify when needed.

**2 A weight limit on through-traffic of heavy lorries** (HGVs) across the Peak District National Park – this would force drivers to use the motorway box M1/M62/M60/M6/A50 around the area, significantly reduce traffic queues and free up road space for active travel. Reducing the numbers of lorries is extremely popular locally, and would require cooperation across a number of local highway authorities and enforcement of the weight restriction. Local businesses and local deliveries would not be affected. Such control schemes are feasible with Automatic Number Plate Recognition (ANPR), as in the London low emissions zone covering the whole metropolitan area and applicable to all lorries of 3.5 tonnes and over.

The control system could remove the heaviest HGVs which make up 90% of the through traffic or be set to remove all HGVs (over 7.5 tonnes). It would:

- Reduce the environmental damage and external costs (those met by public spending rather than by the operator of the vehicles): the largest HGVs are extremely damaging and cause much more noise, vibration, emissions and particulates than other vehicles. The most extreme example is damage to the road surface – the heaviest vehicles cause 180,000 times more damage than a car. Motorways are designed to minimise such external costs;
- Encourage streamlining of goods transport. Diversion of HGVs to longer routes would increase the costs of the current model used by operators. This would encourage more efficient use of vehicles, for example, minimising journeys of empty or partially empty vehicles (currently HGVs are empty for 28% of their travel).

**3 Returning streets to the people** – this would include slower speeds such as 20mph to make streets safe and pleasant, more space and facilities for cycling and walking with more protected road crossing points, and creation of a coherent local network for local walking and longer cycling journeys to work, school, shops, leisure, medical centres with links to Greater Manchester's Bee Network. A local group has begun the work with a focus on travel to school. E-cargo bikes would allow people to shop on-line or walk to and from the shops, and leave delivery to the e-bikes.

The public realm should be attractive and comfortable to use. Planters, benches, signalling and road surfacing would indicate that the space is shared, not for motor vehicles only (or even principally), and encourage more considerate driving.

**4 Reshaping bus services** – To provide integrated (bus and rail services), affordable, reliable and frequent services that meet people's needs and have priority on the road. Modern bus priority doesn't need continuous lanes – smart linked signals and bus gates achieve more for less. The package includes:

- The purchase and operation of 3 electric buses (comfortable, clean, air conditioned and with WiFi) which could be used to provide new services, for example the reintroduction of the X57 Glossop to Sheffield;
- A new service for Tintwistle, Hadfield and Glossop;
- Changes to the Woolley Bridge junction to provide a bus and cycle lane and priority entry;
- Bus gates at some pedestrian crossings to improve bus journey times;
- Introduction of incentives to tempt people out of cars and onto public transport.

**5 Linked traffic signal controls** – Along the trunk route and at M67 J4 modernising and introducing linked controls would improve safety, allow for bus priority without disturbing other traffic, break up queues and smooth the flow overall.

### What would *Low Carbon Travel* cost?

The total costs would be £9.7million as listed below. No additional costs are given for signalisation of the M67 J4 roundabout. These would be modest if undertaken within the existing layout, but in the order of £5million if more construction work was needed.

Woolley Lane junction signalisation and provision of bus/cycle priority entry	£1,000,000
Three new signalised pedestrian crossings	£450,000
One new pedestrian crossing with bus gate	£250,000
One bus gate at existing crossing	£150,000
Two additional pedestrian phases at existing signals	£150,000
Three new electric buses	£1,000,000
Travel planning initial survey and planning	£500,000
Travel planning start up incentives 3 years @ £350k	£1,050,000
Walking route improvements (50 kms @ £5k)	£250,000
Cycling improvements (includes 50 kms plus parking and other incentives)	£500,000
20 mph speed limit plus public realm (20 kms @ £10k)	£200,000
HGV signs including advance warning on motorways	£1,200,000
<b>Total</b>	<b>£6,700,000</b>
Plus Optimism Bias 44% (a standard adjustment for underestimating costs)	<b>£9,650,000</b>

### Would *Low Carbon Travel* provide good value for money?

Transport schemes must give value for money. For every £1 of public money spent, a scheme must provide more than £1 in the value of benefits i.e. a positive benefit cost ratio (BCR). At a cost of £181million, the A57 Link Roads has a BCR of 1.45 and is in the Government's 'low value for money' category. Our package has a BCR of 4.99, making it 'very high value for money'.

*Low Carbon Travel for Longdendale and Glossopdale* has been put together after talking to residents and visitors about their travel experiences and hearing their ideas for improvements. All of these ideas are currently in use – but not yet in this locality. Other measures such as a **local affordable EV car and e-bike share/hire scheme** would give people the flexibility of having access to an EV car or bike and allow them to do their bit to reduce climate emissions, without breaking the bank.

For more details please contact [mail@cprepsy.org.uk](mailto:mail@cprepsy.org.uk) . The full report<sup>1</sup> can be found [here](#) .

**We are most grateful to the Foundation for Integrated Transport, CPRE *the countryside charity*, CPRE North West Region and CPRE Yorkshire and Humber Region for supporting this project.**

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<sup>1</sup> <https://www.cprepsy.org.uk/news/low-carbon-travel-for-longdendale-and-glossopdale-full-report/>