

# Trans-Pennine Upgrade

## Public consultation

Share your views



## Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow.

We want to make sure all our major roads are more reliable, durable and, most importantly, safe.

That's why we're delivering £15 billion of investment on our network from 2015 to 2020 - the largest investment in a generation.

The Trans-Pennine Upgrade is a critical part of this investment to improve journeys between the Manchester and Sheffield city regions, which is great news for the local and regional economy. The route provides a key connection between these two important northern city regions, but it suffers from significant congestion, poor journey times and reliability, and high accident rates.

Part of the proposed scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct the scheme. For more information on this process, please visit:

[www.highways.gov.uk/trans-pennine-upgrade/](http://www.highways.gov.uk/trans-pennine-upgrade/)

In this brochure we explain our proposals for the Trans-Pennine Upgrade and include our consultation response form – your responses will help us shape the scheme before we submit our planning application. We also give details of how you can give us your feedback during our public consultation.

You may also be aware of the Trans-Pennine Strategic Study (& Wider Transport Connectivity Assessment) – please visit page 11 of this brochure for further information.

## How to respond

The consultation will run for six weeks from 12 February 2018. Please respond using one of the following methods by 25 March 2018.

**Online:** complete the response form online at: [www.highways.gov.uk/trans-pennine-upgrade/](http://www.highways.gov.uk/trans-pennine-upgrade/)

**Email:** you can email your response to: [Trans\\_Pennine\\_Scheme@highwaysengland.co.uk](mailto:Trans_Pennine_Scheme@highwaysengland.co.uk)

**Post:** submit the completed response form included in the brochure to the address provided or you can write to us at:

### Freepost TRANS-PENNINE UPGRADE

A printable copy of the response form and this brochure can be downloaded at:

[www.highways.gov.uk/trans-pennine-upgrade/](http://www.highways.gov.uk/trans-pennine-upgrade/)

Paper response forms and consultation brochures will be available at locations open to the public from 12 February and at the public exhibitions. They can be handed in at these events or sent to the address provided on the form.

**All responses should be returned  
by 25 March 2018.**

## Public consultation exhibitions

We are holding public exhibitions to provide further information about the scheme and to listen to your views.

- **Mottram C of E Primary School**  
Warhill, Mottram, Hyde, SK14 6JL  
**Saturday 17 February 2018, midday-6pm**
- **Bradbury Community House**  
Market Street, Glossop, Derbyshire, SK13 8AR  
**Wednesday 28 February 2018, 2pm-8pm**
- **Tesco**  
Stockport Road, Hattersley, Hyde, SK14 6QA  
**Saturday 3 March 2018, 11am-5pm**
- **Tankersley Welfare Hall**  
Pilley Lane, Tankersley, Barnsley, S75 3AP  
**Monday 5 March 2018, midday-6pm**
- **St Mary's Church**  
Market Street, Hollingworth, Hyde, SK14 8NE  
**Friday 9 March 2018, 11am-5pm**
- **Mottram Community Centre**  
Church Brow, Mottram, Hyde, SK14 6JJ  
**Saturday 10 March 2018, 11am-5pm**

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 response forms will also be available at the following locations from 12 February 2018 (availability will depend on opening times).

### Tameside:

- **Broadbottom Community Centre**,  
Lower Market Street, Broadbottom, SK14 6AA
- **Hattersley Hub**, Stockport Road, Hattersley,  
SK14 6NT
- **Hattersley Library**, Stockport Road, Hattersley,  
SK14 6NT
- **Hollingworth Post Office**, 33 Market St,  
Hollingworth, Hyde, SK14 8NE
- **Magdalene Centre**, Mottram Road,  
Broadbottom, SK14 6BB
- **Mottram Post Office**, 1 Mottram Moor,  
Mottram in Longendale, Hyde, SK14 6LA
- **St Mary's Church**, Market Street, Hollingworth,  
Tameside, SK14 8NE

Brochures will also be available at additional libraries across Tameside.

### Derbyshire:

- **Bradbury Community House**,  
10 Market Street, Glossop, SK13 8AR
- **Gamesley Community and Sports Centre**,  
Melandra Castle Road, Glossop, SK13 6UQ
- **Glossop Leisure Centre**,  
36-40 High Street East, Glossop, SK13 8QA
- **Glossop Library**, Victoria Hall, Talbot Street,  
Glossop, Derbyshire, SK13 7DQ
- **Hadfield Library**, Station Road, Glossop,  
SK13 1AA
- **High Peak Borough Council**, Municipal  
Buildings, Market Place, Glossop, SK13 8AF
- **Peak District National Park Authority**,  
Aldern House, Baslow Road, Bakewell,  
DE45 1AE

## Barnsley:

- **Barnsley Central Library**, Wellington House, 36 Wellington St, Barnsley, S70 1WA
- **Penistone Library**, High Street, Penistone, Sheffield, S36 6BR
- **Tankersley Post Office**, 12 Worsborough View, Tankersley, Barnsley, S75 3AH
- **Tankersley Welfare Hall**, Pilley Lane, Tankersley, Barnsley, S75 3AP

## Sheffield:

- **Stocksbridge Library**, Manchester Road, Stocksbridge, Sheffield, S36 1DH

## Why is the scheme needed?

The existing route connecting the M67 at Mottram in Longdendale to the M1, north of Sheffield, mostly consists of single carriageway sections with steep gradients and sharp bends. The existing route currently causes a number of negative issues for local people.

Sections of the route can also be badly affected by poor weather and accident rates are above the national average. The road is often closed for these reasons, which means it is not as reliable as it should be. The lack of technology in the area, such as electronic information signs, also means that there is little information available for road users to make effective decisions about their journey.

The objectives of the Trans-Pennine Upgrade are:

- **Connectivity** – By reducing congestion and improving the reliability of people's journeys between the Manchester and Sheffield city regions.
- **Environmental** – By improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the Peak District National Park.
- **Societal** – By re-connecting local communities along the Trans-Pennine route.
- **Capacity** – By reducing delays and queues that occur during busy periods and improving the performance of junctions on the route.
- **Reliability** – By reducing the number of incidents and by the use of technology to advise drivers of incidents along the route.
- **Safety** – By reducing the number of accidents along the route through targeted improvement measures – see page 9.

## Our proposed design

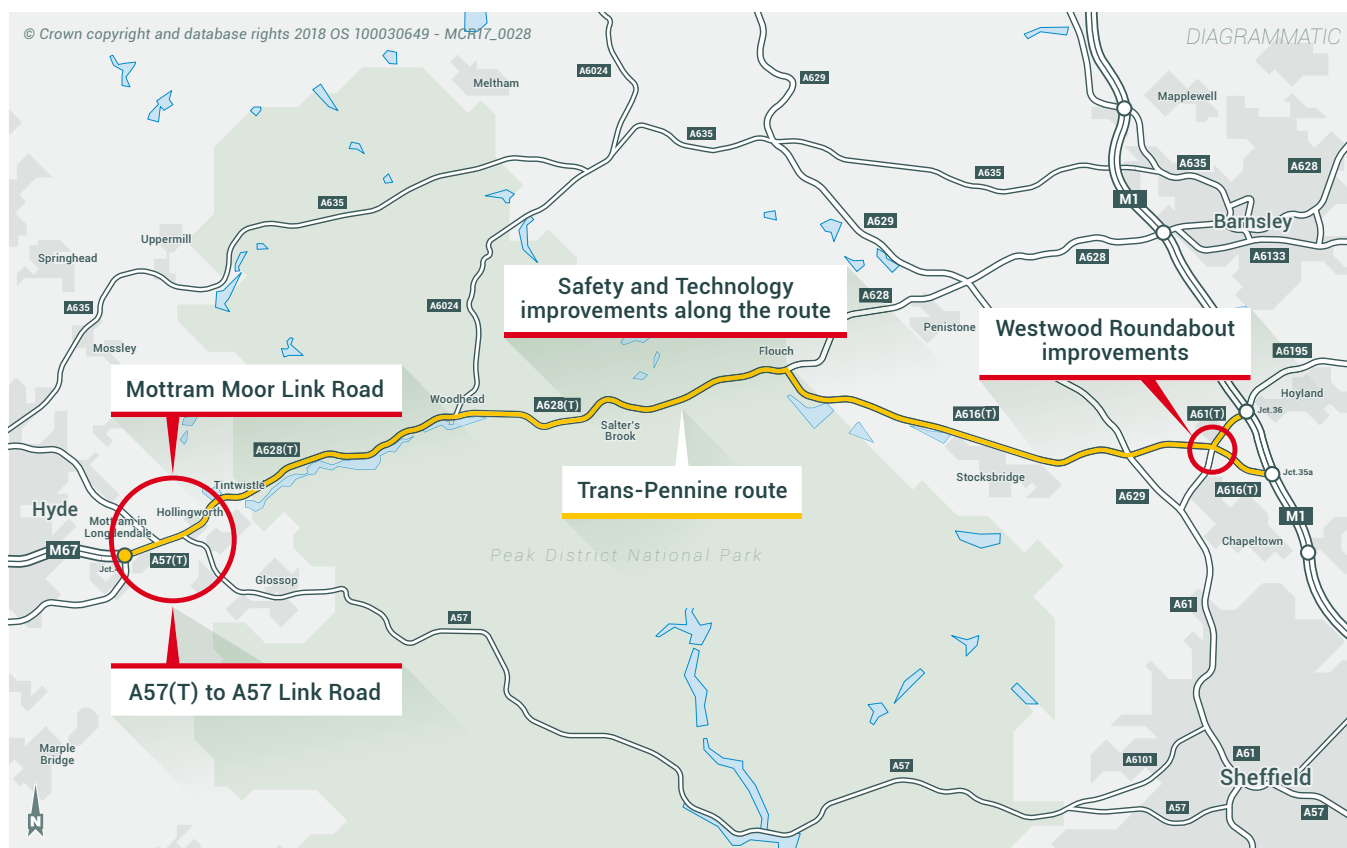
In November 2017 we announced our preferred package. We are proposing to deliver the following elements:

- **Mottram Moor link road** – a new dual-carriageway from the M67 junction 4 roundabout to a new junction on A57(T) Mottram Moor and a new single carriageway connecting to the A6018 Roe Cross Road.
- **A57(T) to A57 link road** – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 on Woolley Bridge.

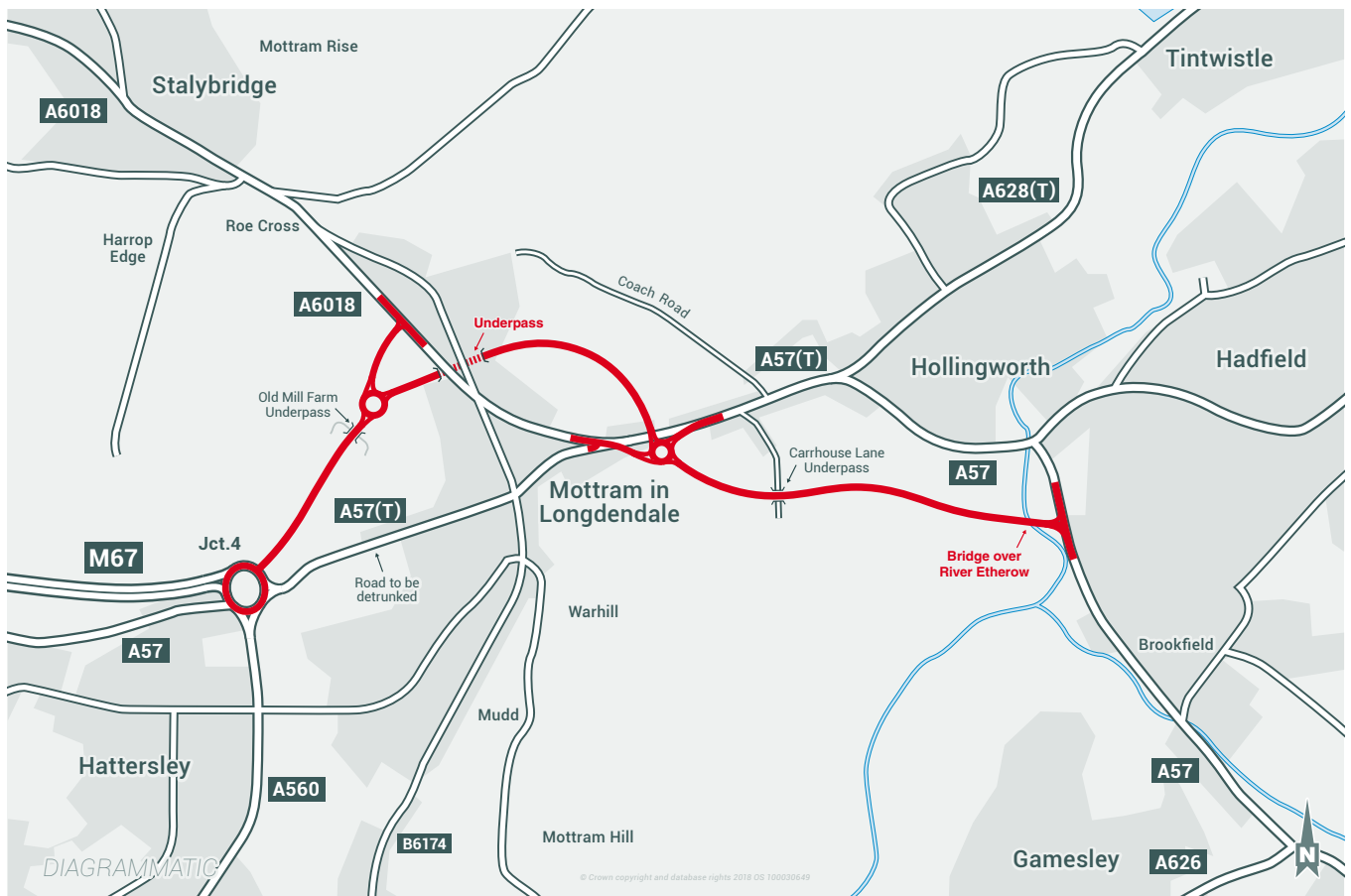
- **Safety and technology improvements** – including safety measures focused on addressing accident hotspots and the provision of electronic message signs.
- **A616/A61(T) Westwood roundabout** – improvements to reduce congestion and improve the flow of traffic through the roundabout in Tankersley, Sheffield.

For more information on the previous consultation results and the preferred route announcement please visit our webpage at:

[www.highways.gov.uk/trans-pennine-upgrade/](http://www.highways.gov.uk/trans-pennine-upgrade/)



## Mottram Moor and A57(T) to A57 link roads



During the previous consultation, two options for the link roads were presented, Option A and Option B. Option A was identified as the preferred route for the scheme. This option impacted less on the community and had the most support from those taking part in the consultation. Our planning application will only cover all the works necessary to construct the new link roads and any works required on the nearby existing roads.

We have continued to progress with the scheme and we describe below the areas that have developed or changed since.

**M67 junction 4** – We identified that in order for the scheme to perform at its best some improvements will be required at this junction. We have identified a number of options and have decided to progress with partial signalisation of the roundabout and widening of the northern side and its approaches from the M67.

**Junctions** – All the proposed junctions on the scheme have been reviewed to ensure they operate suitably for all road users. We have decided that the new junction on the A6018 Roe Cross Road and the junction of the new A57 link with Woolley Bridge will be signalised ‘T’ junctions.

**Mottram Tunnel** – The length of Mottram Tunnel has been reduced by approximately 40 metres on the eastern side. This reduction in length now means the structure is no longer considered a tunnel and is instead an underpass (identified on the map above). This will offer considerable cost savings both during construction and in the longer term with ongoing maintenance costs.

**Facilities for cyclists, pedestrians, equestrians and walkers** – We are working with the local authorities and Transport for Greater Manchester (TfGM) to identify opportunities along the length of the proposed scheme to improve facilities for pedestrians, cyclists, equestrians and walkers.

There will be improved crossing facilities on the existing A57 from the M67 junction 4 through Mottram in Longdendale, where there are pedestrian links to Stalybridge, Hollingworth and Glossop. We are also assessing the benefits of providing an additional shared-user path along the new road from the M67 junction 4 towards Roe Cross Road. We will provide a combined cycleway and footpath alongside the new A57(T) to A57 link road, between Mottram Moor to Woolley Bridge.

A number of public footpaths cross the proposed link roads. These will all be retained but local diversions will be required to provide safe crossing points.

**Reinstated land above Mottram underpass**

– We are currently considering how the land above the underpass will be treated once the construction works are completed. It will not be possible to reinstate the properties over the structure itself. Our current proposals are to reinstate the land to some form of public open space and potentially construct new properties either side of the structure. We would welcome your comments at this early stage of the proposals to help us reinstate the area in a manner that enhances the local community.

**Improvements on existing roads** – The existing A57(T) Hyde Road between the M67 junction 4 and the new roundabout on Mottram Moor will no longer be part of the trunk road network and the ownership for the road will be passed to the local highway authority, Tameside Metropolitan Borough Council (MBC). We are currently working with Tameside MBC and TfGM to develop a package of measures along this section of the route to transform it to a local road and improve the community environment. The A57(T) proposals include:

- A 20mph speed limit and speed reduction measures such as speed cushions and chicanes
- Local junction improvements at Hyde Road / Stalybridge Road, Mottram Moor / Back Moor and at the Gun Inn junctions and changes to the existing traffic signal priorities
- Provision of additional parking bays
- Identification of areas where improvements can be made for pedestrians and cyclists

The scheme will also provide a package of improvements to Woolley Lane such as a 20mph speed limit and speed reduction measures. This will encourage non-local traffic to use the new link roads and move traffic away from the existing local routes.

**Benefits and impacts of the link roads**

When assessing the benefits and impacts of the link roads, we have looked at a variety of features including those listed below. This information is based on findings from detailed surveys and assessments that we have carried out. Environmental impacts are assessed based on national guidance.

Feature	Benefit/impact of the scheme
Journey times and traffic congestion	The scheme provides an improved route, with people expected to experience fewer and shorter delays as a result of the reduced congestion between the M67 and the Gun Inn junction.
Air quality	Our initial assessment indicated that some locations will experience improved air quality, whereas other locations may experience poorer air quality as a result. We are carrying out further assessments to determine whether the impacts of the scheme are significant and will take necessary steps to limit negative impacts, where possible.

Feature	Benefit/impact of the scheme
Noise	Traffic will be reduced through the currently congested Mottram in Longdendale, which would mean noise is reduced for nearby residents. There may however, be increases in noise where traffic is being brought closer to properties. Where appropriate, noise mitigation measures, such as noise barriers and lower noise road surfacing, will be considered to help address this.
Cultural heritage	Whilst there is potential for negative impact on the environmental setting of St Michael and All Angels Church (Mottram) and Melandra Roman Fort, the reduction in traffic through the Mottram in Longdendale Conservation Area will improve the appearance and appreciation of the village and its architectural quality.
Landscape	The new link roads will alter the character of the local landscape, but where possible this impact will be managed through design development and screening such as trees and shrubs.
Nature conservation	The scheme may have a negative effect on protected habitats and the species that depend on them. This impact will be avoided or reduced where possible and we will also consider opportunities to create new habitats and improve existing habitats.
Road drainage and the water environment	We are working with the Environment Agency to avoid or prevent any potential flooding which may be caused by new culverts and the River Etherow bridge. We will use drainage systems to manage rainfall run-off and also take measures to quantify and compensate for any effects on local water supplies.
Contaminated land	We are currently undertaking a ground investigation to determine any existing contaminated land. Using the results of the investigation, we will design the scheme where possible to reduce any negative impacts.
Road safety	The scheme design is developed to be as safe as possible, and aims to provide benefits to all road users. This is in accordance with our long-term vision that no one should be harmed whilst travelling or working on our roads.
Construction duration and impacts	During construction there will be increased delays and congestion for all road users. We will minimise this wherever possible and work with local authorities to agree acceptable working hours and other construction arrangements. We will also engage with landowners and tenants so they are fully aware of the proposed construction works and any impacts specific to them. Temporary diversions will be put in place for pedestrians, cyclists, equestrians and walkers, where necessary.
Pedestrians, cyclists, equestrians and walkers	We have identified opportunities for improving connectivity and minimising potential conflicts for pedestrians, cyclists, equestrians and walkers. We will ensure continuity of existing and proposed paths and improve these throughout the scheme. We will ensure adequate facilities are available at new junctions for everyone, including visually-impaired people and those who are less mobile.
Land take	In order to construct the scheme we will need to acquire some land. The land required is mostly agricultural however some properties will also be required to be purchased and demolished to allow the scheme to be constructed.
Current cost estimate	£242m – this figure is correct at the time of this brochure going to print, but is subject to further assessment.



The following proposals will not be part of our planning application as they do not require planning permission. However, we are taking this opportunity to consult with you to understand your views on these additional proposals.

### Safety and technology improvements

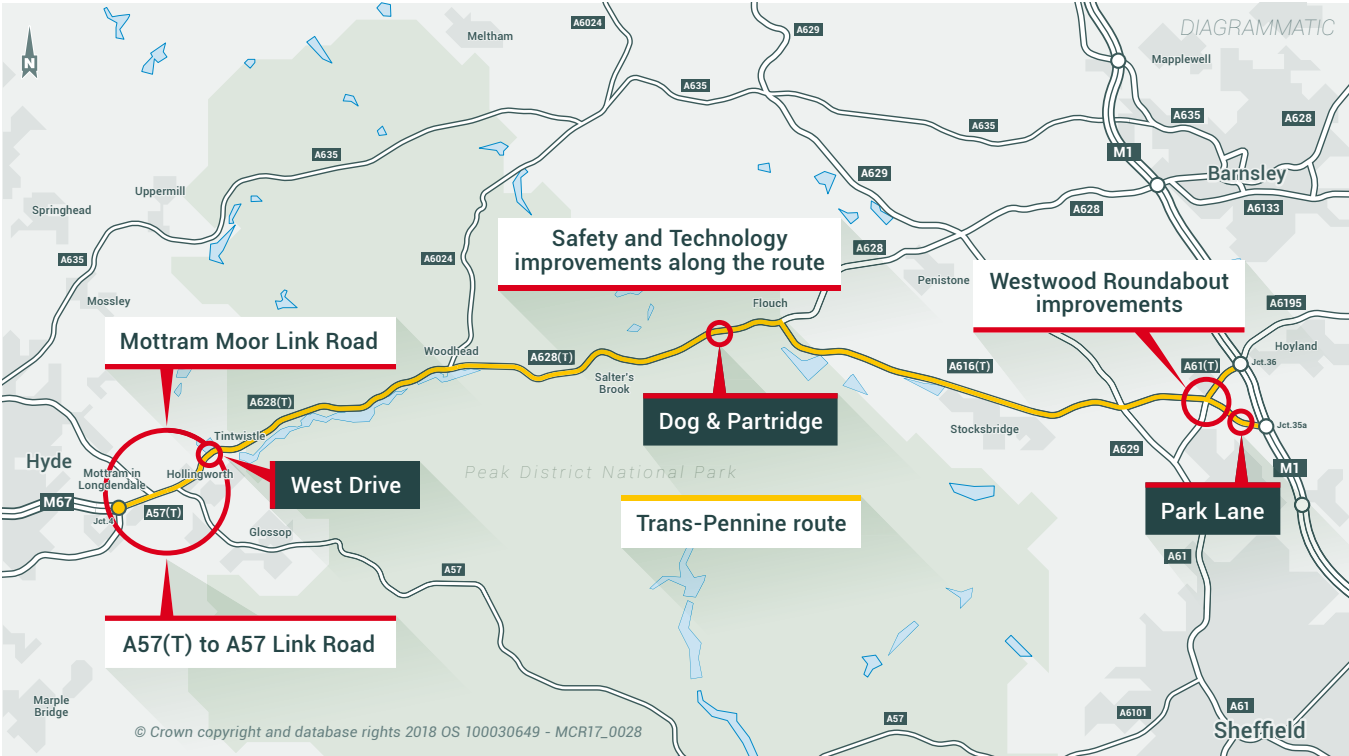
We are delivering a package of measures along the Trans-Pennine route to improve safety, as follows:

- **A628 / West Drive junction** – a scheme is currently underway to provide an additional refuge for vehicles turning right on the A628 heading into West Drive in Tintwistle, to protect vehicles wanting to make this turn.
- **Dog & Partridge** – to reduce the likelihood of collisions, a right turn for traffic on the A628 turning into the car park of the Dog & Partridge pub and pedestrian islands which will provide a refuge for Trans-Pennine Trail users crossing the road.
- **Park Lane** – a right turn for traffic on the A616 turning into Park Lane near Tankersley to address possible collisions at this junction.

Along the A628 we are considering the introduction of a package of measures, including highly-reflective road markings and skid-resistant surfaces, to improve the safety of the road.

We are currently identifying locations where electronic message signs can be installed to inform drivers of the conditions of the road. This will allow them to choose alternative routes in the event of incidents on the A628.

We are also considering the case to automate the existing closure gates located at Woodhead and near to the Dog and Partridge pub. If these closure gates are operated remotely, then the route can be closed earlier in poor weather conditions, potentially improving people’s journeys and safety along the route.



## A616/A61(T) Westwood roundabout

The A616/A61(T) junction in Tankersley, also known as Westwood roundabout, experiences significant delays at peak times. In 2015, we planned to improve the roundabout but the scheme was not delivered due to issues with historical mine working in the area.

We are now planning to provide extra capacity at the roundabout by widening the approaches to the roundabout and the circulatory lanes and install traffic signals. The scheme is still in the early stages of development and we will engage with relevant people, including local businesses, throughout 2018 to share our proposals.

### Next steps

Once the consultation has closed on 25 March 2018, comments received will be taken into account and will inform further refinements to the upgrade, where possible, and our approach to environmental mitigation. All responses will be analysed and compiled into a report which will form part of our planning application and

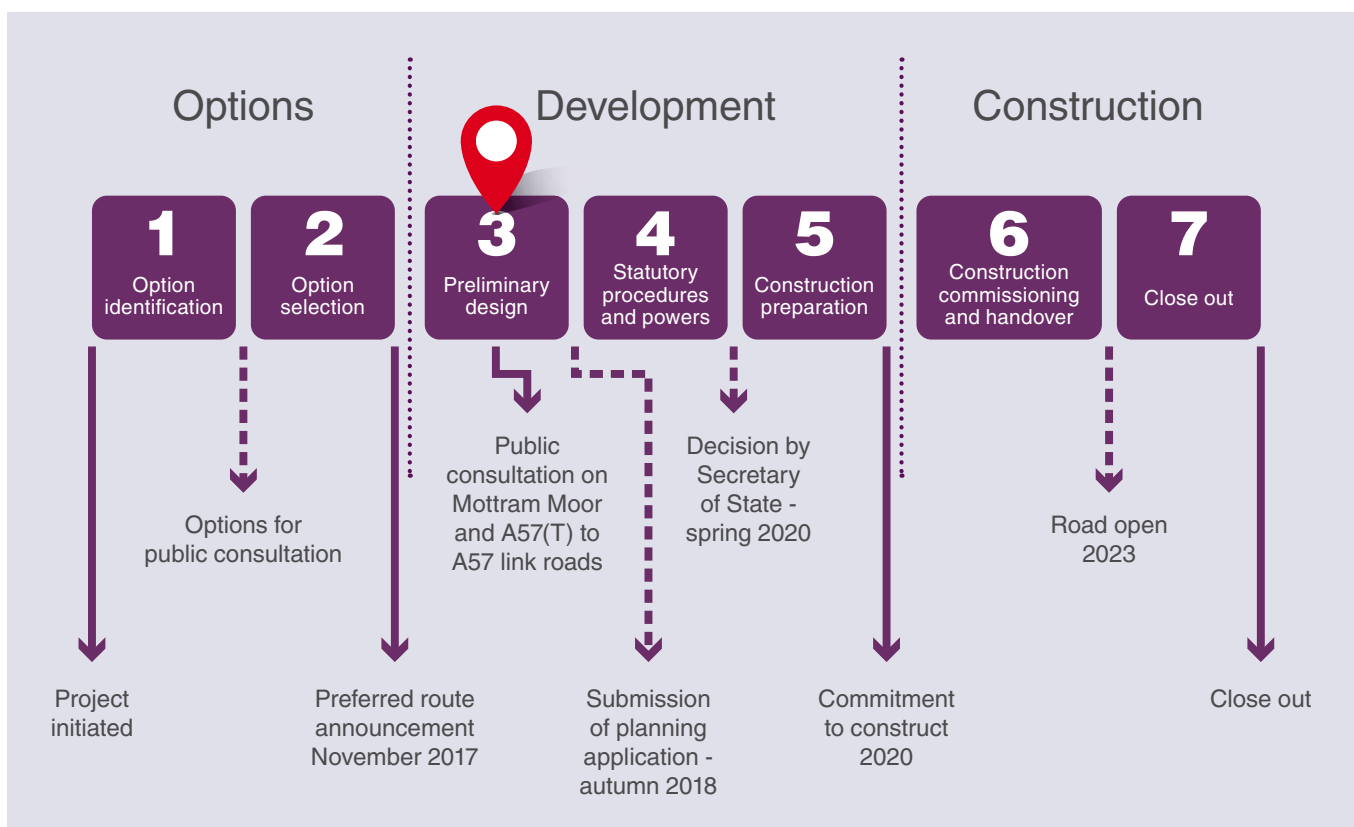
will also be available following submission of the application. We propose to submit the planning application by winter 2018/19 and, provided it is granted, we estimate that works will start on the link roads in 2020.

In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by, the scheme.

To help us shape the final design for the upgrade in preparation of our submission to the Planning Inspectorate, it is important you are involved now and submit your comments by 25 March.

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the link roads will go ahead.

We are considering opportunities for the early delivery of the safety and technology improvements and the Westwood roundabout as they do not require planning permission.



## Further information

For more information please visit [www.highways.gov.uk/trans-pennine-upgrade/](http://www.highways.gov.uk/trans-pennine-upgrade/) where you can also sign up for email alerts relevant to the scheme.

If you have any queries please contact the project team directly by calling **0300 470 5103** or emailing [Trans\\_Pennine\\_Scheme@highwaysengland.co.uk](mailto:Trans_Pennine_Scheme@highwaysengland.co.uk)

## Questions

### **How do the Trans-Pennine Upgrade and the Trans-Pennine Strategic Study (and Wider Transport Connectivity Assessment) relate to one another?**

Both the Trans-Pennine Upgrade and Trans-Pennine Study and Wider Transport Connectivity Assessment aim to identify and ultimately provide better road connections across the Pennines, between, and beyond the Manchester and Sheffield city regions. Highways England is delivering the Trans-Pennine Upgrade and is supporting Transport for the North and the Department for Transport on the Trans-Pennine Strategic Study and Wider Transport Connectivity Assessment.

The Trans-Pennine Upgrade will deliver schemes in the shorter term and Highways England is planning to start construction on all elements included in this upgrade by 2020. The Trans-Pennine Strategic Study and Wider Transport Connectivity Assessment are looking at identifying longer term improvements which could potentially be made to the Manchester-Sheffield connections.

### **Are the A628 climbing lanes and dualling of the A61 part of your public consultation?**

The above elements are not part of this public consultation but may be subject to future announcements.

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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