

# A57/A628

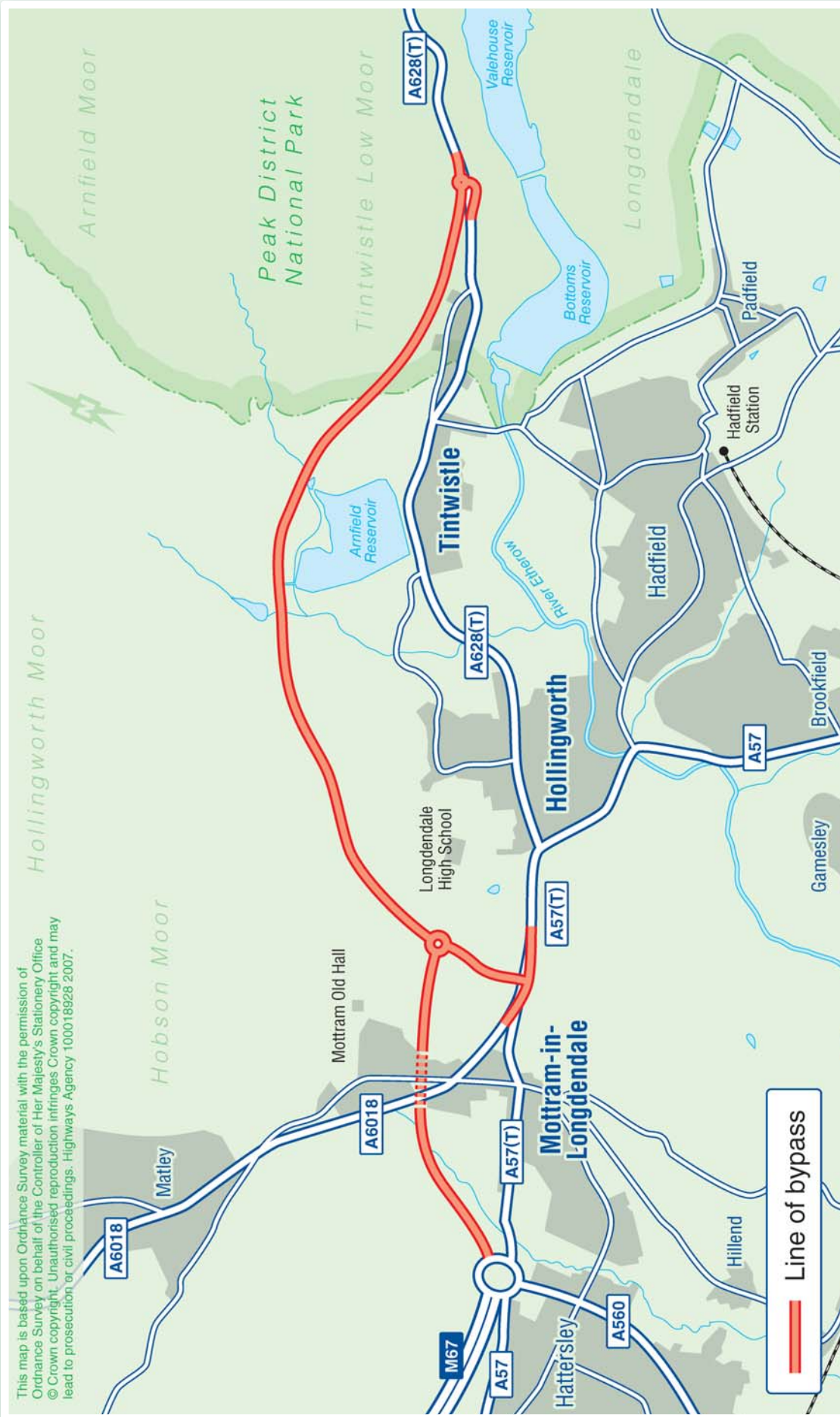
## Mottram – Tintwistle Bypass and A628/A616 Route Restraint Measures

Non-Technical Summary of  
the Environmental Statement



February 2007





Plan of the bypass.

## Introduction

In January 2006 the Highways Agency published proposals to improve part of the A57/A628/A616 trunk road within Greater Manchester and Derbyshire with a new bypass of the villages of Mottram, Hollingworth and Tintwistle.

Following the publication the Highways Agency has decided to introduce additional safety improvements and route restraint measures along the A628(T) and A616(T).

In July 2006 the Secretary of State for Transport accepted the advice from the North West Region to delay the start of construction of the bypass from 2008 to beyond 2011. The Highways Agency remains committed to progressing the scheme so that it would be ready to start works should funding become available earlier.

The Highways Agency has revised the assessment of the proposals, taking into account the additional safety improvements and route restraint measures and the revised timing of construction, and is republishing the Environmental Statement and draft Orders.

The bypass proposals themselves remain for the most part unchanged from those previously published.

This Non-Technical Summary explains the revised proposals and summarises the Environmental Statement in non-technical language. It describes why the scheme is necessary, the potential effects on the environment and the measures proposed to minimise these effects.

*Congestion approaching Hollingworth*



## Why the scheme is needed

The A57/A628/A616 trunk road connects the M67 from Manchester to the M1 in South Yorkshire. It is a single carriageway road through the villages of Mottram, Hollingworth and Tintwistle and through the Peak District National Park and carries a high proportion of heavy goods vehicles.

Within Mottram, Hollingworth and Tintwistle the road has steep gradients, frequent accesses and several junctions, causing long delays for traffic. Through the villages, the road generally is narrow making it unsuitable for the volume and nature of traffic it carries.

Narrow footpaths, with houses and shops close to the road, make conditions difficult for pedestrians. The traffic generates noise, visual intrusion and air quality problems in the villages. The volume of traffic results in safety and community severance problems for local residents, pedestrians and other road users.



*Narrow footpath at Market Street, Hollingworth.*

A total of 82 personal injury accidents (2 fatal, 14 serious and 66 slight) were recorded over a period of 5 years (2000 to 2004) on the trunk road route between the M67 terminal roundabout and Townhead Farm.

## Scheme objectives

The scheme objectives are as follows:

- **Environment** - to improve the local environment in Mottram, Hollingworth and Tintwistle, and to minimise the impact on the Peak District National Park;
- **Safety** - to improve safety for all road users in the villages of Mottram, Hollingworth and Tintwistle;
- **Economy** - to reduce congestion and delays to through and local traffic and to improve journey time reliability;
- **Accessibility** - to reduce community severance, to improve facilities for pedestrians, cyclists and equestrians, and to improve access to local public transport, and;
- **Integration** - to support regional and local transport strategies, the South Pennine Integrated Transport Strategy, and to take account of the views of the Regional Planning Conferences.



*Congestion between Tintwistle and Hollingworth.*

## Summary of the proposals

### The scheme

The scheme consists of;

- a bypass to the villages of Mottram, Hollingworth and Tintwistle
- route restraint measures on the bypass and on the A628(T) and A616(T)
- safety improvements on the A628(T) and A616(T)
- improvement of the bypassed roads

## The bypass

The bypass would run to the north of the villages of Mottram, Hollingworth and Tintwistle, from the M67 roundabout to the A628(T) just to the east of Tintwistle. It would be approximately 5.7km in length. The bypass closely follows the Preferred Route, which was announced in October 1993

From the M67 it is proposed to be a dual carriageway as far as a new roundabout east of Mottram Showground. A 190m long tunnel would take the dual carriageway under Roe Cross Road, Old Road and Old Hall Lane, to reduce the impact of the bypass on the village. From the Showground, it would continue as a single carriageway with climbing lanes on the steeper sections, to tie into the A628 Woodhead Road at a new roundabout by Townhead Farm.

A single carriageway link road would connect the Showground roundabout to a new junction on the existing A57 at Mottram Moor.

The junctions, dual carriageway section, tunnel and link road would be lit. The single carriageway section east of the Showground roundabout would not be lit.

Improvements are also proposed at the junction of Roe Cross Road with Hobson Moor Road.

### M67 to Showground roundabout

The M67 roundabout would be altered and have traffic lights installed. The dual carriageway would cross open land to the north of Hyde Road to the tunnel under Roe Cross Road. Near the M67 roundabout, a subway would be provided under the bypass for pedestrian, equestrian and farm access.

East of the tunnel, the dual carriageway would continue in a cutting, dropping towards a new traffic light controlled roundabout just east of the Mottram Showground.



*Artists impression of tunnel.*

### Showground roundabout to Townhead roundabout

The bypass would continue as an unlit single carriageway, rising from the Showground roundabout passing north of Thorncliffe Farm. Coach Road and Lumb Lane would pass over the bypass on new bridges.

The bypass would cross Thorncliffe Valley on a 60m long, 14m high viaduct. Cow Lane would pass over the bypass on a new bridge.

The bypass would then climb to the Widowscroft Farm area. This section would include a westbound climbing lane. The bypass would then drop towards Swallows Wood and cross the valley on a 195m long, 26m high viaduct.

The bypass would pass north of Arnfield Reservoir, with a lay-by for eastbound traffic and then cross Arnfield Brook on a 195m long, 20m high viaduct before passing between Crossgates Reservoir and Crossgates Farm. Arnfield Lane would be diverted west of its current location on a new bridge over the bypass.

From Arnfield Lane, the bypass would enter the Peak District National Park. The single carriageway would cut into the hillside and pass through Harry's Quarry and Holybank Quarry north of Tintwistle before climbing towards Townhead Farm. An eastbound climbing lane and a lay-by for westbound traffic would be provided on this section.

Access to the open moorland and Townhead Farm would be over a new footbridge at Holybank Quarry. As Holybank Quarry is designated

as “public open space”, an additional equivalent area of land would be provided in exchange in the Tintwistle area.

Townhead Farm junction would be a traffic light controlled roundabout. The existing A628(T) would be diverted on a shallow embankment to connect with the roundabout. The junction and diverted A628(T) would be lit.

## Mottram Moor link

From the Showground roundabout, a single carriageway link road would branch south down the hill to connect the bypass to the A57. The link road would meet Mottram Moor at a traffic light controlled T-junction.

## Route restraint measures

The bypass would remove traffic congestion in the villages; it would also have the effect of making the trunk road more attractive as a route for cross Pennine traffic through the Peak District National Park.

Measures have been incorporated into the scheme to manage traffic and reduce the attraction of the route to traffic through the Peak District National Park.

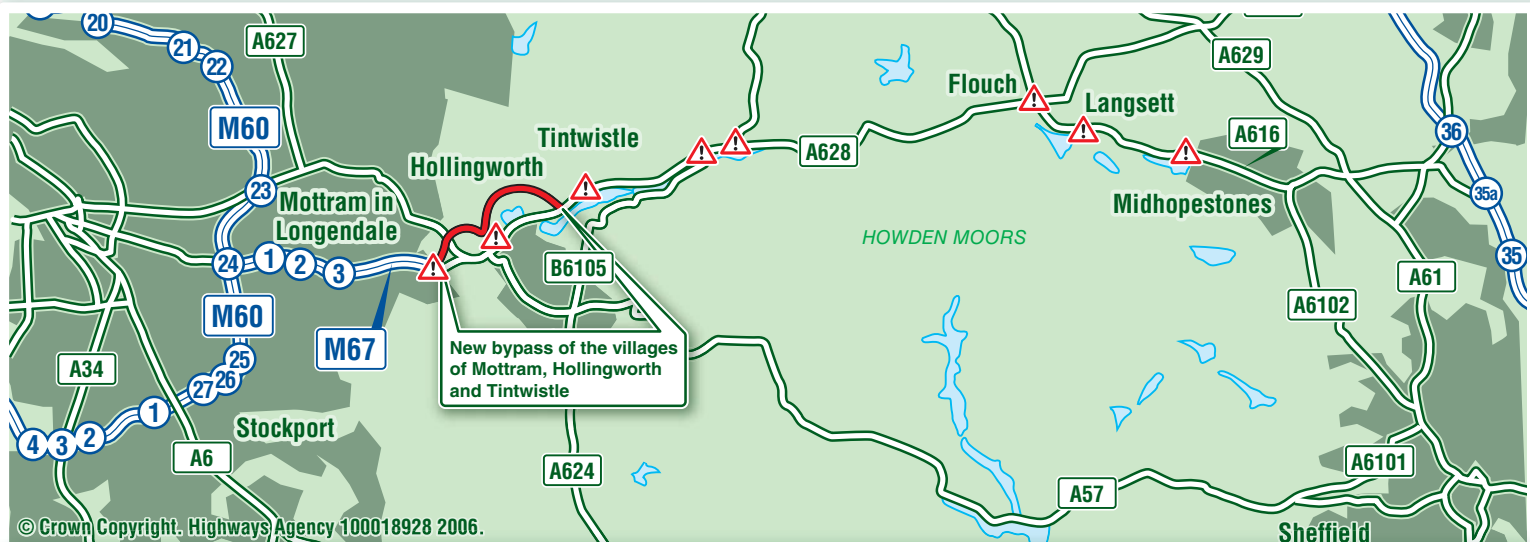
## *Mottram Conservation Area.*



Further restraint measures have been included, in addition to those published in January 2006, and the revised proposals now include traffic signals at the following junctions:

- the bypass junctions
- the A628(T) with the B6105
- the A628(T) with the A6024
- the A628(T) with the A616 at Flouch
- the A616(T) in Langsett
- the A616(T) in Midhopestones.

The traffic signals in Langsett and Midhopestones will incorporate pedestrian crossings.



 Areas with route restraint measures in place



## A628(T) and A616(T) safety improvements

A package of measures has been developed to improve the safety of the A628 and A616 trunk road between Townhead Farm junction and the M1 in South Yorkshire. These measures include improved signing and road markings, anti-skid surfacing and safety barriers. It is also proposed to reduce the speed limits along the A628(T) and A616(T).

## Roads to be bypassed

Traffic calming measures comprising road narrowing with parking bays, raised platforms and pedestrian crossings are proposed to enhance the bypassed roads through the villages. The A57 Mottram Moor would be closed to traffic west of its junction with Back Moor, to encourage the use of the bypass by through traffic. Local traffic would make use of Back Moor and Stalybridge Road.



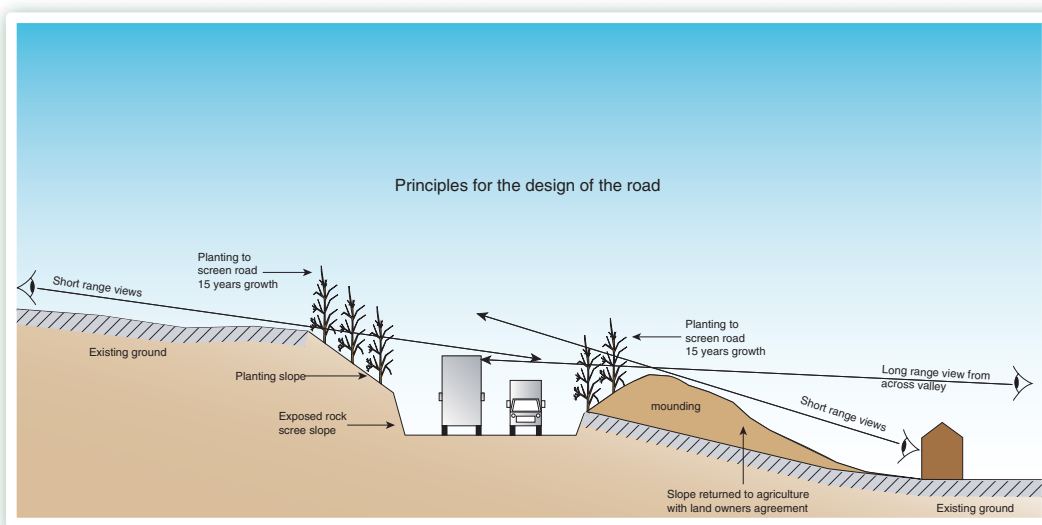
*Traffic congestion at the Gun Inn, Hollingworth.*

## Measures taken to reduce environmental effects

The scheme has been designed to reduce, as far as possible, any adverse impact on the environment whilst still considering other factors such as road safety, engineering design and cost.

The area of Tintwistle Low Moor, designated as part of a Site of Special Scientific Interest for its internationally important bird and vegetation habitat, would be avoided by the bypass.

The bypass has been designed to merge with surrounding landscape, with earth screening mounds used extensively to hide the road from residential properties and open access areas. The earth mounds and embankment slopes would be shaped to merge into local landforms and allow some land to be returned to agriculture.



*A typical section of the bypass and environmental landscaping.*

Other measures would include planting of new woodland, shrubs, hedgerows and heather moorland and providing natural rock slopes and stone walls. Planting would use native species, wherever possible from local seed sources.

In maintaining the natural ecology of the area, wetland areas and ponds would be provided. Mammal underpasses, bat boxes, a bat barn and bat bridges would also be included. Replacement badger setts could be provided, dependent upon badger activity at the time of construction.

A low noise road surface would be used on the bypass and a noise fence would be provided next to the western exit to Mottram tunnel.

A series of drainage ponds are proposed to collect and treat water run off from the bypass and prevent the flooding and contamination of local watercourses.

Bridges would be provided to ensure that access is maintained to the network of paths, footways, bridleways and cycle paths crossing the bypass.

## Environmental effects

### Noise and air quality

A comparison for the year 2030 (15 years after opening) with and without the scheme shows most properties would experience a reduction in noise levels and nuisance with the scheme, with the most notable decreases being in locations where the existing noise levels are highest. Most increases are less than 3 decibels.

With the scheme there would be an overall reduction in levels of air pollutants. Although there would be adverse effects for some properties, these would be outweighed by improvements for others.

Without the scheme the EU Limit Values for annual average nitrogen dioxide concentrations will be exceeded. With the scheme in place pollutants levels at all properties would be below their EU Limits Values.

With the scheme there would be an estimated increase of 9% in emissions of the greenhouse gas carbon dioxide.

### Landscape and visual effects

The bypass is located on the western edge of the Pennines with approximately 1.3 km within the Peak District National Park. The landscape to the north of Mottram, Hollingworth and Tintwistle is of high landscape value, with conservation areas in Mottram and Tintwistle.

The majority of residential properties would experience a beneficial effect on their views, although there would be adverse effects on views from some properties, 11 footpaths, 2 long distance trails, Swallows Wood Nature Reserve and land within the Peak District National Park.

## Heritage

Archaeological investigations and surveys have been undertaken to ascertain the location and value of archaeological sites. No sites of national heritage importance would be affected by the bypass. The bypass would directly affect the site of Mottram Old Mill, which is of regionally important archaeological interest, and two cottages at Old Hall Lane, which are of local heritage interest. Further detailed investigation of particular archaeological sites would be undertaken in advance of construction.

Mottram Conservation Area would benefit from the scheme as a result of reduced traffic flows. Tintwistle Conservation Area would also benefit from reduced traffic flows although there would be partial loss of open land within the Conservation Area. The increase in traffic on the A628(T) and A616(T) resulting from the scheme would adversely impact on the setting of some listed buildings and the Langsett Conservation Area.

The scheme has been designed to minimise the impact on the setting of listed buildings such as Mottram Old Hall, Widowscroft Farm, Thorncliffe Hall and Thorncliffe Farm by placing the bypass in cutting and providing earth mounding.

## Nature conservation and water quality

There would be no impact on any internationally and nationally designated site.



Locally designated sites would be affected by the scheme at Landslow Green and Hollingworth Hall Wood/Hollingworth Reservoir and Swallows Wood Nature Reserve.

The bypass would affect species such as terrestrial and aquatic invertebrates, fish, breeding birds, bats and badgers.

The rare fungus, pink waxcap, would be translocated from grassland lost adjacent to Arnfield Brook. There would be an adverse impact as a result of the scheme if this translocation is not successful.

New habitats would be created including native woodland with shrubs, heather moorland, scree slopes, stone walls, wetland areas and ponds, which would offset habitat losses. This would result in benefits for wildlife as the habitats are established.

The bypass would benefit water quality in small watercourses, as balancing ponds, reed beds and oil interceptors would remove road pollutants. The scheme would not affect any floodplains and run off rates would not cause any significant flooding impacts.

### Land use, agriculture, geology and soils

Construction of the Mottram tunnel would result in the demolition of 18 residential properties. All but one of the properties is owned by the Department for Transport.

Other areas of land required would include that from farms, the Mottram Showground, Swallows Wood Nature Reserve and Holybank Quarry.

None of the agricultural land that would be taken is designated as the best and most versatile quality. Altogether 13 farms (including an equestrian centre and farm shop) and 5 smallholdings would be affected. New access roads would be provided. Areas required for temporary works during the construction of the scheme would be restored for agricultural use.

There are no protected geological sites in the area. The risk of disturbance of contaminated material would be mitigated through further site investigation prior to construction and treatment of contaminated materials if necessary.

## Pedestrians, cyclists and equestrians and community facilities

A reduction in traffic through Mottram, Hollingworth and Tintwistle and the implementation of traffic calming measures would improve the environment in the villages and provide easier access to community facilities. The network of existing rights of way would be maintained by diverting them to new crossings over or under the bypass. Improved provision for cyclists will be made in the village

Pedestrian crossing facilities would be provided in the villages of Langsett and Midhopestones.

## Vehicle travellers

Road users would benefit from reduced congestion and improved journey time reliability. The landscape proposals and planting would create a setting in keeping with the local landscape character.

## Construction effects

A Construction Environmental Management Plan (CEMP) would be implemented to manage the effects of construction noise, vibration and dust. The CEMP would also identify works needed to protect wildlife habitats and prevent pollution to watercourses.

Alternative accesses to businesses and houses would be provided prior to construction and public footpaths would be maintained wherever possible.

Any important archaeological finds made during the course of the works would be assessed and recorded.

Traffic congestion at  
Mottram Moor / Woolley Lane junction



## What happens next?

The re-publication of the draft Orders allows you to examine the revised proposals and to offer comments in the form of support, objections or other representations.

If you made a valid objection to the original proposals your objection will remain and you will be informed of the next stage of the process. You do not need to write to the Highways Agency at this stage unless:

- you objected outside of the original objection period;
- or our revised proposals allow you to withdraw your objection;
- or you have further comments.

A Public Inquiry into the proposals will be held before an independent inspector. The inspector will consider all objections, letters of support and representations.

The inspector will report to the Secretary of State for Transport who will decide whether to proceed with the scheme. A copy of the letter announcing the decision will be sent to all those who comment on the proposals.



*Typical traffic congestion on Mottram Moor.*

## Further information

Copies of the Environmental Statement may be purchased from the Highways Agency at the Manchester address given.

The Environmental Statement is priced at £40 for Volume 1, £60 for Volume 2A, £40 for Volume 2B and £80 for Volume 3. A version of the complete Environmental Statement on CD is available for £24. There is no charge for the Non-Technical Summary, which can be obtained from the same address.

If you purchased a copy of the original Environmental Statement, a copy of the revised Environmental Statement will be provided to you free of charge.

Copies of the draft Orders, plans and the accompanying Environmental Statement may be inspected free of charge during office hours at the locations listed.

### **Highways Agency**

City Tower  
Piccadilly Plaza  
Manchester  
M1 4BE

### **High Peak Borough Council**

Council Offices  
Hayfield Road  
Chapel-en-le-Frith  
High Peak  
SK23 0QJ

### **Derbyshire County Council**

County Hall  
Matlock  
Derbyshire  
DE4 3AG

### **High Peak Borough Council**

Glossop Municipal Buildings  
Glossop  
Derbyshire  
SK13 8AF

### **Tameside Metropolitan Borough Council**

Council Offices  
Wellington Road  
Ashton-Under-Lyne  
Tameside  
OL6 6DL

### **Mottram Library**

Broadbottom Road  
Mottram  
Tameside  
SK14 6JA

## **Hollingworth Clinic**

Market Street  
Hollingworth  
SK14 8HR

## **Hadfield Library**

Station Road  
Hadfield  
Glossop  
Derbyshire SK13 1AA

## **Bank View Café**

Langsett  
Sheffield  
SG36 4GY

## **Stocksbridge Library**

Manchester Road  
Sheffield  
S36 1DH

## **Penistone and District Community Partnership**

Town Hall House  
Shrewsbury Road  
Penistone  
S36 6DY

You can also visit the scheme at:

[www.highways.gov.uk](http://www.highways.gov.uk) or  
telephone the Highways Agency  
Information Line on:

**08457 50 40 30**

## **Your Views**

Anyone wishing to comment  
on the revised proposal and its  
environmental aspects should  
write to:

### **Highways Agency**

Room 710  
City Tower  
Piccadilly Plaza  
Manchester M1 4BE

**Comments should reach the  
Highways Agency by 30th  
March 2007.**

Draft Orders Can also be inspected at:

Peak District National Park Authority:  
Aldern House,  
Baslow Road,  
Bakewell,  
DE45 1AE



Got a question or comment?

**08457 50 40 30\***

email: [ha\\_info@highways.gsi.gov.uk](mailto:ha_info@highways.gsi.gov.uk)

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\*Calls from BT landlines to 0845 numbers will cost no more than 4p per minute and to 0870 numbers no more than 8p per minute, mobile calls usually cost more.

## Safe driving at roadworks



During 2005, five workers were killed and 12 seriously injured in the course of their work on Highways Agency roads. This was the worst year since 1999.

For the safety of all road users and roadworkers, drivers approaching roadworks are advised to:

- Keep within the speed limit – it is there for your safety.
- Get into the correct lane in good time – don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert for works' traffic leaving or entering roadworks.
- Keep a safe distance – there could be queues in front.
- Observe all signs – they are there to help you.

***Remember that tiredness can kill. Take regular breaks from driving.***