ECONOMY AND GROWTH SELECT COMMITTEE AGENDA

Date: Thursday, 23 November 2017
Time: 6.30 pm
Venue: The Cafe, Pavilion Gardens, Buxton

15 November 2017

PART 1

1. Apologies for Absence
2. To receive Disclosures of Interest on any matters before the Committee
3. Any matters referred to the Committee under the call-in procedure
4. To approve the minutes of the previous meeting (Pages 3 - 6)
5. Accelerated Enterprise Growth Programme - presentation
7. A57/A628 Trans-Pennine programme (Pages 15 - 26)
8. Select Committee Work Programme (Pages 27 - 28)
9. Any questions referred to the Executive Member (Member Services to be advised of any questions at least 4 days prior to the meeting)

SIMON BAKER
CHIEF EXECUTIVE

Membership of Economy and Growth Select Committee
Councillor A McKeown (Chair) Councillor L Grooby (Vice-Chair)
Councillor R Atkins Councillor G Claff
Councillor J Douglas Councillor P Easter
Councillor S Flower Councillor S Helliwell
Councillor C Johnson Councillor R Quinn
Councillor K Sizeland Councillor F Sloman
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**ECONOMY AND GROWTH SELECT COMMITTEE**

**Meeting:** Thursday, 28 September 2017 at 6.30 pm in The Cafe, Pavilion Gardens, Buxton

**Present:** Councillor A McKeown (Chair)

Councillors R Atkins, G Claff, J Douglas, P Easter, S Flower, L Grooby, S Helliwell, C Johnson, R Quinn, K Sizeland and F Sloman

Apologies for absence were received from Councillors

18/10 **TO APPROVE THE MINUTES OF THE PREVIOUS MEETING**
(Agenda Item 4)

RESOLVED:

That the minutes of the meeting held on 20 July 2017 be approved as a correct record.

18/11 **TERMS OF REFERENCE FOR GROWTH STRATEGY WORKING GROUP**
(Agenda Item 5)

The Committee considered the proposed Terms of Reference for the Growth Strategy Task and Finish Sub-Committee, which the Committee had agreed to establish at its last meeting.

The view was expressed that rather than establishing a separate Sub-Committee, that the tasks outlined within the report should be absorbed into the full Committee’s work programme, with a possible additional meeting if required. It was also requested that a discussion about the role of the Council in promoting economic development in the area may be useful.

RESOLVED:

1. That a Growth Strategy Task and Finish Sub-Committee be not established;

2. That the tasks set out within the proposed Terms of Reference be absorbed into the main Select Committee Work Programme, to be agreed with the Chair.

18/12 **ACCELERATED HOUSING DELIVERY PROGRAMME - PRESENTATION**
(Agenda Item 6)

The Regeneration Manager made a presentation to the Committee around the High Peak Housing Portfolio. Issues reported on included Growth
Strategy Delivery Mechanisms, previous year completions, the assisted housing delivery programme, High Peak Housing Portfolio and the Housing Infrastructure Fund

Specific reference was made to the HCA accelerated construction programme and housing infrastructure fund, where a bid had been submitted for 3 difficult to deliver sites with access infrastructure issues, namely, Granby Road A & B, Buxton, Hogshaw, Buxton and Adderley Place, Glossop. Parallel discussions were also on-going with private sector partners to deliver a number of sites throughout the borough to maintain the 5 year housing supply. Reference was also made to the delivery of Chapel Masterplan, and an update on that and other sites would be made at a future meeting of the Committee.

RESOLVED:

1. That the presentation be noted;
2. That an update on the Chapel Masterplan and a presentation around commercial land be added to the work programme.

18/13 INFRASTRUCTURE ISSUES - PRESENTATION (Agenda Item 7)

The Regeneration Manager made a presentation to the committee regarding transport infrastructure in High Peak, with particular reference to A57/A628 Trans-Pennine, Gamesley station, Trans-Pennine tunnel, South East Manchester Multi Modal Strategy, Fairfield Link Road, rail improvements and trails.

Discussion ensued around Fairfield Link Road and traffic issues in the area.

RESOLVED:

That the presentation be noted.

18/14 GLOSSOP CREATIVE INDUSTRIES ASSESSMENT (Agenda Item 8)

The Committee considered a summary of the Glossop Creative Industries Assessment report, which had been produced for the Council by Tom Fleming Creative Consultancy to assess the potential for the growth of the creative industry and cultural sector in Glossop.

Concerns were expressed around the level of resources being allocated to the project and the amount of work expected of the volunteers involved in the project. Attention was also drawn to the number of challenges to the project identified by the consultants, and whether or not these could be overcome. The Committee were advised that although challenges had been identified, the view of the consultants was that the project could be delivered. Reference was made to the investment being made in the Glossop Halls project, a key component of which was how that project could be built on to deliver other projects in the area, such as this.
In response to comments made regarding the level of community support for the project, the Committee were informed that one of the tasks of the group was to engage and raise awareness of the project within Glossopdale. Local Members also commented that they would wish to be involved in the project.

RESOLVED:

That, subject to the above comments, the report be noted.

**18/15 SELECT COMMITTEE WORK PROGRAMME**  
(Agenda Item 9)

The work programme would be updated following the decision to incorporate the work of the proposed Growth Strategy Task and Finish Group into the main committee.

RESOLVED:

That the work programme be noted.

**18/16 EXCLUSION OF THE PRESS AND PUBLIC**  
(Agenda Item 11)

RESOLVED:

That the press and public be excluded from the meeting during consideration of the following item of business as there may be disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act 1972.

**18/17 TO APPROVE THE EXEMPT MINUTES OF THE PREVIOUS MEETING**  
(Agenda Item 12)

RESOLVED:

That the exempt minutes of the meeting held on 20 July 2017 be approved as a correct record.

The meeting concluded at 8.25 pm
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2. **Recommendation**
   2.1 That Members note the findings of the study and the suggested interventions to help to maximise future growth opportunities.

3. **Executive Summary**
   3.1 High Peak Borough Council in partnership with Derbyshire Dales District Council and Derbyshire County Council commissioned a study to consider the economic impact of quarrying and mineral extraction in the area, with a particular focus on the economies of High Peak and Derbyshire Dales. The key purpose for this was to raise awareness and profile of this sector at local and regional (LEP) level and highlight its importance as a key contributor to GVA.

   3.2 The objectives of the study were to:
Assess and measure the economic impact of the quarrying and minerals sector in High Peak and Derbyshire Dales.

Consider how future development will impact on the economies of Derbyshire Dales, High Peak and the County as a whole

Identify existing and future challenges for the industry.

Identify any potential public sector supported initiatives which would help to maximise future economic benefits from the sector.

3.3 The study made use of existing information including, the DCC and PDNPA Minerals Local Plan evidence base, The Peak District National Park Authority Core Strategy, DCC Local Aggregate Assessment, and studies and reports produced by the minerals industry.

3.4 The study also provides an assessment of the current opportunities and future known challenges. This has been informed by consultation with five quarry operators (across both High Peak and Derbyshire Dales) along with the Mineral Producers Association. Consultants approached the following organisations and operators to gather information:

- High Peak Borough Council
- Derbyshire Dales District Council
- Derbyshire County Council
- Minerals Producers Association
- Cemex (Doveholes Quarry)
- Tarmac (Middleton Mine, Dene Quarry, Tunstead, Hindlow, Ballidon. Old Moor)
- Longcliffe Quarries Ltd (Brassington Moor, Ryder Point)
- Aggregate Industries (Ivonbrook Brook, Topley Pike)
- Omya UK Ltd (Dowlow, Ashwood Dale)

3.4 The study considers the economic benefits of the sector, at present and over the longer-term to 2040. It considers the employment effects of the quarrying and mining sector on national, regional, sub-regional (LEP areas) and local labour markets and the contribution of the sector towards the economy, through an assessment of employment-related Gross Value Added (GVA) achieved by current and future mining and quarrying activities in the two districts – GVA is a leading measure of productivity.

4 Key Findings

4.1 The mining and quarrying of aggregates from the High Peak and Derbyshire Dales areas is a resource of national significance, contributing around 7% towards the national supply of minerals annually.

4.2 High transportation costs alongside strong levels of demand for bulk aggregates from the construction/housebuilding sector, means that the
reserves underlying High Peak and Derbyshire Dales are considered to be a nationally important asset.

4.3 Mining and quarry activities in the High Peak and Derbyshire Dales districts will contribute a total of £2.352bn in GVA to the local economy by 2040, £1.633bn at present value.

4.4 Consultation with local industry operators and the Minerals Producers Association (MPA) highlighted a number of current challenges within the sector. These include the need for a skilled workforce, the need for local transport improvements and the need for efficient planning certainty. A full summary of findings and recommendations is available at Appendix 1.

5. **Next Steps**

5.1 Once approved, the report will be shared with the following organisations;

- D2N2 LEP
- Sheffield City Region LEP
- Quarry Operators in High Peak and Derbyshire Dales
- The Mineral Producers Association
- Derbyshire County Council
- Derbyshire Dales District Council
- University of Derby

5.2 All partners will be invited to consider how the recommended interventions can be taken forward to maximise the future growth opportunities.

5.3 An event will be set up for the above mentioned stakeholders to get together to discuss the next steps. The outcomes will be reported to the Economy and Growth Select Committee following the event.

6. **How this report links to Corporate Priorities**

6.1 The Minerals & Aggregate Extraction Economic Impact Assessment Study supports the following aims of the Corporate Plan:

- Help create a safer and healthier environment for our residents to live and work
- Support economic development & regeneration
- Protect and improve the environment.

6.2 The study supports the High Peak Growth Strategy key priority of Growing Enterprise Culture by nurturing existing employment sectors and business growth and helping to deliver infrastructure to support growth (transport, finance and skills). The partnership approach to delivery supports effective local and sub-regional partnerships and reinforces the Council’s open for business message.
7. **Options and Analysis.**

7.1 Note the content of the report and continue to work with partners to deliver the recommended interventions. This will help to ensure the sector is able to meet the predicted high level of demand for aggregates, being driven by a number of growth agendas across the Midlands and Northern regions, and maximise the sectors contribution to the labour market and economy. **Recommended.**

7.2 Note the content of the report and take no further action. This is not considered the preferred option because the study reports that transport, workforce and planning challenges are making an impact on sector growth at present. If these are not addressed the sector will not be in a position to meet future demand for aggregates and the benefits to the economy will not be achieved. **Not recommended.**

8. **Implications**

8.1 **Community Safety** - (Crime and Disorder Act 1998)
No implications.

8.2 **Workforce**
No implications at this stage. If the recommendations are taken forward then there may be implications for the Council.

8.3 **Equality and Diversity/Equality Impact Assessment**
The report has been prepared in accordance with the Council’s Diversity and Equality Policies.

8.4 **Financial Considerations**
No implications at this stage. If the recommendations are taken forward then there may be implications for the Council.

8.5 **Legal**
No implications.

8.6 **Sustainability**
The report considers sustainability issues within the quarrying and minerals sector.

8.7 **Internal and External Consultation**
Officers from High Peak Borough Council, Derbyshire Dales District Council and Derbyshire County Council have been involved in the preparation of the report. A series of meetings have taken place with quarry operators and representatives from the Minerals Producers Association have been consulted.
9. **Background and Detail**

9.1 The principal sources of Carboniferous limestones in Derbyshire are found mainly in an area which stretches from Buxton, in a south easterly direction through the southern half of the National Park, towards the Matlock and Wirksworth/Cromford area. This rock provides a valuable and important raw material which is used in crushed form, both as high grade aggregate for concrete making and road stone and for industrial purposes (cement and chemical processes) and a large proportion is exported to neighbouring areas, mainly to Greater Manchester and Cheshire. Relatively small amounts of sandstone/ gritstone are quarried for aggregate in the north west of the area, around Glossop and Hayfield. The more extensive use of this mineral is for building stone.

9.2 The sector provides a range of benefits to the economy including employment, capital investment, supply chain investment and business rate returns (estimated to be in the order of £5.5m per year from 2020 onwards). There are also future identified amenity and place-shaping opportunities associated with the legacy effects of future sites, following the end of each quarry’s lifecycle.

9.3 There is a strong national and regional agenda to increase house building and this will be a significant element in the future use of the County’s aggregates. It is likely that proposed housing and economic development in the Three Cities Growth Area (an area proposed for economic growth centred on Nottingham, Leicester and Derby), as well planned development in the Sheffield City Region and Manchester City Region Growth Areas will result in an increased demand for Derbyshire’s mineral resources. The proposed high speed rail link (HS2) (due for completion in 2032) may also increase the demand for crushed rock aggregate.

9.4 Derbyshire County Council is preparing a draft Minerals Local Plan that sets out the future scale and location of mineral working in the area. The High Peak Local Plan includes a vision for the development of housing and mineral sites to support economic growth whilst protecting the environment.

9.5 The D2N2 Local Enterprise Partnership acknowledges the importance of the quarrying and minerals sector in the latest version of the Strategic Economic Plan and the Derbyshire Economic Strategy Statement produced by the Derbyshire Economic Partnership sets out the importance of the minerals to specific local economies. This approach compliments central government messages in such instruments as the National Planning Policy Framework. This emphasises that “Minerals are essential to support sustainable economic growth and our quality of life” and accordingly that “Minerals planning authorities should plan for a steady and adequate supply of aggregates”.

8.8 **Risk Assessment**
No implications.
Appendix 1

Minerals & Aggregate Extraction in High Peak and Derbyshire Dales

Key Messages

Strategic Importance

- Minerals extraction activities in the High Peak and Derbyshire Dales areas is a resource of national significance, contributing around 7% towards the national supply of minerals annually.

- In 2015, 14.8m tonnes of aggregate resource were extracted from the High Peak and Derbyshire Dales districts (c.11.7mt in High Peak and c.3.0mt in Derbyshire Dales).

- Around two-thirds of the sector’s advanced supply chain is located in either the two districts or within the wider D2N2 and Sheffield City Region areas.

- Without the aggregate resource from the two districts, the viability of major capital development projects across the Midlands and Northern regions would be compromised.
Economic Contribution

- There are currently 924 direct FTE jobs in the mining and quarrying sector across the two districts (317 in High Peak and 607 in Derbyshire Dales), accounting for 82% of Derbyshire’s workforce in the sector and 5.4% of the national jobs in the sector.

- Minerals extraction activities in High Peak and Derbyshire Dales are estimated to currently support 2,056 net additional FTE jobs nationally, of which 1,740 net FTE jobs are estimated to be located within the D2N2 and Sheffield City Region LEP areas. Of these it is estimated that the sector current supports 1,437 net additional FTE jobs across the two districts.

- It is estimated that the local sector contributes around £133m in GVA towards the national economy each year and average ‘per worker’ GVA contributions within the mining and quarrying sector in the two districts are higher than equivalent contributions in the manufacturing sector.

- The long-term GVA contribution to the local economy from mining and quarry activities in the High Peak and Derbyshire Dales is estimated to be £2.350bn by 2040, £1.633bn at present value. When including the whole of the sector’s supply chain, it is estimated that mining and quarrying activities in High Peak and Derbyshire Dales will contribute a total of £3.150bn in GVA towards the national economy by 2040, £2.188bn at present value.

- At £316m per year, the annual estimated turnover achieved by businesses operating in the mining and quarrying sector in the High Peak and Derbyshire Dales areas is equivalent to around three-quarters of the annual GVA contribution of the visitor economy in the Peak District National Park and its surrounding area of influence.

- At current levels, there are potential Business Rate returns to the two Councils in the order of £5.5m per year from 2020 onwards, (subject to a ‘Fair Funding Review’).

Major Challenges and Future Success Factors

- **Major capital Investment** - development projects across the midlands and northern regions of England will continue to be key drivers for product demand from the minerals sector. Ensuring an ongoing pipeline of major development projects will therefore help to ensure that demand for minerals products remains high.

- **Workforce and skills** - The mining and quarrying sector has a matured but ageing workforce and workforce replacement is anticipated to be an increasing priority for the sector over the coming decades. Encouraging younger people into the sector is likely to become increasingly important and there is currently an underdeveloped skills infrastructure in place nationally to ensure the supply of workers into the sector.

- **Planning** - Due to the long-term investment commitments made by the sector, planning certainty is an important consideration in strategic business planning. Under the current
framework, all extraction licences are due to expire by 2042 and setting out a process for a future licencing framework would help with business planning over the longer term. It is also noted that attaining planning consent is a lengthy and costly process for the operators and that efficiencies within the planning system would help to drive efficiency gains within the sector.

- **Transport Investment** - Investment in rail infrastructure will help to unlock the market reach of minerals from High Peak and Derbyshire Dales among the larger quarry sites, which are already connected to the rail network. Operators are looking to transport an increasing share of output via rail, but there are known capacity constraints on the network. Rail gauge improvements at Buxton will help to overcome some of the constraints. Investment in overcoming known local road congestion challenges will significantly help the sector to transport bulk minerals efficiently. The sector has identified three main blockages on the road network, including transport through Buxton and Ashbourne, where new bypasses are seen by the sector as desirable, and on the A6 in Stockport, where the removal of traffic lights are viewed by the sector as a potential solution to easing congestion.
1. **Reason for the Report:** To update Councillors on the recent announcement regarding the A57/A628 Trans-Pennine programme.

2. **Recommendation**

   2.1 That Councillors note the update and agree to consider further details of the scheme as they emerge

   2.2 That the Council continues to seek a solution to transport issues on the A628 in Tintwistle.

   2.3 The Councillors agree to the proposal that consideration is given the wider implications of the proposed scheme for the local economy.

3. **Executive Summary**

   3.1 On 2 November 2017, Highways England announced further details of the Trans-Pennine upgrade scheme, including the preferred route of the Mottram Bypass and A57 link road (Glossop Spur). Previous consultation undertaken earlier in 2017 had been undertaken on two shortlist routes for the bypass and supporting measures such a technological and safety improvements, climbing lanes on the A628 in the Peak District National Park and duelling of the A61 in Yorkshire.
3.2 The scheme announced includes:

- **Confirmation that “Option A” is the preferred route for the Mottram and A57(T) to A57 Link Road** on the basis that has less of a community impact and received most support during the consultation. Both options for the scheme connect the M67 with the A57 at Brookfield. The majority of the route is within Tameside with only a proposed roundabout to the east of Glossop Brook being within High Peak.

- **Safety and technology improvements** will support the scheme. Further consideration will be given to the details including potential speed limit changes and average speed cameras.

3.3 The scheme will now not include:

- The **proposed climbing lanes** in the Peak Park have been deferred.

- Proposals to **duel the A61** in Yorkshire which will also now be considered separately.

3.4 No further details have been provided by Highways England in respect of their commitment to consider the “*scope and viability of further improvements and extensions to the Mottram Moor Link Road that would alleviate the issues faced in Tintwistle and Hollingworth*” as identified in the Government’s Road Investment Strategy (2015/16 to 2019/20).

3.5 Highways England will now under take detailed design of the scheme which will be classified as a “Nationally Significant Infrastructure Project” (NSIP). As such, planning approval for the scheme will be required from the Secretary as State for Development Consent Order (DCO). Further details of the statutory process and associated timescales are given in the Appendix to this report.

4. **How this report links to Corporate Priorities**

4.1 The scheme will have direct implications for Aims 1 3 and 4 of the Corporate Plan.

5. **Options and Analysis.**

5.1 Option 1 (recommended) – the Council support the recommendations outline in Section 2. This is recommended as it will ensure that the implications and opportunities offered by the scheme are fully realised and improve the chances that a solution to issues in Tintwistle are delivered.

5.2 Option 2 (not recommended) – the Council does not support the recommendations in Section 2. This option would not be as conducive to benefiting from the scheme or addressing issues in Tintwistle.
6. **Implications**

6.1 **Community Safety - (Crime and Disorder Act 1998)**

The scheme will have safety implications. They will be given further consideration as the detailed design is prepared.

6.2 **Workforce**

No major implications at this stage.

6.3 **Equality and Diversity/Equality Impact Assessment**

The report has been prepared in accordance with the Council's Diversity and Equality Policies.

6.4 **Financial Considerations**

No implications at this stage.

6.5 **Legal**

No implications at this stage.

6.6 **Sustainability**

The scheme will have implications for sustainability that will be considered as the detailed design is prepared.

6.7 **Internal and External Consultation**

Options for the scheme were consulted upon by Highways England in April 2017. Statutory public consultation led by Highways England is expected during Summer 2018.

6.8 **Risk Assessment**

There is a risk that if the Council does not continue to engage with Highways England and partners during the design stage of the scheme and statutory planning process, the project may not be as beneficial to High Peak. It is recommended that this risk is mitigated through continued engagement.
7. **Background and Detail**

7.1 The background and detail to the scheme as proposed by Highways England is set out in the Appendix to this report.

7.2 In addition to the scheme itself, it is proposed that the Council resolves to further investigate the economic implications of the proposals for the Borough. Enhancements to connectivity between Glossopdale and the M67 could well make the area more attractive to inward investment and employers seeking a new location as well as supporting existing businesses. More detailed consideration of potential economic opportunities and benefits arising from the scheme is proposed to inform future regeneration priorities.

Dai Larner  
**Executive Director - Place**

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<th>Web Links and Background Papers</th>
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<td><a href="http://roads.highways.gov.uk/projects/a57a628-trans-pennine-programme/">http://roads.highways.gov.uk/projects/a57a628-trans-pennine-programme/</a></td>
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Introduction

Highways England operates, maintains and improves England’s motorways and major A-roads, the strategic road network. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That’s why we’re delivering £15 billion of investment on our network – the largest investment in a generation. The Trans-Pennine Upgrade Programme is a critical part of this investment. The route provides a key connection between two important Northern cities, Manchester and Sheffield, but it suffers from significant congestion, poor journey times, reliability and high accident rates.

In this brochure we explain the preferred package for the Trans-Pennine Upgrade Programme and how we have assessed the options and carried out public consultation. We also give details of what will happen next.

Why is the scheme needed?

The route - which mostly consists of single carriageway sections with steep gradients and sharp bends - connects the M67 at Mottram in Longdendale, with the M1 north of Sheffield. Where it passes through villages, it adversely impacts on local people making it difficult for pedestrians, cyclists and horse riders to move around.

Sections of the route can also be badly affected by bad weather and accident rates are above the national average. The road is often closed for this reason, and as a consequence it’s not as reliable as it should be. The lack of technology to assist motorists in the area also means that information for travellers is poor and the management of incidents is more challenging.

The Trans-Pennine Upgrade Programme will improve the connection between Manchester and Sheffield, while addressing a number of safety issues on the route and improving traffic conditions in Mottram in Longdendale. This scheme supports the achievement of our objective of providing a safe, free-flowing and accessible network.
Specifically the Trans-Pennine Upgrade Programme will:

- Improve connectivity between Manchester and Sheffield by reducing journey times;
- Improve air quality and reduce noise impacts;
- Positively benefit society by re-connecting local communities along the route;
- Increase road capacity and reduce delays and queues that occur during busy periods by improving the performance of junctions on the routes;
- Improve the resilience of the routes through reductions in the number of incidents and by the use of technology to advise drivers of incidents along the route;
- Reduce the number of accidents and improve overall safety on the route.

Public consultation

We held a 4-week public consultation between 13 March and 10 April 2017 giving people the opportunity to have their say on our proposals. As part of this we held 5 public information events at venues along the route.

People were asked to:

- **Provide feedback on the 2 options presented for the Mottram Moor and A57(T) to A57 Link Roads:** 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, and 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 single carriageway link from the new junction at A57(T) Mottram Moor to a new junction on the A57 at Brookfield.

- **Provide feedback on the 2 options presented for the dualling of the A61:** Option 1 - to stop all right turn movements at the minor road junctions so that they become left in, left out only junctions, and 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.

- **Share their views about the proposal to create 2 sections of climbing lanes on the A628 between Tintwistle and Flouch.**

- **Share their views about a package of safety and technology measures** including the introduction of speed limits and installation of enforcement cameras, the installation of variable message signs, and improved road surfaces and markings.
Response to the public consultation

Over 1,000 people attended the 5 public information events that were held and we received 878 completed questionnaires in response to the consultation.

In response to the proposed link roads:

We received clear feedback, with 50% of respondents preferring Option A, compared to 33% preferring Option B, and 17% not offering any response.

Many of the individuals who preferred Option A believed that the road layout is more straightforward and easier to use than Option B and will have less impact on local communities. People felt that Option A strikes a balance between solving the traffic problems in the area, having a reduced impact on the environment and providing a safer route.

In response to the climbing lanes:

The majority of respondents (63%) strongly agreed or agreed that the climbing lanes will reduce collisions, improve journey times and have a major positive impact on safety. However, 14% strongly disagreed or disagreed with this and 23% of respondents either expressed no opinion or did not answer the question.

In response to the safety and technology measures:

There were mixed opinions on this:

- Approximately 80% of people strongly agreed or agreed that the proposed general safety measures would improve safety on the route;
- Approximately 50% strongly agreed or agreed that the speed limits and enforcement camera measures would improve safety and approximately 25% strongly disagreed or disagreed;
- Over 60% of people strongly agreed or agreed that the technology measures would improve conditions on the route.

In response to the A61 dualling proposal:

50% of people did not express a preference at all; however where people did offer an opinion, Option 1, stopping all right turn movements, was the most favoured. Many individuals used the consultation period to share their views about Westwood Roundabout in Tankersley near Sheffield, stating they felt it is too congested and its inefficiency could become a barrier to accessing local businesses.
The Preferred Package

We have assessed all the feedback received and have selected the following elements that will be taken forward to the next stage:

- **Mottram Moor and A57(T) to A57 Link Roads:** Option A has been identified as the preferred route. This option performed the best in terms of community impact and had the most support from those taking part in the consultation.

- **Safety and technology:** There was broad support for the majority of the proposed measures, so we will do further work to identify how they can be best used along the route. We will carefully consider whether changes to speed limits and the installation of average speed cameras are necessary.

Elements being considered further:

As part of this announcement we are not including a preferred route for the A628 climbing lanes.

The proposal to dual the A61 will also be looked at again, so we can further assess what needs to be done. In the meantime we will take forward some work at Westwood Roundabout to improve congestion and traffic flows.
What happens next?

During the next stage of the project our team will carry out further surveys and assessments to allow us to develop the design of the preferred package.

The Mottram Moor and A57(T) to A57 Link Roads element of this scheme is classed 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) in order to obtain planning permission to construct it. This application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide whether or not the project will go ahead. We envisage that we will submit our application for a DCO by winter 2018/19 and a decision is expected in spring 2020. To inform our application for a DCO, we will hold a statutory consultation by summer 2018 to get your feedback.

Highways England is already starting to deliver some localised safety schemes along the Trans-Pennine route and, where possible, the early delivery of other elements of the scheme will also be considered.
Further Information

More information about the Trans-Pennine Upgrade programme is available at [http://roads.highways.gov.uk/projects/a57a628-trans-pennine-programme/](http://roads.highways.gov.uk/projects/a57a628-trans-pennine-programme/). You can also register for email updates about the scheme on this website.

Copies of the full public consultation report are also available to view at the following local venues:

- **Barnsley**: Central Library
- **Broadbottom**: Community Centre; Magdalene Centre
- **Gamesley**: Community and Sports Centre
- **Glossop**: Glossop Library; Leisure Centre; Bradbury Community House
- **Hadfield**: Library
- **Hattersley**: Hattersley Hub; Tesco Hattersley; Hattersley Library
- **Hollingsworth**: Post Office; St Mary’s Church
- **Langsett**: Bank View Café
- **Mottram**: Post Office; J. Wood and Company Ironmongers
- **Sheffield**: Penistone Library; Stocksbridge Library
- **Tankersley**: Welfare Hall; Post Office

If you have any queries about this scheme you can contact the project team directly in the following ways:

- **Phone**: 0300 470 5103 (Monday to Friday, 9:00 - 17:00)
- **Email**: Trans_Pennine_Scheme@highwaysengland.co.uk
- **In writing**: Trans-Pennine Upgrade Programme, Highways England, Piccadilly Gate, Store Street, Manchester, M1 2WD
If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.
## ECONOMY AND GROWTH

**Chairman:** Councillor A McKeown  
**Vice Chairman:** Councillor Grooby  
**Lead Officer:** Dai Larner

<table>
<thead>
<tr>
<th>Date</th>
<th>Items</th>
<th>Contact Officer</th>
<th>Purpose/Method of Consideration</th>
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<tbody>
<tr>
<td>23-Nov-17</td>
<td>Accelerated Enterprise Growth Programme - presentation</td>
<td>Pranali Parikh</td>
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<td>Draft Minerals &amp; Aggregate Extraction in High Peak &amp; Derbyshire Dales Report</td>
<td>Pranali Parikh</td>
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<td>A57/A628 Trans-Pennine programme</td>
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<td>Work programme</td>
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<td>8-Feb-18</td>
<td>Accelerated housing delivery programme – delivery plan</td>
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<td>Design guidance</td>
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<td>Broadband Update</td>
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<td>Work programme</td>
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<td>19-Apr-18</td>
<td>Greater Manchester Spatial Framework Update</td>
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<td>Planning and Growth</td>
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<td>Skills and Training Focus</td>
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<td>May-18</td>
<td>Appointment of Chairman and Vice Chairman</td>
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<td>Jul-17</td>
<td>Local Plan – delivery report</td>
<td>Hilary Senior</td>
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<td>Sep-17</td>
<td>Work Programme</td>
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<td>Other infrastructure updates ?</td>
<td>Mark James/Partners to be invited to attend</td>
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<td>Update/s on Peak Park Local Plan ?</td>
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