

## **HIGH PEAK BOROUGH COUNCIL**

### **Report to Economy and Growth Select Committee**

**23 November 2017**

<b>TITLE:</b>	<b>A57/A628 Trans-Pennine programme</b>
<b>PORTFOLIO HOLDER:</b>	<b>Councillor Kemp</b>
<b>CONTACT OFFICER:</b>	<b>Pranali Parikh – Regeneration Manager</b>
<b>WARDS INVOLVED:</b>	<b>All areas</b>

#### **Appendix – Trans-Pennine Upgrade Programme: preferred route announcement document**

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 Lerner  
**Executive Director - Place**

### **Web Links and Background Papers**

### **Location**

### **Contact details**

<http://roads.highways.gov.uk/projects/a57a628-trans-pennine-programme/>