

LOW CARBON TRAVEL FOR LONGDENDALE AND GLOSSOPDALE SUMMARY

THE SOLUTION

A solution tailored to relieve Glossopdale and Longdendale of traffic impacts, enhance Greater Manchester's green Longdendale lung and make door-to-door journeys by bus, foot or cycle a realistic, attractive and convenient option. It includes:

- An access only weight restriction for heaviest lorries on the A628 corridor, A57 Snake Pass and other cross-Park roads;
- Slower speeds to make it safe and pleasant for walking and cycling;
- Linked traffic signals including new crossings to facilitate walking and cycling;
- Cycleway and footway improvements to create a coherent network for active travel and cargo-bikes, with links to Manchester's Bee Network;
- Integrated bus and rail services, with improved services and electric buses.

THE PROBLEM

Travel in the area generates the following problems:

- High carbon emissions from traffic;
- Noise, air pollution and severance from traffic in local streets;
- Noise, air pollution, severance and landscape detriment from much of the same traffic in the National Park;
- Unreliable journey times;
- Poor local conditions for walking and cycling (with associated health disbenefits);
- Delays to local buses;
- Long journey times between Manchester and Sheffield.

The A57 Link Roads principally address the issue of unreliable and long journey times caused by traffic congestion – and that only partially and temporarily. Traffic is predicted to increase and journey times between Manchester and Sheffield are expected to get longer. In addition, traffic flows in both Greater Manchester and Sheffield are excluded from the detailed modelling, so it is not possible to see the extent of even short-term improvements. No consideration appears to have been given to the issue that reductions in congestion on the road could tempt people currently using public transport back into their cars, if public transport is not improved and its use incentivised.

Construction of the new road will have associated carbon emissions. The predicted increase in traffic will also increase carbon emissions until all petrol and diesel vehicles are phased out and the electricity supply is fully decarbonised. Carbon emissions are not isolated, one-off events. Once released, CO₂ will remain in the atmosphere for around 100 years. To have any chance of meeting carbon reduction targets, emissions must be cut as early as possible. Transport planning needs to be aimed at reducing emissions, using the measures outlined in this document, rather than merely aiming to minimise the increase in emissions. The Government has committed to a programme of walking and cycling improvements that aim to make very significant reductions to carbon emissions as well as improving health and well-being. Road schemes such as the A57 Link Roads would make walking and cycling less attractive than using the car.

AN INTEGRATED TRAVEL STRATEGY

Piecemeal measures cannot solve the traffic problems in the area. A strategy is needed that holistically addresses all of the issues in a balanced way. Measures are needed that will:

- Reduce pressure on the transport system through traffic reduction and dispersal.
- Reduce the number of vehicles that cause the most damage to the environment
- Improve safety on the A628 by reducing speed limits
- Encourage more walking for local journeys by:
 - Providing more frequent protected crossings
 - Reducing speeds
- Adding features such as benches, flower beds in settlements that will signal to drivers that it is a shared space and encourage more considerate driving and footfall
- Reconfigure junctions and revise signalisation to control the remaining traffic and to give greater priority to buses, pedestrians, and cyclists.
- Include a local travel planning exercise to ensure that people are aware of alternatives and to identify the barriers to using alternatives. Use information gathered to feedback and improve the plan.
- Improve North-South links as well as East-West.

(a) Travel planning exercise

The package includes travel planning exercises for workplaces and residential areas, to engage with the public to:

- Inform people about existing alternatives to car use;
- Identify the barriers to using the alternatives;
- Develop improvements to the services based on responses;
- Implement the improvements, monitor and modify when needed.

Expected outcomes of the travel planning engagement would be:

- Identifying places for new cycle and walking routes;
- Setting up new and improved bus services with incentives to try them;
- Better integration of rail and bus services;
- Improve links to TfGM for public transport and cycling;
- Pilot bike and e-bike deliveries from local shops;
- create financial incentives to overcome barriers and provide longer term support.

(b) Walking and cycling

DfT's Decarbonising Transport target is for 50% of journeys to be made by walking or cycling by 2030, with the following key design points:

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence.

Our package aims to make local journeys on foot safer and more attractive by:

- Reducing speed limits through settlements to 20 mph;
- Enhancing walking routes and consulting local people about their placement;
- Providing more protected crossing and making improvements to the public domain; Examples of improvements to the public domain are planters, benches, signalling and road surface colouring to indicate that the space is shared, not for motor vehicles only (or even principally), and so encourage more considerate driving;
- Additional pedestrian signals to make road crossing safer and more convenient. The placement of the signals to be linked to the locations of footpaths and bus stops;
- Piloting bike and e-bike deliveries from local shops so that people can walk to shops and then have their purchases delivered.

Cycling journeys would be encouraged and made safer by:

- Speed limit reductions (20mph in settlements and 50mph through the PDNP) and eliminating/reducing the number and size of HGVs on the roads;
- Improving links with facilities provided by Transport for Greater Manchester (TfGM);
- Providing a priority lane for buses and cycles at Woolley Bridge junction;
- Enhancing cycling routes and consulting local people about their placement.

(c) Public transport

Public transport must be made reliable and frequent if it is to be a realistic alternative to car use. It must:

- Provide more bus routes and more frequent services on existing routes;
- Integrate bus and rail travel (timing and ticketing);
- Improve links to TfGM services;
- Provide modern electric buses which are comfortable, clean, air conditioned, and provide WIFI;
- Make bus stops convenient to access and comfortable.

The proposed package includes:

- The purchase and operation of 3 electric buses which could potentially be used to provide new services, for example the reintroduction of the X57 Glossop to Sheffield route;
- A new service for Tintwistle, Hadfield and Glossop. Coordination with the X57 could make the X57 an express service, avoiding some stops in Glossop but still providing convenient access to the service;
- Changes to the Woolley Bridge junction to provide a bus and cycle lane and a priority entry.
- Bus gates at some pedestrian crossings to improve bus journey times;
- Introduction of incentives (possibly time-limited) to tempt people out of cars and onto public transport.

(d) HGV control scheme

Despite claims by NH in their responses to proposals for an HGV control scheme, such schemes are feasible and advances in technology, such as ANPR, make enforcement easier. An example is the

London low emissions zone covering the whole metropolitan area, which applies to all HGVs of 3.5 tonnes.

The package includes an HGV control scheme for the National Park to remove through HGVs. There are two options:

- restricting only the heaviest (over 32 tonnes);
- HGVs (over 7.5 tonnes) except for access.

Even the less restrictive option would provide considerable benefits. Analysis of traffic flows at Chapel Brow and Woodhead show that the heaviest vehicles over 32 tonnes with four or more axles are the dominant HGV type. These vehicles are extremely damaging to the environment and to infrastructure as well as causing congestion and having an obvious visual and noise impact.

Banning these vehicles from the routes through the National Park would:

- Reduce the environmental damage and reduce external costs (those met by public spending rather than by the operator of the vehicles);
The largest HGVs cause much more noise, vibration, emissions and particulates than other vehicles. The most extreme example is damage to the road surface – the heaviest vehicles causing 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 a more efficient use of vehicles, for example, minimising journeys empty or partially empty vehicles (currently HGVs are empty for 28% of their travel).

(e) Package Costing

The package cost has been initially estimated at £9.7million at today's prices including optimism bias at 44%. This is important because construction costs have some uncertainty at the moment. It includes the following:

- Signalisation and remodelling of Woolley Bridge;
- 3 new electric buses;
- Area wide Travel Planning;
- Travel plan incentives for three years;
- 50 kms Footpath and walking route improvements;
- 50 kms cycling links and improvements;
- 3 new pedestrian crossings;
- 1 new pedestrian crossing with bus gate;
- 1 new bus gate on an existing pedestrian crossing;
- 2 additional pedestrian phases at existing signals;
- 20 kms of 20 mph implementation with public realm improvements;
- HGV signing and warning package (cameras self-funding).

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