

**From:** Martin Bell [REDACTED]  
**Sent:** 03 November 2022 12:43  
**To:** A57 Link Roads <A57LinkRoads@planninginspectorate.gov.uk>  
**Subject:** Objection to proposed application

I would like to object to the above application.

In my opinion, this plan will do nothing to alleviate the existing severe traffic and environmental problems in Glossopdale and Longdendale. In fact, all reports suggest an increase in traffic volume of over 20% at certain pinch-points in Glossopdale with all the attendant problems which would follow. The town of Glossop is served by an A road system that is already at breaking point due to the narrowness of the roads and the ever-increasing volume of traffic, particularly heavy goods vehicles, driving through the town. The A roads in question are:

- A57 from Manchester and through to Sheffield (via the Snake Pass)
- A626 from Marple and Stockport
- A624 from Hayfield and Chapel-en-le-Firth
- A6106 - an awkward and narrow road through a residential area linking the A624 and the A57 (why was it ever classed as an A road?)
- And also the B6105 - which runs from the centre of Glossop town centre to join the A628T Woodhead Pass. Despite warning signs to HGV drivers, this road is used as a cut through despite the road being very narrow, with multiple bends and changes in contour, and with an extremely difficult junction where it joins the A628T

All of the above carry more and more very heavy goods vehicles on ageing roads which simply cannot cope. For example, a recent traffic survey carried out by Derbyshire County Council on behalf of Chisworth Parish Council on the A626 has indicated an increase in traffic volume of 48.9% since 2018.

Longdendale and Glossopdale are already poorly served with public transport, especially the links to Stockport (where there is no bus service at all to Stockport centre) and Sheffield (which has no public transport link at all). This inevitably results in more cars on these roads for commuting, education and shopping at a time when commercial vehicle traffic is also growing.

The proposed A57 Link Roads might temporarily alleviate traffic in Tameside on the direct route from the M67 to the A628T between South Yorkshire and Manchester but the end result will be to force more traffic into Longdendale and Glossopdale. All this is costed at an eye-watering estimate of over £180 million, which seems unjustifiable on such an untested and questionable plan in these times of economic belt-tightening.

An alternative proposal for low carbon traffic in this area by CPRE Peak District and South Yorkshire takes a more holistic view of the bigger challenges with imaginative and practical suggestions at a fraction of the cost (under £10 million).

Surely this is the kind of long-term plan that should be trialled and - if successful - could be rolled out a road the UK.

Thank you for giving me the opportunity to register my objection.

Yours,

Martin Bell - Chair of Chisworth Parish Council

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