



SOUTH PENNINES INTEGRATED TRANSPORT STRATEGY

THE WAY TO GO!

An appraisal and new proposals

from

**Campaign to Protect Rural England
Peak District and South Yorkshire Branch**

Summary

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SPITS – The Way to Go!

An appraisal and new proposals from CPRE PD&SY A summary

CPRE believes that the South Pennines Integrated Transport Strategy (SPITS) is now due for a thorough review of the way in which its objectives could be achieved. To that end, we offer some costed measures that we believe would offer better value for money than those that are currently proposed and that would permit action to be taken immediately.

Since its presentation to the public in 1998 SPITS has undertaken a number of studies but a review of the SPITS objectives reveals that little has been achieved on the ground (Table 1). This is partly due to the reliance of the SPITS on major infrastructure projects, such as the A628 upgrade and reinstatement of the Matlock Buxton railway, rather than on small scale schemes.

It also due to the fact that the Peak Park Transport Forum (PPTF) is relying on the A628 upgrade to deliver the SPITS and appears reluctant to undertake a programme of traffic restraint for fear of traffic diversion onto more sensitive routes. In addition, although £99 million has been acquired to fund major road building, the PPTF has no financial resources itself and has to rely on the funding mechanisms of member organisations.

Since the SPITS was launched there have been major changes to transport policy and to legislation, such as two Government white papers and the European Directive on Strategic Environmental Assessment. A number of transport studies have shown the futility of providing new road capacity to solve traffic congestion and instead recommended a combination of investment in public transport, road traffic reduction measures including road pricing, and centralisation of land-use development.

Sustainable development and managing and reducing the impacts of climate change now dominate spatial planning. There is also substantial evidence to show that the environment generally, and the Peak District National Park purposes specifically, would be compromised if the SPITS continues to pursue its current proposals.

Recently, various measures that contribute to the SPITS package have been discarded or discredited. Mitigation of the impacts of the A628 traffic on the Peak Park using a tunnel under the Langsett Moors has been dropped, reopening of the Matlock Buxton railway would not be viable and road signing to restrain traffic would damage the environment. Changes have also been made to the original SPITS as presented in the publicity leaflet of 1998. The A50 has replaced the A52/A523 as the route for diversion around the Park, several roads have been de-trunked and road pricing is now under active consideration. The public might be forgiven for no longer recognising the SPITS.

All this suggests to CPRE that a fundamental review of how SPITS achieves its objectives is required. It would appear that this is an opportune moment. The recent Transport White Paper offers devolved budgeting to regional assemblies to determine investment in transport, and funding of innovative packages to solve transport problems. The Government has indicated its intention to lead on the road pricing debate and is asking for candidates for experimental local pricing schemes in order to advance both knowledge and public acceptability of road pricing. The three

northern Regional Development Agencies are preparing their bid to the ODPM for investment in the Northern Way and Local Transport Plans are under review.

In order to contribute to the debate CPRE has analysed the existing transport problems that face the PPTF and costed measures (Table 2) that we believe would solve them. We have started from the premise that solving the traffic impacts on the A628 and A57 are the priority. These impacts are created by HGV through traffic on the A628 and local traffic on the A57.

Using weight/height restrictions HGVs on the A628 would divert onto the motorways to the north of the Park. Traffic calming on the A628 between Hollingworth and Tintwistle would prevent the road becoming a rat run for the remaining through traffic of cars and vans. Traffic that currently causes congestion on the A57 would be relieved through an intense programme of revitalised streets, safe routes to school, travel work plans, cycle infrastructure and training, improved access to local railway stations and 20mph zones.

Wider environmental benefits would accrue through application of some of these measures to settlements throughout the South Pennines, a 3-yr local public transport project to match a high quality European scheme, investment in the Hope Valley railway line and by SPITS-wide school travel planning, cycle training for children, and traffic calming (Table 3).

These measures would also help to meet targets for public service agreements to which Central Government is committed and expects local authorities to contribute. A much more substantial document is available containing a full breakdown of costs and references which we would be happy to provide.

That said CPRE believes that the most important factor here is not money but political will. To date the PPTF has shown little desire to debate alternatives and seriously consider solutions that would result in a more sustainable transport system for the SPITS. Without any supporting evidence, the agenda has been driven by a perception that the economic regeneration of Tameside and South Yorkshire depends on the quality of the A628 that connects them. The fundamental value of the National Park's valued characteristics to the economy is being overlooked. We realise that some of these measures would require a robust and vigorous approach but the gains to be had are worth the effort. We therefore urge the PPTF to seriously consider them.

September 2004
CPRE PD&SY

TABLE 1 Progress on achievement of SPITS objectives

SPITS Objectives 2000	Achievements by 2004
Improve strategic public transport services, and promote easier connections between different ways of travelling.	Rural Bus Challenge Fund bid for the Transpeak service (£954,000) was successful, but use of the funds has been delayed due to contractual difficulties with the operator. The Greater Peak District Sustainable Marketing Project commenced in 2004 with Countryside Agency funding of £65,200 and £15,000 from the PPTF.
Make best use of and improve the Highways Agency's core road network.	Highways Agency progressing statutory processes for road building at a cost of £92 million Tameside progressing Glossop Spur at a cost of £7.1 million.
Limit traffic growth on other roads.	Faber Maunsell's traffic restraint studies show that traffic does not divert onto A628 but moves about on local roads and proposes measures that would impair the valued characteristics of the Peak Park. One Quiet Lane implemented in Youlgreave, to which CPRE objected.
Link transport policies with the environment, land use planning, education, health and wealth creation.	Requires a sustainability appraisal of the SPITS, which has not been done
Influence the content of Regional Transport Strategies and Local Transport Plans.	Three of the four Regional Transport Strategies refer to SPITS and support individual measures. The six Local Transport Plans (2000/01-2005/06) that cover the SPITS area indicate varying degrees of commitment to it. Apart from the funding for the Glossop Spur, no finances are allocated to SPITS nor has there been regular review of its achievements through Annual Progress Reports.
Maximise the use of rail for freight transport.	There is no robust framework through which to achieve this SPITS objective and attempts to work through a SPITS freight subgroup have been thwarted by the lack of a coherent and strategic approach. Regional freight strategies are only just being developed and generally authorities have yet to get a concerted hold on the management of freight. The rail industry has also been in crisis for much of the time. Feasibility of Matlock-Buxton re-instatement has recommended no further development at the present time.
Create a safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers	Achieving this objective hinges on the implementation of slower speeds but safety cameras can only be used at accident black spots. A blanket 40mph speed limit throughout the Park was rejected when enforcement by the police was deemed impossible. The Highways Agency has undertaken accident remedial work and implemented 50mph speed limits on the A6 and A52/523.
Help develop in a sustainable way the economies of the South Pennines area.	The agenda has been driven by a perception that economic regeneration of Tameside and South Yorkshire depends on the quality of the A628 route that connects them. The fundamental value of the National Park to the economy has been overlooked. Other ways in which SPITS could contribute to economic regeneration have in CPRE's view never been adequately explored.
Conserve and enhance the valued characteristics of the National Park and its environs.	There is substantial evidence to show that the environment generally, and Peak District National Park purposes specifically, would be compromised if SPITS continues to pursue its current proposals
Develop accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.	Bakewell is undergoing a 'revitalised main roads' process. Quiet Lanes in Macclesfield Forest are being progressed. Rural Transport Partnerships provide the greatest opportunities to implement measures across current administrative boundaries and offer the PPTF another means of achieving this more locally orientated objective.

**TABLE 2
THE WAY TO GO FOR SPITS**

SUMMARY OF CAPITAL AND REVENUE FUNDING FOR CPRE'S PROPOSED MEASURES

Measure	What's being costed*	Capital funding for 6-yr period until 2010	Revenue funding until 2010	How SPITS benefits
1. A628HGVs to use the motorway box M1, M62, M60 - Point weight restrictions and enforcement	<p>*Costs are based on a Census 2001 population of ~ 45,000 (Glossopdale 32,350; Longdendale 10,890 and for those parts of Hattersley in the Hyde-Godley Ward 2,000.</p> <p>1. Survey of roads that would need weight/height restrictions to remove HGVs off the A628 2. publicity and notification of traffic regulation orders 3. travel planning with businesses whose HGVs currently use the A628 corridor 4. public inquiry to deal with objections 5. erecting weight restrictions at specified points @ £2,500 ea 6. temporary permit system to enable access for HGVs with legitimate business in the area 7. enforcement of weight restrictions 8. removal of signs that indicate alternative cross-Pennine routes; active re-signing @ £6,000 ea sign)</p>	£6,880,000	£1,151,000	<ul style="list-style-type: none"> • Makes best use of Highways Agency's core road network. • Conserves and enhances the valued characteristics of the National Park and its environs. • Helps develop in a sustainable way the economies of the South Pennines area. • Safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers
2. Streets for people – better management of mixed priority routes	<p>Better management of mixed priority route; streets, lanes and footpaths in good condition and pleasant for walking in and around Tintwistle, Hollingworth, Mottram, Glossop, Dinting Vale, Hattersley (£1million per settlement for a route) £500,000 to enhance local footpaths; £100,000 pa for maintenance)</p> <p>£1million for urban pavements throughout SPITS area</p>	<p>£6 million</p> <p>£500,000</p> <p>£1million</p>	£600,000	<ul style="list-style-type: none"> • Safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers • Conserves and enhances the valued characteristics of the National Park and its environs. • Helps develop in a sustainable way the economies of the South Pennines area
3. Lower speed limits: 20mph default in residential streets	Implementation of 20mph zones signs at annual cost per resident of £1 - £1.60 throughout Glossopdale and Longdendale; physical traffic calming where appropriate and possible	£5 million	-	<ul style="list-style-type: none"> • Safer environment for residents and visitors to the area

4. Safe routes to schools	<p>Infrastructure improvements around 19 schools @ £100/per pupil (assuming 20% of local population is between 5-19yrs old) and on site 'micro-infrastructure', such as cycle shelters, at £10,000/ school in Glossopdale and Longdendale;</p> <p>travel planning @ £4 per pupil per year for entire SPITS area</p>	<p>£899,000</p> <p>£19,000</p>	<p>£4.08 million</p>	<ul style="list-style-type: none"> • Limits traffic growth on other roads. • Safer environment for residents and visitors to the area • Develops accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.
5. Cycle friendly network and cycle training for all	<p>Providing good quality cycle infrastructure in Glossopdale and Longdendale at a cost of £5 per head of population per year</p> <p>Cycle training for children aged 5-14yrs throughout SPITS area at a cost of £11.2 per child per year</p>	<p>£1.35 million</p>	<p>£2 million</p>	<ul style="list-style-type: none"> • Safer environment for residents and visitors to the area • Develops accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.
6. Improved access to local rail stations	<p>Peak time buses providing a pick up service for local communities to access Hadfield, Glossop, Dinting, Broadbottom, and Hattersley stations;</p> <p>Gamesley railway station</p> <p>Improvements to Hadfield, Glossop, Dinting, Broadbottom, and Hattersley stations - £100,000 per station, enough to fund small scale improvements that would make a real difference to the quality of journeys experienced by passengers</p>	<p>-</p> <p>£1.175 million</p> <p>£500,000</p>	<p>Included in measure 7 below</p>	<ul style="list-style-type: none"> • Improves strategic public transport services, and promotes easier connections between different ways of travelling. • Improves access and increases travel choice • Develops accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users. • Safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers
7. Bus lane on A628/A57 corridor between Tintwistle and Mottram	<p>Bus lane and other capital measures to improve bus services as part of quality bus partnerships in Greater Manchester at £5 per head per year;</p>	<p>£1.35 million</p>		<ul style="list-style-type: none"> • Improves strategic public transport services, and promote easier connections between different ways of travelling. • Develops accessible and affordable transport choices for vulnerable and non-motorised users particularly those on lower incomes, the elderly and young people
8. Increased funding for local public transport	<p>Regular bus services – either conventional buses or demand responsive – from additional funding of £24 per person per year in Peak District (population 500,000) to match investment in Freisland – 3 yr Project</p>	<p>-</p>	<p>£36 million</p>	<ul style="list-style-type: none"> • Improves strategic public transport services, and promote easier connections between different ways of travelling. • Develops accessible and affordable transport

	Effective promotion and marketing of bus services		£2.55 million	choices particularly for vulnerable and non-motorised users to gain access to essential services, work and training <ul style="list-style-type: none"> • Conserves and enhances the valued characteristics of the National Park and its environs.
9. Traffic calming	<ul style="list-style-type: none"> • A628 corridor measures • Preparation for setting speed limits throughout SPITS area • Community speed watch at up to 52 sites • Gateways for 100 or more villages and road side vegetation management throughout SPITS area • Driver education 	£6 million £5 million	£50,000 £600,000 £450,000 £5 million	<ul style="list-style-type: none"> • Safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers • Helps develop in a sustainable way the economies of the South Pennines area • Conserves and enhances the valued characteristics of the National Park and its environs.
10. Freight projects	Hope Valley railway passing loop	£10 million		<ul style="list-style-type: none"> • Improves strategic public transport services, and promotes easier connections between different ways of travelling. • Maximises the use of rail for freight transport • Conserves and enhances the valued characteristics of the National Park and its environs.
11. SPITS Regional rail card	Discounted off-peak travel for passengers who are not eligible for other railcards such as a Young Person's Railcard or Senior Citizens' Railcard for use on regional rail network	-	-	<ul style="list-style-type: none"> • Improves strategic public transport services, and promote easier connections between different ways of travelling. • Develops accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users • Helps develop in a sustainable way the economies of the South Pennines area.
12. Road pricing	Local congestion charging pathfinder in Greater Manchester	-	-	By reinforcing all of the above measures, road pricing would contribute substantially to all the SPITS objectives as listed in Table 1
Total costs		£45.673 million	£52.481 million	Capital and revenue combined £98.154 million

TABLE 3 How CPRE's proposals would help achieve the SPITS objectives

SPITS Objectives 2000	Achievements by 2010
Improve strategic public transport services, and promote easier connections between different ways of travelling.	<ul style="list-style-type: none"> • Access to railway stations in Glossopdale and Longendale enhanced; • Gamesley railway station built; • Quality Bus corridor on A628 A57 links settlements; • Hope Valley line passing loop increases capacity for passengers and freight; • 3-yr project for local public transport would make better links with strategic services; • marketing and promotion of public transport throughout SPITS area; • local congestion charging pathfinder in Greater Manchester would increase road capacity for buses;
Make best use of and improve the Highways Agency's core road network.	<ul style="list-style-type: none"> • A628 route re-aligned, landscaped and traffic calmed; • strategic signage improved; • travel planning for local businesses in Glossopdale; • local congestion charging pathfinder in Greater Manchester;
Limit traffic growth on other roads.	<ul style="list-style-type: none"> • 3-yr project for a step change in local public transport provision in the Peak District; • improved rail access with regional rail card; • local congestion charging pathfinder in Greater Manchester; • slower speeds, village gateways and roadside habitat management; • speeding problems tackled at up to 52 sites;
Link transport policies with the environment, land use planning, education, health and wealth creation.	<ul style="list-style-type: none"> • Efficient use of land; • National Park and Green Belt conserved; • education of school children adults and drivers on road safety and travel planning; • increased sense community by slowing traffic that divides villages and working together on Speed Watch;
Influence the content of Regional Transport Strategies and Local Transport Plans.	<ul style="list-style-type: none"> • Costed plan prepared to lobby central and regional Government and for inclusion in RSSs and LTPs;
Maximise the use of rail for freight transport.	<ul style="list-style-type: none"> • Hope Valley line passing loop increases capacity for freight;

<p>Create a safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers</p>	<ul style="list-style-type: none"> • A628 route re-aligned, landscaped and traffic calmed; • strategic signage improved; • 6 mixed priority routes revitalised in Glossopdale and Longdendale;
<p>Help develop in a sustainable way the economies of the South Pennines area.</p>	<ul style="list-style-type: none"> • Improvements in local environment in Glossopdale and Longdendale increase attractiveness for tourism; • High quality environment sustains local economy of the Peak District; • Area infused with high quality new ways to travel – PPTF continues to be a leader in its field; • slower speeds, village gateways and roadside habitat management attract more tourists;
<p>Conserve and enhance the valued characteristics of the National Park and its environs.</p>	<ul style="list-style-type: none"> • National Park and Green Belt saved from road building; • A628 route re-aligned, landscaped and traffic calmed – tranquillity restored; • 3-yr project for a step change in local public transport provision in the Peak District and improvements to Hope; Valley line would encourage less car use and reduce impacts of road freight; • Awareness of National Park and its purposes increased through headline projects; • slower speeds, village gateways and roadside habitat management;
<p>Develop accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.</p>	<ul style="list-style-type: none"> • cycle training and school travel planning for all children in the SPITS area; • 3-yr project for a step change in local public transport provision in the Peak District; • marketing and promotion of public transport throughout SPITS area; • improved rail access with regional rail card; • Glossopdale and Longdendale have a comprehensive high quality package for walking, cycling, bus and rail use and improved streets for people; • Urban pavements throughout SPITS area maintained.