

# Longdendale Integrated Transport Strategy

## Initial Public Consultation and Participation

In July 2009, Tameside Council approved the development of an integrated transport strategy for Longdendale. The development of this strategy is the subject of a series of public exhibitions and consultations in February.

To deliver a broad-based, fully integrated transport strategy, the Council will need support (and, in some cases funding contributions) from other organisations such as:-

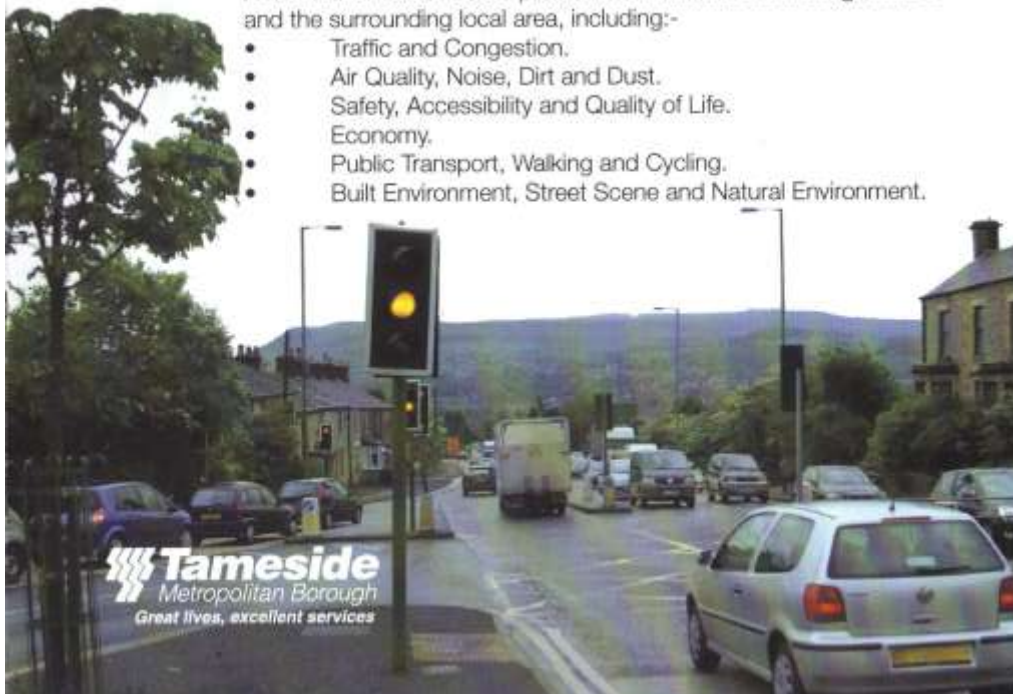
- Highways Agency.
- Bus and Rail Operating Companies.
- Greater Manchester Passenger Transport Executive.
- Derbyshire County Council.
- High Peak Borough Council.
- Association of Greater Manchester Authorities.

A range of problems, issues and typical options have been identified for further consideration. Your views and ideas are very important to us and there are several opportunities for you to contribute.

### Problems and issues

A number of traffic related problems and issues affect Longdendale and the surrounding local area, including:-

- Traffic and Congestion.
- Air Quality, Noise, Dirt and Dust.
- Safety, Accessibility and Quality of Life.
- Economy.
- Public Transport, Walking and Cycling.
- Built Environment, Street Scene and Natural Environment.



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## The Strategy

Any transport strategy that intends to address the key problems and issues within the Longdendale villages should aim to:-

- Reduce the impact of traffic on air quality.
- Reduce delay to traffic on the highway network by reducing congestion.
- Reduce journey times on the local bus network and improve the services provided by buses.
- Improve the opportunity for increased rail travel by improving access to local rail stations and improving the service provided by trains.
- Deliver street scene improvements and introduce improved pedestrian and cycling measures on the highway network.
- Reduce the impact of traffic congestion for the benefit of the local and sub-regional economies.
- Improve access within Longdendale and locations beyond to services and amenities such as education, employment, health, leisure and shopping.
- Improve road user safety.
- Minimise the impact of traffic on the built and natural environments.
- Encourage less car use through education, publicity campaigns, training and 'soft measures', such as walking buses, cycle training and pedestrian safety campaigns.



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## Typical Public Transport Options

Three typical public transport options are described below.

### Option 1

Option 1 consists of:-

- Increased frequency of bus services on selected routes, running throughout the day, seven days a week, between Glossop, Hyde, Ashton-under-Lyne and beyond.
- Initiatives to influence travel behaviour and encourage the use of alternatives to driving.

### Option 2

Option 2 consists of:-

- All measures described in Option 1.
- Additional measures to improve bus travel (where appropriate) such as bus lanes; improved bus stops; raised bus access platforms and improved timetable information.

### Option 3

Option 3 consists of:-

- All measures as described in Option 2.
- An increase in the frequency of rail services and rail station improvements such as Park and Ride; waiting facilities; bus interchanges; timetable information and attractive pedestrian routes to and from stations.



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## Typical Highway Options

Two typical highway options are described below. Please note that these options draw on the work previously undertaken by the Highways Agency associated with the Mottram to Tintwistle Bypass.

### Option 4

- A new dual-carriageway from the M67 terminal roundabout passing beneath Roe Cross Road through a tunnel then linked to a new junction at Mottram Moor.
- A new single carriageway link from the A57 (T) Mottram Moor to a new junction on the A57 Brookfield.

### Option 5

- A new dual-carriageway travelling from the M67 terminal roundabout, to a new junction west of Roe Cross Road.
- The main dual-carriageway would pass beneath Roe Cross Road through a tunnel which will link to a new junction at Mottram Moor.
- A new single-carriageway link to Roe Cross Road north of the main dual-carriageway.
- A new single carriageway link between the A57 (T) Mottram Moor and a new junction at A57 Brookfield.

In addition, in both cases, selected roads within the Mottram and Hollingworth area, and beyond, together with selected roads in Derbyshire would benefit from:-

- Complementary bus measures such as improved bus shelters and dedicated bus lanes.
- Complementary highway measures such as traffic calming; road safety measures; environmental weight restriction, and speed reduction (20/30 MPH limits).



### Typical Combined Public Transport and Highway Option

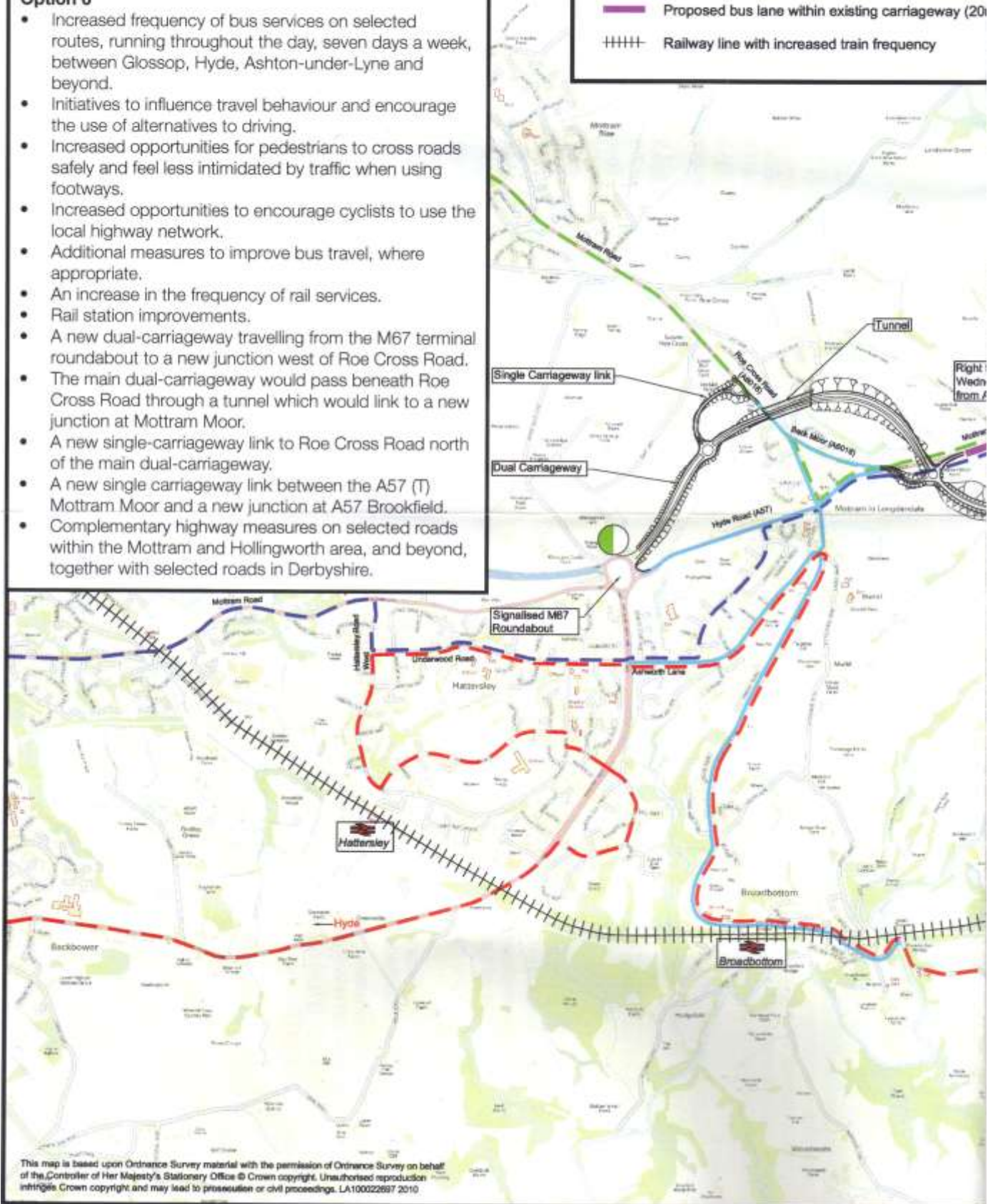
Taking into account the measures from both the highway and public transport options, a typical combined transport option (based on Option 3 and Option 5) is described below and shown on the plan.

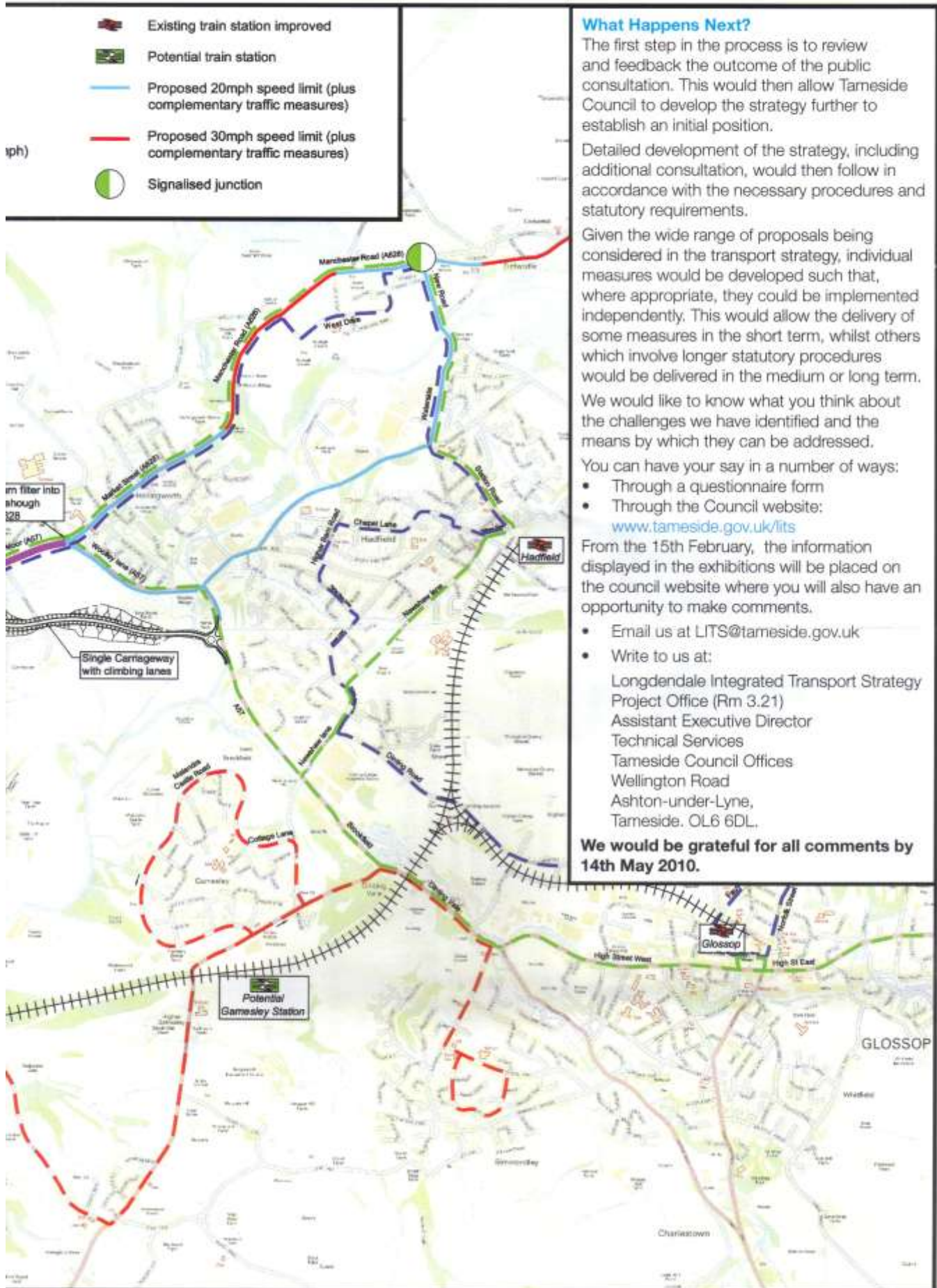
#### Option 6

- Increased frequency of bus services on selected routes, running throughout the day, seven days a week, between Glossop, Hyde, Ashton-under-Lyne and beyond.
- Initiatives to influence travel behaviour and encourage the use of alternatives to driving.
- Increased opportunities for pedestrians to cross roads safely and feel less intimidated by traffic when using footways.
- Increased opportunities to encourage cyclists to use the local highway network.
- Additional measures to improve bus travel, where appropriate.
- An increase in the frequency of rail services.
- Rail station improvements.
- A new dual-carriageway travelling from the M67 terminal roundabout to a new junction west of Roe Cross Road.
- The main dual-carriageway would pass beneath Roe Cross Road through a tunnel which would link to a new junction at Mottram Moor.
- A new single-carriageway link to Roe Cross Road north of the main dual-carriageway.
- A new single carriageway link between the A57 (T) Mottram Moor and a new junction at A57 Brookfield.
- Complementary highway measures on selected roads within the Mottram and Hollingworth area, and beyond, together with selected roads in Derbyshire.

### LEGEND

- Increased bus frequency routes 236 & 237
- - - Increased bus frequency route 341
- - - Increased bus frequency route 397
- Proposed bus lane within existing carriageway (20)
- ++++ Railway line with increased train frequency





**What Happens Next?**

The first step in the process is to review and feedback the outcome of the public consultation. This would then allow Tameside Council to develop the strategy further to establish an initial position.

Detailed development of the strategy, including additional consultation, would then follow in accordance with the necessary procedures and statutory requirements.

Given the wide range of proposals being considered in the transport strategy, individual measures would be developed such that, where appropriate, they could be implemented independently. This would allow the delivery of some measures in the short term, whilst others which involve longer statutory procedures would be delivered in the medium or long term.

We would like to know what you think about the challenges we have identified and the means by which they can be addressed.

You can have your say in a number of ways:

- Through a questionnaire form
- Through the Council website: [www.tameside.gov.uk/lits](http://www.tameside.gov.uk/lits)

From the 15th February, the information displayed in the exhibitions will be placed on the council website where you will also have an opportunity to make comments.

- Email us at [LITS@tameside.gov.uk](mailto:LITS@tameside.gov.uk)
- Write to us at:  
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**We would be grateful for all comments by 14th May 2010.**