

## Matter 11 - Travel and Transport

Policy DMT1: Our representation recommended additional clauses to this policy, to cover the implications of transport proposals in constituent and adjacent authorities.

Since our representation, which expressed concern at lack of cross-boundary recognition of impacts on the National Park, the situation appears to have worsened. In the Transport for the North (TfN) Strategic Transport Plan, no evidence is offered to show that the improvements would pass the test of major development in a National Park and they all, including the Trans-Pennine Upgrade, contravene National Park policy. TfN, Highways England, Network Rail and local authorities all appear to be ignoring this strong policy framework.

Four years ago the Peak District National Park was considered sacrosanct by the Northern Powerhouse: *'There is a Highways Agency study underway looking at the Sheffield - Manchester corridor but it is unlikely to conclude in favour of a new road link given the environmental constraints. We believe this corridor needs to be considered on a multi-modal basis'*<sup>1</sup>. A year later it was *'Exploring a major new road link under the Pennines between Sheffield and Manchester - to take HGV and other traffic out of the Peak District National Park and to protect our natural heritage'*<sup>2</sup>. Now that the Trans-Pennine Tunnel Strategic Study has dismissed a long tunnel as being poor value for money (TfN STP p57) an over-ground dual carriageway connecting the M67 and the M1 is proposed<sup>3</sup>. Highways England is also explicit that such dualling would result in designation as a motorway<sup>4</sup>.

A dual carriageway or motorway will not only be severely damaging to the National Park, it will also be of negligible benefit to it. These proposals are being promoted by constituent and adjacent authorities without due regard to the National Park.

Unless DMT1 provides a basis for the Park to object to transport proposals in neighbouring authorities that may compromise the special qualities of the Park; and require adjacent authorities to consult and co-operate with the Park, then DMT1 cannot be effectively implemented, and is therefore unsound.

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<sup>1</sup> One North - A proposition for an Interconnected North July 2014, page 19

<sup>2</sup> The Northern Powerhouse One Agenda One Economy One North March 2015 page 25

<sup>3</sup> Trans Pennine Tunnel update, slide 35, Highways England presentation to Stakeholder Working Group 23 Jan 2018

<sup>4</sup> Strategic Route Network Initial Report, Highways England, 2017, 5.3.6