

THE LONGDENDALE JAM

NEWSLETTER OF THE LONGDENDALE SEIGE COMMITTEE
SUPPORTING THE MOTTRAM—TINTWISTLE BYPASS AND THE GLOSSOP
SPUR

ANGER AT BYPASS RECOMMENDATION

All the elected representatives of the villages of Mottram, Hollingworth and Tintwistle have expressed their anger at the decision made by 4NW to recommend to the North West Development Agency that the funding for the Bypass is deferred until 2016. Following this decision the Highways Agency have withdrawn from the adjourned public inquiry and re-start statutory processes, subject to further advice to ministers by 4NW. For the past 30 years the need to rid the villages of the horrendous traffic problems has been recognised but time and time again those responsible for making the decision to go ahead with the relief road have backed away from taking the steps needed to find a solution for the problem. We need to query the decisions that were made to divert funding allocated to our road to expand Metrolink on the understanding that our road would be a priority in the next spending round.

This has put our road behind others in the North West. 4NW considers that the following roads have a higher priority than ours:

A556 – M6 to M56 link / A5036 Liverpool Docks link / A683 Heysham Docks link to the M6

OVER £20 MILLION POUNDS SPENT AND STILL NO RELIEF FOR OUR VILLAGES

THE BATTLE IS NOT OVER!

Discussions are taking place to persuade Central Government to find a solution for the traffic problems through our villages. Tameside Council Leader Roy Oldham is meeting with Sir Richard Leese and Lord Peter Smith from the Association of Greater Manchester Authorities (AGMA) to discuss the problem in the light of the failed TiF bid. Also the 3 Tameside MPs James Purnell, Andrew Gwynne and David Heyes with Tom Levitt are in talks with the Transport Minister and the Department of Transport. Talks are also going on between Derbyshire County Council, High Peak Borough Council and Tameside Council.

Those people who you elected are doing their utmost to find a solution to the problem. They need our help to persuade 4NW that we should be a priority.

We will let you have the latest news as soon as we can.

WHO MAKES THE DECISIONS?

The decision to defer our bypass was made by the following organisations:

4NW – Regional Leaders Forum - Wigan Investment Centre , Waterside Drive ,Wigan ,WN3
5BA

Made up of 3 representatives from the various council areas in the NW – 3 each from Greater Manchester, Merseyside, Cheshire, Lancashire and Cumbria as well as 7 appointees such as the CEO of Manchester Airport Group and Chairman of Lake District National Park Authority.

Chair: Sir Richard Leese

Chief Executive: Phil Robinson.

North West Development Agency

Renaissance House, Centre Park, Warrington, Cheshire, WA1 1QN

Made up of one representative from each of the 51 councils in the North West and 24 appointees from a wide variety of organizations including industry, religious groups, charities and voluntary groups.

Chair: Lord Peter Smith of Leigh

Chief Executive: Steven Broomhead

ARE YOU CONCERNED?

Both the Doctors at the Smithy Surgery in Hollingworth and the Governors at Hollingworth Primary School have submitted their concerns about the dangers to the health of all residents and pupils caused by the slow moving traffic to the Bypass Public Inquiry

MEANWHILE POLLUTION LEVELS GROW

The pollution levels monitored by Tameside MBC along Market Street Hollingworth and Mottram Moor should be a concern to all residents, especially those with children at Hollingworth Primary and Nursery School. The figures show the following annual average levels of nitrogen dioxide in Hollingworth:

Year 2000 Green Lane: 21 ug/m³ ; Market St:46 ug/m³;

Year 2007 Green Lane: 22 ug/m³; Market St:85 ug/m³;

The recommended maximum level is 40 ug/m³. A maximum reading on Mottram Moor shows 762 ug/m³!

REMEMBER THE SLOWER THE TRAFFIC THE HIGHER LEVELS OF POLLUTION

DID YOU KNOW?

- The Alderley Edge bypass which is being built by Cheshire County Council is costing £51 million and is just over 3 miles long. Our bypass is just over 3.5 miles long and costed at £270 million—these figures don't add up.
- The CEO of the Peak District National Park Authority, Jim Dixon, has a blog site. On it he cannot even spell Longendale (*Longendale*) and Tintwistle (*Tintwhistle*) !!<http://jimdixon.wordpress.com/2009/02/20>. The PDNPA are against relieving our villages of the over 30,000 cars that go through our villages every day.
- 34,000 vehicles per day use the A57 at Mottram Moor and this includes 2,600 HGVs.
- Over 1,700 HGVs pass through the villages of Tintwistle and Hollingworth each day and HGVs account for 14% of the vehicles in Hollingworth.
- The A6 between Stockport and Derby, via Buxton and Matlock was de-trunked, in 1998 with legal responsibilities transferred to the relevant local authorities.
- The Association of Greater Manchester Authorities, Derbyshire C.C., Tameside M.B.C. and High Peak Borough Council are all in favour of the bypass.

- People of Chapel-en-le-Frith took direct action in order to protest about the traffic through their town. They had a bypass built.
- The A57/A628/A616 forms part of the Peak District National Park strategic road network for use by cross Park traffic.

JOIN US—We plan to lobby the next meeting of 4NW, let us know if you want to be involved. If you have any ideas on how we can develop our campaign please contact us:

Tel: 07913034896

Email: bypassnow09@googlemail.com