

Social and Economic Impact

- Several working farm holdings would be divided and land lost from agriculture. As a result, many of these will no longer be tenable businesses.
- Closing the Western end of Mottram Moor will remove an essential public transport link for elderly residents on Mottram Moor who rely on this local service.
- Have a negative impact on local business who rely on the local and through traffic.

Air Quality

- The bypass would result in a slight increase in all emissions compared to the situation without the bypass. For all those who would benefit from improved air quality in Tintwistle and Hollingworth there are similar numbers that would not in Mottram, Denton, and Langsett.

Alternatives

It is important to emphasise the alternative solutions. We are lucky that there are such a wide number on the table for us, so make sure you urge the Secretary of State to consider them

- The Highways Agency rejected the HGV ban alternative in 1989. Times have changed since then. Alternatives, such as reopening Woodhead Tunnel, a Park-wide weight restriction, road-user charging, and route restraint should be thoroughly investigated in relation to current Government policy.
- Route restraint measure are currently untested. It is not acceptable for the Longdendale Valley to be used as an experiment in traffic management which may not work.

Climate Change

Climate change is the biggest threat to sustainable development. Motorised travel produces 25% of UK CO2 emissions, of which 80% is from road transport. All councils must contribute to reductions of 20% CO2 emissions by 2010 and 60% by 2050. At present the UK is not on track to reach the 2010 target.

- The scheme would result in substantial increased traffic flows in the year of opening. On some roads traffic flows would increase by up to 124%, which are predicted to increase carbon dioxide emissions. In 2010 without the bypass traffic would produce 21,711 tonnes/yr of carbon dioxide and with the bypass 26,380 tonnes of carbon dioxide, a change of 4,669 tonnes/yr. Local CO2 levels are expected increase by 7%.
- As the Highways Agency acknowledges in their Environmental Statement, Government policies on climate change are adversely affected by this scheme.

Object to the consultation process

- The public consultation was in 1992. If *you* have never been asked for your opinion, say so!



Action Alert!

1 April 2006

OBJECT TO THE A57/A628 MOTTRAM TINTWISTLE BYPASS

THIS IS IT FOLKS! The Highways Agency have finally published the draft Orders for the bypass. **You must send in your objection between 31-Jan-06 and 05-May-06 or it will not be counted at the Public Inquiry. This is the last time you will be asked for your opinion. Letters are urgently needed. The deadline is 5th May 2006.**

Scheme Overview

The bypass would be a 5.7 km road bypassing the A57 (Trunk) Hyde Road/Mottram Moor and the A628 (Trunk) through Hollingworth and Tintwistle (see map below). From the M67 roundabout there will be a dual-carriageway, passing under Roe Cross Road, Old Road and Old Hall Lane in a 190m long tunnel until it reaches a new roundabout just west of Coach Road on the Mottram Showground. From Coach Road it would continue east as a single carriage way with climbing lanes to meet the A628 Woodhead Road by Townhead Farm. There would be an east and a west bound lay-by. At Townhead Farm the new road would tie into the existing A628 with a roundabout.

A single carriageway link road will connect the Showground roundabout to a new junction on the existing Mottram Moor.

How to Object

Your letter or e-mail should be headed:

OBJECTIONS TO THE A57/A628 MOTTRAM-TINTWISTLE BYPASS

Letters should be sent to:

The Secretary of State for Transport

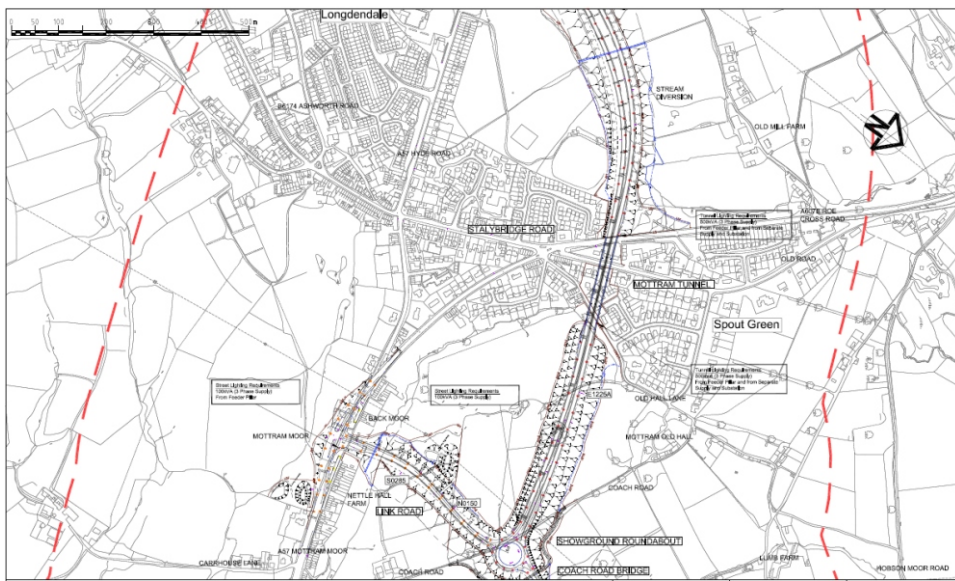
The Highways Agency, City Tower, Piccadilly Plaza, Manchester M1 4BE

Send your objection via e-mail to: ha_info@highways.gsi.gov.uk.

What to Write

On the following pages are objections falling into various categories that you might like to include in your letter. Write about the areas that you feel most passionate about, whether it's wildlife, loss of amenity, landscape heritage, climate change, traffic increases, or noise pollution.

Your letter doesn't have to be lengthy or detailed. The most important thing is that you write and raise an objection. If you're short of time, simply say that you object to the bypass plans and include a short paragraph based on any one of the objections listed in this notice. General information, to give you some background, is provided in italics.



Traffic Impacts

If the bypass is not built, traffic is predicted to stay at much the same level as it is now by 2025. In contrast, building the bypass creates additional capacity, making the route more attractive to road users. This means that if the bypass is built, significantly more traffic will use this route than would otherwise.

- Traffic on the M67 through Denton and Hyde would increase by 53% from 30,900 vehicles per day to 47,200, increasing the existing adverse impacts of traffic in the area.
- Increases of 124% are predicted on the A628, which is already the fifth most dangerous road in England.
- The bypass will not solve the problem, merely relocate it. Spout Green will suffer from the adverse effects of air, light, and noise pollution. On the other side of the Pennines, Langsett is set to become the next Tintwistle and the M67/M60 junction - already a bottleneck and the cause of major health problems for residents - is set to become unbearable.
- When the bypass opens in 2010, traffic levels on the A616 trunk road would increase by 22% to 15,800 vehicles per day. This would exceed current traffic levels of 10,800 vehicles in Tintwistle for which the Highways Agency is planning to bypass the village.

Still not sure what to write?

We have a standard letter that just needs your name and address adding.
E-mail info@saveswallowswood.org.uk, visit www.saveswallowswood.org.uk, or send an SAE to APT/SSW, 63B Glossop Road, Gamesley, SK14 6JH for details.

IMPORTANT!! ONLY LETTERS RECEIVED BETWEEN 31st JANUARY 2006 and 5th MAY 2006 WILL COUNT TOWARDS THE PUBLIC INQUIRY. TO RAISE AN OBJECTION YOU MUST WRITE NOW.

- The Bypass and Spur road would increase traffic on the A57 through Glossop, with 19,200 more vehicles at Brookfield an increase of 124% - and in the Peak Park on the A57 it would increase by 50% (with 2,400 more vehicles per day). All these vehicles would have to pass through Glossop, so even if people can get out into Manchester in the morning there would be tailbacks and traffic jams caused by people trying to get back into Glossop in the evening peak hour. Lorries would still need to access the industrial sites in the valley.
- No explanation is given as to how bus services would be actually improved with all these cars on all the roads. The environmental statement says that the bypass would not contribute to reducing travel by private car (including by both number and length of trips).

Impact on Safety

- We are told one of the reasons for the bypass is safety, yet the section of road to be bypassed has an accident rate that is the below the national average for a road of a similar standard.
- No figures are given for the accident rate on the A628 in the Park. Here traffic flows would double with the bypass in place, substantially increasing the risk of collisions.

Landscape Impact

- Mottram Showground would be cut in half by the dual carriageway. No alternative site has yet been proposed. Any future events would take place beside a road with 70 mph traffic.
- The character of the valley will be irreparably damaged. Swallow's Wood, a local nature reserve, and farmland on the North side of the Longdendale Valley would be destroyed.
- The bypass would cut the villages of Mottram, Hollingworth, and Tintwistle from the open countryside beyond, destroying the rural character of the village fringes.
- The scheme would cut through Tintwistle Conservation Area, destroying valued open space in quarries and on the moor.
- The bypass would cut into the Peak District National Park by 1.3km. The impacts on the National Park contravene statutory National Park purposes in the Environment Act 1995 Section 61 to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Parks; and to promote opportunities for the understanding and enjoyment of the special qualities [of the Parks] by the public.

Do you want to write a more detailed response?

Visit www.saveswallowswood.org.uk and www.savemottram.org.uk
or call 0845 226 3392 for additional information
relating to the Highways Agency's proposals.