

From: [Chris Oldham](#)
To: [A57 Link Roads](#)
Subject: By-Pass Plan in June 1989, what happened to this ?
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We have been hearing about By-Pass after By-pass for Decades.

Just building a By-Pass around Mottram would only mean more waggons through Tintwistle and Hollingworth. If these villages are not to get a By-Pass then a Weight Limit should be put on the A628. Force Waggons over a certain weight to just use the motorways that are already available.

What studies have been done to calculate the impact on increased traffic and additional pollution within the areas of Tintwistle and Hollingworth because of the A57 Link Roads.

It is about time not only Mottram but Tintwistle and Hollingworth got benefits of any planned road schemes.

Regards

Chris Oldham

JUNE 1, 1989

By-pass plan gets go-ahead

TRANSPORT SECRETARY Paul Channon gave the green light to build a by-pass around traffic choked Longdendale in the new Government White Paper.

The inclusion of the road in the £12 billion programme marks the end of a hard fought campaign by politicians and public alike.

The route will take pressure off Mottram, Hollingworth and Tintwistle, where traffic has almost doubled since the opening of the new Manchester ring road.

But Coun. Dave Wilcox, newly elected Chairman of Highways for Derbyshire County Council, warned that it could be up to ten years before the road is built.

"It's good news that the by-pass is back on the agenda, but public pressure is still vitally important to try and speed up the process.

Too long

"Ten years is too long and people should keep campaigning and lobbying their MPs to help

hurry it along."

The £33 million bypass will cover the 16 miles from Hattersley roundabout to the Flouch at Woodhead taking it through the Peak Park.

Also celebrating its inclusion in the paper, entitled 'Roads for Prosperity', was George Morgan, Chairman of the Longdendale Action Group.

He had been part of a delegation that met Transport Minister Peter Bottomley to discuss the need for a by-pass, along with Tom Pendry MP, Thameside councillors, and representatives from Derbyshire and High Peak Councils.

"I'm absolutely delighted it has been included," said Mr. Morgan of Rowcross Green, Mottram.

"We've finally achieved what we wanted, but the decision about the line

it will take will be a very long and complex one.

Problems

"One thing is for sure, Longdendale will not be the same again because of the traffic problems. But we cannot leave it as it is otherwise the weight of the traffic will destroy the villages."

He said the scale of the problem had grown when the Stocksbridge by-pass was opened making everyone aware of the volume of traffic that would be coming through Longdendale and Glossopdale.

But he added: "It may have been built by now if it had been left in the Greater Manchester road building programme which was scrapped when G.M.C. was abolished.

"As it is some planning has taken place on land that had been earmarked for the route has now been built on."