



Survey of Desired Traffic Solutions in Tintwistle (Peak Park)

1 Introduction

A sizeable part of Tintwistle is within the Peak Park and part of the Peak Park's reasoned justification for "in principle" support of the bypass is their duty to these residents within the Peak Park Settlement. Our conversations with Tintwistle residents suggested to us that there was a mismatch between perception and fact in respect of support for a bypass. Many felt their opinion had not been sought, merely assumed. Furthermore, at no point has the Highways Agency (HA) ever offered the villagers an alternative solution to the bypass.

The survey was proposed in order to ascertain the true level of support for various solutions to the local traffic problems. The area targeted was those parts of Tintwistle which we believe fall within the Peak District National Park. Both sides of Church Street were included, although possibly only one side is within the Park. However, residents in this area are subject to some of the heaviest nuisance and it was felt unfair not to ask for their opinions. In all, 110 households were surveyed.

A map of the surveyed area is shown as Appendix A on page 5.

2 Methodology

The questionnaire was intended to establish the true sentiments of residents towards the proposed Mottram-Tintwistle bypass. As this was a doorstep face-to-face survey the questionnaire was necessarily brief. It was designed to be as neutral as possible in order to obtain a true and unbiased result showing both their perception of the problem and their favoured solution/s for solving it.

Four teams carried out the survey. Each team was made up of two members of Alternative Proposals for Transport (APT) and Save Swallow's Wood. The survey was initially carried out on the 4th and 5th December 2005 and continued on the 10th, 11th and 12th January 2006. The survey teams usually comprised one male and one female. The same teams with only one substitution were used throughout. The survey was conducted mainly in the evenings between 7.00pm and 9.00pm when people would be at home.

Whilst acknowledging that there is always the possibility of bias (e.g., respondent interprets 'body language' and tries to please) it was impressed on survey teams that they must not on any account reveal any personal preference until after the questionnaire had been completed.

The results were collated and are presented in Section 3: "Results", below. The survey forms have been retained, should any queries arise.

A copy of the survey form that was used is provided as Appendix B on page 6.

3 Results

Q1: Do you believe that the traffic situation on the Tintwistle stretch of the A628 is:

Response	Number of Respondents	Response as % of Total
Acceptable	1	1%
Unacceptable	108	99%
Unstated	1	1%

Q2: What exactly do you perceive the main problems to be?*

Response	Number of Respondents	Response as % of Total
Too many lorries	91	82%
Speed of vehicles	49	45%
Pollution	44	40%
Volume of traffic	80	73%
Other	21	19%

*The respondent could choose one or more options.

Q3: Which option or combination of options do you feel would best solve the problem?*

Response	All Options		First Choice	
	Number of Respondents	% of Total	Number of Respondents	% of Total
Lorry ban/weight limit	70	64%	54	49%
Road tolls on the A628	16	15%	1	0%
Re-opening the Woodhead railway line	43	39%	14	13%
Better public transport	30	27%	0	-
Mottram-Tintwistle bypass	55	50%	36	33%
Other	20	18%	3	3%

*The respondent could choose one or more options.

2% of respondents did not state a "first choice" solution.

4 Conclusions

The first conclusion was not from the actual forms but from the reception of the surveyors on the doorstep. Regardless of which solution the household favoured, the response was enthusiastic and they were desperate to give their opinion and have it recorded. Of the 110 households surveyed, only one declined to answer. This was on the ground that they had just moved here and did not yet know enough to make an informed decision, but they thanked us for asking.

From analysis of the survey forms, 99% of respondents consider the present traffic situation unacceptable. The major perceived problem is that there are too many lorries (91 of 109 respondents) closely followed by the volume of traffic (80 of 109) replies. Almost half the households also complained about speed of vehicles and pollution and wanted speed traps, cameras, prosecutions and police presence.

In response to Q3 (see page 6) residents were invited to select their favoured solution or combination of solutions. From the choices offered, 70 households included a lorry ban, 55 included a bypass and 43 asked for the railway to be reopened.

They were then asked which of the options they had chosen for Q3 was their preferred choice. Half (54/110) wanted a weight limit or lorry ban on the A628. Only 36 of 109 (33%) households chose a bypass as their first choice. 14 respondents asked for Woodhead Railway to be reopened for freight and if possible with a passenger service to Sheffield.

Two households refused a first choice, both insisting on a lorry ban plus one other option (one selected lorry ban plus bypass, and the other wanted a lorry ban plus speed controls). Both these options have been included as "first choices".

The overwhelming impression is of a community that has not been invited to participate in determining what solution it would like to its traffic problems. We feel the PDNPA and associated Peak Park Transport Forum has a huge responsibility to redress this and ensure such participation occurs. We suggest a means for community support other than the statutory processes, which are unlikely to engage the community and have demonstrably failed to do so up until this point.

It should not be overlooked that the lorry ban was the first choice for the majority and even favoured amongst some residents living on the main road, who experience the worst impacts of traffic on their very doorsteps. This indicates that the PDNPA should rigorously support investigation of this option until it is shown to be untenable and encourage its partners to do likewise. In our view this would require a practical trial of such a ban, which we believe has been suggested by environmental charities, including the CPRE. This approach would fulfil the requirements laid down in planning for such a test for major development in a national park and the PDNPA's commitment to its sustainable communities.

5 Comments Provided by Respondents

5.1 *First choice – Reopening Railway for Freight*

- > Just stop all this traffic on the A628.
- > Reduce the traffic – intercept it off the Motorway.
- > Railways and motorways are the best ways to move freight. Go through any town or village at rush hour and you will find traffic queuing. This does not mean they need a bypass!
- > Once again the beautiful countryside is about to be destroyed for the sake of one-track thinking and civil engineering companies making large profits at our loss of the pleasures of wildlife and open spaces.
- > Bypass is a short-term fix.

5.2 First choice – Longdendale Bypass

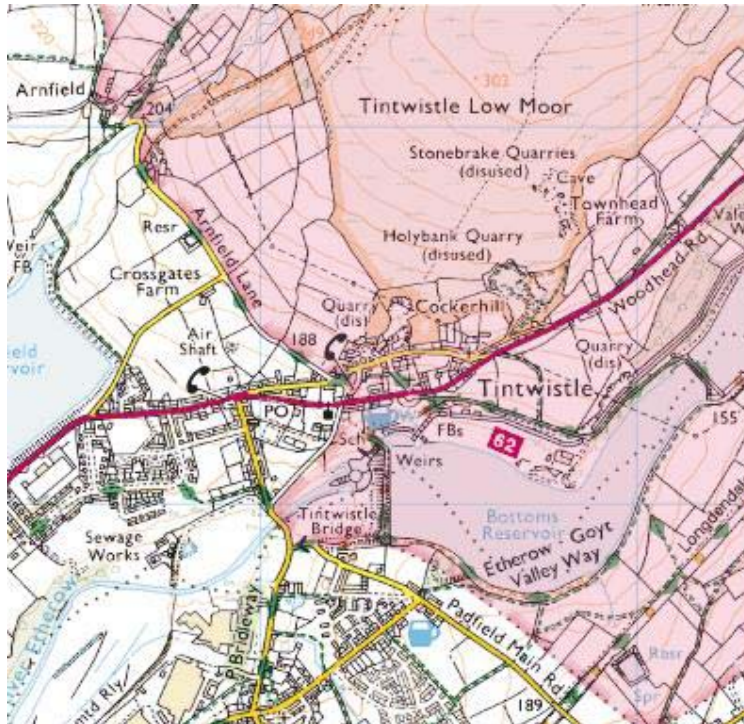
- > Introduce some short-term measures to alleviate the problem.
- > Too many lorries.
- > Going on too long.
- > Bypass long overdue, too much money spent already to no result.
- > Get on with it (and build a bypass).
- > Decision should be left to people in the area!

5.3 First choice Lorry Ban/Weight limit:

- > Please don't dig up our countryside.
- > Do not like the bypass route. It cuts us off from the moors.
- > We ought to try a lorry ban before building a bypass. (Twice)
- > Building a bypass will open the floodgates. There will be other roads, shopping centres and new housing estates ruining this beautiful area of Mottram to Tintwistle.
- > Bypass is not a real solution, it will bottle up at both ends.
- > Lorry ban as soon as possible, bypass is the last option.
- > Send HGVs another way.
- > Stocksbridge bypass caused the problem!

Appendix A: Map of the Survey Area

The area surveyed is shaded in red.



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Appendix B: Survey Sheet

A copy of the survey sheet is provided on the next page.