



The countryside charity  
Peak District and  
South Yorkshire



Longdendale and Glossopdale as seen looking east from Mottram in Longdendale churchyard

## Results of Longdendale Survey

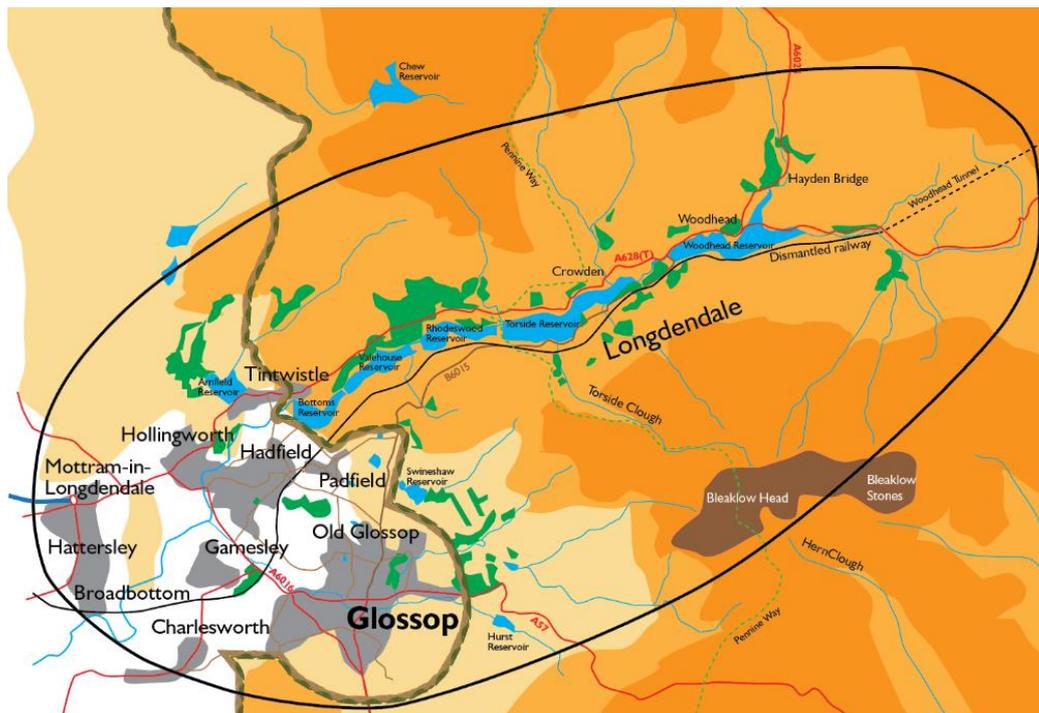
November 2020

CPRE Peak District and South Yorkshire

## Results of Longdendale Survey

### 1. Introduction

Longdendale (location map below) stretching from Mottram in the west to Thurlstone Moors in the east has some magnificent countryside. From the reservoirs in the valley bottom to the wooded slopes rising to the wilder peat moorland it provides many benefits to us all - drinking water, flood mitigation, carbon sequestration and extensive opportunities for open-air recreation in a dramatic landscape. It is crossed by no less than three national trails - the trans-Pennine trail, the Pennine Bridleway and the Pennine Way.



Much of it lies in the Peak District National Park's Dark Peak with Black Hill to the north and Bleaklow to the south. But the stretches outside are equally beautiful, such as Swallows Wood, Warhill and Harrop Edge, despite being hard pressed by suburbia. The future of all of this countryside is in the balance as the climate emergency unfolds with grave threats to wildlife. As we attempt to address these threats through renewable energy, low carbon travel, changes in payments to land managers and farmers, better insulated buildings and less waste, we asked what should be done for Longdendale in the future.

The survey was hosted on the internet using Survey Monkey and ran for 12 weeks from August to November 2020. It was designed by Julie Gough and Anne Robinson and was piloted by the trustee board of CPRE PDSY. CPRE PDSY's database for members, supporters, voluntary organisations, media, Parish Councils and local contacts were all emailed, asked to do the survey and to pass it on to their friends and family or, in the case of organisations, their membership.

There were 245 respondents and many thoughtful contributions. Many thanks to all of you who took the time to answer the questions. Outcomes of the survey will first be described and then shown graphically at the end.

## **2. Results**

Using the diagram above people were asked to identify themselves as living within or outside Longdendale. The majority (60%) of people identified themselves as living outside the area and 40% as living within the area. Several people reminded us that Longdendale is separate to Glossopdale, and this labelling may have limited the interest of local people in the survey.

### ***2.1 Favourite leisure activities in Longdendale***

Respondents were given a broad range of options and invited to choose all that apply.

Walking was by far the most popular activity with 88% citing it as their favourite activity, followed by seeing wildlife (58%) taking photographs (43%) and cycling and mountain biking (30%). All the other activities were favoured by less than 20% of respondents.

### ***2.2 Most loved features of Longdendale***

Respondents were given a broad range of options and invited to tick all that apply.

Most loved are the views and landscape (91%) followed by moorlands (69%), wildlife (67%), public rights of way (65%), peace and quiet (64%) and forests and trees (53%). Forty two percent appreciated its health benefits, 38% its history and 32% its nearness to Manchester, Sheffield and Barnsley.

### ***2.3 What changes would make Longdendale even better***

Respondents were given a broad range of suggestions and invited to choose all that apply.

The most popular were better conservation of wildlife (64%) and fewer cars and lorries (60%), followed by re-opening Woodhead railway (49%), more trees (48%), burying the overhead high voltage electricity cables (44%), slower traffic speeds (41%) and more frequent public transport (40%).

### ***2.4 What stops people from visiting Longdendale***

Nothing stopped 68% of people from visiting but 21% said they could not access it easily. The reasons for this ranged from living too far away, poor public transport, dangerous road junctions, reliance on others for transport, lack of car parking or knowledge about where the car parks are, too much traffic and too many lorries.

## **2.5 What should be prevented in Longdendale**

Respondents were given a broad range of suggestions and invited to choose all that apply.

Significant numbers of people were concerned about the majority of the potential developments listed. In descending order of frequency they are:

1. Major housing developments (79%)
2. Off-road driving on unsurfaced tracks (74%)
3. Substantial holiday or leisure developments (64%)
4. Large festivals (61%)
5. Motorboats (57%)
6. Second homes (56%)
7. Quarrying/mining (56%)
8. Zip wires (50%)
9. Shooting (47%)
10. Burning of moorlands (46%)
11. Military training (39%)
12. Mass sporting events (35%)
13. Telecommunications masts (34%)
14. Wind farms (31%)
15. All of the above (11%)
16. None of the above (2%)
17. Other (please specify) 5%

## **2.6 Measures to reduce Longdendale's carbon footprint**

Respondents were allowed up to 200 words.

The most frequent measures mentioned (82%) addressed transport of both people and freight. In descending order of frequency people suggested:

1. Traffic reduction with fewer cars and lorries (31% ).
2. Better, cleaner and more public transport; rail and bus, particularly by reopening Woodhead as an electrified route for both passengers and freight (36%)
3. HGV reductions, particularly through a weight restriction banning heavy lorries along the A628 and within the settlements were proposed by (16%)
4. Cycling infrastructure that is safe (9%)
5. A sustainable bypass that relieved all 3 villages (Mottram, Hollingworth and Tintwistle) and linked to South Yorkshire (5%)
6. Electric vehicles (EV) including charging points (4%)
7. Speed reductions (3%)

The second most frequent measures concerned conservation of wildlife and improving ecosystems, mentioned by 26% of people who wanted to see better

moorland and peat management, more tree planting with native species and without destroying character of the Dale, the reduction or stopping of heather burning and removal of all sheep.

The third most frequent measures were concerned with energy, mentioned by 10%. The whole range of renewable sources were mentioned including solar (panels floating on the reservoirs), wind farms or turbines, and hydro power. Increasing the energy efficiency of both new and of existing buildings by retrofitting were cited.

There were references to faster broadband, countryside wardens, better planning of development with no more housing in the area, closing the Woodhead road route, limiting access by car and better recycling facilities.

That transport and travel were people's top priority reflects the results of similar surveys about key concerns about an area, and also the importance of addressing those concerns.

### ***2.7 Measures for low carbon journeys in Longdendale***

Respondents were given a broad range of suggestions and invited to choose all that apply.

In descending order of frequency people wanted:

1. Good quality bus and rail services (66%)
2. Opportunities to walk and cycle safely on existing streets (63%)
3. Affordable bus and rail services (62%)
4. Safe route for children to walk/cycle from home to school (61%)
5. Segregated cycle ways (55%)
6. Electric bikes (55%)
7. Extension of Manchester's Bee network across Longdendale (53%)

Between 40% and 50% of respondents wanted advice on how to make specific journeys low carbon, cheaper electric vehicles and more charging points. Reopening Woodhead for electric trains, more bus lanes, Greater Manchester privileges available to bus pass holders living in High Peak, driver training to increase appreciation of vulnerable road users, and improvement of broadband to reduce commuter traffic were also mentioned.

### ***2.8 Do you think that road building should be allowed in Longdendale?***

Yes 27%; No 68%; Don't mind 5%.

Of those who live outside Longdendale 14% thought road building should be allowed, 79% said it should not be allowed and 7% did not mind. Of those who lived within Longdendale 42% thought road building should allowed, 52% said it should not and 6% did not mind. Significantly ( $p$  value  $\leq 0.005$ ) more people living in

Longdendale would allow road building compared with those who lived elsewhere but this was still less than half of the respondents.

Of those who said yes in both groups, the main reason given was to reduce the congestion and pollution through Mottram, Hollingworth and Tintwistle. There were also qualifying statements including a scheme in conjunction with better public transport and segregated cycle routes, and one supported by local people. The main reasons given for not allowing road building in Longdendale were that it would increase road traffic and hamper the fight against climate change.

### ***2.9 Please leave your email if would like to hear more about developments in Longdendale***

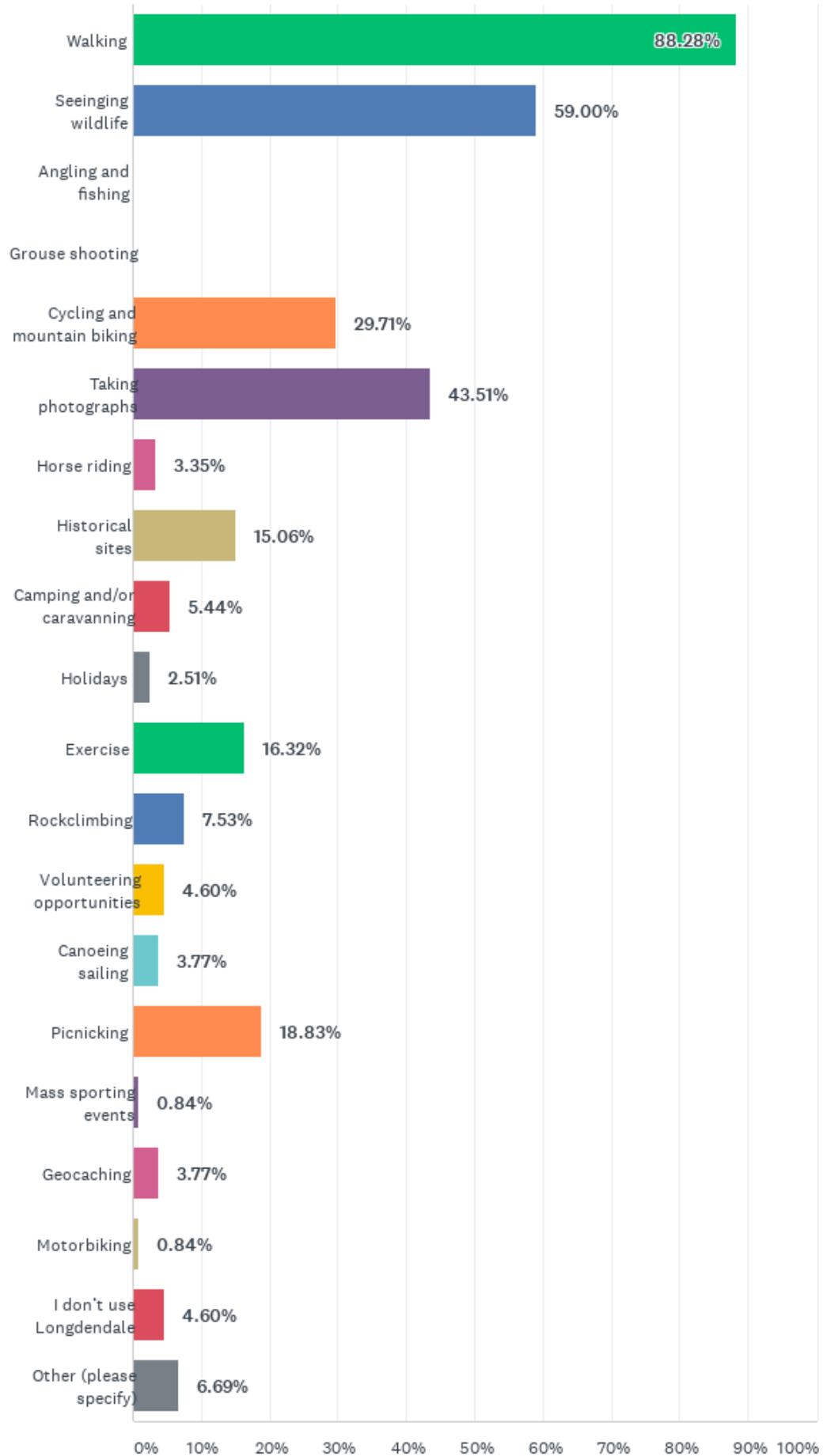
One hundred and thirty nine respondents left their email addresses allowing us to approach them for further engagement about the above issues.

### **3. Conclusions**

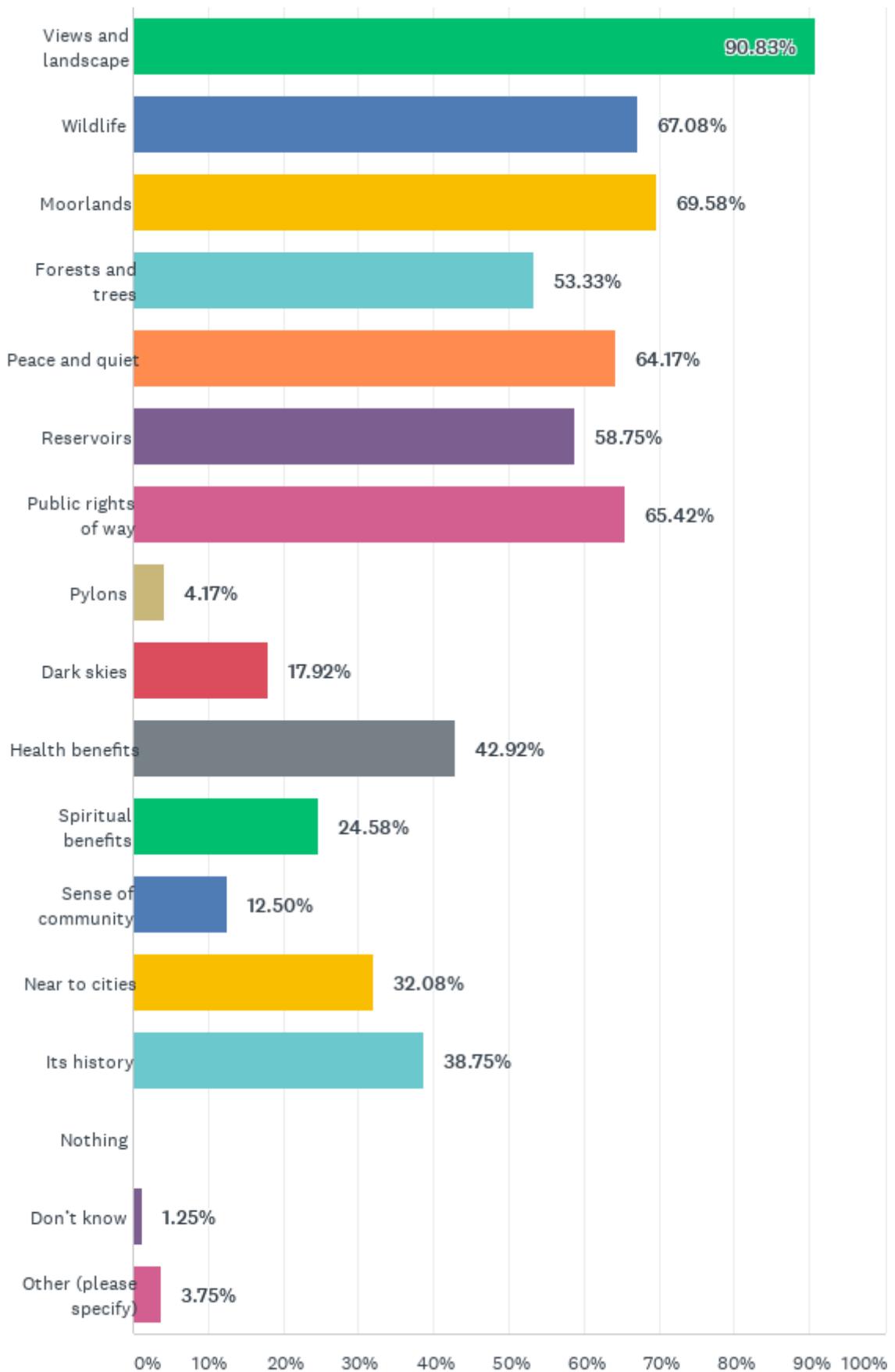
Transport and travel were the most frequent concerns of both visitors and residents when responding to the survey. Given the climate and ecological emergency, and the fact that transport is the most polluting sector for both carbon emissions and air pollutants, the priority is to develop and implement measures that reduce the impacts of everyone's journeys on the Longdendale environment and its people.

Anne Robinson  
November 2020

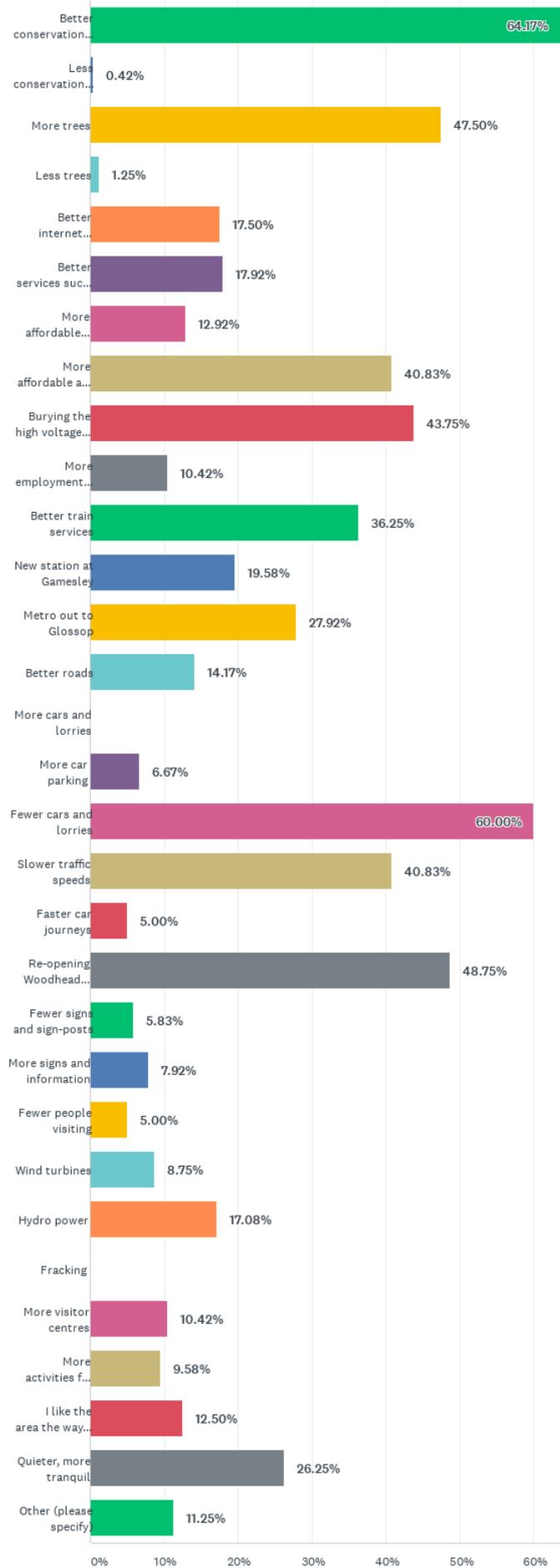
## Favourite leisure activities in Longdendale



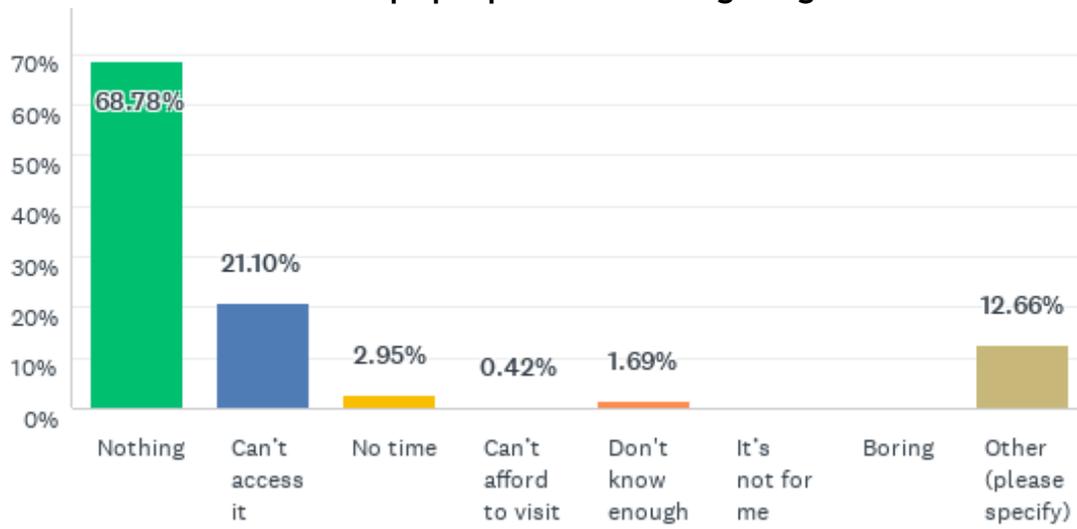
## Most loved features of Longdendale



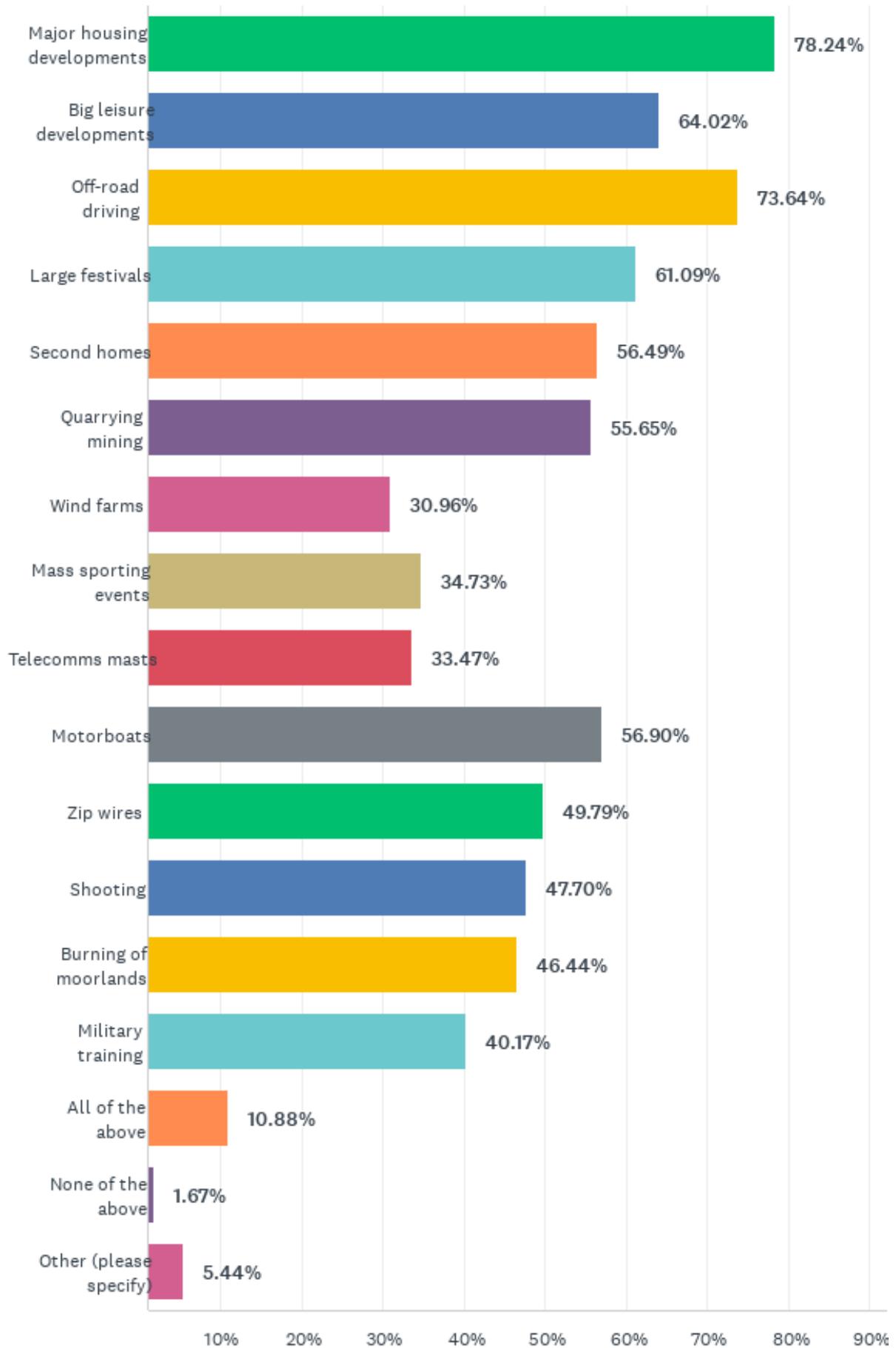
# What changes would make Longdendale even better



### What stops people from visiting Longdendale



## What should be prevented in Longdendale



## Measures for low carbon journeys in Longdendale

