

To: Public Enquiry Stockport(Hazel Grove (A6) to Manchester Airport A555) Classified Road(Side orders) order 2013 and the Compulsory Purchase Order 2013.

From: C R Barson and J M Whittingham

119 Macclesfield Road Hazel Grove Stockport SK7 6DT

Re: A6 SEMMMS SI 1994 No 3263 and SI 2007 No 3617

Date: 9th September 2014

Introduction:

This statement is our response to the side road/compulsory purchase orders 2013 denoted above. The response will evidence the lack of care that has been taken by the statutory officers, the lack of information being granted to those affected, not least all those in a close proximity not being consulted at all, namely Ashbourne Road and Darley Road, and the lack of preparedness to discuss the impact of the junction being created upon the residents of Macclesfield Road near to the junction with the Five Ways. Meetings have taken place where plans have been within the officers' person but have failed to be given sight to those residents wishing to understand the road layout and the effects upon their lives into the future. Although this is not necessarily the concern of this enquiry it is appropriate to set the scene of a distrust that has developed during this process and the frustration felt by my fellow residents in the area.

Finally by way of introduction it must be stated there has developed a relationship of distrust with the statutory officer, about the website that fails to communicate to its supposed readership and the inadequate responses to the issues raised by concerned residents. The fact sadly remains that the officers have failed to address genuine concerns of the residents as to the safety they feel this new junction will bring about. Residents, ourselves included fear for the future with a 5 lane road and slip road passing close by. The only response we have had is 'well what would make it safer'. As we as a collective of people don't have training in road design this proved to be a futile exercise.

Clarity:

It is clear that the Council has made changes to the originally submitted layout drawings as the plan given to you by Stockport Highways has an additional traffic island located on the northern Macclesfield Road arm of the junction, and therefore the junction is wider than suggested on the planning application drawings. The island is designed to segregate the right turn from Macclesfield road onto the westbound SEMMMS route and the Poynton bound traffic.

As such the capacity assessments presented within the Transport Assessment does not reflect the scheme presented to you. However as this scheme was on an un numbered plan it is difficult to judge what status this plan would have in any event.

This short section of our independent analysis suggest that this has been an ad hoc design and plans have changed during the process that have not been consulted upon with residents.

Safety Audits:

It appears that the stage one safety audit has not taken into account any safety concerns at the junction with Macclesfield Road. This does not come as a surprise and suggests our experienced road designers do not have any other conclusion, than to live with an unsafe road.

Modelling:

The following is an excerpt from our independent analysis showing the actual facts regarding the modelling that has taken place. This illustrates the lack of local knowledge that has been taken into account and the fact that this road is growing to 5 lanes(south bund) into the future, where one suffices now. Appreciating modelling is an unknowable there does seem to be a lack of credibility in the numbers and future issues whilst delivering a 6 lane road in a small area, residential as it is. This causes great concern for the residents with entering and exiting their properties.

The modelling of the forecast traffic flows illustrates that Macclesfield Road between Dean Lane and the SEMMMS route will enjoy a 19% reduction in daily flow should the SEMMMS route be built. (Quite why flows on this section of Macclesfield Road in 2009 will decrease in 2017 without the SEMMMS Route in place is bit of a mystery) With an AADT flow in 2017 with the SEMMMS route of around 16700 vehicles peak hour flows of up to 2000 vehicles per hour (total two way) can be envisaged. There has to be some debate about the veracity of the data because the new route could easily attract new trips because of the perceived ease of getting from the Hazel Grove/Bramhall area to the Airport and M56 when compared to the existing tortuous routes or via the congested M60 corridor. That said without delving into the actual modelling, a time consuming and expensive event, it would be very difficult to quantify the potential for new and reassessed trips so we need to work with their flows.

This within our experience is problematic as we regularly have tail backs past our house northwards in rush hours and Dean Lane is regularly congested with waits up to 10 minutes to turn right or left. Tail backs occur from the Rising Sun too. Why an additional 4 lanes are required to take a 19% reduction in traffic baffles residents.

General issues raised:

We wish to comment as follows:

- 1) The submitted plans do not show any changes to the footway fronting our property, however the un numbered plan is in error because the existing footway width is nearer 4.2m rather than 4.7m. Ongoing concerns as to the accuracy of the design
- 2) There is an existing on carriageway cycle lane running southbound along Macclesfield Road which would be retained, this highlights the ad hoc nature of the design with little consideration for local knowledge and the actual numbers who use this footpath onto Poynton pool and the garden centre.
- 3) We cannot currently reverse out of the drive without overhanging the cycleway and this will not change with the SEMMMS proposals. The raised traffic levels across 6 lanes will be impossible to negotiate and will remain a true safety issue for us all.
- 4) Should you reverse into the drive you would still need to stop on carriageway This will necessitate coming to a stop within the arc of the slip road turning left or eastwards onto the newly built roadway. A major safety aspect.
- 5) The existing speed limit past our house is 30 mph and it increases just to the south of our house to 40 mph. This appears not be changing with the SEMMMS proposals however the introduction of the signalised junction could well be considered to better demark the change in speed limit. Suggests little time or effort or care on this design
- 6) The reversing movement from our property up to the existing kerbline will not change with the SEMMMS Route in place, however thereafter because the road width will increase from around 12m to between 13m to 16m together with additional traffic lanes there will be some changes. These cannot be pre determined and will create yet further hardship for egress etc.

As noted by the Council the current situation can be confused by drivers overtaking in a northbound direction at times and there can be static traffic from the Dean Lane traffic signals.

Proposed Junction Layout.

The proposed junction layout consists of five southerly lanes at the junction on Macclesfield Road. Considering that from the Rising Sun and within a maximum of one hundred and fifty yards of the proposed traffic lighted junction there is only a single lane carriageway, we therefore fail to comprehend the necessity for five lanes at the newly proposed junction. Furthermore the proposed two lanes directing traffic into Poynton becomes a single lane carriageway, (one lane each direction) directly after the proposed junction. This appears to be straight outside the entrance/exit of the

Garden centre, anyone with local knowledge is already aware of the speeding issues, and the increase in traffic will increase concerns around an already well known safety hazard, .

Secondly the figures on the SEMMMS website predict that approximately there will be an estimated 8,400 vehicles access/exiting the proposed junction at Macclesfield Road. The information provided indicates 25100 vehicles currently use the existing Fiveways junction; therefore the evidence presented on the website does not justify this proposed six lane junction. However if the figures are incorrect or misleading and the proposed junction necessitates this size, excess traffic travelling along the single carriageways along Macclesfield Road and Dean Lane will become bottlenecked, thereby air quality in these areas must be questionable and to date we are unable to find relative data to identify this possible significant increase in pollution.

Thirdly: if the relief road requires this massive junction layout, we are struggling to comprehend why it only requires one lane access to exit the road for vehicles travelling North towards Stockport. Where do all the vehicles regularly accessing the relief road at this junction propose to leave it? Has the modelling provided evidence that vehicles will only ever access the relief road at this point. Local knowledge again indicates that traffic is regularly backed up at rush hour travelling north towards Stockport, particularly at the end of the day what evidence is there to demonstrate that a substantial number of vehicles will be changing route and thereby negates the need for the already existing two lanes.

Conclusion:

The proposed junction plans have been designed on a limited budget, inconsistent with presented evidence, poorly planned, with a distinct lack of local knowledge and a total disregard for local residents and general users' safety. .

In summary there will be changes to the way we access our house and whilst it is difficult at the moment, it will be worse under the current design. We evidence the discrepancies that have appeared throughout this process, the lack of care and the failure to attempt to consult and share information with the residents as a real and inadequate response. We ask this enquiry to order an appropriate and reasonable response to our fears for the future of both residents and other road users instead of the ad hoc and 'gungho' approach that has been made to date.