Cheshire East Council
Highways

Poynton Relief Road

Preferred Route Report

Rev 0

October 2014

Cheshire East Council
Highways

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1 Introduction

1.1 Background

Poynton Relief Road ("the scheme") is a proposed 3km relief road scheme with the primary objectives of: relieving existing village centre traffic congestion, including Heavy Goods Vehicles (HGV's); to reduce traffic on less desirable roads on the wider network; and improve transport links to Macclesfield. The Poynton Relief Road scheme is currently being promoted by Cheshire East Council (CEC).

During the options development stage, two route options for Poynton Relief Road were designed and appraised; the Green and the Blue Route Options. These options are show on Figure A. In addition to these options, potential complimentary localised improvement locations were identified along the A523 London Road, to the south of the proposed relief road, in order to manage any potential traffic increases and improve the safe operation of the highway.

The route options were taken to Public Consultation during an eight week period in June and July 2014. This consultation provided members of the public with the opportunity to comment on the options, indicate their level of support for the scheme and identify their preferred route option.

The consultation also acted as a forum for people to comment on locations along the A523 London Road which they considered required improvement.

During the consultation period, members of the public and consultees were invited to provide written representations and suggest amendments to the route options. These alternatives are described in the Public Consultation Report (Document Ref. B1832008/OD/32). A number of comments / concerns were raised that the scheme would introduce the increased potential for 'rat-running' along Street Lane and the surrounding roads.

1.2 Report Scope

This report provides the reasoning and justification in establishing a preferred route for Poynton Relief Road and partly draws on the conclusions of the Public Consultation Report.

The report also explains the scoring and weighting system used to rank the route options which were taken to Public Consultation in June/July 2014.

This report provides an assessment of the alternative routes which have been considered and provides reasoning and justification for any of the alignment modifications which have been incorporated into the preferred route.

This report communicates identified potential improvements along the A523 London Road corridor and details of the development of potential Street Lane 'rat-running' mitigation measures.

1.3 Purpose of Report

The purpose of this report is to inform a preferred route for inclusion in the November 2014 Cheshire East Council Cabinet Paper. At the November 2014 Cabinet and the December Stockport Metropolitan Borough Council Executive, it is anticipated that the conclusions of the Preferred Route Report will be endorsed and the corridor for this route will subsequently be protected in the Cheshire East and Stockport Local Plans. .

2 Assessment of Relief Road Options taken to Public Consultation

2.1 Introduction to Assessment

This chapter documents the assessment of the two route options presented at the Public Consultation.

2.2 Methodology for Qualitative Assessment

The qualitative assessment of the route options was carried out using findings from other reports and sources of information:

- **Scheme Cost Estimate** – taken from the Scheme Cost Estimate Report (Document Ref. B1832008/OD/22).
- **Benefit to Cost Ratio (BCR)** – taken from the Economic Assessment Report (Document Ref. B1832008/OD/24).
- **Scheme Length** and **Earthworks Volume** – determined from analysis of each route options design.
- **Engineering Constraints** – taken from the Stage 2 Scheme Assessment Report (Document Ref. B1832008/OD/18).
- **Road User Safety** – determined from design checks carried out on each relief road alignment design.
- **Public Endorsement** – taken from the Public Consultation Report (Document Ref. B1832008/OD/32).
- **Environmental Impacts** – taken from the Environmental Assessment Report (Document Ref. B1832008/OD/26).

The two route options were assigned indicative arrow symbols which signified how each option performed against each of the defined assessment criteria. The scoring was based on a simple 5-point scale, which is shown overleaf.

2.3 Qualitative Assessment of Route Options

KEY:

				
Significantly Beneficial	Beneficial	Neutral	Adverse	Significantly Adverse

Topic/Factor	Blue Option	Green Option
Scheme Cost Estimate (estimated at today's prices)		
	£35 Million	£32 Million

Topic/Factor	Blue Option	Green Option
Benefit to Cost Ratio (BCR)		
	BCR = 4.6 Considered Very High Value for Money (VfM) by the Department for Transport (DfT).	BCR = 5.4 Considered Very High Value for Money (VfM) by the Department for Transport (DfT).
Public Endorsement		
	Of all the questionnaire responses, 93 were in favour of the Blue Route Option – this corresponds to 5.9% (21.1% of respondents had no preference). This information is taken from the Public Consultation Report.	Of all the questionnaire responses, 1152 were in favour of the Green Route Option – this corresponds to 73.0% (21.1% of respondents had no preference). This information is taken from the Public Consultation Report.

Topic/Factor	Blue Option	Green Option
Engineering Constraints		
	5m deep cutting from A6MARR descending to 8.5m beneath Chester Road. 2.5m high embankment from chainage 1000m – 1700m. Chester Road – under bridge with the potential requirement for retaining walls. Lostockhall Farm – accommodation bridge or underpass. Adlington Business Park – potential Public Rights of Way / accommodation bridge or underpass.	5m deep cutting from A6MARR descending to 9m beneath Chester Road. 2m high embankment from chainage 930m – 1700m. Chester Road – under bridge with the potential requirement for retaining walls. Lostockhall Farm – accommodation bridge or underpass. Adlington Business Park – potential Public Rights of Way / accommodation bridge or underpass.
Earthworks – Cut/Fill Ratio		
	$120{,}000m^3 : 50{,}000m^3$	$130{,}000m^3 : 60{,}000m^3$

Topic/Factor	Blue Option	Green Option
Road User Safety		
	85kph Design Speed A one-step reduction in horizontal radius (to 360m) is required due to insufficient space between Lostockhall Farm and Adlington Business Park. This constitutes a relaxation in accordance with TD9/93 Paragraph 3.4 which would conform to standards. Vertical Alignment designed fully to standard (no relaxations or departures).	85kph Design Speed Horizontal Alignment designed fully to standard (no relaxations or departures). Vertical Alignment designed fully to standard (no relaxations or departures).
Drivability / Performance		
	Provision of a certain percentage of overtaking along a single carriageway road is required by standards to reduce the likelihood of unsafe overtaking manoeuvres. The Blue Route Option provides in excess of this requirement.	Provision of a certain percentage of overtaking along a single carriageway road is required by standards to reduce the likelihood of unsafe overtaking manoeuvres. The Green Route Option meets this requirement.

Topic/Factor	Blue Option	Green Option
Landscape and Visual Impact		
	Significant negative effect on the local landscape due to the splitting of fields and associated field boundaries. Significant negative effects to views of nearby residential areas.	Significant negative effect on the local landscape due to the splitting of fields and associated field boundaries. Significant negative effects to views of nearby residential areas.
Ecology		
	Located within 200m of Wigwam Woods Local Wildlife Site (LWF). Loss of habitats where carriageway severs hedgerows.	Loss of habitats where carriageway severs hedgerows.
Cultural Heritage		
	Significant negative effects on the Grade II Listed Building (Lostock Hall) and the setting on two other heritage assets close to the routes	Significant negative effects on the Grade II Listed Building (Lostock Hall) and the setting on two other heritage assets close to the routes

Topic/Factor	Blue Option	Green Option
Air Quality		
	Overall positive effect to air quality in central and western parts of Poynton along A523 and A5149, through the re-routing of traffic on to the proposed relief road. There would also be an improvement in Air Quality in the Greater Manchester Air Quality Management Area on A523 London Road.	Overall positive effect to air quality in central and western parts of Poynton along A523 and A5149, through the re-routing of traffic on to the proposed relief road. There would also be an improvement in Air Quality in the Greater Manchester Air Quality Management Area on A523 London Road.
Soils, Geology and Hydrogeology		
	Potential negative effect through the disturbance of land contamination, from historic uses in the study area.	Potential negative effect through the disturbance of land contamination, from historic uses in the study area. Potential loss of access to mineral resources (Sand and Gravel) would be caused by the Green Route Option
Noise and Vibration		
	Overall positive effect by reducing noise in central and western parts of Poynton along A523 and A5149, through the re-routing of traffic on to the proposed relief road.	Overall positive effect by reducing noise in central and western parts of Poynton along A523 and A5149, through the re-routing of traffic on to the proposed relief road.

Topic/Factor	Blue Option	Green Option
The Water Environment		
	Potential negative effects on the flood risk and water quality of the un-named tributary of Red Brook due to run-off. Negative effect on the floodplain of Poynton Brook.	Potential negative effects on the flood risk and water quality of the un-named tributary of Red Brook due to run-off.
Water Framework Directive		
	Small negative effect to un-named tributary of Red Brook due to the potential increase in sediment, as a result of the construction works close to the water course.	Small negative effect to un-named tributary of Red Brook due to the potential increase in sediment, as a result of the construction works close to the water course.

Topic/Factor	Blue Option	Green Option
Effects on all Travellers		
	Improvements to safety due to the removal of traffic from the local roads. Long-term positive effects for non-motorised users (pedestrians, cyclists and equestrians) as a result of improved connections due to the combined cycleway and footway which would run alongside the routes. Positive effect, by significantly reducing driver stress through reducing driver frustration, route uncertainty and fear of accidents. The reduction in traffic using the local roads would also have a positive effect on public transport. Temporary short term delays on the existing road network and disruption to access to Public Rights of Way during construction	Improvements to safety due to the removal of traffic from the local roads. Long-term positive effects for non-motorised users (pedestrians, cyclists and equestrians) as a result of improved connections due to the combined cycleway and footway which would run alongside the routes. Positive effect, by significantly reducing driver stress through reducing driver frustration, route uncertainty and fear of accidents. The reduction in traffic using the local roads would also have a positive effect on public transport. Temporary short term delays on the existing road network and disruption to access to Public Rights of Way during construction

Topic/Factor	Blue Option	Green Option
Private and Community Assets		
	Significant positive effect on the access to community facilities during operation due to relief of congestion at the main crossroads within Poynton. Significant negative effect on Adlington Golf Centre. In terms of land take, long-term negative effect on agricultural land and commercial activities which take place at Woodford Aerodrome. Temporary effect on the ease of access to community facilities in Poynton from other local towns and to a limited number of private properties and businesses during construction.	Significant positive effect on the access to community facilities during operation due to relief of congestion at the main crossroads within Poynton. Significant negative effect on Adlington Golf Centre In terms of land take, long-term negative effect on agricultural land and commercial activities which take place at Woodford Aerodrome. Temporary effect on the ease of access to community facilities in Poynton from other local towns and to a limited number of private properties and businesses during construction.

2.4 Quantitative Assessment of Relief Road Options

In addition to the qualitative assessment which was undertaken and which is presented in Section 2.3, a quantitative assessment of the two route options was undertaken.

For the quantitative assessment, scores were assigned to the route options relative to their performance against each of the assessment criteria. The five point scale which was used in Section 2.3 was subsequently adopted and the following scores were assigned:

- Significantly Beneficial: +2
- Beneficial: +1
- Neutral: 0
- Adverse: -1
- Significantly Adverse: -2

Weighting was also assigned to each assessment topic/factor so that the relative importance of each could be established i.e. so that the factors considered most important had a larger influence on the overall assessment.

The weighting for each assessment topic/factor was discussed and confirmed with Cheshire East Council. It was vital that Cheshire East Council had input into the weighting process so that the assessment topics/factors were weighted in a manner that was consistent with the Council's priorities and aspirations.

The quantitative assessment of the route options is shown overleaf. The Total Weighted Score produced from the quantitative assessment for each route option is as follows:

- Total Weighted Score of Blue Option: **5.3**
- Total Weighted Score of Green Option: **13.6**

		Unweighted Scores		Weighted Scores	
Topic / Factor	Weighting	Blue Option	Green Option	Blue Option	Green Option
Scheme Cost Estimate	2	1	2	2	4
Benefit to Cost Ratio (BCR)	2	2	2	4	4
Public Endorsement	2	-1	2	-2	4
Engineering Constraints	0	0	0	0	0
Earthworks Cut/Fill Ratio	0.5	0	0	0	0
Road User Safety	1	1	2	1	2
Drivability / Performance	0.5	1	0	0.5	0
Landscape and Visual Impact	0.2	-1	-1	-0.2	-0.2
Ecology	0.2	-1	-1	-0.2	-0.2
Cultural Heritage	0.2	-1	-1	-0.2	-0.2
Air Quality	0.2	1	1	0.2	0.2
Soils, Geology and Hydrogeology	0.2	0	-1	0	-0.2
Noise and Vibration	0.2	1	1	0.2	0.2
The Water Environment	0.2	-1	-1	-0.2	-0.2
Water Framework Directive	0.2	-1	-1	-0.2	-0.2
Effects on All Travellers	0.2	1	1	0.2	0.2
Private and Community Assets	0.2	1	1	0.2	0.2
		Total Unweighted Scores		**Total Weighted Scores**	
		3	6	5.3	13.6

Key:

Significantly Beneficial	2
Beneficial	1
Neutral	0
Adverse	-1
Significantly Adverse	-2

2.5 Explanation of Weighting

It should be appreciated that assigning weighting to the assessment topics/factors was a subjective process, and that the weighing system was developed so that the factors deemed most important to Cheshire East Council and their future aspirations for the north of the Borough were given a higher weighting to reflect their relative importance. All assessment topics/factors were given a weighting score of between 0 and 2.

The **Scheme Cost Estimate** was given a weighting of 2. The primary source of funding for the scheme is from central government funding (£22m) with the outstanding contribution coming from Cheshire East Council and the Greater Manchester Combined Authority (GMCA). A relatively low scheme cost reduces the contribution required from Cheshire East Council.

The **Benefit to Cost Ratio** (BCR) was given a weighting of 2. In order to secure funding, the relief road must demonstrate that it provides good Value for Money (VfM) and delivers economic benefits to the area. An Economic Assessment has been undertaken to establish the potential economic benefits of the scheme. The assessment has been based on a standard economic appraisal methodology. Scheme costs have been estimated for both the route options proposed. Scheme benefits and disbenefits have been calculated with regard to changes in journey time, vehicle operating costs, and accidents. Standard industry approaches have been used to calculate and define the relative benefits of the route options through the use of Department for Transport (DfT) approved software packages, which are linked to the traffic model. These are the Transport User Benefit Appraisal (TUBA) and Cost and Benefit to Accidents – Light Touch (COBA-LT). Schemes which have a BCR in excess of 4 are considered to be 'Very High Value for Money' projects by the DfT. The value of the BCR is a key consideration when allocating funds to schemes.

Public Endorsement was given a weighting of 2. An extensive Public Consultation was carried out to assess both public interest in the relief road and also to capture public opinion of the two route options. Public endorsement was considered an important factor when appraising the options.

Engineering Constraints was given a weighting of zero. The engineering constraints and challenges specific to each option are important and should be recorded. However, it is considered that none of the engineering constraints would prevent the scheme from being constructed and hence both of the route options are deliverable from a technical perspective.

Road User Safety was given a weighting of 1. Although road user safety is an important factor in the design of roads, both route options conform to standards. This indicates that road user safety is not likely to be an issue for the route options, which is reflected in the weighting.

Relaxations or Departures from Standards may be considered during the development of the design, however the potential safety implications of these will be considered before adoption, to ensure road user safety is not compromised.

The remaining 10 topics/factors are collectively classed as **Environmental Impacts**. The factors were each given a weighing of 0.2 so that collectively, Environmental Impacts had a weighting of 2. The collective weighting of 2 reflects the fact that collectively, the Environmental Impacts are considered a key factor in the

assessment. All 10 Environmental Impact topics/factors were given an equal weighting as they are considered to have equal importance at this stage.

2.6 Sensitivity Testing

In order to confirm that the results that were obtained from the quantitative assessment were robust, a sensitivity test was necessary. This test investigates whether the outcome of the quantitative assessment would change if the weighting values were changed i.e. whether the results were sensitive to the weighting values applied.

A full sensitivity test is considered unnecessary as the Blue Route Option only outscores the Green Route Option on two categories, namely Drivability / Performance and Soils, Geology and Hydrogeology. Only a significant variance in these weightings relative to all the others would increase the weighted score for the Blue Route Option against the Green Route Option.

The sensitivity analysis can be summarised by examining how much these factors would need to be altered by to present the Blue Route Option with the highest weighted score. Assuming the Soils, Geology and Hydrogeology weighting remains at 0.2 to be consistent with all the other environmental factors, the weighting of the Drivability / Performance would need to be 9 or above (1800% increase) for this to happen. As such, it is considered that the sensitivity testing confirms the quantitative assessment was robust and supports the outcome.

2.7 Summary

A qualitative and a quantitative assessment of the two relief road options which were taken to Public Consultation have been carried out.

The qualitative assessment describes how the two route options perform against the topics/factors identified, whilst the quantitative assessment assigns scores to each of the route options to allow them to be ranked in order of performance (where the highest score indicates the best option).

The scores from the quantitative assessment are as follows:

- Total Weighted Score of Green Option: **13.6**
- Total Weighted Score of Blue Option: **5.3**

It can be seen from the results of the assessment that the Green Route Option outscores the Blue Route Option.

The sensitivity tests carried out in Section 2.6 confirm that the results obtained are robust, providing confidence in the assessment methodology.

Based on the results of the assessment the Blue Route Option has been discounted with the Green Route Option taken forward. As several potential amendments to the relief road have been suggested during the Public Consultation, these are assessed against the Green Route Option within Chapter 3. The result of this assessment will help inform the preferred route within this report

3 Appraisal of Alternative Routes

3.1 Consideration of Alternative Routes

Following feedback received from members of the public throughout the consultation period, it was necessary to develop and assess alternative alignments that were suggested.

Given that the Blue Route Option has already been discounted in Section 2, the amendments which are assessed in this section are variations on the Green Route Option only.

3.2 Description of Alternative Route Options

3.2.1 Alternative Route Option 1 (ARO 1)

Alternative Route Option 1 comprises of a modification to the Green Route Option in order to provide a more direct southern section. This alternative option would result in a reduction of the bypass length, when compared to the Green and Blue Route Options, and thus have a positive impact on construction costs. However, it would require greater land-take from the nine-hole golf course at Adlington Golf Centre.

This alternative alignment traverses between Lostockhall Farm and Upper Swinseye Farm, from the A6MARR junction; identically to the Green Route Option. The alignment of Alternative Route Option 1 only starts to differ from the Green Route Option alignment immediately to the north of the Woodford Aerodrome runway.

At this point the alternative route sweeps in a southerly direction; however a less severe horizontal radii curve is applied compared to that of the Green Route Option, resulting in a more direct alignment.

As the alternative alignment completes this sweeping bend it straightens and traverses between Shirdfold Farm and the Adlington Business Park, before connecting in to the proposed Southern Junction.

This alternative route does not affect the location of the proposed Southern Junction.

Alternative Route Option 1 is illustrated in Figure B.

3.2.2 Alternative Route Options 2A (ARO 2A) and 2B (ARO 2B)

Alternative Route Option 2 comprises of a modification to the Green Route Option, the purpose of which was to minimise impact on the nine-hole golf course at Adlington Golf Centre.

The alignment of this alternative aims to minimise impacts on the golf course by traversing its eastern boundary. In attempting to minimise impact on the golf course, this alternative would need to be re-routed through an existing corridor of land between the golf course and Adlington Business Park.

This corridor of land is the site of a quad bike centre; Quadraphoenia Ltd.

This alternative alignment traverses between Lostockhall Farm and Upper Swinseye Farm, from the A6MARR junction; identically to the Green Route Option. The alignment of Alternative Route Option No.2 only starts to differ from the Green Route Option alignment as it starts to bisect the Woodford Aerodrome runway.

At this point the alternative route sweeps in a southerly direction; however a more severe horizontal radii curve is applied to that of the Green Route Option, resulting in an alignment which passes through Quadraphoenia Ltd site.

As this alternative finishes traversing the Quadraphoenia Ltd site, it connects back into the proposed Southern Junction. This alternative route does not affect the location of the proposed Southern Junction.

This alternative route has two variations (Alternative Route Options 2A and 2B). The reasons for these variations are that the corridor of land between Adlington Golf Centre and Adlington Business Park is not sufficiently wide enough to accommodate the relief road.

The difference between these two variations is described below:

Alternative Route Option 2A – The alignment of this route has a greater impact on the nine-hole golf course at Adlington Golf Centre and a lesser impact on the land within Adlington Business Park.

Alternative Route Option 2B – The alignment of this route has a greater impact on Adlington Business Park and a lesser impact on the nine-hole golf course at Adlington Golf Centre.

The variations have been designed to explore the impacts on cost, compensation, programme, environment and traffic as well as identifying any constraints or limitations the variations may have. The impacts are assessed in the Preferred Route Report.

Alternative Route Options 2A and 2B are illustrated in Figure C and Figure D, respectively.

3.2.3 Alternative Route Option 3 (ARO 3)

Alternative Route Option 3 comprises of a modification to the Green Route Option, in order to provide a northern section which is closer to Lostockhall Farm. The alignment of this alternative aims to minimise impacts on Bridleway Farm (formerly Upper Swineseye Farm).

A member of the public provided a written representation along with a plan detailing this alternative route (see Appendix A). This showed a route following the Green Route Option until Chester Road where it turns slightly to the east before continuing straight, passing through the south west corner of Lostockhall Farm. A straight route within this area was deemed to be unfeasible as it would require either demolition of a structure within Lostockhall farm or significant removal of existing hedgerows / trees if the route was to pass to the south west of the structure. As such, a variation to this alternative route was designed on a right hand bend through this area to avoid the demolition of the structure and minimise the loss of existing hedgerows.

The alignment of this alternative follows the same alignment as the Green Route Option until Chester Road Bridge, before turning onto a slight left hand bend. The

route then turns on a right hand bend around a number of existing ponds, trees and hedgerows. The route then straightens and continues past the south west corner of Lostockhall Farm. The route continues along this alignment before re-joining the Green Route Option alignment at a point immediately north of the Woodford Aerodrome runway.

Alternative Route Option 3 is illustrated in Figure E.

3.3 Alternative Route Options discounted prior to the Qualitative Assessment

During development of ARO3 it became apparent that the route would represent a significant negative impact compared with the Green Route Option. This is considered below.

Benefits

- The route would be realigned further from three ponds to the northeast of Bridleway Farm (formerly known as Upper Swineseye Farm). This would potentially result in a decreased environmental impact.
- The route would be realigned through an area of lower lying land. This would likely reduce the overall volume of earthworks for the scheme.
- The route would be further away from Bridleway Farm and residential properties in Woodford.

Disbenefits

- Realignment of the route on a bend would result in the loss of the overtaking section. No overtaking provision for this alternative is contrary to the requirements of TD 9/93 and would represent a reduction in safety for the route.
- ARO3 would have to pass twice through the existing hedgerow / tree line between A5149 Chester Road and Lostockhall Farm. This would result in an increased environmental impact.
- ARO3 would sever an access track between A5149 Chester Road and Lostockhall Farm. This would require the replacement of approximately 300m of the access track.
- The route would be moved further from Bridleway Farm (formerly known as Upper Swineseye Farm) but significantly closer to the property known as ‘Long Furrows’ and closer to a larger density of housing. Overall, this would likely result in a significant increase in compensation costs.

Based upon the benefits and disbenefits outlined above, provision of the Alternative Route Option 3 would result in a significant negative impact when compared with the Green Route Option. As such, it has been deemed appropriate to discount ARO 3 at this stage.

3.4 Appraisal of remaining Alternative Route Options

The remaining alternative route options have been developed sufficiently to allow for a qualitative assessment against the Green Route Option to be undertaken. This assessment is more subjective than that undertaken in Chapter 2, and as such a detailed consideration of the impacts has been undertaken in Section 3.5 to substantiate the result. A greater emphasis has also been placed on the effects on the businesses around Adlington Golf Centre, as this is where the alternative route options will have most impact. This approach is considered appropriate given the stage of design and nature of the alternative route options. The assessment of each alternative, compared to the Green Route Option is shown in Table 3-A.

Key

Reduced Impact	
Similar impact	
Increased impact	

	Alternative Route Option 1 (ARO 1)	Alternative Route Option 2A (ARO 2A)	Alternative Route Option 2B (ARO 2B)
Impact on Adlington Golf Centre (AGC)	– The route has a more significant impact on AGC. An assessment of the impact of this route on AGC was undertaken by 'Creative Golf Design. A copy of this report can be found in Appendix B. This report identified that the route would require the construction of three new holes on adjacent third party land in order for the course to remain viable. – There is the potential for programme and land acquisition issues associated with this alternative route option	– The route has a reduced negative impact on AGC as it attempts to avoid the golf course in its entirety.	– The route has a reduced negative impact on AGC as it attempts to avoid the golf course in its entirety.
Impact on Quadraphoenia	– The route is further away from Quadraphoenia and would have no direct impact.	– Outright purchase of Quadraphoenia would be required.	– Outright purchase of Quadraphoenia would be required.
Impact on Adlington Business Park (ABP)	– The route is further away from ABP and would have no direct impact.	– The route is closer to ABP, which would increase the impact to the business park. This route is slightly further from ABP than ARO 2B.	– The route is closer to ABP, which would increase the impact to the business park. This route is slightly closer to ABP than ARO 2A.
Impact on Adlington Equestrian Centre (AEC)	– The alignment of the route would result in a further slight loss of an area of AEC grazing land. – The separated AGC land could potentially be provided to AEC as replacement land	– The alignment of the route would result in a further loss of an area of AEC grazing land. The reduction for ARO 2A is less than for ARO 2B.	– The alignment of the route would result in a further loss of an area of AEC grazing land. The reduction for ARO 2B is more than for ARO 2A.
Engineering Constraints	– There are no engineering constraints that differ from the Green Route Option.	– The route is horizontally constrained by AGC and ABP, which results in an insufficient clearance zone for the current stage of design. Development of the design may result in increased landtake from AGC or ABP. – To avoid significant earthworks requiring additional landtake from AGC/ABP or significant retaining walls along PRR, the vertical alignment is provided at approximately ground level through Quadraphoenia. This vertical alignment would potentially generate excess cut material which would need to be disposed of. – To maintain the bridleway / access between ABP and Shirdfold Farm using a grade separated crossing, would require a lengthy graded approach along the access track within ABP. This would be due to the route and bridleway / access being at similar levels and would require significant retaining walls along the access track. As this route is slightly further from ABP than ARO 2B this results in a slightly increased length available for the eastern approach. As such a reduced gradient compared with ARO 2B would be required.	– The route is horizontally constrained by AGC and ABP, which results in an insufficient clearance zone for the current stage of design. Development of the design may result in increased landtake from AGC or ABP. – To avoid significant earthworks requiring additional landtake from AGC/ABP or significant retaining walls along PRR, the vertical alignment is provided at approximately ground level through Quadraphoenia. This vertical alignment would potentially generate excess cut material which would need to be disposed of. – To maintain the bridleway / access between ABP and Shirdfold Farm using a grade separated crossing, would require a lengthy graded approach along the access track within ABP. This would be due to the route and bridleway / access being at similar levels and would require significant retaining walls along the access track. As this route is slightly closer to ABP than ARO 2A this results in a slightly decreased length available for the eastern approach. As such an increased gradient compared with ARO 2A would be required.

	Alternative Route Option 1 (ARO 1)	Alternative Route Option 2A (ARO 2A)	Alternative Route Option 2B (ARO 2B)
Length/Construction Cost of the Alternative Route Options	– This route is shorter in length by 70m when compared with the Green Route Option. – There is likely to a slight decrease in construction costs associated with this reduction in length.	– This route is longer in length by 75m when compared with the Green Route Option. – There is likely to a slight increase in construction costs associated with this increase in length. –	– This route is longer in length by 75m when compared with the Green Route Option. – There is likely to a slight increase in construction costs associated with this increase in length.
Road User Safety	– Alignment is to the same standard as the Green Route Option.	– A one-step reduction in horizontal radius (to 360m) is required to align the route through Quadraphoenia land. This is likely to constitute a relaxation from standards.	– A one-step reduction in horizontal radius (to 360m) is required to align the route through Quadraphoenia land. This is likely to constitute a relaxation from standards.
Ecology	– The route potentially has a slightly increased impact on habitats (trees and marshy grassland), which has the potential to slightly increase the ecological impact.	– The route has a slightly increased impact on habitats (pond and swamp), which has the potential to slightly increase the ecological impact.	– The route has a slightly increased impact on habitats (pond and swamp), which has the potential to slightly increase the ecological impact.
Air Quality	– The route would be further away from a number of residential properties within Poynton and commercial premises within ABP, which would potentially result in a more preferable impact to air quality for these properties.	– The route would be closer to a number of residential properties within Poynton and commercial premises within ABP, which would potentially result in a less preferable impact to air quality for these properties.	– The route would be closer to a number of residential properties within Poynton and commercial premises within ABP, which would potentially result in a less preferable impact to air quality for these properties.
Noise and Vibration	– The route would be further away from a number of residential properties within Poynton and commercial properties within ABP, which would potentially result in a more preferable impact to noise for these properties.	– The route would be closer to a number of residential properties within Poynton and commercial properties within ABP, which would potentially result in a less preferable impact to noise for these properties.	– The route would be closer to a number of residential properties within Poynton and commercial properties within ABP, which would potentially result in a less preferable impact to noise for these properties.
The Water Environment	– This alternative is likely to impact the water environment the same as the Green Route Option.	– The route would require the removal of an additional pond and would be in close proximity to the un-named tributary of Red Brook and another pond. This is likely to increase the impact upon the water environment.	– The route would require the removal of two additional ponds and would be in close proximity to the un-named tributary of Red Brook. This is likely to increase the impact upon the water environment.
Private and Community Assets	– Impacts on AGC, Quadraphoenia, ABP and AEC are described above.	– Impacts on AGC, Quadraphoenia, ABP and AEC are described above.	– Impacts on AGC, Quadraphoenia, ABP and AEC are described above.

Table 3-A - Comparative Assessment of Alternative Route Options 1, 2A and 2B against the Green Route Option

3.5 Consideration of Impacts

As described in Section 3.4 above, only a quantitative assessment has been undertaken on the alternative route options. As such, the factors identified above are considered in this section and a conclusion reached on which route option to take forward. This consideration is based upon Cheshire East Council's aspirations and priorities.

3.5.1 Alternative Route Option 1

The benefits and disbenefits given in Table 3-A are listed below along with a brief consideration of the potential impacts compared with the Green Route Option:

Benefits

- Potential decreased impact (on mainly noise and air quality) to businesses within Adlington Business Park, Quadraphoenia, and nearby residential properties – This would likely require less mitigation and/or result in slight reductions in environmental impact.

- The separated AGC land could potentially be provided to AEC as replacement land – More appropriate replacement land could potentially be sourced. This would be subject to future consideration in the CEC planning policies for the area.

- Slight decrease in length – This would likely result in a small decrease in construction costs.

Disbenefits

- Increased impact upon AGC – This would require significant modifications to the golf course. This would likely require the purchase of third party land by agreement, which would not be necessary for the Green Route Option.

- In the event that third party cannot be purchased, the council may be required to compulsorily purchase Adlington Golf Centre at a significant cost or alternatively a sustained objection to the route may be raised.

- There may also be programme implications associated with acquiring third party land and establishing three new golf course holes.

- Increased loss of AEC grazing area – Replacement land could potentially be sourced.

- Potential increased impact to trees and marshy grassland – this would likely result in small increase in the required mitigation and/or result in a slight increase in ecological impact.

It is considered that the major negative impact of this alternative route option is the requirement to establish three new golf course holes on adjacent third party land. The requirement to acquire this land and subsequently establish new holes could result in significant cost and programme implications. On this basis Alternative Route Option 1 has been discounted.

3.5.2 Alternative Route Options 2A and B

Due to the similarity of the benefits and disbenefits for ARO 2A and ARO 2B given in Table 3-A, both can be considered jointly against the Green Route Option. The benefits and disbenefits are listed below along with a brief consideration of the potential impacts compared with the Green Route Option:

Benefits

- Decreased impact upon AGC – As both of these alternative route options seek to avoid the golf course in its entirety, then it is likely that modifications and associated costs to amend the golf course would be kept to a minimum.

Disbenefits

- Full purchase of Quadraphoenia – Both alternative route options would require outright purchase of this business.
- Potential increased impact (on mainly noise and air quality) to businesses within Adlington Business Park, and nearby residential properties – This would likely require increased mitigation and/or result in an increase in environmental impact.
- Increased loss of AEC grazing area – Replacement land could potentially be sourced.
- Significant increases to engineering constraints – To maintain the bridleway/access from ABP to Shirdfold Farm would require an elevated structure with considerable retaining walls to support its approaches.
- Slight increase in fuel costs – This would likely represent only a small decrease in benefits and corresponding decrease to the substantial BCR.
- Slight increase in length – This would likely result in a small increase in construction costs.
- Provision of a bend with a one-step reduction in horizontal radii – This reduction would likely to constitute a relaxation in accordance with design standards and as such should only result in a minor reduction in safety
- Removal of one/two ponds – This would likely result in an increase in the required mitigation and/or result in an increased ecological and environmental impact.

It is considered that the impacts to ABP and Quadraphoenia in combination with the additional engineering constraints associated with the non-motorised user/accommodation works structure would likely result in a significant cost increase compared with the Green Route Option.

As the remaining impacts are likely to be minimal and it is considered that they can be adequately mitigated, then it is the considered that the potential increase in cost is sufficient to discount Alternative Route Options 2A and B.

3.6 Consideration of Stockport Representation

Although not strictly an alternative route option, this section considers concerns raised by Stockport Metropolitan Borough Council (SMBC), in its capacity as a Statutory Consultee (as recorded in the Public Consultation Report (Document Ref. B1832008/OD/32)), which would require modifications to the scheme.

It should be noted firstly that SMBC are in support of the Poynton Relief Road proposals. However, during the Public Consultation they commented that the Green Route Option is significantly closer to properties within Woodford, adjacent to Woodford Aerodrome, than the Historic Route Option (as described in the Stage 1 Scheme Assessment Report (Document Ref. B1832008/OD/04)).

They expressed concern regarding the potential impact on residents in Woodford and the view was expressed that the blue route would reduce this impact. The went on to comment that if the Green Route Option was chosen then there should be no greater impact than the original proposed Historic Route Option.

In response to this, Cheshire East Council will ensure that measures will be designed to provide the appropriate levels of mitigation and that the mitigation will be designed in consultation with Stockport Metropolitan Borough Council.

4 A523 London Road Improvements

Cheshire East Council is seeking to identify and implement localised improvements along the A523 London Road corridor between the proposed Poynton Relief Road and the Silk Road, to the north of Macclesfield. These improvements would complement the relief road proposals.

These improvements will help manage any possible increases in traffic flows arising from implementation of the relief road and will maintain and improve the safe operation of the highway. The complementary measures would be delivered in a similar timescale to the main scheme.

The potential improvement locations were initially identified within the A523 Improvement Study Report (B1832008/OD/23) along with high level proposals for potential improvements. These locations were then taken to Public Consultation to allow the public to comment upon the proposed locations and to suggest any additional locations. The locations are shown on Figure F.

The feedback from the Public Consultation confirmed that all the locations from the A523 Improvement Study Report plus an additional location, Issues Wood, should be considered further for potential improvements.

The further development of the potential improvements was undertaken and recorded in the A523 Prestbury-Poynton Route Management Feasibility Report (B1832008/OD/38) which can be found in Appendix C.

The sections below detail the locations at which it is recommended improvements are carried out.

4.1 Adlington Crossroads

Adlington Crossroads was identified in the A523 Prestbury-Poynton Route Management Feasibility Report as a location at which an improvement could be carried out. Within this report a notional improvement option was considered which would improve operation, capacity and safety.

Based on the feedback from the Public Consultation and the conclusions of the A523 Prestbury-Poynton Route Management Feasibility Report, it is considered that an improvement to this junction is developed in consultation with local stakeholders.

4.2 Issues Wood

The A523 transverses a sub-standard S-bend through Issues Wood, however improvement to this S-bend is considered inappropriate as it would either require removal of existing woodland within Issues Wood or significant realignment of the A523, which is considered beyond the scope of the improvements

It is considered that as this location was specifically identified as an additional location during the Public Consultation, improvements at this location should be progressed. However, there will be no new highway construction at this location therefore it is likely that the improvements will be related to enhanced signing and visibility. Any improvements at this location will be developed in consultation with local stakeholders.

4.3 Junction with Holehouse Lane

Improvements were considered at this location, as detailed in the A523 Improvement Study Report (B1832008/OD/23), however due to the very low volume of traffic turning from the A523 London Road onto Holehouse Lane and vice versa, it is considered that improvements at this location are not necessary.

4.4 Junction with Bonis Hall Lane (B5358)

The junction with Bonis Hall Lane (B5358) was identified in the A523 Prestbury-Poynton Route Management Feasibility Report as a location at which an improvement could be carried out. Within this report two notional improvement options were considered, both of which would improve operation, capacity and safety.

Based on the feedback from the Public Consultation and the conclusions of the A523 Prestbury-Poynton Route Management Feasibility Report, it is considered that an improvement to this junction is developed in consultation with local stakeholders.

4.5 Junction with Well Lane (Butley Town)

The junction with Well Lane (Butley Town) was identified in the A523 Prestbury-Poynton Route Management Feasibility Report as a location at which an improvement could be carried out. Within this report a notional improvement option was considered which would improve operation and safety.

Based on the feedback from the Public Consultation and the conclusions of the A523 Prestbury-Poynton Route Management Feasibility Report, it is considered that an improvement to this junction is developed in consultation with local stakeholders.

4.6 Junction with Prestbury Lane

The junction between Prestbury Lane and the A523 is in close proximity to the junction between the B5091 London Road/Flash Lane. As the route into Prestbury along the B0591 London Road and A538 Heybridge Lane is a suitable alternative, than it is considered that improvements at the Prestbury Lane junction could result in an increase in traffic along Prestbury Lane.

However, feedback from the Public Consultation suggested that this junction needs to be improved. Based on the statements above, there will be no new highway construction at this location; however it is likely that the improvements will be related to enhanced signing and visibility. Any improvements at this location will be developed in consultation with local stakeholders.

4.7 Junction with B5091 (London Road/Flash Lane)

Improvements were considered at this location, as detailed in the A523 Improvement Study Report, however due to the standard of the existing junction between the A523 London Road/The Silk Road and B5091 London Road/Flash Lane no improvements have been identified.

4.8 Conclusions

This report identifies the following locations along the A523 London Road at which short term localised improvements could be implemented:

- Adlington Crossroads
- Junction with B5358 (Bonis Hall Lane)
- Junction with Well Lane (Butley Town)

It is considered that at the following locations there will not be any highway construction works or works to change the layout of the road, however improvements to signing and visibility will be investigated.

- Issues Wood
- Junction with Prestbury Lane

Based on the outcomes of the A523 London Road Route Management Feasibility Report it is not considered appropriate to provide improvements at the following junctions:

- Junction with Holehouse Lane
- Junction with B5091 (London Road/Flash Lane)

4.9 Next Steps

Improvements at the locations identified above will be developed in consultation with local stakeholders including the Parish Councils of Prestbury and Adlington. Stakeholder engagement is likely to commence in early 2015.

During the next stage of the design, the improvements which have been developed through consultation with local stakeholders will be taken to an interim consultation in which the precise details of the improvements can be commented on. This interim Public Consultation is planned for summer 2015.

4.10 Multi-Modal Study

A Multi-Modal Study of the A523 London Road Corridor will take place after determination of a preferred route for Poynton Relief Road. This Study will identify medium and long term improvement options and will examine all modes of transport.

The main objective of the study is to identify a strategy for reducing demand for travel by car on the A523 London Road. The implementation of this strategy would be complementary to the delivery of the relief road.

5 Street Lane / Southern Junction

5.1 Public Consultation Feedback

Following feedback received from members of the public throughout the consultation period, consideration has been given to amendments to the connection between Street Lane and the A523 London Road.

These suggestions revolved around the concern that the close proximity of Street Lane to Poynton Relief Road would encourage 'rat-running' along Street Lane and the surrounding rural lanes in Adlington.

This section firstly includes a clarification of the current proposals to Street Lane as the responses appeared to indicate some confusion. Secondly it includes details of the development of potential mitigation measures during the next stage of design to reduce the likelihood of 'rat-running' along Street Lane and other rural lanes in Adlington.

5.2 Clarification of the current Southern Junction proposals

The current proposals for the southern junction are shown on Figure G and are described below:

The Poynton Relief Road connects into a roundabout (Southern Roundabout), which is located to the west of the A523 and south of Adlington Business Park. It is proposed that the A523 between Sandholes Farm (north of Marfields Hall) and the access to Adlington Business Park will be realigned into the Southern Roundabout.

The existing section of the A523 between Sandholes Farm and the access to Adlington Business Park will be removed from the A523 with vehicular access to / from the realigned A523 restricted. The road will be reduced in standard (where appropriate) but will be maintained to allow access to property.

Street Lane currently connects into the existing section of the A523 between Sandholes Farm and the access to Adlington Business Park. It is proposed to maintain this connection. A short new link between this existing section of A523 and the realigned A523 link to the Southern Roundabout is proposed to the north of the Macclesfield Adlington Travelodge.

5.3 Potential Mitigation

Following the preferred route announcement for Poynton Relief Road the potential for mitigation to reduce the likelihood of rat-running will be explored. The first step in this process will be to refine the traffic model, taking into traffic surveys undertaken in Autumn 2013, which specifically included traffic counts in Pott Shrigley and Adlington. Road Side Interview (RSI) surveys undertaken on Brookledge Lane will also be included as traffic flows can be considered inter-related on Street Lane and Brookledge Lane due to their provision of access onto the A523 from the east and close proximity.

The updated traffic model would ensure that traffic movements are modelled more accurately on Street Lane, Brookledge Lane and other rural lanes around Adlington, Bollington, Pott Shrigley and the B5470 areas. A robust analysis can then be made of the traffic flow changes resulting from the introduction of the proposed Poynton

Relief Road scheme. This analysis would then be used to guide any mitigation measures, which could be implemented.

With regards to the potential mitigation measures, as part of the protection of the route the area between the existing and realigned A523 will be protected. This will enable exploration of potential mitigation measures within this area. For example: realignment of the link between the existing and realigned A523 to connect into the A523 to the south of the Southern roundabout and consideration of localised speed limits etc. This would increase the link length and provide the junction onto a more heavily trafficked road, both of which would reduce the attractiveness of a route to the A523 along Street Lane

It should be noted that although removal of vehicular access between Street Lane and Poynton Relief Road was suggested in a number of comments, that this would not be pursued due to the councils duty to maintain access to existing properties.

6 Summary and Recommendations

6.1 Summary

This report initially assesses the two route options presented at the Public Consultation. The two route options were initially subject to a qualitative assessment, which defined assessment criteria and considered the route options performance against these. A score for both route options for each criterion was also recorded (against a simple 5 point scale) for use in the quantitative assessment.

The quantitative assessment involved collating the score values and attributing weighting values. Weighting for the assessment criteria was determined at a meeting with Cheshire East Council.

The Total Weighted Scores for each option from the quantitative assessment were as follows:

- Total Weighted Score of Green Option: **13.6**
- Total Weighted Score of Blue Option: **5.3**

The assessment showed that the Green Route Option significantly outscored the Blue Route Option. A sensitivity test was then undertaken to confirm the robustness of the quantitative assessment. The Blue Route Option was then discounted and the Green Route Option taken forward.

Feedback was received during the Public Consultation suggesting variations to the route options, which resulted in the development of a number of alternative route options. These route options were then subject to a qualitative assessment compared to the Green Route Option to determine the most preferable overall route option. This assessment reflected the present day situation, and Cheshire East Council's priorities and aspirations, to identify the route expected to perform best with regards to the private assets in and adjacent to Adlington Business Park.

This assessment identified the Green Route Option as the most preferable option and the alternative route options were discounted. Proposals for the level of mitigation for the relief road between A5149 Chester Road and Lostockhall Farm were also suggested in response to concerns raised by Stockport Metropolitan Borough Council.

Improvements to the A523 are proposed as part of the Poynton Relief Road. Details of locations and potential improvements which have been developed through the Public Consultation have been recorded within this report.

A number of comments and concerns have been raised through the Public Consultation concerning the form and location of the southern junction and the connection between Street Lane and the A523. Concerns were also raised regarding the potential for 'rat running' along Street Lane and other rural lanes in Adlington following the opening of the scheme. A clarification of the current proposals and details of the development of potential mitigation have been provided within this report.

6.2 Recommendations

6.2.1 Preferred Route

The Green Route Option is the preferred route as it outperforms the Blue Route Option and the alternative route options suggested during the Public Consultation. It is recommended that this route is protected in the Cheshire East Local Plan

It is also recommended that mitigation measures should be pursued in accordance with Section 3.6.

6.2.2 A523 Improvements

It is recommended that short-term, localised improvements are developed in the following locations:

- Adlington Crossroads
- Junction with Bonis Hall Lane (B5358)
- Junction with Well Lane (Butley Town)

It is considered that at the following locations there will not be any highway construction works or works to change the layout of the road, however improvements to signing and visibility will be investigated.

- Issues Wood
- Junction with Prestbury Lane

It is considered that protection of any of these improvement locations in the Cheshire East Local Plan is not required.

It is recommended that the improvements at the locations identified above should be developed in consultation with local stakeholders including the Parish Councils of Prestbury and Adlington.

6.2.3 Southern Junction / Street Lane Connections

It is recommended that the form and location of the southern junction and the connection between Street Lane and the A523 is considered in more detail during the next stage of design and following the refinement of the traffic model.

It is also recommended that the area between the proposed realigned A523 and the existing A523 be protected in the Cheshire East Local Plan to facilitate this design development.

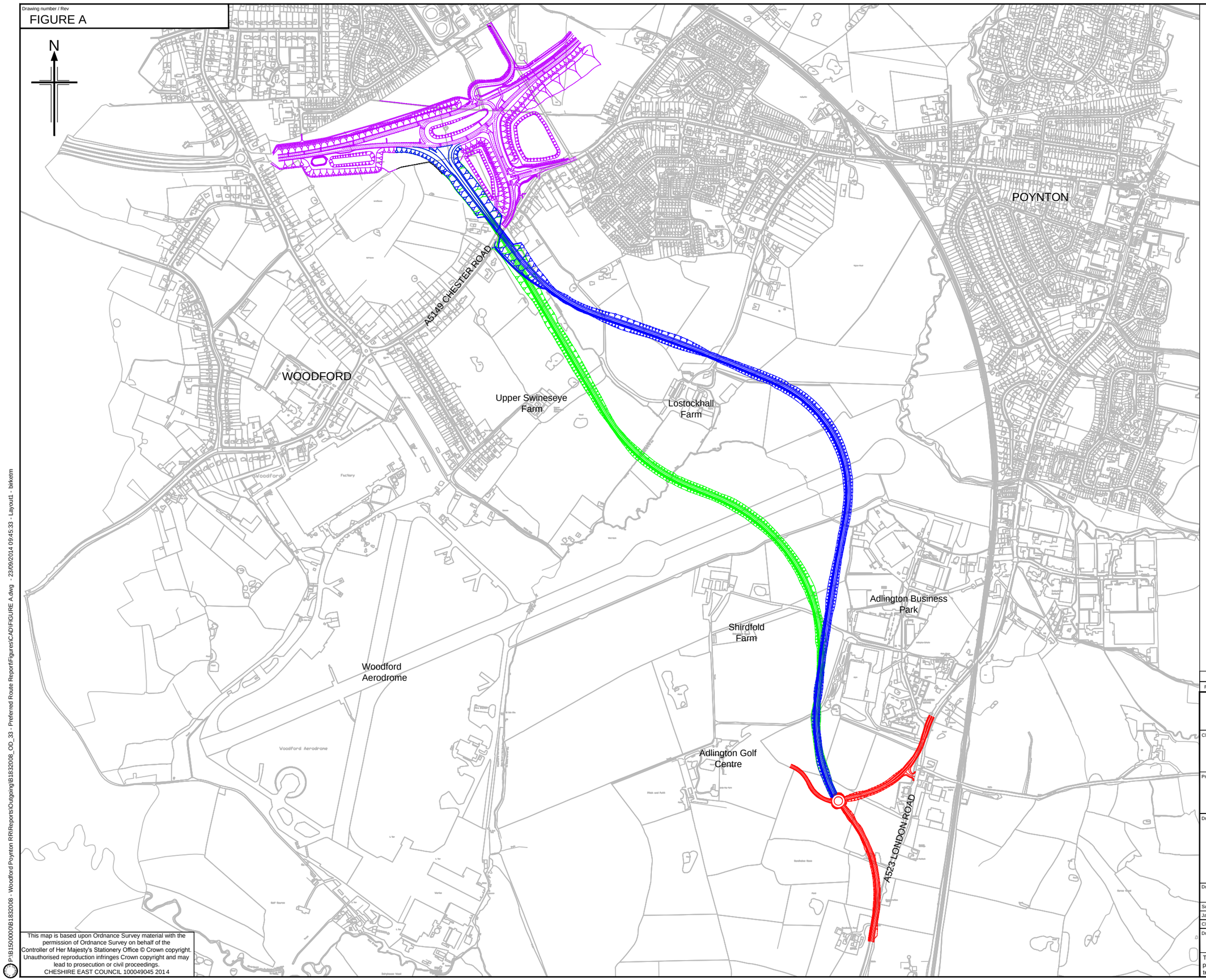
6.2.4 Next Steps

It is advised that the recommendations of this report are subject to Cheshire East Cabinet and Stockport Executive review and approval.

Figures

Drawing number / Rev

FIGURE A



Notes:

1. All dimensions in metres unless stated otherwise

Key:

- Green Route Option
- Blue Route Option
- Southern Junction
- A6MARR Junction, north of the A5149 Chester Road

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0	SEPT 14	For Information	MB	AG	DB	DB

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PREFERRED ROUTE REPORT
ROUTE OPTIONS

Drawing status

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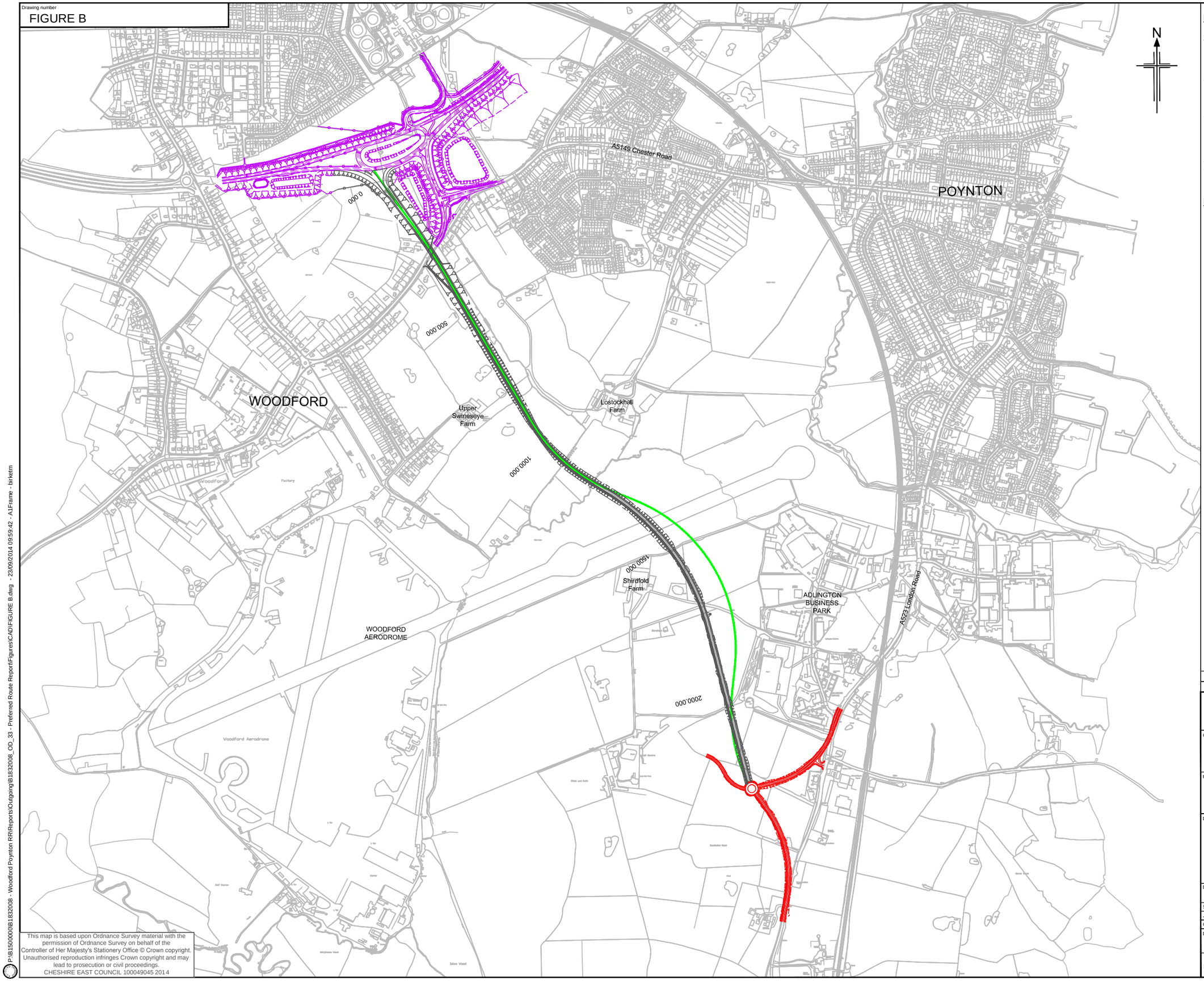
Scale	NTS	DO NOT SCALE
Jacobs No.	B1832008	
Client no.		

Drawing number: FIGURE A

Rev: 0

Drawing number
FIGURE B



NOTES:

1. All dimensions in metres unless stated otherwise.
2. Environmental Mitigation for route options has not been shown on this drawing. Proposals will be made following Preferred Route Announcement.
3. The Non-Motorised User (NMU) Strategy Report details footpaths and bridleways crossed by the route options and outlines proposals for re-connection.
7. The form and location of proposed NMU and Accommodation Works crossings will be investigated following Preferred Route Announcement.
8. Size of roundabout is indicative at this stage.
9. Chester Road bridge and retaining walls / wing walls are indicative only.

KEY

- A6MARR Junction North of Chester Road (Constructed in advance of Poynton Relief Road)
- Southern Junction
- Alternative Route Option 1
- Green Route Option

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Drawing number
FIGURE B

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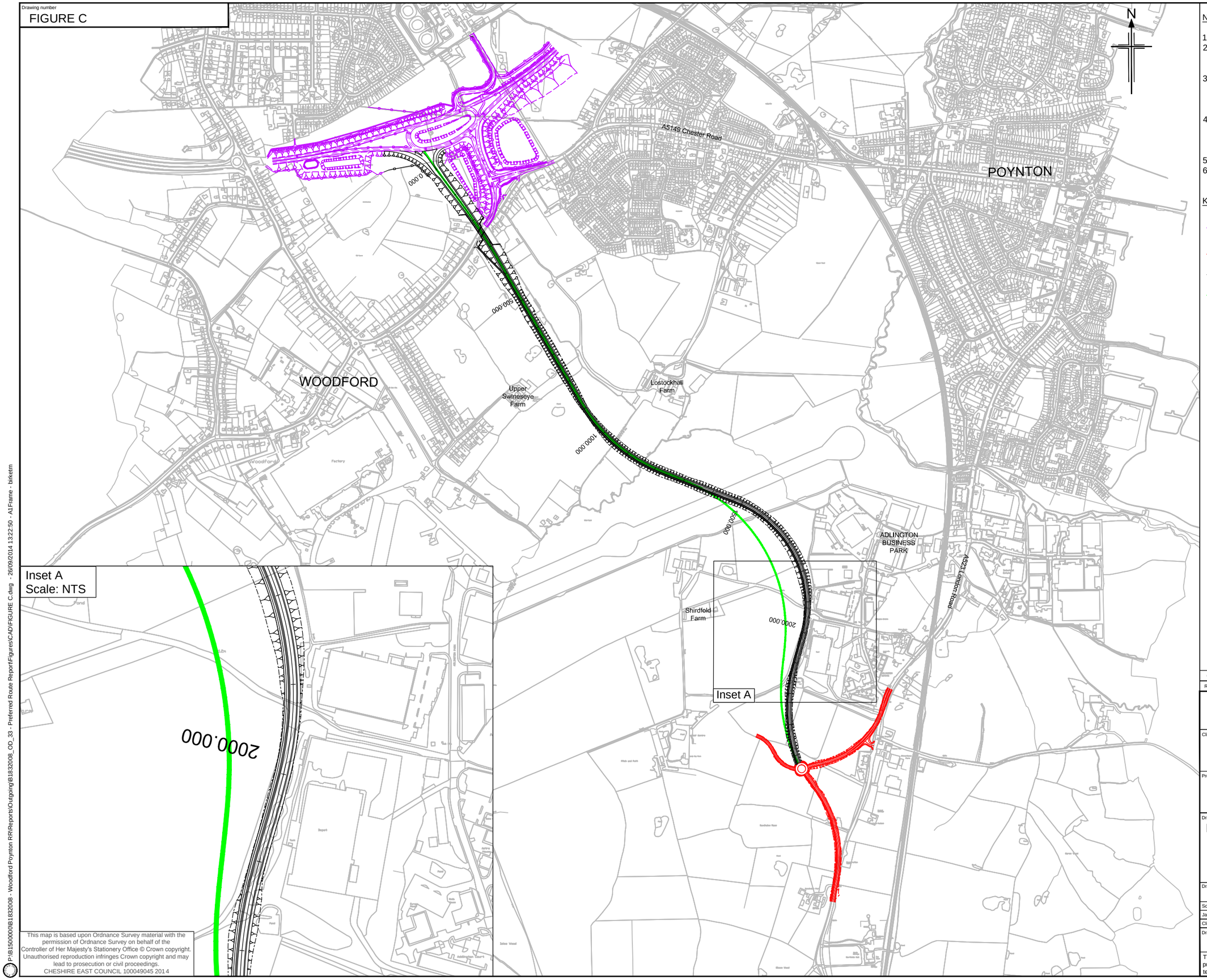
FIGURE C



NOTES:

1. All dimensions in metres unless stated otherwise.
2. Environmental Mitigation for route options has not been shown on this drawing. Proposals will be made following Preferred Route Announcement.
3. The Non-Motorised User (NMU) Strategy Report details footpaths and bridleways crossed by the route options and outlines proposals for re-connection.
4. The form and location of proposed NMU and Accommodation Works crossings will be investigated following Preferred Route Announcement.
5. Size of roundabout is indicative at this stage.
6. Chester Road bridge and retaining walls / wing walls are indicative only.

KEY

- A6MARR Junction North of Chester Road (Constructed in advance of Poynton Relief Road)
- Southern Junction
- Alternative Route Option 2A
- Green Route Option

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Drawing number
FIGURE C

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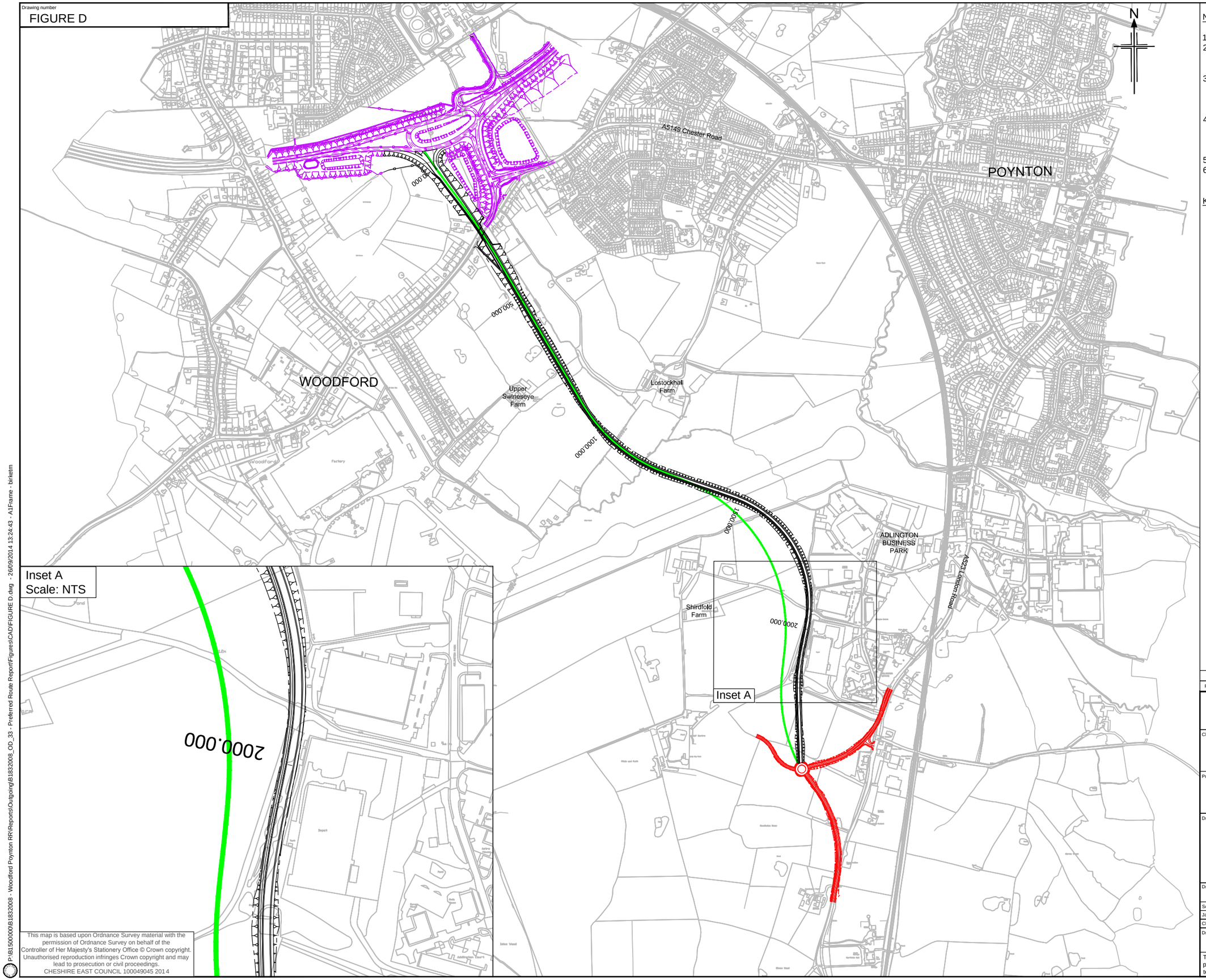
Drawing number

FIGURE D



NOTES:

1. All dimensions in metres unless stated otherwise.
2. Environmental Mitigation for route options has not been shown on this drawing. Proposals will be made following Preferred Route Announcement.
3. The Non-Motorised User (NMU) Strategy Report details footpaths and bridleways crossed by the route options and outlines proposals for re-connection.
4. The form and location of proposed NMU and Accommodation Works crossings will be investigated following Preferred Route Announcement.
5. Size of roundabout is indicative at this stage.
6. Chester Road bridge and retaining walls / wing walls are indicative only.

KEY

- A6MARR Junction North of Chester Road (Constructed in advance of Poynton Relief Road)
- Southern Junction
- Alternative Route Option 2B
- Green Route Option

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FIGURE D

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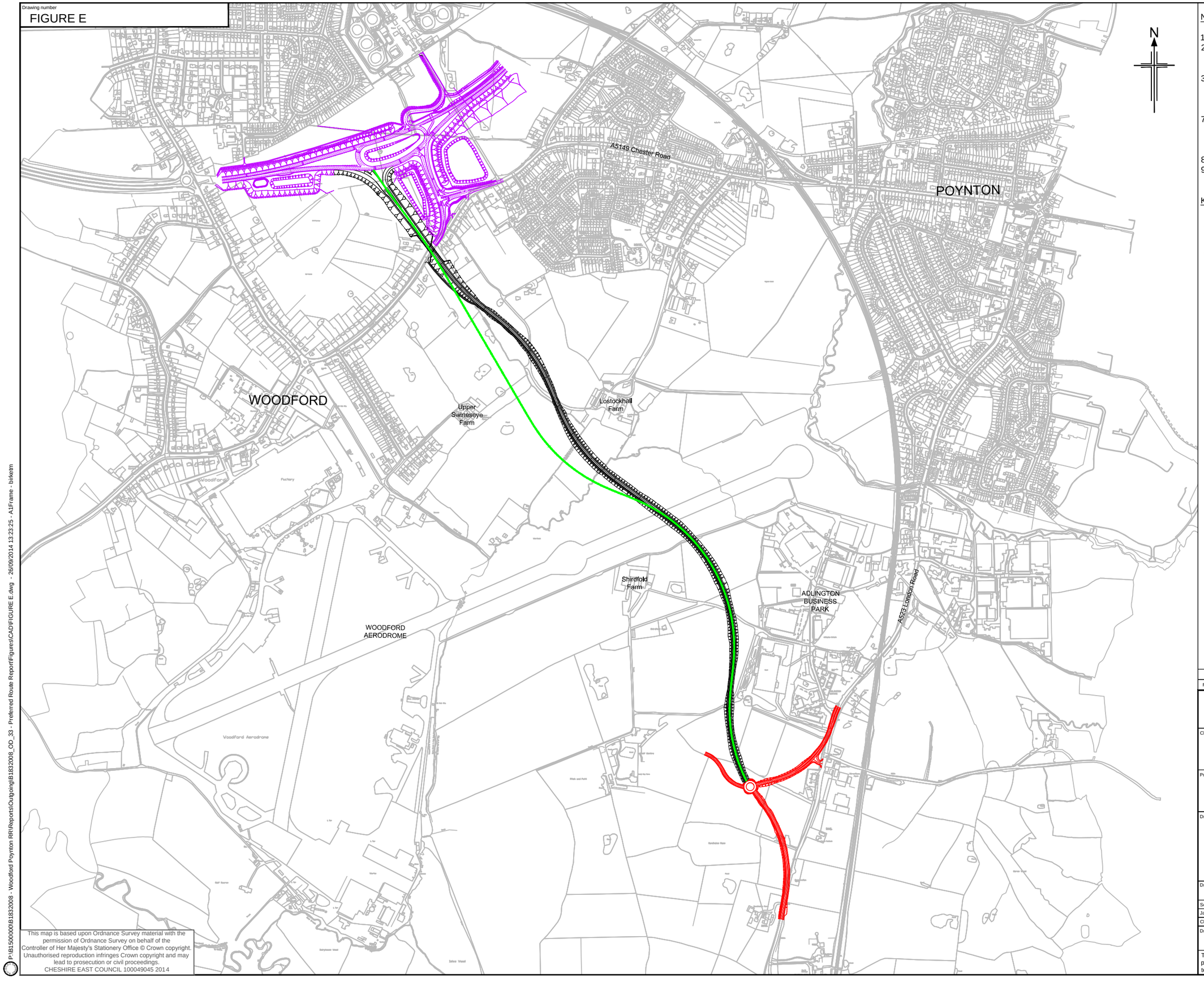
Drawing number

FIGURE E



NOTES:

1. All dimensions in metres unless stated otherwise.
2. Environmental Mitigation for route options has not been shown on this drawing. Proposals will be made following Preferred Route Announcement.
3. The Non-Motorised User (NMU) Strategy Report details footpaths and bridleways crossed by the route options and outlines proposals for re-connection.
7. The form and location of proposed NMU and Accommodation Works crossings will be investigated following Preferred Route Announcement.
8. Size of roundabout is indicative at this stage.
9. Chester Road bridge and retaining walls / wing walls are indicative only.

KEY

- A6MARR Junction North of Chester Road (Constructed in advance of Poynton Relief Road)
- Southern Junction
- Alternative Route Option 3
- Green Route Option

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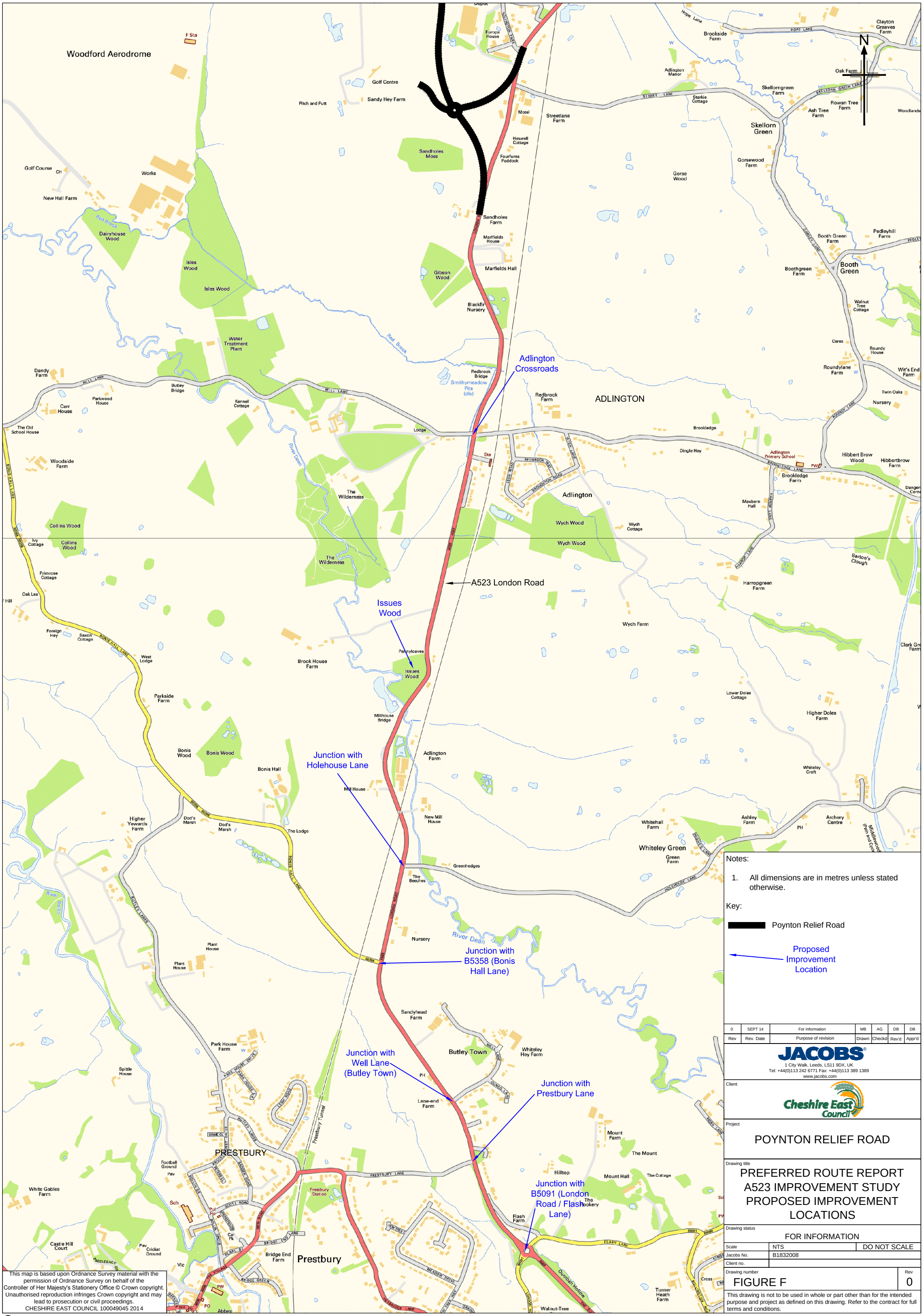
Drawing number: FIGURE E — Rev: 0



Notes:

1. All dimensions are in metres unless stated otherwise.

Key:

Poynton Relief Road

Proposed Improvement Location

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Drawing title: PREFERRED ROUTE REPORT A523 IMPROVEMENT STUDY PROPOSED IMPROVEMENT LOCATIONS

Drawing status: FOR INFORMATION

Scale	NTS	DO NOT SCALE
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Client no.		

Drawing number: FIGURE F

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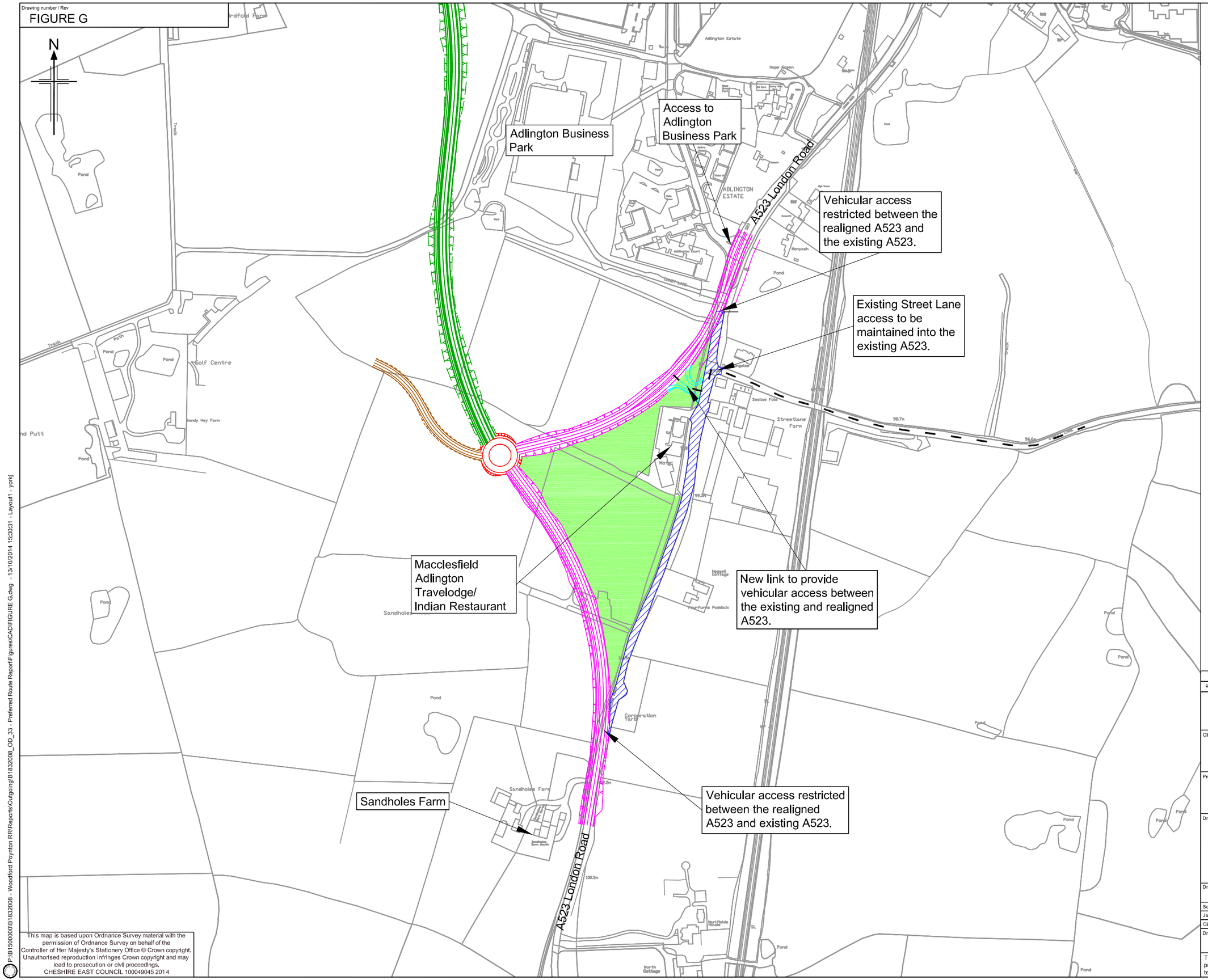
FIGURE G



Notes:

1. All dimensions in metres unless stated otherwise
2. Due to the preliminary stage of design, both route options may be subject to change.

Key:

- Green Route Option
- Realigned A523
- Realigned Adlington Golf Centre Access
- New Link to provide vehicular access between the existing and realigned A523
- Southern Roundabout
- Route from Street Lane onto the A523.
- Section of A523 to be removed from the A523, reduced in standard (where appropriate) but maintained to allow access to properties.
- Area to be protected in the Cheshire East Local Plan to facilitate design development of the Southern Junction (this area will include the A523 Links and the Southern Roundabout).

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Drawing title: PREFERRED ROUTE REPORT CURRENT PROPOSALS FOR THE SOUTHERN JUNCTION

Drawing status: FOR INFORMATION

Scale	NTS	DO NOT SCALE
Jacobs No.	B1832008	
Client no.		

Drawing number: FIGURE G

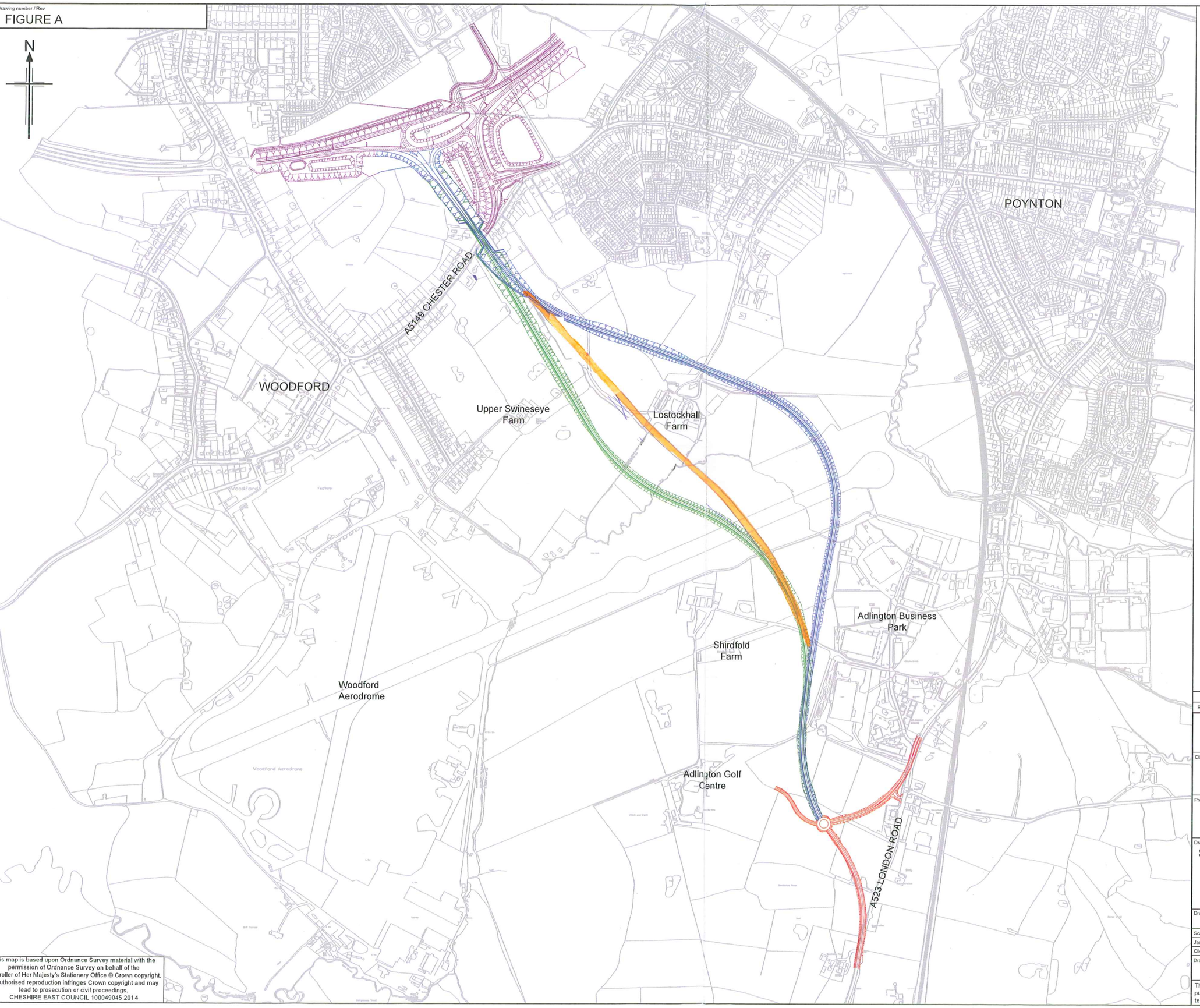
Rev: 0

P:\B1500000\B1832008 - Woodford Poynton RR\Reports\Outgoing\B1832008_OD_33 - Preferred Route Report\Figures\CAD\FIGURE G.dwg - 13/10/2014 15:30:31 - Layout1 - yorkj

Appendix A Suggested Route for Alternative Route Option 3

Drawing number / Rev

FIGURE A



Notes:

1. All dimensions in metres unless stated otherwise

Key:

- Green Route Option
- Blue Route Option
- Southern Junction
- A6MARR Junction, north of the A5149 Chester Road
- Suggested Green Route Option Variation.

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
0	MAY 14	For Information	JY	MB	AG	DB

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Client: Cheshire East Council

Project: POYNTON RELIEF ROAD

Drawing title: SCHEME ASSESSMENT REPORT: ROUTE OPTIONS

Drawing status: FOR INFORMATION

Scale	NTS	DO NOT SCALE
Jacobs No.	B1832008	
Client no.		

Drawing number: FIGURE A

Rev: 0

Appendix B Adlington Golf Course Impact Assessment

POYNTON RELIEF ROAD

Assessment of Impact on Adlington Golf Centre

August 2014

Compiled by Ken Moodie on behalf of:

Creative GOLF Design

Golf Course Architects & Consultants

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Director: K.J Moodie, Registered Company Number: 6120401, VAT number : 801 1407 89

Contents:

1) Introduction

We were commissioned to advise on the impact that an alternative route (Orange Route) for the proposed new Poynton Relief Road would have on the layout and continued play of the Adlington Graduate Golf Course and also the safe use of the driving range. We have also looked at the impact of the Green and Blue Route Options, which were subject to a Public Consultation in summer 2014. In this report we have outlined the main considerations and key impacts for each route option.

In judging the safety of the existing golf facilities and recommended alterations we have utilised guidance provided by *PGA Design Consulting Ltd* entitled "*Golf Course Safety Design Guidelines"* and employed a 30 degree safety zone, hatched in red, within which 99% of shots hit with a driver should land. At a distance of 150m from the tee, where the safety zone reaches 75m width, it then runs parallel with the centreline of play. Although most shots on the Graduate Course will be struck with irons, rather than drivers, it is still a sensible margin to employ.

We have also utilised the results of testing we have carried out using *Flightscope* equipment to make projections on typical golf ball flight to provide recommendations on the fencing requirements for the driving range and holes adjacent to the golf course where a sufficient safety margin cannot be provided, or where fencing may provide a lower cost alternative to moving golf holes. This will need to be refined once we know how close the fencing can be sited to the road edge and during the detailed design phase.

2) Analysis of Route Options

We were asked to advise on three routes for the proposed relief road (Orange, Blue and Green) which take various routes through the Graduate Course. Each route links to a proposed new roundabout in a common location to the south of the course. A new spur road is planned to link with the existing access route to the golf centre, to the west of the roundabout. This comes closer to the bottom left corner of the driving range than the existing access road which takes it into range of stray shots from the driving range. We will also consider the impact of the new access road on the use of the driving range and make proposals, below, which are common to each route option. This report should be read in conjunction with the plans listed in the *Appendix*.

Orange Route

This route has the biggest impact of any on the golf course and cuts through four holes, namely holes 3-6. It also runs through the back tee on hole 7, although the other two tees could still be used. While it might be feasible to modify holes 5 and 6 and cross under the road to play them, it would be unattractive to do so and is likely to be prohibitively expensive to build the two underpasses that would be required to reach them so we have discounted this as an option. The 3rd hole could be shortened to keep it in play and to provide a link with the 7th hole. However, three new holes would need to be built on adjacent land to the west of the golf course to replace those which would be lost. The opportunity to do so will rely heavily on whether the land can be obtained from the landowner at reasonable cost.

Summary

3 new holes, 1 new green and 1 new tee with some limited mounding, planting and 2m ball-stop fence along a 90m section of road.

Blue Route

The Blue route passes directly through holes 5 and 6 of the golf course. The 5th hole will need to be shortened to around 101m in length (110 yards) to accommodate the new road and the 6th hole moved left which will require both the 3rd and 4th holes to be shortened to provide space for this. There will be a significant loss of length but the course will still remain a very playable par 3 facility. Mounding, planting and 2m high netting adjacent to the road will be required for protection and screening as proposed before.

Summary

3 new greens, 2 new tee complexes, 1 new fairway, plus mounding, planting and 2m ball-stop fence along road.

Green Route

This route is quite similar to the Blue route but it enters the northern edge of the site a little further west and so it has a bigger impact on the 5th hole of the golf course. In order to keep a reasonably safe margin, without the need for very tall fencing, the hole would need to be shortened to around 83m (or 91 yards) in length which is short for a par 3. There are no strict rules about minimum standards for par three length but this is probably as short as most golfers would consider a par 3 should be and some would consider that it needs to be at least 100 yards in length from the back tee on a "proper" golf course as distinct from a pitch-and-putt where lengths of down to 40-50 yards would be acceptable. However, we have found information to suggest that the US Open has been played on a hole of under 100 yards on two occasions in the last 10 years and so this sets a very useful precedent. The 7th hole at Pebble

Beach was set for 92 yards during the 2010 U.S. Open. If a 90 yard hole is considered acceptable, it would be possible to alter holes 3-6 to accommodate the new road using a layout similar to that for the Blue route, but with slightly shorter holes and a greater overall loss of length. The 5th teeing area would need to be enlarged to accommodate the fact that most golfers would be hitting a wedge into the green which will increase the number and depth of the divots being taken.

Summary

3 new greens, 2 new tee complexes, 1 tee enlargement, 1 new fairway, plus mounding, planting and 220m of 2m ball-stop fence along road.

Roundabout & New Access Road

The realignment of the access road to the golf centre, in order to connect with the proposed new roundabout, intrudes on the normal safety margin from the driving range as can be seen on the plans we have produced. Ideally, the roundabout should be moved to the north or east to take the access road out of the danger zone, but we understand that this is not possible. The danger of stray balls will be greatest in relation to shots played from the outdoor teeing areas to the east of the range building. We believe that if this teeing area were reoriented, and some fencing installed on the southern edge of the access road, it could be made reasonably safe. In terms of fencing, it would need to be at least 10m in height to provide adequate protection to the road and it should link with the existing fencing which lies adjacent to the length of the current access road that will remain.

Outdoor teeing area & fencing on left of range

Summary

Teeing area to realign and 100m section of 10m+ fencing to install.

3) Conclusion

Only the Orange Route threatens closure of the golf course as a 9-hole facility if additional land cannot be purchased at reasonable cost adjacent to the course to replace the three holes affected, although it might still have some appeal as a 6-hole course. There are a few examples of 6-hole courses which have been built in recent years as a shorter form of the game, but the concept is still unproven and is unlikely to be as profitable as a 9-hole course.

The other route options (Green and Blue) will require alteration to the layout of two or more existing holes but it should be possible to make the changes within the boundaries of the current course as we have illustrated. Whether the owner of the golf centre views the altered course as being of equal merit in attracting golfers to play it is another matter. We believe that the shortening of holes 3 and 7, which are currently too long for most golfers to enjoy, could in fact increase the golf course's appeal and a short 5th hole could become an asset if it is designed well.

The visual impact of the road, and any fencing that might be required, is bound to be a concern for the owner and we believe that it would be preferable to avoid tall fencing if golf holes can be repositioned to obtain the same result.

Programme

We understand that the plan is to build the new road, if approved, in 3 years' time with planning permission programmed for summer 2015. Ideally the course alterations should be made prior to the start of construction so that the proposed new mounding and planting can be established in advance in order to screen construction activities and to have the planting established before the road opens. In the case of the Orange Route, the new holes will need to be in play before road construction begins in order to keep 9 holes in play at all times.

In terms of timescale, we would recommend turfing the playing areas of holes which are to be altered within the curtilage of the current golf course. The work could be carried out in August/September of one year and, if turfing was completed by the end of October, the holes should be playable by April/May of the following year. Temporary greens and tees would need to be utilised during the construction and grow-in periods and the best means of phasing the work will need to be investigated once a road alignment option has been chosen.

The three new holes required for the Orange Route could be seeded and brought into play in the required time period if the construction work could be completed by August/September 2015, or May 2016 at the latest. However, to meet this seeding deadline construction of these holes would need to start in early-to-mid summer 2015 and this may not be achievable.

The alterations required to the driving range teeing area would take only a couple of weeks to complete and no delay in bringing it into play since it involves re-siting artificial tee mats and bay dividers on an extended tarmacadam base.

4) Appendix – plans of route options

Provisional Scorecard

Hole	Blue Yards	Green Yards	Gold Yards	Par
1	127	110	104	3
2	137	125	110	3
3	160	150	130	3
4	148	135	120	3
5	110	101	82	3
6	178	151	112	3
7	193	178	160	3
8	162	150	138	3
9	156	146	123	3
Total	1371	1246	1079	27

KEY

- New centreline of play
- New green
- New tee
- 30 degree safety splay
- New fencing

POYNTON RELIEF ROAD
Impact on Adlington Golf Centre

Option 1 - Orange Route

SCALE		DATE
1:2500		18/8/2014
DRAWING No.	REV	DRAWN BY
P05/P/01		KJM

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Provisional Scorecard

Hole	Blue Yards	Green Yards	Gold Yards	Par
1	127	110	104	3
2	110	101	82	3
3	182	155	116	3
4	138	130	120	3
5	111	101	90	3
6	126	116	105	3
7	224	192	177	3
8	162	150	138	3
9	156	146	123	3
Total	1336	1201	1055	27

KEY

- New centreline of play
- New green
- New tee
- 30 degree safety splay
- New fencing

POYNTON RELIEF ROAD
Impact on Adlington Golf Centre

Blue Route

SCALE	DATE
1:2500	18/8/2014

DRAWING No.	REV	DRAWN BY
P05/P/04		KJM

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Provisional Scorecard

Hole	Blue Yards	Green Yards	Gold Yards	Par
1	127	110	104	3
2	110	101	82	3
3	180	153	114	3
4	135	125	115	3
5	91	85	75	3
6	120	115	100	3
7	224	192	177	3
8	162	150	138	3
9	156	146	123	3
Total	1305	1177	1028	27

KEY

- New centreline of play
- New green
- New tee
- 30 degree safety splay
- New fencing

POYNTON RELIEF ROAD
Impact on Adlington Golf Centre

Green Route

SCALE		DATE
1:2500		18/8/2014
DRAWING No.	REV	DRAWN BY
P05/P/05		KJM

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Appendix C A523 Prestbury-Poynton Route Management Feasibility Report

Cheshire East Council
Highways

A523 Prestbury - Poynton Route Management Feasibility Report

October 2014

B1832040

Cheshire East Council
Highways

Cheshire East Council
Highways

Contents

1 Introduction

1.1 Background

With the completion of public consultation on the routes for the Poynton Relief Road and the recent planning approval of the A6 to Manchester Airport Relief Road (A6MARR), comprising east/west extensions of the A555, it has become necessary to see what the implications are for one of the main feeder routes, the A523 London Road between the Macclesfield/Prestbury area and Poynton. Traffic modelling has indicated that there will be a significant transfer to the A523 from other routes, together with an increase in overall trips between the Macclesfield area and Greater Manchester.

Cheshire East Highways has undertaken a Feasibility Route Management Review for the A523 London Road between the point where Poynton Relief Road connects to the north and The Silk Road junction to the south. The length of A523 concerned is shown on Figure 1-1 below.

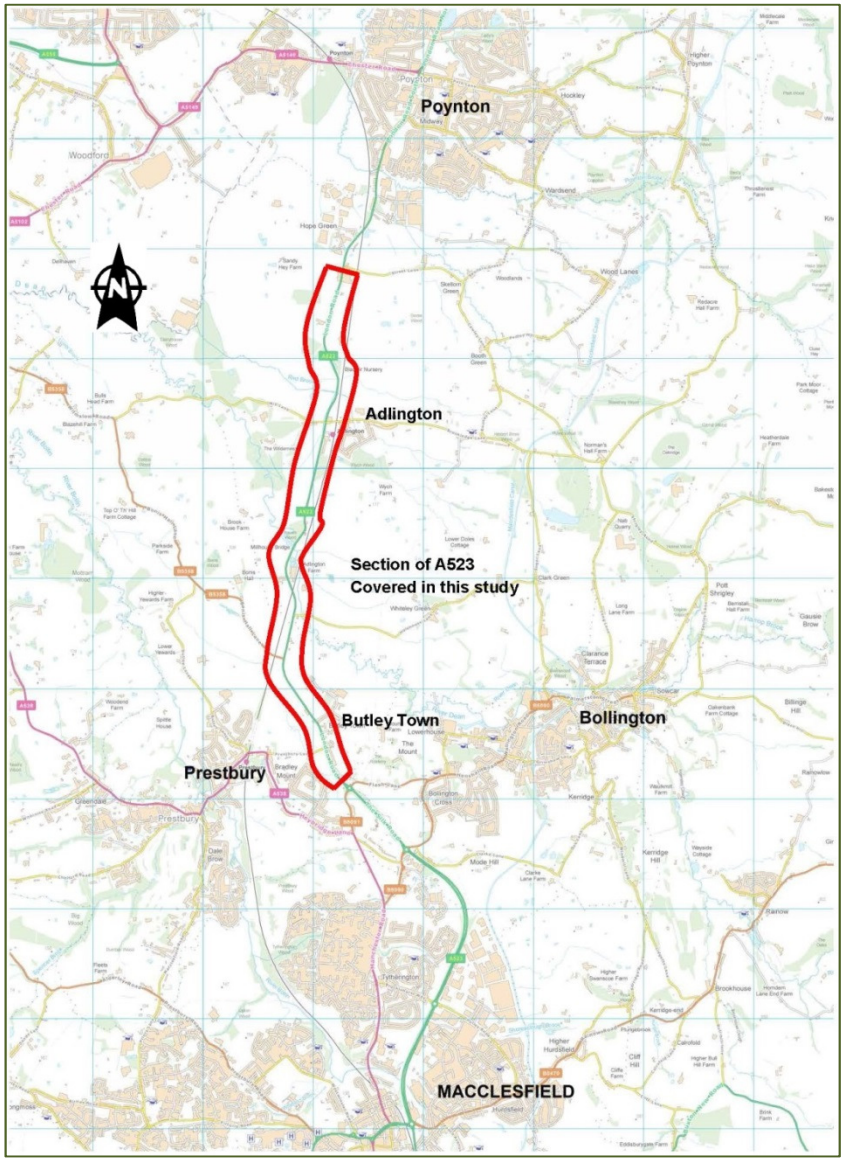

Figure 1-1 Location Plan showing scheme extents

The report will cover a full ‘short term’ assessment of the route, focusing on improving road safety, congestion, assessing future impacts on the route through new developments / schemes, improvements to sustainability travel patterns as well as reviewing public transport reliability / infrastructure. This work will sit alongside phase 2, the A523 corridor multi-modal study and phase 1, A523 Improvement study.

This assessment has been based on the preliminary modelled traffic flows for 2017 and 2032, being representative respectively of the opening of the A6MARR (with Poynton Relief Road a few years later) and 2032, which is 15 years after the expected A6MARR opening.

2 Overview

2.1 Public Transport

The only bus service using the full length of the A523 under investigation is Service 393 operated by High Peak Buses. This consists of two journeys each way between Macclesfield, Poynton and Stockport, Monday to Saturday, one in the morning peak and one in the afternoon peak. There are no Sunday services.

The only other bus service between Macclesfield and Poynton is Service 392, also operated by High Peak Buses, which operates via Bollington and Four Lane Ends and so does not use the part of the A523 under investigation in this report. There are eight journeys each way Monday to Saturday.

The main public transport in the corridor is rail, with an hourly Macclesfield – Stockport – Manchester service stopping at Prestbury, Adlington and Poynton. There are also one or two hourly express services between Macclesfield, Stockport and Manchester not calling at intermediate stations.

2.2 Congestion

This study has used website live traffic data to assess congestion along the route. Such sites work by analysing GPS-determined locations transmitted by mobile phones and Sat Nav's. By calculating the speed of users along a stretch of road, These speeds is able to generate a live traffic map which uses colour to illustrate congestion on the road network with green typically representing normal traffic speeds, yellow representing slower traffic conditions, and red and or red/black indicating the slowest speeds.

For this study the A523 route was observed over a one week period in August and again in September from 08:00 to 09:00 AM Peak and 16:00 to 18:00 PM Peak. There was little difference in delays between the two periods. For example, these both showed slow-moving or queuing traffic on the northern A523 approach at the Bonis Lane signals, and similar on the B5358 Bonis Hall Lane approach.

2.3 Public Consultation

A series of Poynton Relief Road public exhibitions were undertaken at which visitor comments were recorded. Additionally a questionnaire (see Appendix B) was mailed out to local residents. A summary of findings relating to each section of the potential improvement locations can be found under each section heading.

One of the questionnaire statements which respondents were asked to comment upon was:

'The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These improvements will help manage any possible increases in traffic flows arising from the relief road and will maintain and improve the safe operation of the highway. Listed below are the locations currently being considered, please indicate whether you agree with the locations we have identified:'

Adlington Crossroads
Junction with Holehouse Lane*
Junction with B5358 (Bonis Hall Lane)
Junction with Well Lane (Butley Town)
Junction with Prestbury Lane
Junction with B5091 (London Road / Flash Lane*

*Not within client-agreed scope of this Study

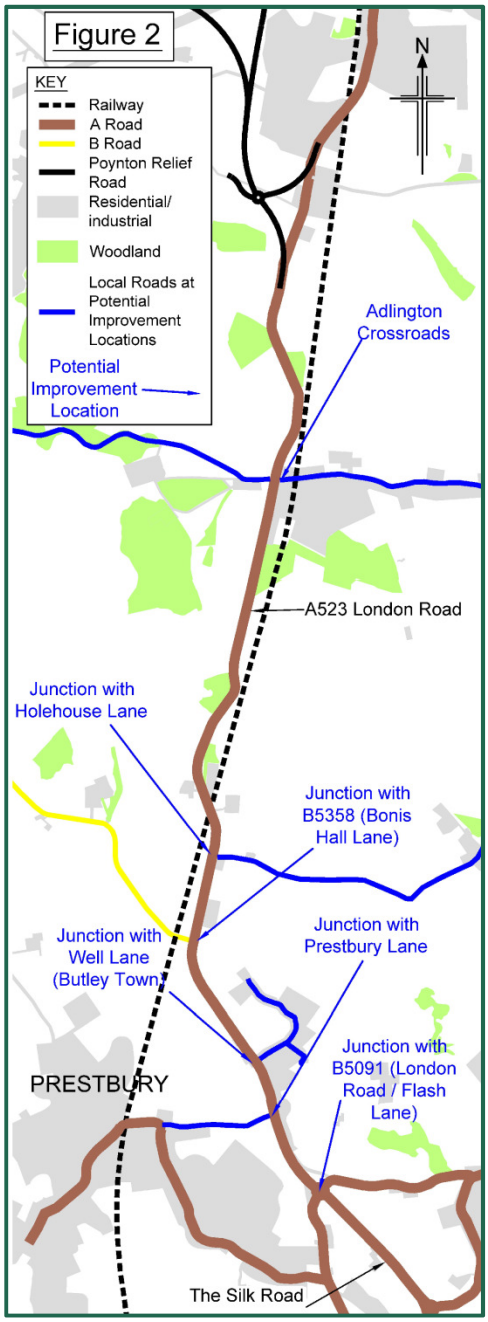

Figure 2-2 Copy of Consultation Plan

Scoring criteria for the questionnaire response was as follows: *Strongly Disagree, Disagree, Neither Agree nor Disagree, Agree, Strongly Agree or No Opinion*.

2.4 Structure of this Report

Each of the main locations under review – Prestbury Lane, Well Lane, Bonis Hall Lane and Adlington Crossroads is dealt with in separate sections, together with the section of the A523 adjacent to Issues Wood which has the lowest link capacity of any part of the route. Each location is assessed on its collision history, taking into account Personal Injury Collisions (PICs) recorded between 15 October 2008 and 14 October 2013.

3 Prestbury Lane Junction

3.1 Existing Layout

This is a priority-controlled junction with a short deceleration lane for the left turn into Prestbury Lane and a dedicated lane for the right turn into Prestbury Lane. Prestbury Lane approaches on an up gradient, requiring drivers to make a hill start, but visibility for drivers is adequate. Entry and exit radii are tight. A 40mph limit applies to the A523, Prestbury Lane is subject to the national limit. A street lighting system is present on the A523 which has not been subject to any switch-off programme.

Visibility of the junction for A523 drivers is good, but the presence of the junction is not too obvious as there is only a short break in the hedge line. The junction has no direction signs (one is shown at the junction on the 2009 Google streetview, but has since been removed: the photograph below shows a temporary diversion sign in connection with a closure of Bonis Hall Lane)), and no northbound junction advanced warning sign, which is surprising for a relatively busy junction.

Figure 3-1 A523 London Road / Prestbury Lane Junction, looking north

3.2 Collision History

6 PICs - Junction Manoeuvre

Six collisions occurred during the five-year assessment period at this junction, as shown on Figure 3-2 below. All involved a vehicle attempting to turn right out of Prestbury Lane being hit by a vehicle travelling ahead on the A523.

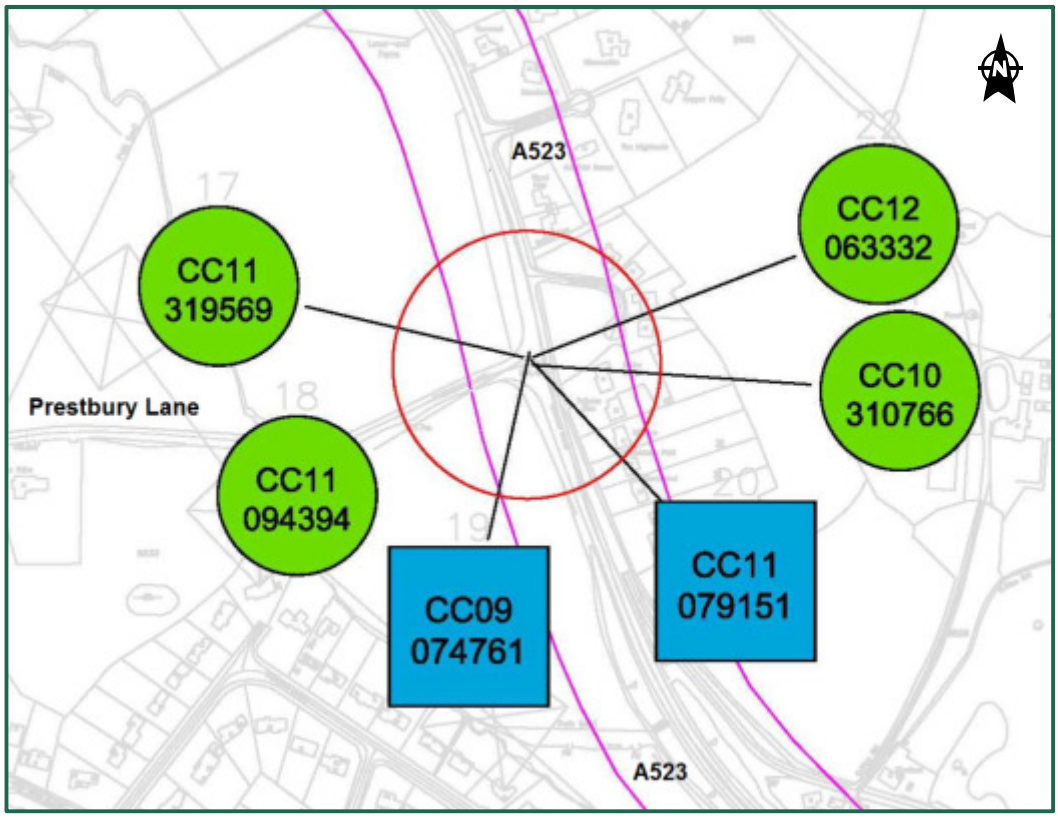

Figure 3-2 A523 London Road / Prestbury Lane Junction

Only one of the collisions occurred at weekday peak time, when getting out of the junction would be at its most difficult, one other occurred on a Saturday lunchtime, and the remaining four occurred during dusk or darkness when the junction would be relatively quiet. Therefore the collisions do not appear to be associated with drivers becoming impatient and risking a tight gap. Also the great majority of users of Prestbury Lane will be local and familiar with the junction. More investigation of why these collisions occur is desirable.

3.3 Congestion

The results from traffic congestion websites for the Prestbury Lane / A523 London Road junction showed no sign of congestion over AM and PM peak periods.

Although rising traffic flows on the A523 will cause delays to users of the junction to increase, it is considered that it would not necessarily be desirable to improve it. This is because that for nearly all users an alternative route exists, namely the A538 Heybridge Lane and B5091 London Road to the latter's roundabout junction with the A523 Silk Road. This avoids the junction delays and difficulties at a cost of about 700 metres additional travel distance. To improve the capacity of the existing Prestbury Lane junction would probably require the provision of traffic signals and extensive remodelling, and increase delays for A523 traffic.

3.4 Development

On review of the council's planning portal and Strategic Housing Land Availability Assessment (SHLAA), no significant development was noted.

3.5 Public Transport

As noted in Section 2, the main public transport in the corridor is rail, with an hourly Macclesfield – Stockport – Manchester service stopping at Prestbury, Adlington and Poynton.

3.6 Summary of Public Consultation Comments

The following results are in response to question 6 of the questionnaire regarding improvements at A523 / Prestbury Lane junction:

Strongly Disagree: 4.2%
Disagree: 2.8%
Neither Agree nor Disagree: 19.0%
Agree: 30.7%
Strongly Agree: 28.1%
No Opinion: 15.2%

3.7 Options

Although a case can be made for improvement of the junction to improve capacity and reduce delays for Prestbury Lane users, for the reasons given under Congestion, it is not recommended that this junction should be improved, at least in the short term. However, its collision record does indicate that some improvements to signing and visibility are desirable.

3.8 Sustainability

Not improving the junction will increase delays for drivers using this junction, or alternatively their taking a longer route to avoid delays or safety issues. There could therefore be slight adverse effects in not improving the junction, particularly if the high collision rate cannot be reduced through other measures.

4 Butley Town (Well Lane)

4.1 Existing Layout

Butley Town is a hamlet served by a single access point, Well Lane, onto A523 London Road. There are also two residential culs-de-sac off London road just to the south. On the west side of London Road are a few houses and the Butley Ash public house. The road has a 40mph speed limit and street lighting is provided, though that north of the junction has been switched off as part of the Council's energy-saving programme.

The alignment and width of the A523 south of the Well lane junction are poor. North of the junction the alignment and width are adequate. A footway is provided on the east side of the road.

Figure 4-1 A523 London Road / Butley Town Junction, looking south

4.2 Collision History

A523 London Road / Ashtree Close

1 PIC – Rear End Shunt

A523 London Road / Butley Ash Public House

2 PICs - Junction Manoeuvre
1 PIC - Overtaking Manoeuvre

Collision Locations are shown on Figure 4-2 below.

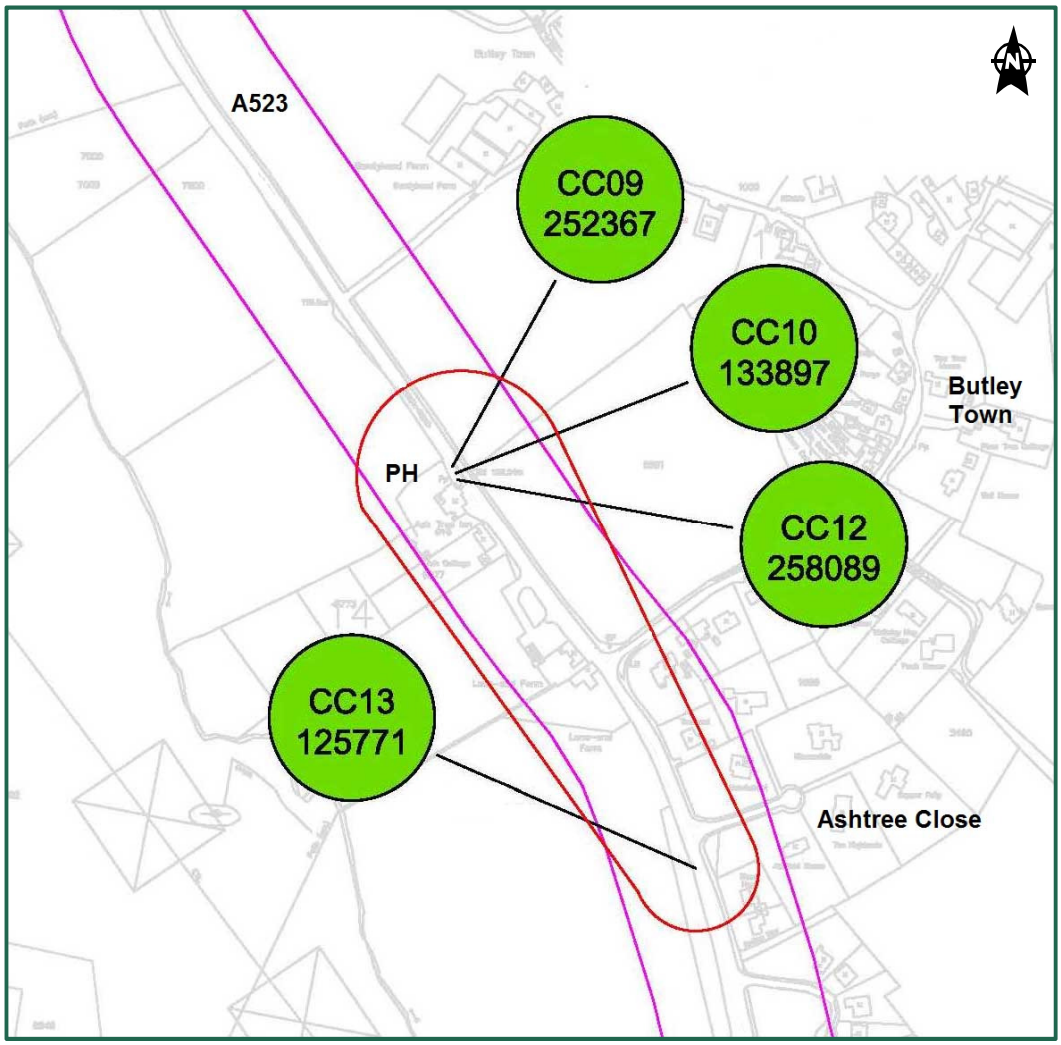

Figure 4-2 A523 London Road / Butley Town Junction

Of the four collisions (all Slight) recorded between October 2008 and October 2013, three collisions occurred at or near the entrance to the Butley Ash Public House, of which two were Junction Manoeuvre type collisions involving vehicles entering or leaving the car park and the remaining collision a vehicle leaving the carriageway while attempting to overtake a vehicle waiting to enter the car park. To have three collisions associated with a private access of relatively low usage does raise concern, although the three collisions do not share common features other than involving, or arising from, vehicle movements into or out of the car park.

The three collisions related directly or indirectly to the pub car park are of concern and are indicative of driver misjudgement possibly associated with the tightness of the access and perhaps late perception of it.

The collision near Ashtree Close resulted from a vehicle waiting to turn right into this cul-de-sac. As this is a relatively infrequent movement it probably does not indicate an underlying safety problem. There already is an Advanced Warning Sign for the junction.

No collisions were recorded during the study period at the junction of Well Lane, the access to Butley Town, and the A523 London Road. A collision was recorded earlier, in 2007, involving a vehicle turning right out of Well Lane. Some improvement embracing this junction and London Road in the vicinity of the Butley Ash public house would seem desirable.

Figure 4-3 Butley Town Junction looking north and Butley Ash PH

4.3 Congestion

When reviewing the results from congestion websites, the Butley Town / A523 London Road junction showed no sign of congestion over AM and PM peak periods.

4.4 Development

On review of the council's planning portal and Strategic Housing Land Availability Assessment (SHLAA), no significant development was noted.

4.5 Public Transport

As noted in Section 2, the only bus service using the full length of the A523 is Service 393 operated by High Peak Buses. This consists of two journeys each way between Macclesfield, Poynton and Stockport, Monday to Saturday, one in the morning peak and one in the afternoon peak. There are no Sunday services.

Bus stops for the 393 Service are located either side of the A523 London Road adjacent to the junction of Well Lane / London Road. In view of the infrequency of the service, it is not considered necessary to provide dedicated bays for buses.

4.6 Summary of Public Consultation Comments

The following results are in response to question 6 of the questionnaire regarding improvements at A523 / Well Lane junction:

Strongly Disagree: 4.4%
Disagree: 5.0%
Neither Agree nor Disagree: 27.7%
Agree: 27.8%
Strongly Agree: 16.7%
No Opinion: 18.4%

4.7 Options

The relatively few properties served off Well Lane indicates that even with greater flows on the A523 a change from priority control could not be justified. However, the lack of a right-turn lane hinders following vehicles and gives an underlying risk of a shunt accident.

A notional option at this location would be to relocate the T-junction to the northwest, which would in turn allow for carriageway widening and a short right-turn lane to be accommodated. This notional option would also allow for a widening to and past the public house, to enable a central bay to be provided for right-turning cars into the car park and a slight improvement to visibility for exiting vehicles.

This notional option would have an indicative cost of approx. £0.5m.

4.8 Sustainability

The notional improvement would involve a modest amount of construction, but this would be offset by reduced delays to A523 vehicles and some reduction in accidents. The overall effect on sustainability should therefore be a reduction in fuel and materials.

5 Bonis Hall Lane Junction

5.1 Existing Layout

Bonis Hall Lane (B5358) runs from the A523 to Handforth and the A34/A555. The present layout consists of a T-junction controlled by traffic signals. All entries have a single entry lane, with a short bay beyond the stop line for the very minor north to west movement. The speed limit is 40mph and street lighting is provided. The northbound approach is on a curving descent.

Figure 5-1 A523 London Road / Bonis Hall Lane Junction

5.2 Collision History

A523 London Road / Bonis Hall junction

2 PICs - Junction Manoeuvre
1 PIC - Overtaking Manoeuvre

Note: one other collision recorded as being at this junction was mis-located, it actually occurring at the Butley Lanes/ Bonis Hall Lane junction.

Of the three collisions (2 Slight & 1 Serious) recorded between October 2008 and October 2013, two were Junction Manoeuvre type collisions, of which one collision was recorded as Serious, both involving a northbound driver failing to comply with a red signal. The remaining slight collision was recorded as an Overtaking manoeuvre which does not appear directly related to the presence of the junction.

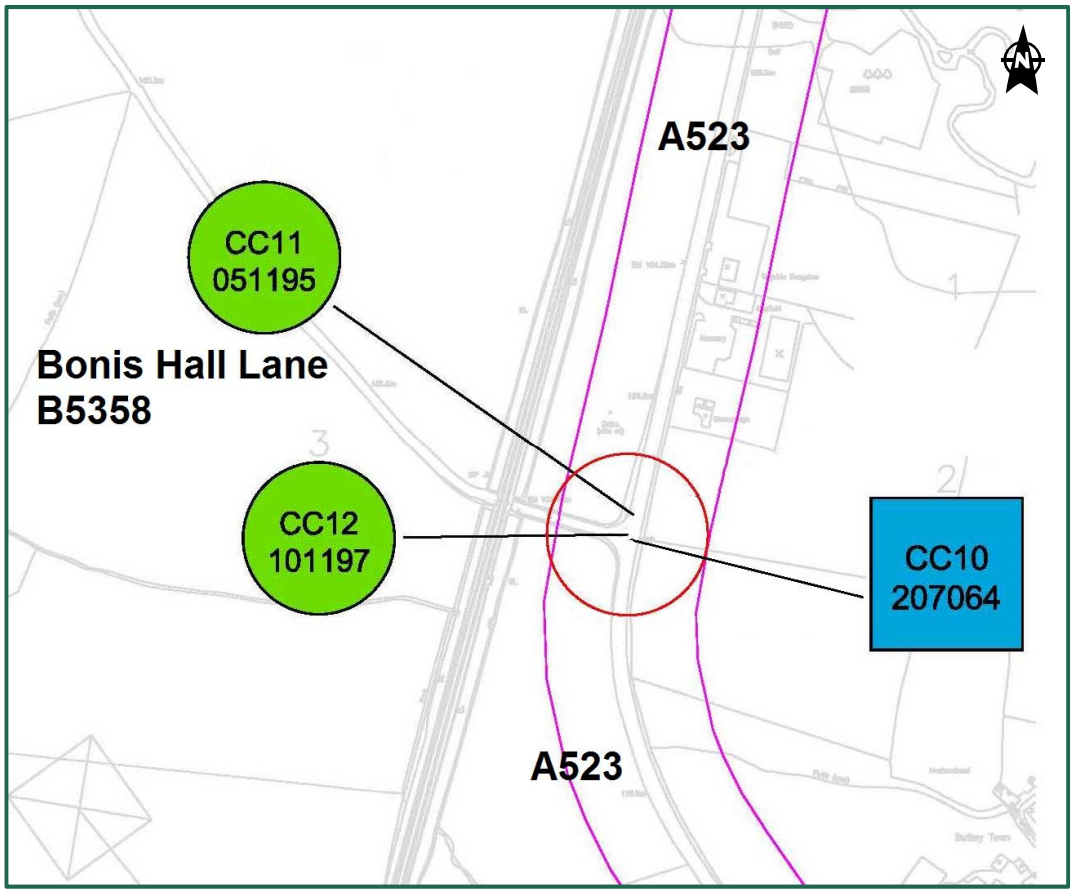

Figure 5-2 A523 London Road / Bonis Hall Lane Junction

Although the junction is approached from the south by a right-hand bend, there is adequate visibility to the signals for the 40mph speed limit and there are a vehicle-operated speed warning sign plus signals ahead and queuing risk signs. The junction also has high-friction surfacing. In view of the number of commercial vehicles using the route, which might obscure view of the current signals, high-level signals may improve driver awareness of the signals.

There have also been two collisions at the entry to the nursery centre, 150 metres north of the Bonis Hall Lane junction. Both were shunts, arising from northbound vehicles waiting to turn right. There was also one collision within the 5-year period (and another in 2008) involving northbound shunts at the Holehouse Lane junction. At present there is some centre hatching with red surfacing extending nearly as far as the nursery entrance, but no right-turn lane or 'holding' facility. Extending the A523 widening to accommodate an enhanced hatching width as far as this access, or even to the junction with Holehouse Lane, would permit some 'undertaking' of right-turners and make their presence more obvious to following vehicles. This should produce an improvement in road safety.

5.3 Congestion

The results from traffic congestion websites showed that the junction suffers from congestion in both peak hours although to a much lesser degree in the PM peak.

Upon completion of the Poynton Relief Road it is likely that traffic will re-route from Bonis Hall Lane onto the A523 London Road. This re-routing, as well as re-routing from other minor roads between Macclesfield and northerly destinations, would likely result in increased traffic flows on the A523 London Road.

A LinSig assessment of the junction indicated the junction to be experiencing over-capacity at present traffic levels, with AM peak Practical Reserve Capacity (PRC) of -10% (2009) falling to -24% by 2032, with similar figures for the PM peak. This would clearly result in a major holdup for traffic on this route.

Because in the post- Poynton Relief Road opening scenario the bulk of traffic remains on the A523, and makes less use of Bonis Hall Lane, to provide sufficient capacity with the retention of signals will require two straight-on lanes for both the northbound and southbound direction. This will require a considerable amount of local widening. As an alternative a roundabout could be considered: this could give lower delays on the A523 and a slight saving in collisions. A possible constraint on either layout is the width under the railway bridge on Bonis Hall Lane, as it cannot accommodate two wide vehicles. As a result long queues on Bonis Hall Lane into the junction could obstruct the exit from the A523. The lower future flows on Bonis Hall Lane should render this less likely.

5.4 Development

On review of the council's planning portal and Strategic Housing Land Availability Assessment (SHLAA), no significant development was noted.

5.5 Public Transport

As noted in Section 2, the only bus service using the full length of the A523 is Service 393 operated by High Peak Buses. This consists of two journeys each way between Macclesfield, Poynton and Stockport, Monday to Saturday, one in the morning peak and one in the afternoon peak. There are no Sunday services.

The nearest bus stop would be at the junction of Well Lane and A523 London Road, approximately 10 minutes' walk.

5.6 Summary of Public Consultation Comments

The following results are in response to question 6 of the questionnaire regarding improvements at A523 / Bonis Hall Lane junction:

Strongly Disagree: 4.0%
Disagree: 3.1%
Neither Agree nor Disagree: 16.0%
Agree: 30.8%
Strongly Agree: 30.4%
No Opinion: 15.7%

5.7 Options

As discussed under congestion, a major upgrade of this junction could be considered necessary for any likely increases in traffic.

Two notional options have been considered at this location:

Notional Option No.1:
The first notional option could comprise of the retention of traffic signals, with the provision of two forward lanes in each direction (northbound and southbound). This would also require two-lane exits, at least for a sufficient distance not to deter under-utilisation of the offside lane.

Capacity analysis using LinSig indicates that a junction with this arrangement would have capacity to handle 2032 peak traffic flows.

Notional Option No.2:
The second notional option could be for a roundabout. In view of the negligible flows from north to west, traffic on the A523 travelling north would likely experience little delay. This option would also remove the need for signalling.

Notional options one and two would have indicative costs of approx. £0.7m and £0.75m, respectively.

5.8 Sustainability

Without some improvement, delays at this junction will increase and so increase vehicle emissions. Over the scheme's life reductions in delay should more than offset energy resources used in constructing the scheme. The notional improvements would also reduce collisions, especially if widening is extended to Holehouse Lane

6 Issues Wood Bend

6.1 Existing Layout

Issues Wood is woodland borderd by the A523 to the east and the River Dean to the west. The A523 bends to pass round the wood, and this section has substandard forward visibility. The road climbs as it heads north. On the opposite side of the wood there are some residential properties and a former cosmetic clinic, undergoing refurbishment. A double white line system is in place.

Figure 6-1 A523 London Road / Issues Wood

6.2 Collision History

A523 London Road / Issues Wood bend

1 PIC - Loss of Control

One Serious collision was recorded between October 2008 and October 2013, which involved a motorcyclist leaving the carriageway and colliding with a brick wall.

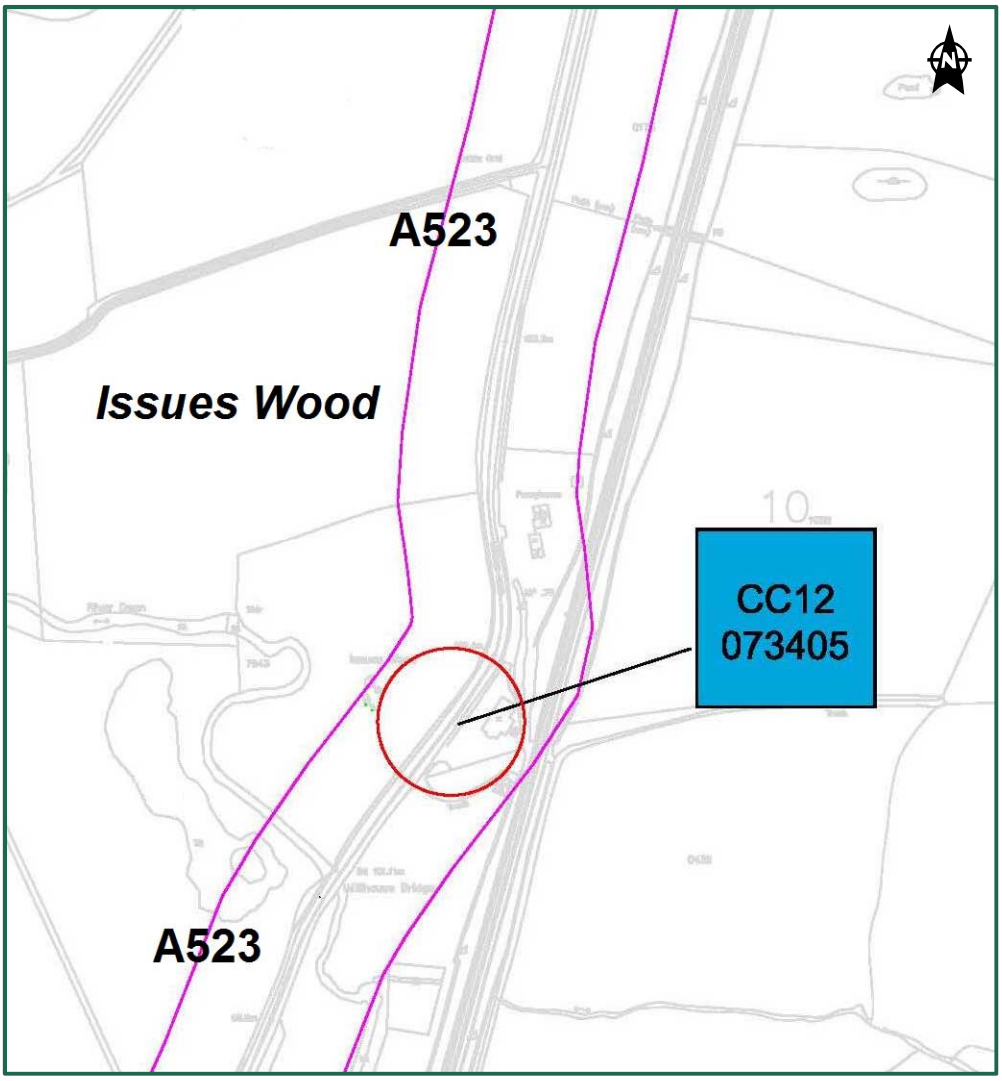

Figure 6-2 A523 London Road / Issues Wood

Although the alignment past Issues Wood is the poorest in quality of all the length under consideration in this study, there being only one recorded Personal-Injury collision suggests that road user recognise its character and respond accordingly

6.3 Congestion

Even with its substandard alignment, capacity should not be an issue through this section.

The results from traffic congestion websites showed no sign of congestion along this stretch of the route over AM and PM peak periods.

6.4 Development

On review of the council's planning portal and Strategic Housing Land Availability Assessment (SHLAA), no significant development was noted.

6.5 Public Transport

As noted in Section 2, the main public transport in the corridor is rail, with an hourly Macclesfield – Stockport – Manchester service stopping at Prestbury, Adlington and Poynton. There are also one or two hourly express services between Macclesfield, Stockport and Manchester not calling at intermediate stations.

The nearest railway station would be Adlington approximately 15 minutes' walk.

6.6 Summary of Public Consultation Comments

A523 London Road / Issues Wood bend not included in questionnaire.

6.7 Options

In view of the winding character of this section of the A523, which is appreciably below the standard elsewhere on the route, it would be advisable to investigate improvements to signing and visibility.

More extensive improvements, such as new highway construction, are not considered justified.

6.8 Sustainability

As no construction work is recommended there are no sustainability issues arising.

7 Adlington Crossroads (Mill Lane/ Brookledge Lane)

7.1 Existing layout

The A523 London Road forms a crossroads with Mill Lane (to the west) and Brookledge Lane (to the east). On the north-east corner is the Legh Arms PH and restaurant, with vehicle access off Brookledge Lane. The village of Adlington lies mostly to the east, off Brookledge Lane, but there are also properties on Mill Lane and London Road (south).

The junction is signal-controlled. An uncontrolled crossing, with pedestrian refuge, is provided on the north side of the junction. Street lighting is provided. The speed limit on London Road is 50mph. There are footways on both sides of London Road.

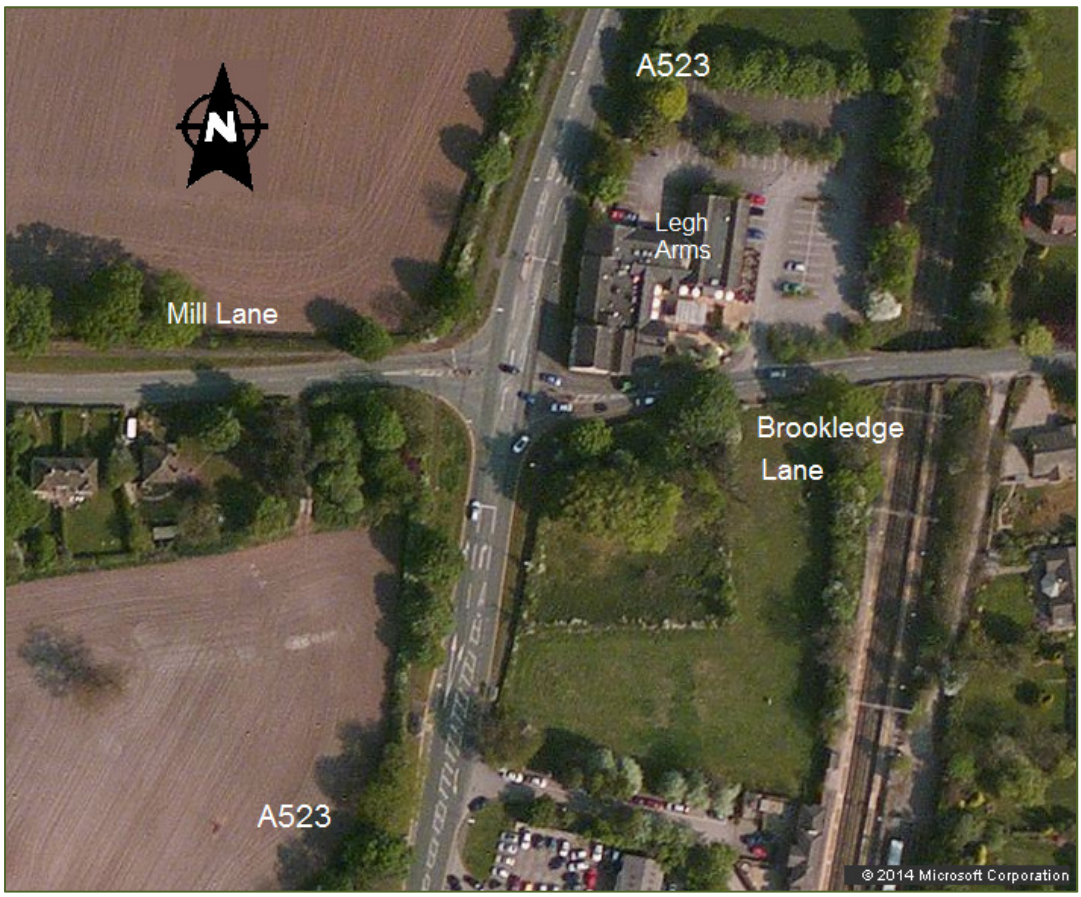

Figure 7-1 A523 London Road / Adlington Crossroads

7.2 Collision History

A number of collisions have taken place on the section of A523 through Adlington Crossroads, though only one was recorded at the signals actually at the crossroads. Overall there were

3 PICs - Junction Manoeuvre
2 PICs - Loss of Control

1 PIC - Overtaking Manoeuvre
1 PIC - Rear End Shunt

Of the seven collisions (4 Slight, 2 Serious & 1 Fatal) recorded between October 2008 and October 2013, three collisions occurred at or on the approach to Adlington Crossroads. Two of the collisions south of the crossroads involved Loss of Control type collisions with one collision north of the junction recorded as Fatal.

The Fatal collision arose from a southbound driver losing control on the exit from a bend and colliding with two northbound vehicles. The road surface was recorded as damp. 'Aggressive driving' was recorded as a contributory factor.

For the other collisions, there is a mix of locations and turning movements involved without any common factor. All occurred in dry road conditions without any pattern by time of day.

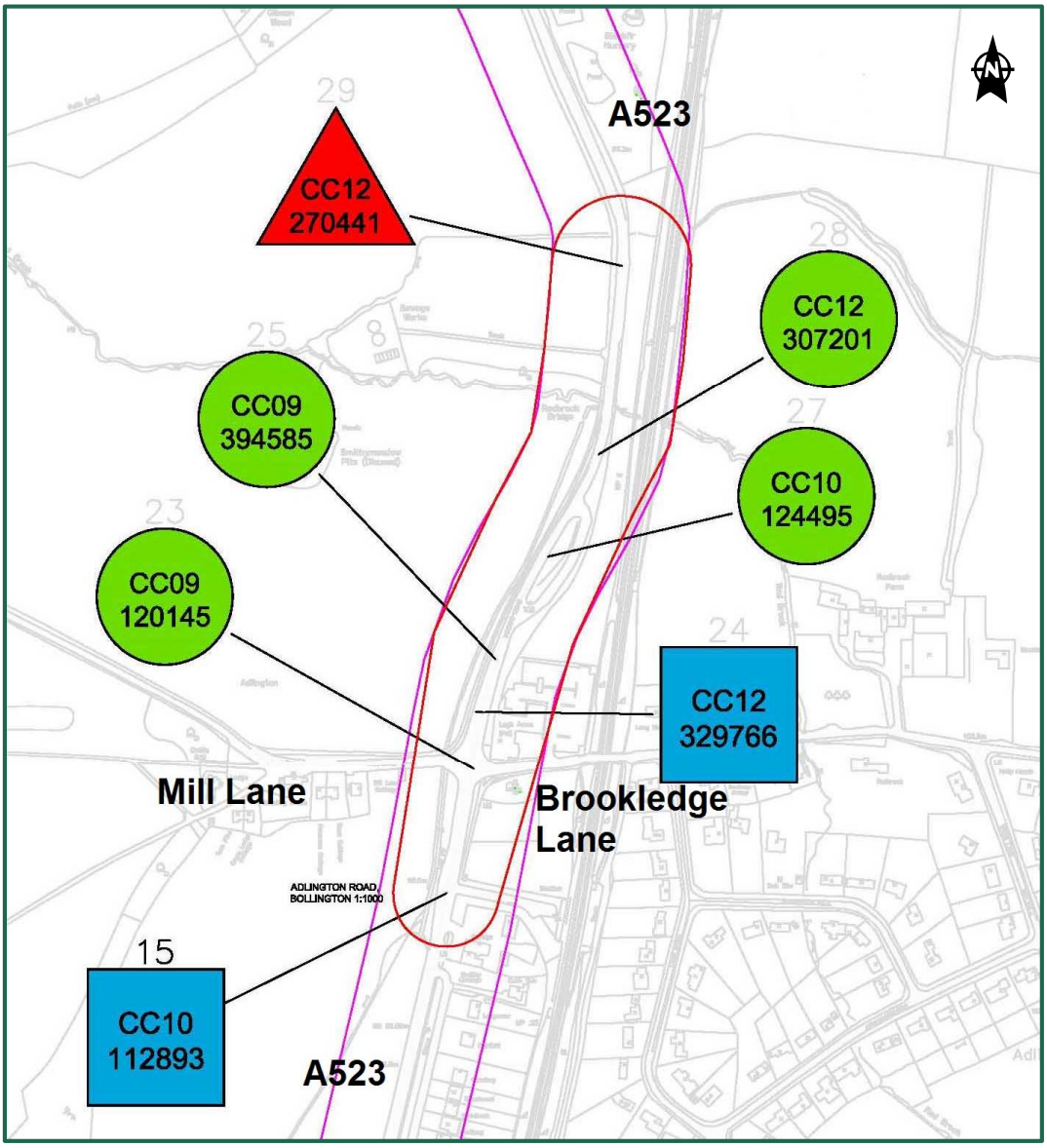

Figure 7-2 A523 London Road / Adlington Crossroads

7.3 Congestion

The results from traffic speed websites showed that the junction suffers from congestion in both peak hours on the A523 approaches, with slow moving traffic on the A523 northbound in the AM peak and southbound in the PM peak. The PM peak also showed some congestion on the Mill Lane approach to the crossroads.

7.4 Development

On review of the council's planning portal and Strategic Housing Land Availability Assessment (SHLAA), no significant development was noted.

7.5 Public Transport

As noted in Section 2, the main public transport in the corridor is rail, with an hourly Macclesfield – Stockport – Manchester service stopping at Prestbury, Adlington and Poynton. There are also one or two hourly express services between Macclesfield, Stockport and Manchester not calling at intermediate stations.

7.6 Summary of Public Consultation Comments

The following results are in response to question 6 of the questionnaire regarding improvements at A523 / Adlington Crossroads:

Options Strongly Disagree: 3.8%
Disagree: 3.2%
Neither Agree nor Disagree: 16.4%
Agree: 32.2%
Strongly Agree: 30.7%
No Opinion: 13.7%

7.7 Options

Although the junction is only slightly over capacity at current traffic levels, the likely increase in traffic expected with completion of the Poynton Relief Road would potentially overload the current junction layout.

A notional option at this location would be to widen the northbound and southbound approaches to allow for two forward lanes in each direction. This would also require two-lane exits, at least for a sufficient distance not to deter under-utilisation of the offside lane.

Other potential considerations at this location include:

- Removal of the northbound bus layby
- Reducing the speed limit through the junction
- Prohibiting right turns into the layby to the northeast of the junction

This notional option would have an indicative cost of approx. £0.45m.

7.8 Sustainability

Without some improvement, congestion will arise with queuing vehicles increasing emissions and lowering air quality. Some improvement to reduce congestion should improve sustainability.

8 Conclusions

From the foregoing analysis it is concluded that the potential increases in traffic flows on the A523 may require capacity improvements at various pinchpoints to maintain and improve reliable and acceptable journey times. There are also locations where the numbers of Personal-Injury collisions could potentially be reduced by appropriate improvements.

We recommend that improvements are developed at Adlington Crossroads, the Butley Town (Well lane) Junction and the Bonis Hall Lane (B5358) Junction. We also recommend that these improvements are developed through consultation with key local stakeholders including the Parish Councils of Prestbury and Adlington.

It is also recommended that enhancements to signing and visibility are considered at the Prestbury Lane Junction and at Issues Wood. We do not consider new highway construction works or layout alterations are necessary at these locations.

Finally, we also emphasise that the notional improvements defined in this report are only indicative of what could be provided in order to maintain and improve operation, capacity and safety along this corridor.

Appendix A Collision Reports

Cheshire East Council
Highways

5 Year Collisions to 14/10/2013

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
129		CC11094215	Slight	Friday	08/04/2011	16:50	390728/378273		

Location: BONIS HALL LANE (B5358) AT JUNCTION WITH LONDON ROAD (A523) PRESTBURY **1st Rd:** B5358 **2nd Rd:** A523

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
60 MPH	Single c'way	T/Stag Give	Light/no lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Left turn	NW SE	On main	Mid junction	No	None		None	Female	58	-\
2	Car	No	Going ahead	SE NW	On main	Mid junction	No	None	Nearside	Tree	Male	49	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	49	Slight	No	Not ped	Not ped	Not ped	

Description: V1 TRAVELLING ALONG BUTLEY LANES IN THE DIRECTION OF BONIS HALL LANE. AT THE GIVE WAY LINE AT THIS JUNCTION V1 ENTERS BONIS HALL LANE AND COLLIDES INTO V2 WHICH IS TRAVELLING WILMSLOW BOUND ON BONIS HALL LANE.

User Information: **Contributory Factors:** 405V1A

129		CC10207064	Serious	Saturday	17/07/2010	12:15	390731/378272			

Location: LONDON ROAD (A523) AT JUNCTION WITH BONIS HALL LANE (B5358) PRESTBURY MACCLESFIELD **1st Rd:** A523 **2nd Rd:** B5358

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	T/Stag ATS	Light/with lights	Fine	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	W S	On main	Mid junction	No	Kerb	Offside	Other	Female	74	N/
2	Car	No	Right turn	S N	On main	Ent r'about	No	None		None	Male	31	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	74	Serious	No	Not ped	Not ped	Not ped	

Description: VEHICLE 2 EMERGED FROM GREEN TRAFFIC LIGHTS TURNING RIGHT FROM BONIS HALL LANE ONTO MAIN CARRIAGEWAY . VEHICLE 1 WENT THROUGH TRAFFIC LIGHTS ON RED AND COLLIDED WITH FRONT END OF VEHICLE 2 AND THEN ENTERED HEDGE.

User Information: **Contributory Factors:** 505V1B 405V1A 301V1A

129		CC12101197	Slight	Friday	13/04/2012	10:14	390731/378273			

Location: LONDON ROAD (A523) AT JUNCTION WITH BONIS HALL LANE (B5358) MACCLESFIELD **1st Rd:** A523 **2nd Rd:** B5358

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	Mini-R Give	Light/with lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Goods > 7.5t	Art	Going ahead	S N	On main	Mid junction	Yes	None		None	Male	57	-\
2	Car	No	Right turn	W S	On main	Mid junction	No	None		None	Male	66	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	57	Slight	No	Not ped	Not ped	Not ped	
2	2	Drv/Rider	Male	66	Slight	No	Not ped	Not ped	Not ped	
3	2	Passenger	Female	66	Slight	Front	Not ped	Not ped	Not ped	
4	2	Passenger	Female	65	Slight	Rear	Not ped	Not ped	Not ped	

Description: V1 TRAVELLING ALONG A523 IN DIRECTION OF POYNTON. V1 HAS GONE THROUGH A RED TRAFFIC LIGHT AT JUNCTION WITH BONIS HALL LANE AND COLLIDED WITH V2 WHICH WAS TURNING RIGHT OUT OF BONIS HALL LANE ONTO THE A523.6

User Information: **Contributory Factors:** 602V1A 301V1B

129		CC11051195	Slight	Thursday	24/02/2011	15:45	390735/378286			

Location: LONDON ROAD (A523) 14 METERS NORTH OF BONIS HALL LANE (U) MACCLESFIELD **1st Rd:** A523 **2nd Rd:** U

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	T/Stag ATS	Light/with lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Start	S N	On main	Junt cleared	No	None		None	Male	?	N/
2	M/c > 500cc	No	Start	S N	On main	Junt cleared	No	None		None	Male	22	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	22	Slight	No	Not ped	Not ped	Not ped	

Description: V1 OVERTOOK V2 (MOTORBIKE) ON NEARSIDE HITTING WING MIRROR WITH RIDER'S LEFT ELBOW AND DID NOT STOP.

User Information: **Contributory Factors:**

Cheshire East Council
Highways

5 Year Collisions to 14/10/2013

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC11005141	Slight	Thursday	06/01/2011	19:30	390762/379143		

Location: LONDON ROAD (A523) 500 METERS NORTH OF HOLE HOUSE LANE MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Dark/lights lit	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Goods < 3.5t	No	Rt hand bend	S NE	On main	Not at	No	None		None	Male	30	-\
2	Car	No	Lt hand bend	NE S	On main	Not at	No	None		None	Male	65	-\
3	Car	No	Rt hand bend	S NE	On main	Not at	No	None		None	Male	61	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	30	Slight	No	Not ped	Not ped	Not ped	
2	2	Drv/Rider	Male	65	Slight	No	Not ped	Not ped	Not ped	
3	2	Passenger	Female	66	Slight	Front	Not ped	Not ped	Not ped	

Description: VEHICLE 1 NEGOTIATES RIGHT HAND BEND, CROSSES OVER DOULBLE WHITE LINES INTO OPPOSING CARRIAGEWAY COLLIDING HEAD ON WITH VEHICLE 2. VEHICLE 3 TRAVLLING BEHIND VEHICLE 1 IS UNABLE TO STOP AND COLLIDES WITH REAR OF VEHICLE 1.

User Information: **Contributory Factors:** 410V1A 602V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC12155377	Slight	Wednesday	06/06/2012	10:30	390767/378416		

Location: LONDON ROAD (A523) 150 METERS NORTH OF BONIS HALL LANE PRESTBURY MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	NotJCT	Light/with lights	Fine	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Other M.veh	No	Going ahead	S N	On main	Not at	No	None		None	Male	27	-\
2	Car	No	Waiting	S N	On main	Not at	No	None		None	Female	45	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	45	Slight	No	Not ped	Not ped	Not ped	
2	2	Passenger	Female	18	Slight	Front	Not ped	Not ped	Not ped	

Description: VEHICLE 2 WAS STATIONARY ON LONDON ROAD FACING IN THE POYNTON DIRECTION WAITING FOR A VEHICLE INFRONT TO TURN INTO PRESTBURY NURSERIES. VEHICLE 1 WAS TRAVELLING FROM MACCLESFIELD TO POYNTON AND COLLIDED WITH THE REAR OF VEHICLE 2.

User Information: **Contributory Factors:** 405V1A 602V1B

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC12144401	Slight	Saturday	26/05/2012	16:37	390768/378427		

Location: LONDON ROAD (A523) 158 METERS NORTH OF BONIS HALL LANE PRESTBURY **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	NotJCT	Light/no lights	Unknown	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/c 125-500cc	No	Going ahead	S N	On main	Not at	No	None		None	Male	19	-\
2	Car	No	Wt turn rt	S E	On main	Not at	No	None		None	Male	53	-\
3	Goods > 7.5t	Single	Going ahead	S N	On main	Not at	No	None		None	Male	45	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	19	Slight	No	Not ped	Not ped	Not ped	

Description: V2 STATIONARY ON LONDON ROAD INDICATES TO TURN RIGHT INTO PRESTBURY NURSERY. V3 IS ALSO STATIONARY BEHIND V2 OBSCURING THE VIEW OF V2 TO V1. V1 OVERTAKES V3 AND COLLIDES INTO V2.

User Information: **Contributory Factors:** 701V1A 605V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC12261776	Serious	Wednesday	12/09/2012	08:12	390823/378663		

Location: LONDON ROAD (A523) AT JUNCTION WITH HOLEHOUSE LANE (C415) ADLINGTON **1st Rd:** A523 **2nd Rd:** C415

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	T/Stag Give	Light/with lights	Fine	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	E N	On main	Enter main	No	None		None	Female	41	-\
2	M/c > 500cc	No	Going ahead	N S	On main	Junt appr	OT	None		None	Male	42	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	42	Serious	No	Not ped	Not ped	Not ped	

Description: VEHICLE 1 DRIVING THE HOURS OF DAYLIGHT PULLS OUT ON C CLASS ROAD ONTO A CLASS ROAD. ON THE A CLASS ROAD QUEUING TRAFFIC IS STATIONARY. VEHICLE 1 PULLS OUT OF THE ROAD SLOWLY WITH THE INTENTION OF TURNING RIGHT TOWARDS POYNTON. VEHICLE 2 ON A CLAS S ROAD TRAVELLING FROM THE DIRECTION OF POYNTON TO MACCLESFIELD, OVERTAKES THE STATIONARY TRAFFIC AND VEHICLE 1 & 2 COLLIDE. RIDER ON VEHICLE 2 SUSTAINS SERIOUS LEFT LEG INJURY.

User Information: **Contributory Factors:** 405V1A 405V2A

Cheshire East Council
Highways

5 Year Collisions to 14/10/2013

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
129		CC10249654	Slight	Thursday	26/08/2010	12:53	390827/379303		

Location: LONDON ROAD (A523) 670 METERS NORTH OF HOLEHOUSE LANE ADLINGTON MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Light/with lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/c > 500cc	No	Going ahead	NE SW	On main	Not at	No	Kerb	Offside	Other	Male	31	-v

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	31	Slight	No	Not ped	Not ped	Not ped	

Description: VEHICLE 1 TRAVELLING SOUTH ALONG LONDON ROAD, ADLINGTON NEGOTIATES DOUBLE BEND, LEFT THEN RIGHT, LOSES CONTROL OF MOTOR CYCLE AND PARTS COMPANY WITH IT. MOTORCYCLE LEAVES CARRIAGEWAY ON OFFSIDE INTO FIELD. RIDER SLIDES ALONG CARRIAGEWAY TO A STOP.

User Information: **Contributory Factors:** 601V1A 410V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
129		CC12073405	Serious	Friday	16/03/2012	19:41	390905/379400		

Location: LONDON ROAD (A523) 293 METERS NORTH OF HOLEHOUSE LANE ADLINGTON MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Dark/lights lit	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/c > 500cc	No	Right turn	N S	On main	Not at	No	None	N/s & rebound	Other	Male	47	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	47	Serious	No	Not ped	Not ped	Not ped	

Description: VEHICLE 1 WAS TRAVLLING ALONG A523 LONDON ROAD ADLINGTON IN THE GENERAL DIRECTION OF MACCLESFIELD. VEHICLE 1 FAILS TO NEGOTIATE A RIGHT HAND BEND, LEAVES CARRIAGEWAY TO THE NEARSIDE AND COLLIDES WITH BRICK WALL. VEHICLE 1 COMES TO REST IN THE NEARS IDE CARRIAGEWAY, FACING IN THE GENERAL DIRECTION OF POYNTON.

User Information: **Contributory Factors:** 410V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
129		CC09252367	Slight	Sunday	09/08/2009	13:45	390934/377825		

Location: LONDON ROAD (A523) 150 METERS NORTH WEST OF WELL LANE PRESTBURY **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	NotJCT	Light/with lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	SW SE	On main	Not at	No	None		None	Male	45	-v
2	Pedal Cycle	No	Going ahead	SE NW	On main	Not at	Yes	None		None	Male	34	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	34	Slight	No	Not ped	Not ped	Not ped	

Description: VEHICLE 1 PULLS OUT OF BUTLEY ASH PUBLIC HOUSE CAR PARK AND COLLIDES WITH VEHICLE 2.

User Information: **Contributory Factors:** 405V1A 509V1B

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
129		CC10133897	Slight	Wednesday	12/05/2010	17:15	390936/377821		

Location: LONDON ROAD (A523) 140 METERS NORTH WEST OF WELL LANE PRESTBURY MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	NotJCT	Light/with lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Left turn	SE SW	On main	Not at	No	None		None	Male	58	N/
2	Pedal Cycle	No	Going ahead	SE NW	On main	Not at	No	None		None	Male	35	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	35	Slight	No	Not ped	Not ped	Not ped	

Description: VEHICLE 1 TRAVELLING ALONG MAIN ROAD TURNS LEFT INTO PUBLIC HOUSE CAR PARK COLLIDING WITH VEHICLE 2 PEDAL CYCLIST ALSO TRAVELLING SAME DIRECTION ON MAIN ROAD.

User Information: **Contributory Factors:** 403V1A 405V1A

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Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC12258089	Slight	Saturday	08/09/2012	14:13	390937/377817		

Location: LONDON ROAD (A523) 30 METERS NORTH WEST OF WELL LANE PRESTBURY **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	NotJCT	Light/no lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	O/T mov veh	SW NE	On main	Not at	No	None	Offside	Barr	Male	82	-\
2	Car	No	Right turn	SW SE	On main	Not at	No	None		None	Female	51	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Passenger	Female	82	Slight	Front	Not ped	Not ped	Not ped	

Description: VEHICLE 1 TRAVELLING IN DIRECTION OF MACCLESFIELD ALONG A523 APPROACHES VEHICLE 2 WAITING TO TURN RIGHT INTO BUTLEY ASH PUBLIC HOUSE. VEHICLE 1 OVERTAKES VEHICLE 2 ON OFFSIDE BEFORE COLLIDING WITH STREET FURNITURE ON PAVEMENT.

User Information: **Contributory Factors:** 705V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	E06	CC13125771	Slight	Thursday	09/05/2013	18:05	391081/377582		

Location: **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	NotJCT	Light/with lights	Fine Wind	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	S N	On main	Not at	Yes	None		None	Male	30	-\
2	Car	No	Waiting	S N	On main	Not at	No	None		None	Female	50	-\
3	Car	No	Waiting	S N	On main	Not at	No	None		None	Female	42	-\

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	30	Slight	No	Not ped	Not ped	Not ped	
2	2	Drv/Rider	Female	50	Slight	No	Not ped	Not ped	Not ped	

Description: Description removed.

User Information: **Contributory Factors:** 103V001A 406V001A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC10112893	Serious	Thursday	22/04/2010	17:15	391096/380327		

Location: LONDON ROAD (A523) 80 METERS SOUTH OF MILL LANE ADLINGTON MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Light/no lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Pedal Cycle	No	Chg rt lane	S N	On main	Not at	No	None		None	Male	47	N/
2	Car	No	O/T mov veh	S N	On main	Not at	No	None		None	Female	46	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	47	Serious	No	Not ped	Not ped	Not ped	

Description: VEHICLE 2 APPROACHING TRAFFIC SIGNALS ON GREEN. VEHICLE 1 ATTEMPTS TO CROSS LANE, COLLIDING WITH VEHICLE 2.

User Information: **Contributory Factors:** 403V1B 405V1B 406V1B 407V2B 403V2B 406V2B

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC11319569	Slight	Wednesday	09/11/2011	08:55	391106/377463		

Location: LONDON ROAD (A523) AT JUNCTION WITH PRESTBURY LANE (C421) MACCLESFIELD **1st Rd:** A523 **2nd Rd:** C421

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	Other Give	Light/no lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	S N	On main	Junt appr	Yes	None		None	Female	40	N/
2	Car	No	Wt turn lt	W E	On main	Junt appr	Yes	None		None	Female	18	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	18	Slight	No	Not ped	Not ped	Not ped	

Description: V2 WAS ON PRESTBURY LANE WAITING TO TURN LEFT INTO THE CENTRAL RESERVATION SO THAT SHE COULD GET INTO THE RIGHT LANE TOWARDS MACCLESFIELD. V2 PULLED OUT AS SHE THOUGHT THAT V1 WAS INDICATING TO TURN LEFT ONTO PRESTBURY LANE. V1 WENT STRAIGHT ON PAST THE JUNCTION AND INTO V2.

User Information: **Contributory Factors:** 404V1B

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Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC11094394	Slight	Friday	08/04/2011	19:02	391106/377465		

Location: LONDON ROAD (A523) AT JUNCTION WITH PRESTBURY LANE (C421) PRESTBURY **1st Rd:** A523 **2nd Rd:** C421

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40MPH	Single c'way	T/Stag Give	Light/with lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	W E	On main	Enter main	No	None		None	Male	40	-v
2	Car	No	Going ahead	S NW	On main	Mid junction	No	None		None	Female	45	-v

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Passenger	Female	42	Slight	Front	Not ped	Not ped	Not ped	

Description: V1 EMERGES FROM PRESTBURY LANE INTENDING TO TURN RIGHT ONTO LONDON ROAD. V1 COLLIDES WITH REAR NEARSIDE QUARTER OF V2 WITH V1'S FRONT NEARSIDE QUARTER.

User Information: **Contributory Factors:** 405V1A 506V1B

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC11079151	Serious	Thursday	24/03/2011	20:23	391107/377462		

Location: LONDON ROAD (A523) AT JUNCTION WITH PRESTBURY LANE (C421) MACCLESFIELD **1st Rd:** A523 **2nd Rd:** C421

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40MPH	Single c'way	T/Stag Give	Dark/lights lit	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	W S	On main	Junt cleared	No	None		None	Male	29	-v
2	Goods < 3.5t	No	Going ahead	S N	On main	Junt appr	No	None		None	Male	66	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	29	Slight	No	Not ped	Not ped	Not ped	
2	2	Drv/Rider	Male	66	Serious	No	Not ped	Not ped	Not ped	

Description: V1 STATIONARY AT JUNCTION PRESTBURY LANE / LONDON ROAD. V2 TRAVELLING LONDON ROAD, MACCLESFIELD, TOWARDS STOCKPORT. V1 TURNS ACROSS PATH OF V2 TOWARDS MACCLESFIELD. V2 COLLIDES WITH V1.

User Information: **Contributory Factors:** 405V1A 406V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC10310766	Slight	Saturday	23/10/2010	13:25	391108/377459		

Location: LONDON ROAD (A523) AT JUNCTION WITH PRESTBURY LANE (C421) PRESTBURY **1st Rd:** A523 **2nd Rd:** C421

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40MPH	Single c'way	T/Stag Give	Light/with lights	Fine	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	W S	On main	Mid junction	No	None		None	Female	24	-v
2	Car	No	Going ahead	S N	On main	Mid junction	Yes	Kerb	Nearside	Lamp	Male	60	-v

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	60	Slight	No	Not ped	Not ped	Not ped	

Description: V1 COMES TO A STOP AT GIVE WAY GOVERNED 'T' TYPE JUNCTION WITH BUSY 'A' CLASS ROAD. V1 WAITS FOR A GAP IN THE TRAFFIC, SEES A GAP FROM HER LEFT, MOVES OFF TO TURN RIGHT AND IN SO DOING COLLIDES WITH REAR NEARSIDE OF V2 TRAVELLING FROM V1'S RIGHT TO LEFT, CAUSING V2 TO LOSE CONTROL AND LEAVE ROADWAY, UP N/S GRASS VERGE AND IMPACTS WITH STREET LAMPPOST AND ROAD SIGN.

User Information: **Contributory Factors:** 402V1A 403V1A 405V1A 406V1A 410V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC12063332	Slight	Tuesday	06/03/2012	19:18	391108/377464		

Location: LONDON ROAD (A523) AT JUNCTION WITH PRESTBURY LANE (C421) MACCLESFIELD **1st Rd:** A523 **2nd Rd:** C421

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40MPH	Single c'way	T/Stag Give	Dark/no lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	W SE	On main	Mid junction	No	None		None	Male	76	-v
2	Car	No	Going ahead	E N	On main	Mid junction	No	None		None	Male	36	-v

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	36	Slight	No	Not ped	Not ped	Not ped	

Description: VEHICLE 1 EXITS JUNCTION OF PRESTBURY LANE AND LONDON ROAD DIRECTLY INTO THE PATH OF VEHICLE 2 TRAVELLING FROM MACCLESFIELD TOWARDS POYNTON. VEHICLE 1 COLLIDES INTO FRONT END OF VEHICLE 2.

User Information: **Contributory Factors:** 405V1A 406V1A

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Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC12329766	Serious	Friday	16/11/2012	16:44	391118/380461		

Location: LONDON ROAD (A523) 40 METERS NORTH OF MILL LANE ADLINGTON **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Light/with lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Pedal Cycle	No	Right turn	N S	On main	Not at	No	None		None		?	N/
2	Pedal Cycle	No	Going ahead	S N	On main	Not at	Over	None		None	Male	30	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	30	Serious	No	Not ped	Not ped	Not ped	

Description: PEDEAL CYCLE TRAVELLING TOWARDS MACCLESFIELD APPROACHING JUNCTION OF MILL LANE CROSSES TWO LANES AND HATCHED AREA COLLIDING WITH SECOND PEDAL CYCLE TRAVELLING IN OPPOSITE DIRECTION. SECOND PEDAL CYCLIST SUSTAINS FRACTURED ARM. FIRST PEDAL CYCLIST L EAVES SCENE PRIOR TO POLICE ARRIVAL.

User Information: **Contributory Factors:** 403V1A 405V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC09394585	Slight	Thursday	17/12/2009	12:55	391132/380500		

Location: LONDON ROAD (A523) 70 METERS NORTH OF MILL LANE MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
60 MPH	Single c'way	NotJCT	Light/no lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	S N	On main	Not at	No	None		None	Female	50	N/
2	Car	No	Stop	S N	On main	Not at	No	None		None	Female	63	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	63	Slight	No	Not ped	Not ped	Not ped	

Description: V2 IN LINE OF TRAFFIC TRAVELLING ON MAIN ROAD TOWARDS POYNTON. CAR AHEAD IN SAME LINE OF TRAFFIC BRAKES SUDDENLY TO TURN INTO LAYBY ON THE RIGHT. V2 BRAKES IN TURN AND V1 TRAVELLING BEHIND FAILS TO BRAKE IN TIME AND COLLIDES WITH REAR OF V2.

User Information: **Contributory Factors:** 406V1A

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC09354292	Serious	Sunday	08/11/2009	23:59	391146/381017		

Location: LONDON ROAD (A523) 625 METERS NORTH OF BROOKLEDGE LANE ADLINGTON MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Dark/lights lit	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Lt hand bend	NE SW	On main	Not at	Yes	Kerb	Nearside	Sign	Male	18	-\
2	Car	No	Lt hand bend	NE SW	On main	Not at	No	None		None		?	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Passenger	Male	19	Serious	Front	Not ped	Not ped	Not ped	

Description: V1 TRAVELLING SOUTHBOUND ALONG A523 FROM POYNTON TOWARDS MACCLESFIELD. V1 FAILS TO NEGOTIATE A LEFT HAND BEND, LOSES CONTROL AND CROSSES ONTO OPPOSING CARRIAGEWAY, CLIPS OPPOSING CARRIAGEWAY KERB, CROSSES BACK ONTO OWN CARRIAGEWAY, LEAVES NEARSIDE CO LLIDING WITH A ROAD SIGN, ROLLING INTO TREES. FRONT PASSENGER EXITS VEHICLE THROUGH OPEN WINDOW AND THE VEHICLE LANDS ON HIM TRAPPING HIM UNDERNEATH THE CAR.

User Information: **Contributory Factors:** 601V1A 602V1A 410V1A 605V1B

Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC10124495	Slight	Monday	03/05/2010	01:20	391171/380575		

Location: LONDON ROAD (A523) 150 METERS NORTH OF MILL LANE ADLINGTON MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Dark/lights lit	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Start	S N	On main	Not at	Yes	Kerb	Offside	None	Male	19	N/

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Passenger	Female	17	Slight	Rear	Not ped	Not ped	Not ped	
2	1	Passenger	Female	17	Slight	Front	Not ped	Not ped	Not ped	

Description: VEHICLE 1 WAS DRIVING ON LONDON ROAD TOWARDS POYNTON WHEN THE DRIVER BRAKED SUDDENLY AND THEN STARTED DRIVING AGAIN LOSING CONTROL OF THE VEHICLE, WHICH THEN SPAN ROUND AND ENDED UP IN THE GRASS VERGE OPPOSITE THE LAYBY ON LONDON ROAD, THE VEHICLE NOW FACING TOWARDS MACCLESFIELD.

User Information: **Contributory Factors:** 509V1B 601V1A 605V1A 410V1A

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Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
	129	CC12307201	Slight	Friday	26/10/2012	07:07	391208/380650		

Location: LONDON ROAD (A523) 250 METERS NORTH OF BROOKLEDGE LANE ADLINGTON **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Dark/no lights	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	O/T mov veh	SW N	On main	Not at	No	None		None	Male	34	-v
2	Car	No	Going ahead	N S	On main	Not at	No	None		None	Male	57	-v

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	34	Slight	No	Not ped	Not ped	Not ped	

Description: VEHICLE 1 TRAVELS ON MAIN `A' CLASS SINGLE CARRIAGEWAY ROAD BEGINS AN OVERTAKE OF A HGV ON A BEND (LEFT HAND) COLLIDES WITH VEHICLE 2 TRAVELLING ON OPPOSITE DIRECTION.

User Information: **Contributory Factors:** 403V1A 406V1B 602V1A

	129	CC12270441	Fatal	Thursday	20/09/2012	15:21	391225/380789			

Location: LONDON ROAD (A523) 390 METERS NORTH OF BROOKLEDGE LANE MACCLESFIELD **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
50 MPH	Single c'way	NotJCT	Light/with lights	Fine	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Rt hand bend	N S	On main	Not at	Over	None		None	Male	37	-v
2	Car	No	Lt hand bend	S N	On main	Not at	No	None		None	Female	61	N/
3	Car	No	Lt hand bend	S N	On main	Not at	No	None		None	Female	31	-v

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	61	Fatal	No	Not ped	Not ped	Not ped	
2	3	Drv/Rider	Female	31	Slight	No	Not ped	Not ped	Not ped	
3	1	Passenger	Male	37	Slight	Front	Not ped	Not ped	Not ped	
4	1	Passenger	Male	21	Slight	Rear	Not ped	Not ped	Not ped	

Description: V1 TRAVELLING FROM POYNTON TO MACCLESFIELD ON A523 LONDON ROAD. V2 AND V3 ARE TRAVELLING FROM MACCLESFIELD TO POYNTON ON A523. V1 EXITS RIGHT HAND BEND AND LOSES CONTROL, IMPACTING V2 AND V3.

User Information: **Contributory Factors:** 601V1A

	129	CC09295717	Slight	Wednesday	16/09/2009	08:40	391268/381794			

Location: LONDON ROAD (A523) 50 METERS SOUTH OF STREET LANE ADLINGTON **1st Rd:** A523 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
40 MPH	Single c'way	NotJCT	Light/with lights	Fine	Dry	None	None	None	None

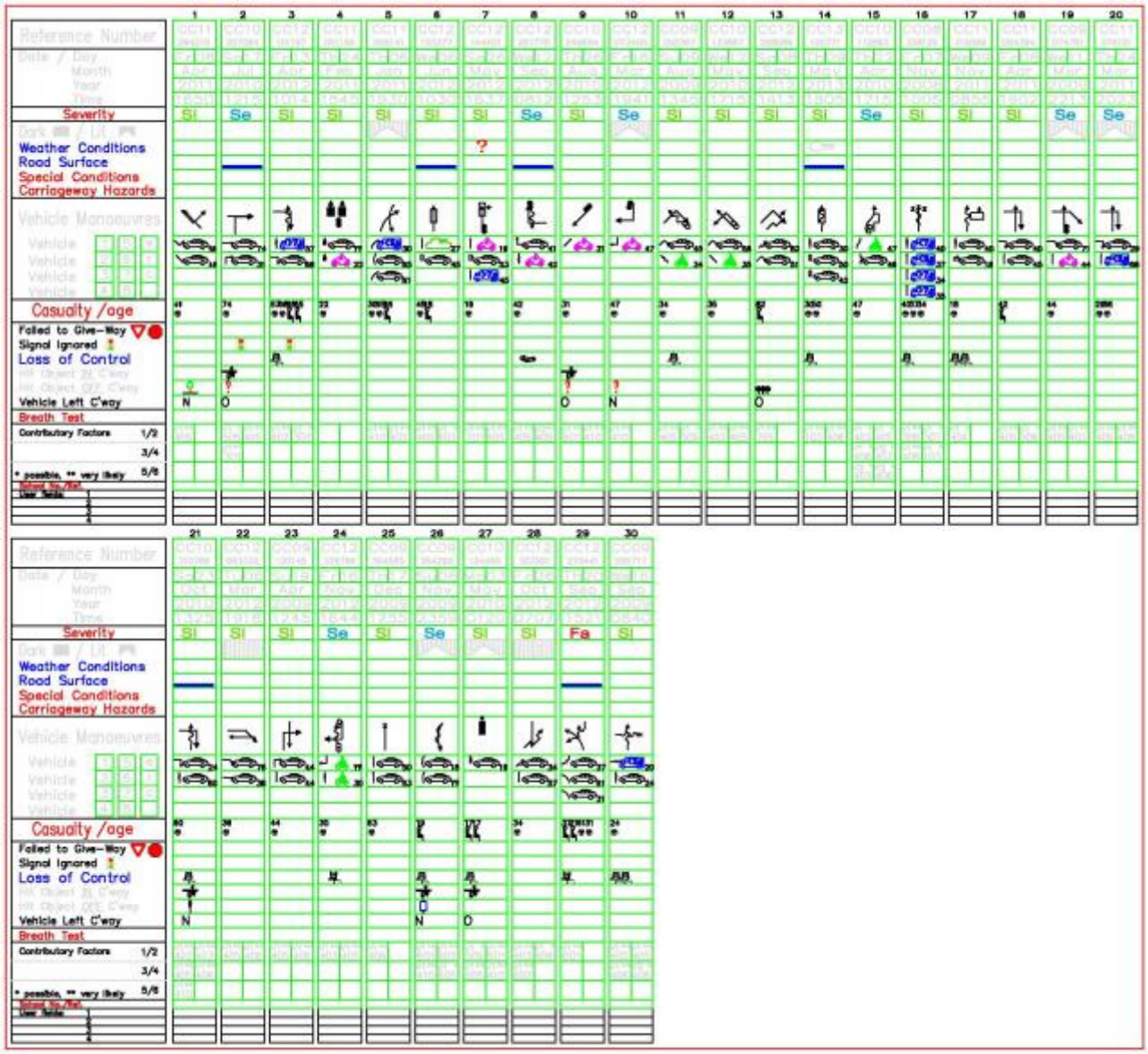
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Goods < 3.5t	No	Stop	W S	On main	Not at	Yes	None		None	Male	20	-v
2	Car	No	Going ahead	S N	On main	Not at	Yes	None		None	Female	24	-v

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	24	Slight	No	Not ped	Not ped	Not ped	

Description: VEHICLE 1 EMERGES FROM PRIVATE CAR PARK ONTO A CLASS TRUNK ROAD TURNING RIGHT. PULLS ACROSS PATH OF VEHICLE 2 APPROACHING FROM VEHICLE 1'S RIGHT SIDE. VEHICLE 1 & 2 COLLIDE.

User Information: **Contributory Factors:** 402V1A 405V1A 406V1A 406V2B

Stick Diagrams



Notes:

Collision 1 in the above list (CC11094215) appears from the written description to have occurred at the Butley Lanes/ Bonis Hall Lane junction, rather than at the A523/ Bonis Hall junction and has therefore been excluded.

Collision 19 does not appear in the collision summaries but appears on the stick diagram.

Collision CC09310766 (Prestbury Lane/ London Road) does not appear in the stick diagram.

Appendix B Questionnaire

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Highways

Poynton Relief Road Consultation Questionnaire

Cheshire East Council is consulting on revised route options for Poynton Relief Road, which aims to remove unnecessary traffic, including Heavy Goods Vehicles (HGVs) from Poynton and improve transport links. The results from this questionnaire will be used to help inform a preferred option decision. All questionnaires should be returned by **Monday 28th July 2014**. Details of the route options along with an online version of the questionnaire can be seen at www.cheshireeast.gov.uk/PoyntonRR

1. What is your overall opinion on the Poynton Relief Road proposals? **(Please tick one box)**

☐ Strongly Support ☐ Support ☐ No Preference ☐ Oppose ☐ Strongly Oppose

2. Do you have a preferred route option? (The route options are shown in Figure 1 in the Public Consultation Leaflet and online). **(Please tick one box)**

☐ Green Route Option ☐ Blue Route Option ☐ No Preference

3. Are there any changes to the option you have chosen that you would like to be considered?

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4. When considering the Poynton Relief Road proposals, how important to you are the following factors? **(Please score each factor, as indicated below)**

	Very Unimportant	Fairly Unimportant	Neither Unimportant nor Important	Fairly Important	Very Important	Don't Know
Potential economic benefits	☐	☐	☐	☐	☐	☐
Improved/more reliable journey times	☐	☐	☐	☐	☐	☐
Improved air quality/reduced traffic-related pollutants	☐	☐	☐	☐	☐	☐
Reduced traffic congestion in Poynton	☐	☐	☐	☐	☐	☐
Reduced accidents/improved road safety	☐	☐	☐	☐	☐	☐
Less through traffic in Poynton	☐	☐	☐	☐	☐	☐
Reduced traffic on minor local roads (rat-running)	☐	☐	☐	☐	☐	☐

Other (please specify): .....

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5. When considering the design of Poynton Relief Road, how important to you are the following factors? **(Please score each factor, as indicated below)**

	Very Unimportant	Fairly Unimportant	Neither Unimportant nor Important	Fairly Important	Very Important	Don't Know
Visual and landscape quality	☐	☐	☐	☐	☐	☐
Consideration for the environment/wildlife	☐	☐	☐	☐	☐	☐
Consideration of archaeological/heritage sites	☐	☐	☐	☐	☐	☐
Pedestrian facilities	☐	☐	☐	☐	☐	☐
Cycling facilities	☐	☐	☐	☐	☐	☐
Public Rights of Way	☐	☐	☐	☐	☐	☐

Other (please specify): .....

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Continued Overleaf

Cheshire East Council
Highways

6. The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These improvements will help manage any possible increases in traffic flows arising from the relief road and will maintain and improve the safe operation of the highway. Listed below are the locations currently being considered, please indicate whether you agree with the locations we have identified. (The A523 Improvement Study Corridor is shown in Figure 2 in the Public Consultation Leaflet and online).
(Please score each location, as indicated below)

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree	No Opinion
Adlington Crossroads	☐	☐	☐	☐	☐	☐
Junction with Holehouse Lane	☐	☐	☐	☐	☐	☐
Junction with B5358 (Bonis Hall Lane)	☐	☐	☐	☐	☐	☐
Junction with Well Lane (Butley Town)	☐	☐	☐	☐	☐	☐
Junction with Prestbury Lane	☐	☐	☐	☐	☐	☐
Junction with B5091 (London Road / Flash Lane)	☐	☐	☐	☐	☐	☐

7. Are there any further locations within the A523 Improvement corridor that you believe require improvements? Please specify and provide justifications where appropriate. .....

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8. We would like to be able to take into account the views of all types of transport users. In order for us to do so, can you please indicate how often you travel using the following methods:

	Daily	2-3 times per week	Weekly	Monthly	Less than once a month	Never
Private vehicle	☐	☐	☐	☐	☐	☐
Pedestrian	☐	☐	☐	☐	☐	☐
Public transport	☐	☐	☐	☐	☐	☐
Commercial vehicle	☐	☐	☐	☐	☐	☐
Rambler/hiker	☐	☐	☐	☐	☐	☐
Cyclist	☐	☐	☐	☐	☐	☐
Horse rider	☐	☐	☐	☐	☐	☐

Other (please specify): .....

9. Do you have any other comments about the scheme? .....

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10. What is your home postcode? Postcode: .....

To help us to monitor how we are doing, we would be grateful if you would complete the following information. This information will remain confidential and will be used to help us to develop further Poynton Relief Road. Completion of this form is entirely voluntary and will not affect the way in which we respond to you.

Cheshire East Council adhere to the principles of the Data Protection Act and so will not allow anyone access to this information except for the express purpose of monitoring and improving services.

11. Are you male or female? ☐ Male ☐ Female

12. How old are you? ☐ Under 21 ☐ 21-30 ☐ 31-40 ☐ 41-50 ☐ 51-60 ☐ 61-70 ☐ 70+

13. Do you consider yourself to have a disability? ☐ Yes ☐ No

Thank you for taking the time to complete this questionnaire

Please return the completed questionnaire to us using the self addressed, Freepost envelope provided. The results of this Public Consultation will be made available in Autumn 2014 at www.cheshireeast.gov.uk/PoyntonRR. Your views and opinions will remain confidential. Cheshire East Council will only disclose this information to the scheme's principal consultant (Jacobs UK Ltd), Stockport Metropolitan Borough Council and an external data input company (Thinking Tree Ltd), and all data will be anonymised.

Alternatively, return the questionnaire to us at: **Cheshire East Council, Strategic Highways and Transportation, Poynton RR, Floor 6, Delamere House, Delamere Street, Crewe, CW1 2LL**