

From: planningcomments@highpeak.gov.uk
To: [Planning Comments \(HPBC\)](#)
Subject: Comment Received from Public Access
Date: 21 June 2023 01:23:09

Application Reference No. : HPK/2022/0353

Site Address: Zion Methodist Church Simmondley Lane Simmondley Glossop Derbyshire SK13 6NS Glossop

Comments by: Mr. Meskall

From:

04

Adderley place

Simmondley

Glossop

Derbyshire

Sk136PA

Phone:

Email:

Submission: Objection

Comments: Revised Transport Plan May 2023

4. Surveys undertaken and results:

Extract.

[Full details of the surveys are provided in a separate document, 'Traffic, Speed, Volume and Junction Review, May 2022', which should also be read in conjunction with this document.]

Volume of traffic data is potentially skewed, May 2022 saw works for a gas pipeline upgrade being undertaken on Mottram Moor, this resulted in drivers bypassing the A57 via high lane to Charlesworth to avoid traffic congestion

Extract.

[The speed survey found that average 85th percentile speeds were 19.9mph south west bound and 20.3mph north east bound. This results in a required SSD of 23m in either direction, much reduced from the speed limit estimated distance of 47mph.]

The remaining 15th percentile speed do travel at the speed limit estimated distance of 47mph and I suggest the average percentile speeds are greater than the data suggests. Due to parked cars, a vehicle will give way to traffic travelling down Simmondley lane and they will invariably speed up to reduce the waiting time of the vehicle which has given way. The waiting vehicle usually stops adjacent the access to Adderley Place and can block vehicles egressing the lane.

Extract.

[The traffic flow element of the traffic count identified 5-day 24-hour flows of 2,475 away from the roundabout (northbound) and 2,277 towards. Monday flows were highest, possibly due to a traffic incident. The morning peak hour towards the roundabout was always 08:00, whereas away from the roundabout this remained true but the Tuesday saw a peak hour of 10:00. Evening peak hours were more variable.]

The A57 was actively being avoided due to the ongoing congestion due to the gas pipeline upgrade Mottram Moor but it is strange that morning and afternoon school runs to Dinting vale school have not been reflected in the data? It is common local knowledge that the school run cause major disruption to traffic flow in either direction on the A57 at these times on a school day.

Extract

[This queue of six vehicles blocked the access around 10:00 on the Saturday for no more than a minute. In essence, the wide nature of the stop line entry meant that in most cases two cars could wait to enter the junction in most cases giving higher capacity than might otherwise be expected].

One car length back from the stop line the width drastically reduces and in most cases it is not possible for two cars to wait to enter the junction

Extract

[A review of the CRASHMAP database (with provisional data to June 2021 at the time of use) found no accidents on this section of Simmondley Lane in the last five years. Extending the search to the full 23 years within the database identified one incident on Thursday 3rd May 2012 with two vehicles and one slight casualty, this being a cyclist hit by a passing car. This was more related to the parked vehicles.]

Contrary to a prior statement which suggests parked cars contribute to safety, we now have evidence to the contrary. In addition no mention of the multi vehicle traffic incident, yards from the roundabout, January 2023, serious motorcycle accident 2021 and RTA 2017 .DCC Highways letter Dec 22 have stated that there is an accident trend in the area and that the mini roundabout is currently being used beyond capacity

Extract

[This implies up to 20 vehicles adding to the current minimal traffic flows on Adderley Place and entering Simmondley Lane via the carefully designed revised access.]

It is arguable whether the current levels of traffic of traffic flow is minimal but should PA HPK/2022/0456 for 100 houses Adderley place be accepted, then every new resident will have the right to access Simmondley lane via FP50, an entitlement which will be in their conveyance and it can be assumed that the PROW team have set a precedent in having no objection to residents of the Zion development adding to traffic levels and onto a mini roundabout currently used above capacity. I may add that the developer for the Adderley site has stated that he sees no reason why he should put measures in place to restrict the traffic flow from the site over FP50.

Extract

[It is noted that there is a section of Adderley Place adjacent to the site whose ownership is unknown. Action has been taken to seek to identify the owner as this is not recorded and resolution is ongoing.]

The whole section of Adderley Place adjacent to the site is under private ownership, no part of Adderley Place which carries FP50, is within the curtilage of the applicant, he has the right to passover the lane as all residents do but does not have a defined access to the site via Adderley Place.

As specified in the applicants deeds his defined access is via the main highway ie Simmondley lane and cannot demonstrate he has the permission of the landowner of Adderley place to provide new access points onto the adjacent land the applicant does not own.

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