Prospects for Stockport

Introduction

The SEMMS A6-M60 Relief Road Feasibility Study, a technical document, includes detailed technical plans.

There are no simple perspective views of the projected works, why?

When produced, images of highway proposals are invariably false. The SEMMS video for the Manchester Airport Relief Road to Hazel Grove shows very few vehicles, no fencing, street lights etc, and gives a misleading impression of a clutter- and traffic-free environment. https://www.youtube.com/watch?v=VpduhznDTHY

This report considers the section from the Bredbury tunnel to South of Marple Road, and comprises:

- Aerial montages showing land-take and context.
- Photomontages showing impact on the visible landscape.
- Bridge views showing the new pedestrian's eye view of the SEMMS route.
- Appendix 1 – Modelling Process and Sources
- Appendix 2 – Equipment and Precedents

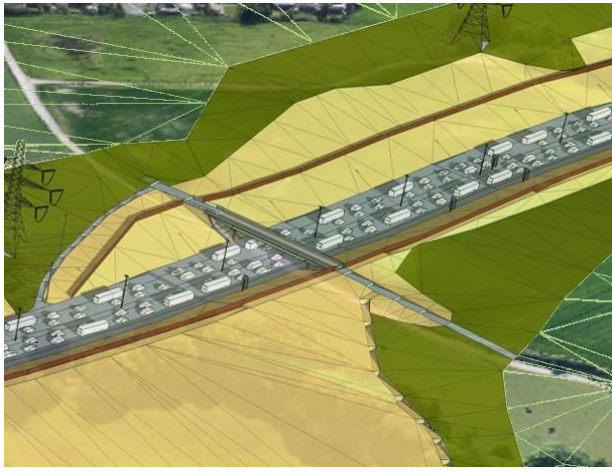
It uses the evidence of highway works not highway marketing.

Issue 1

Aerial Montage 1 – Tunnel Entrance to Lane above Goyt Hall

Existing

Proposed, detail at lane to Goyt Hall below
Grey = road
Light brown = SEMMS topography
Dark green = adjusted cut and fill for SEMMS



Aerial Montage 2 –Lane above Goyt Hall to River Goyt

Existing

Proposed, detail at Goyt crossing below
Grey = road
Light brown = SEMMS topography
Dark green = adjusted cut and fill for SEMMS

Aerial Montage 3 – River Goyt to Marple Road

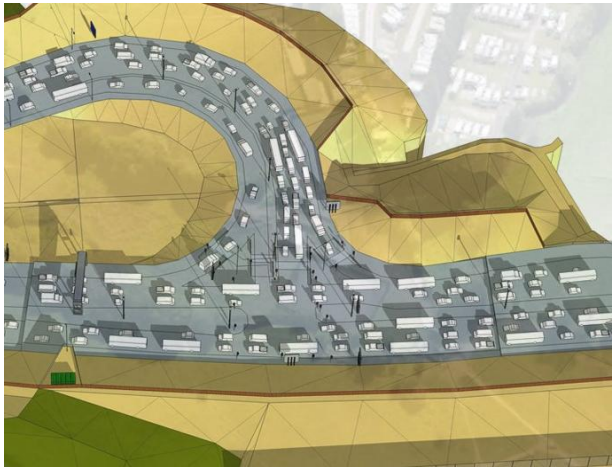
Existing

Proposed, detail at Marple Road below
Grey = road
Light brown = SEMMS topography
Dark green = adjusted cut and fill for SEMMS

Aerial Montage 4 – South of Marple Road

Existing

Proposed, detail at junction below
Grey = road
Light brown = SEMMS topography
Dark green = adjusted cut and fill for SEMMS



Photomontage 1 – River Goyt Footbridge

Key to Notes on all Photomontages:

1. Trees removed to effect level changes
2. Field and trees replaced by embankment
3. Field and trees replaced by groundworks to effect level changes
4. River Goyt crossing viaduct
5. Rural track replaced by engineered highway and bridge

Photomontage 2 – Midshires Way just North of River Goyt Footbridge

Photomontage 3 – Track below Middle Farm

Photomontage 4 – Track above Goyt Hall, View West

Photomontage 5 – Track above Goyt Hall, View South East

Bridge View 1 – Bredbury Tunnel Entrance

Key to Notes:

1. Groundwork to effect level changes
2. Embankment
3. Elevated relocated football pitch
4. Highways drainage installation with palisade fence

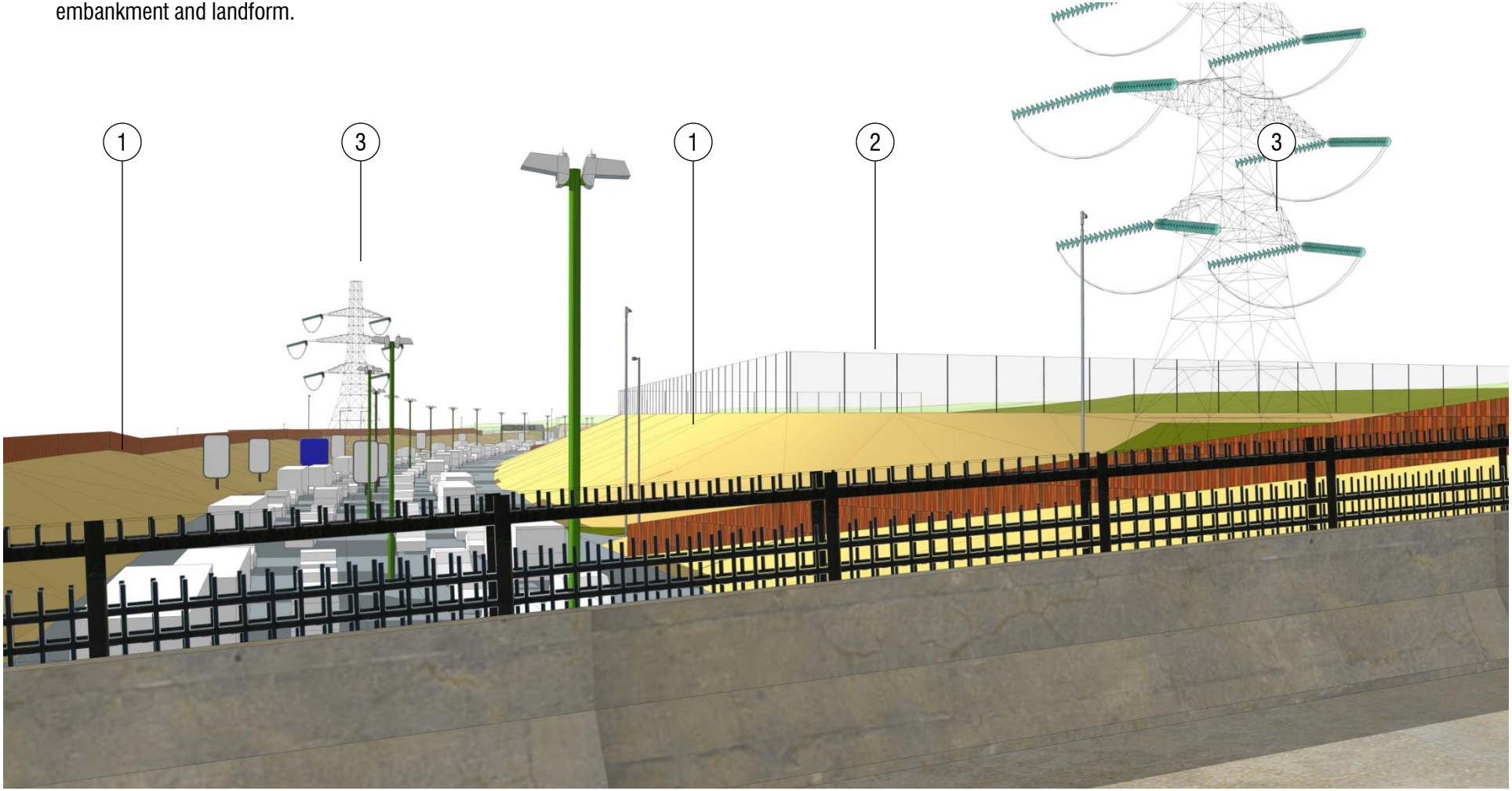
All visible ground is new highway embankment and landform except light green in distance right.

Bridge View 2 – Lane above Goyt Hall, View North West

Key to Notes:

1. Embankment
2. Elevated relocated football pitch
3. Relocated electricity pylons

All visible ground is new highway embankment and landform.

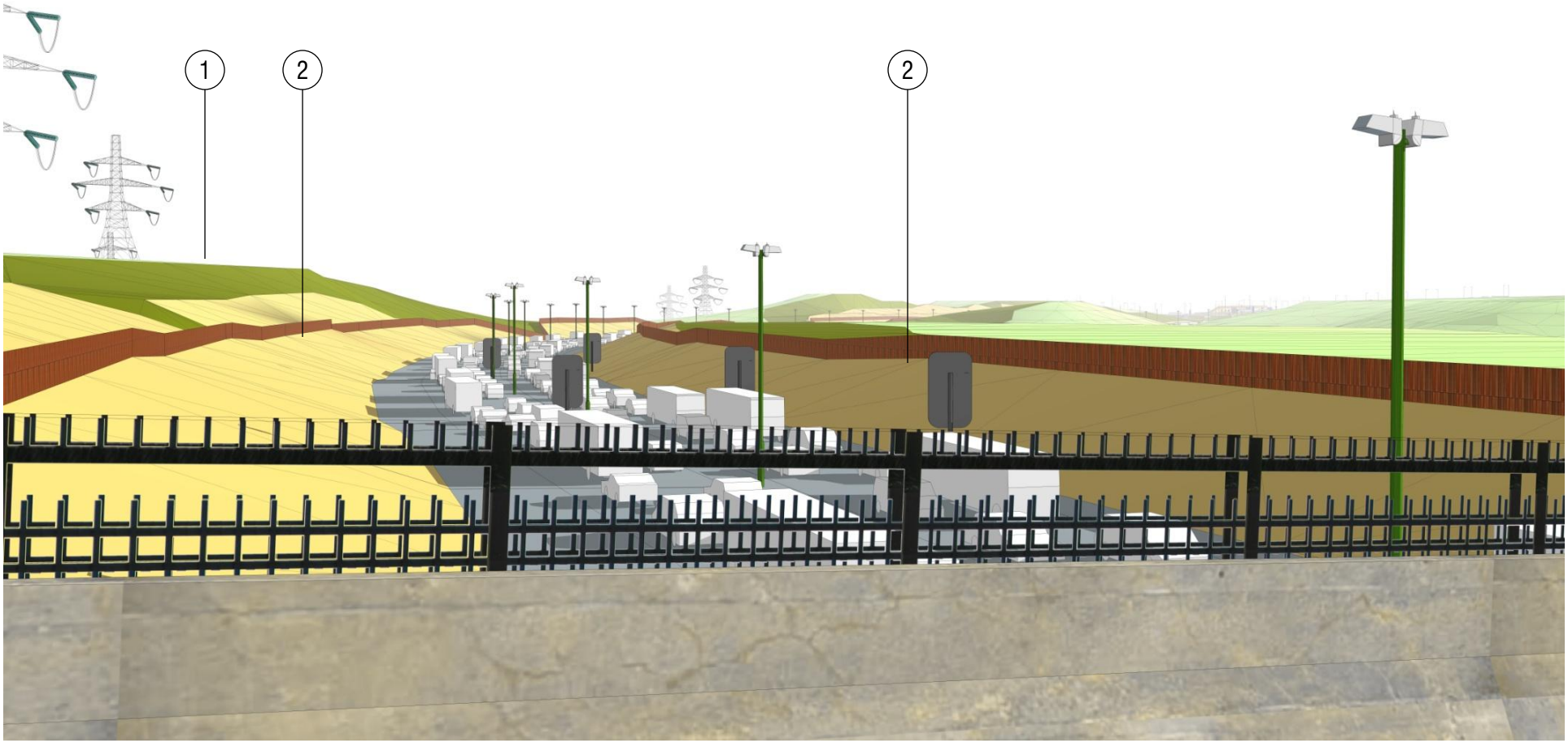


Bridge View 3 – Lane above Goyt Hall, View South East

Key to Notes:

1. Groundwork to effect level changes
2. Embankment

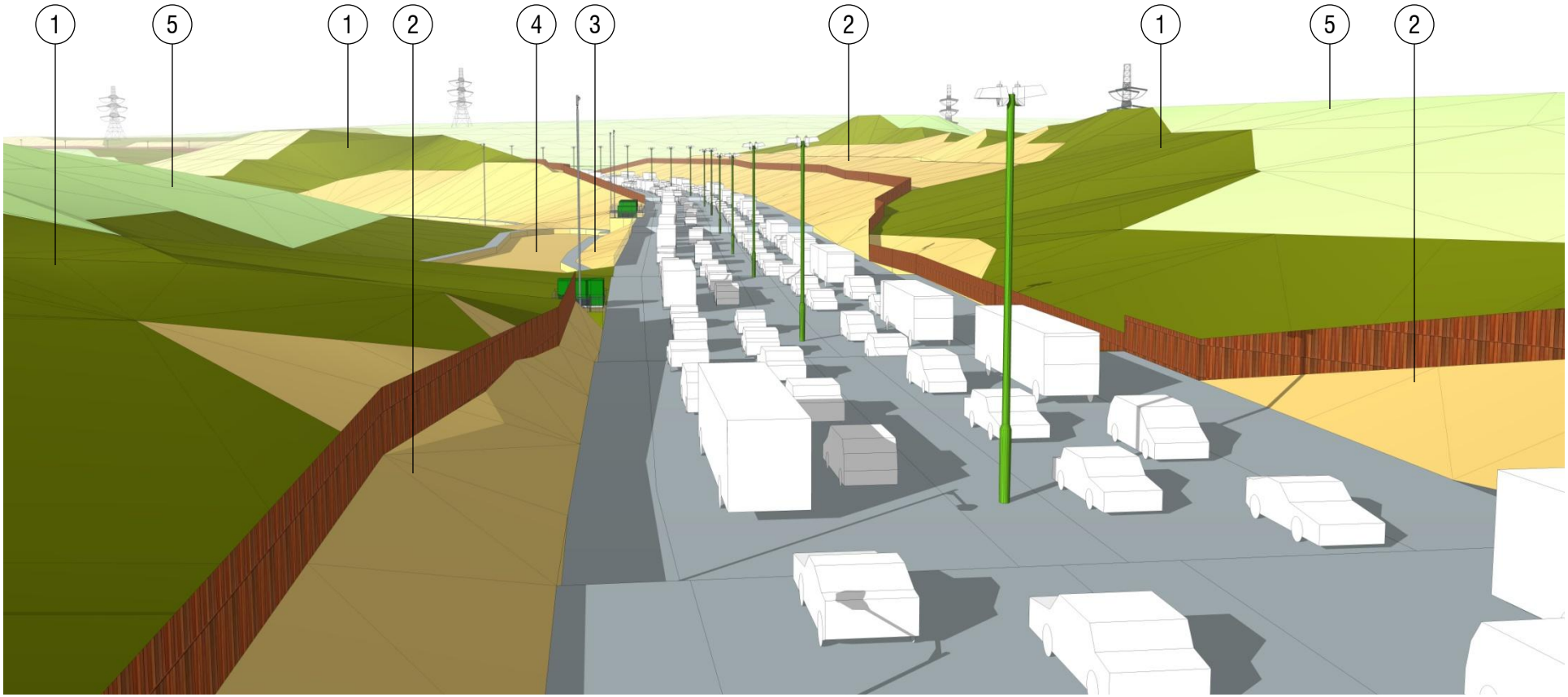
All visible ground is new highway embankment and landform except light green in distance right.



Bridge View 4 – Marple Road North

Key to Notes:

1. Groundwork to effect level changes
2. Embankment
3. Utilities housing and cctv at Poise Brook culvert outlet
4. Highway drainage pond
5. Existing landscape terrain



Bridge View 5 – Marple Road South

Key to Notes:

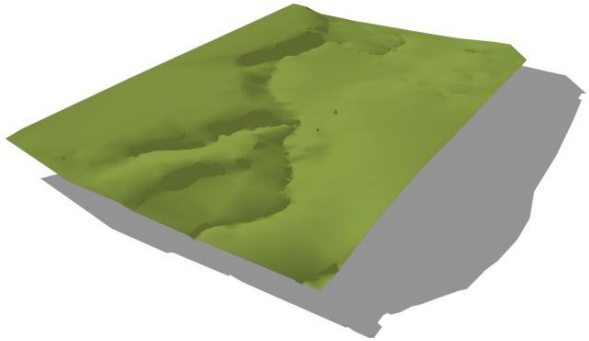
1. Link from junction to Marple Road
2. SEMMS
3. Embankment
4. Poise Brook culvert outlet

All visible ground is new highway embankment and landform.

Appendix 1 – Modelling Process and Sources

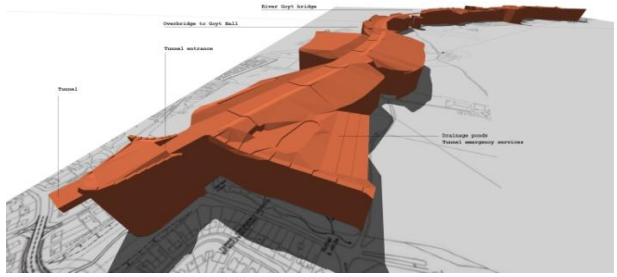
Mapping, overlaid on contours at 5m interval.

Modelling of existing terrain from contour.

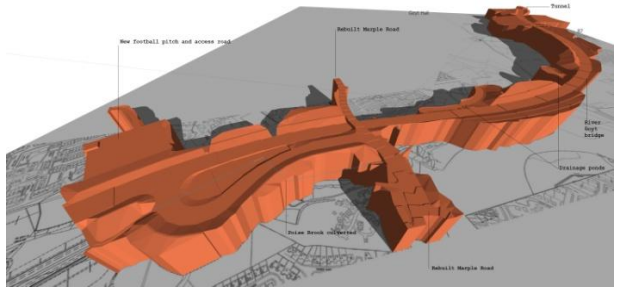


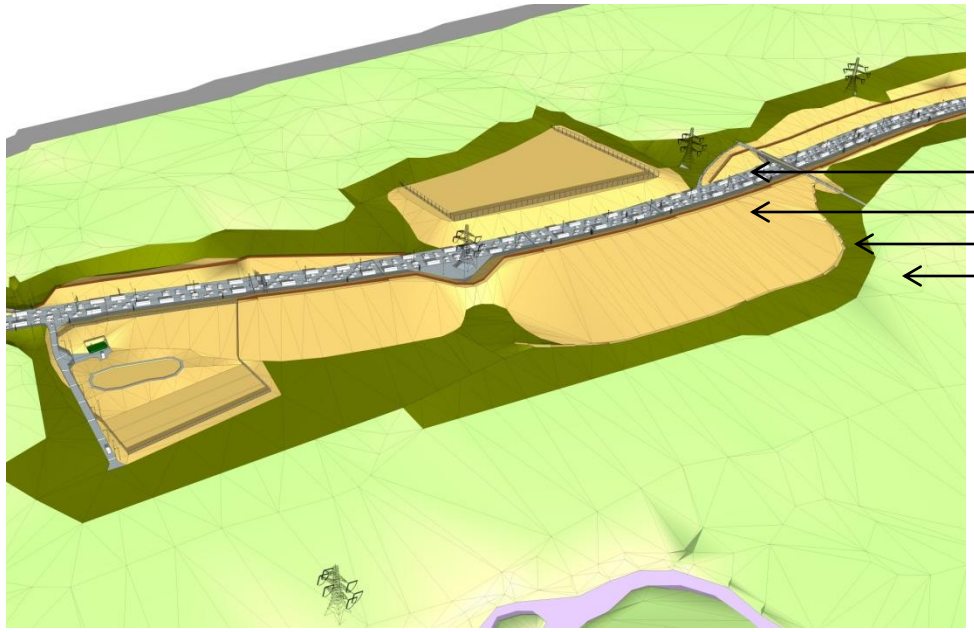
“Smoove” version.

SEMMS route collage from Feasibility Study consultation document (where the route is depicted on separate sheets).



SEMMS model.





SEMMS model applied to existing model.
Additional cut and fill of existing landscape terrain to meet up to SEMMS profile modelled.

Grey = road
Light brown = SEMMS topography
Dark green = adjusted cut and fill to meet SEMMS profile
Light green = remaining existing landscape

Equipment added. Refer Appendix 2.

Vehicles added. Notional rush hour crawl depicted; current evidence from US, Canada, etc, confirms that increasing highway capacity does not ease congestion, but rather increases car usage, a phenomenon known as induced demand.

Any view / montage should be possible from this model.

Appendix 2 – Equipment and Precedents

River valley viaduct.
M60 at Reddish Vale

Road Bridge.
M60.

Footbridge / track
Airport Link.

Tunnel approach.
A55 Conwy.
19 signs approaching, plus 7 leaving, plus 2 cctv towers, plus 1 overhead gantry with speed restriction and traffic lights.

Junction.
Hollywood Way.

Pedestrian crossing: railings, street lights, bollards, traffic lights, signs.
St Marys Way.

Street lights 12m high @ 50m interval on dual carriageway, 30m interval on local roads. Street lamps at installations and access points.
Airport Link.
NB through Stockport Greenbelt; SEMMS Feasibility Study indicates street lighting will be interrupted as it crosses the Green Belt at Goyt Valley, however evidence from elsewhere in Stockport (Airport Link, M60), indicates this restriction will not be implemented.

Utilities housing.
Alderley Edge.

Electricity pylons.
42m high assumed (12m clear + 40m to Earth wire)
NB general pylon route is existing, but detail locations have been moved to accommodate highway.

CCTV towers at all utilities installations, junctions and access points.

Sports fencing, 6m high wire fence at pitches.
Airport Link.
(No golf course currently in Goyt Valley)

Security fence at utilities / installations, 2-3m high steel palisade.
Bredbury roundabout.

Acoustic fence on embankment to open country or to housing area, 2m high timber boarding.
Alderley Edge.

Misc. railings at bridges, tunnel entrance, culverts, drops from pedestrian areas, 1.3m high steel.
Handforth.