

For the Attention of Carole Crookes,

I have serious concerns regarding Matter 9 item 6d in the above Local Plan which I think covers my subject.

- d. "Is there robust evidence that the assumptions regarding the infrastructure required for the development are realistic and that it will be deliverable?"

1) Following months of traffic monitoring by local residents, it has been proven that whenever there is a traffic problem on either

- a) the A500 between Audley and Weston(Crewe) or
- b) at Junction 16 of the M6 or
- c) the M6 between Junctions 16/17 or 16/15

traffic immediately diverts and uses the B5500 through Audley. The problem b) above happens at least twice every day during the peak periods with vehicles backing up for sometimes over a mile (figures are available to support this claim) and it is obvious that Junction 16 cannot cope with todays volume of traffic.

Below is a chart showing the increase in traffic on the B5500 through Audley following three recent fatalities on the A500 within 1 mile of junction 16.

| Date | Day | Time | Accident location | Time period | Average vehicle count East to West | Actual vehicle count East to West | % increase in traffic E to W | Average vehicle count West to East | Actual vehicle count West to East | % increase in traffic W to E |
|----------|----------|----------------|--------------------|---------------|------------------------------------|-----------------------------------|------------------------------|------------------------------------|-----------------------------------|------------------------------|
| 15/02/25 | Saturday | 18.00 to 23.00 | A500 J16 to Weston | Early Evening | 275 | 505 | 85.00% | 303 | 832 | 176.00 % |
| 29/11/24 | Friday | 10.00 to 13.30 | A500 Weston to J16 | Mid morning | 368 | 863 | 135.00 % | 431 | 1071 | 150.00 % |
| 04/10/24 | Friday | 22.00 to 06.30 | A500 J16 to Audley | Evening/night | 129 | 751 | 480.00 % | 92 | 254 | 180.00 % |

2)Introducing yet another roundabout or/and a set of traffic lights close to this junction as proposed by AB2, will create traffic chaos on the A500 and will consequently have a knock on effect on the M6 feeding off at junction 16, and lead to even more peak hour traffic diverting along the B5500 through Audley.

3)Heavy Goods Vehicles coming off at Junction16 will have a nightmare trying to access AB2 site. I am a retired HGV driver with over 50 years experience in the truck industry so do know what works and what has the potential to be a disaster.

a) For drivers coming south, there are two lanes on the M6 slip road, the left hand feeding onto the A500 towards Stoke on Trent and the right hand feeding towards the A500 Crewe or the services. It is also possible for light traffic to use the right hand lane and also turn left for Stoke. For AB2, HGV drivers would go left at the junction 16 roundabout and then immediately have to force their way across into the right hand lane on the A500 in preparation for the turn across the dual carriageway into AB2, a recipe for disaster.

b) For drivers coming north, there are three lanes on the M6 slip road, the left hand lane feeds onto the A500 for Crewe, the centre lane feeds the services and a local B road, and the right hand lane feeds the A500 towards Stoke. HGV's would therefore use the right hand lane for the AB2 access but this would lead to major problems on the roundabout itself as it would not take many HGV's queued up waiting to turn into the AB2 site before the whole roundabout seizes up with traffic not able to go anywhere. The only way to prevent this is to have yellow box junctions all around the roundabout but that would then end up with an even more dangerous situation with traffic backing up onto the M6 itself.

In conclusion, the proposed site of AB2 is unsound as there already exists a traffic congestion problem at Junction 16 without introducing additional traffic flow restrictions and significant extra HGV movements, I hope the Inspector supports my concerns before it is too late.

Yours sincerely,
R I Evans.