

085/25/02

A6 to Manchester Airport Relief Road

Enquiry 08/09/2014

- I have attended workshops
- I have regularly corresponded
 - Councillor West 26/11/2013
 - Stockport Planning services 02/12/2013
 - Cheshire East website 02/12/2013
 - Secretary of State for Transport 24/01/2014
 - David Rutley MP 22/05/2014
 - Secretary of State for Transport 02/09/2014

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Enquiry 08/09/2014 (cont.)

- My concerns are
 - Doing something to reduce the accident rate at the junction of Woodford Road and Chester Road
 - Keeping traffic moving and keeping the integrity of Chester Road as the main road
 - Avoiding more housing being affected by increased air and noise pollution from standing traffic

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Enquiry 08/09/2014 (cont.) Proposal

- Introduce traffic lights and the link road to the Relief Road at the junction of Woodford Road with Chester Road
- This: -
 - Assists the movement of traffic out of Woodford Road onto Chester Road with consequent reduction in the number of accidents
 - Moves traffic off Chester Road and onto the Relief Road sooner
 - Helps avoid increasing the number of homes affected by standing traffic air and noise pollution

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Enquiry 08/09/2014 (cont.)

- The Proposer is to be thanked for meeting with me, discussing my concerns and drafting up Options 2 & 3 around these concerns

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Enquiry 08/09/2014 (cont.) Option 3

- Option 3 has access to the Relief Road from a traffic lighted junction where Woodford Road meets Chester Road. This Option has been rebutted and no further investigation is taking place
 - Safety associated with skew angles
 - This could be contributing to the accident rate at the existing junction but under this option there would be traffic lights controlling the junction improving safety
 - Accident statistics are significantly high but not quite high enough for the junction to be considered a black spot. However there has been a serious injury . Fortunately it was not a fatality but if it had been, I'm sure there would have been steps taken to improve the junction
 - Additional land
 - an extra lane of traffic appears to be introduced towards the Relief Road which results in the schemes requiring more land
 - Access from properties on the junction
 - they have problems coming onto the road now and have all made provisions in their drive ways to be able to turn their cars round so that they can come out onto the main road driving forwards

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Enquiry 08/09/2014 Option 3 (cont.)

- I am not a qualified Civil Engineer but would make the following observations
 - There are substantial areas of council owned grass verge areas on the approaches to this junction as though planners from the past expected development at this junction
 - Chester Road approaching Woodford Road from the East and West
 - Woodford Road approaching Chester Road southwards
 - Despite this area of land already being available this Option requires the purchase of more land probably due to the extra traffic lane previously mentioned
 - Traffic lights appear to have been set back a long way from the junctions to increase line of visibility problems
 - Very wide pedestrian islands have been introduced
- I can only beseech you all to have a good look on your site visit which is unfortunately is scheduled for a not so busy time of day when there is less likelihood of standing traffic

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Enquiry 08/09/2014 (cont.) Option 2

- If Option 3 is not adopted then I would prefer Option 2 to the approved scheme
 - It accommodates longer length of standing traffic before it is adjacent to houses reducing the impact of air and noise pollution
 - Whilst it is appreciated circumstances change over time, it is much closer to the scheme that conveyance showed was in place when I moved into the area

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Enquiry 08/09/2014 Option 2 (cont.)

- This Option has been rebutted
 - Additional land
 - Again an extra lane of traffic appears to be introduced towards the Relief Road which results in the schemes requiring more land
 - Work extends to additional properties
 - Number of properties directly affected by the work, does not appear to be as many overall
 - The potential disturbance to properties is approximately the same
 - As previously stated longer lengths of standing traffic are accommodated before it is adjacent to houses reducing the impact of air and noise pollution