

203, Chester Road,  
Poynton  
Stockport  
Cheshire  
SK12 1DS  
2<sup>nd</sup> September, 2014

Secretary of State for Transport  
Department of Transport  
National Transport Casework Team  
Tyneside House  
Skinnerburn Road  
Newcastle Upon Tyne  
NE4 7AR

Dear Sirs

**Objection to Confirmation**  
**Of A6 to Manchester Airport A55 Side Roads Order**  
**Reference OBJ/25/01**

Stockport Metropolitan Borough Council (SMBC) is to be thanked for making the time to meet with me on the 9<sup>th</sup> May to discuss my objection and provide Notes of the Meeting (Meeting).

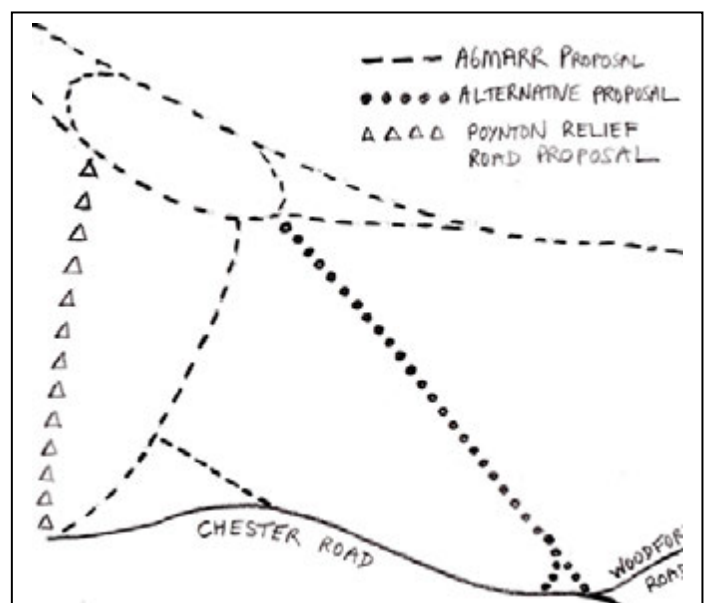
It should be noted that the land area of the A6 Manchester Airport Relief Road (A6MARR) that I am referring to in the points of this letter is on the boundary of Cheshire East Council (CEC) and SMBC.

1) The Proposal shows that the A6MARR will go under rather than have a junction with the Woodford Road which runs between Chester Road and Jacksons Lane; see General Arrangement sheet 4 of 9 of the Planning Application ([1007/3D/DF7/A6-MA/GA/204](#)) for the Woodford Road I refer to; (for clarity there are two Woodford Roads in the area and the one that I am referring to is **not** the one between Chester Road, Woodford and Bramhall Village).

With no junction between the A6MARR and this Woodford Road, I am concerned that the volume of traffic using Woodford Road may not reduce and that the Proposal is not addressing the accident black spot/traffic problems at the junction where Woodford Road meets with Chester Road. It should be noted that in recent years I have witnessed a number of serious accidents at this junction requiring attendance by the emergency services. The chances are that there have been many other incidents that I have not noticed.

At the Meeting it was stated that road safety issues at this junction are the responsibility of CEC and that according to the traffic model, volumes along Woodford Road will significantly reduce as a result of the scheme but those on Chester Road will increase irrespective of the A6MARR going ahead. Overall, I am still concerned that the Proposal is not taking the opportunity to address this accident blackspot.

a) My proposal (see embedded sketch) should reduce the number of accidents at the intersection of Woodford Road and Chester Road which surely should be an aim of the A6MARR Proposal. As there is already decelerating and accelerating traffic noise and standing traffic air pollution at this junction, my proposal would be to make it a traffic light junction and run the access road to the A6MARR from this traffic light junction rather than have a new junction and link with Chester Road a few hundred yards up the road westwards towards Woodford.



If my proposal was adopted, for traffic wishing to join the A6MARR, it would take westbound traffic off Chester Road sooner reducing noise and air pollution to a number of properties. Only a limited amount of traffic wanting to join the A6MARR should travel eastbound along Chester Road as only a few households down from the proposed junction it would be quicker for them to travel westwards and join at the Bramhall junction.

At the meeting the Council view was that the new junction as currently planned provides a higher capacity junction than could be provided at a junction between Woodford Road and Chester Road.

It should be noted that my proposed junction has potential to be high capacity as: -

- i) there is already a right hand turn lane for Woodford Road for traffic travelling west along Chester Road
- ii) there is room to introduce 2 lanes at the end of Woodford Road & also Chester Road travelling east wards before you get to Woodford Road
- iii) the link road can also have 2 or more lanes approaching the junction

If my proposal is adopted, the amount of land to be purchased as a result of the scheme should be no more than the Proposal and could be less because some or all of i) and ii) above can be achieved on land already owned by the Councils and because there should be scope to use some of the existing footprint of the existing access road to the Oil Terminal. A possible fringe benefit could be the use of a drainage ditch proximate to the north east of my proposed route.

**b)** My proposal should also improve the general flow of traffic, compared with the A6MARR Proposal, by not introducing a new junction a few hundred yards westwards up Chester Road towards Woodford. Under the A6MARR Proposal, at busy times of day, it is easy to predict that the traffic will build up eastwards on Chester Road from the link road traffic lights all the way back to the junction with the Woodford Road, making it very difficult to get out of Woodford Road on to Chester Road.

The A6MARR Proposal introduces a right angle bend with new traffic lights on to part of Chester Road where the traffic has flowed satisfactorily for many years. From a safety point of view I would have thought that the geography of the Proposal should still give priority to the traffic flowing down Chester Road not the traffic leaving the Relief Road and should also slow the traffic down leaving the A6MARR so it gets used to being on ordinary main roads.

At the meeting the council agreed to look at a layout to give more priority to the existing Chester Road. They have contacted me recently to say they are still working on this layout.

**c)** My proposal should reduce the amount of noise and air pollution for the overall Proposal.

**ci)** Currently at certain times of day there are long queues of traffic waiting to come out of Woodford Road onto Chester Road. This would be the same if the A6MARR Proposal goes ahead as currently proposed but in addition there will be more stationary traffic a few hundred yards westwards up the road towards Woodford, leading to increased amounts of air and noise pollution.

**cii)** At the same time, my proposal could lead to less overall environmental impact on the farmers fields

**d)** Cheshire East has gone to considerable lengths to remove traffic lights in the centre of Poynton Village. The A6MARR Proposal introduces new traffic lights, not far up the road from the centre of Poynton Village. When we moved into the area 20 years ago the plan for the Relief Road gained access purely by roundabout and there were no traffic lights. However as the Proposal now introduces traffic lights at this point, it should be noted that my proposal will not increase the overall number of traffic lighted junctions in the A6MARR Proposal.

2) I would also make the point that if the A6MARR Proposal goes ahead as currently planned there appears to be considerable landscaping for noise bunding to the west of the access road from Chester Road to the A6MARR. When the PRR goes ahead it appears to go to the west of this bunding possibly making this nugatory work.

3) I would also like to point out that access to my property is listed as being affected by the A6MARR Proposals but the Proposers have not been able to tell me how access to my property will be attained. At the 9<sup>th</sup> May meeting SMBC indicated that the appointed contractor would contact me on this and that the existing 2 vehicular accesses would be maintained. As yet the contractor has not contacted me further.

4) It was stated at the Meeting that the Proposal is a joint council approach, Bearing in mind that there is considerable work associated with this part of the Proposal which is on the border of CEC and SMBC boundaries and taking into consideration the points above re accident rates at the junction of Woodford Road and Chester Road and noise bunding there appears to be a lack of co-ordination between the two parties. It strikes me that to make sure that proper discussion takes place between them, the A6MARR work should not go ahead independent of the go ahead to the Poynton Relief Road scheme.

5) The Councils are to be thanked for providing alternative options for the junctions on the bypass. However whilst these options were being developed there appears to have been little involvement with the Public. It is only fair to say that the Public have had the opportunity to vote for their preferred option and local meetings have been held on the Proposal. However the Public's concerns do not seem to have been introduced into the Proposal and having attended meetings and written to both Councils there has been little response to my points.

Taking all of the above into consideration, I therefore object to the scheme as currently planned

Yours faithfully

Mr. D. M. Westbrook

Copied to:

Jayne Hallam  
Persona Associates,  
1<sup>st</sup> floor,  
Bailey House  
4-10 Barttelot Road  
Hoesham  
West Sussex,  
RH12 1DQ  
(3 copies)

[jaynehallam@personaassociates.co.uk](mailto:jaynehallam@personaassociates.co.uk)

[nationalcasework@dft.gsi.gov.uk](mailto:nationalcasework@dft.gsi.gov.uk)