

8 Howard Close
Romiley
Stockport
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SK6 3BH

Mr John Hill
Legal Services
Stockport Town Hall
Stockport
By Hand

Tuesday, September 16, 2014

Dear Mr Hill

I wish to object to the compulsory purchase orders to facilitate the
"Cheadle Constituency Link Road"

<http://www.politicshome.com/uk/story/36543/>

or the A6 to Manchester Airport Link Road as it is sometimes known.

NO 208
REF 2548
NAME JH.

49/RO1
JMM

I object because the Chair of the Planning Committee, Councillor Grice, failed to declare a pecuniary interest in the planning application, as he works for Manchester Airport and apparently committed a criminal offence in not declaring a pecuniary interest, leaving the meeting and not taking any further part in it. How could he not have known how important this proposal was to his own employer? I can only assume he hadn't read the documents pertaining to the application, in which case the planning decision was an unsafe one, and certainly not on one which people's land and businesses can be forcibly removed from their possession.

49/RO2
PC, NM

I object on the illegalities regarding air quality, the faulty traffic modelling and I enclose some newspaper reports detailing the traffic problems which will be caused as a result of the construction of the road. No work has been

49/RO3
JMM

done on the final section of the road to the M60 since it was last shelved many years ago due to the cost rising to £1 billion - a FoI request established that fact. There isn't a spare £1 billion pounds hanging around to complete the scheme, so the traffic problems the A6 MARR would create

49/04
UMEM

in Bredbury, Hazel Grove, Dan Bank etc would remain for many, many years. We are due to have a Metrolink station; Metrolink would be the ideal solution to our local traffic problems, and the SEMMMS Final Report 2001 stresses any roads must be for local traffic only and not for strategic traffic, as Mr McMahon admits in his submission to this inquiry:

"The study recommends that these roads should be designed to provide relief for the study area communities affected by inappropriate through traffic, but not to provide a new strategic route of regional and potentially national significant." (Volume 1, 4.2) This road is admitted by Stockport Council to be a road to aid airport expansion amongst other things. (Vol 1, 4.9 of Mr McMahon's proof of evidence)

It is certainly worth reading the SEMMMS Final Report 2001 to see what the people of Greater Manchester wanted, which is certainly not what they are now getting.

<http://www.semmms.info/140683/433764/semmmsstrategyreport>

- 3.56 "The findings of the questionnaire analysis supported and were consistent with findings from the series of focus group undertaken in Phase 1 and the consultation with the Steering Group and Wider Reference Group. This created confidence in the study process. The public response to the questionnaire was much higher than anticipated, showing the importance of transport issues in South East Manchester."
- "8.75 The construction of the Metrolink extension to the Airport, forms part of the Metrolink Single Contract for which Government support has been committed. GMPTE has commenced a tender process for the delivery of the project. The current timetable indicates that a contract will be signed in Spring 2003. During the implementation plan period GMPTE intends to submit a Transport & Works Act Order application for the further extension of Metrolink from Hough End on the Airport extension to Stockport Bus Station." (Please see attached newspaper clipping - we are now getting a Metrolink-ready bus station).

- 6.19 "In the course of the Phase 1 study, proposals were made to extend Metrolink further. The broad options identified were:
 - beyond Stockport, to the east towards Brinnington/Bredbury and/or to the south along the A6 corridor;
 - beyond the Airport towards the east following, at least initially, the protected alignment of the Manchester Airport Link Road West."
- 6.20 "A pre-feasibility assessment was undertaken to inform the definition of Metrolink options to be considered by the study. Based upon this work, the defined options for consideration are given in Table 6.3. It should be noted that the pre-feasibility work identified a further option to those noted above linking Stockport to the Airport using for part of its length the (committed) Airport and (proposed) Stockport extensions and this too was included in the Metrolink options considered by the study.

Table 6.3: Metrolink Options

ML1 Stockport - stand alone

ML2.1 Beyond Airport version 1 = Airport - MALRW - Wilmslow

ML2.2 Beyond Airport version 2 = Airport - MALRW - Poynton

ML3.1 Beyond Stockport version 1= to Rose Hill via Brinnington/Bredbury

M3.2.1 Beyond Stockport version 2 = to Hazel Grove via A6

M3.2.2 Beyond Stockport version 2 = to Hazel Grove via New Mills to Heaton Mersey Line

ML4 Stockport - Airport Extension (Wythenshawe Loop) via New Mills to Heaton Mersey Line "

- 6.21 "In terms of option compatibility, clearly it is not possible to develop a Metrolink line beyond Stockport prior to the completion of the line from Hough End to Stockport."

Options ML3.1, ML3.2.1 and ML3.2.2 therefore comprise option ML1 as an integral component. Other than that, extensions beyond Stockport and the Airport are compatible with each other and as such can be assessed independently."

ML 1 is an integral component!!!! - definition being an essential part (of); intrinsic (to)

- Only 26% of the people questioned for the SEMMMS 2001 report wanted building new roads:-

3.51 "Generally, the measures can be described as either 'carrots' or 'sticks'. Not surprisingly, the 'carrot' measures proved to be the most popular. The measure with most support was better maintenance of roads and footpaths (46%). The next was extending Metrolink (35%). Better bus services (28%), cheaper bus and rail fares (28%), building new roads (26%), and increasing the capacity of existing roads (21%) were also popular measures. It is notable that building new roads received a high response, but other items were more favoured."

I enclose some newspaper clippings showing the reaction of my fellow Stockport residents to plans to deal with the congestion this proposed roadscheme would cause. It even involves the local MP, Andrew Stunell, who is massively in favour of this roadscheme, insulting council officers in the press for trying to come up with a solution the problems his pet roadscheme would create.


49/05: JMM [We are not getting what the SEMMMS Final Report suggested - nothing like it:-

"The point here is that they were supported as a result of using traffic models that predicted very high traffic growth some of which has not materialised and with the absolute condition that they were part of a

package. However only parts of the SEMMMS package are now going ahead. The argument that SEMMMS can act to avoid a consideration of alternatives which complies with national appraisal guidance (and thus requires a full Options Report) is completely flawed."

<http://www.mtru.com/mtru%20publications/Strategic%20transport%20SM%20EChesh.pdf>

Yours sincerely


Sheila Oliver

Encs

End of the road for old bus station

STOCKPORT is set to get a new 'Metrolink-ready' transport interchange.

The borough has been handed £41.8m for a new transport hub, replacing the old bus station and linking to the train station.

The investment is part of a £115m Growth Deal between the government and the Greater

Manchester Local Enterprise Partnership.

Across the region £470m will be invested in science, skills and transport.

The current bus station, which is more than 30 years old, will be demolished and replaced with a 'Metrolink-ready' transport interchange with improved links to Stockport station and the town centre. A number of tram routes are being discussed, including from East Didsbury through Heaton Mersey.

A town hall development plan says the new Stockport Interchange will play an important role in wider town centre regeneration.

Council bosses say the interchange will connect bus and rail travel and allow for the 'future extension' of the Metrolink into the town centre - which is still being discussed.

The new bus station will have better security, lighting and CCTV. Work is set to start in 2016/17.

Deputy council leader Iain Roberts said: "We've been working on these designs for some time. To now have funding for them is fantastic.

"This will allow us to build a modern transport interchange to replace the bus station, with improved links to the train station and town centre."