

We are writing to express our concern regarding some of the land that has been put forward for residential development in the Local Plan Review.

We live on the Stockton heath/Walton boundary and feel that the proposed developments will add to the congestion that is already apparent in the South Warrington area. In particular, the centre of Stockton Heath and access to Warrington via Chester Road are frequently at a standstill due to the volume of traffic using these routes. The centre of Warrington around Bridge Foot is also at a standstill at peak times most days and also at weekends. There is simply no room for any more traffic in the Warrington area. The land packages we find of particular concern are:

R18/003

R18/012

R18/102

R18/105

R10/108

With all these sites the access routes are limited with apparently little scope for improving them. The road access is as follows:

- Through Stockton heath via Whitefield Road – the centre of Stockton Heath is already at capacity. In addition, the stretch of Whitefield Road from its junction with Cawdor Street to its junction with Red Lane is usually down to 1 way traffic due to parked cars
- Down Red Lane – this is already being used as a “rat run” for people avoiding the traffic jam in the centre of Stockton Heath. At peak times there are traffic jams at the junction with Whitefield Road to go over the single track of Red Lane bridge and also at the constriction near Birchdale Road
- From Chester Road via the Stag & Hill Cliffe Road – in addition to the standing traffic on Chester Road at peak times the turn out at The Stag is difficult as there is rarely a gap in the traffic in both directions at the same time. In addition, the pavement at the Walton Road end of Hill Cliffe Road is very narrow with passing pedestrians having no option other than to step onto the road. There are often parked cars at this end of the road thus reducing it to single lane traffic.
- From Chester Road via Park Lane and Hough’s Lane – this is a narrow road ending with the single track crossing of the Bridgewater Canal at the junction with Walton Lea Road. It is unsuitable to carry any increase in traffic.

We are also concerned about the impact of building a large number of houses area on the wider transport infrastructure as many could be occupied by people who need to commute to Manchester, Liverpool or Chester. For example, travel at peak times to Manchester seems particularly difficult:

- Travel to the train stations is difficult by car due to the traffic issues noted above and public transport start times are often unsuitable.
- Peak times trains are already extremely overcrowded, sometimes making it impossible to board.
- There are often significant queues on both M56 and M62 and the capacity seems to be finely balanced. For example, recent highway improvement work between M6 J19 and M56 J7 may have improved the traffic flow from A556 onto M56 towards Manchester but has had a detrimental effect to the eastbound M56 traffic approaching from J9.
- The closest point of access to the Metrolink tram network is Altrincham, however the local council have recently introduced penal parking charges in an apparent attempt to dissuade it being used as a ‘park and ride’ for Manchester. There are free park and ride facilities

elsewhere on the network but these are either small or difficult to access due to traffic on the motorways.

We appreciate the need for further development, both residential and business, but feel it needs to be more closely aligned with transport infrastructure improvements both locally and in the wider region.

