

From: [REDACTED]
Subject: Re: Document update - Warrington Local Plan Examination (6b)
Date: 17 October 2022 at 09:12
To: Trueman, Kerry kerry.trueman@warrington.gov.uk

FAO Kevin Ward and Andrea Mageean,

I write in comment of the recent document "Warrington Updated proposed submission East-West cfmmentivity between SEWUE"

I am Philip Goodlad (representer number 2359), representing myself as a resident of [REDACTED] I am professional Chartered Civil Engineer with Highways knowledge. I have both attended and given evidence at recent 6b hearing and voiced my concern. I continue to believe the local plan to be unsound, like that of many, unconvinced around inadequate infrastructure provisions, irreplaceable loss of greenbelt, removal of rural heritage and character of the area and damage to the environment

Item 1.3.3 references a proposed connection between the on-site D'Link" to the B5356 Grappenhall Lane with an **estimated cost of £15m**. What confidence level is there around this estimate - given both economic outlook and that of previous poor forecasting? Where will this funding come from? Surely such improvement should be made to sustain *current* traffic numbers - if not before the such proposal of an additional 2400 homes? How will journey times differ/improve, given that of current, undermining a cost:benefit test which will not doubt risk delivery. I believe both the traffic modelling and estimate to be misjudged.

Whilst focus on the East-West link, the proposed route relies heavily on the North-West connection to the town centre. This seems to have been disregarded. The junction between Lumb Brook road and Grappenhall Road with feed from Bridge Lane is already over-capacity, due to the constraint of the single pass viaduct resulting in prolonged waiting times. There is insufficient evidence in this documents as to how that peak-time gridlock will be mitigated with no detail around the "Safeguarded corridor for future mass transit route" (Stockton lane?). Although I live 550m away from this 'bottleneck' I frequently witness stationary traffic from my dwelling in wait. From experience, I find the 4mile commute journey taking 20min to the centre unacceptable, with modes of public transport taking longer. I believe most people in this are travel west, not East in accessing schools, local jobs and main line train stations.

The provisions of cycle routes continues to prove a low adoption and poor use of road space. It seems usual these are appear on an artillery route to both A50 and motorway, where riders would not typically travel. Again, has there been evidence to show demand/use?

Whilst I personally somewhat welcome the road improvements, I feel such measures will only address current needs, certainly not the overwhelming proposed development. I would welcome similar stronger focus in how the central routes (A49, Grappenhall Road and A50) will be managed.

Kind Regards

Phil Goodlad