

From: DAVID NAYLOR [REDACTED]
Sent: 15 November 2021 16:31
To: Local Plan
Subject: Local Plan 2021 (UPSVLP21) comments

[REDACTED]
15/11/2021

Local Plan, Planning Policy and Programmes,
Growth Directorate,
Warrington Borough Council,
East annexe,
Town Hall,
Sankey Street,
Warrington WA1 1HU

**Ref: Response to the Updated Proposed Submission Version Local Plan 2021 (UPSVLP21)
Transport and Accessibility**

Dear Sir

With regard to the local plan public consultation, I submit my response to the local plan & policy:

Cat and Lion Congestion proposal

- a. It is unclear why the A49 roundabout junction at Longwood Road needs upgrading at an indicative cost of £1.06M (IDP) (developer financed). This roundabout functions well and does not present any traffic congestion.
- b. It is unclear why the traffic signal junction at Lyons Lane needs upgrading at an indicative cost of £2.83M (IDP) (developer financed). This signal junction functions well and does not present any traffic congestion

The main problem with the Cat and Lion signal junction, other than traffic density, is introduced by A49 southbound traffic turning right into Hatton Lane. The carriageway is not quite wide enough for two lanes and hence traffic turning right presents a blockage to traffic wanting to continue south hence creating congestion. Alleviation of this problem by introducing a right turn lane will significantly reduce congestion at this point and allow free traffic flow southbound.

It must be noted that there is enough space for two defined lanes available for northbound traffic at the C & T traffic lights. Traffic already forms two lanes at this point, therefore a dedicated more suitable turn lane for traffic turning into Stretton Road needs to be provided.

The WBC new proposed signal junction for the proposed SIR, possibly located at Fir Tree Close / Spire Hospital entrance will most probably introduce further delays and congestion and increased traffic flows. This new signal junction will be approximately 300M from the C&L signal junction, and as close coupled signals will undoubtedly provide timing issues, as is exemplified in Stockton Heath village, it will result in additional congestion and backing up to M56 J10.

The 'Stopping up' of Stretton Road with the existing junction with the A49 or at some other point will prohibit local village traffic easily accessing the school and extend journey distance. It will prohibit local village traffic accessing the Church and extend journey distance.
It will prohibit traffic accessing the Park Royal Hotel and extend journey distance.

- A. It will prohibit local residents accessing their residencies and extend journey distances.
- B. Traffic wishing to cross the A49 from Stretton Road into Hatton Lane will be prohibited and will extend journey distance.

This all means that even more traffic will be using the A49 travelling south between the C&L junction and the proposed new signal junction for the SIR.

It is clear that the Cat & Lion junction is problematic. However the plan will severely impact on local residents by actually increasing traffic congestion, especially down Spark Hall Close and forcing local traffic to take a longer route which would be contrary to current ecological and environmental principles and guidance.

Yours Faithfully

[Redacted signature]

[Redacted name] D Naylor

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Dianne & David Naylor

[Redacted address]