

[REDACTED]

Dear Sirs,

Warrington Preferred Development Option Consultation

I write below to list my comments:-

I was born, brought up, lived and worked in Warrington. Throughout my life Warrington has had traffic problems. Geographically, it is surrounded by The River Mersey, The Manchester Ship Canal and The Bridgewater Canal. Hence, I believe, the building of the Thelwall viaduct to take the M6 traffic. [REDACTED] Thelwall and I still spend a great deal of my time in Warrington.

It is also surrounded by the main North-South motorway (the M6), the main East -West motorway (the M62) and the Manchester-Chester motorway (the M56).

To travel from one end of Warrington to the other is often slow, time-consuming and a frustrating journey at the best of times, but even worse if there is a problem on one of the motorways. Drivers inevitably choose the option of driving through Warrington, or being diverted through Warrington by the authorities.

What you are considering here is a MAJOR ROAD TRANSPORT DEVELOPMENT for Warrington and the surrounding areas and I must comment that the map you have produced is, quite frankly, both poor on detail and unclear. Do I understand correctly that your proposal is to use parts of The Trans-Pennine Trail as a transport corridor? The link looks like it is drawn on the map using a blue felt tip pen. Indeed, when I put this to [REDACTED] at one of your public meetings, he stated this is exactly what has been done. Is this an example of a professionally thought through major transport policy?

The felt tip line ends at Knutsford Road in Latchford. Does this mean you are considering taking more traffic into Warrington? If the plan is to take existing traffic, then there is still the problem of crossing the Warrington Bridge. Again, I ask the question - is this another example of a professionally thought through major road transport policy?

■■■■ assured me that the plans were not yet finalised and based on concepts, but how can you devise a major road transport plan like this without more certainty? He stated that the numerous comments "flying around" that the Trans Pennine Trail could be turned into a dual carriageway was incorrect as the policy has not been set. I pressed him a little further on this issue and he said that the possibility of a dual carriageway could not be discounted; indeed he stated that it could "even be a motorway". I hope that this last comment was tongue-in-cheek and not an attempt to further inflame the situation.

Why are you building so many more houses in Warrington? What type of homes will you be building? Is it homes Warringtonians can afford?

To use such large tracts of greenbelt land is disappointing. South Warrington is a beautiful semi-rural area, and one of the last remaining such areas in Warrington. Presumably the developers and landowners will profit greatly from such developments?

Financing. No doubt the Town and Road Planners considering a major project of this magnitude and putting forward such a proposal on paper and distributing this to residents, there would have been some initial outline costings for consultation. Therefore, I would be interested to view these figures to see how it will be financed and how much of taxpayers money will be swallowed up in this scheme. Please do not tell me you have not produced initial figures for such a major transport policy.

As an aside is "The Redwood Bank" involved in the financing? – I have not seen any information regarding this venture - only that the bank is a private limited company – could you please provide me with the banks financial projections, including cash flows and balance sheets? As a shareholder no doubt you have these?

I must say that I am appalled by the lack of communications to local residents and businesses for this major road project. People I speak to had been made aware of the proposals through "hearsay" or neighbours. Some sort of "wind up", "spoof", "a bit of fun", but no, the first communication was produced by community minded local residents (which I expect was financed by themselves). This was a sterling effort on their part, especially as they only had your poor communication media to work with in the first place. Is this your understanding of good communications to residents and taxpayers to inform them of the possibility of such a major issue? In addition, timeframes for comment and discussion for residents and businesses gave people almost no time to consider this proposal. Could you let me know why the communication is so poor? I would be interested to know the dates and types of communication lines that were made available to the public for this large development project? Please inform me who is responsible for your Public Relations on this matter as I would like to write to them separately as this has caused a great deal of anxiety and grief, to the residents of the areas affected.

What you have managed to achieve here is an incoherent, scaremongering proposal that has and will blight the area for a long time to come in terms of property values, property renovation (people will be put off spending money on their properties), community spirit and all the rest that goes along with this type of proposal.

The above are a few points for you to consider and it would be incredulous if you could not answer all my questions immediately, and I look forward to your prompt reply to my letter.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.