

APPENDIX C - LOCATION 4 CHESTER ROAD LINK, POYNTON - COMPARISON OF OPTIONS

The table below compares the options for Location 4 that are compliant with a future Poynton Relief Road. These options are a development of those presented for public consultation in October 2012

Factor	Option 1 - Roundabout	Option 2 - Crossroads
Description	Connects to Chester Road via a new short link road. The scheme has a large traffic light controlled roundabout junction.	Connects to Chester Road via a new short link road. The scheme has a traffic light controlled cross roads junction.
Option – Development Reference	Option 10 (Mar 2013) Gyratory	Option 8B (March 2013) T plus Cross Road
Drawing No	1007/2D/TR1/A6-MA/GA/108/A	1007/2D/TR1/A6-MA/GA/107/A
Landtake	Requires more land than Option 2 but similar land requirements to Option 2 when Poynton Bypass is linked.	Requires less land than Option 1 but similar to Option 1 when Poynton Bypass is linked.
Construction Disruption	Reduced disruption in construction when Poynton Bypass is constructed.	Increased disruption in construction when Poynton Bypass is constructed.
Overall Public view	29% in favour.	31% in favour.
Public view of those who thought Poynton Bypass should be included	154 in favour	56 in favour
Environment	Has a higher environmental impact due to its size.	Has a lower environmental impact due to its size.
Traffic – without Poynton Bypass	The design has been developed in order to operate within capacity for the levels of traffic predicted by the SEMMMS strategic modelling. Traffic from the Oil Terminal will impact on the W-E and W-S movements only.	The design has been developed in order to operate within capacity for the levels of traffic predicted by the SEMMMS strategic modelling. Traffic from the Oil Terminal will create delay for all movements as it requires its own stage.
Traffic with Poynton Bypass	Amendments required to the roundabout junction. Additional arm to serve Poynton Bypass and possible more direct link to Poynton Bypass from the SEMMMS eastbound approach to prevent having to travel most of the way around the junction to access Poynton Bypass. Better solution for traffic management by combining all movements within a single junction.	New junction required to the west of the proposed Chester Road/SEMMMS junction. Concern regarding the operation of the two junctions together. The space between the two junctions could possibly result in queuing of right turning traffic from SEMMMS to Chester Road through the junction to the west.
Risk of objection at PI	Higher because it may be difficult to justify the larger junction is necessary for the scheme and slightly less favoured by the public (as shown above).	Lower because land requirements are minimised and slightly more favoured by the public (as shown above).