

Trans Pennine Trail



Warrington Local Plan Consultation Response

Consultation closes 28th September 2017

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<i>ii. Consultees</i>	Position/Capacity
TPT Executive	All representatives
Friends Board	All representatives
TPT Contact Officers	Warrington Council
Volunteer Group Coordinator	Warrington & Halton

<i>iii. Distribution List</i>	Position/Capacity
TPT Executive	TPT Executive Members
Friends Board	Friends of the Trans Pennine Trail Board
Sustrans	Network Development Manager, North East
Volunteer Group Coordinator	Warrington & Halton

Table of Contents

Item	Title	Page No
	Executive Summary	3
1	Background	5
2	Warrington Local Plan - notes on document	7
3	Additional Information	12
4	Sustainable Transport Routes Signage	14
5	History of the Trans Pennine Trail	15
6	Memorandum of Understanding	16
7	Awards	17
8	Partnerships of the Trans Pennine Trail	18
9	Benefits of the Trans Pennine Trail	19
10	Visitor Counters and Visitor Spend	20
11	Accessibility	23
12	Further Correspondence	24
13	Appendix 1 - TPT Structure Chart	36

Executive Summary

This document details Trans Pennine Trail (TPT) Executive's response to Warrington Council's consultation on the new Warrington Local Plan.

The Trans Pennine Trail office was not directly notified of this consultation and as Warrington holds the TPT Executive position for the Mersey Group. See structure of TPT Partnership of Local Authorities in Appendix 1. This is something warranting further investigation. It is vital to ensure the Trans Pennine Trail partnership is included in further consultations emerging from the new Local Plan.

Correspondence to the TPT office via email and social media from local residents also indicates the consultation was not in the public domain until mid-August. Indeed it was only at this point that the TPT partnership became aware of the consultation.

Details of the consultation can be found at:

https://www.warrington.gov.uk/info/201368/local_plan_review/2274/local_plan_review

Note the original consultation ran from 18th July to 12th September 2017 but was extended to 28th September 2017.

The consultation notes that the new Local Plan provides further details on the 'preferred development option'. Details of all options are provided in the 'background' section of this briefing note.

This response evidences the impact of the development concept for a garden city suburb, to the south east of Warrington (Grappenhall) on the current alignment of the Trans Pennine Trail.

The Trans Pennine Trail will be affected by the proposal for further home development in Lymm and also with the development of the Warrington Waterfront project.

The proposals in the document demonstrate very little support for sustainable transport. It is recommended that the Trans Pennine Trail and other sustainable transport routes are shown clearly on maps provided within the consultation to ensure all other parties are provided with upfront information regarding the impact of these proposals. Horse riders are also a form of sustainable travel but are not mentioned at all within this documentation.

Warrington should also seek to highlight clearly within this document the improvements to sustainable transport routes (both

existing and new) that will be provided as part of the proposed development. There is very little evidence of support in the current document which does not mirror Warrington's support for both the Trans Pennine Trail and other sustainable transport routes including the National Cycle Network.

A copy of the Trans Pennine Trail's consultation response to Warrington's Western Link will be submitted alongside this brief.

The proposed changes will not only impact on the current alignment of the Trans Pennine Trail but also the alignment of the National Cycle Network.

In the event of the proposals in the Local Plan being accepted, marketing material produced by the TPT national office to market the TPT throughout Warrington will need to be reproduced. The TPT would look to Warrington to re-coup costs involved. Documents produced are TPT west map, Warrington local leaflets, information boards, signage, days out guides, treasure hunts, TPT website and all associated information.

In the proposals the current alignment of the TPT along the disused railway embankment will form part of a new strategic roadway. Should this be agreed, a new alignment for the TPT will need to be provided at the expense of Warrington Council. The new alignment would need to provide a better quality both in terms of route quality and also visitor experience. As the current off-road route provides a safe sustainable transport route for users of all abilities and is very well used by local communities in Warrington this would be a major impact for residents. There is also the potential devaluation of local properties that will need further discussion within local communities.

Great weight is placed upon new communities and facilities within the proposals but no weight is placed upon the importance of the Trans Pennine Trail to local communities. This does not reflect well on Warrington Council. The TPT provides a unique opportunity to further enhance sustainable transport within these new communities.

The consultation documentation provides no evidence of the Trans Pennine Trail being considered under protected status. Section 7 highlights the importance of the TPT and it's designation as part of the European Walking Route (E8) and part of the National Cycle Network.

Throughout the document, Warrington is referred to as Warrington City – is the intention to submit a request to become city status? This needs to be clarified.

The response from the TPT partnership will be submitted on Thursday, 21st September 2017.

1. Background

Warrington has a need to provide a minimum of 24,000 new dwellings over the next 20 years and 381 hectares of employment land, along with the required supporting infrastructure. Warrington anticipates that the new opportunities for development will ease existing congestion and enable Warrington to grow with new schools, health facilities, parks and transport improvements.

Warrington Council is consulting on the preferred development option for a new Local Plan. Unfortunately the TPT national office was not involved in any prior consultations regarding the five options put forward:

Option 1	A Garden City Suburb to the south east of Warrington main urban area of approximately 8,000 homes.
Option 2	A Garden City Suburb of approximately 6,000 homes and an inner urban extension to the south west of Warrington of up to 2,000 homes.
Option 3	A Garden City Suburb of approximately 6,000 homes and an urban extension to the west of Warrington of up to 2,500 homes.
Option 4	A Garden City Suburb of approximately 4,000 homes and an urban extension to the south west of Warrington of up to 2,000 homes and urban extension to west of Warrington of up to 2,500 homes.
Option 5	A more dispersed pattern of Green Belt release adjacent to the main urban area.

Further detailed information regarding the options evidences the need to address transport issues but there is no acknowledgement of the same importance of sustainable transport schemes.

It has been concluded that Option 2 performed best when assessed against the strategic Plan Objectives.

It is also noted that this option would be greatly advanced with the development of the Western Link and the Waterfront Development proposals. The TPT has been consulted on the Western Link consultation but has not received any documentation regarding the Waterfront Development. A note of this is included in section 2 (4.65) of this document.

The consultation notes potential crossings of the Manchester Ship Canal which will be the subject of further documentation and consultations.

The FAQ sheet indicates an initial full consultation has taken place but this has not been received by either TPT or Sustrans.

The current consultation document indicates very little acknowledgement of sustainable travel which under-represents the support Warrington has for the Trans Pennine Trail, other National Cycle Network routes and other local sustainable transport routes.

The Trans Pennine Trail is not indicated on any of the maps produced within this document. This should be rectified in the new Local Plan to ensure consultees have all the information available to provide an opportunity for a balanced approach to be provided.

2. Warrington Borough Council Local Plan - Notes

The following section indicates notes from the TPT Executive regarding the individual sections within the consultation:

Item	Consultation Text	TPT Comments
2.1	The Council undertook a 6 week period of consultation on the scope and contents of the Local Plan review and the Council's initial Local Plan evidence base between 24 th October and 5 th December 2016.	<i>The Trans Pennine Trail was not included in the previous consultation and would ask that this is rectified for further consultations involving the Trans Pennine Trail network.</i>
2.5	The one area which the Council accepts needs to be amended is in respect of economic activity rates.	<i>The Trans Pennine Trail provides detailed information of the number of walkers and cyclists using the Trans Pennine Trail and also the economic impact of visitor spend throughout Warrington.</i>
2.22	...A more detailed master planning exercise has been undertaken in partnership with Warrington & Co to produce a comprehensive Masterplan for the Town Centre and Inner Warrington, including the Waterfront...	<i>This information has not been shared with the Trans Pennine Trail Office, despite the TPT being directly impacted within these proposals. The link provided within the document does not take you to the relevant information.</i>
2.31	...Given the likelihood and scale of HS2, Arup has subsequently reassessed those parcels adjacent to or in close proximity to the safeguarded route.	<i>Has the impact of HS2 on the Trans Pennine Trail, or linking sustainable transport routes, been considered as part of this exercise?</i>

2.34	The Council has reassessed the scope of the review...	<i>There is no mention of sustainable transport. It is vital that this is included within the review to evidence Warrington's commitment to sustainable travel and also a commitment to promote sustainable travel to reduce carbon emissions and improve the air quality within Warrington.</i>
2.36	The Council has held meetings with all neighbouring authorities ahead of preparing the Preferred Development Option through the 'Duty to Cooperate process.	<i>The TPT's contact officers within Warrington have not been included in prior discussions. The TPT national office has not been included in prior discussions. To ensure openness under 'Duty to Cooperate' it is essential that Warrington seek to include all major stakeholders within this consultation exercise and future proposals leading from this new policy.</i>
Figure 1	Map indicating call for sites and SHLAA Green Belt Sites	<i>The Trans Pennine Trail current alignment should be shown on the map to indicate the importance of this sustainable transport route. This would then provide detailed information to future developers to enhance further potential links to the TPT and other new sustainable transport routes locally.</i>
4.40	...The Plan will enable the creation of new sustainable communities but in a manner which will unlock strategic infrastructure to support the growth of Warrington as a whole, addressing existing issues of congestion and unlocking major development sites with significant brownfield capacity.	<i>Despite the objectives noted under 4.38 indicating sustainable travel, there is a clear lack of commitment to sustainable travel that needs to be included within this note.</i>

4.41	...The consequences are likely to include severe congestion on Warrington's transport network....	<i>Again, the importance of sustainable travel should be evidenced here.</i>
4.44-4.48	Preparation of area profiles and growth scenarios.	<i>It is noted that settlements could double but there is no evidence to highlight the importance of providing safe sustainable transport routes to support these communities.</i>
4.65 Option 2 performed best when assessed against the strategic Plan Objectives and this option strengthens significantly if the Western Link and the Waterfront Development proposals.	<i>The TPT has been consulted on the Western Link consultation but has not received any documentation regarding the Waterfront Development. The TPT Executive request to be included in consultations on the Waterfront Development.</i>
4.78-4.79	Both note the importance of the Warrington Waterfront and Port of Warrington developments.	<i>The TPT Executive request to be included in these consultations</i>
4.92	..Facilitate greater use of recycled aggregates...	<i>This should include the use of recycled materials as surfacing materials for sustainable transport routes to further evidence Warrington's commitment to green materials.</i>
4.94	...These will be places that are accessible by sustainable modes of transport and close to both the existing highway network and the end user.	<i>The TPT Executives welcomes the support in this note for sustainable transport but further support needs to be provided throughout the whole of this consultation document.</i>
4.96	..(such as safe and reliable transport links)...	<i>Again, there is a striking omission of sustainable transport provision / links.</i>
Section 5	Preferred Development Option	<i>Throughout this section there is no evidence of commitment to sustainable travel or providing fully accessible facilities.</i>

5.14	City Centre option	<i>Throughout this section there is no evidence of commitment to sustainable travel or providing fully accessible facilities.</i>
Figure 4	City Centre	<i>The Trans Pennine Trail and other sustainable transport routes should be clearly shown on the map.</i>
Figure 5	<i>Wider Urban Area</i>	<i>The Trans Pennine Trail and other sustainable transport routes should be clearly shown on the map.</i>
5.24	Warrington Waterfront	<i>The Trans Pennine Trail has no information on this proposal despite it impacting on the TPT route within Warrington.</i>
Figure 6	Warrington Waterfront	<i>The Trans Pennine Trail and other sustainable transport routes should be clearly shown on the map.</i>
5.30	...Walking, cycling and public transport linkages will connect these neighbourhoods....	<i>The TPT would welcome reference to the significance of the Trans Pennine Trail as part of this development. It should also be noted that horse riders are also a form of sustainable travel.</i>
Figure 7	Warrington Garden City Suburb	<i>The Trans Pennine Trail and other sustainable transport routes should be clearly shown on the map to highlight both to consultees and local residents the importance of these routes and the impact of this consultation.</i>
5.42	Provision of extensive open space therefore will be important for recreation and....	<i>A reference to provision of improved and new sustainable transport links should be included.</i>
Figure 8A	South Western Warrington Urban Extension with Western Link	<i>The Trans Pennine Trail and other sustainable transport routes should be clearly shown on the map. The Trans Pennine Trail has provided a consultation response regarding the Western Link.</i>

Figure 8B	South Western Warrington Urban Extension without Western Link	<i>The Trans Pennine Trail and other sustainable transport routes should be clearly shown on the map. The Trans Pennine Trail has provided a consultation response regarding the Western Link.</i>
Figure 9	Preferred Development Option	<i>The Trans Pennine Trail and other sustainable transport routes should be clearly shown on the map.</i>
Figure 10	Preferred Development Option – Transport Infrastructure	<i>The Trans Pennine Trail and other sustainable transport schemes should be shown on this map. As a transport infrastructure detail, the proposed improvements to sustainable transport schemes should also be evidenced on this map.</i>
Figure 7	Sand & Gravel and Coal MSAs	<i>This map is incorrectly labelled – should be Figure 11. Also TPT needs indicating to ensure the route is safeguarded against further proposals / developments / applications.</i>
6.3	A key element of this work will be to test the proposed development allocations through the updated Warrington Multi-Modal Transport Model.	<i>Clarification is required regarding development and testing of existing and new sustainable transport routes.</i>
6.7	..The Preferred Development Option will be subject to further sustainability appraisal review and an analysis of its potential likely effects on many European sites of nature conservation importance through a Habitat Regulations Assessment.	<i>It is also recommended that an archaeological survey is carried out to determine sensitive sites that will need to be considered as part of this consultation.</i>

3. Additional Information

The current documentation makes very little reference to current or improved sustainable transport needs nor any reference to the existence of the Trans Pennine Trail and / or National Cycle Network. It is imperative that consultations of this nature include sustainable travel as part of transport issues and not as an added extra thought. In its current form the document is a missed opportunity for Warrington to adhere to Government policy on incorporating sustainable travel within new housing proposals.

The Trans Pennine Trail organisation would ask that walkers, cyclists and horse riders are fully considered within this proposal when addressing sustainable transport.

Despite the website consultation information indicting the consultation began in July, recent social media indicates that many residents have only just been made aware of the details.

The areas within the indicated 'preferred option' include areas of outstanding natural beauty and it is understood includes medieval burial grounds. It is recommended the relevant habitat, species and archaeological surveys are completed and evidenced to consultees for assurance that protection measures are in place where needed.

Warrington Policy has indicated to residents that the TPT has been consulted previously on using an extension in Grappenhall to support the Stockport Road urbanization programme – it should be noted that the TPT has not had any previous correspondence on this matter and has not submitted any prior briefing notes.

As noted previously, the TPT has responded to the recent Warrington Western Link consultation (copy attached).

It is noted that crossings of the Manchester Ship Canal will be addressed as part of further consultations. It should be noted that this could also have a detrimental impact on the Trans Pennine Trail and National Cycle Network.

Warrington's new Local Plan provides a unique opportunity to provide better facilities both for residents and visitors of all abilities. There is little evidence within the current consultation to indicate that this will be incorporated within the new Local Plan or further consultations following from this plan. The Plan provides an opportunity to address current access issues, both in terms of community infrastructure but also regarding sustainable travel. The

installation of new street furniture should take into consideration the needs of all.

There is no reference within the consultation document on the impact of the proposals on the Parish of Grappenhall & Thelwall's design statement.

4. Sustainable transport route signage

Clear signage is essential on existing and new sustainable transport scheme. Unfortunately many people today do not realise that walkers can still use many of the cycleways and indeed bridleways are open to walkers and cyclists also:

Walkers only symbol	Pedestrians only
Cycling only symbol	Cyclists only
Cycling symbol + pedestrian symbol	Cyclists and walkers
Horse symbol	Horses only (very rarely used)
Horse, cycle and pedestrian symbol	All users

Safe crossing points should also be used as indicated below:

Pelican crossing - Pedestrians only

Toucan crossing - Pedestrians and cyclists

Pegasus crossing - Horse riders, pedestrians and cyclists

Where signage for the Trans Pennine Trail is used it is important to use the full logo (words and symbol).

In terms of future developments from the new Local Plan, these should address every opportunity to ensure new / refurbished roads and bridges should have open intersections with existing sustainable transport routes to provide links to local communities and reinforce Warrington's commitment to sustainable travel.

5. History of the Trans Pennine Trail

This section has been included to ensure the policy holder is aware of the importance of the Trans Pennine Trail and Warrington's commitment to its continued success.

The origin of the Trans Pennine Trail dates back to 1986 when the Department of Planning of Barnsley Council prepared its bid for Derelict Land Grant (DLG) from the Department of the Environment. At that time the coal industry in South Yorkshire had been in decline for a number of years and major land reclamation works were underway. Although the pit heaps had gone a network of abandoned railway lines remained. It was recognised that they presented the potential for major greenways throughout the borough with the possibility of extending them into adjoining authorities.

The TPT now passes through twenty-seven separate local authority areas with a vision ***To establish the Trans Pennine Trail as a nationally recognised recreational route for walks, cycling and horse riding.***

The Trail is a multi-user, sustainable recreational and transport route for walkers and cyclists and wherever possible for horse riders and people with disabilities. Where full multi-use is not available the partnership continues to strive to address opportunities for enhanced use. This is an on-going process with the consultation on new policies and development opportunities with our project partners.

6. Memorandum of Understanding

All our partners are also committed to our Governance document, the Memorandum of Understanding, which outlines their roles, as well as those of the Trail Office, ensuring consistency in working together at strategic and operational level and developing a culture of collaboration that would not be evident if partners worked alone. Communication within the partnership ensures ease of dissemination of information and an agreed consultation process. The Trans Pennine Trail has sustained trust between partners, founded on goodwill, respect and mutual support and are backed up by the procedures necessary. The partnership offers equality to everyone, with each partner having clear roles. Inclusive meetings are held between all partners to ensure effective decision-making inclusive to all.

Our governance arrangements enable our partnership to provide an efficient and effective co-ordination and delivery of the organisation to better meet user needs than we could do individually, providing value for money and improved lobbying facilities. Information and data is shared amongst the partnership and the ability to tackle cross-cutting local and national issues is greatly enhanced with the existence of the partnership.

Responsibility for maintenance of the Trans Pennine Trail is that of our individual partners (ie Warrington).

It is noted that works carried out on the Trail (developments / improvements / re-routes) must provide both a result in improved quality of route and also improved visitor experience.

7.Awards

The TPT was the first long-distance multi-user route in the UK.

The route forms part of the National Cycle Network.

The walking route between Liverpool and Hull is British part of the E8 European Long Distance Footpath, which runs from Ireland and will eventually reach Turkey. Awards received by the Trail to date include:

- In a 2006 public vote the Trans Pennine Trail won the *Amazing Space* category in the **National Lottery Awards 2006**.
- In 2006 the European Ramblers Association celebrated this as part of their quinquennial European wide **Euroorando** event.
- In 2010 the Trans Pennine Trail was awarded Highly Commended in the **Care4Air Awards**.
- In 2015 the Trans Pennine Trail won the Sustrans vote for the **favourite long distance route on the National Cycle Network**.
- In 2015 the Trans Pennine Trail was awarded the British Horse Society's **Access Award** for excellent service by an organisation in furtherance of enhanced equestrian access.

8. Partnerships

Friends of the Trans Pennine Trail

The Friends of the Trans Pennine Trail a large group of people from points all across the Trans Pennine Trail (and beyond) who support the TPT office and local authorities on their work for the Trail to help promote and protect it. This support takes many forms, including spreading the word, presentations on the Trail, attending shows and events to help promote the TPT and keeping the office informed about what users think. The Friends also campaign for the Trail and lobby agencies in order to protect it from conflicting proposals such as development on an existing section of Trail and champion potential improvements to the route.

As our Local Authority partners are facing every increasing budget restrictions and reductions in maintenance allocations, the Friends intend to support the Trans Pennine Trail office to locate potential funding for our partners.

A recent scoping exercise undertaken by the TPT office indicates over £20m of investment is now needed across the network.

Our partners are urged to continuously liaise with internal colleagues to also pursue potential funding opportunities for improvements to the TPT.

Sustrans

The Trans Pennine Trail works closely with Sustrans as parts of the TPT also form part of the National Cycle Network.

The use of volunteers on the Trans Pennine Trail is a vital resource and can be evidenced as a tool to improve the physical and mental health of local communities. The Trans Pennine Trail and Sustrans have a joint volunteer scheme which notes the monetary value attached to volunteers (£13.00 hour as determined by Sustrans).

This local group of volunteers has already suffered a major impact in their ability to monitor and help maintain their local section with the installation of Mersey Gateway. It is important that the great work and efforts these individuals go to help maintain and promote sustainable transport locally is recognised within this proposal.

9. Benefits of the Trans Pennine Trail

Well signed throughout its length and supported by an extensive range of purpose designed maps and booklets, using the TPT has never been easier. The route itself offers a range of benefits to our communities including health, transport, economic development, tourism benefits, and an improved environment. These benefits are promoted and supported through the work of the TPT Office:

Health benefits: People are increasingly being encouraged to be more active and achieve the recommended 30 minutes of exercise five times a week. The TPT provides a great place for people to exercise that is both free of charge and easily accessible in the community. These are important factors as, based on indices of deprivation, the TPT passes through some of the most deprived wards in the country. This allows all sections of the community to enjoy the health benefits of exercising on the Trail to prevent ill health or promote recovery from illness. Additionally, there is increasing research to show that participating in outdoor activities is beneficial to peoples' mental wellbeing as well as their physical health.

Economic Development: The Trans Pennine Trail has been developing and providing Green Infrastructure for many years by providing a welcoming local environment and a sustainable transport route for workers. The TPT Office encourages inward investment across the route and works with partners to inspire environmental improvements on adjacent sites. In line with the visitor monitoring undertaken, the Trans Pennine Trail office produces visitor spend statistics highlighting the positive economic impact the Trail generates locally. These figures undoubtedly show the gain to the local economies far outweighs the financial commitment for individual partners.

Tourism Benefits: The Trans Pennine Trail Office provides visitor counter data to all project partners indicating the number of visits undertaken on the Trail. While many of these are local day visitors, this still has a significant benefit to local economy along the Trail as they make use of local shops, cafés and other establishments along the route. Research for the TPT Office also shows Trail users are undertaking multi-day trips on the route which will have a much more significant economic benefit as they pay for accommodation and meals each night. This spending contributes to the visitor economy in all areas of the Trail, helping to sustain local businesses.

The TPT is there for everyone to enjoy, regardless of income or background by providing a free resource that is open 24/7.

Environmental Benefits: The Trans Pennine Trail provides the ideal place for people to reconnect with the environment. The development of the route has brought new life to many derelict sites and former railway corridors and now provides important green space to be enjoyed by local people as well as being a green corridor and haven in which wildlife can thrive and move through built up areas. There are many local nature reserves and other important wildlife habitats along the route. The TPT also provides an easy route for people from towns and cities to access the wider countryside.

Transport Benefits: The TPT is part of a sustainable transport system and is well used, particularly in more urban areas, by people in their daily routines for travelling to school, work and the shops. The trail increases accessibility within local communities by providing safe walking and cycling routes. This is helping to deliver a modal shift with reduced reliance on cars and increased journeys on foot or bicycle. As a result, the TPT is helping to reduce pollution and improve air quality at the same time as allowing commuters to improve their own health. Additionally, the TPT passes many attractions and places of interest, enabling people to use sustainable travel as part of a day out.

Good connections to the rail and bus networks the route allows people to use the Trail to access public transport for longer car free journeys and for leisure users to enjoy the Trail further afield without the need for a car journey.

Community Benefits: The Trail has been designed as an inclusive resource open to all regardless of income or background, and as accessible as possible to people with disabilities. Many local groups use the route regularly encouraging people to discover the local environments and be more active. Many local people are actively involved in helping to look after the TPT, promoting it to others and campaigning to protect and improve the route, either as a Volunteer Ranger or as members of our Friends group.

10. Visitor Counters and Visitor Spend

The Trans Pennine Trail has visitor counters in strategic locations along the route. Counters can record either walkers, cyclists or horse riders (or all 3). The data from the counters is downloaded on a quarterly basis and shared with TPT partners.

Along with this the TPT office undertakes a bi-annual survey with help from TPT supporters. This survey provides detailed information on the demographics of Trail users and most importantly visitor spend. The visitor spend information is combined with the counter data for our partners. The change in visitor spend is highlighted below:

Spend by User Type	2011	2013	2015
Cyclists	£16.90	13.92	£22.87
Walkers	£9.30	6.21	£9.92
Walkers + Cyclists	N/A	10.01	£17.59
Horse Riders	£23.53	11.45	£20.66
% of User Spend	37%	44.4%	50%

Our 2017 Visitor Survey is currently out for completion, however a copy previous surveys is available on request.

The economic impact of sustainable travel needs to be taken into consideration as part of Warrington's new Local Plan.

In regards to the Trans Pennine Trail the 2015 Visitor Survey indicated that 50% of visitors contribute to the economy during their visits and the amount spent per user type is shown below:

User Type	Spend
Walker	£9.92
Cyclist	£22.87
Horse Rider	£20.66

The original counting devices within Warrington were joint walking and cycling counters. These have now been separated to show individual walker and cyclist counters but the data below is taken from the joint counters for Warrington:

Year	Walk & Cyclists	Total Spend
2011	133445	£834,432
2012	108003	£675,343
2013	90711	£208,427
2014	158758	£705,590
2015	142276	£1,531,362
2016	872262	£1,877,027

Warrington Borough Council also has further data available that merits inclusion within this proposal.

Warrington can also use this proposal as a potential to engage with local businesses (new and old) to create improved facilities for visitors eg, safe cycle storage, drying room, accessible facilities, provision of packed lunch, spare tools, luggage transfer, etc. This will further showcase Warrington's support for sustainable travel and support for the local economy.

11. Accessibility

Safe segregated sustainable transport routes should include the needs of all users. This proposal does not provide the evidence needed to show support for sustainable travel within Warrington.

Accessibility issues should also be taken into consideration when reviewing potential upgrades to the existing network or providing new facilities. Not all visitors have full mobility. To ensure the route is fully adapted for disabled users, the following should be taken into consideration:

- Use of surfacing suitable for all users.
- Benches that do not have arms on both sides to enable people to get out of their wheelchairs and sit next to their companion.
- Prominent street furniture to enable continuous focal points for autistic users - this can be art features, benches, etc.
- Toilet provision for all users including changing places toilets where funding allows.
- Sound boxes to enable those with visual impairments to gain details of their surroundings.
- Purple pound (spending of the disabled sector) is equivalent to £12.1 billion in the UK, growing at 11% per annum.
- Only 8% of disabled people are in wheelchairs.
- Interpretation and furniture should be beneficial to users who are hearing and visually impaired as well as those on the autism spectrum, learning difficulties or suffering from dementia- and built in as part of the sustainable transport route.
- Interpretation should include audio and tactile descriptions - to include details of local facilities and visitor attractions.
- Seating areas should include accessible seating
- If further car parking is provided as part of the scheme, disabled parking must be included.
- Pockets of open space should be included to provide quiet, tranquil areas.
- Investigate the possibility of solar powered charging stations (for wheelchairs) that can be included within the infrastructure.
- Tactile paving should be included.
- Signing should be at regular intervals or suggest that interpretation is used as a replacement to ensure users can see their next destination point. This is particularly beneficial for users on the autism spectrum and will enable them to build up their journey gradually.

Communities can profit from accessible tourism and this project should be showcase from the start the work developers can do to address these issues.

It is paramount to ensure all sustainable travel users have the opportunity to continue their journey on a safe route, including safe surfacing, crossing points and interpretation.

The need to install further access controls that impede against legitimate users should be negated.

In turn these measures will be a positive impact on the visitor experience of the route.

12. Further Correspondence

The Trans Pennine Trail office has also been sent the following information from members of the public.

Subject: Proposed demolition of Grappenhall/ Thelwall Pennine trail

Date: Fri, 1 Sep 2017 11:17:01 +0100

From: [REDACTED]

Dear [REDACTED]

With reference to Warrington Councils 'Town Plan' there is a preferred proposal to demolish the Grappenhall/ Thelwall Pennine Trail, which also is the remnants of the old railway embankment; In order to build a dual carriageway into Warrington.

As a concerned resident (I live on the foot of the embankment) I fear this will have a devastating effect, not just for local residents, but for the 100's of ramblers, cyclists and dog walkers that use this trail every week throughout the year.

My question to you is this;

Are you prepared to defend the preservation of this section of the trail or will you be supporting the planners for proposed demolition and construction of a Dual Carriageway through the trail ?

I await your reply,

[REDACTED]
Please note that a copy of this email has been sent to the TPT head office

From: [REDACTED]

Sent: 01 September 2017 09:33

To: Trans Pennine Trail Info

Subject: Development plans on trans pennine trail

Dear Sir/Madam

I am writing to enquire as to if you are aware of Warrington Borough council's plans to build a fly-over on the trans pennine trail. Their argument is that the trail is a "disused railway line", the consultation period ends in a few weeks and wondered if you had been consulted? I have a link to the proposal if you need it.

As a cyclist and walker I am totally against the idea as I'm sure anyone who uses the trail would be.

Kind regards

[REDACTED]

From: [REDACTED] 11:32

Subject: Urgent attention please. With regard the TransPennine Way, can you please consult with that organisation as well. Email address attached too.

Dear Sir or Madam

I am contacting you with regard the attached planning proposals for the Grappenhall/Appleton/Stretton/Higher Walton green belt areas of Cheshire surrounding the town of Warrington. I spoke to one of your colleagues at Defra on Friday and they were very concerned that I email you asap.

Warrington Council have been told to accommodate 24,000 houses over the next 20 years to accommodate the growing expansion of homes required in the locality. 13,000 have already been earmarked in brown belt and 9,000 are required to be built in the green belt surrounding Warrington, namely in the areas above, with 2,000 of that total being suggested in Higher Walton and the rest in the other areas mentioned above. The name that encompass all the new areas is to be called Grappenhall City Suburb. In addition, there will be shops, a secondary school and other amenities built on site.

I have been in consultation with Warrington Council's Planning, Highways and Policy Committee since yesterday who gave me the above information and who are involved in putting these areas under discussion for urbanization with the localities/residents in each area. [REDACTED]

[REDACTED] At very relatively short notice residents in these areas have been asked to give their opinions by September 12th for the first step of the consultation to be looked at and passed or rejected in relation to the housing,

The wealth of opinion and reaction has been one of extreme concern - I also learned this from Warrington Policy Committee yesterday, not just residents throughout Grappenhall. All these areas are considered areas of outstanding natural beauty and support a great deal of protected wildlife, have medieval and roman burial sites left untouched below land. There are buildings that have been preserved to ensure future generations are privy to the natural history of the area and we are now considerably concerned that these will be lost. I am absolutely certain the Grappenhall site near Stockport Road, would reflect this historical and natural importance, if searched and investigated and not least that in recent years that particular area has been discovered to be a breeding ground for the great crested newt! I do understand that under National Planning Policy Framework requirements, green belt can only be released under 'very special circumstances' and I would hope our request for you to investigate and hopefully refuse the use of the Trans Pennine Way and any other areas you would care to look at in Grappenhall, where the houses are to be allocated, would continue to secure this area as part of our heritage. Warrington Policy Committee made me aware yesterday that quite a while ago they approached yourselves and the Trans-Pennine Way Association about garnering your thoughts on using an extension of The Way in Grappenhall to support the Stockport Road suggested urbanization in Grappenhall. They have not heard back from yourselves, and I would hope there is a good reason for this, i.e. you would not even

take into consideration use of this beautiful and significant part of the Trans Pennine Way. They do need your permission to adopt this land. The walk itself, see attached, is in regular use by locals and well loved.

I am absolutely certain that part of the protected wildlife also embraces this path and if they chose this as a bypass it would obliterate a large part of the village of Grappenhall and they would have to either consider buying a significant no. of properties enroute in Grappenhall and Latchford, which would defeat the result they are trying to obtain in providing more homes! I would seek your immediate assistance with pushing back of the use of the Way for a bypass of all things! The walk itself is not broad enough, the bridge they are hoping to use is not strong enough and is very old – a former railway bridge used since the 1920's or before for coal runs into Warrington and back to Manchester. They will have to build a new bridge in addition over the Manchester Ship Canal and along the way compulsory properties that would block the route into Warrington, again negating the quota of homes already in the area, which again does not make any sense whatsoever. Also it has to be borne in mind that the this part of the Trans Pennine Way is a cycle route and could continue to be used as such for any new urbanisation if it is given permission to go ahead so would complement any other road option.

Additionally, I have been told that the consultancy employed by Warrington to put together the proposals for this particular part of the urbanisation, put in the blue line on the plans as the one and only suggestion for a bypass to support the Grappenhall section earmarked for housing, without taking into account the furore it could bring upon the Council. The proposal for this road is not yet part of the present consultation with residents and I believe they did not expect people to notice, however when a concerned resident was made aware it ran along the Pennine Way they anonmously alerted residents by pushing flyers through doors. As you can imagine the reaction has been one of very extreme anger and concern, to the point that some elderly people in my Mother's area immediately want to sell and have got extremely concerned that the homes they love so much, would devalue to the point that if they to sell in the future, there would be no resources for their future care. Then this sort of care would fall right back on the Council! Most of them bought their properties for the view of the Trans Pennine Way. This all really hit home with the Council yesterday and they let me know they were putting an announcement out immediately on their website and also a press release about the proposed bypass. I would ask therefore that you look into all the above, but specifically the use of the Trans Pennine Way and support the community in allowing this treasured part of Grappenhall to be taken off the radar by the Council completely and also to consider the option which would work if the development goes ahead, which could possibly be to form another access point onto the M6 from the Grappenhall site already leading into Warrington, which is what the Council are trying to achieve. The works required to make this viable would be to strengthen that section of the M6 or even widen it so congestion would be almost negligible and updating the existing flyover at Lymm on the motorway. This option has to be considerably less costly and more attractive and would affect no existing residents in the area. There has to be a look at the humane side if nothing else in all these proposals and the impact it would have, particularly on people who absolutely love where they live and thought they

could enjoy the quality of life they have had either for life if they were born and brought up in Grappenhall or for their retirement, of which there is a large aging population. So in summary can you please expedite the following:

1. Try and stop the Trans Pennine Way being used for a bypass of some sorts, really does not make any sense.
2. Look at the local wildlife that would be affected by this proposed bypass and the urbanization, particularly the great crested newt.
3. Investigate medieval/roman historic sites that may be affected in the area.
4. Investigate if it comes under your remit, any covenants and protected areas in the locality, perhaps listed in Parish records.

I am more than happy to discuss the above with you and you can call me on either of

so hope that you will support the Community through this very troubling time. I am aware you look after this trail and hope its preservation is as important to you as us. Do please be aware on the urbanization side September 12th is the timeline for concerns to be lodged by existing residents of all these areas and at present the proposed bypass is not part of that, which should give yourselves more time to investigate that part of the proposals, but wherever you can get involved, I for one will extremely grateful. I attach Warrington Council's proposal and it is page 43 specifically that highlights the dotted blue line for the proposed bypass.

I have attached pertinent documents/websites which will give you background to the topics above and also the proposed plans. I believe SES act on your behalf on looking at areas with regard the nature side of things and it would be great if they, or like, could be deployed in all the above areas to investigate independently all the issues they normally report back on.

http://www.warringtonguardian.co.uk/news/where_i_live/south_warrington/lymm_grappenhall_and_thelwall/10243694.A_bridge_too_far_for_wildlife/?ref=arc

http://ses-eco.co.uk/ecology/protected-species/great-crested-newt-surveys?gclid=Cj0KCQjwlf_MBRDUARIsAD8Gj8CH_YxoqgAqsevOZOmyeWCeT-0AhhT8ZEousgIPoO6MbO7f4pEHFcoaAo-cEALw_wcB

Thank you for your consideration.

Kind regards

[Redacted]

[Redacted] 55

To: Trans Pennine Trail Info

Subject: Proposed road along Transpennine Trail in Grappenhall

Dear Sir/Madam,

[Redacted] local Council has included in their Development Plan provision for a new road, a strategic road to link the A50 and the Bridge Foot area of Central Warrington.

██████████ I can sit and watch the birds and wild life in the embankment which is now removed from human interference and has developed into a goldmine of tranquility for the local birds , squirrels, flowers. This will be destroyed for a new road, maybe even an Expressway as the possible extent of the proposed housing development in the South Warrington area may lead to such supposed necessity.

I run along the Trail. I use it for cycling. I walk into Altrincham, 8 miles, sometimes, along this trail. I love the Trail and it has been a key part of my life for the █ years I have lived here. Now it could be destroyed to be replaced with a road and all of the noise and pollution that will bring.

I understand from another resident ██████████ that the Council have failed to even contact you regarding this proposal which they have put out for consultation with responses required by September 12th. I implore you to contact and respond to Warrington Council. After the first Consultation they are intending a full transport investigation for this proposed road which is intended to be unveiled with a draft plan in the Spring of 2018. If these proposals are not stopped now they will be written into the next stage as a formal proposal.

Please investigate and respond. Responses to ldf@warrington.gov.uk

Yours Faithfully,

██
██████████

----- Forwarded Message -----

From: ██████████ :

>Sent: Wednesday, August 30, 2017, 11:08:15 AM GMT+1
Subject: Warrington Section of the Pennine trail
Dear Madam,

I would be most grateful if you could provide me information regarding any 'Protected Status' of the Pennine Trail, which is also a European Walking route E8;

Warrington Council are proposing the demolition, flattening and constructing a major road link through 2 miles of the Trail which would have a devastating impact 100's of ramblers, cyclists and dog walkers in the area.

I and many others will need to respond to Warrington Council with some 'Valid Objections'; for which your advice would be most invaluable.

Many Thanks,

██████████

From: [REDACTED]
Sent: 30 August 2017 18:49
To: Trans Pennine Trail Info
Subject: Transpeninne trail at Latchford, Warringotn

Dear Sirs,

Warrington Borough Council are in the middle of a Consultation Period for their Preferred Development Option (PDO). The consultation period is running from the 18th July to the 12th September. Like many others, I knew nothing of this until I received an anonymous leaflet through my letter box on the 21st August. It was a shock to me to find out that the council were considering using the Old Railway Embankment in Grappenhall as a Strategic Roadway linking a New Garden City Suburb with the Town Centre. See Attachment. No.1

On page 40 of Warrington's PDO, section 5.32, the council say that to achieve the full development potential of the area it **MAY** require a further "High Level" connection across the Ship Canal. The map on page 41 shows they are considering using the old TPT Railway Embankment as a possible location for this Crossing IF it were needed.

The "Grappenhall and Thelwall Parish Council" sent out a leaflet on the 28th Aug to inform residents about the PDO Consultation. They said that the timing of the consultation over the summer holiday, and severe lack of publicity had left many residents with little or no knowledge of the consultation.

It has been left to one resident from Thelwall who, on the 19th of August, set up a Facebook Group to inform residents about the possibility of the railway Embankment being used as a Strategic Roadway. Over 3000 residents have now joined her Facebook group and they have also helped to deliver 10,000 leaflets to the residents of Grappenhall, Thelwall and Latchford.

There are many confused and worried residents especially those whose homes, like my own, back on to the embankment. They are concerned about noise levels, pollution and congestion, as well as the fact it could dramatically reduce the value of their properties, and in some cases see their homes demolished.

As you may well know, the Railway Embankment is part of the Trans Pennine Trail (TPT), some sections of which do not follow a Traffic Free route. This is the case in parts of Warrington where one section follows the roadway along the side of the Manchester Ship Canal. This section of the Trail links up the traffic free part of the trail on Bradshaw Lane, Grappenhall. It is therefore an important access point, and it is here that a path leads up to up to the Old Railway Embankment. See Attachments No.2. and No.3

My Objections:

I am objecting to the council being able to use the Railway Embankment as a Strategic Roadway now, or at any time in the future. I would also like all references to it to be removed from their PDO as currently it is impossible to sell my apartment if I wished to do so. One local Estate Agent has already told one of the residents in my

████████████████████ because of the uncertainty about the possible use of the embankment as a roadway.

Some of my reasons for objecting to any future use of the Railway Embankment as a Roadway are:

It is a rather splendid and beautiful section of the Trail bounded by mature mixed woodland which abounds with wildlife. Many of the trees, or possibly all, would have to be removed, especially if the embankment had to be widened to build a roadway. See Attachment No.4

It would lead to a loss of sites for a variety of nesting birds including a Carrion Crow and several Wood Pigeons that nest in the trees outside my bedroom window. A wide range of wild birds visit my bird feeders and I've seen several species of Warblers too. I've also heard Little Owl and Tawny Owl several times this year and a Buzzard is seen regularly. On one occasion last year I watched a buzzard chase a Goshawk from a large Pine tree on the embankment. I have seen signs of Badgers where they have been grubbing for food along the paths on the trail but as yet not seen one myself. I am not so keen on the 3 Grey Squirrels that raid my bird feeders on a regular basis!

This section of the Pennine Trail is very popular with the locals and visitors from further afield, and it is a safe off road Cycle Way that is used by many families with small children as well as more serious cyclists. It is regularly used by walkers, several of whom appear with their Pennine Trail maps. I have noticed on a couple of time this year that a small gazebo has been erected by the entrance to the trail, with groups of people meeting for what I believe to be fun runs.

Part of the PDO includes building a large number of residential houses in the S.E. Warrington Garden City Suburb, along with Infrastructure to support them. They state they would need a network of footpaths and cycle ways to link different areas together. A greener way to use the Railway Embankment would be to leave it as a traffic free route, and have a cycle route linking it to the New Developments, with another linking it to the North of the Ship Canal and then into the town centre.

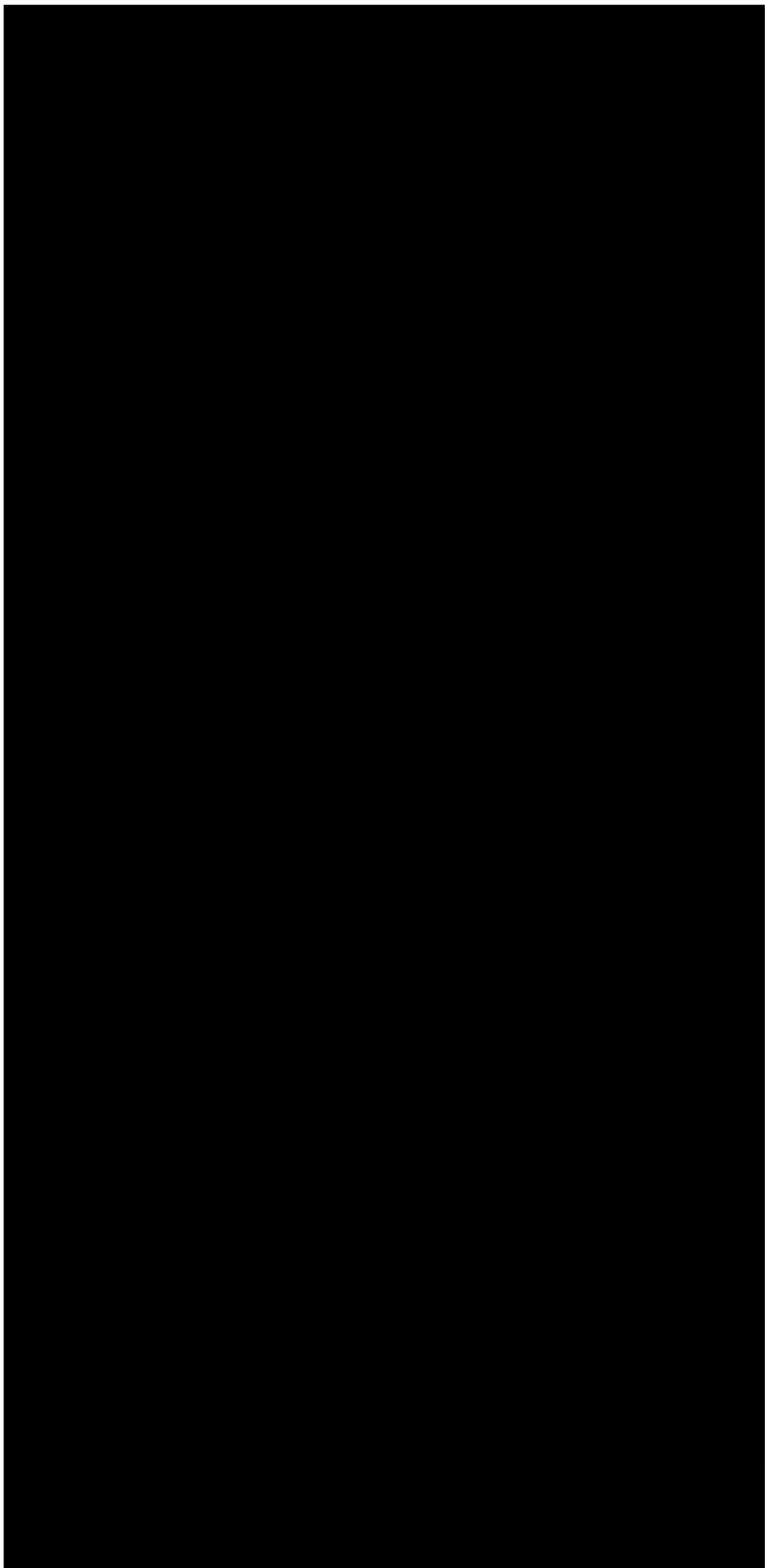
Loss of value from being so close to an elevated roadway, being subjected to noise at bedroom level, possible vibrations from heavy good wagons, especially when the Thelwall Viaduct closes to traffic, as well as exhaust fumes close to my bedroom window.

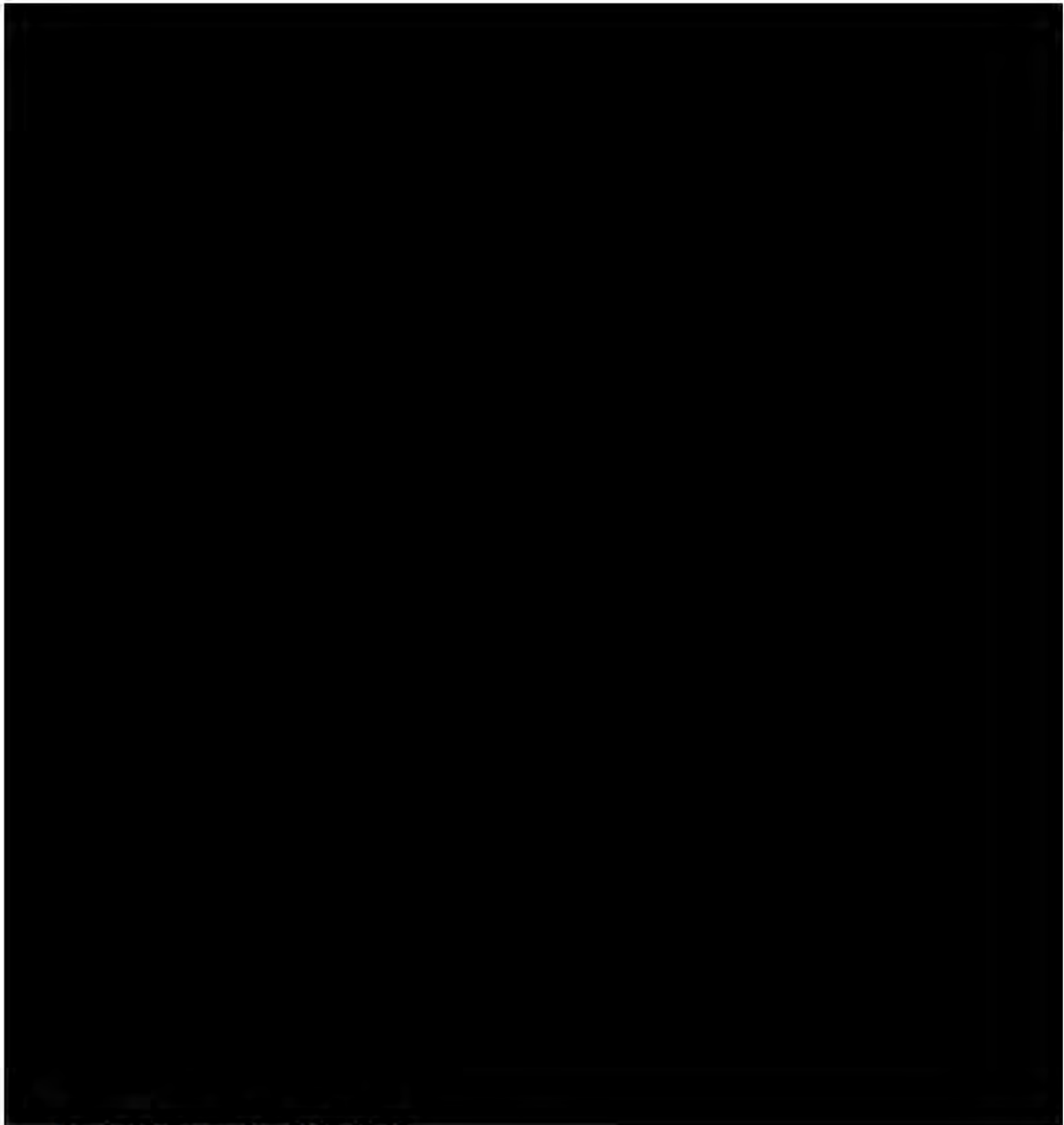
If the Embankment had to be widened there is a strong chance that ██████████ ██████████ could be bought by Compulsory Purchase. In a way that would be a better option than being left with a property I could not sell.

I know that you have influence and an interest, in protecting the TPT, and hope you will be able to offer support to my objections and any that you may receive from other residents in this area.

Kind Regards

████████████████████





Sent: 04 September 2017 12:25
To: Trans Pennine Trail Info
Subject: Warrington Borough Council Local Plans

Hi

This is an email of support to preservation of the TransPennineTrail, and objection to the proposed conversion to road by the Warrington Borough Council Local Plan.

My objections to the WBC plans are below.

Many thanks

Objections

My personal objection / impact is that it would result in a loss to a countryside facility that I use daily for cycling, jogging, dog walking, and access to shopping.

My wider objection is as follows:

1. Requirement for a New Strategic Road to the East of A50 (using the TransPennineTrail): This is an objection to the lack of justification (e.g. 'As Is' traffic data and 'To Be' traffic modelling) that a new strategic road is required in this location. From personal experience this will not alleviate any current traffic problems and alternative solutions appear less intrusive to meet future demand.
2. Alternatives to a New Strategic Road to the East of A50: This is an objection to the lack of analysis regarding whether alternatives can meet requirements that minimise impact to green belt land and the TransPennineTrail. Alternatives include:
 1. Better utilisation of current public transport capability
 2. Provision of new public transport services
 3. Promotion of non vehicle / green transportation.
 4. Development of existing road infrastructure on the A50
 5. Development of existing road infrastructure on the A56
 6. Development of existing road infrastructure on the A49
 7. Development of existing road infrastructure along Broad Lane.
 8. Development of existing road infrastructure along Ackers Road.
 9. Development of any new required roads, if absolutely required, on land that has to be developed for residential purposes (i.e. to minimise impact to Green Belt land and the TransPenningTrail).
 10. NOTE: To the layman the most obvious solution to any increased traffic caused by the Garden City Suburb on the East side is to improve transportation along Broad Land and access at the end to the A56. This will better utilise existing infrastructure rather than destroying our countryside.

Appendix 1 – Structure Chart of the TPT

MEMBERS STEERING GROUP

Role – The main body overseeing policy, funding and overall management of the TPT project. Meets annually.

Membership -

- Elected council members of the 27 Local Authority areas through which the TPT passes
- Officers of the 27 Local Authorities
- Representatives of the various user groups associated with the TPT (eg, Sustrans, The British Horse Society, The Ramblers Association, Cyclists Touring Club, etc)
- ‘Friends of the TPT’ Board Representatives and all members of ‘Freinds of the Trans Pennine Trail’
- Volunteer Group Coordinators from across the TPT
- Local user groups as requested by ‘host’ authority
- Various non local authority partners such as United Utilities, etc
- TPT Executive and Trans Pennine Trail Team

TRANS PENNINE TRAIL

Role - The TPT staff are hosted by Barnsley Council Their role is to co-ordinate the TPT project and to lead the promotion and further development of the TPT. The direction of their work is determined by the Members Steering Group and the Executive Group, with day-to-day management provided by Barnsley Council.


Membership –

- Trans Pennine Trail Officer
- Trans Pennine Trail Development Officer
- Trans Pennine Trail – Modern Apprentice

EXECUTIVE GROUP



FRIENDS OF THE TRANS PENNINE TRAIL BOARD



<p>AREA GROUPS</p> <p>Role - The 27 Local Authorities, through which the Trail passes, are split into five area groups to foster a local identity and encourage cross border liaison where the Trail passes through one authority to another. They meet every 3 months.</p>	<p>MERSEY GROUP</p> <p>Membership -</p> <ul style="list-style-type: none"> • Halton Borough Council • Knowsley Metropolitan Borough Council • Liverpool City Council • Sefton Metropolitan Borough Council • Warrington Borough Council (Chair) • West Lancashire District Council • Plus a representative from Regional LAF, Sustrans, Friends of the TPT, Merseyside Cycle Campaign, Group Co-ordinators and TPT Team
	<p>GREATER MANCHESTER GROUP</p> <p>Membership -</p> <ul style="list-style-type: none"> • Manchester City Council (Chair) • Stockport Metropolitan Borough Council • Tameside Metropolitan Borough Council • Trafford Metropolitan Borough Council • Plus a representative from Regional LAF, Sustrans, Friends of the TPT, TfGM, Group Co-ordinators and TPT Team
	<p>PENNINE GROUP</p> <p>Membership -</p> <ul style="list-style-type: none"> • Derbyshire County Council • High Peak Borough Council • Peak District National Park Authority • Barnsley Metropolitan Borough Council (overlapping boundary) • United Utilities • Plus a representative from Regional LAF, Sustrans, Friends of the TPT, Group Co-ordinators and TPT Team
	<p>CENTRAL GROUP</p> <p>Membership -</p> <ul style="list-style-type: none"> • Barnsley Metropolitan Borough Council • Doncaster Metropolitan Borough Council • Leeds City Council • Rotherham Metropolitan Borough Council • Sheffield City Council • Wakefield Metropolitan District Council • North East Derbyshire District Council • Chesterfield Borough Council • Kirklees Council • Plus a representative from Regional LAF, Sustrans, Friends of the TPT, Group Co-ordinators and TPT Team
	<p>EASTERN GROUP</p> <p>Membership -</p> <ul style="list-style-type: none"> • East Riding of Yorkshire Council • Hull City Council • North Yorkshire County Council • City of York Council • Selby District Council • Plus a representative from Regional LAF, Sustrans, Friends of the TPT, Group Co-ordinators and TPT Team

Trans Pennine Trail



Warrington Western Link Consultation Response

Consultation closes 28th July 2017

Prepared by:

Trans Pennine Trail Office
Hosted by:
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Westgate
Barnsley
S70 9EW

Tel: 01226 772574

Email: info@transpenninetrail.org.uk

Date: 27th July 2017

<i>i. Version Control</i>	Prepared By	Reviewed By	Approved By	Date
1.0	██████████	TPT Consultees	██████████	27.07.17

<i>ii. Consultees</i>	Position/Capacity
TPT Executive	All representatives
Friends Board	All representatives
TPT Contact Officers	Warrington Council
Volunteer Group Coordinator	Warrington & Halton

<i>iii. Distribution List</i>	Position/Capacity
TPT Executive	TPT Executive Members
Friends Board	Friends of the Trans Pennine Trail Board
Sustrans	Network Development Manager, North East
Volunteer Group Coordinator	Warrington & Halton

Table of Contents

Item	Title	Page No
	Executive Summary	3
1	Background	4
2	Yellow option	6
3	Orange option	7
4	Red option	8
5	Pink option	9
6	Purple option	10
7	Green option	11
8	Segregated and existing sustainable transport routes	12
9	Visitors and visitor spend	14
10	Supporters	15
11	Accessibility	16

Executive Summary

This brief details TPT Executive's comments on the six route proposals put forward for the Warrington Western link and further information regarding the Trans Pennine Trail and sustainable transport links.

The proposal documentation does not make any reference to the existence of the Trans Pennine Trail and / or National Cycle Network.

The section of Trans Pennine Trail impacted by these proposals is shown below:



The consultation puts forward six route options, all of which impact on the Trans Pennine Trail to some degree.

Preferred Option

The preferred option of the Trans Pennine Trail Executive in terms of viable options and impact of the Warrington Western Link on the Trans Pennine Trail would be the Pink option or the Green option.

Both the above options only impact at one point with the current alignment of the Trans Pennine Trail.

Note: In all proposals Western Link should address every opportunity to ensure new / refurbished roads and bridges should have open intersections with existing sustainable transport routes to provide links to local communities and reinforce Western Link's commitment to sustainable travel.

This brief will be submitted on Thursday 27th July 2017.

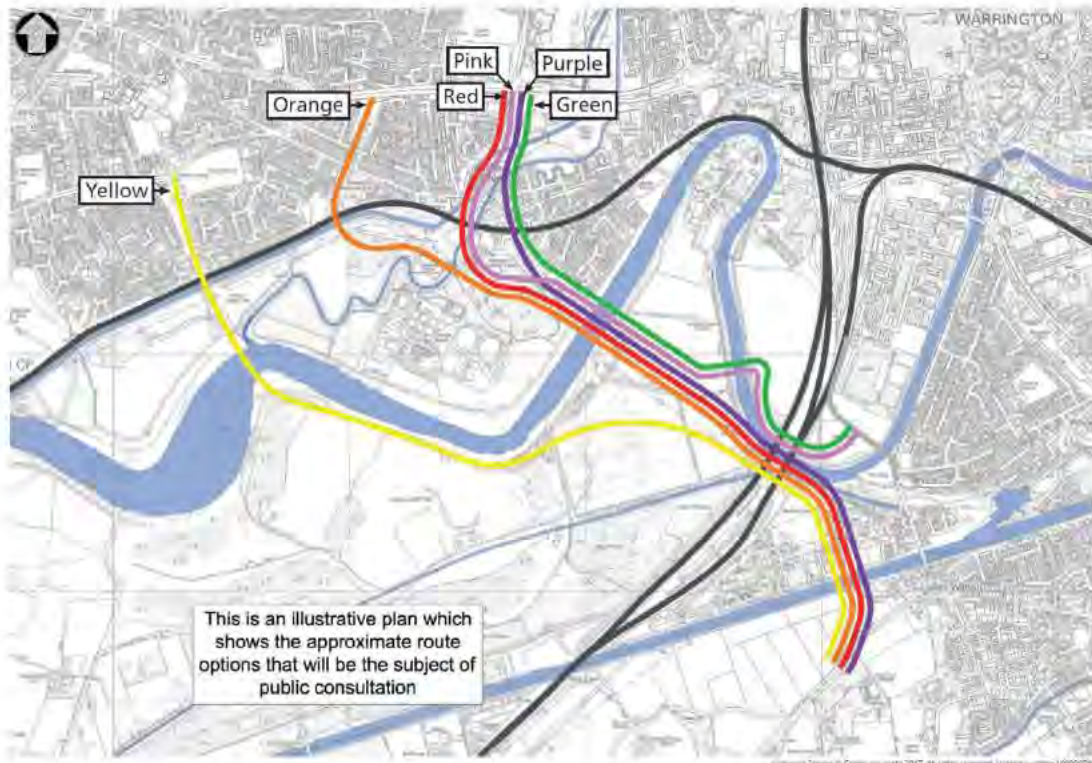
1. Background

Warrington has recently been awarded funding from the Department for Transport (DfT) to develop a business case for the Warrington Western Link to present to the DfT at the end of December 2017.

The proposed Warrington Western Link includes six route options with a projected start date of 2021 with a three year programme. The aims of this project are:-

- Relieve congestion in Warrington Town Centre
- Improve connection between north and south Warrington.
- Unlock key development land to support the growth aspirations of Warrington Means Business and the Warrington Local Plan.
- Support the continued growth of Warrington's economy within the Northern Powerhouse.
- Make Warrington a more attractive place to live.

This consultation runs from 30th June to 28th July 2017. For details visit www.warrington.gov.uk/westernlink

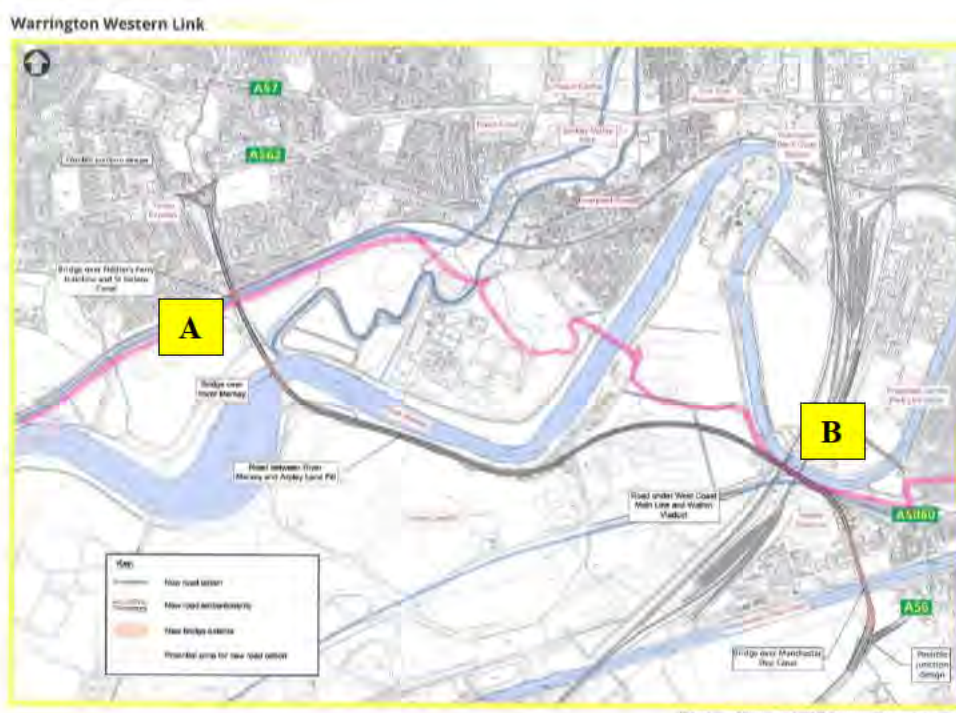


The proposal documentation does not make any reference to the existence of the Trans Pennine Trail and / or National Cycle Network.

Westernlink are urged to ensure all routes of this significance are shown on further documentation to enable consultants and residence to see the importance of impact on their local section(s) of route. This will also reaffirm Westernlink's commitment to sustainable transport.

The following sections outline each of the proposed routes and the impact on the existing alignment of the Trans Pennine Trail.

2. Yellow option



Key – Yellow route option shown in black
TPT shown in pink

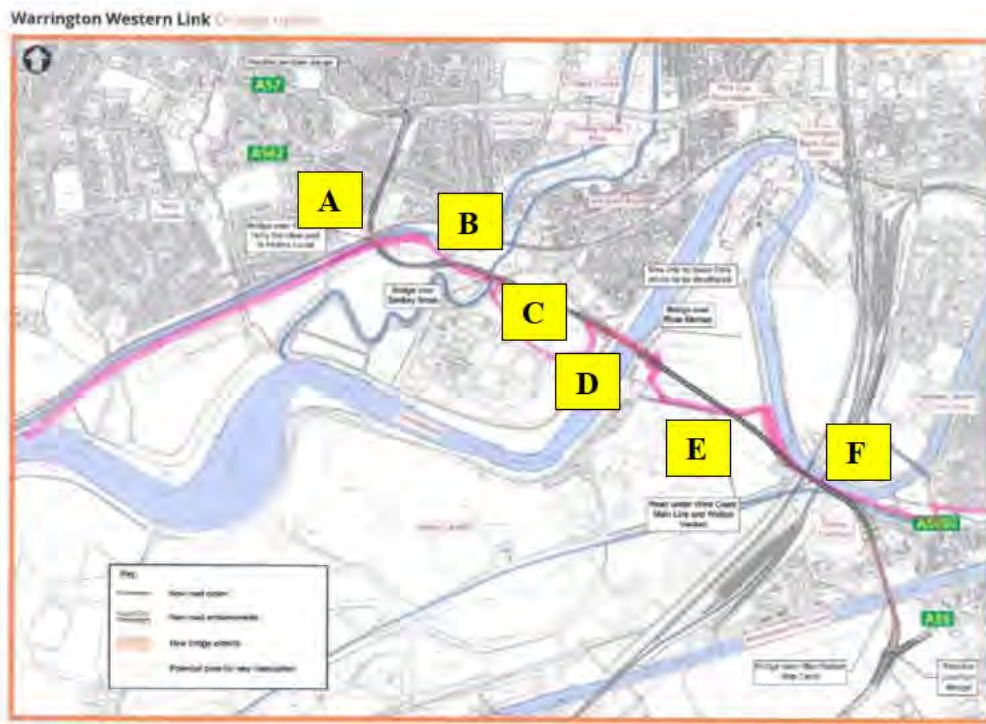
From west to east the yellow route alignment will impact:

- Point A - where the bridge is to be built over the St Helens Canal
- Point B – construction of new road under West Coast Main Line and Walton Viaduct

Should this alignment be taken forward a fully accessible diversion will need to be in place at all locations prior to the works and agreed in advance with TPT partners.

Full reinstatement works should be incorporated within the development to ensure the Trail is enhanced, as part of mitigation, both in terms of construction and visitor experience.

3. Orange option



Key – Orange route option shown in black
TPT shown in pink

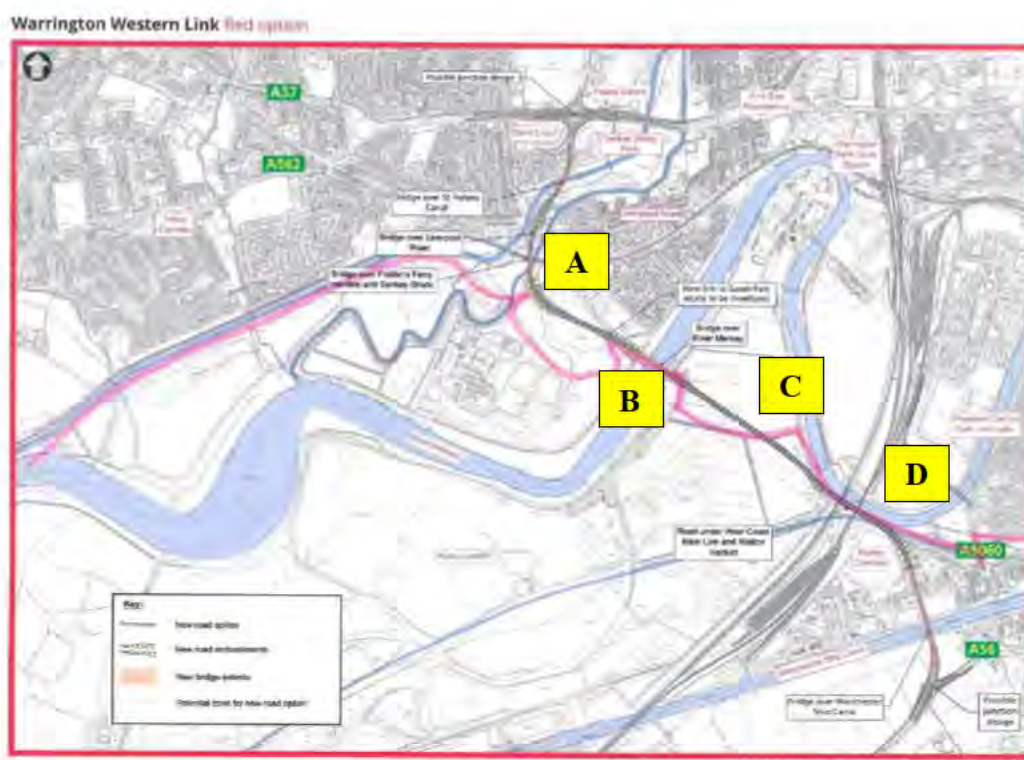
From west to east the orange route alignment will impact:

- Point A – installation of bridge over Fiddlers Ferry trainline and St Helens canal
- Point B – installation of new road embankments
- Point C – installation of new bridge over Sankey Brook
- Point D – revision of bridge over river Mersey and associated road embankments
- Point E – installation of new road crossing current alignment of TPT
- Point F - construction of new road under West Coast Main Line and Walton Viaduct

Should this alignment be taken forward a fully accessible diversion will need to be in place at all locations prior to the works and agreed in advance with TPT partners.

Full reinstatement works should be incorporated within the development to ensure the Trail is enhanced, as part of mitigation, both in terms of construction and visitor experience.

4. Red option



Key – Red route option shown in black
TPT shown in pink

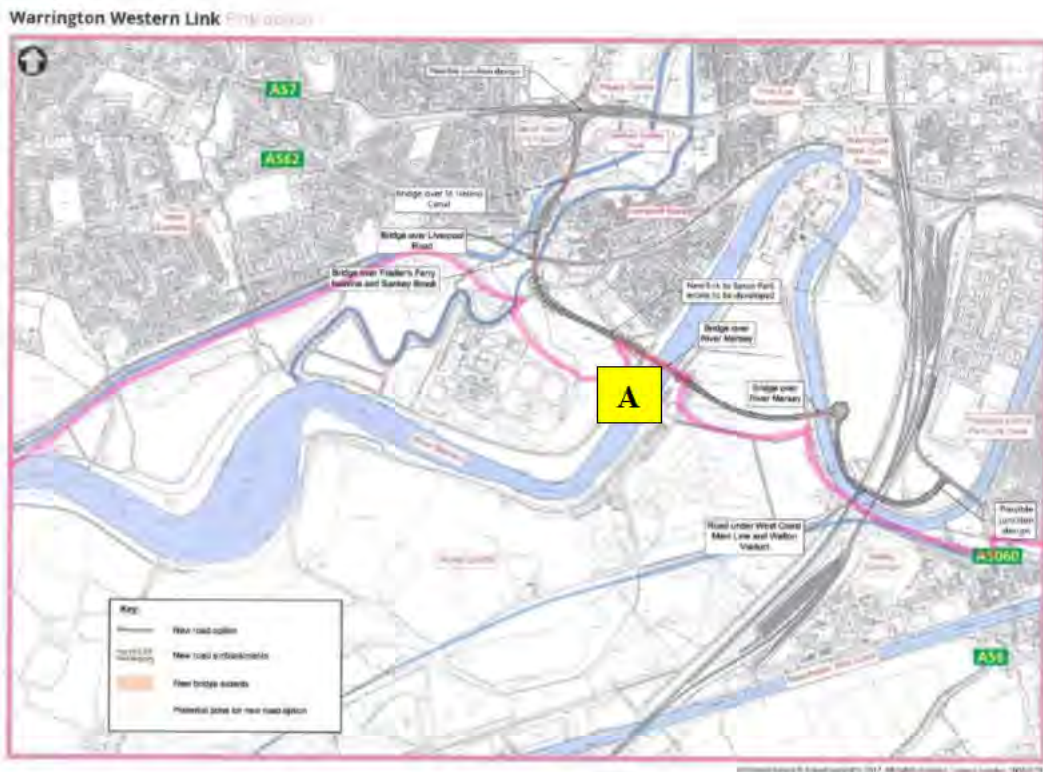
From west to east the orange route alignment will impact:

- Point A – installation new road and associated road embankments
- Point B – revision of bridge over river Mersey and associated road embankments
- Point C – installation of new road crossing current alignment of TPT
- Point D – construction of new road under West Coast Main Line and Walton Viaduct

Should this alignment be taken forward a fully accessible diversion will need to be in place at all locations prior to the works and agreed in advance with TPT partners.

Full reinstatement works should be incorporated within the development to ensure the Trail is enhanced, as part of mitigation, both in terms of construction and visitor experience.

5. Pink option



Key – Pink route option shown in black
TPT shown in pink

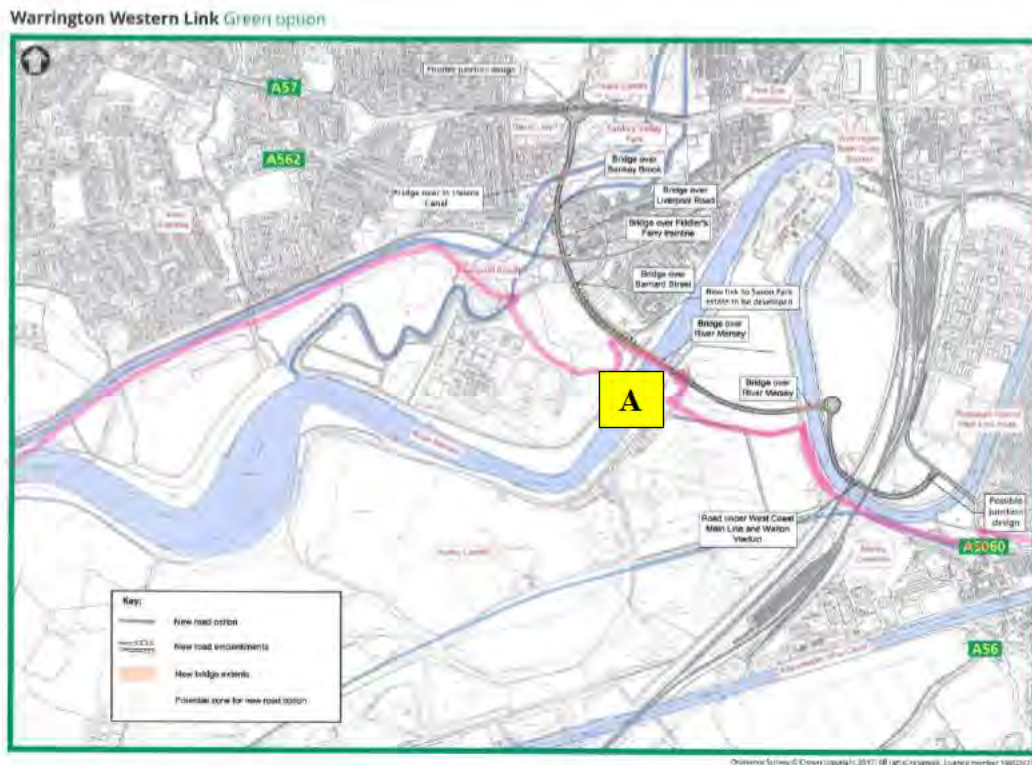
From west to east the orange route alignment will impact:

- Point A – revision of bridge over river Mersey and associated road embankments

Should this alignment be taken forward a fully accessible diversion will need to be in place at all locations prior to the works and agreed in advance with TPT partners.

Full reinstatement works should be incorporated within the development to ensure the Trail is enhanced, as part of mitigation, both in terms of construction and visitor experience.

7. Green option



Key - Green route option shown in black
TPT shown in pink

- Point A –revision of bridge over river Mersey and associated road embankments

Should this alignment be taken forward a fully accessible diversion will need to be in place at all locations prior to the works and agreed in advance with TPT partners.

Full reinstatement works should be incorporated within the development to ensure the Trail is enhanced, as part of mitigation, both in terms of construction and visitor experience.

8. Segregated and existing sustainable transport routes

The proposal notes that 'segregated pedestrian and cyclists routes will be provided on all route options'.

This note needs expanding to indicate how the impact on the TPT will be mitigated within the proposals and under the Equalities Act, how the needs for all users will be met. It is essential that a proposal of this scale provides a safe and accessible route for walkers and cyclists of all abilities. This includes route experience and not only route quality.

Due to the possible close proximity of the segregated walking / cycling route an air quality impact assessment should be undertaken by Western Link to ensure the increase in traffic will not have a detrimental impact on sustainable travel users.

Western Link need to show measures taken to include the needs of potential equestrian users. Warrington has a shortage of bridleway routes that can link to the Trans Pennine Trail. As the largest spending user group from a local economy viewpoint these need to be taken into consideration.

Clear signage is essential on any new sustainable transport scheme. Unfortunately many people today do not realise that walkers can still use many of the cycleways and indeed bridleways are open to walkers and cyclists also:

Walkers only symbol	Pedestrians only
Cycling only symbol	Cyclists only
Cycling symbol + pedestrian symbol	Cyclists and walkers
Horse symbol	Horses only (very rarely used)
Horse, cycle and pedestrian symbol	All users

Safe crossing points should also be used as indicated below:

Pelican crossing - Pedestrians only

Toucan crossing - Pedestrians and cyclists

Pegasus crossing - Horse riders, pedestrians and cyclists

Where signage for the Trans Pennine Trail is used it is important to use the full logo (words and symbol).

In all proposals Western Link should address every opportunity to ensure new / refurbished roads and bridges should have open

intersections with existing sustainable transport routes to provide links to local communities and reinforce Western Link's commitment to sustainable travel.

9. Visitors and visitor spend

The economic impact of sustainable travel needs to be taken into consideration as part of the Western Link study.

In regards to the Trans Pennine Trail the 2015 Visitor Survey indicated that 50% of visitors contribute to the economy during their visits and the amount spent per user type is shown below:

User Type	Spend
Walker	£9.92
Cyclist	£22.87
Horse Rider	£20.66

The original counting devices within Warrington were joint walking and cycling counters. These have now been separated to show individual walker and cyclist counters but the data below is taken from the joint counters:

Year	Walk & Cyclists	Total Spend
2011	133445	£834,432
2012	108003	£675,343
2013	90711	£208,427
2014	158758	£705,590
2015	142276	£1,531,362
2016	872262	£1,877,027

Warrington Borough Council also has further data available that merits inclusion within this proposal.

Western Link can also use this proposal as a potential to engage with local businesses to create improved facilities for visitors eg, safe cycle storage, drying room, accessible facilities, provision of packed lunch, spare tools, luggage transfer, etc. This will further showcase Western Link's support for sustainable travel and support for the local economy.

10. Supporters

The use of volunteers on the Trans Pennine Trail is a vital resource and can be evidenced as a tool to improve the physical and mental health of local communities.

The Trans Pennine Trail and Sustrans have a joint volunteer scheme which notes the monetary value attached to volunteers (£13.00 hour as determined by Sustrans).

This local group of volunteers has already suffered a major impact in their ability to monitor and help maintain their local section with the installation of Mersey Gateway. It is important that the great work and efforts these individuals go to help maintain and promote sustainable transport locally is recognised within this proposal.

The Friends of the Trans Pennine Trail a large group of people from points all across the Trans Pennine Trail (and beyond) who support the TPT office and local authorities on their work for the Trail to help promote and protect it. This support takes many forms, including spreading the word, presentations on the Trail, attending shows and events to help promote the TPT and keeping the office informed about what users think. The Friends also campaign for the Trail and lobby agencies in order to protect it from conflicting proposals such as development on an existing section of Trail and champion potential improvements to the route.

11. Accessibility

As indicated previously the provision of a 'safe segregated sustainable transport route' should include the needs of all users. This proposal provides a unique opportunity for the Western Link to showcase their acknowledgement within this proposal. Therefore accessibility issues should also be taken into consideration when reviewing potential upgrades to the existing network or providing new facilities. Not all visitors have full mobility. To ensure the route is fully adapted for disabled users, the following should be taken into consideration:

- Use of surfacing suitable for all users.
- Benches that do not have arms on both sides to enable people to get out of their wheelchairs and sit next to their companion.
- Prominent street furniture to enable continuous focal points for autistic users - this can be art features, benches, etc.
- Toilet provision for all users including changing places toilets where funding allows.
- Sound boxes to enable those with visual impairments to gain details of their surroundings.
- Purple pound (spending of the disabled sector) is equivalent to £12.1 billion in the UK, growing at 11% per annum.
- Only 8% of disabled people are in wheelchairs.
- Interpretation and furniture should be beneficial to users who are hearing and visually impaired as well as those on the autism spectrum, learning difficulties or suffering from dementia- and built in as part of the sustainable transport route.
- Interpretation should include audio and tactile descriptions - to include details of local facilities and visitor attractions.
- Seating areas should include accessible seating
- If further car parking is provided as part of the scheme, disabled parking must be included.
- Pockets of open space should be included to provide quiet, tranquil areas.
- Investigate the possibility of solar powered charging stations (for wheelchairs) that can be included within the infrastructure.
- Tactile paving should be included.
- Signing should be at regular intervals or suggest that interpretation is used as a replacement to ensure users can see their next destination point. This is particularly beneficial for users on the autism spectrum and will enable them to build up their journey gradually.

Communities can profit from accessible tourism and this project should be showcase from the start the work developers can do to address these issues.

Prior to installation it is strongly recommended that Western Link provide details of their sustainable transport scheme to the Fieldfare Trust and Accessible Derbyshire for their input.

As part of the sustainable transport scheme Western Link should also provide a maintenance plan and budget to alleviate further costs to Warrington Borough Council.

It is paramount to ensure all sustainable travel users have the opportunity to continue their journey on a safe route, including safe surfacing, crossing points and interpretation.

The need to install further access controls that impede against legitimate users should be negated.

In turn these measures will be a positive impact on the visitor experience of the route.