

Centre Park Link

Full Business Case (Final)



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INTRODUCTION

01

1 INTRODUCTION

- 1.1.1 The Centre Park Link scheme is one of three new major road schemes which, together, seek to tackle congestion, enhance network resilience, and improve air quality in Warrington Town Centre, as well as providing access to serve the development of brownfield and underused sites in the Town Centre and Warrington Waterfront. The three schemes are **Centre Park Link**, **Waterfront West Link** and the **Bridgefoot Link**. All three provide a 'ladder' of new roads in an integrated approach. No single scheme provides the full answer to the challenges of the wider town centre – but together they do. All three schemes are outlined in *Warrington Means Business*, *Warrington Town Centre Masterplan* and *Warrington Air Quality Action Plan*.
- 1.1.2 Centre Park Link is the first of these schemes to move into its implementation stage and this document presents the **Full Business Case (FBC)** for the scheme. The Waterfront Western Link's business case is currently being considered by Government for funding. The Bridgefoot Link is at a less advanced stage of design and development.
- 1.1.3 The Cheshire and Warrington Local Enterprise Partnership (C&W LEP) are part funders for the scheme and release of this funding is subject to the approval by the LEP of an updated and validated business case for the scheme (subject of this document). The Cheshire and Warrington LEP granted the scheme **Conditional Approval** in April 2017 based on the **Outline Business Case (OBC)**. A phased approach has been adopted to the production of the **FBC** – the first iteration provided a comprehensive update following receipt of planning permission, updates to the scheme costs and changes to the funding position. This final iteration of the FBC will be submitted to the LEP in quarter 4, 2018 – following the first iteration, the work programme has been updated and confirmation has been provided regarding the maximum scheme cost agreed with the contractor. An update is also provided in relation to land acquisition.

1.2 Project Background

- 1.2.1 Typically, the investment decision making process takes place in three structured phases, covering preparation of a Strategic Outline Business Case (SOBC), OBC and a FBC. The process is structured into three phases to allow for the scheme to be assessed at the appropriate level of detail at each key decision point; and if the scheme fails to make a convincing case or insufficient assurance is provided then the scheme can be aborted before significant costs accrue. However there is scope within the Transport Business Case guidelines (January 2013) for smaller or straightforward investments to progress with fewer phases.
- 1.2.2 In this instance, no formal SOBC was prepared as the scheme costs were under the £20m threshold for the scheme to be assessed centrally by the Department for Transport (DfT). Rather a historical assessment process akin to an SOBC within the context of the C&W LEP Assurance Framework was undertaken to demonstrate the strategic rationale for the investment.¹ This process began in early 2013 and is outlined below.
- 1.2.3 Responsibility for major scheme funding was devolved to the sub-regional LEP's in early-2013 from Central Government. This devolvement of powers was reinforced in the 2013

¹ Cheshire and Warrington Local Transport Body (2013) 'Assurance Framework 2013'

Comprehensive Spending Review that gave LEPs control over the allocation of funds from the Regional Growth Fund, the Single Local Growth Fund (LGF) and the extended powers to negotiate with HM Treasury over the establishment of bespoke, sub-regional Growth Deals.² Following the devolvement of responsibility for allocating major scheme funding, the C&W LEP announced a call for schemes from Warrington, Chester West and Chester and Cheshire East in Summer 2013. To assess the submissions from the three Local Authorities, the C&W LEP established the Local Transport Body to evaluate the transport scheme submissions and produce a short-list of prioritised schemes.

- 1.2.4 Warrington Borough Council (WBC) submitted 14 transportation schemes (including Centre Park Link – nominated as the ‘Warrington Waterfront Phase 1/Swingbridge’ project at the time) to the C&W LEP for prioritisation in an evaluated sub-regional funding list in 2013. The C&W LEP required scheme promoters to complete and submit a standard pro-forma, including information that was proportionate to scheme development at that stage.
- 1.2.5 The scheme was then included within the Strategic Economic Plan (SEP) prepared by Cheshire and Warrington LEP which was submitted to Government in March 2014. In July 2014 the Cheshire and Warrington Growth Deal was signed between the C&W LEP and the Government which included an indicative funding allocation of £5.3m for Centre Park Link from 2016/17 (referred to as the ‘Warrington Waterfront Phase 1/Swingbridge’ project) as part of an award of Local Growth Funding (**Annex A**). This was alongside funding for other Priority Transport Infrastructure schemes in Warrington, namely Birchwood Pinchpoint, M62 Junction 8 and Warrington West rail station all of which are now either complete or are being constructed.
- 1.2.6 Between 2015 and 2017, WBC has progressed development of the scheme, culminating in the submission of an OBC for Condition Approval in April 2017. The work included:
- The development of the original concept and options for the scheme through to Detailed Design, in partnership with Balfour Beatty through the SCAPE framework (early contractor involvement);
 - A detailed and extensive value engineering process to finalise the preferred design option to achieve the most cost effective solution;
 - Development of a robust scheme budget, risk management process and delivery programme;
 - Negotiations with land owners to obtain/seek to obtain the land and access rights required to deliver the project;
 - Consultation with the public and stakeholders; and
 - Preparation for a full planning application for the scheme.
- 1.2.7 The OBC for Conditional Approval was taken to the Planning and Investment Committee who endorsed the business case with total scheme costs of £19.311 million, including a C&W LEP provisional allocation of £5.3 million. Cost between the initial prioritisation and OBC for Conditional Approval increased due to additional improvements.
- 1.2.8 At the time of the OBC for Conditional Approval submission, key outstanding issues included:

² HM Treasury (2013) ‘Investing in Britain’s Future’

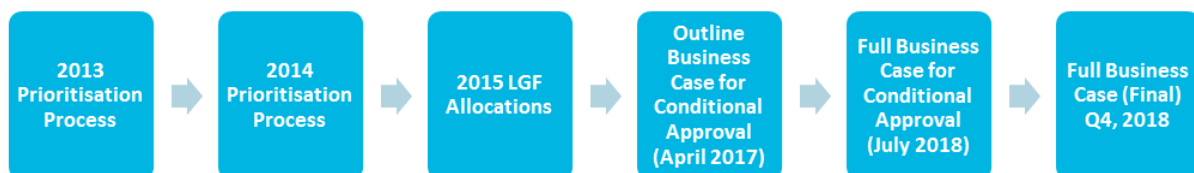
- Planning permission for the scheme was still to be granted;
- Whilst a developer contribution of £2.4m had been assumed, this had not been confirmed (total funding for the scheme therefore not finalised);
- Parcels of land required to implement the scheme were still to be secured;
- Final contract had not been executed with the Delivery Partner.

1.2.9 Since the OBC for Conditional Approval submission, planning permission for the scheme has been granted (May 2017) (**Annex B**) and WBC has been successful in securing £3.686m of additional financial support for this project through the government's Housing Infrastructure Fund (HIF) (**Annex C**). Receipt of the HIF funding means that funding for the scheme has now been fully secured – the HIF funding will replace the developer contribution.

1.2.10 The making of a scheme under S106 of the Highways Act 1980 was also submitted on 20 December 2017 to the Secretary of State to obtain consent to construct as part of the new/improved highway along the existing Slutchers Lane and new highway link to Chester Road (A5060) to the north of Walton locks and the junction with Gainsborough Road, a bridge over the navigable waters of the River Mersey. Inspection of these documents submitted was available between January and March 2018.

1.2.11 This final iteration of the FBC confirms the agreed maximum cost for the scheme, as set out in the executed Delivery Contract. WBC has agreed the maximum cost with the contractor (Balfour Beatty) as £13.973m. This is identified in **Annex AE**, which confirms that Executive Board approval was given in March 2018 to enter in such Delivery Contract with Balfour Beatty. Negotiations in relation to land acquisition are still progressing, with the expectation that an agreement can be reached without the requirement for a Compulsory Purchase Order (CPO). The CPO process continues to be progressed in parallel.

Figure 1: Business Case Process



1.3 What the scheme includes

1.3.1 The high level scope of the Centre Park Link scheme as illustrated in **Figure 5** includes:

- A new bridge structure across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern site of Centre Park;

Figure 2: New bridge structure



- A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge, as shown below.

Figure 3: New Three Arm signalised junction - A5060 Chester Road



- A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane;

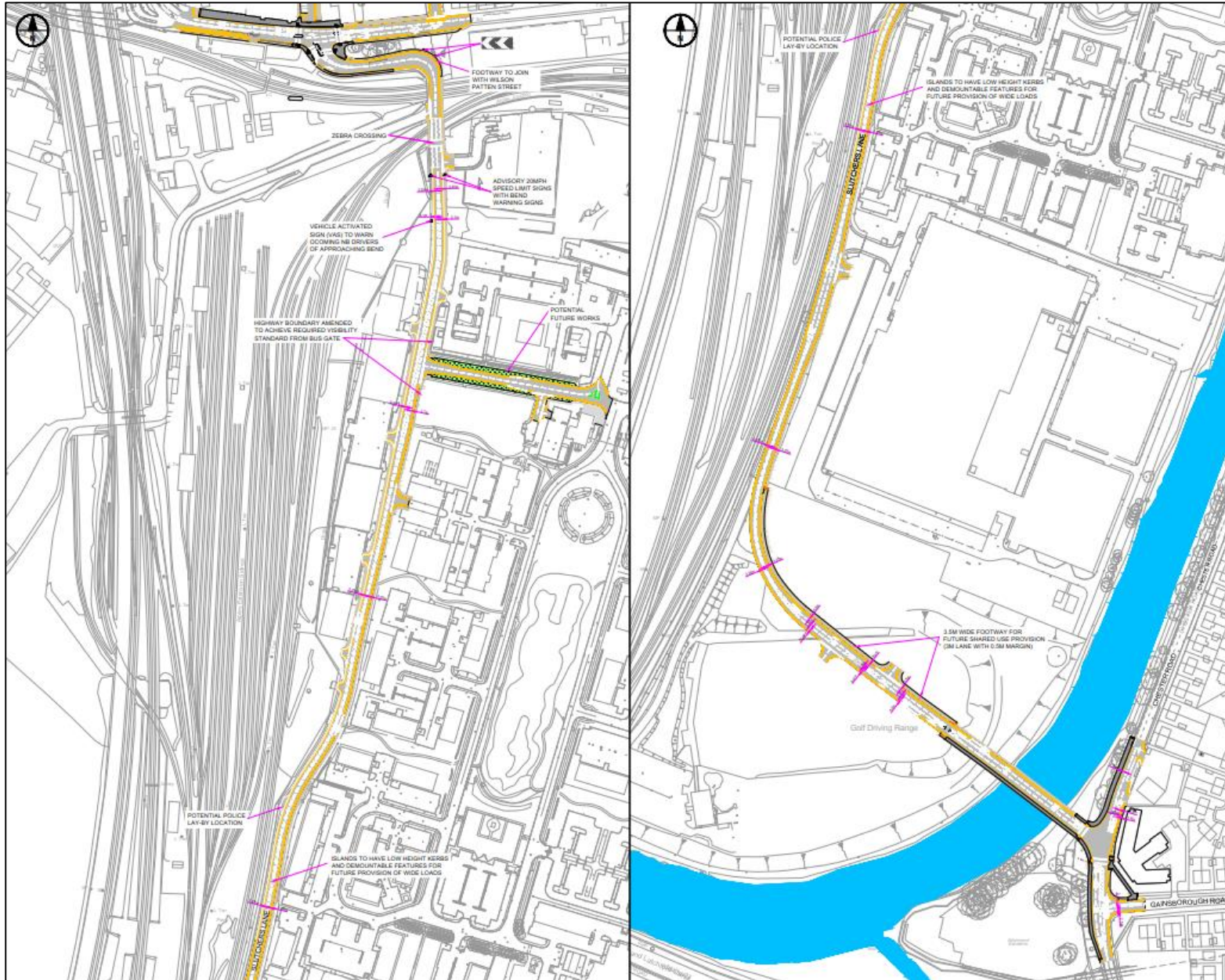
- A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street, as shown below; and

Figure 4: New Three Arm signalised junction – Wilson Patten Street



- Finally, the scheme will include a package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. The definition of the scheme scope has been agreed following an extensive process of problem identification, data analysis and objective setting.

Figure 5: Centre Park Link General Arrangement Plan



1.4 What the scheme will provide

1.4.1 As part of the scheme development process outlined in the Strategic Case, an 'Investment Logic Map' was developed that identifies the overall predicted impacts and outcomes of the scheme. These include:

- As part of a 'ladder' of new roads, enabling / supporting sustainable housing growth in Warrington including circa 500 new homes over 5-7 years post scheme completion;
- Increase in the attractiveness of Warrington as a place to live;
- Enhanced access to the Town Centre and Centre Park Business Park, leading to the creation of 372 jobs within Warrington and Cheshire;
- Temporary jobs during construction;
- Improved access to jobs as well as supporting economic growth and physical regeneration at Centre Park and in the Town Centre;
- Making Warrington a more attractive place for businesses to invest;
- Journey time savings for commuters, business users and Transport Providers;
- Increased resilience and reliability of the highway network;
- Reduced pedestrian and cyclist severance between the Town Centre and Centre Park Business Park; and
- Contributing to the achievement of air quality objectives.

1.5 Document Structure

1.5.1 This document is structured in accordance with the DfT's Guidance for Transport Business Case, which was prepared in January 2013, capturing the 'Five Case' process approach. This 'Five Cases' approach provides the C&W LEP with confidence, through the business case, that the scheme is worth pursuing and that significant assurance has been provided regarding the ability of the authority to deliver the scheme.

1.5.2 Following the introduction, the remainder of the document is structured as follows:

- Chapter 2 presents the 'Strategic Case' for the scheme. This includes identifying the problems that the scheme is attempting to resolve, the core objectives of the scheme and the options considered;
- Chapter 3 presents the 'Economic Case', demonstrating the value for money for the scheme including the impact on the economy, environment and society, based on an appraisal framework consistent with the DfT business case guidance;
- Chapter 4 presents the 'Financial Case', including an assessment of affordability, overall scheme costs and funding certainty. It outlines how the costs and the scheme are to be funded/financed, including borrowing and the position of the relevant parties;

- Chapter 5 presents the 'Commercial Case', including a summary of the procurement strategy, pricing and payment mechanisms and risk allocations; and
- Chapter 6 presents the 'Management Case', with clear proposals for governance, project planning, risk management, stakeholder management and evaluation.

STRATEGIC CASE

02

2 THE STRATEGIC CASE

This section of the Business Case outlines the Strategic Case for the Centre Park Link scheme. The core elements of the Strategic Case include the identification of the need for intervention, development of key aims and objectives, and identifying and analysing the potential scheme options.

2.1 Introduction

2.1.1 The Strategic Case demonstrates that the scheme is required to ensure current problems on the transport network do not jeopardise the future economic growth and prosperity of Warrington Town Centre. It is also important in ensuring suitable housing supply is provided to contribute to meeting demand within the borough. This section provides the context and rationale behind the investment, presenting a cohesive argument for investment, demonstrating a clear link between scheme objectives and the underlying business strategy at a national, sub-regional and local level. The substantial benefits the scheme will deliver, and the alignment of the scheme's objective with national priorities, confirm that investment is needed now.

Compliance with the Department for Transport (DfT) Requirements for the Strategic Case

2.1.2 The DfT's guidance document, 'The Transport Business Case: Strategic Case', outlines the areas that should be covered as part of the business case documentation. **Table 1** shows where the relevant information can be found in this chapter.

Table 1: Strategic Case sub-sections

Sub-Section	DfT requirements	Status	Location in this chapter
Introduction	Outline approach taken to assess Strategic case and the study area	Completed	2.1
Business Strategy	Provide the context for the business case by describing the strategic aims and responsibilities of the organisation responsible for the proposal	Completed	2.3
Problem identified	Describe the problems including the evidence base underpinning this? Justification for intervention?	Completed	2.4
Impact of not changing	What is the impact of not changing?	Completed	2.5
Internal drivers for change	What is the driving need to change e.g. improved technology, new business/ service development as a result of policy?	Completed	2.6

Sub-Section	DfT requirements	Status	Location in this chapter
External drivers for change	What is the driving need to change e.g. legislation, pressure from public/ other departments?	Completed	2.7
Objectives	Establish specific, measurable, achievable, realistic and time-bound objectives that will solve the problem identified. Ensure that they align with the organisation's strategic aims	Completed	2.8
Measures for success	Set out what constitutes successful delivery of the objectives	Completed	2.9
Scope	Explain what the project will deliver and also what is out of scope	Completed	2.10
Constraints	High level internal/external constraints e.g. technological environment, capability to deliver in-house major contracts with provider, etc.	Completed	2.11
Interdependencies	Internal/ External factors upon which the successful delivery of project are dependent	Completed	2.12
Stakeholders	Outline the main stakeholder groups and their contribution to the project. Note any potential conflicts between different stakeholder groups and their demands	Completed	2.13
Options	Set out all the options identified (including low cost alternative) and evaluate their impact on the proposal's objectives and wider public policy objectives. Risks associated with each option should be identified as should any risks common to all options	Completed	2.14

Approach Taken

2.1.3 The development of the Strategic Case has been shaped by the following approach/tasks:

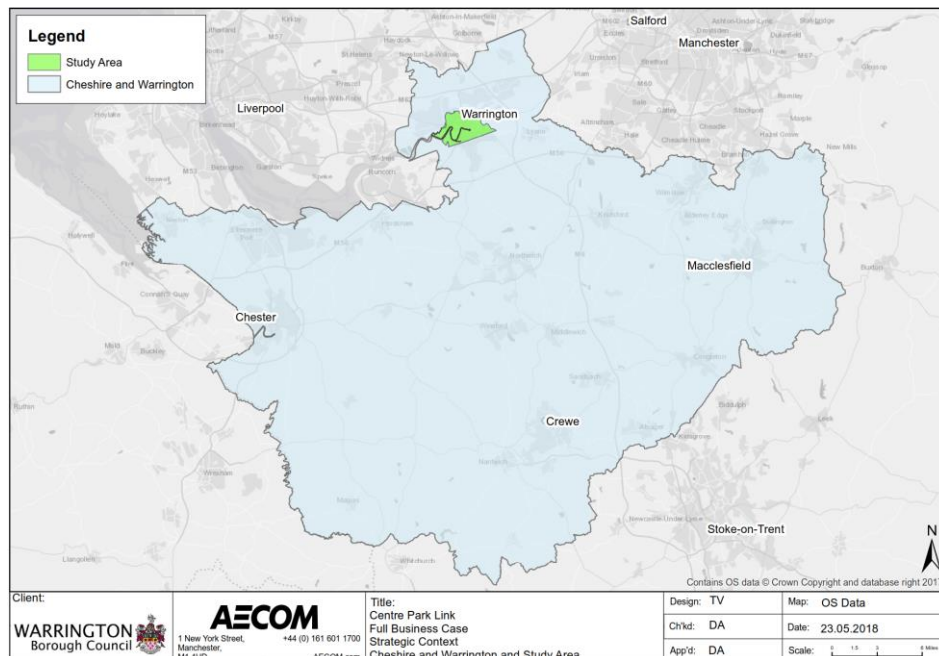
1. Review of the work undertaken to date (initial prioritisation process for LGF funding and the OBC for Conditional Approval), key outcomes and basis for the way forward;
2. Identification of the strategic aims of the promoting organisation, setting the scheme within the wider context of what the promoting organisation is aiming to achieve;

3. Compilation of evidence base to inform the need for intervention;
4. A series of workshops, including a cross-section of relevant stakeholders to support the problem identification process;
5. Identification of scheme objectives which provide the basis, in addition to the problem setting exercise, for the agreed scheme scope;
6. Ensuring that the objectives and scope are progressed to the relevant Programme Board for consideration and approval;
7. Consideration of scheme practicalities including identification of the key stakeholders, as well as the major project constraints and inter-dependencies; and
8. Provision of a long-list option assessment that identifies a short-list of options to test for reporting in the Economic Case.

2.2 Study Area

2.2.1 The scheme is located within WBC, the most northerly of the local authorities in the Cheshire area. At c.18k hectares, Warrington is the sixth largest of ten unitary authorities within the North West region of England. The authority is dissected by the River Mersey and Manchester Ship Canal which flows through the town providing a considerable constraint on north-south traffic movements. Warrington shares boundaries with Halton, Cheshire West, Cheshire East and the four metropolitan boroughs of St Helens, Wigan, Salford and Trafford. The scheme also falls within the responsibilities of the C&W LEP area which covers the boroughs of Warrington, Cheshire West and Chester and Cheshire East. **Figure 6** identifies the high level location of the scheme in the context of the C&W LEP area.

Figure 6: Strategic Context - C&W LEP



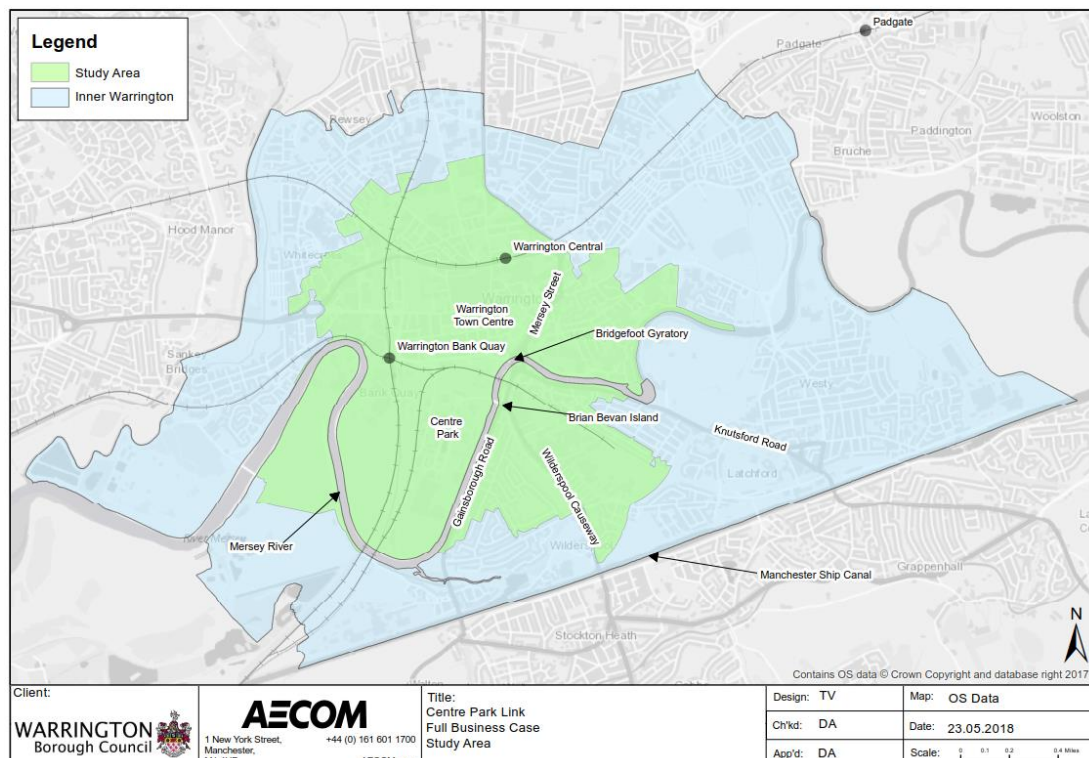
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2.2.2 **Figure 7** below illustrates the scheme study area in the context of Inner Warrington. The Inner Warrington area is defined through best fit using the Office of National Statistics (ONS) Lower Super Output Area (LSOA) nomenclature based on Policy CS9 for 'Inner Warrington'

as outlined in the current Adopted Warrington Local Plan³. It is acknowledged the Local Plan is currently undergoing review with consultation on the Preferred Development Option having taken place in 2017. The scheme study area was also influenced by an initial scoping exercise which identified that traffic delay associated with movements through Bridgefoot roundabout and the Town Centre⁴; as well as most of the impacts identified through early modelling were likely to be focussed within a core area extending toward Gainsborough Road, Sankey Way and Midland Way.

2.2.3 The scheme study area as presented in **Figure 7** was set by the Project Team and approved by the WBC Programme Board.

Figure 7: Inner Warrington and Scheme Study Area



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³ WBC (2014) 'Local Plan Core Strategy'

⁴ Annex D: Strategic Case Evidence Review - Trafficmaster GPS Data, 2015-16

2.3 Business Strategy

2.3.1 The Business Strategy section outlines the strategic aims and responsibilities of the promoting organisation as relevant to the scheme. This section includes an overview of the following:

- Statutory Responsibilities: WBC’s legally mandated responsibilities as relevant to the scheme;
- National, Sub-National, Sub-Regional and Local Policy: WBC’s, and partner organisations, policy objectives as relevant to the Centre Park Link scheme. This includes reference to strategic economic plans, growth objectives and core local documents that outline the aspirations and focus of WBC as relevant to the scheme.

Statutory Responsibilities

2.3.2 WBC has clear network management and maintenance responsibilities that are defined within the Transport Management Act 2004 and the Highways Act 1980.

2.3.3 The Traffic Management Act (TMA) 2004 was introduced to tackle congestion and disruption on the road network, placing responsibility on the local authority to secure and facilitate the expeditious movement of traffic on their roads and the roads of nearby authorities.

2.3.4 The Highways Act 1980 outlines the duties of WBC as the local highway authority which include:

- To maintain all highways classed as being “*maintainable at public expense*”;
- To maintain records of all “*highways maintainable at public expense*” within area of control; and
- To regulate the activities of developers in relation to their highways.

Relevance to Centre Park Link scheme

Traffic Management Act

In line with their network management duty, WBC is tasked with establishing processes (so far as reasonably practicable) to identify problems which are contributing to, or have the potential to cause congestion. Section 2.4 of the Business Case outlines a series of problems around the Town Centre which impact on the expeditious movement of traffic within the project’s study area.

Highways Act 1980

WBC will be tasked with the ongoing management of any new highway asset once constructed. The effective management and maintenance of highway and transport infrastructure and assets as tasked to Warrington, supports wider economic growth and prosperity of an area, contributing to the regeneration, safety, health and well-being of local communities and businesses.

Policy Context

2.3.5 This section outlines the key policy documents that are driving change in Warrington, and those which the scheme is anticipated to support. These include national, sub-national, sub-regional and local policy considerations which are presented in **Figure 8** below.

Figure 8: Key Policy Documents

National Policy	Sub-National	Sub-Regional	Local Policy
National Planning Policy Framework	Strategic Transport Plan for the North	Cheshire and Warrington Matters Strategic Economic Plan	Warrington Means Business
Transport Investment Strategy: Moving Britain Ahead		Cheshire and Warrington Matters Draft Transport Strategy	Warrington Council Strategy 2015-2018
Planning Policy Statement 4: Planning for Sustainable Growth		Cheshire and Warrington Growth Deal	Warrington Local Plan
		Atlantic Gateway Strategy	Local Transport Plan 3 One Warrington

National Policy

National Planning Policy Framework (NPPF)

2.3.6 The NPPF sets out the Government’s planning policies for England and how they are expected to be applied. The NPPF identifies three mutually dependent dimensions to achieving sustainable development including the economy, environment and society. These are the three tenets against which major transport infrastructure projects are currently assessed in planning terms.

2.3.7 The NPPF outlines a focus on building a strong and competitive economy, acknowledges the role of transport in facilitating development and contributing to wider economic growth, sustainability and health objectives. Additionally, the NPPF has a focus on the support of sustainable travel, enabling a reduction in Greenhouse Gases and congestion.

2.3.8 At the time of this FBC, consultation is underway on a draft revised NPPF which incorporates policy proposals previously consulted on in the Housing White Paper and the Planning for the right homes in the right places consultation.

Relevance to Centre Park Link scheme

Government is committed to boosting the supply of housing and delivering a wide choice of high quality homes⁵. The local authority is entrusted to identify an annual supply of specific deliverable sites to provide housing over 5 years, 6-10 years and 11-15 years. Investment in transport infrastructure and capacity is required to unlock and deliver further housing within close proximity of the Town Centre / Inner Warrington (i.e. land at Centre Park South).

Transport Investment Strategy: Moving Britain Ahead, Department for Transport

2.3.9 The Transport Investment Strategy, released in July 2017, sets out a new long-term approach for government infrastructure spending. The strategy includes the following key objectives:

⁵ NPPF, Chapter 5

- Create a more reliable, less congested, and better connected transport network that works for the users who rely on it;
- Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;
- Enhance the global competitiveness by making Britain a more attractive place to trade and invest; and
- Support the creation of housing.

Relevance to Centre Park Link scheme

The scheme would improve productivity and connectivity improvements for Inner Warrington, tackling a major pinch point on the network at Bridgefoot gyratory. The scheme would directly contribute to the aims of the Transport Investment Strategy, providing increased road capacity, tackling congestion, strengthening connectivity, enhancing network resilience and through the support of development opportunities at Centre Park South. Connectivity / capacity improvements would enhance access to jobs, particularly for Centre Park Business Park and the Town Centre and make Warrington a more attractive place for businesses to invest, supporting economic growth.

Planning Policy Statement 4: Planning for Sustainable Economic Growth, Department for Communities and Local Government

2.3.10 To achieve the overarching objective for sustainable economic growth, the Government's objectives for planning are to:

- Build prosperous communities by improving economic performance of cities, towns, regions, sub-regions and local areas;
- Reduce the gap in economic growth between regions, promoting regeneration and tackling deprivation;
- Deliver sustainable patterns of development;
- Promote the vitality and viability of town and other centres as important places for the community; and
- Raise the quality of life and environment.

Relevance to Centre Park Link scheme

Through protecting and facilitating car-borne accessibility to / through Inner Warrington the proposed scheme:

- Supports the business sectors and residents prospering within Inner Warrington to enhance to viability of the area;
- Supports development of further land available at Centre Park South, in close proximity to the town centre and other sustainable modes, thereby making efficient and effective use of land within the borough; and
- Contributes to growth of the Warrington economy.

Sub-National PolicyStrategic Transport Plan for the North, Transport for the North

- 2.3.11 Transport for the North (TfN) was established in 2014 to bring together local representatives from across the north of England with the aim of fostering better transport links in order to accelerate economic growth through influencing financial and transport decisions.
- 2.3.12 In January 2018, TfN released the draft Strategic Transport Plan for the North which sets out the case for strategic transport infrastructure investment through to 2050. The Plan became a statutory document in April 2018 after TfN became the first Sub-National Transport Body.
- 2.3.13 TfN's vision and Pan-Northern Transport Objectives are summarised below:
- Vision: A thriving North of England, where modern transport connections drive economic growth and support excellent quality of life.
 - Objective 1: Increase efficiency, reliability and resilience in the transport system.
 - Objective 2: Transforming economic performance.
 - Objective 3: Improve access to opportunities across the North.
 - Objective 4: Promote and support the built and natural environment.

Relevance to Centre Park Link scheme

The Plan seeks to support major economic centres by determining interventions that best support businesses, with improved connectivity able to facilitate more face-to-face interaction, and support stronger service and product markets. Within this context the Plan recognises that existing road links are not always efficient, resilient, or reliable enough to support key connections for businesses. Warrington is a major economic centre of the North. The scheme will assist in ensuring that key employment and residential areas are not constrained by congestion, and enabling regionally significant businesses to thrive.

Sub-Regional PolicyCheshire and Warrington Matters – A Strategic Economic Plan and Growth Plan for Cheshire and Warrington

- 2.3.14 In July 2017, C&W LEP published its refreshed SEP which sets out the revised growth ambition shared across the Cheshire and Warrington sub-region including;
- To grow the Cheshire and Warrington economy's GVA £50 billion per annum by 2040;
 - To create 120,000 jobs (net additional); and
 - To build up to 127,000 new homes
- 2.3.15 The SEP is a high-level, strategic road map to achieve Cheshire and Warrington's growth ambitions, and will be supported by more detailed, practical thinking in the form of supporting delivery plans and strategies, including a Transport Strategy.
- 2.3.16 The SEP identifies the following six transport and connectivity objectives:

- Improve connections to support development of priority employment sites including those within the Cheshire Science Corridor;
- Improve connections to neighbouring sub-regions, including international gateways to ensure that business has connectivity to global markets and to facilitate the economic benefits of both out and in commuting that takes place daily;
- Resolve pinch points and congestion in the transport network, both road and rail, which act as barriers to growth if left unaddressed. Delays and unpredictable journey times affect business activity directly (e.g. the supply of components to the automotive sector) and indirectly, and influences commuting flows;
- Address network resilience issues to deliver predictable and efficient journey times to support business productivity;
- Make best use of the existing road (e.g. smart motorways) and rail network (e.g. electrification) to capitalise on existing infrastructure, offering efficient mechanisms for improvement and helping deliver best value for money from investment; and
- Ensure that the maximum benefit is gained in economic and connectivity terms from the development of the HS2 Hub Station at Crewe.

Relevance to Centre Park Link Scheme

Transport and connectivity are central to ensuring that aspirations for growth within Cheshire and Warrington are met. The refresh of the SEP identifies that the success of the Cheshire and Warrington economy, is in part, down to a significant level of inward commuting, highlighting the importance of maintaining and enhancing local and strategic road and rail networks. Therefore, to achieve the growth aspirations, there will be a need to deliver transport investment schemes which drive growth and productivity, plus tackle congestion on the local and strategic road network. Such schemes should support connectivity, maximise housing growth with a broader housing offer to support the region's economic aspirations, and maximise infrastructure growth assets including property and place.

Strategic Economic Plan Draft Transport Strategy

- 2.3.17 The draft Transport Strategy was released in May 2018. The Transport Strategy identifies the transport investment priorities needed to accommodate additional demand for movement anticipated to support Cheshire and Warrington's growth aspirations (aligned to the SEP).
- 2.3.18 The draft Transport Strategy is multi-modal and seeks to make the best use of existing networks including targeted improvements to improve road access to key developments, and tackling congestion pinch points.
- 2.3.19 To support the identification of priority interventions, the draft Transport Strategy identifies the key transport challenges for the transport network that need to be addressed including:
- Accommodating development growth;
 - Congestion of strategic routes;

- Sub regional movements;
- Cross boundary movement;
- Rural connectivity;
- Dominance of the car for mode share;
- Low bus use;
- Modernising local rail services;
- Increasing levels of cycling and walking; and
- Digital connectivity.

Relevance to Centre Park Link Scheme

Improved connectivity is a central and recurring theme of the SEP and draft Transport Strategy. The draft Transport Strategy identifies a focus for tackling pinch points, as well as improving the reliability and accessibility to the wider transport network to improve internal movements within the sub-region and to open up key development land to support growth. Bridgefoot gyratory is a significant pinch point affecting traffic travelling via Warrington Town Centre. The draft Strategy also promotes the integration of land use and transport planning to ensure new development occurs in sustainable and accessible locations. Development of land at Centre Park South provides an opportunity to capitalise on the availability of services in the Town Centre within walking and cycling distance, making the most of the potential agglomeration benefits available and ensuring sustainable patterns of development.

Centre Park Link is specifically identified as a local highway infrastructure short term priority (scheme under development) within the strategy. The scheme is identified as an opportunity to provide resilience to the Town Centre highway network and to unlock housing growth.

Cheshire and Warrington Growth Deal

- 2.3.20 In July 2014, the Government announced the first wave of Growth Deals which provide the LEPs money from the LGF for projects that benefit the local area and economy. The LGF allocates spending across transport, housing and skills over the six year period to 2020-21. Further information regarding the 'Growth Deals' is included with **section 1.1 - Project Background**.

Relevance to Centre Park Link Scheme

The Growth Deal provided an 'in principle' allocation of funding to construct the Centre Park Link scheme to facilitate improved access to the existing Centre Park Business Park and increase resilience for the Town Centre highway network. The Growth Deal included an indicative allocation for the scheme of £5.3m (**Annex A**). This business case provides the mechanism for WBC to access this funding.

Atlantic Gateway Strategy

- 2.3.21 The Atlantic Gateway vision is to maximise and accelerate investment, supported by the delivery of major projects by LEPs and other partners. With a private sector board, the Atlantic Gateway Strategy, produced in 2012, includes a number of objectives which drive its activities and relationships including:
- To establish Atlantic Gateway as an internationally significant investment opportunity;
 - To drive transformational economic change and opportunity; and
 - To establish a collaborative planning and policy framework.
- 2.3.22 Growth and investment in the Atlantic Gateway has impacts both on the immediate area, including Liverpool and Manchester City Regions and the surrounding areas of Cheshire and Warrington, as well as the wider economy, especially the North of England.

Relevance to Centre Park Link Scheme

The study area for the Centre Park Link scheme is strategically positioned along the connected economic geography of the Manchester Ship Canal between the Wirral and Manchester within the central Warrington area. The Port of Warrington is one of four port locations on the Manchester Ship Canal.

The outcomes of the Centre Park Link scheme are closely aligned with the Atlantic Gateway's core themes of growth, connectivity, infrastructure and sustainability. This critical piece of infrastructure will unlock the full investment potential of the area and continue to drive growth and rebalance the economy through greater mobility of labour markets and improved business competitiveness.

Local Policy

Warrington Council Strategy 2015-2018

- 2.3.23 The Strategy, 'Growing a Strong Warrington' outlines the Council's vision to 2018. WBC intend to work with residents, businesses and partners to make Warrington a place where everyone can thrive, whilst dealing with the major challenge of reductions in funding and increased demand for services.

Relevance to Centre Park Link Scheme

'Growing a strong economy' identifies the need to lever investment into the borough as a priority to promote the area as a place to do business. The strategy seeks to use capital investment to encourage additional investment and infrastructure improvement works to stimulate further economic growth. With regard to the scheme, this is achievable as the new bridge supports the development of undeveloped land for residential housing by a third party developer, as well as enhancing the attractiveness of existing office space.

Warrington Local Plan

- 2.3.24 The Warrington Local Plan was adopted by the council in July 2014 and sets out the overarching strategic policy and robust basis to guide the location and level of development in the borough up to 2027.⁶ The focus of the plan is to provide new development in Inner

⁶ Currently subject to an on-going review

Warrington as a catalyst to secure physical and economic regeneration. Warrington town centre is envisaged to remain a key economic driver for the surrounding area within its pivotal location as part of the 'Atlantic Gateway' which provides significant advantage to residents and businesses.

- 2.3.25 WBC is currently undertaking a review of its Local Plan. During 2017, WBC consulted on their Local Plan Preferred Development Option which sets out WBC's approach to meeting Warrington's need for new homes and jobs between now and 2037. It also identifies the infrastructure required to ensure that Warrington's growth is sustainable.

Relevance to Centre Park Scheme

Given the overall strategic priority to regenerate land in Inner Warrington, the Local Plan identifies significant regeneration and sustainability benefits in bringing forward and realising the Waterfront area for redevelopment. The scheme will contribute towards:

- Securing the maximum physical and environmental benefits from the re-use and redevelopment of underused, vacant and derelict land;
- Securing the maximum social benefits in order to contribute to the Council's 'Closing the Gaps' agenda and address issues within areas of deprivation;
- Ensuring accessible employment and training opportunities for the local populations are maintained and improved by way of measures including planning obligations;
- Contribution towards addressing air quality impacts, particularly associated with the Warrington AQMA; and
- Contributing to the delivery of new homes.

The Preferred Development Option seeks to plan for a level of growth in accordance with the LEP's Strategic Economic Plan, over and above the baseline economic jobs forecast for Warrington. The Council is therefore proposing a housing target of 1,113 homes per annum over the 20 year Plan period (22,260 new homes) and an overall employment land target of 381 hectares. Investment in Centre Park Link would enable land at Centre Park South to be developed and support employment opportunities within Inner Warrington.

Local Transport Plan 3 - One Warrington: One Future Local Transport Plan

- 2.3.26 The LTP3 complements the Local Plan, setting out a strategic framework to guide future provision of transport services for Warrington between 2011 and 2030. The plan focuses on transport issues with the most importance at local level and is structured around seven core themes including: active travel; public transport; managing motorised travel; smarter choices; safety and security; asset management; and network management.
- 2.3.27 Local priorities identified include:
- Reduction of the impact of traffic on air quality;
 - Improvements to accessibility for disadvantaged groups; and
 - Improved road safety.
- 2.3.28 Warrington is currently developing its fourth LTP (LTP4) with two periods of further public consultation anticipated for 2018.

Relevance to Centre Park Scheme

Schemes put forward through the LTP3 Implementation Plan are assessed against the transport plan objectives, to ensure a holistic approach, where schemes meet a range of policy objectives. **Table 2** outlines the alignment of the scheme with the LTP3 Objectives.

Table 2: LTP3 Objectives – Alignment with scheme

To build and manage a transport network that:	Alignment
Enables the regeneration of the Borough and supports economic growth.	✓ Facilitates regeneration of Centre Park South
Maintains the highway, minimises congestion for all modes of travel and enables Warrington's 'smart growth'.	✓ New road link to minimise road congestion and enhance resilience for local highway network
Improves neighbourhoods and residential areas.	✓ Facilitates new residential development within Inner Warrington (Centre Park South)
Enhances the image and profile of the place.	✓ Improves access to Centre Park Business Park and facilitates development opportunities within Inner Warrington.
Reduces the impact of traffic on air quality in Warrington and helps to reduce carbon emissions and tackle climate change.	✓ WBC has two declared AQMAs. The Warrington AQMA covers Wilson Pattern Street and Chester Road (i.e. the two connecting ends of the proposed scheme). The scheme would contribute to a reduction in traffic congestion, including amount of stop-start and standing traffic at Bridgefoot.

Warrington Means Business

- 2.3.29 The first refresh of Warrington Means Business, released in 2017, sets out WBC's and Warrington & Co's continued programme and intent to drive, progress, encourage and facilitate future economic growth for Warrington, reinforcing the area as a strong national driver of prosperity.
- 2.3.30 The key programme components of Warrington Means Business include:
- Regenerate and develop the town centre as the vibrant and colourful heart of the New City – a new City Centre;
 - Create the best in new business locations and support existing business areas;
 - Provide the new infrastructure to enhance Warrington's connectivity and to support growth, as well as improving network resilience and tackling congestion – connected economic growth;
 - Provide a skilled local workforce to fuel the new job creation and enable local people to benefit from Warrington's economic success;
 - Provide new market orientated and affordable homes to support economic growth;

- Be business friendly in all our regulatory functions, reduce bureaucracy and actively support businesses to thrive;
- Create new places and essential community facilities; and
- Promote low carbon, sustainable solutions that provide long term resilience for our businesses and communities.

Relevance to Centre Park Scheme

The regeneration and evolution of the city centre and Warrington Waterfront has for some time been identified as a strategic development opportunity to support Warrington's housing and employment growth needs into the future. This is identified as a priority for the Council and Warrington & Co. The document highlights that the area has always been constrained by a lack of access infrastructure together with the fact that the Arpley Landfill Site was operational. Warrington Means Business presents the programme aspirations to develop Warrington's Waterfront as an exciting new place to live, work, do business and visit, including Stage 1: Warrington Waterfront Centre Park Link (this business case).

Summary

- 2.3.31 It is clear when examining the business strategy for Warrington that there is strong alignment between the priorities that have been defined at the local and sub-regional level, and those that underpin the Government's transport policy at a sub-national and national level. This includes the need to build a strong and competitive economy, enhance connectivity and access to employment opportunities. There is also acknowledgement of the key contribution that infrastructure schemes play in unlocking regeneration or housing projects in local areas, underpinned by the principles of sustainable development. It is clear that the scheme development and appraisal is consistent with another of the Government's core objectives: to provide value for money in the provision of major transport infrastructure. This aspect is covered in more detail in Chapter 3 (The Economic Case).

2.4 Problems Identified

- 2.4.1 This section outlines the approach undertaken to identify the problems within the study area; a summary of the evidence base is set out, culminating in identification of problems that the scheme is to address.

Approach Taken

- 2.4.2 The problem identification process undertaken for the project has been as follows:
- Evidence Review: identification and agreement of the study area to inform a review of socio-economic and development conditions, as well as identification of key internal and external connectivity issues, was undertaken to inform the 'need for intervention.' This enabled the identification of problems affecting Inner Warrington and the study area;
 - Objective Setting Workshop #1⁷: an initial workshop to explain the process of problem identification. This also explained how problem identification relates to consideration of the 'impacts of not changing' and ultimately the objectives and project scope. The key aim of this workshop was to utilise the evidence

⁷ AECOM (2015) 'Objective Setting Rev A 121015' Powerpoint

review to identify and agree the key project problems and produce a first draft of the objectives; and

- Objective Setting Workshop #2⁸: a second workshop to report back to the project team and stakeholder regarding the problem setting evidence base for the project. This included identifying outstanding data gaps/requirements and proposing methodologies for substantiating each problem in the event that the evidence was not readily available. This session was also used to identify a second draft of the objectives for escalating to Programme Board for agreement, as well as providing the context to devise potential scheme options to address and support future growth.

2.4.3 A comprehensive evidence review analysis of the socio-economic, development and transport connectivity issues experienced within the study area, which informs this chapter, is included at **Annex D**.

Wider Socio-Economic Issues

2.4.4 The following outlines the prevailing social and economic conditions within the study area and is intended to emphasise the need for the intervention. This will relate to improving economic outlooks, access to work opportunities and quality of life factors. The key areas used to establish the need for intervention include:

- Indices of Multiple Deprivation (IMD);
- Employment Density;
- Numbers of Job Seekers Claimants;
- Limiting Long-Term Health Condition; and
- Household Access to Car/Van.

IMD

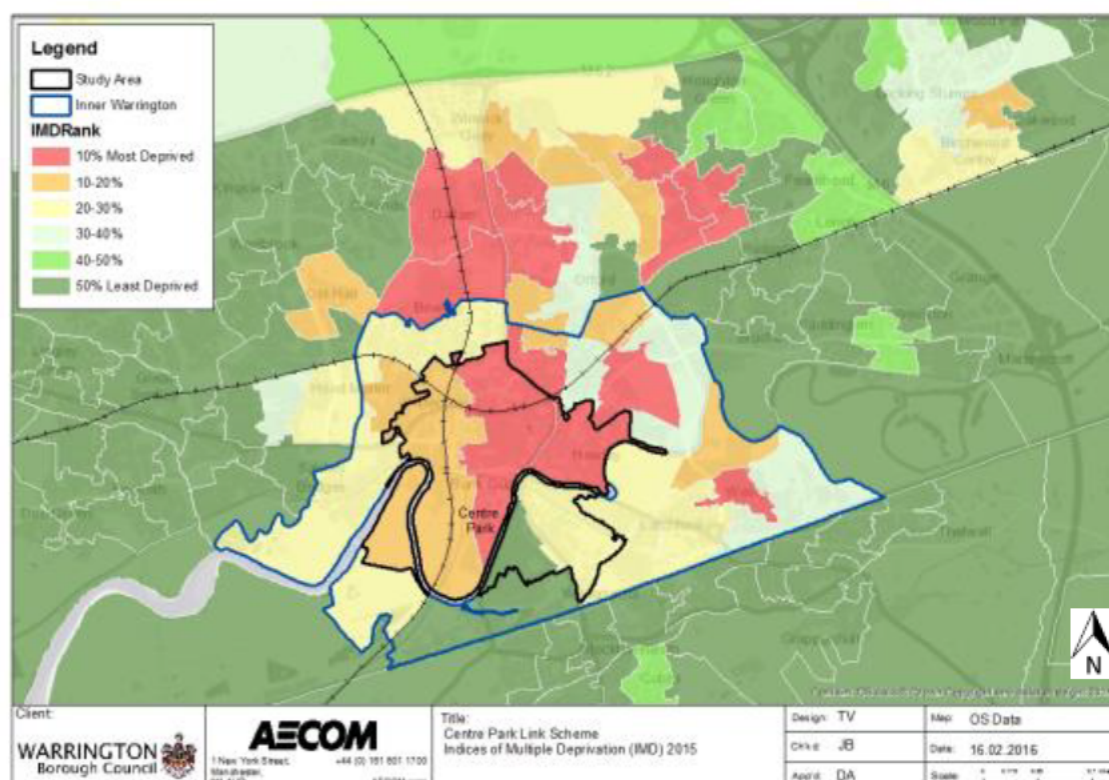
2.4.5 Transport can have a significant role in both the creation and alleviation of social problems, helping to shape society, determining where people work, shop, study and partake in leisure and social activities.

2.4.6 At local authority level, Warrington ranks 147th out of 326 local authorities on the rank of 'Average LSOA score'. Furthermore, Warrington is ranked 90th worst (out of 326 local authorities) on the percentage of LSOAs falling into the most deprived 10% nationally⁹. **Figure 9** presents a spatial analysis of IMD for both the study area and Inner Warrington, confirming a substantial proportion of LSOAs an IMD ranking within the top 20% most deprived LSOAs nationally.

2.4.7 The Centre Park Link scheme offers the opportunity to enhance access to jobs and education within Warrington, improving the level of social inclusion, whilst facilitating economic growth. Growing a strong Warrington with improved chances for all residents is central to WBC's policy.

⁸ AECOM (2015) 'Centre Park Link Progress Meeting #3 - Problem Identification' Powerpoint

⁹ Warrington Joint Strategic Needs Assessment (JSNA) December 2015

Figure 9: IMD Domain Quartiles (LSOA)

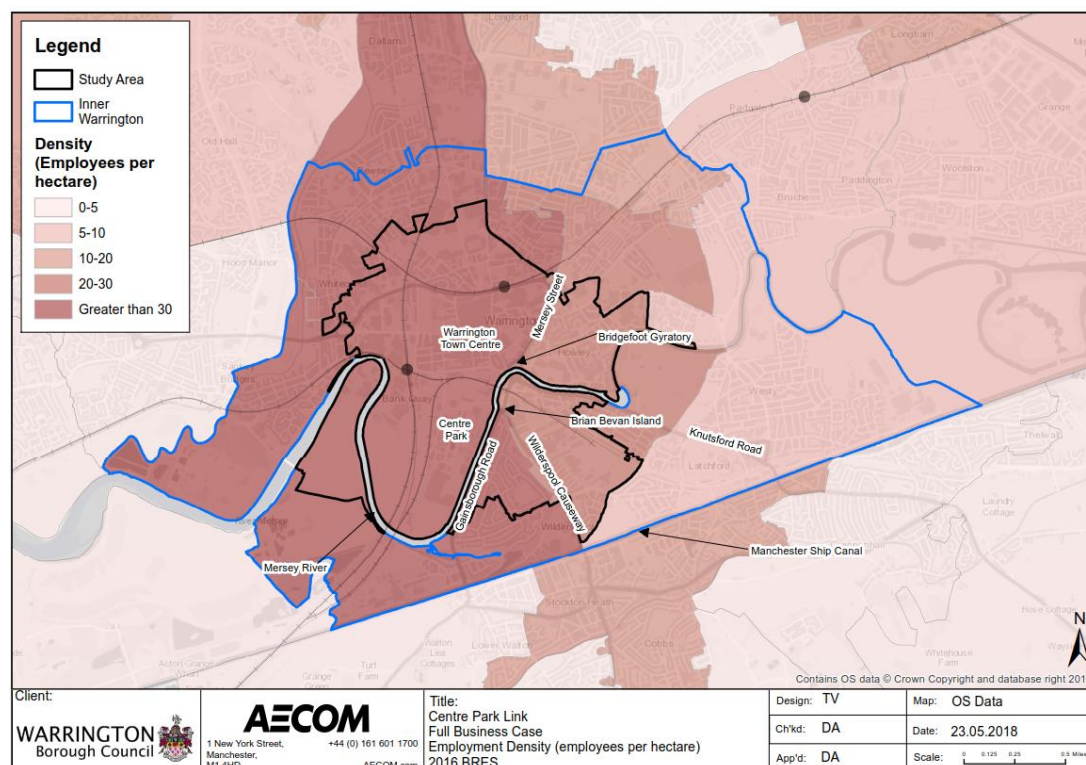
OS Data © Crown copyright and database rights 2015

Source: Department Communities and Local Government

Employment Density

- 2.4.8 Town centres are key destinations for all social and demographic groups given the concentration of public services, retail, employment opportunities, and leisure activities. This is clearly reflected in **Figure 10** with the highest employment density (jobs per hectare by MSOA) located within Warrington town centre (including Centre Park Business Park)¹⁰.
- 2.4.9 According to the Centre for Cities, Cities Outlook 2015 paper, Warrington was ranked within the top 10 cities for business growth in the United Kingdom between 2004 and 2013 (increase of 1,575 businesses; 29.2% change). This is also reflected in total employees with an 8% (circa. 1.8million) increase in employees in Warrington between 2009 and 2015. Business administration and support services and professional, scientific and technical industry groups contributed half this growth, with both groups experiencing 26% growth during this period.
- 2.4.10 Investment in the Centre Park Link scheme would enhance connectivity to existing employment opportunities, further strengthening business growth in Inner Warrington including Centre Park Business Park, aligned with Government and C&W LEP priorities.

¹⁰ 2016 Business Register and Employment Survey (BRES)

Figure 10: Employment Density (Employees per hectare)

Source: Business register and employment survey (MSOA) - ONS Crown Copyright Reserved [from Nomis on 23 April 2018]

Agriculture, forestry & fishing (A) figures exclude farm agriculture (SIC subclass 01000).

Economic Activity

- 2.4.11 Transport plays a major role in the decision making process about whether to apply for, accept or stay in employment. Job seekers are particularly reliant on access to their local town centre for employment, a role relevant to the scheme. September 2015 Government data on Job Seekers allowance (JSA) Claimants has been analysed by LSOA for the study area highlighting a high number of benefits claimants in both Bewsey and Howley¹¹.
- 2.4.12 The scheme would contribute to the provision of an efficient and well-connected transport network which improves and provides equitable access to employment opportunities and the wider borough for those on job seekers benefit, reducing traffic congestion and maintaining capacity on the highways network. Furthermore, the scheme enhances access and connectivity to the Centre Park business park, improving the attractiveness of the area for businesses and employment opportunities.

Limiting Long-Term Health Condition

- 2.4.13 Limiting long-term health conditions can have a significant impact on an individual's quality of life, in particular on their ability to physically access essential services. A large proportion of the study area includes between 20-30% of the population living with these conditions, however, it is as high as 30% of the population in some areas¹². Improving the existing traffic conditions and providing additional routes into the Town Centre would improve access to these essential services for this vulnerable group.

¹¹ Annex D: Strategic Case Evidence Review

¹² Annex D: Strategic Case Evidence Review

Access to Car/Van

- 2.4.14 The study area has a high proportion of households with no car or van (36%). This is substantially higher than for the C&W LEP (18%) and England (26%) averages. Furthermore there is a lower percentage of households with 2 cars/vans (16%)¹³.
- 2.4.15 With a high proportion of households in the study area without access to a car/van, it is important that existing high volumes of traffic and congestion through Warrington town centre are mitigated where appropriate, to reduce pedestrian severance issues. The Local Plan identifies existing pedestrian severance issues between Centre Park, Wilson Patten and the town centre.

Transport Connectivity and Accessibility

- 2.4.16 Warrington is a well-connected economy, sitting at the heart of the strategic road and rail network. It is serviced by nationally significant motorways with the M6 immediately to the east and bordered on other sides by the M62 (to the north) and the M56 (south), providing good access to all parts of the region and beyond. Despite the apparently good connections, the sub-region suffers from a congested highway network and poor road connections, particularly within Inner Warrington. This section provides an overview of the transport connectivity and accessibility issues that support the 'need for intervention' for this scheme.

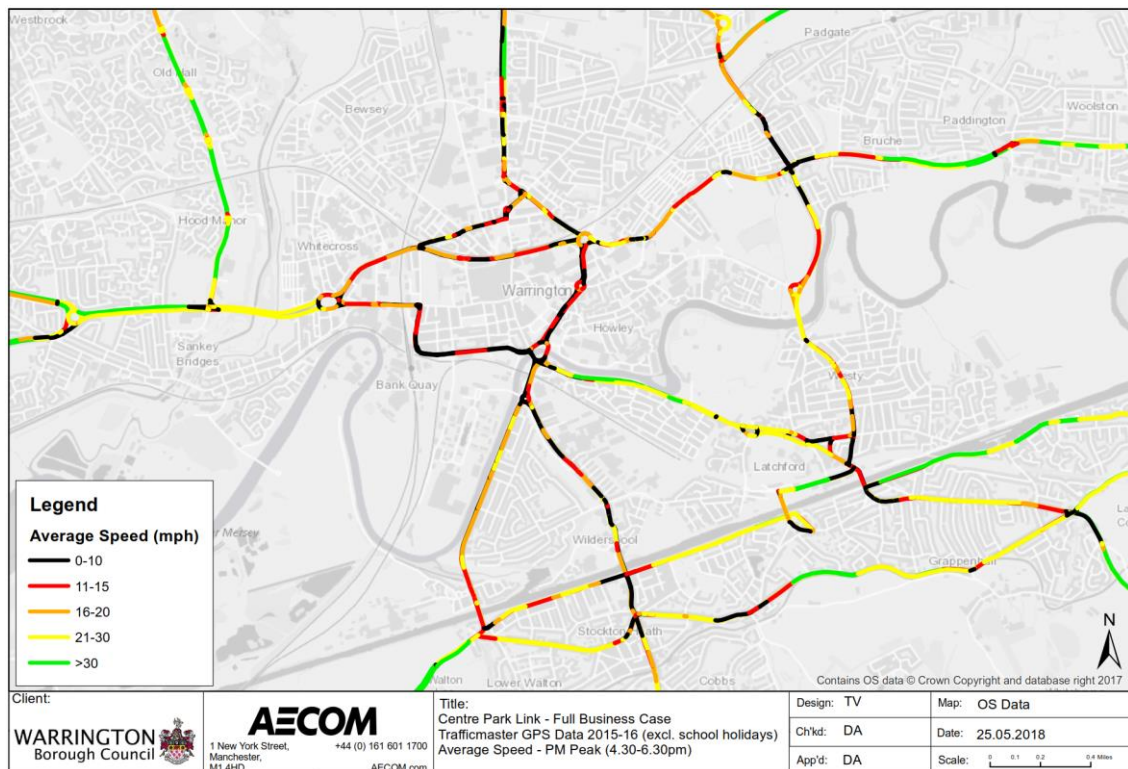
Traffic Delay

- 2.4.17 **Figure 11** provides an illustration of the level of congestion on the Inner Warrington highway network, using Trafficmaster vehicle speeds as a proxy for network 'stress' during the PM peak period. Sections of the network where delay is experienced (slowest speeds) are highlighted in black and red links. Links that are highlighted green experience the fastest speeds (more than 30mph).
- 2.4.18 **Figure 12** clearly highlights traffic congestion and its effect on journey reliability are an issue for Inner Warrington and the study area with Bridgefoot roundabout and Brian Bevan Island clear pinch points with average speeds below 10mph.
- 2.4.19 A lack of route choices through the town centre causes delay, especially for traffic travelling north-south (and vice-versa). Those travelling along Chester Road and Wilderspool Causeway are forced to utilise the limited crossing opportunities at Bridgefoot Gyratory. With regard to Brian Bevan Island, this is the only access point to Centre Park business park, with access from Slutchers Lane restricted to bus only; adding further pressure on this section of the highway network. This impairment of access, clearly demonstrated through Trafficmaster data set out below, is a key reason for pursuing the Centre Park Link intervention.
- 2.4.20 The enduring problem of both peak and off-peak traffic delay causes secondary problems that impact on some of the issues discussed within the wider economic and social issue section of the Need for Intervention. Further analysis at a borough and Inner Warrington level for the AM, IP and PM peak is included in **Annex D**; highlighting a consistent trend of delay across the network around the town centre and to the south of the town centre¹⁴.

¹³ Annex D: Strategic Case Evidence Review

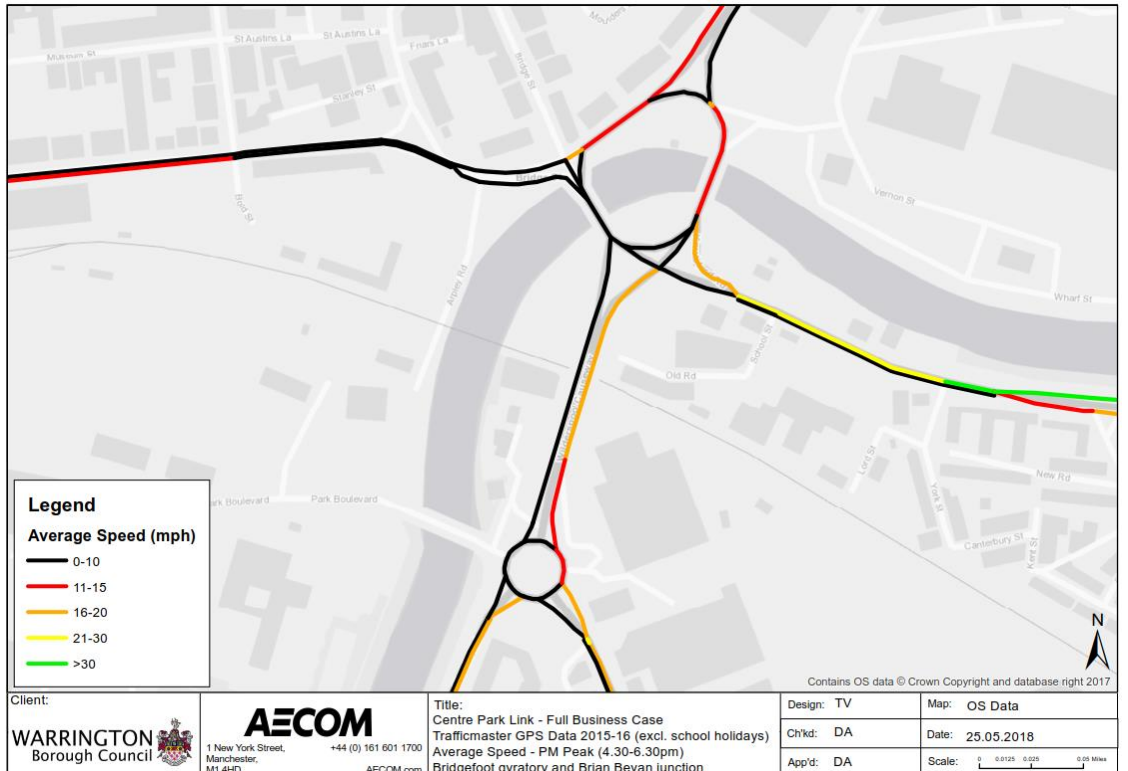
¹⁴ Annex D: Strategic Case Evidence Review

Figure 11: PM Peak Traffic Delay



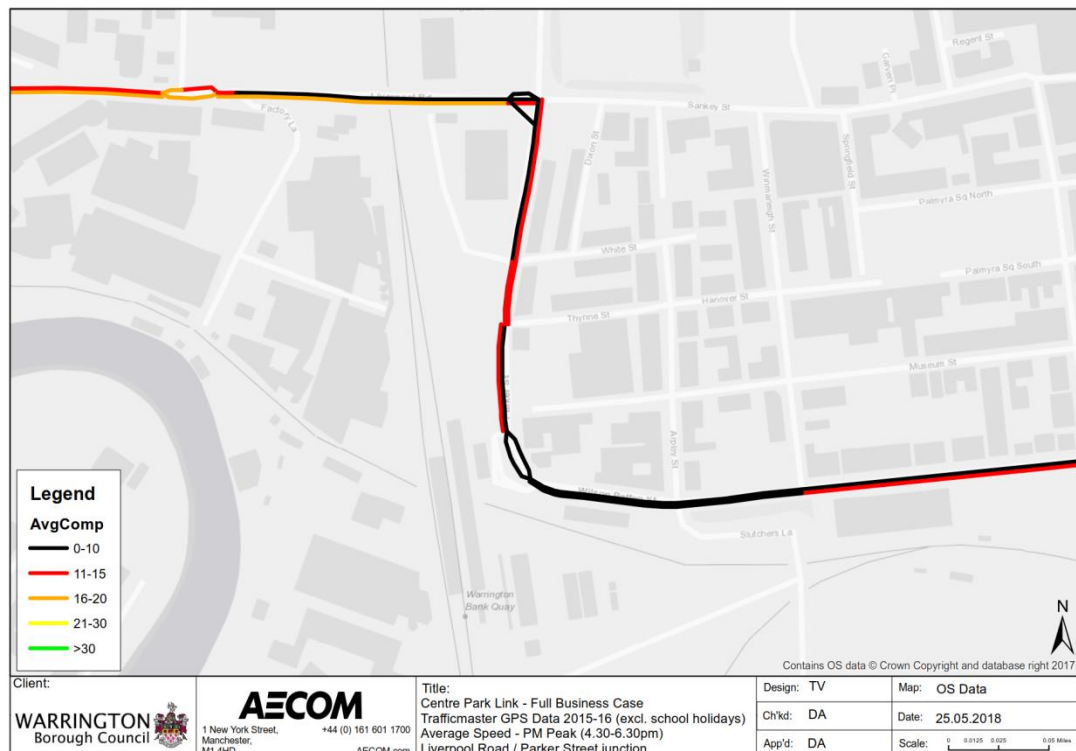
Source: Trafficmaster GPS, 2015-16 (excl. school holidays)

Figure 12: PM Peak Traffic Delay – Bridgefoot Roundabout and Brian Bevan Island



Source: Trafficmaster GPS, 2015-16 (excl. school holidays)

Figure 13: PM Peak Traffic Delay – Liverpool Road / Parker Street junction



Source: Trafficmaster GPS, 2015-16 (excl. school holidays)

- 2.4.21 An assessment of Trafficmaster data has also been undertaken to demonstrate the average delay experienced on the major movements across Bridgefoot and Brian Bevan Island, including in both the AM, IP and PM peak periods. The routes assessed include Liverpool Road/Chester Road; Liverpool Road/Wilderspool Causeway; Chester Road/Mersey Street; and Liverpool Road/Knutsford Road.¹⁵
- 2.4.22 Journey times have been prepared for:
 - Liverpool Road (north of town centre) to Chester Road (Gainsborough Road) (south of Bridgefoot roundabout) (**Table 3**); and
 - Liverpool Road (north of town centre) to Wilderspool Causeway (Gainsborough Road) (south of Bridgefoot roundabout) (**Table 4**).
- 2.4.23 These routes highlight substantial delays experienced through the town centre during the AM and PM peak compared to the IP period; a consistent trend seen for all journey times assessed. For example, travelling northbound on Chester Road (Gainsborough Road) through to Liverpool Road, it takes approximately 7minutes longer or double the journey time during the PM peak.

¹⁵ Annex D: Strategic Case Evidence Review, Table 10-13

Table 3: Liverpool Road/Chester Road

Period	East/South		North/West	
	Journey time (minutes)	Difference against IP	Journey time (minutes)	Difference against IP
AM Peak	09:55	00:17	07:58	-02:09
Inter Peak	09:38	-	10:07	-
PM Peak	11:53	02:15	14:53	04:46

Source: Trafficmaster GPS, 2015-16 (excl. school holidays)

Table 4: Liverpool Road/Wilderspool Causeway

Period	East/South		North/West	
	Journey time (minutes)	Difference against IP	Journey time (minutes)	Difference against IP
AM Peak	09:40	00:02	07:04	03:00
Inter Peak	09:38	-	10:03	-
PM Peak	11:47	02:08	14:26	04:23

Source: Trafficmaster GPS, 2015-16 (excl. school holidays)

Journey to Work

2.4.24 2011 Journey to work data has been reviewed for the area covering Centre Park Business Park, Warrington Bank Quay railway station, Palmyra Cultural Quarter, Warrington Central railway station and Warrington town centre.

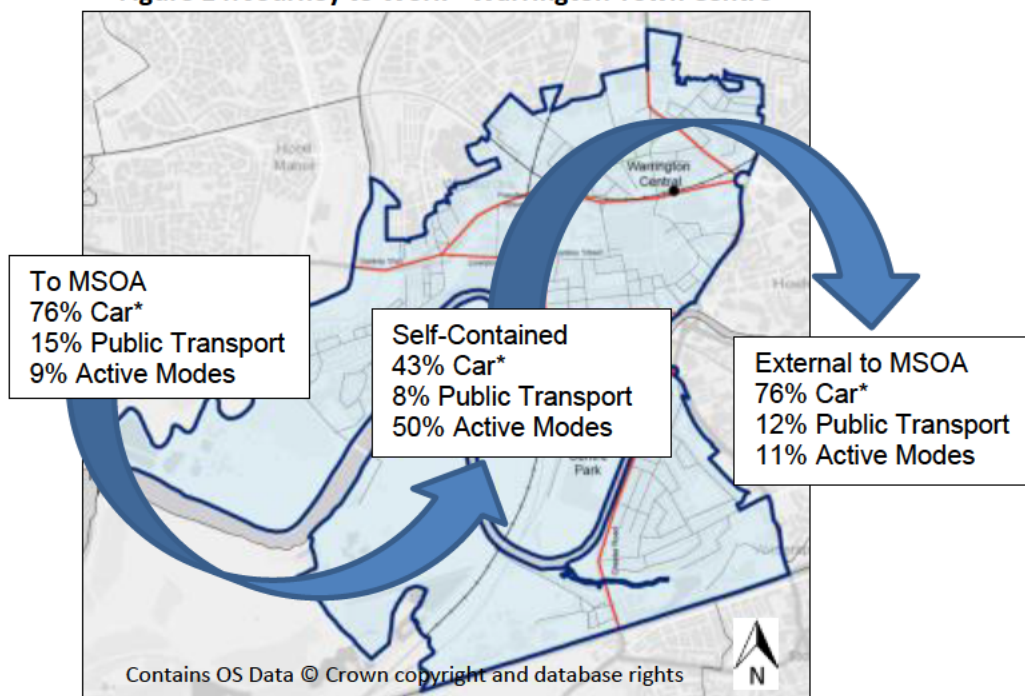
2.4.25

2.4.26

Figure 14 highlights the vast majority of those travelling to this area (destination within MSOA) use the car (67% Driver; 8% Passenger; 1% Taxi); while a further 15% use public transport and 9% active modes (pedestrian and cycle). Furthermore, journey to work data for those originating in this area, with an external destination (outside MSOA E02002607) indicates 76% of journeys are made by car; while 12% utilise public transport and 11% active modes. This is despite Warrington town centre including a strong public transport provision in the form of Warrington Bank Quay, Warrington Central and Warrington Bus Interchange.

Comparably, 2011 journey to work data for England and Wales highlights 64% of journeys are undertaken by car/van/taxi/motorcycle.¹⁶

Figure 14: Journey to Work - Warrington Town Centre



Source: Census 2011 (MSOA: E02002607) (excludes work from home)

*Car defined as Car, Passenger, Motorcycle and Taxi

- 2.4.27 Journey to work analysis highlights road vehicle movements are the most prominent experienced for trips into and out of Warrington town centre. To ensure the study area remains a productive centre for employment, there is a requirement for investment in road based infrastructure such as the Centre Park Link scheme to mitigate existing congestion issues; as well as providing supporting pedestrian links to reduce severance between Centre Park and the town centre for local based trips.

Traffic Counts

- 2.4.28 Warrington Town Centre, and the surrounding areas, carry high numbers of vehicles on key highway routes (Annex D). These highway routes are considered key to the expedient movement of traffic. The proposed Centre Park Link scheme has the potential to reduce the amount of inappropriate routing within the Palmyra Cultural Quarter due to an increase in vehicles using the new link.
- 2.4.29 With specific reference to the Liverpool Road/Parker Street junction, this is a key entry junction leading into the Town Centre from the west of the borough. It provides a dual function as a route of entry to the Town Centre from the west and as part of the Primary Route Network (PRN) through the Town Centre along Wilson Patten Street. The junction

¹⁶ 2011 Census Analysis – Method of Travel to Work in England and Wales Report, February 2013




currently experiences high volumes of traffic and is required to continually balance competing demands through its traffic signal control. A key issue is the presence of right-turn traffic that is required to cross an opposing traffic movement or be dedicated its own movement phase in the signal logic.

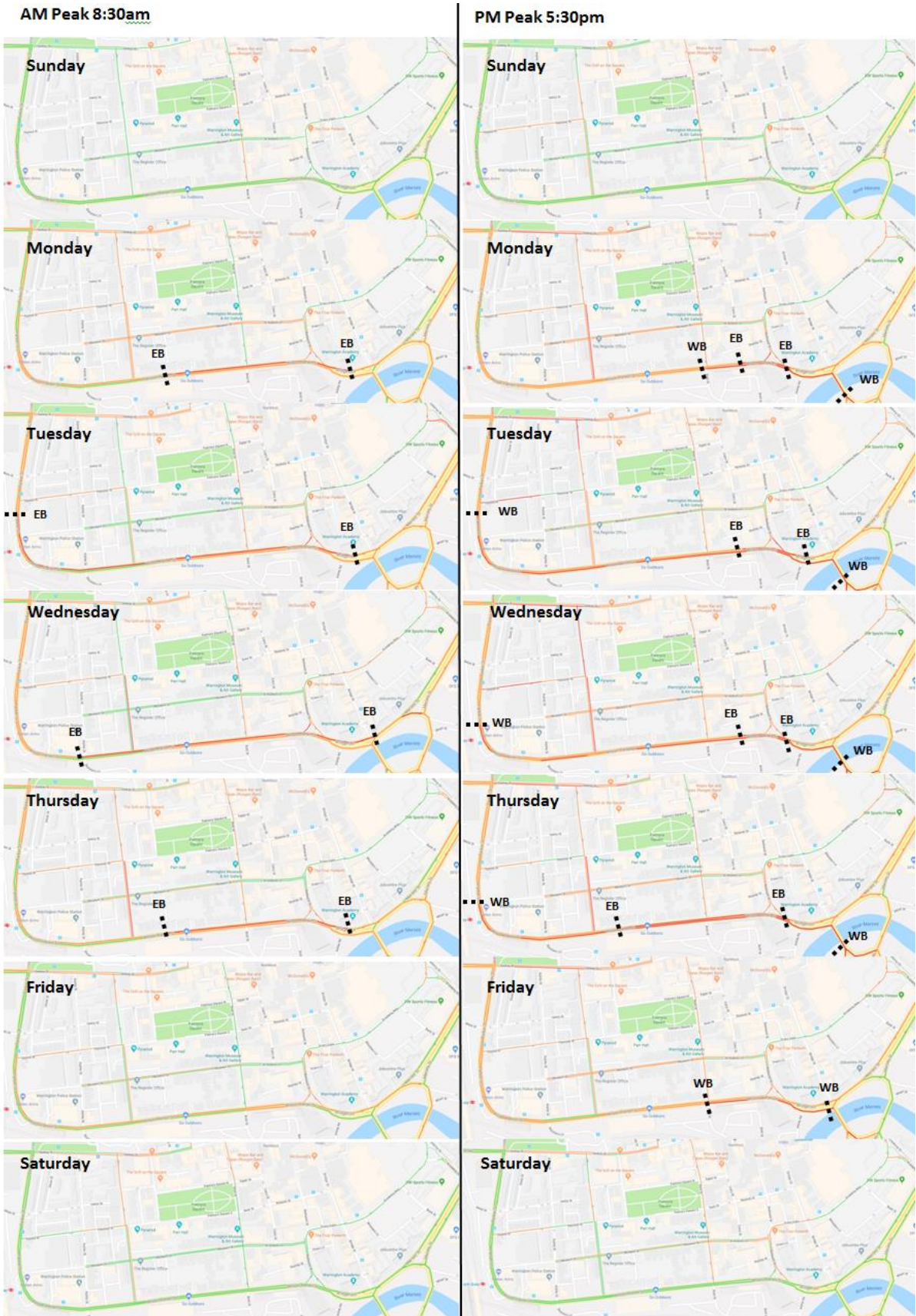
- 2.4.30 Residual delay at traffic lights has also been evidenced using the traffic junction delay base plots that are generated by VISUM. The VISUM MMTM Town Centre Model has been agreed for use in the scheme appraisal and been validated by the C&W LEP scheme reviewer. The MMTM Town Centre Model has been subject to an LMVR which has been approved (**Annex J**). The base flows are validated and should reflect the 2015 traffic flows within the tolerance agreed in the LMVR. A reduction in number of movements across this junction, with the introduction of the Centre Park Link scheme offers the opportunity to create faster and more efficient progression through the junction.

Unpredictable Journey Times

- 2.4.31 Predictability of journey times is a key factor in determining investment decisions. Predictability is a measure of the continued consistency of journey times and the minimisation of the fluctuation in anticipated journey times. This can be measured by comparing the difference in journey times between points over a number of days; thereby highlighting whether there is an acceptable range of journey times.
- 2.4.32 **Figure 15** illustrates the variability in journey time, using typical speed ranges for vehicles travelling along Wilson Patten Street / Parker Street / Liverpool Road across the week. **Figure 16** provides comparable data for Chester Road. **Figure 15** and **Figure 16** mark out sections of slow traffic (identified as at least red) together with direction of travel.
- 2.4.33 Typical traffic conditions for Wilson Patten Street include slow speeds eastbound along the entire stretch of Wilson Patten Street in the AM peak on Tuesdays and Wednesday; while delay is less pronounced and focused toward the entry to Bridgefoot gyratory on Monday and Thursday. In the PM, slow speeds are typically observed for the entire length of Wilson Patten Street westbound Tuesday to Thursday.
- 2.4.34 With regard to Chester Road, slow speeds extend as far as the Manchester Ship Canal on certain days. Average speeds are consistently slow around Bridgefoot roundabout. Slow speeds are associated with northbound traffic, with Tuesday and Wednesday being the worst in the AM peak, and Tuesday to Thursday experiencing slow speeds in the PM peak.
- 2.4.35 Considerable fluctuation in speed / journey time for both routes during the AM and PM peak is prevalent across the week. The provision of an additional route option across the Mersey River offers the opportunity to improve predictability of journey times made via private vehicles through the Bridgefoot junction across the week, increasing the resilience of the highway network.

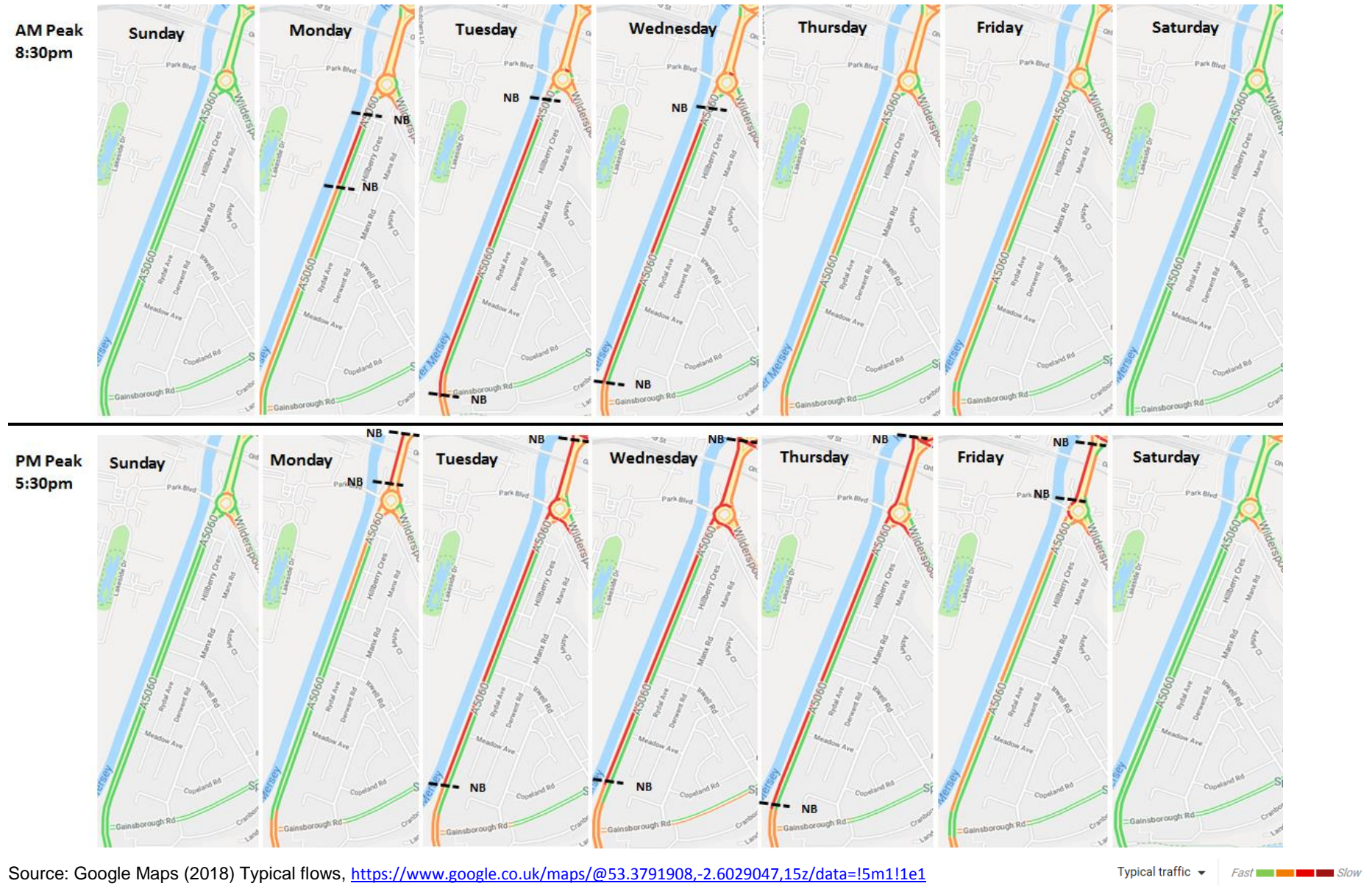
Figure 15: Variability in Journey time data over a typical 7 day week during the AM and PM Peak Hours: Wilson Patten Street / Parker Street / Liverpool Road

Typical traffic ▾ *Fast*    *Slow*



Source: Google Maps (2018) Typical flows, <https://www.google.co.uk/maps/@53.3791908,-2.6029047,15z/data=!5m1!1e1>

Figure 16: Variability in Journey time data over a 7 day week during the AM and PM Peak Hours: Chester Road



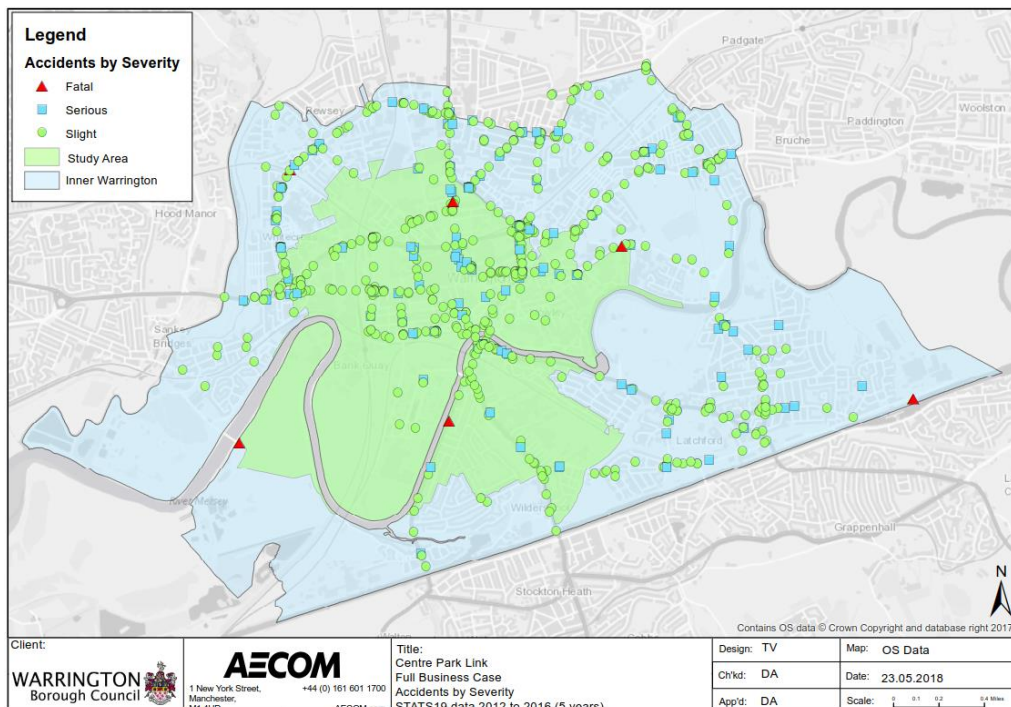
Source: Google Maps (2018) Typical flows, <https://www.google.co.uk/maps/@53.3791908,-2.6029047,15z/data=!5m1!1e1>

Safety

2.4.37 Traffic accidents are generally associated with roads that include higher traffic speeds, heavier traffic flows, roads utilised by more commercial vehicles such as HGVs, and where merging and/or queueing is common, such as Bridgefoot roundabout and routes through Warrington town centre. **Figure 17** identifies road accident data for the study area and Inner Warrington between 2012 and 2016 (5 year period) with counts provided in **Table 5** for the study area. Key findings for the study area include:

- A high proportion of accidents occurred during in the PM Peak (period of high traffic volumes);
- 85% of accidents (between 2012 and 2016) were categorised as ‘Slight’ severity - where at least one person is slightly injured but no person is killed or seriously injured;
- The majority of accidents occurred on single carriageway roads with a speed limit of 30 MPH;
- The weather, visibility and road surface was not the determining factor in the majority of accidents with approximately:
 - 80% of accidents occurring during fine weather conditions;
 - 72% of accidents occurring in the light; and
 - 66% of accidents occurring on dry road conditions; and
- 3 fatal accidents: Forest Way, Farrell Street, Pinners Brow/Winwick Street roundabout and of most relevance Gainsborough Road. The accident on Gainsborough Road occurred mid-week during the PM peak.

Figure 17: Accident Severity 2012-2016 – Study Area and Inner Warrington



Source: DfT, STATS19 Accident data, 2012-16

Table 5: Accident Severity 2012-2016 – Study Area

Accident Severity	2012	2013	2014	2015	2016	Total
Fatal	-	-	-	1	3	4
Serious	19	10	9	7	9	54
Slight	71	64	72	62	51	320
Total	90	74	81	70	63	378

Source: DfT, STATS19 Accident data, 2012-16

- 2.4.38 Further analysis of accident data specific to the scheme has been undertaken for the Road Safety Audit to inform the planning application.¹⁷

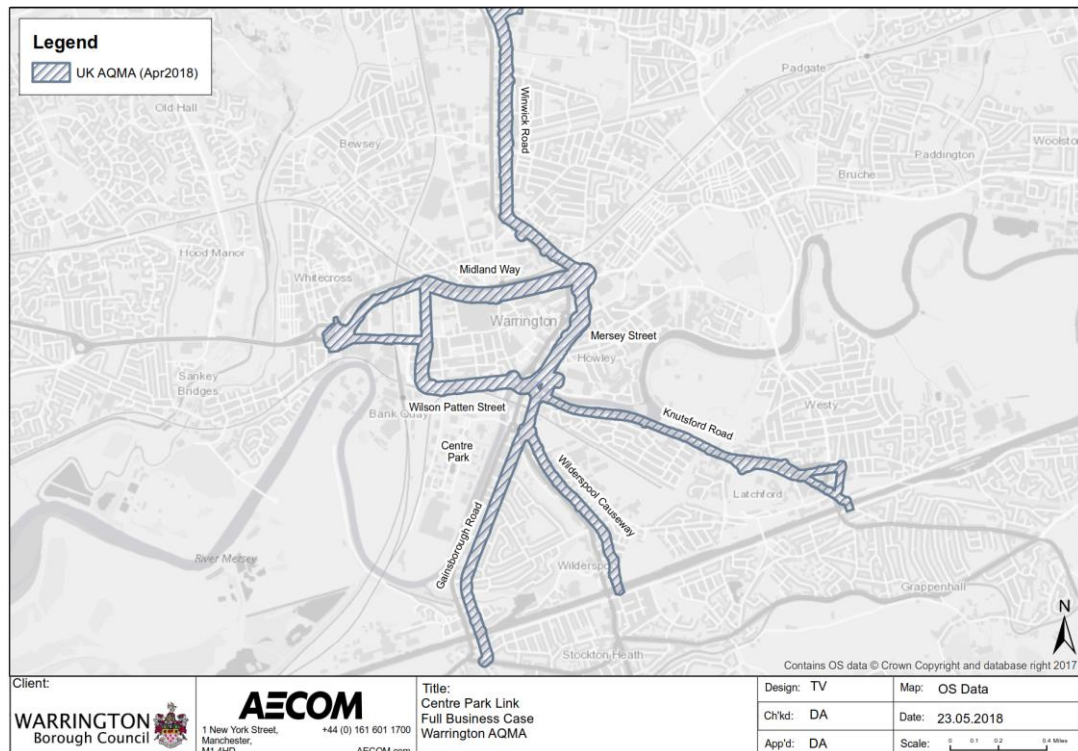
Air quality exceeding acceptable levels (NO₂)

- 2.4.39 Air quality is an important environment indicator and has a direct impact on economic growth, influencing the health and quality of life of the local population. The Environment Act (1995) delegates to WBC the statutory duty to review and assess air quality in Warrington against the UK national objectives. The national and European obligation for Nitrogen dioxide (NO₂) is to keep levels under a measured 40 µg/m³.¹⁸
- 2.4.40 **Figure 18** presents the Warrington AQMA for Warrington. It highlights key through routes via the Town Centre including Chester Road and Wilson Patten Street via Bridgefoot gyratory. The proposed link would therefore connect into the existing road network at junctures covered by an AQMA.

¹⁷ The Road Safety Audit and Strategic Case study areas vary. The Strategic Case study area presented at **Figure 7** above includes a broader assessment of the Warrington town centre, thereby capturing a greater number of incidents.

¹⁸ DEFRA http://uk-air.defra.gov.uk/assets/documents/National_air_quality_objectives.pdf

Figure 18: Warrington AQMA

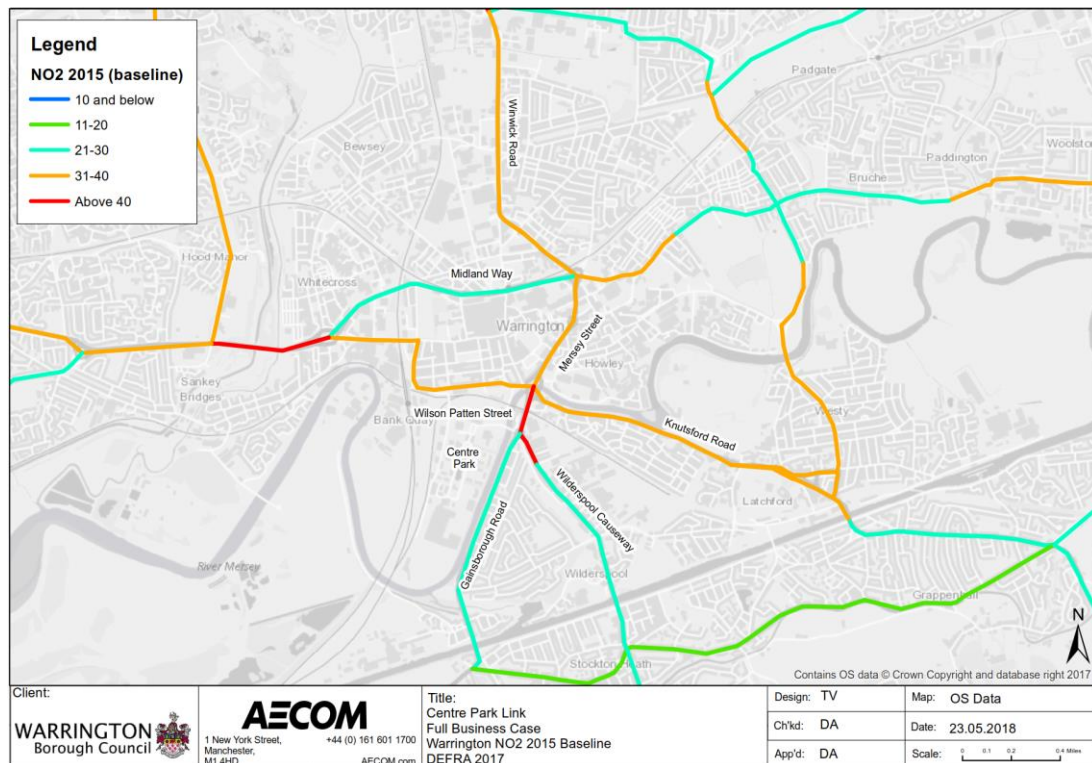


Source: DEFRA (2018)

- 2.4.41 WBC undertakes an annual review and assessment of air quality providing a strong evidence base to substantiate the existing issues¹⁹. According to the Air Quality Action Plan, the transport sector is a major contributor to poor air quality issues. The Plan notes it is important not just to look at the baseline metric in isolation but also any change in prevailing trends over time.
- 2.4.42 Whilst the majority of Warrington has good air quality, there are areas close to major roads where NO₂ level are high and exceed national standards. 2015 NO₂ levels for Inner Warrington are presented below in **Figure 19**. The inefficient fuel consumption caused by stationary and slow-moving traffic during peak periods around Bridgefoot gyratory generates more emissions than in free-flow conditions, demonstrated with NO₂ levels exceeding the National and European obligation between Bridgefoot gyratory and Brian Bevan Island, as well as sections of Wilderspool Causeway. The scheme has the potential to mitigate issues at some existing hotspots by helping to smooth the flow of traffic and resulting harmful emissions.

Figure 19: Air Quality: Nitrogen Dioxide (NO₂) 2015 Baseline

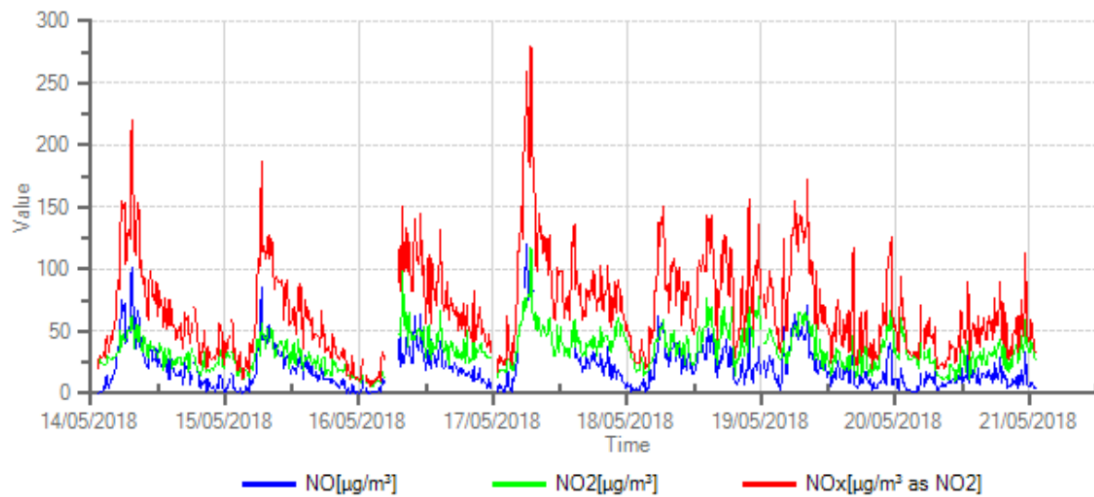
¹⁹ In line with the requirements of the Local Air Quality Management (LAQM) process as set out in Part IV of the Environment Act (1995)



Source: DEFRA, 2017

2.4.43 Warrington also have a number of real time monitoring sites where air quality is assessed using a mix of diffusion tubes and real time monitoring data. Outputs from the Parker Street roadside are presented below for a seven day period during May 2018 and further highlights exceedances of the national average for NO₂.

Figure 20: Parker Street Real Time Monitoring (May 2018)



Source: Envirotech Europe (2018) UK Air Quality, http://www.ukairquality.net/Online.aspx?ST_ID=125;0;GRAPH, Accessed 23 May 2018

Development Opportunities

Housing Demand

2.4.44 In July 2017, as part of the Preferred Development Option, WBC also published their Strategic Housing Land Availability Assessment (SHLAA).

- 2.4.45 A total of 589 sites were identified and included within the initial SHLAA assessment process. Of these 266 sites were removed from the assessment process due to being small sites of less than 0.25ha, leaving a total of 323 large sites, covering approximately 2,474ha. Of those sites, 245 (76% were rolled forward from the 2016 SHLAA and hence 78 sites are wholly new sites.

Table 6: Housing Land Supply

Period	Composition of Sites	Number of Dwellings
Deliverable 0-5 years	Large sites – with planning permission	1433
	Large sites – without planning permission	806
	Small Sites – allowance (87*5)	435
	Sub-Total	2674
Deliverable 6-10 years	Large sites – with planning permission	885
	Large sites – without planning permission	2787
	Small Sites – allowance (87*5)	435
	Sub-Total	4107
Deliverable 11-15 years	Large sites – with planning permission	272
	Large sites – without planning permission	2233
	Small Sites – allowance (87*5)	435
	Sub-Total	2940
Total		9721

- 2.4.46 Land at Centre Park South is included within the above SHLAA figures (SHLAA Reference 1715). Key assumptions are summarised below:

- Gross Site Area (ha): 16.65
- Net Developable Site Area (ha): 7.14285
- Deliverable 2017-2022: 82
- Developable 2022-2027: 275
- Developable 2027-2032: 155
- Recommended Gross Capacity: 512

Figure 21: SHLAA Reference - 1715 (Spectra Building and Drivetime golf range): South of Centre Park Business Park



- 2.4.47 As land south of Centre Park Business Park, located within the Bewsey & Whitecross Ward, is already identified within the SHLAA it is integral to delivery of WBC's housing targets (as set out in the Local Plan Preferred Development). In the event this site could not be delivered (i.e. new access is not provided) this would create a void in terms of housing supply.

Insufficient highway capacity to release proposed scale of development

- 2.4.48 Lambert Smith Hampton (LSH) undertook a housing assessment for land south of Centre Park Business Park, which would be unlocked by the Centre Park scheme. The assessment included three potential residential yield scenarios (Optimistic - 600, Likely - 480, and Pessimistic - 360). This provides a robust basis to assess the appropriateness of existing access arrangements to support new residential development, noting that future housing yield is influenced by external factors including but not limited to, ongoing MARO master planning work, economic uplift/downturn in the housing market and the undefined delivery agent for the site.
- 2.4.49 Analysis suggests there is insufficient existing highway capacity to accommodate additional traffic movements required to enable development of the Centre Park South site. The new link provides increased highway capacity and access to land at Centre Park South, enabling this area to be released for development.
- 2.4.50 Furthermore, delivery of the Centre Park Link scheme will support improved vehicle movement through Brian Bevan Island and Bridgefoot gyratory, increasing the attractiveness of Centre Park Business Park for further investment.

Underutilised Office Space at Centre Park Business Park

- 2.4.51 An assessment of existing floor space at Centre Park (Valuation Office Agency) against the most premises checklists (updated via agents during third quarter of 2015) identified vacant and available for leasehold/freehold opportunities. This identified a significant amount of underutilised commercial land, not fulfilling its economic potential close to the city centre.
- 2.4.52 One reason for these vacancies is that Centre Park Business Park is currently only accessible to vehicles via 'The Blue Bridge' from Brian Bevan Island, with access from Slutchers Lane restricted to buses only. This effectively means that there is only one vehicular access/exit point to the business park, with those requiring to reach the west (e.g. towards Sankey or Widnes), having to travel through Brian Bevan Island and Bridgefoot gyratory, as opposed to

avoiding these pinch points via Slutchers Lane. The existing access arrangements place a constraint on the attractiveness of the site for businesses and act as a deterrent toward the uptake of office space.

- 2.4.53 The Centre Park Link scheme would improve access to the Business Park, enhancing the commercial offering and attractiveness of existing supply to potential new businesses. Therefore the scheme has potential to act as a driver, leading to increased uptake of commercial opportunities within Inner Warrington, and C&W LEP. An update of the premises checklist information will be undertaken as part of the baseline report for the Monitoring and Evaluation Plan, following the approval of the Full Business Case.

Summary

- 2.4.54 In summary, the key challenges that have been identified as part of the evidence review are as follows:

Socio-Economic

- The study area includes pockets of high IMD whose residents would benefit from improved access jobs and education within Inner and wider Warrington;
- Pockets of persons claiming job-seekers benefits that would benefit from improved access to job opportunities and any direct job creation as a result of the proposed scheme;
- High concentration of public services, retail, employment opportunities and leisure activities are located within the study area and would benefit from improved transport connectivity and access to facilitate further business growth for the Warrington economy; and
- High numbers of persons living with a limiting long-term illness that potentially suffer from social inequality due to a lack of transport access to essential services.

Transport Connectivity and Accessibility

- Congestion is a key traffic concern with pinch points at Bridgefoot roundabout and Brian Bevan Island. Average speeds through this area are less than 10mph during the AM and PM peak;
- There is significant delay leading to slow traffic progression through the town centre with average journey times experiencing substantial variability between the AM and PM peak;
- 2011 Journey to work data suggests a high proportion of trips both originating and destined for the town centre are undertaken by car, emphasising the need to reduce congestion on key routes;
- Centre Park Business Park has restricted accessibility via Brian Bevan Island due to high vehicle demand at this location; and
- Existing transport congestion, including a high proportion of stop-start and standing traffic, is a major contributor to poor air quality in the study area, manifested with high levels of NO₂ above the National average. The scheme interfaces with key parts of the Warrington AQMA where air quality needs to be managed.

Development

- Land at Centre Park south is critical to support housing demand and targets in the borough, aligned to the Preferred Development Option, published in 2017;
- Insufficient transport capacity to support further development of Centre Park South; and
- Approximately 20% of existing office space at Centre Park Business Park is vacant representing a significant amount of unutilised office space within the town centre.

2.4.55 The following outlines the core problems identified within the study area, informed by the evidence review, and re-confirmed through the project team workshops, that the scheme is designed to address:

Table 7: Problems Identified

Problem	Evidence	Reference
Traffic delay at Bridgefoot and Brian Bevan Island	Trafficmaster data 2015/16 Warrington Waterfront Traffic Counts	Section 2.4.17 to Section 2.4.20
Slow W-S traffic progression through Town Centre	Trafficmaster journey times 2015/16	Section 2.4.21 to Section 2.4.23
Unpredictable journey times	Google Maps Traffic Outputs	Section 2.4.29 to Section 2.4.33
Liverpool Road/Parker Street junction experiences slow progression due to competing movements	Trafficmaster data 2015/16	Section 2.4.21 to Section 2.4.23
Lack of network resilience to incidents (safety)	Qualitative	Section 2.4.35 to 2.4.36
Increasing inability to meet housing demand	SHLAA DCLG Local Plan (2014) / Preferred Development Option (2017)	Section 2.4.42 to Section 2.4.45
Insufficient highway capacity to release proposed scale of development	LSH Housing Assessment Development Trip Generations	Section 2.4.46 to Section 2.4.48
Underutilisation of office space at key strategic sites	Premise Checklists Valuation Office Agency Floor space Warrington Property Annual Review, 2013-2015	Section 2.4.49 to Section 2.4.51

Problem	Evidence	Reference
Air quality exceeding acceptable levels (NO ₂)	Annual Mean Concentration NO ₂ DEFRA Data Parker Street Real Time Monitoring Data	Section 2.4.37 to Section 2.4.41
Pedestrian/cycle severance from the Town Centre to Centre Park	Journey to Work Mode Share within the Town Centre (pedestrian focus)	Section 2.4.24 to Section 2.4.25

2.4.56 Metrics associated with each problem are included within the Management Case as part of the Monitoring and Evaluation Plan (Chapter 6).

2.5 Impact of Not Changing

2.5.1 In considering whether to progress with any proposed scheme, it is important to consider the counterfactual, that is, what would happen if the status quo was allowed to continue and the promoting organisation did not intervene? This involves assessing the current situation and providing both qualitative and quantitative assessments of any future situation without the intervention.

2.5.2 There are four key impacts identified with not delivering the scheme and these follow on from the problems identified section of the Business Case including:

- Transportation;
- Housing;
- Employment; and
- Environment.

2.5.3 These are discussed in more detail below. The impacts of not changing have been identified through the Strategic Case Evidence Review and project team workshops within the promoting organisation.

2.5.4 The key issues that will continue or be exacerbated by no intervention include:

Transportation

- **Increasing traffic volumes:** Traffic volumes will continue to increase across two of the most congested junctions in Warrington at Brian Bevan Island and Bridgefoot Gyratory;
- **Continuing slow traffic progression:** Traffic progression through both Brian Bevan Island and Bridgefoot Gyratory will continue to be slow, with drivers experiencing long journey times and frustration across both of these junctions. This will continue to be particularly acute in a south-west journey direction during peak periods;
- **Liverpool road junction delay:** The existing junction and movement arrangements at the Liverpool Road/Parker Street junction is the cause of significant delay for traffic accessing Wilson Patten Street or Sankey Street as there are a number of conflicting movements at this junction. Without

changes to the surrounding highway network, this delay will continue and be exacerbated as a result of future traffic growth;

- **Limitations on Town Centre development:** As traffic movements on the surrounding highway network into the Town Centre increase, the Town Centre could become less attractive as a destination for business and economic growth will be limited;
- **Journey time unpredictability:** The highway network suffers from unpredictable journey times. There is a significant inconsistency in individual travel times on different days of the week, making it difficult for drivers to plan their journeys effectively; and
- **Resilience to incidents:** Anecdotally, there is evidence that Warrington suffers acute traffic delay issues when unpredictable incidents occur on both the strategic and/or local networks.

Housing

- **Lack of housing delivery on appropriate housing land:** Failure to release prime developable land in a sustainable location for the provision of new housing as the existing supporting transport infrastructure capacity is not adequate (i.e. no delivery of housing development);
- **Requirement to find additional housing land:** Alternative housing sites to meeting housing demand required including a potential green belt review to satisfy housing demand not able to be provided at the MARO site, south of Centre Park Business Park;
- **Local authority revenue:** Impact of non-delivery of housing on future WBC income.

Employment

- **Office take-up stagnation and decline:** Failure to realise the full potential employment and economic growth opportunities at Centre Park Business Park. In the long term, as businesses choose to locate in more attractive locations with enhanced transport access, there is a real potential for stagnation and decline in office take-up for the Centre Park Business Park area; and
- **Lack of expansion of physical business space:** Impact of lack of uptake of commercial office space on future WBC income.

Environmental

- **Increasing NO₂ levels:** Worsening environmental conditions along and adjacent to, key monitoring sites in the project study area. Air quality measurements for NO₂ are likely to remain above national target levels.

2.6 Internal Drivers for Change

- 2.6.1 The Centre Park Link scheme has been developed in the context of WBC strategic business priorities. **Table 8** outlines these ‘drivers for change’ and further justifies and influences the development of the scheme.

Table 8: Internal Drivers for Change

Internal Driver	Comment
Corporate priorities under ‘Growing a Strong Warrington’	As outlined within the policy section of the Strategic Case, the corporate priorities outlined within ‘Growing a Strong Warrington’ seek to lever investment into the borough, whilst enabling promotion of the area as a place to do business. This scheme would offer the opportunity to achieve this through the use of a capital investment project to encourage additional investment and infrastructure improvement works (e.g. development of residential housing by a third park developer and enhancing the attractiveness of existing office space) that enable further economic growth. This link, a key early deliverable within Phase 1 of the Warrington Waterfront project, further supports the continued strategic aspirations of the Council to develop the Waterfront, unlocking land for development and relieving traffic congestion through the town centre.
Delivery of Local Transport Plan 3	The Local Transport Plan 3 sets out the strategic framework to guide future provision of transport services, and is prominent driver for new infrastructure proposals in Warrington. To achieve the strategic objectives as set out in this Plan, there is a need to identify initiatives that facilitate regeneration and development of housing within Inner Warrington, minimise road congestion, enhance resilience on the local highway network, all whilst leading to an uplift in the image and profile of the borough. Note: Warrington is currently developing its fourth LTP (LTP4) with two periods of further public consultation anticipated for 2018.
Delivery of the AQMA Action Plan for the Warrington AQMA	Nested within the Local Transport Plan 3, a need to reduce the traffic impact on air quality, to help reduce carbon emissions and tackle climate change is identified. This specifically includes the requirement for WBC to fulfil its statutory management duties relating to defined AQMAs. The provision of a secondary crossing point provides congestion relief through the Town Centre, assisting Warrington deliver meaningful change.
WBC Housing Targets	The Local Plan Preferred Development Option identifies a target of 22,260 by 2037 – land at Centre Park South will contribute to this.

2.7 External Drivers for Change

- 2.7.1 Organisations outside of WBC have interests in seeing the Centre Park Link scheme delivered. Some organisations have an influence on the development of the scheme, in both positive and negative ways. **Table 9** provides a summary of the external drivers for change.

Table 9: External Drivers for Change

External Driver	Comment
Promote economic growth in Cheshire and Warrington (C&W LEP)	The C&W LEP has a Strategic Economic Plan (SEP) that contains a plan programme for advancing the economic development of Chester East, Cheshire West and Chester, and Warrington. This includes specific transportation schemes (including the Centre Park Link scheme) that are aimed at improving the economic potential of the boroughs with the C&W LEP.
Maximise land development and delivery of housing (C&W LEP & DCLG)	The scheme would provide a direct major road link to an area of land which for many years has been identified as a major barrier to investment in the area. It is vitally important, therefore, that the area of land at Centre Park South which offers Warrington one of its best opportunities for expansion and growth in terms of the development and delivery of new housing is not seen as the next “bottleneck” for traffic in the area.
Improving air quality (DEFRA)	WBC has a duty to manage the influences on deteriorating air quality; transport is a significant contributor to poor air quality. The Warrington AQMA covers key through routes via the Town Centre including Chester Road and Wilson Patten Street via Bridgefoot gyratory. The proposed link is proposed to connect into the existing road network at junctures covered by an AQMA.
Public accountability for delivery	Details of the scheme have been outlined to the public and a public engagement exercise has been undertaken. There is now a public expectation that the scheme is delivered.
Delivery of national housing targets (DCLG)	Central government has a priority to deliver new homes, as set out in Laying the Foundations: A Housing Strategy for England (DCLG, 2011)

2.8 Scheme Objectives

2.8.1 The scheme objectives have been defined to directly address the problems discussed earlier in this chapter. They align closely with the business strategies for the C&W LEP, WBC and Central Government.

2.8.2 The scheme objectives for the Centre Park Link, including supporting indicators are:

Scheme Objectives:

Objective 1 Provide enhanced reliability and predictability of journeys on the transport network

Indicator 1.1 Reduction in journey times over Bridgefoot and Brian Bevan Island (W-S)

Indicator 1.2 Reduction in journey times over Bridgefoot and Brian Bevan Island (N-S)

Objective 2 Provide improved journey times at key pinch points

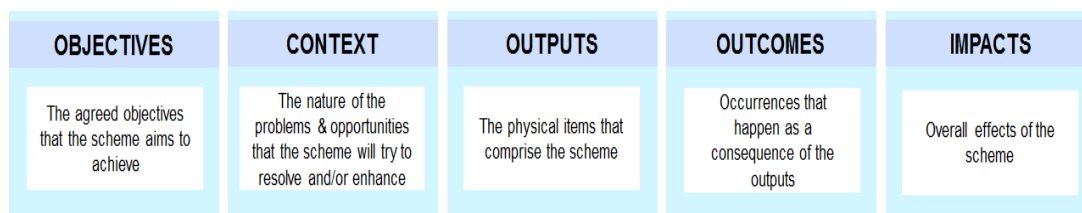
Indicator 2.1 Reduce levels of traffic delay at Brian Bevan Island

Indicator 2.2	Reduce levels of traffic delay at Bridgefoot Gyratory
Indicator 2.3	Reduce levels of traffic delay at Liverpool Road/Parker Street
Objective 3	Provide additional route options and resilience
Indicator 3.1	Provide additional route options
Objective 4	Support improvements to quality of life factors in Warrington
Indicator 4.1	Deliver air quality improvements at Chester Road and Wilson Patten Street
Indicator 4.2	Reduce pedestrian severance between town centre and Centre Park
Objective 5	Enable land to be unlocked that supports economic growth in Warrington
Indicator 5.1	Facilitate unlocking of land to provide housing supply on Centre Park
Indicator 5.2	Facilitate job growth on Centre Park

2.8.3 These objectives have been agreed by the WBC Centre Park Link Programme Board.²⁰

2.8.4 To improve transparency of decision-making in relation to the scheme, the project objectives are accompanied by an Investment Logic Map (ILM) that shows a clear rationale for the investment including short, medium and long term outcomes (see **Annex E**). The ILM has guided the development of the business case, providing a foundation for examining in greater detail the problems and outcomes that the proposal seeks to address. The ILM considers the following:

Figure 22: Investment Logic Components



²⁰ Annex F: Warrington Waterfront Programme Board Minutes

2.9 Measures for Success

2.9.1 Having established the objectives, and justified them using the ILM, it is necessary to establish measures for success. The successful delivery of the Centre Park Link scheme against the scheme objectives will be monitored as part of the post-opening scheme evaluation, further details of which are discussed later in this business case (The Management Case) and as part of the Monitoring and Evaluation Plan. The measures identified are produced using the SMART Framework and establish a baseline to judge the success of the scheme against. **Table 10** outlines the objectives with a number of supporting 'indicators' which are the agreed measures for success.

Table 10: Measures for Success

Indicator	Measure	Baseline	Completion
Obj. 1: Provide enhanced reliability and predictability of journeys on the transport network			
Indicator 1.1	Measure of journey time from Liverpool Road to Chester Road	Trafficmaster PM Peak – East/South: 11min53sec PM Peak – North/West: 14min53sec Additional times (AM/IP) provided in Evidence Review	September 2018 + 1 + 4 year monitoring
Indicator 1.2	Measure of journey time from Chester Road to Mersey Street	Trafficmaster PM Peak – Southbound: 10min 33sec PM Peak – Northbound: 5min 21sec Additional times (AM/IP) provided in Evidence Review	September 2018 + 1 +4 year monitoring
Obj. 2: Provide improved journey times at key pinch points			
Indicator 2.1	Measure of journey time and queue lengths at Brian Bevan Island junction	Baseline queue length metrics to be prepared as an output of the MMTM for full approval	September 2018 + 1 + 4 year monitoring
Indicator 2.2	Measure of journey time and queue lengths at Bridgefoot roundabout junction	Baseline queue length metrics to be prepared as an output of the MMTM for full approval	September 2018 + 1 + 4 year monitoring
Indicator 2.3	Measure of journey time and queue lengths at Liverpool Road/Parker Street junction	Baseline queue length metrics to be prepared as an output of the MMTM for full approval	September 2018 + 1 +4 year monitoring

Indicator	Measure	Baseline	Completion
Obj. 3: Provide additional route options and resilience			
Indicator 3.1	Total created highway space	0m ² of existing highway	June 2020 + 1 + 4 year monitoring
Obj. 4: Support improvements to quality of life factors in Warrington			
Indicator 4.1	Concentration of NO ₂	NO ₂ concentration on Wilson Patten Street and Chester Road/ Gainsborough Road to be determined from monitoring sites as part of Monitoring and Evaluation Baseline Report following full approval.	June 2020 + 1 + 4 year monitoring
Indicator 4.2	NOT QUANTITATIVELY MEASURABLE	Monitoring will provide commentary on pedestrian accidents, crossing opportunities and new pedestrian routes.	June 2020 + 1 + 4 year monitoring
Obj. 5: Enable land to be unlocked that supports economic growth in Warrington			
Indicator 5.1	Number of houses delivered	Estimates predict a minimum of 480 housing units.	June 2020 + 1 + 4 year monitoring
Indicator 5.2	Estimated number of jobs by increased use of available commercial floor space.	8000sqm of office space is currently vacant.	June 2020 + 1 + 4 year monitoring

2.9.2 The Monitoring and Evaluation report (**Annex AC**) confirms the metrics to be used for monitoring, which is to take place at baseline, and 1 and 4 years after opening.

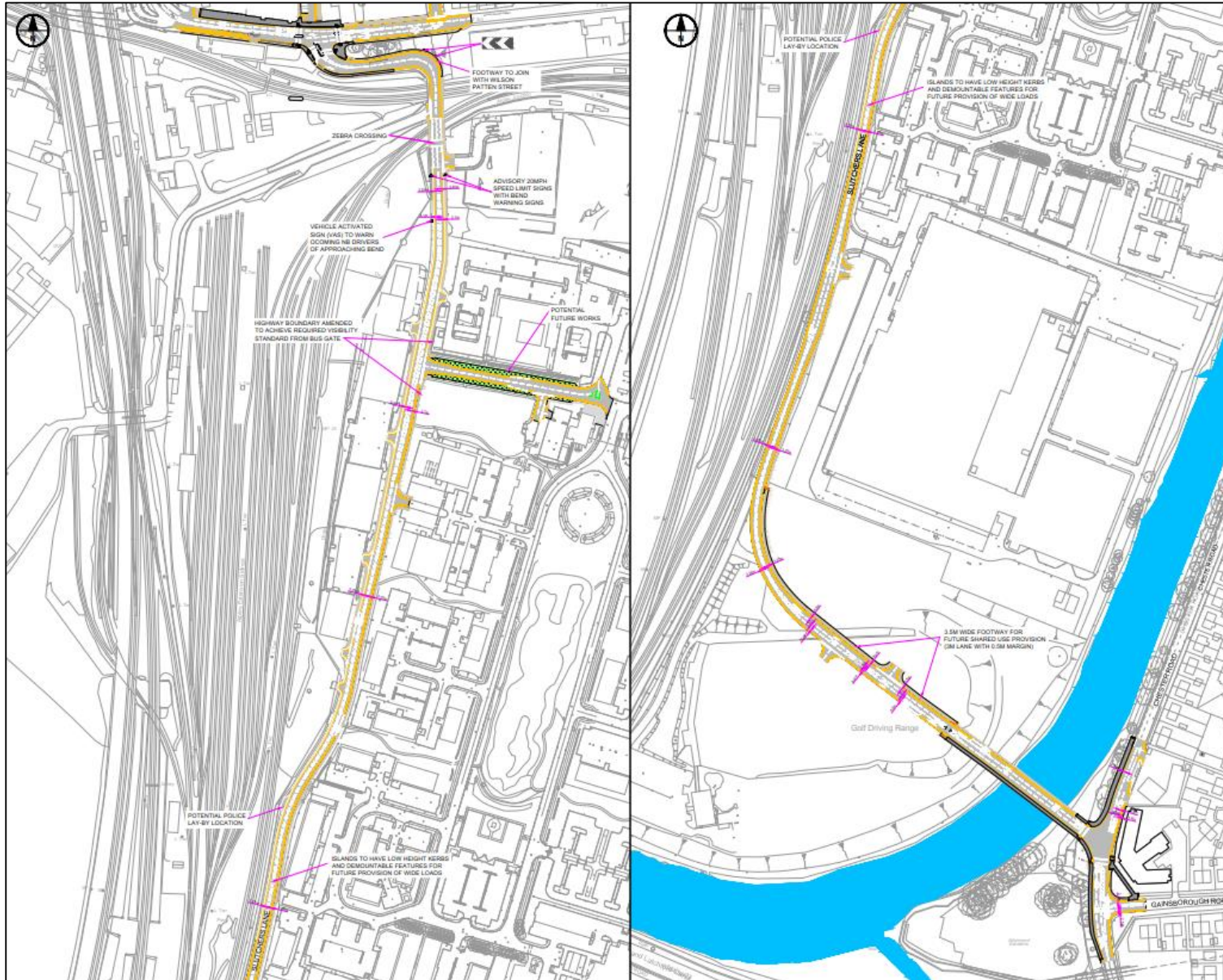
2.10 Scope

2.10.1 Considering the problems identified, the impacts of not changing and the scheme objectives, the scope of the Centre Park Link scheme was identified and agreed by the project Programme Board as:

- A new bridge structure across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern site of Centre Park;
- A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge.
- A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane;
- A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street; and
- Finally, the scheme will include a package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. The definition of the scheme scope has been agreed following an extensive process of problem identification, data analysis and objective setting.

2.10.2 It is important to clearly define the scheme scope as this creates understanding amongst key stakeholders about what the scheme will deliver and provides a fair measure for success in the Monitoring and Evaluation Plan. **Figure 23** shows the extents of the scheme red line with more detailed plans included at **Annex G**.

Figure 23: Centre Park Link General Arrangement Plan



2.11 Constraints

2.11.1 There are two key types of constraints related to this scheme, namely internal and external constraints and these are discussed below within **Table 11**:

- Internal Constraints: project constraints that exist within WBC. There is however scope to resolve some of the constraints as they are within the control of the authority; and
- External Constraints: project constraints external to WBC which may be beyond the control of WBC. These constraints may be affected by macro-conditions.

Table 11: Internal and External Constraints

Constraint Type	Internal Constraint	External Constraint
Design/ Construction	In-house skills availability to provide scheme design support Interdependent projects delivered by WBC simultaneously constraining ability to deliver construction programme	Limited skilled professionals in the market to recruit through in-house or external secondment
Governance & Funding	Internal funding is limited – capital programme and borrowing has been identified for the scheme	C&W LEP requirements to release match funding Housing Infrastructure Fund requirements to release match funding
Personnel	Limited resources to provide necessary scheme development and construction Limited funding for recruitment of necessary staffing levels	Availability of resources in the market to recruit in-house Availability of resources in the market to procure external support
Procurement	Internal procurement processes for skills and materials	Availability of materials for construction of scheme Availability of resources in the market to procure external support
Programme	Programme dependent on scheme designer and internal funding	Unpredictable events i.e., inclement winter weather
Permissions/ Licences	Application Number: 2017/29897 Application Date: 27/02/2017 Application Type: Planning Permission Accompanied by an Environmental Assessment Application	Ecological licences – an application to the Secretary of State has been made for bridging rights of the Mersey River. This has received no objections and concluded on 8 th October 2018. Land acquisition / negotiations with land owners (ongoing)

Constraint Type	Internal Constraint	External Constraint
	Decision: Granted – Planning committee approved permission on 17/05/17	
Environmental	Limited dedicated in-house ecological support	Environmental constraints are being addressed by the environmental consultants – a full set of environmental mitigation measures/plans will be consulted upon.
Technological	WBC have commissioned a scheme designer during the development phase to provide reassurance that there are no technical, technological or other 'buildability' issues that could affect the viability of the scheme	-

2.12 Inter-Dependencies

2.12.1 Internal and external factors exist within the project environment that needs to be met to ensure the successful delivery of the projects scope and objectives. The critical path identifies the key factors and milestones that need to be met in order to ensure successful project delivery and these are presented below in **Table 12**.

Table 12: Project Programme (highlighting key milestones)

Key Project Milestone	Date
Design Activities	November 2015 – July 2018
Planning Application Submitted	February 2017 (Completed)
Outline Business Case for Conditional Approval Submission	April 2017 (Completed)
Conditional Funding Approval, subject to conditions – WBC & C&W LEP ²¹	April 2017 (Completed)
Planning Approval Determination	May 2017 (Completed)
Pricing Activities	January 2018 – March 2018
Signed Stage 4 Delivery Agreement (Contract Award)	November 2018
Onsite (set up site compound)	January 2019

²¹ C&W LEP approval for WBC to draw down approved LEP funding. This approval is with the condition that it would need to be paid back if the scheme is not delivered.

Key Project Milestone	Date
Construction Activities	February 2019 – September 2020
Contract Completion	August 2020
Stage 5 – Project Close Out	September 2020

2.12.2 Based on the critical path, the following inter-dependencies are key:

- Approval of application under S106 of the Highways Act 1980 submitted on 20th December 2017 to the Secretary of State to obtain bridging right consent of the Mersey River this concluded on 8th October with no objections;
- Land Acquisition; and
- Execution of Delivery Partner Contractual Agreement.

2.12.3 In addition to the internal project interdependencies highlighted through the analysis of the programme critical path, there are a number of external project interdependencies that connect the Centre Park Link scheme to other projects.

Bridge Street Quarter

2.12.4 WBC is currently delivering a major Town Centre development programme involving the construction of a major new retail and leisure area on the site of the old Market building. Construction began on site in February 2016 and is anticipated to be fully complete in 2019.

2.12.5 The Market building will be demolished and a new facility provided for the market businesses, in addition to an increased number of retail and leisure units surrounding a new cinema complex. The will be supported by a new multi-storey car park accessed from Academy Way, involving changes to the highway arrangements.

2.12.6 The two key impacts on the Centre Park Link scheme include:

1. The additional traffic generated by the development; and
2. The traffic management changes proposed for Academy Way.

2.12.7 Academy Way will become a primary access route into the Bridge Street development and a major new multi-storey car park will be located at this point. A major exit route for traffic from this development will be along Academy Way and onto Museum Street. This will have a direct impact on the number of vehicles entering the Winmarleigh Street area.

Southern Gateway

2.12.8 The Southern Gateway masterplan covers an area to the east of the Centre Park Link scheme and will be adjacent to Brian Bevan Island. This will be a mixed use development comprising offices, education and housing. The current masterplan proposes an improved access from Brian Bevan Island into the office development at the northern end of the site and a secondary access to the housing at the southern end of the site. The will also be some development along the edge of Knutsford Road and the River Mersey.

2.12.9 This masterplan is likely to have a significant impact on the operation of Brian Bevan Island and will need improvements to this junction to operate adequately. The interaction with the proposal to remove the bus gate and connect Slutchers Lane through to Brian Bevan Island is likely to have a significant impact on both Brian Bevan Island and the Southern Gateway masterplan.

Phases 2/3 Waterfront

2.12.10 Future phases of the Waterfront scheme include:

- Phase 2: this involves the construction of a new highway link from Brian Bevan Island to meet Slutchers Lane across the north of the Centre Park site. This includes some capacity improvements to Brian Bevan Island; and
- Phase 3: working in partnership with Network Rail, WBC would like to see the closure and removal of the Arpley and Latchford Sidings and the construction of a new rail chord that connects the Helsby rail line without the need for rail vehicles to utilise Latchford Sidings. This would create opportunities for a new section of highway that directly connects Brian Bevan Island to Parker Street in both directions plus allow for the redevelopment of the land previously occupied by rail sidings.

2.12.11 The construction of the Centre Park Link would establish more favourable conditions for the delivery of future phases of the Waterfront scheme.

Mersey Gateway

2.12.12 The Mersey Gateway is a £600m bridge scheme to connect Runcorn with Widnes across the River Mersey, providing a second, major bridge crossing. This will be adjacent to the existing Runcorn-Widnes Bridge (Silver Jubilee Bridge) and will result in both available estuary crossings being tolled per vehicle trip. It is a requirement of Halton to monitor the potential impact of traffic impacts of the scheme. If there is any residual traffic impact on the scheme resulting from the construction of the Mersey Gateway, then a mechanism exists between WBC and Halton to undertake some remedial measures.

2.13 Stakeholders

2.13.1 The Centre Park Link scheme has a number of different internal/external stakeholder groups. These range from technical professionals inputting into the design/construction to local residents with concern about impact of the scheme. The key stakeholder groups, and their contribution to the project, are outlined in **Table 13**.

Table 13: Key Stakeholder Groups

Key Stakeholder Group	Project Inputs	Potential Issues/Conflicts/Mitigation
Taxis	Provision of ideas on the proposed changes to taxi waiting and parking generated as a secondary impact of the scheme	Loss of taxi waiting areas around Warrington Bank Quay Station.
Network Rail	Provision of views on access to the rail station and the ways in which connections to Warrington Bank Quay are needed	Impairment of access to the car parking areas around Warrington Bank Quay Impairment of public transport access to Warrington Bank Quay. WBC has worked with Network Rail to ensure that work

Key Stakeholder Group	Project Inputs	Potential Issues/Conflicts/Mitigation
		connected with the scheme do not impact on operational aspects of the rail network. Impacts to Network Rail structures
Virgin Trains	Provision of views on access to the rail station and the ways in which connections to Warrington Bank Quay are needed	Impairment of access to the car parking areas around Warrington Bank Quay Impairment of public transport access to Warrington Bank Quay
Disability Forum	Provision of best practice views on the issues affecting persons living with disabilities.	Severance of pedestrian routes across the town centre Potential increases in vehicular traffic
Network Warrington	Provision of views and advice on impacts on the bus network	Reduction in access to Warrington Bank Quay for public transport Change to the bus stop outside Warrington Bank Quay Station
MARO	Key landholder to provide thoughts on impact on development land/potential	Value of land applied to highway sections Delivery of housing Achievement of planning permission WBC is working with MARO to reach an agreement on the respective works to be undertaken by WBC and MARO. Ongoing discussions are taking place in relation to the Section 106 agreement.
Cycle Forum	Provision of best practice views on the issues affecting cyclists.	Increase in traffic Provision of appropriate cycle lanes Road safety
Ministry of Housing, Communities and Local Government / Homes England	Housing Infrastructure Fund (part of the funding package for scheme delivery)	-

2.14 Options

Development of the Preferred Scheme Option

2.14.1 This section of the Business Case provides an overview of the option assessment process undertaken including identification of how the deliverables align against the strategic objectives and associated problems. The option assessment process has been divided into two distinct phases:

1. Chester Road Bridge Location Assessment; and
2. Slutchers Lane / Town Centre Traffic Management Arrangement Assessment.

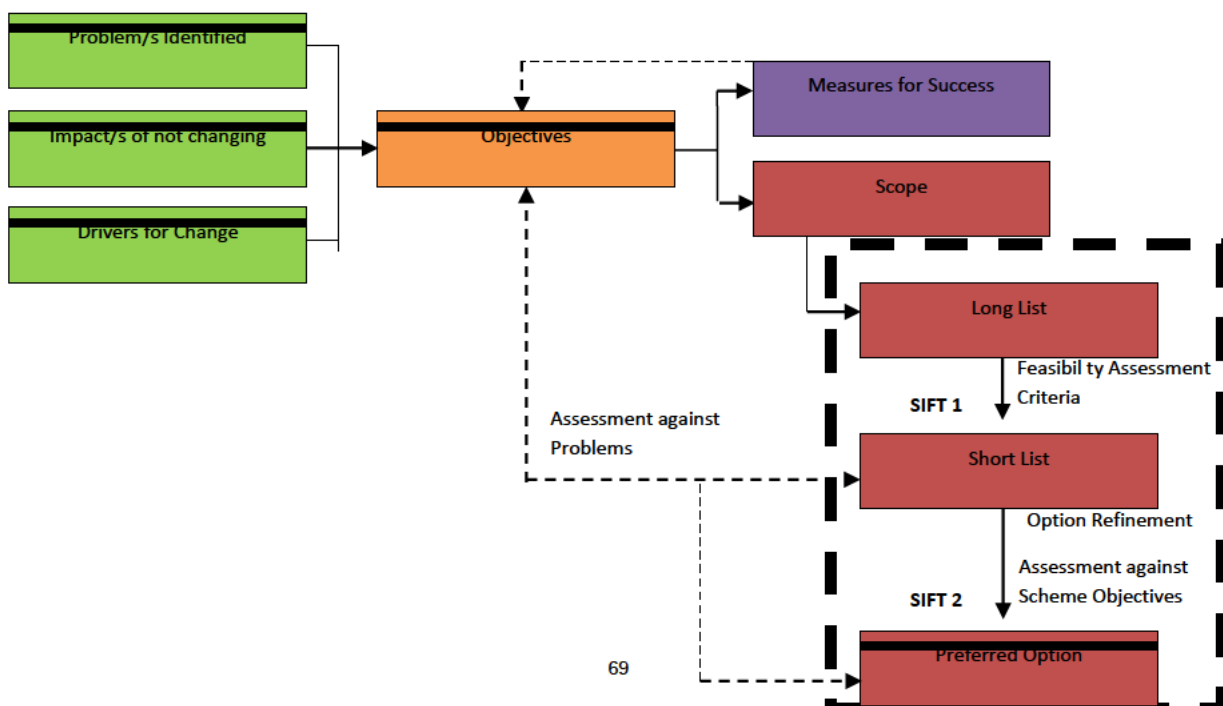
Justification for a Highway Scheme


2.14.2 Highway infrastructure, providing direct access across the Mersey River and modifications to the existing Palmyra Cultural Quarter road network, was identified as the only appropriate option. The highway scheme enables the provision of a new vehicular route into the town centre to relieve existing pressure around the Bridgefoot Gyratory and Brian Bevan Island, as well as supporting the release of development land at Centre Park South, which is not possible without a new access point to the area away from Brian Bevan Island. Supporting sustainable transport measures including cycling and walking, as well as the impact and operation of bus services through Centre Park, have however been considered through the development of the scheme and incorporated in the design.

Option Assessment Process

2.14.3 The option development and assessment process for this project is summarised below. This has included defining a long list of options, a refined short list, and the identification of a preferred option aligned with the strategic objectives. Further refinement of the preferred option to reduce risk, clarify specific deliverables and develop informed construction estimates was also undertaken. The amount of design work undertaken at each stage of the decision making process is considered proportionate to the size of the investment and the stage within project development process.

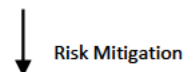
Figure 24: Option Development Process Chart





Option assessment process
outlined in this section

Phase 1: Chester Road Bridge Location Assessment



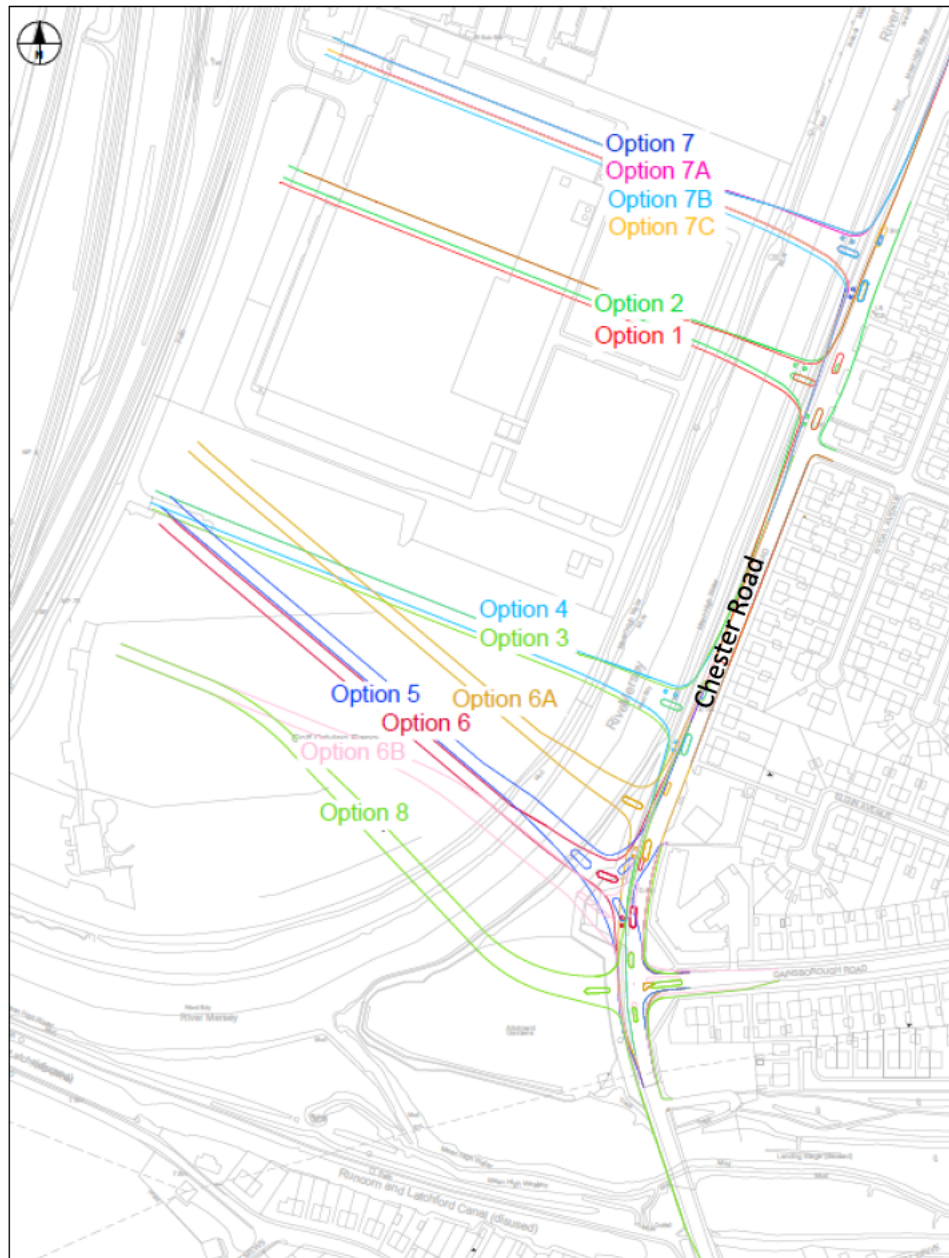
Option Identification

- 2.14.4 To determine the long list of options available, WBC investigated various bridge crossing locations over the River Mersey and subsequent tie-in designs for a new junction on Chester Road. This process identified twenty one options (13 core options illustrated on figure below). These bridge crossing locations would all require traffic management changes to the Palmyra Cultural Quarter and an upgrade to Slutchers Lane – these are discussed separately later within the chapter. A detailed description of each option is included in the Option Assessment Report (see Annex H).

Figure 25: Chester Road Bridge/Junction Long List Options^{22*}

Gainsborough Road

²² AECOM (2014) Chester Road Bridge, Location Option Report (2015)



**identifies thirteen location options with the remaining eight being variants on junction design across the options above.*

Assessment Approach

2.14.5 In accordance with the Transport Analysis Guidelines – The Transport Appraisal Process (January, 2014), considering the large number of options identified, the design work undertaken for the long list of options was progressed to a sufficient level to identify the intervention's location, the key features and the characteristics that drive intervention cost, performance and impact. The level of design undertaken enabled:

- the key physical and operational aspects of an intervention to be understood,
- interfaces an intervention might have with its environs to be identified,
- the likely change in transport network and service performance to be estimated; and

- differences between closely competing options to be identified.

2.14.6 An initial Red-Amber-Green (RAG) assessment of the long list options was undertaken against ten criteria based on known factors influencing location choice of the proposed new bridge structure including:

- Proposed Chester Road junction design;
- Traffic signal modelling using the LINSIG modelling tool;
- Strategic traffic modelling results from the Multi-Modal Transport Model tool;
- Preliminary construction cost estimates;
- Preliminary land purchase and compensation cost estimates;
- Assessment of the land purchase and acquisition process;
- Assessment of bridging levels between the eastern and western banks of the River Mersey;
- Assessment of buildability and disruption during construction;
- Impact on the existing Chester Road Fixed Bridge; and
- River Mersey navigation clearance heights.

Assessment Findings – Long List

2.14.7 The outcome of the long list RAG assessment is provided at **Table 14** which categorises each option as either ‘preferred option’, ‘reserve option’ or ‘discounted option’. Preferred options were considered for the short list including for further design development, including a requirement to be tested against the scheme objectives and problems. Reserve options were considered variations of a preferred option that achieved the same aims but included a key limiting factor; while discounted options were removed. The initial assessment identified two options with merit for further investigation including Option 6b2 and Option 8-1.

Table 14: Chester Road Bridge Long List Assessment Appraisal Comparison

Summary Matrix

	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 6a	Option 6b1	Option 6b2	Option 6b3	Option 6b4	Option 6b5	Option 6b6	Option 6b7	Option 6b8	Option 7	Option 7a	Option 7b	Option 7c	Option 8a	Option 8b	Option 8-1	Option 8-2	
1 Junction Design																								
2 LINSIG Results																								
3 MMTM Results																								
4 Preliminary Construction Cost Estimate																								
5 Land Purchase and Compensation Costs																								
6 Land Purchase and Compensation Assessment																								
7 Bridging Levels																								
8 Buildability and Construction Disruption																								
9 Chester Road Fixed Bridge																								
10 River Mersey Clearance Heights																								
Outcome																								
Preferred Option																								
Reserve Option																								
Discounted Option																								

2.14.8 A recommendation was made at the conclusion of the work that Options 6b2 and 8-1 were considered buildable and achievable factoring in the requirement for bridging heights, flood

clearance heights and tie-in requirements on Chester Road. They also provided a balance between the needs of different road users. Many of the alternative options were discounted as the engineering assessment identified that they were not realistic or deliverable within the site constraints.

2.14.9 Despite being initially discounted through the RAG assessment, a strategic decision was subsequently made by WBC to also include Option 4 as part of the short list process alongside Option 6b2 and 8-1. This decision was taken to ensure a potentially lower cost option, driven primarily by a shorter bridge span, was not discounted too early without further design definition and assessment.

2.14.10 The short list options considered were as follows:

1. **Option 4:** proposes the bridge to be constructed 1 kilometre south of the Wilderspool Causeway Roundabout and 145 metres north of Gainsborough Road and Chester Road junction (shortest span). The left turning movement of the northbound movement on Chester Road is served by an extended 140 metre pocket lane. There are also direct impacts on residences fronting Chester Road. The bridge would be approximately 30m long and 18m wide.
2. **Option 6b2:** Option 6b2 proposes the bridge links into signal controlled junction on Chester Road. This option contains separate turning lanes from Centre Park and provides right and left turning lanes into Centre Park from Chester Road. The junction at Gainsborough Road is not included within the signal operation and allows vehicles to exit Gainsborough Road turning left or right.
3. **Option 8-1:** this would form a new four-arm junction between Chester Road, Gainsborough Road and a new bridge link over the River Mersey.

Assessment Findings – Short List

2.14.11 A high level assessment of the advantages and disadvantages of the three potential options is included below:

Table 15: Comparison of Preferred Options

Scenario	Advantages	Disadvantages	Conclusions
Option 4	<p>No interaction with Chester Road Fixed Bridge</p> <p>Supports activation of land at Centre Park South for development</p> <p>Preferred option for MARO from development perspective</p> <p>No need to acquire commercial properties</p>	<p>Flood clearance levels at the threshold (Flood risk)</p> <p>Impacts residential properties</p> <p>Potential impacts on commercial properties</p> <p>Greater inbound signal phasing needed to Centre Park compared to Option 6b2 and 8-1</p> <p>Low traffic throughput on Chester Road</p> <p>One-way running during construction</p>	<p>Borderline restrictive levels and flood clearance – at the threshold</p> <p>Bridging levels severely impact cost and complexity</p> <p>Impacts residential properties</p> <p>Traffic management required during construction</p> <p>Right turn allowed at Gainsborough Road</p> <p>Less likelihood of public acceptability</p>

Scenario	Advantages	Disadvantages	Conclusions
		<p>Raising of Chester Road needed</p> <p>Poor pedestrian crossing facilities</p>	
Option 6b2	<p>Right turn at Gainsborough Road allowed</p> <p>Better Practical Reserve Capacity ratios than other options</p> <p>No interaction with Chester Road Fixed Bridge</p> <p>Provides a balance of pedestrian facilities and traffic flow</p> <p>Bridge structure within flood clearance level requirements</p> <p>Provides access to an offline construction compound</p> <p>No internal stop lines required for effective operation</p> <p>Dedicated left and right turn from Chester Road Bridge</p> <p>Low land acquisition cost</p> <p>No signal control Gainsborough Road/Chester Road</p>	<p>Requires purchase of Furness Rigby plot</p> <p>Requires some limited 'build up' of Chester Road</p> <p>Impacts traffic flow on Gainsborough Road</p> <p>Complex junction staging</p> <p>High capital construction cost</p>	<p>Acceptable junction capacity</p> <p>Achieves required flood clearance levels</p> <p>Provides access to an offline construction compound</p> <p>Low land acquisition requirements and cost</p> <p>Good pedestrian crossing facilities</p> <p>High Capital Construction Cost</p> <p>Requires purchase of Furness Rigby plot</p>
Option 8-1	<p>No running lane onto Chester Road Fixed Bridge</p> <p>Potential for offline construction</p> <p>Viable traffic management options during construction</p> <p>Good pedestrian facilities</p> <p>Low land acquisition cost</p> <p>Potential to create a gateway plot</p> <p>Four-arm signal gives total junction control</p>	<p>Junction saturation in both Peaks above 100%</p> <p>Increase in traffic on Gainsborough Road</p> <p>Requires purchase of Furness Rigby plot</p> <p>Requires land take on Gainsborough Road</p> <p>Complex junction staging</p> <p>High capital construction cost</p>	<p>Provides a viable construction option</p> <p>Does not deliver initial adequate junction operation</p> <p>Avoids Chester Road Fixed Bridge</p> <p>Low land acquisition cost</p> <p>Achieves required flood clearance levels</p> <p>Provides access to an offline construction compound</p> <p>Low land acquisition requirements and cost</p> <p>All movements junction</p>

2.14.12 Option 8-1 was devised as a suitable alternative to the Option 6b2, being broadly located within the same area and potentially meeting all the agreed scheme objectives. In comparison to Option 6b2 some significant delivery challenges existing, including:

- The existence of a large electrical pylon within the red line boundary for the option;
- The drop in the efficiency of the junction with Chester Road due to the requirement for a four-arm junction and an all red pedestrian signal phase;
- The public concern about impacts on traffic levels along Gainsborough Road; and
- The impacts on the surrounding land uses.

2.14.13 The assessment of the advantages and disadvantages outlined above, led to a refinement of the short list to focussing on Option 4 and 6b2. However to further test the feasibility of reducing costs and ensure the option development process was suitably robust, Option 4 and 6b2 were again refined into Option 6C1 and 6C1-Value, and Option 4 and 4 Value for this supplementary assessment. The key assumptions are included below:

Table 16: Short List Option Refinement

Option	Description / Assumptions
Option 6C1	Option 6b2 with the removal of splitter islands, a reduction to the deck width, removal of the major central island, readjustment of the alignment further north, reduction in need for retaining walls, and no left turn onto Gainsborough Road.
Option 6C1 Value	Option 6C1 with all parameters reduced with the core purpose of making the construction cost estimate as low as possible. This included removal of dedicated turn lanes and pedestrian islands.
Option 4	Same junction arrangement as Option 6C1 but with a reduced width bridge span given it's a shorter section of the River Mersey to cross.
Option 4 Value	Option 4 with all parameters reduced with the core purpose of making the construction cost estimate as low as possible. This included removal of dedicated turn lanes and pedestrian islands.

2.14.14 The 'Preferred Option' was identified by testing the above against varying combinations of:

- One-way north bound, two-way and one-way south bound on Slutchers Lane;
- Development scenarios; and
- Including the removal of the Centre Park Bus Gate and converting for access to all vehicles.

Following tests outlined in section 2.14.14, combined with an assessment against the scheme objectives, the preferred option was identified as:

- Option 6C1, a variant on Option 6b2.

Option 6C1 was then presented to the public as part of the initial round of public consultation in December 2015. The principle of a new bridge crossing over the River Mersey

was shown to have substantial public support. Approximately 80%²³ of respondents to public consultation in December 2015 supported the new crossing.

Phase 2: Supporting Works: Slutchers Lane and Town Centre Traffic Management Arrangements

Option Identification

- 2.14.15 In addition to the Chester Road bridge location, the scheme requires further work with regard to traffic management for the Town Centre and Slutchers Lane to facilitate the new highway link. This is mandatory to ensure the effective operation of the junction between Slutchers Lane and Wilson Patten Street.
- 2.14.16 Although a critical element for the overall scheme delivery, these aspects of the scope are not a driver or influencing factor on the bridge location enabling the assessment to be undertaken separately. The option assessment process was completed once the Chester Road Bridge location was fixed.
- 2.14.17 With specific regard to these improvements, the following Slutchers Lane and traffic management arrangements for the Town Centre were identified:

Slutchers Lane

- One-way northbound;
- One-way southbound; and
- Two-way.

Town Centre

- Clockwise: changing the highway network so that this network of streets works as a clockwise gyratory;
- Anti-clockwise: changing the highway network so that this network of streets works as an anti-clockwise gyratory; and
- Hybrid: an anti-clockwise gyratory option but with a two-way to all traffic section along Sankey Street.

Bus Gate

- Bus Gate Open: two-way through traffic movements between Brian Bevan Island and Slutchers Lane; and
 - Bus Gate Closed: maintain existing arrangements.
- 2.14.18 The various permutations of the above potential scope variants leads to the identification of eighteen unique options for assessment including:
1. One-way northbound / Clockwise / Bus Gate Open;
 2. One-way northbound / Clockwise / Bus Gate Closed;
 3. One-way southbound / Clockwise / Bus Gate Open;
 4. One-way southbound / Clockwise / Bus Gate Closed;
 5. Two-way / Clockwise / Bus Gate Open;

²³ Sample Size - 415 respondents: 330 - supportive; 41 – not supportive; 34% - undecided; 10 – didn't respond.

6. Two-way / Clockwise / Bus Gate Closed;
7. One-way northbound / Anti-clockwise / Bus Gate Open;
8. One-way northbound / Anti-clockwise / Bus Gate Closed;
9. One-way southbound / Anti-clockwise / Bus Gate Open;
10. One-way southbound / Anti-clockwise / Bus Gate Closed;
11. Two-way / Anti-clockwise / Bus Gate Open;
12. Two-way / Anti-clockwise / Bus Gate Closed;
13. One-way northbound / Hybrid / Bus Gate Open;
14. One-way northbound / Hybrid / Bus Gate Closed;
15. One-way southbound / Hybrid / Bus Gate Open;
16. One-way southbound / Hybrid / Bus Gate Closed;
17. Two-way / Hybrid / Bus Gate Open; and
18. Two-way / Hybrid / Bus Gate Closed.

Public Consultation

- 2.14.19 Public consultation in December 2015, presented a one-way southbound option with a clockwise gyratory arrangement to gauge initial feedback. Despite being in support of the scheme overall (80% support rate) significantly less support was received for the one-way southbound proposal (47%). The consultation also considered the opening of the bus gate to two-way through traffic movements between Brian Bevan Island and Slutchers Lane. This would support enhanced vehicle movements through the Town Centre, contributing to network capacity and resilience improvements. The initial public consultation highlighted 73% of respondents would support the opening of this link.
- 2.14.20 A second round of public consultation was undertaken in July – August 2016 with six events, attracting 759 people, supplemented by 184 completed questionnaires. Key findings included:
- 71% of respondents to the questionnaire agreed with the proposals for the Chester Road, Slutchers Lane, Gainsborough Road junction; and
 - 80% of respondents to the questionnaire agreed with the proposals for Slutchers Lane.
- 2.14.21 Further detail regarding the process and outcome of the community consultation is included within the Management Case and reported in full within **Annex I**.

Assessment Approach

- 2.14.22 In response to the initial round of public consultation, WBC undertook to prepare a multi-criteria assessment of the various Slutchers Lane and Town Centre traffic management options. On 23 March 2016, a multi-criteria assessment, informed by AECOM and Mott MacDonald consultancy support in partnership with WBC, was undertaken to determine the feasibility of the eighteen potential supporting traffic management options. The following presents a summary of this assessment, leading to the identification of preferred option(s) to be taken forward with the Chester Road bridge location for Financial and Economic appraisal. The assessment notes are reported in full within **Annex J**.
- 2.14.23 The assessment was undertaken against the following known influencing factors:

1. Road safety at Slutchers Lane;
2. Change in efficiency of junctions (assessed following the workshop for preferred options);
3. Change in traffic flows on Slutchers Lane;
4. Potential public acceptability;
5. Impact on access to Bank Quay Rail Station for vehicles;
6. Impact on access to the Network Rail car park for vehicles;
7. Change in traffic flows on Wilson Patten Street/Parker Street;
8. Change in flows on Gainsborough Road;
9. Overall impact on Bridgefoot Gyratory;
10. Overall impact on Brian Bevan Island;
11. Legal Orders Risks;
12. Traffic Regulation Order (TRO) Process Risks;
13. Impact on access for existing businesses; and
14. Impact on walking and cycling.

Assessment Outcome

- 2.14.24 The anti-clockwise and hybrid options traffic management arrangements for the Town Centre require the junction at Slutchers Lane/Wilson Patten Street to be signalised to allow right turning traffic to merge into the westbound flow along Wilson Patten Street. This would significantly reduce the potential capacity of both the proposed highway link from the new bridge along Slutchers Lane and westbound along Wilson Patten Street, particularly in the PM peak. Therefore, Options 7-18 were deemed inappropriate and discounted. These options were also not able to meet the scheme objectives in terms of traffic delay, journey times and capacity.
- 2.14.25 At present, the 'Blue Bridge' includes a restrictive covenant that prevents the opening of this route to general traffic without intervention. Legal advice suggests that resolving the restrictive covenant issues will not be possible within the existing funding window. Based on this advice, options to amend traffic arrangements associated with the bus gate have currently been withdrawn. This discounts half the 18 options assessed including 1, 3, 5, 7, 9, 11, 13, 15 and 17. However, considering the potential benefits and public support, all options progressed must not preclude the opportunity to open the bus gate as part of any future phase, should the legal issues be resolved.
- 2.14.26 The inability to deliver the opening of the bus gate means that a southbound only option is also not feasible. This is due to the inability for northbound traffic to divert to on approach to the one-way section of Slutchers Lane. This would mean a requirement for significant advance warning that this is not a through road and a turning head would need to be in-situ leading to significant conflicts and a reduction in the safety and efficiency of the new link. On this basis, the assessment discounted Options 3, 4, 9, 10, 15 and 16.
- 2.14.27 The introduction of a one-way northbound arrangement on Slutchers Lane was observed to provide traffic benefits for Bridgefoot roundabout and Brian Bevan Island due to rerouting, particularly through the AM Peak. Furthermore, the two-way traffic arrangement offers additional benefits (quantified in total volumes of traffic) against the one-way alternatives. This was reinforced with Options 5 and 6 (two-way, clockwise) assessed to provide a largely

positive impact against the scheme objectives in terms of journey time and delay; as well as the public consultation highlighted a preference for two-way traffic movement.

- 2.14.28 Whilst safety risks were identified for one-way northbound and two-way route options within existing designs, the multi-criteria assessment identified that further design development may be undertaken to mitigate these risks. The potential benefits attributable to these options justify the additional mitigation works to address these safety risks.

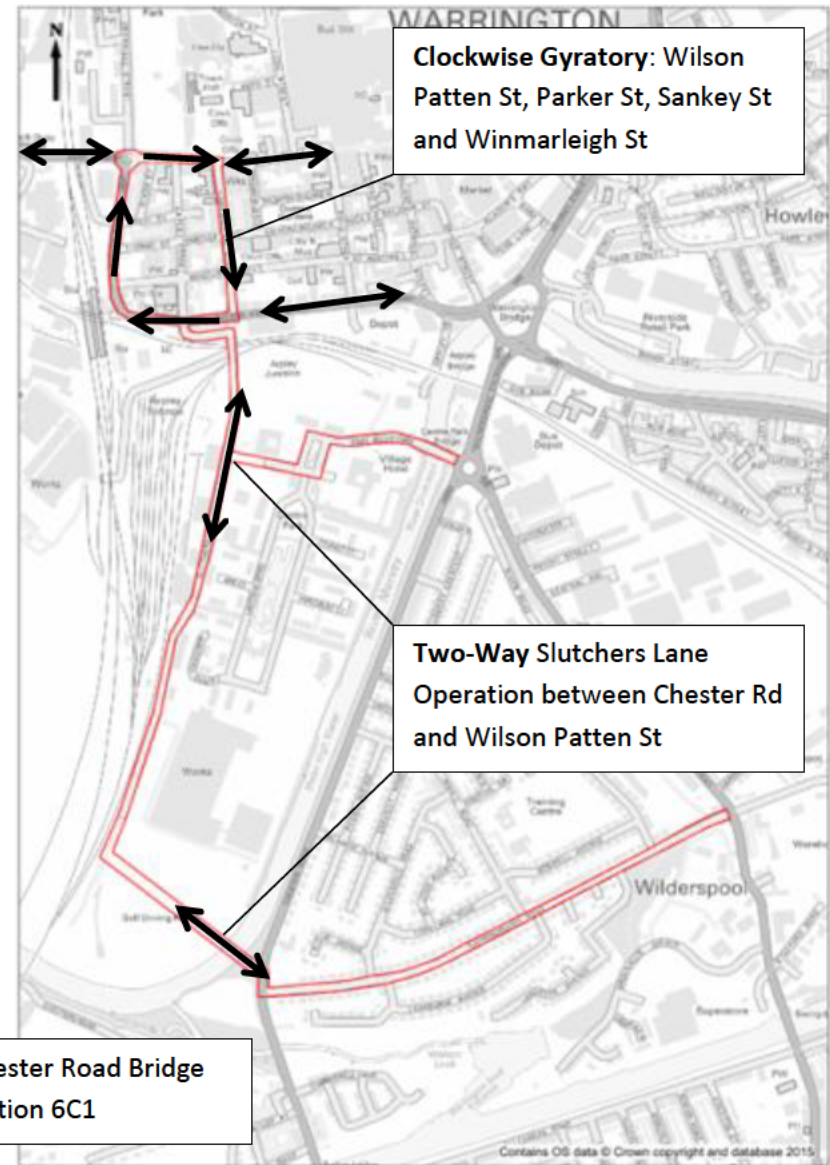
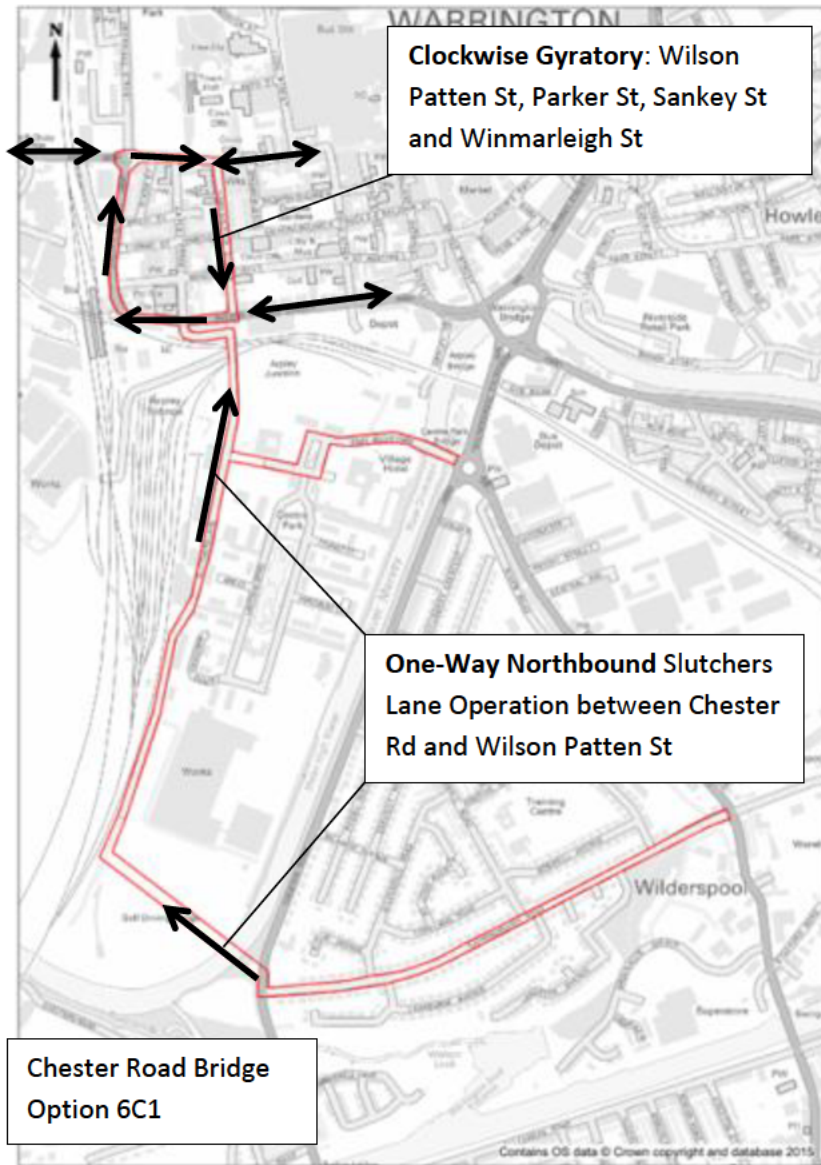
Following the multi-criteria assessment, combined with an assessment against the scheme objectives, the preferred options were identified as:

- Option 2: One-way Northbound on Slutchers Lane with Clockwise Gyratory in the Town Centre (Bus Gate Closed);
- Option 6: Two-way Slutchers Lane with Clockwise Gyratory in the Town Centre (Bus Gate Closed).

The proposed options to be taken forward are presented in **Figure 26** and **Figure 27**.

Figure 26: Option 2 - One-way northbound / Clockwise / Bridge 6C1

Figure 27: Option 6 - Two-way / Clockwise / Bridge 6C1



Scheme Objective Alignment

2.14.29 A standalone qualitative assessment of the performance of the scheme preferred options was made against the identified scheme objectives. **Table 17** summarises the performance of each route using a 4 point scale with three ticks representing strong alignment against an objective and no ticks representing no alignment with an objective.

Table 17: Preferred Options

No.	Objectives and Sub-Indicators	Chester Road Bridge 6C1 / One-way Northbound Slutchers Lane / Clockwise Town Centre Gyratory	Chester Road Bridge 6C1 / Two-way Slutchers Lane / Clockwise Town Centre Gyratory
1	Provide enhanced transport accessibility to support economic growth in Warrington	✓✓	✓✓✓
1.1	Facilitate unlocking of land to provide housing supply on Centre Park	✓✓✓	✓✓✓
1.2	Facilitate job growth on Centre Park	✓✓	✓✓
2	Provide enhanced reliability and predictability of journeys on the transport network	✓✓	✓✓
2.1	Reduction in West-South/South-West journey times over Bridgefoot and Brian Bevan Island	✓✓	✓✓✓
2.2	Reduction in North-South/South-North journey times over Bridgefoot and Brian Bevan Island	✓✓	✓✓✓
3	Provide improved journey times at key pinch points	✓	✓✓
3.1	Reduce levels of traffic delay at Brian Bevan Island	✓	✓✓
3.2	Reduce levels of traffic delay at Bridgefoot Gyratory	✓	✓✓
3.3	Reduce levels of traffic delay at Liverpool Road/Parker Street	✓✓	✓
4	Provide additional route options and resilience	✓✓	✓✓✓
4.1	Provide additional route options	✓✓	✓✓✓
5	Support improvements to quality of life factors in Warrington	✓✓	✓✓
5.1	Deliver air quality improvements at Chester Road and Wilson Patten Street	✓✓	✓✓
5.2	Reduce pedestrian severance between town centre and Centre Park	✓✓	✓✓

Assessment of Low Cost Alternative

2.14.30 In accordance with DfT's Transport Analysis Guidance for Technical Project Managers, the project team undertook an option assessment process to consider whether a low cost alternative could be identified that would also deliver against the scheme objectives.

2.14.31 A workshop was held on the 12th April 2016 which identified two potential ways to define a low cost alternative including:

- Breakdown of the existing scheme: identify distinct components of the scheme and determine whether a smaller combination of parts can achieve the same objectives; and
- Identify a totally new scheme: review the objectives, and assess and identify alternative schemes within the study area that achieve the desired outcomes.

2.14.32 Ten low cost alternatives were identified for consideration – the high level scope for each is summarised below in **Table 18** with further detail provided at **Annex K**.

Table 18: Low Cost Alternatives Identified

Option Ref	Construction of new Centre Park Link bridge	Town Centre Gyratory	Removal of the Bus Gate	Slutchers Lane Direction	Construction of a through connection to Slutchers Lane	Upgrades to Brian Bevan Island
1	✓	x	x	Two-way	✓	x
2	x	x	x	Two-way	x	x
3	x	x	✓	Two-way	x	x
4	x	x	✓	Two-way	x	✓
5	x	x	x	Two-way	x	✓
6	x	x	✓	Two-way	x	✓
7	x	x	✓	Two-way	x	x
8	✓	x	x	Two-way	x	✓
9	✓	✓	x	Two-way	x	✓
10	x	✓	x	Two-way	x	✓

2.14.33 The ten low-cost alternatives identified were assessed against the existing scheme objectives; buildability and realistic nature of the proposition; whether the option was significantly cheaper than the preferred scheme options; and if it could be delivered within the current C&W LEP funding window. The outcome of the assessment is presented in **Table 19**.

Table 19: Low Cost Alternative Assessment Framework

Option Ref	Objectives					Low Cost Alternative Criteria					Issues/Commentary
	Journey reliability	Journey times	Additional routes	Quality of life	Land development	Can it be delivered in the C&W LEP funding window?	Is it significantly cheaper?	Is it deliverable – buildability?	Is it realistic?	Does it meet all the scheme objectives?	
1	x	-	✓	-	✓	✓	x	✓	x	x	Benefits at Wilson Patten Street will be cancelled out by severe traffic congestion on Slutchers Lane. Benefits in air quality terms at Brian Bevan Island / Disbenefit for Palmyra Quarter.
2	x	x	x	x	✓	✓	✓	✓	x	x	More traffic on the same network, particularly at Brian Bevan Island. Previous Transport Assessments show that Brian Bevan will not be able to accommodate further intensification of development on Centre Park. Provides no additional routes but local access instead.
3	x	x	✓	x	✓	x	✓	x	x	x	More traffic on the same network, particularly at Brian Bevan Island. Previous Transport Assessments show that Brian Bevan will not be able to accommodate further intensification of development on Centre Park.
4	✓	✓	✓	-	✓	x	x	✓	x	x	More traffic on the same network, particularly at Brian Bevan Island. Previous Transport Assessments show that Brian Bevan will not be able to accommodate further intensification of development on Centre Park. Requirement for a significant junction improvement at Brian Bevan Island - need the removal of the fifth arm of the junction. This would compromise the Southern Gateway scheme. Substantial land take at Brian Bevan Island.

Option Ref	Objectives					Low Cost Alternative Criteria					Issues/Commentary
	Journey reliability	Journey times	Additional routes	Quality of life	Land development	Can it be delivered in the C&W LEP funding window?	Is it significantly cheaper?	Is it deliverable – buildability?	Is it realistic?	Does it meet all the scheme objectives?	
5	-	-	x	-	✓	x	x	✓	x	x	More traffic on the same network, particularly at Brian Bevan Island. Previous Transport Assessments show that Brian Bevan will not be able to accommodate further intensification of development on Centre Park. Requirement for a significant junction improvement at Brian Bevan Island - need the removal of the fifth arm of the junction. This would compromise the Southern Gateway scheme.
6	✓	✓	✓	✓	✓	x	x	✓	x	✓	As per Option 5
7	-	-	✓	-	✓	x	✓	✓	x	x	Balancing of benefits/disbenefits between Brian Bevan and Wilson Patten Street
8	x	x	x	-	✓	✓	x	✓	x	x	Scheme would only be supported if was wholly developer funded. Would also require further mitigation works.
9	✓	✓	x	✓	✓	✓	x	✓	x	x	Journey time improvements would be minor.
10	-	x	x	x	✓	✓	x	✓	x	x	There would be planning restrictions on single access estates requiring an emergency access

Legend: - equal to Neutral; x equal to No; and ✓ is equal to YES

2.14.34 The assessment determined NO viable low cost alternative is available for inclusion in the Business Case. In summary, the low cost alternatives identified were considered to:

- Not deliver on the scheme objectives;
- Have issues as to whether they would realistically address the identified problems the scheme has set out to achieve;
- Not meet WBC's priorities, set out in Growing a Strong Warrington; and

- Include significant conflicts/impacts for existing prioritised infrastructure schemes.

Assessment and Resolution of Secondary Issues with Preferred Option

2.14.35 Having determined there was no viable low cost alternative, further option development was undertaken for Option 2 and 6. This included investigation of two key questions that remained outstanding:

- Could Slutchers Lane operate two-way rather than one-way?
- Does the scheme operate better with, or without, the gyratory?

2.14.36 The process and outcomes of Stage Four of the assessment are outlined below.

One-Way or Two-Way?

2.14.37 The modelling results showed that the two-way arrangement offers some significant benefits over the one-way option as benefits of the scheme can be accrued to the tidal nature of the traffic flows over Brian Bevan and Bridgefoot in both peaks. However, it was forecast that the two-way arrangement on Slutchers Lane would create additional issues with vehicle movement around the proposed gyratory, as complex traffic engineering solutions were required to achieve access from the Town Centre from the new link at Slutchers Lane.

2.14.38 In addition to re-testing the operation of the one-way or two-way options, WBC conducted a second round of public consultation in July 2016. The second consultation was more detailed than the first consultation, containing more information on the bridge location and design, detailing how any Town Centre Gyratory arrangement might operate and included some proposals for traffic engineering works on surrounding roads. The consultation included the potential to change the scheme from a one-way proposal to a two-way proposal, in line with the feedback received from the first consultation exercise.

It was clear from both the scheme modelling and the public consultation exercises that the two-way option was preferred at this stage.

Gyratory or No Gyratory?

2.14.39 The outcomes of the public consultation, and re-testing of a two-way option, raised some questions about the benefits of including the town centre gyratory in the scheme. Whilst the two-way Slutchers Lane option, with the gyratory, showed overall scheme benefits, it was showing significant pinch-points of queueing and traffic delay at key junctions in the Town Centre. In prioritising the movement of traffic around Wilson Patten Street, Parker Street, Sankey Street and Winmarleigh Street, the model forecast queues on the signal arms attempting to access the gyratory.

2.14.40 The testing showed that the overall traffic benefits of Slutchers Lane being two-way were greater than the one-way option. It showed that whilst including the gyratory in the scheme provided some benefits, it also caused some acute traffic delay issues at the proposed Winmarleigh Street/Wilson Patten Street junction and the existing Liverpool Road/Parker Street junction.

The assessment forecast that the best performing option would be to deliver a **two-way link** on Slutchers Lane with no gyratory in the town centre.

2.14.41 Further testing identified a number of forecast secondary impacts on the town centre highway network, including:

- Diversion of large volumes of traffic through the Cultural Quarter, specifically along Palmyra Square North and south along Bold Street;
- Diversion of large volumes of traffic along Crosfield Street and Leigh Street;

- Large increases in delay at the junction of Midland Way and Froghall Lane;
- Large numbers of vehicles turning right from the Slutchers Lane/Wilson Patten Street signals and creating a need for a large right turning phase in the signals at the proposed new junction in the 'no gyratory' option; and
- Diversion of large numbers of vehicles northbound along Winmarleigh Street.

2.14.42 In order to assess the impact of attempting to resolve the secondary impacts identified above, tests were conducted on an incremental basis, including:

- Reversal of Bold Street to run NB only to try and address the forecast increases in traffic through Palmyra Square;
- Implementing a maximum speed limit on Slutchers Lane to better reflect the realistic speeds drivers can achieve around the Slutchers Lane 'S-Bend';
- Implementing an artificial 'cap' on the total number of vehicles that could use Slutchers Lane to test what a realistic capacity of this link is;
- Introducing a pedestrian crossing on Winmarleigh Street to better reflect the requirement for a pedestrian crossing and assess its impact on traffic; and
- Placing a restriction on the link capacity through Museum Street and White Street to better reflect the residential nature of the streets.

The results of testing the above showed that:

- Bold Street should remain as it currently operates (SB only);
- a speed cap should be introduced on the 'S-Bend' at Slutchers Lane;
- a pedestrian crossing should be introduced on Winmarleigh Street; and
- vehicle restrictions should be placed on the route through Museum Street and White Street.

THE ECONOMIC CASE

03

3 THE ECONOMIC CASE

3.1 Introduction

3.1.1 This chapter presents the ‘Economic Case’ for the Centre Park Link scheme. It outlines the value for money of the options appraised, considering both monetised and non-monetised impacts in terms of their economic, environmental, social and distributional impacts. A separate assessment is also included of GVA impacts and land value uplift.

Outline Approach to assessing Value for Money

3.1.2 The ‘Economic Case’ assesses the impacts of the proposed options, culminating in the preparation of a Value for Money statement. This fulfils HM Treasury requirements for appraisal and is used to demonstrate Value for Money in the use of taxpayers’ money.

3.1.3 Aligned with HM Treasury’s appraisal requirements, the impacts considered are not limited to those directly impacting on the measured economy, or to those which can be monetised. The economic, environmental and social impacts are also examined using qualitative and quantitative information.

3.1.4 The Value for Money statement is formed on the basis of four standard output tables in WebTAG. These include:

- Transport Economy Efficiency Table (TEE Table) presenting the majority of the present value benefits;
- Public Accounts Table (PA Table) presenting the majority of the present value costs;
- Analysis of Monetised Costs and Benefits Table (AMCB Table) presenting the net present value and benefit cost ration; and
- Appraisal Summary Table (AST) detailing the non-monetised benefits and costs.

Compliance with DfT requirements for The Economic Case

3.1.5 The DfT’s guidance document, ‘The Transport Business Case: Economic Case’, outlines the areas that should be covered as part of the documentation. **Table 20** shows where the information on these areas can be found in this document.

Table 20: Compliance with DfT requirements for The Economic Case

Component	Description	Status	In Section
Introduction	Outline approach to assessing value for money	Completed	3.1
Options Appraised	A list of options (set out in The Strategic Case) that have been appraised	Completed	3.2
Assumptions	WebTAG sets out assumptions that should be used in the conduct of transport	Completed	3.3

Component	Description	Status	In Section
	studies. List any further assumptions supporting the analysis.		
Appraisal Summary Table	See WebTAG for detailed guidance on producing the Appraisal Summary Table	Completed	3.4
Value for Money Statement	See Value for Money guidance on producing the VfM statement	Completed	3.5
Sensitivity and Risk Profile	Set out how changes in different variables affect the Net Present Value/Net Present Cost. The risk profile should show how likely it is that these changes will happen	Completed	3.6

3.2 Options Appraised

- 3.2.1 As detailed in **section 2.14** of the Strategic Case, the option development process identified a preferred scheme option to be taken forward for economic and financial appraisal. **Table 21** provides a high level summary of the preferred option. This assessment reported in this Economic Case focuses on the preferred option, although a sensitivity test is included where the bus gate is opened. Previous versions of the Economic Case included an assessment of a one way northbound option on Slutchers Lane (Option 2 in the Strategic Case) in addition to a two way option (Option 6) – assessment of both these options included the town centre gyratory, which as explained in the Strategic Case, has since been removed.

Table 21: Preferred option for appraisal

Scope
New bridge structure across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern site of Centre Park
A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge
A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane

Scope
A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street
Package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. The definition of the scheme scope has been agreed following an extensive process of problem identification, data analysis and objective setting
Bus Gate Closed

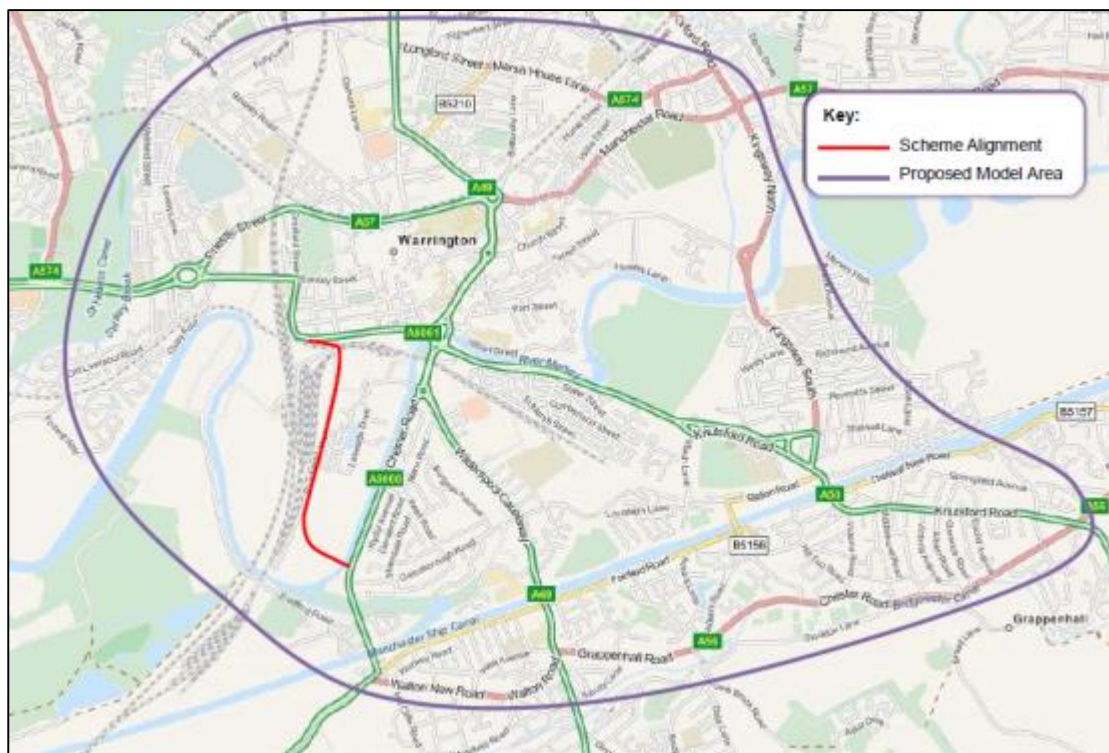
3.3 Assumptions

Key Modelling Assumptions

Model Development

- 3.3.1 Traffic forecasting has been undertaken using the Warrington Town Centre Model – this is a new model, specifically developed to assess the economic benefits and impact of the scheme on traffic circulation within the town centre. This new model is a cordoned version of the 2008 WMMTM with the model area illustrated through **Figure 21**.

Figure 28: Warrington Town Centre Model Cordon



- 3.3.2 The development of the model follows guidance set out in the Department for Transport’s Transport Appraisal Guidance (WebTAG). The development process for the model is fully described in the Warrington Town Centre Model, the Local Model Validation Report (**Annex L**) and the Appraisal Specification Report (**Annex M**). Information on the traffic forecasting approach and the application of the model in testing with specific regard to the Centre Park Link scheme is reported in the Forecasting Report.
- 3.3.3 The model has been calibrated for 2015.

3.3.4 There are no network changes to the do-minimum scenario within the modelled area, thus the core do-minimum network is the same as the do-nothing network.

3.3.5 The scheme has been developed to address the scheme objectives as outlined in **section 2.8**. The scheme objectives have been defined to directly address the problems identified within the study area, as identified in the Strategic Case and the Evidence Review Report. They closely align with the business strategies for the C&W LEP, WBC and Central Government.

Scheme opening and forecast year

3.3.6 The TUBA assessment has been carried out on the basis of a 2021 opening year, although the 2018 model was used to represent 2021 traffic conditions. The cost benefit assessment has been carried out over the standard 60 year period.

3.3.7 2033 has been defined as the forecasting year. It is assumed that no further traffic growth occurs beyond 2033.

3.3.8 Forecast flows and the growth assumptions are discussed in the Forecasting Report.

Modelled periods

3.3.9 Cost and demand inputs have been extracted from the Centre Park Model for three time periods – AM Peak, Inter Peak and PM Peak.

Build Up of Dependent Development

3.3.10 In reality the traffic impact development in the area released by the scheme will build up over several years. For the purpose of this assessment it has been assumed that all development would be in place in 2028.

3.3.11 This assumption does not affect the results presented in the TEE, AST and AMCB tables since these assessments are independent of developments.

3.3.12 It does however affect the assessment of the external impacts of development, thus values reported in the assessment would represent a pessimistic view of the outcome and slightly overestimate negative effects on traffic.

Vehicle Types and Purposes

3.3.13 The model represents two user classes, cars and HGVs. The default splits included within the TUBA economic file have been used to split these into trip purposes. Default vehicle occupancies have been used.

Traffic Forecasts

3.3.14 A standard approach has been taken to traffic forecasting, based on the inclusion of committed development within the model area, controlling overall growth to the National Trip End Model (NTEM) version 6.2.

3.3.15 The results of the traffic forecasting are fully reported in the separate report Centre Park Link Scheme –Forecasting Report – see **Annex N**. The traffic forecasts were completed prior to the production of the OBC. The forecasts have not been updated as part of the FBC, but a review of the existing model forecasts has been undertaken based on new NTEM forecasts and local development data. The review concluded that the forecasts produced for the OBC are fit for purpose for the FBC. This review has been appended to the Forecasting Report.

Key Appraisal Assumptions

TUBA

3.3.16 Version 1.9.10 of TUBA has been used for all the assessments reported in this chapter. This version of TUBA takes account of the Department for Transport's revised values of time as released in the WebTAG Databook in December 2017.

Annualisation factors

3.3.17 Annualisation factors have been derived to convert modelled results (representing a modelled peak hour or modelled average hour) into annual results. Factors have been calculated using the results from six automatic traffic counters located within the modelled area. These have been used to calculate factors to scale peak hours to peak periods. The following annualisation factors have been assumed to convert the modelled periods to annual costs and benefits and were applied in TUBA.

Table 22: TUBA Annualisation factors

Period	Hours/day	Days/year	Annualisation Factor
AM Peak	2	253	506
Inter Peak	8	253	2024
PM Peak	2	253	506

3.3.18 The assessment periods represent a 12 hour day for 253 days of the year, thus covering 3,036 out of the 8,760 hours in the year and as such represent a conservative estimate of the potential overall benefits for the scheme.

Present Value Benefits

3.3.19 The benefits are summarised within **Table 31**. The Present Value of Benefits (PVB) is derived from the modelled journey times and travel costs and processed by the TUBA program to produce monetary values for user time savings, user charges and revenue.

3.3.20 Total values for user time savings, user charges and indirect taxation for each user class have been extracted from the TUBA output files representing the whole appraisal period. This takes account of the varying values of operating cost and time by trip purpose.

Present Value of Costs

3.3.21 The Present Value of Costs (PVC) is derived by building up and summing the following cost elements over the 60 year appraisal period:

- Capital costs provided by Balfour Beatty and WBC in January 2018 values: £19.891 million;
- Optimism Bias applied to this cost at the rate of 15% - this has been reduced from 44% which was the rate applied at the OBC stage. Whilst a detailed cost estimate and QRA has been provided, a level of 15% optimism bias has been retained until the final maximum cost to reflect the fact that the land acquisition requirements have still to be fully completed. Retaining this level of optimism bias also ensures that the value for money assessment is a conservative estimate; and
- Adjusted to 2010 prices within TUBA using the GDP deflator value of 113.67 from the WebTAG databook.

3.3.22 A breakdown of the capital costs (2018 prices) are shown in **Table 23**. These scheme costs, grouped into the TUBA input cost breakdown format, with optimism bias applied are shown in **Table 24**.

Table 23: Breakdown of Scheme Costs

Cost Element	Cost (£m)
Preparation	2.092
Statutory Undertakers Diversions	0.702
Construction and Supervision, includes contractor QRA	13.973
Land/Property	1.380
Client Fees	0.673
Sub Total	18.82
WBC Risk Allowance	1.071
Total	19.891

Table 24: Input Costs for Appraisal (TUBA)

Cost Element	Cost (£)
Preparation	4.276
Construction and Supervision	16.897
Land/Property	1.702
Maintenance Costs*	3.349
Total	26.224

Note- Maintenance Cost*- This represents the total maintenance cost over the 60 year appraisal period, discussed below.

3.3.23 The assumed spend profile for the scheme is shown in **Table 25**.

Table 25: Spend Profile

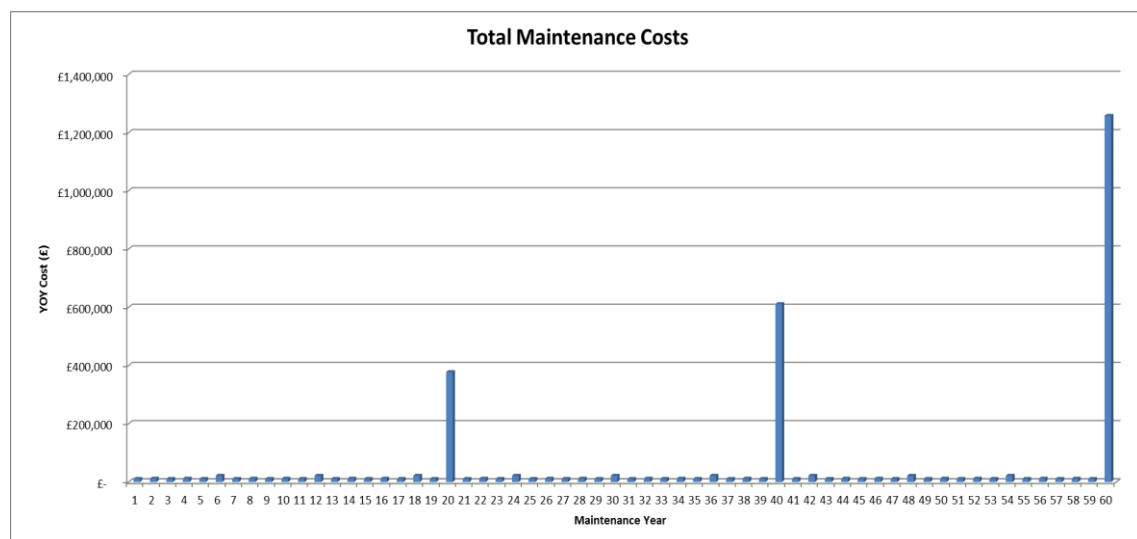
Year	Construction and Supervision	Land	Preparation
2018			100%
2019	42%	100%	
2020	54%		
2021	4%		

Maintenance and renewal

- 3.3.24 The ongoing operation and maintenance liabilities for the scheme lie with Warrington Borough Council in accordance with their network management and maintenance responsibilities as defined within the Traffic Management Act 2004 and the Highways Act 1980.
- 3.3.25 The scheme includes a section of new carriageway, combined with existing Slutchers Lane which would require maintenance to a higher standard than at present.
- 3.3.26 The maintenance and renewal figures (see **Table 28** and **Figure 22**) have been calculated using a combination of estimated structural maintenance costs provided by Mott MacDonald and standard maintenance rates from COBA:
- Mott MacDonald has undertaken an assessment of the relevant maintenance liabilities of the Slutchers Lane rail bridge. This assesses requirements to inspect and maintain the structure over the next 30 years.
 - Standard highway maintenance figures included within COBA (Vol 13, Sec 1, Part 2) for a S2 grade road (single carriageway urban road) increased by RPI inflation to 2016. This assumes a cost per KM of £10,856 per annum. Maintenance costs were deflated to 2010 values using a GDP Deflator value of 110.04 drawn from the December 2017 WebTAG Databook to reflect the 2016 price base
 - The renewal calculations are taken from DMRB (Vol 5, Sec 1, Part 3) in Annex B: Maintenance works profiles, durations and costs. This assumes a 20 year cyclical renewal pattern over a 60 year period. As per the DMRB guidance this also makes an allowance for these costs to increase with each requirement for renewal. This assumes the following:
 - o Period 1 (20 years): £179,389 total renewal;
 - o Period 2 (40 years): £412,595 total renewal; and
 - o Period 3 (60 years): £1,040,458 total renewal.

Table 26: Ongoing costs

Cost Item	Estimated Ongoing Operating, Maintenance and Renewal Cost Total (2016 prices over 60 years)
Highway Maintenance Costs	£2,283,828
Bridge Inspection and Maintenance Costs	£1,065,000
Total Ongoing Scheme Costs	£3,348,828

Figure 29: Ongoing costs – 60 year appraisal period

Indirect tax revenues

3.3.27 This relates to the taxation levied on goods and services including excises, duties and VAT. When a scheme is implemented, a variety of changes in speed and distance could occur. These changes affect the amount of fuel being used and therefore affect the amount of taxes the Government receives. The overall change in tax revenue is referred to in the assessment under the heading “Indirect Tax Revenues”.

Accidents

3.3.28 A review of existing accidents has been undertaken for the scheme study area defined for the Strategic Case chapter, as well as the scheme impact area through the Road Safety Audit.²⁴

3.3.29 It may be suggested that the removal of traffic from a severely congested area such as Bridgefoot roundabout may reduce the numbers of slight accidents and would thus provide an additional benefit value to the scheme although this has not been assessed and is not used in the justification of the scheme.

3.3.30 A quantitative assessment of the impact in terms of accidents using Cost and Benefit to Accidents – Light Touch (COBALT) has not been completed – this approach was agreed with independent reviewer in the course of completing the Appraisal Specification Report.

3.4 Appraisal Summary Table

3.4.1 This section compares the scheme options against the DfT’s Appraisal Framework. A standard approach to the assessment of costs and benefits relating to the scheme has been adopted, informed by DfT guidance and requirements. The Appraisal Summary Table (AST) is designed to provide decision takers with a concise overview of impacts of the scheme against three objectives defined in WebTAG:

- Environment;
- Society; and
- Economy.

²⁴ The Strategic Case study areas and Road Safety impact area vary. The Strategic Case study area includes a broader assessment of the Warrington town centre capturing a greater number of incidents; while the Road Safety Audit is more contained to the immediate impacts of the scheme.

3.4.2 For each of these factors, benefits are ranked on a seven point scale depending on their level of impact and benefit. The ranking system is as follows:

- Strong beneficial;
- Moderate beneficial;
- Slight beneficial;
- Neutral;
- Slight adverse;
- Moderate adverse; and
- Strong adverse.

3.4.3 **Table 27** to **Table 29** provide a summary of the sub-impacts for the Environment, Society and Economy objectives, outlining the rationale for each impact identified. The AST is provided in the WebTAG spreadsheet template in **Annex O**.

Table 27: Impact on the Economy

WebTAG Assessment Area	Assessment Area Description	Preferred option	Assessment Commentary																
Business Users and Transport Providers	Assessment of the extent to which journeys can be made within a reasonable time and at a reasonable cost, focussing on improvement to end to end journey times and money costs for business and transport providers.	Moderate Beneficial	<table border="1"> <thead> <tr> <th colspan="4">Business User Value of journey time changes (£m)</th> </tr> <tr> <th colspan="4">Business User Net journey time changes (£m)</th> </tr> <tr> <th><0 min</th> <th>0 to 2min</th> <th>2 to 5min</th> <th>> 5min</th> </tr> </thead> <tbody> <tr> <td>-15.29</td> <td>12.13</td> <td>22.28</td> <td>7.64</td> </tr> </tbody> </table> <p>Provides a considerable uplift in business user time saving benefits as a result of the two-way traffic arrangement on Slutchers Lane.</p>	Business User Value of journey time changes (£m)				Business User Net journey time changes (£m)				<0 min	0 to 2min	2 to 5min	> 5min	-15.29	12.13	22.28	7.64
Business User Value of journey time changes (£m)																			
Business User Net journey time changes (£m)																			
<0 min	0 to 2min	2 to 5min	> 5min																
-15.29	12.13	22.28	7.64																
Reliability impact on Business users	Qualitative assessment of reliability impact for business trips based on design and specification prepared as part of the business case for conditional approval.	Moderate Beneficial	<p>Offers an opportunity to provide enhanced reliability and predictability for vehicle journeys on the transport network, particularly a reduction in journey times over Bridgefoot and Brian Bevan (Objective 1).</p> <p>Provision of an alternative access route through the town centre enhances the resilience of the network to accidents and congestion as drivers will have the opportunity to 'escape' from incidents on the highway network.</p> <p>Improvement in journey times through the town centre and on local roads relieved by the new route, particularly in the AM/PM peaks.</p>																
Regeneration	<p>Qualitative estimation of the change in accessibility to jobs as a result of a transport intervention.</p> <p>Review of potential residential and commercial development opportunities for the study area.</p>	Moderate Beneficial	<p>The scheme will unlock/release brownfield land at Centre Park South for residential development through the provision of appropriate transport access. The development of this site is dependent on the scheme being delivered – the scheme itself is however not dependent on the benefits of the development site; the transport outcomes of the scheme provide sufficient value for money alone.</p> <table border="1"> <thead> <tr> <th>Scenarios</th> <th>Pessimistic</th> <th>Likely</th> <th>Optimistic</th> </tr> </thead> <tbody> <tr> <td>LSH Assessment</td> <td>360</td> <td>480</td> <td>600</td> </tr> </tbody> </table>	Scenarios	Pessimistic	Likely	Optimistic	LSH Assessment	360	480	600								
Scenarios	Pessimistic	Likely	Optimistic																
LSH Assessment	360	480	600																

WebTAG Assessment Area	Assessment Area Description	Preferred option	Assessment Commentary						
			<p>The addition of sustainable housing growth on Warrington’s Waterfront within close proximity to the town centre will increase the attractiveness of Warrington as a place to live and invest, while supporting the borough’s requirement to address housing demand.</p> <p>Regeneration is addressed through Scheme Objective 5 which aims to unlock land at Centre Park to support economic growth in Warrington.</p> <p>The addition of new residential housing units within Centre park South will also have an impact for land value. The net impact (value increase) for land value is estimated below:</p> <table border="1" data-bbox="1160 646 2058 858"> <thead> <tr> <th data-bbox="1160 646 1460 788">Total residential land value – high value (estimated)</th> <th data-bbox="1460 646 1758 788">Total current land value (estimated)</th> <th data-bbox="1758 646 2058 788">Net Impact (value increase)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1160 788 1460 858" style="background-color: black;"></td> <td data-bbox="1460 788 1758 858" style="background-color: black;"></td> <td data-bbox="1758 788 2058 858" style="background-color: black;"></td> </tr> </tbody> </table> <p>Further job creation is anticipated through the uptake of the underutilised office capacity that exists on the existing Centre Park Business Park. This is anticipated to be due to the improved access that will result at Brian Bevan Island.</p>	Total residential land value – high value (estimated)	Total current land value (estimated)	Net Impact (value increase)			
Total residential land value – high value (estimated)	Total current land value (estimated)	Net Impact (value increase)							
Wider Impacts	Wider impacts considered include agglomeration impacts; output change in imperfectly competitive markets; and Tax Revenue arising from labour markets. A transport scheme is likely to have an impact on agglomeration where it increases accessibility to an	Slight Beneficial	<p>The scheme provides enhanced access to Warrington Town Centre and Centre Park Business Park, contributing to enhanced effective density of economic activity with increased accessibility between firms and workers.</p> <p>The preferred option support Objective 5 promoting economic growth in Warrington. This will manifest through jobs growth as a result of the new highway link enhancing accessibility and the attractiveness of the Business Park for investment.</p>						

WebTAG Assessment Area	Assessment Area Description	Preferred option	Assessment Commentary			
	economic centre or large employment centre.		Item	Within C&W	Outside C&W	Total
			Total Net Employment (F)	372	186	558

Table 28: Impact on the Environment

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
Noise	<p>Desktop and GIS based identification of likelihood and severity of noise impact on receptors as a result of the intervention.</p> <p>The assessment has considered:</p> <ul style="list-style-type: none"> • Construction Phase: BS5228:2009+A1:2014; • Operation Phase: DMRB Volume 11, Section 3, Part 7 (HD 213/11); • DfT, TAG Unit A3 Environment Impact Appraisal (January 2014). 	Slight Beneficial	<p>The existing A5060 Chester Road is the dominant noise source, located in the eastern part of the site. The railway located to the west of the site is also a dominant source of noise. There are few other relative noise sources on the existing site as it is a predominantly brownfield site. These are confined to users of the golf driving range.</p> <p>Baseline noise survey were undertaken as part of the Environmental Impact Assessment (July 2016) – this established the existing ambient noise level near the project site area. The construction noise impacts were determined against this.</p> <p>Potential noise and vibration sources are likely to be construction and operation (i.e. road traffic noise) from the scheme. It is likely that the receptors located in Chester Road will experience a short term effect during the construction phase but will be have a net benefit during operation as the scheme will divert traffic off Chester Road.</p>
Air Quality	<p>Desktop and GIS based identification of likelihood and severity of air quality impact on receptors as a result of the intervention.</p> <p>The assessment has considered:</p> <ul style="list-style-type: none"> • Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part I (HA 207/07) • DEFRA (February 2009) Local Air Quality Management 	Slight Beneficial	<p>Warrington AQMA covers key through routes via the Town Centre including Chester Road and Wilson Patten Street via Bridgefoot gyratory. The proposed link would connect into the existing road network at junctures covered by an AQMA.</p> <p>Air Quality is addressed through Scheme Objective 4 which seeks to support improvements to quality of life factors in Warrington through delivery of air quality improvements at Chester Road and Wilson Patten Street.</p> <p>The scheme has the potential to affect local air quality during both its construction and operational phases as a result of:</p> <ul style="list-style-type: none"> • Temporary dust and particulate matter emissions from construction activities, as well as emissions from construction vehicles; and

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
	<p>Technical Guidance Note TG(09)</p> <ul style="list-style-type: none"> DfT, TAG Unit A3 Environment Impact Appraisal (January 2014). 		<ul style="list-style-type: none"> Changes in emissions from vehicles on the local road network due to both congestion as a result of the construction of the scheme and changes in flows and speeds due to the operation of the scheme. <p>It is considered that the scheme has the potential to result in a net benefit to the receptors along Chester Road through the diversion of traffic to the new highway link. Receptors include residential properties on Chester Road, Businesses (Centre Park) and designated sites (i.e. Woolston Eye Site of Scientific Interest located to the north east).</p> <p>Given the scale of the current estimates of traffic changes, the scheme is expected to have a local impact rather than regional air quality impact.</p>
Greenhouse gases	<p>WebTAG guidance uses carbon dioxide (CO₂) as the key indicator of the impact on climate change. An assessment using change in car kilometres has been used.</p>	Slight Beneficial	<p>It is expected that CO₂ emissions will rise during construction albeit only for a short period of time.</p> <p>This will be more than offset with a redistribution of car vehicle kilometres improving the free flow of traffic and CO₂ emissions with particular focus around Bridgefoot roundabout and Brian Bevan Island.</p> <p>Net present monetary value - total change in the non-traded fuel consumption related CO₂ emissions between the 'with scheme' and 'without scheme' cases over the whole appraisal period.</p>
Landscape	<p>Landscape <i>'is both the physical and cultural (i.e. its use and management) characteristics of the land itself and the way in which we perceive those characteristics.... to give a sense of place.'</i>²⁵</p>	Neutral	<p>The route crosses the River Mersey and is then proposed to be on embankment across an existing golf driving range. The scheme then crosses rough, disused land before tying into the existing Slutchers Lane.</p> <p>At a national level, the landscape character of the area is classified under Natural England's National Character Area 60, Mersey Valley. The key characteristics of this character area are described as:</p>

²⁵ Department for Transport (January 2014) TAG Unit A.3 Environmental Impact Appraisal

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
	<p>The assessment has considered:</p> <ul style="list-style-type: none"> Guidelines for Landscape and Visual Impact Assessment GLVIA 3rd edition 2013 (Landscape Institute/Institute of Environmental Management & Assessment); DMRB – Interim Advice Note 135/10 landscape and Visual Effects (2014); and DfT, TAG Unit A3 Environment Impact Appraisal (January 2014). 		<ul style="list-style-type: none"> Urban and industrial developments line the banks of the River Mersey. Industrial infrastructure is often prominent, with large-scale, highly visible development including chemical works and oil refineries; Wide, low-lying river valley landscape focusing on the River Mersey; Varied landscape that extends from the mosslands near the Manchester Conurbation NCA in the east, to the Merseyside Conurbation NCA and the wide estuary with intertidal mudflats/sand flats and salt marsh in the west; The area encompasses a complex mix of extensive industrial development and urban areas; and There is a dense communication network of major roads, railways, canals and transmission lines. <p>There is the potential for some degree of adverse effect on landscape character and visual amenity as a result of scheme construction. However, it is felt that the location of the scheme and current design proposals that these effects are likely to be minimal and given appropriate mitigation, these effects could be effectively minimised.</p> <p>A Landscape and Habitat Management Plan will be prepared to ensure that tree and shrub planning around the bridge junction with Chester Road s undertaken to mitigate the loss of mature willow woodland and sycamore trees in the area, although this will take 10 years or more to become effective. In addition, appropriate protections will be implemented for trees and landscape features to minimise incidental damage.</p>
Townscape	TAG Unit A3 Environment Impact Appraisal describes Townscape as the physical and social characteristics of the built and non-built urban environment and	Neutral	<p>Construction of the scheme would involve temporary loss of land for construction compounds, working areas and haul routes.</p> <p>There are no key community facilities, such as schools, within close proximity to the scheme. There would be no impacts on local communities with regards to access to key facilities.</p>

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
	<p>the way in which we perceive those characteristics.</p> <p>The assessment of Townscape considered the impact the scheme may have on the pattern of use of the area, the activity and movement around Centre Park and the experience of those who visit, work and live in the immediate surrounds.</p>		<p>The scheme will facilitate the ability to develop land at Centre Park South for residential dwellings enhancing the physical and social characteristics of the Warrington Waterfront.</p>
Historic Environment	<p>The man-made historic environment comprises: buildings (individually or in association) of architectural or historic significance such as parks, gardens, other designed landscapes or public spaces, remnant historic landscapes and archaeological complexes; and sites. The appraisal also considers that the historic environment includes the sense of identity and place which the combination of these features provides.</p> <p>The assessment has considered:</p> <ul style="list-style-type: none"> • DMRB, Vol 11, Section 3, Part 2 (HA208/07) • Institute for Archaeologists, Guidance for Historic Desk- 	Neutral	<p>There are statutory designated heritage assets located within the wide scheme study area including the Baronet Farmhouse with Attached Farm Buildings and Cobbled Yard (Grade II Listed building) and the Wilderspool Roman Settlement (Scheduled Monument). A number of listed buildings, mostly Grade II, are also located within Warrington town centre. However these are not within the immediate scheme impact area. No Registered Battlefields or Parks or Gardens are located within 5km of the proposed highway link. Following a review of historical mapping, it has been determined that the site has been subject to previous development or reworking and it is considered that any archaeological and cultural heritage assets, if present, will have been subject to a degree of disturbance.</p> <p>There remains the potential for previously unrecorded archaeological remains to be uncovered, but there are effective mitigation measures which could be implemented if required.</p> <p>The scheme is proposed to be constructed on a low embankment which will minimise the impact on buried undiscovered archaeology that may be left insitu; however as already stated, this is considered unlikely due to historical re-working of soils on the site.</p>

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
	<p>based Assessment (updated 2004);</p> <ul style="list-style-type: none"> • English Heritage Guidelines 2011; and • DfT, TAG Unit A3 Environment Impact Appraisal (January 2014). 		<p>There are not likely to be significant setting impacts given localised screening and the urban setting.</p>
Biodiversity	<p>Estimation of the impact for biodiversity informed by desktop and GIS based identification of likelihood and severity.</p> <p>The assessment has considered:</p> <ul style="list-style-type: none"> • DMRB, Vol 11, Section 3, Part 4, Interim Advice Note (HA130/10). • Guidelines for Ecological Impact Assessment in the UK (CIEEM,2006) 	Neutral	<p>Key potential impacts identified during planning included:</p> <ul style="list-style-type: none"> • Land take/habitat loss; • Increased noise/vibration and visual disturbance; • Storage of construction materials; • Increased light emissions; • Pollution effects; • Decreased air quality/increased dust deposition; and • Habitat fragmentation. <p>In response, work was undertaken by the Environmental Consultant Ramboll to further assess the potential impact and determine mitigation measures.</p> <p>Field surveys and data searches identified two non-statutory designated sites and a range of protected and s41 priority species in the landscape. The assessment identified several local important features including woodland habitat, the River Mersey, the bat population, and the fish assemblage which includes salmonids.</p> <p>Inspection of the buildings at the Furness Rigby site determined they are of limited or no potential for the roosting of bats based on the type of construction (prefabricated concrete buildings with metal clad roofing). Impact on bats in roosts was considered not significant.</p>

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
			<p>With regard to other species (e.g. hedgehogs, breeding birds, otters etc.) the Environmental Impact Assessment determined mitigation measures will ensure no adverse effects and the residual effects will be not significant.</p> <p>Temporary construction and ongoing effects were identified through the Environmental Impact Assessment, the majority of which are avoided through a combination of scheme design which avoids or reduces ecological effects and additional mitigation.</p> <p>Significant short to medium term residual impacts as a result of the link are limited to the loss of woodland and this would reverse to beneficial effects in the long term (ten years or more post-construction) as replacement planting establishes.</p>
Water Environment	<p>Estimation of water environment features informed by desktop and GIS based identification of likelihood and severity of impact.</p> <p>The assessment has considered:</p> <ul style="list-style-type: none"> • DfT, TAG Unit A3 Environment Impact Appraisal (January 2014). • DMRB Volume 11, Section 3, Part 10 (HD 45/09) 	Neutral	<p>The River Mersey flows southwards through the scheme study area and is tidal dominated at this point. This is the dominant feature to be considered with regard to the Water Environment.</p> <p>There are also a few small ponds in the vicinity of the site, the closest is an ornamental pond located within the Centre Park complex to the north. The disused Runcorn and Latchford Canal is located to the south of the site beyond which is the Manchester Ship Canal.</p> <p>The majority of the study area is located within Flood Zone 2 and is therefore at low risk of fluvial flooding. The River Mersey is located within Flood Zone 3. Hydraulic assessment was undertaken which determined the scheme does not impact on flood water levels within the River Mersey when bridge design requirements meet current guidance. Overall flood risk has been improved due to the approach road embankment acting as a de facto flood barrier.</p>

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
			<p>Mitigation plans during construction and operation have been put forward through the Environmental Impact Assessment (planning assessment) to combat detrimental outcomes.</p> <p>For instance, during construction:</p> <ul style="list-style-type: none"> • Potential pollution and run-off effects of construction on Walton Locks LWS and the River Mersey will be mitigated through the implementation of a CEMP; • River banks will be protected from damage by construction plans; • Use of bunds to catch and divert runoff; and • Drip trays to prevent any oil and fuel spillages spreading etc. <p>Post construction, the drainage scheme for the new road will incorporate penstocks (sluice gates) as a precautionary measure to prevent spillages entering the River Mersey and potentially the tributary within Walton Locks LWS.</p> <p>The Environmental Impact Assessment considers it therefore unlikely the scheme will have any adverse effect on the integrity of the Walton Locks LWS (Local), River Mersey and tributary (Local), and that any residual effects will not be significant.</p>

Table 29: Impact on the Society

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary																				
Non-business users	Assessment of journey time savings and the impact of connectivity for non-work and non-commuting journeys. The assessment is informed by TUBA outputs for each option.	Moderate Beneficial	<table border="1" data-bbox="1167 331 2056 523"> <tr> <td colspan="4" data-bbox="1167 331 1850 403">Non-Business User Value of journey time changes (£m)</td> <td data-bbox="1850 331 2056 403">83.49</td> </tr> <tr> <td colspan="5" data-bbox="1167 403 2056 443">Non-Business User Net journey time changes (£m)</td> </tr> <tr> <td data-bbox="1167 443 1344 483"><0 min</td> <td data-bbox="1344 443 1646 483">0 to 2min</td> <td data-bbox="1646 443 1850 483">2 to 5min</td> <td colspan="2" data-bbox="1850 443 2056 483">> 5min</td> </tr> <tr> <td data-bbox="1167 483 1344 523">-63.72</td> <td data-bbox="1344 483 1646 523">43.00</td> <td data-bbox="1646 483 1850 523">76.54</td> <td colspan="2" data-bbox="1850 483 2056 523">27.67</td> </tr> </table> <p data-bbox="1167 547 2056 651">Observed to offer commuting and other users journey time savings. The scheme provides an alternative to Bridgefoot roundabout and Brian Bevan Island for vehicle movements through the town centre.</p>	Non-Business User Value of journey time changes (£m)				83.49	Non-Business User Net journey time changes (£m)					<0 min	0 to 2min	2 to 5min	> 5min		-63.72	43.00	76.54	27.67	
Non-Business User Value of journey time changes (£m)				83.49																			
Non-Business User Net journey time changes (£m)																							
<0 min	0 to 2min	2 to 5min	> 5min																				
-63.72	43.00	76.54	27.67																				
Reliability impact on Commuting and Other users	Qualitative assessment of reliability impact for commuting trips based on design and specification prepared as part of FBC for conditional approval.	Moderate Beneficial	<p data-bbox="1167 691 2056 826">The preferred scheme option offers an opportunity to provide enhanced reliability and predictability for vehicle journeys on the transport network, particularly a reduction in journey times over Bridgefoot and Brian Bevan (Obj. 1).</p> <p data-bbox="1167 850 2056 914">Provision of an alternative access route through the town centre enhances the resilience of the network to accidents and congestion.</p>																				
Physical activity	Transport and the physical environment of cities both play a major role in the amount of physical activity that people do on a day-to-day basis. The physical activity impact is concerned with the impacts of changes in physical activity (cycling and walking) on health. Transport can affect levels of physical activity both through the promotion of active modes	Slight Beneficial	<p data-bbox="1167 954 2056 1129">There are no definitive Public Rights of Way located within the site although there are two paths which are either permissive or where rights have been removed. These are located to the east of the railway line, and along the west bank of the River Mersey. The Trans Pennine Trail is located within close proximity to the site. There are no bridleways located nearby.</p> <p data-bbox="1167 1153 2056 1249">Cycling and pedestrian facilities will be provided as part of the carriageway. Reduced pedestrian severance may lead to a net increase in physical activity.</p> <p data-bbox="1167 1273 2056 1377">The scheme is a critical enabling piece of infrastructure that in time will lead to the development of new residential dwellings within close proximity to the city centre and Warrington Bank Quay station promoting active travel.</p>																				

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
	over motorised transport but also through the provision of infrastructure to promote walking and cycling.		
Journey quality	WebTAG Unit A4.1 defines journey quality as ‘a measure of the real and perceived physical and social environment experienced while travelling’. It can be affected both by travellers and by network providers and operators. The assessment undertaken for journey quality has been prepared against three main categories including traveller care; travellers’ views; and traveller stress.	Moderate Beneficial	<p>Congestion is a major contributor to driver stress and frustration, influenced by an inability to travel at a constant speed due to the volume of traffic and slow moving vehicles. The Evidence Review report and the Strategic Case identify slow journey times through Bridgefoot roundabout and Brian Bevan Island; and slow progression through Liverpool Street/ Parker Street junction. Frustration is compounded by the lack of route options. The scheme would reduce driver frustration and stress through the provision of an additional route through the town centre which would lead to a redistribution of traffic.</p> <p>The scheme includes good design and layout principles contributing to road safety improvements. Appropriate signage would be included to promote route certainty.</p> <p>Views of the Mersey River will be altered after construction of the new bridge; however the impact is unlikely to be significant given localised screening and the urban setting.</p>
Accidents	Accidents occur across all modes of transport. Transport interventions may alter the risk of individuals being killed or injured as a result of accidents.	Slight Beneficial	<p>Through the Road Safety Audit accident/collision data identified a total of 8 personal injury collisions throughout the extents of the scheme over 36 month period between 01/01/2013 to 31/12/2015. Further assessment of existing road safety conditions is presented through the Strategic Case.</p> <p>Based on this initial assessment of road safety/accidents, a COBALT Assessment has not been undertaken to determine the impact of the scheme on accident numbers. The assessment has been limited to qualitative aspects impacting accidents.</p>

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
			<p>It can be suggested that the removal of traffic from a severely congested area would tend to reduce the numbers of slight accidents and would thus provide an additional benefit value to the scheme. The scheme also promotes a reduced fear of potential accidents due to improved road standards. This includes increased sight distances, a widened carriageway and controlled access on to the carriageway.</p> <p>The assessment concluded that improvements to traffic flow through Brian Bevan and Bridgefoot roundabout, as a result of the new highway link over the Mersey River would have a positive impact on reducing accidents for the scheme study area.</p>
Security	<p>A person's perception of personal safety can ultimately determine whether or not they choose to use a mode of travel. There are no formal guidelines for road users to assess security impacts; however defined indicators pertinent to rail developments have been applied where appropriate. Crime and security were not identified as a key problem for the Centre Park area. The review against personal safety is therefore limited to scheme characteristics (e.g. informal and formal surveillance, lighting and visibility, landscaping, site perimeters etc.) to ensure no</p>	Neutral	<p>The scheme includes provision for new street lighting as well as maintenance to existing lighting.</p> <p>The WebTAG guidance note states free flowing traffic conditions reduces the risk of crime to which vehicle drivers would be exposed. The scheme is expected to support improvements to traffic movement through the town centre; however it is noted that traffic congestion is not currently identified as a security risk.</p> <p>Elements of the new bridge design will inevitably impact the level of existing natural surveillance; however this will be mitigated as far as reasonably practical during detailed design phase and eventual delivery of the scheme.</p> <p>There are no proposed changes to security for bus/ public transport users as part of the scheme (no additional wait time at stop or walk penalty attributed).</p>

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
	security risk is introduced through project development.		
Access to Services	<p>Accessibility links closely with severance; however the appraisal focusses mainly on accessibility to key employment areas, healthcare facilities, educational institutions, services and social networks within Warrington town centre. The assessment considers the needs of different groups of people and takes into account a range of factors, including journey times to reach key destinations.</p>	Slight Beneficial	<p>Warrington town centre is already accessible from Centre Park within 10 minutes via walking and public transport. The scheme is unlikely to lead to changes in this regard.</p> <p>The scheme does however provide enhanced access for journeys undertaken via car to key employment areas, services and amenities through provision of an additional river crossing and access route through the town centre.</p> <p>The scheme enables land at Centre Park South to be developed, facilitating the development of new residential dwellings with strong links to the town centre.</p>
Affordability	<p>The monetary costs of travel can be a major barrier to mobility for certain groups of people, with particularly acute effects on their ability to access key destinations. The assessment qualitatively reviews the impact of the scheme on the affordability of the transport system to users.</p>	Neutral	<p>The scheme includes no provision to change or the intention to introduce parking charges, road user charges, public transport fare changes, or public transport concession availability which may affect affordability.</p>

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
Severance	<p>TAG Unit A4.1 Social Impact Appraisal defines severance as <i>“the separation of residents from facilities and services they use within their community caused by substantial changes in transport infrastructure or by changes in traffic flows.”</i></p> <p>Severance is an issue where vehicle flows <i>“significantly impede pedestrian movement or where infrastructure presents a physical barrier to movement.”</i></p> <p>Severance primarily concerns non-motorised modes, including travel by cyclists and pedestrians.</p>	Slight Beneficial	<p>The scheme will deliver on Objective 4 supporting improvements to quality of life factors in Warrington including reduced pedestrian severance between the town centre and Centre Park.</p> <p>Pedestrian connectivity to Centre Park Business Park is important to connect the workforce with services and amenities. Traffic volumes along key routes and a lack of safe pedestrian crossing facilities is a contributing factor to pedestrian severance issues. The implemented scheme will alter vehicular movement within the scheme study area and invariably lead to a reduction in pedestrian severance; as congested roads can often act as the deterrent.</p> <p>The scheme aligns with the Warrington Local Plan identifying a desire to provide a safe, well-marked and attractive pedestrian connection between Wilson Patten Street, the Town Centre and Bank Quay West Coast Mainline railway station.</p>
Option and Non-Use Values	<p>Option and Non-Use Values should be assessed if the scheme includes measures that will substantially change the availability of transport services within the study area (e.g. the opening of a rail station or changes to bus services).</p> <p>Option Values are defined as the willingness-to-pay to preserve the option of using a transport service for trips not</p>	Neutral	<p>There will be insignificant change to the availability of transport services for the study area. The assessment determined that this classification area was not required to be assessed and as such assessed as Neutral.</p>

WebTAG Assessment Area	Assessment Area Description	Preferred Scheme Option	Assessment Commentary
	<p>yet anticipated or currently undertaken by other modes, over and above the expected value of any such future use.</p> <p>Non-use values are the values that are placed on the continued existence of a service (i.e. transport facility), regardless of any possibility of future use by the individual in question.</p>		

3.4.4 The assessment discussed in **Table 27** to **Table 29** is further summarised below.

Table 30: Summary of AST Assessment

Parameters		Assessment Score
Economy	Business users & transport providers	Moderate Beneficial
	Reliability impact on Business users	Moderate Beneficial
	Regeneration	Moderate Beneficial
	Wider Impacts	Slight Beneficial
Environmental	Noise	Slight Beneficial
	Air Quality	Slight Beneficial
	Greenhouse gases	Slight Beneficial
	Landscape	Neutral
	Townscape	Neutral
	Historic Environment / Cultural Heritage	Neutral
	Biodiversity	Neutral
	Water Environment	Neutral
Social	Commuting and Other users	Moderate Beneficial
	Reliability impact on Commuting and Other users	Moderate Beneficial
	Physical activity	Slight Beneficial
	Journey quality	Moderate Beneficial
	Accidents	Slight Beneficial
	Security	Neutral
	Access to services	Slight Beneficial
	Affordability	Neutral
	Severance	Slight Beneficial
	Option and non-use values	Neutral

Distributional and Social Impacts

- 3.4.5 In addition to preparation of the AST, distributional and social impacts have also been considered through development of the scheme.
- 3.4.6 The analysis of the Distributional Impacts (Dis) for the Centre Park Link scheme, which is now a mandatory requirement of WebTaG, has been undertaken in accordance with WebTAG guidance, published by the DfT in TAG Unit A4.2 (Distributional Impact Analysis). The assessment considers variance of transport impacts across different social groups which depending on the nature and type of the scheme may need to be assessed as part of the AST. For the Centre Park Link scheme, a proportionate approach has been adopted.
- 3.4.7 The Screening Proforma and Step 2 Assessment (see **Annex P**) consider 8 indicators which are also discussed in the main AST including:
- User benefits
 - Noise
 - Air quality
 - Accidents
 - Security
 - Severance
 - Accessibility
 - Affordability
- 3.4.8 The assessment concluded Step 3 of the assessment was not required with no overall adverse impacts on the Dis listed above.
- 3.4.9 The secondary Social Impact Assessment is reported at **Annex Q** and assesses the social impact of the Centre Park Link scheme against the following 8 indicators identified in TAG Unite A4.1:
- Accidents;
 - Physical activity;
 - Security;
 - Severance;
 - Journey Quality;
 - Option Values and Non-Use Values;
 - Accessibility; and
 - Personal affordability.
- 3.4.10 The assessment concluded no overall adverse impact for the social impact assessment criteria.

3.5 Scheme Appraisal: Assessment of Economic Impacts

Overview

- 3.5.1 Economic benefits of the scheme have been quantified following WebTAG investment appraisal guidance. Scheme costs are analysed alongside scheme benefits to produce an overall Benefit to Cost Ratio (BCR). Calculations have been carried out using version 1.9.8 of

the TUBA program, which incorporates the Department for Transport's most recent value of time estimates issued in November 2016.

Transport Economic Efficiency Table

- 3.5.2 The Transport Economic Efficiency Table (TEE Table) incorporates the majority of the monetised benefits. It considers the benefits to the user of the transport system due to the implementation of the Centre Park Link scheme. The TEE Table is a standard WebTAG appraisal table which shows the monetised changes to the transport economy.
- 3.5.3 The TEE table is disaggregated into 'Consumer', and 'Business' sections to reflect and demonstrate the benefits and costs for different user groups for the following:
- User Time Savings;
 - User Charge Impacts; and
 - Operator Revenue.
- 3.5.4 Full WebTAG-formatted TEE Tables are within **Annex R**. A summary of the Present Value Benefits (PVB) derived from the TEE Tables is shown in **Table 31**.

Table 31: Summary of Present Value Benefits

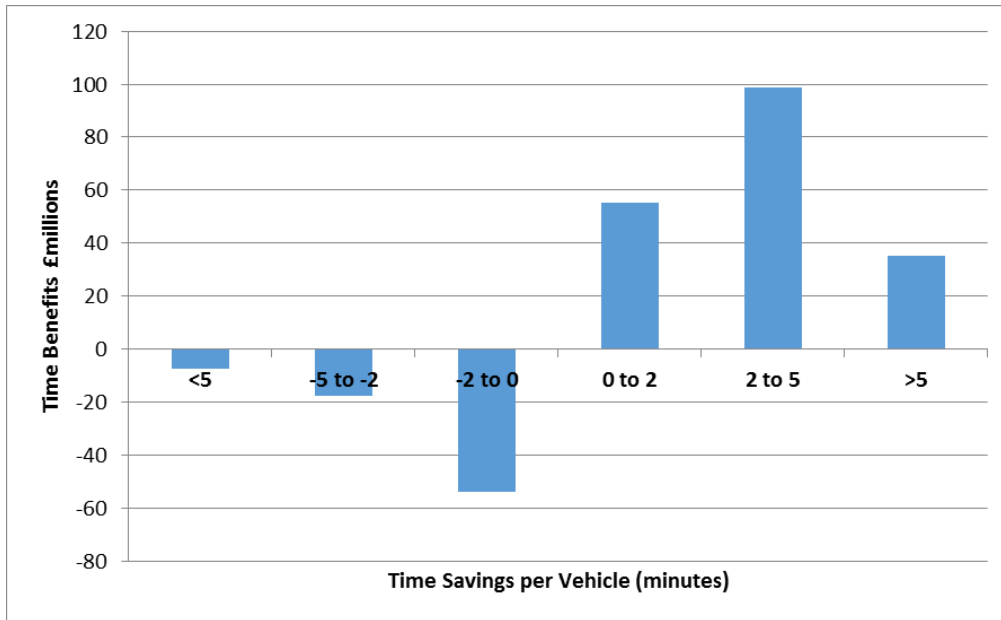
TEE Table	All Modes	Cars	Freight
User Time Savings			
Business	26,754	16,540	10,214
Commuting	39,834	39,834	
Other	43,649	43,649	
<u>Sub-Total</u>	110,237	100,023	10,214
Vehicle Operating Costs			
Business	5,489	2,430	3,059
Commuting	1,786	1,786	
Other	2,689	2,689	
<u>Sub-Total</u>	9,964	6,905	3,059
Revenue			
<u>Sub-Total</u>			
Total	120,201	106,928	13,273

All figures in the table are in £'000 and in 2010 prices discounted to 2010 over a 60 year assessment period.

Distribution of Benefits

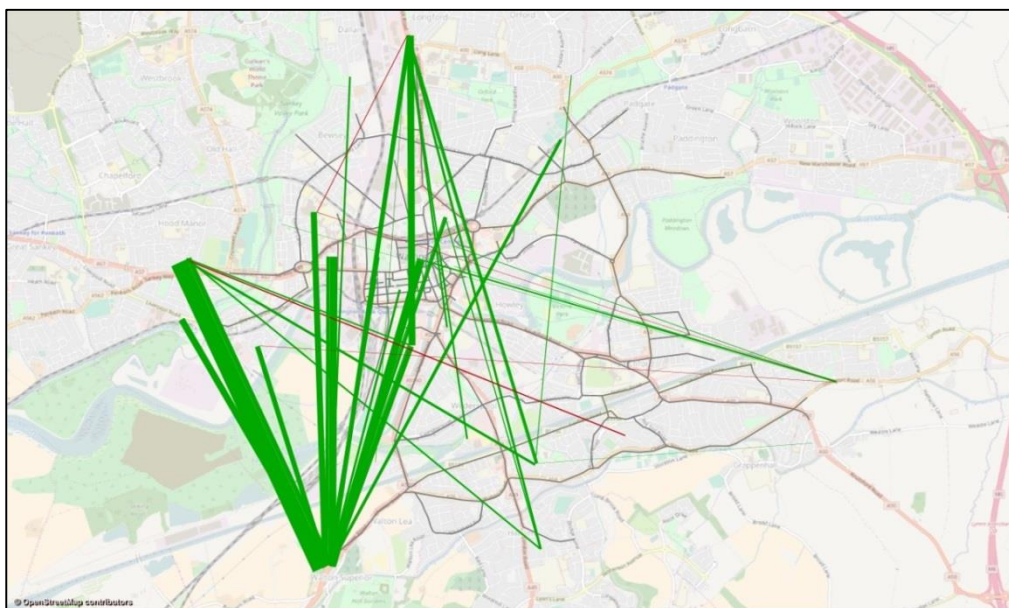
3.5.5 **Figure 30** shows the total monetised benefit by level of time saving. The results show that a large proportion of the benefits accrue to trips that obtain substantial time savings between 2 and 5 minutes. There are some users who receive a disbenefit, in the main of less than 2 minutes, as a result of the scheme.

Figure 30: Distribution of Time Benefits (£ millions)



3.5.6 The movements for which the main benefits accrue are shown in **Figure 31**. This represents a bandwidth plot in which the wider the band the greater the benefit for a given movement. The plot shows that the main benefits, shown coloured green, accrue to north / south oriented trips to the west of the modelled area, as would be expected by the nature of the scheme. A few movements incur disbenefits, shown in red, between the north west and south east of the network which result from the addition of new junctions in the town centre and the corresponding reassignment of traffic in the town centre network.

Figure 31: OD Pairs for benefits – Preferred Option



Public Accounts Table

- 3.5.7 The economic appraisal takes into account the effects to Public Accounts. A full explanation of how the investment costs were derived is found within the Financial Case chapter in this document.
- 3.5.8 The 'Public Accounts' table is within the standard WebTAG appraisal suite. The appraisal has determined the effects to public accounts over the appraisal period with regard to:
- Revenue;
 - Operating costs;
 - Investment costs; and
 - Indirect tax revenues.
- 3.5.9 The Public Accounts Tables (**Table 32**) have been populated with the appropriate PVC and PVB elements for the 60 year appraisal period. Full WebTAG-standard formatted Public Account Tables are within **Annex R**.

Table 32: Summary of Public Accounts Table

PA Table	Preferred Option
Local Government Funding	
Revenue	0
Operating Costs	789
Investment Costs	17,414
Developer and other contributions	0
Grant/Subsidy Payments	0
Net Impact	18,203
Central Government Funding: Transport	
Revenue	0
Operating Costs	0
Investment Costs	0
Developer and other contributions	0
Net Impact	0
Central Government Funding: Non-Transport	
Indirect Tax Revenues	4,005
Totals	
Broad Transport Budget	18,203
Wider Public Finances	4,005

All figures in the table are in £'000 and in 2010 prices discounted to 2010 over a 60 year assessment period.

Analysis of Monetised Costs and Benefits

- 3.5.10 The final stage of appraisal is to calculate the Net Present Value (NPV) and initial Benefit to Cost Ratio (BCR) of the options. The WebTAG appraisal table for Analysis Monetised Costs and Benefits (AMCB) is used in combination with the TEE table and Public Accounts table in order to determine the Present Value Benefit (PVB) and Present Value Cost (PVC). The BCR is given by dividing the Present Value of Benefits (PVB) by the Present Value of Costs (PVC). It therefore indicates how much benefit is obtained for each unit of cost, with a BCR greater than 1 demonstrating that the benefits outweigh the costs²⁶.
- 3.5.11 A summary of the AMCB Table is included at **Table 33**. Full WebTAG formatted AMCBs are within **Annex R**.

Table 33: Summary of Analysis of Monetised Costs and Benefits

AMCB Summary	Preferred Option
Environmental (Noise, Local Air Quality, Greenhouse gases, Infrastructure)	1,855
Commuting	41,620
Non-Business (Other)	46,338
Business & Providers	32,243
Wider Public Finances (Indirect Tax Revenue)	-4,005
Present Value of benefits (PVB)	118,051
Broad Transport Budget	18,203
Present Value of Costs (PVC)	18,203
Net Present Value (NPV) (NPV) = (PVB) - (PVC)	99,848
Initial Benefit to Cost Ratio (BCR)	6.5

All figures in the table are in £'000 and in 2010 prices discounted to 2010 over a 60 year assessment period.

²⁶ Department for Transport, TAG A1.1 Cost-Benefit Analysis (January 2014)

Value for Money Statement

3.5.12 The current BCR and Value for Money category for the appraised options is outlined in **Table 34**.

Table 34: Value for Money Summary

Value for Money Summary	Preferred Option
Present Value of Benefits (PVB)	118,051
Present Value Costs (PVC)	18,203
Net Present Value (NPV)	99,848
Benefit to Cost Ratio (BCR) (Preferred) ²⁷	6.5
Value for Money Category	Very High

All figures in the table are in £'000 and in 2010 prices discounted to 2010 over a 60 year assessment period.

3.5.13 The table shows that the preferred option has BCR of 6.5, which equates to 'Very High' value for money. This has increased from the BCR of 5.0, which was reported at the OBC stage – the reason for the increase is the reduction in the level of optimism bias applied from 44% at the OBC stage to 15% at the FBC stage. The reduced level reflects the more advanced stage of scheme development and the resulting higher level of certainty around the cost estimate. The assessment has been carried out using the DS1 scenario, without the additional demand from the proposed housing development within Centre Park. It is considered that this development would not be allowed to go ahead without the scheme. In line with WebTAG guidance, the assessment therefore evaluates the impact of the scheme based on existing forecast traffic only.

3.6 Sensitivity and Risk Profile

3.6.1 Sensitivity tests are undertaken to confirm the robustness of the modelling framework and the overall economic case, as well as providing an optimistic and pessimistic view for alternate scope considerations, appropriate for preliminary design stage.

3.6.2 The economic appraisal includes sensitivity tests for low growth and for and opening the bus gate. Modelling was also undertaken to test the impact of the scheme under a high growth scenario – a key finding from the high growth assignments was the instability of assignments and overcapacity of the networks. Given the current levels of peak period congestion it was considered that high growth traffic volumes would not realistically be achievable without further network improvements. As such, high growth results have not been taken forward to the economic analysis.

3.6.3 The final sensitivity test undertaken varied the PVB (present value benefits) and PVC (present value costs). This is reported as Sensitivity 3.

Test 1: Low Growth Scenario

3.6.3 The low growth scenarios consist of a proportion, p , of the base year demand being subtracted from the demand from the core scenario. The proportion is defined by a scaling factor which

²⁷ Department for Transport, Value for money Categories: Poor - <1.0; Low – 1.0 to 1.5; Medium – 1.5 to 2.0; High – 2.0 to 4.0; Very High - >4.0

varies in relation to the square root of the number of years into the future for which the forecasts are prepared.

- 3.6.4 WebTAG recommends that the proportion, p , should be 2.5% for highway schemes, thus the proportions of the base year matrices added were:
- For 2018: $1.73 * 2.5\% = 4.3\%$;
 - For 2028: $3.61 * 2.5\% = 9.0\%$; and
 - For 2033: $4.24 * 2.5\% = 10.6\%$.
- 3.6.5 For the low growth scenario all the developments used in the core scenario were retained, but the final matrix was reduced by subtracting the appropriate proportion of the base year matrix for the forecast year as shown above.
- 3.6.6 The results of the low growth test are shown in **Table 35: Sensitivity Test 1: Low Growth Scenario**. The results show that with lower traffic growth the BCR is lower than for the core scenario. However, even under the assumption that traffic growth would be lower than forecast the scheme returns a high value for money BCR.

Table 35: Sensitivity Test 1: Low Growth Scenario

AMCB Summary	Core	Low Growth
PVB	118,051	83,577
PVC	18,203	18,203
NPV	99,848	65,374
BCR	6.5	4.6

All figures in the table are in £'000 and in 2010 prices discounted to 2010 over a 60 year assessment period.

Test 2: Opening the Bus Gate

- 3.6.7 With regard to the potential opening of the bus gate, this would support enhanced vehicle movements through the Town Centre, contributing to network capacity and resilience improvements. The initial public consultation highlighted 73% of respondents would support the opening of this link. Whilst there is potential to open the bus link in future, this is not considered feasible within the programme of the Centre Park Link scheme. Therefore to demonstrate the potential impact, should the legal issues be resolved, a sensitivity test was undertaken to highlight the potential uplift in benefits (if any). This will inform any future phase and process that may consider opening the bus gate.
- 3.6.8 Opening the bus gate provides more routing options for traffic to the south of the town centre and increases the capacity for river crossing. **Table 36** shows that the scheme performs better than the core scenario and leads to an increase in the BCR from 6.5 to 10.2 although there would be some additional costs of opening this route that have not been included in the calculation, which would reduce the BCR.

Table 36: Sensitivity Test 3: Opening the Bus Gate

AMCB Summary	Core (Preferred option)	Bus Gate Open
PVB	118,051	185,172

AMCB Summary	Core (Preferred option)	Bus Gate Open
PVC	18,203	18,203
NPV	99,848	166,970
BCR	6.5	10.2

All figures in the table are in £'000 and in 2010 prices discounted to 2010 over a 60 year assessment period.

Test 3: Changes in Costs and Benefits

3.6.9 An assessment has been carried out of the sensitivity of the result to variations in PVB and PVC to test the robustness of the analysis to over or underestimates of these inputs. Three tests are considered:

- A reduction of 25% in benefits;
- An increase of 25% in costs; and
- Both the above together

3.6.10 The results are shown in **Table 37**. The conclusion from an examination of the results is that even in the worst case test the BCR remains above 2 confirming that the scheme provides a 'high' value for money score.

Table 37: Sensitivity of BCR to PVB and PVC

Test	PVB	PVC	BCR
Reported	118,051	18,203	6.5
PVC + 25%	118,051	22,754	5.2
PVB - 25%	88,538	18,203	4.9
PVC +25% and PVB - 25%	88,538	22,754	3.9

All figures in the table are in £'000 and in 2010 prices discounted to 2010 over a 60 year assessment period.

3.7 Wider Economic Development

3.7.1 In addition to the assessment of the benefits associated with the scheme (as per WebTAG guidance), the LEP has a requirement to consider the associated development benefits generated by the scheme. In the context of this scheme, these will cover three key metrics:

- *Total Additional Jobs*: this is an estimate of the total number of additional jobs created (that would not otherwise be created) by the development associated with the Centre Park Link;
- *Gross Value Added (GVA)*: this is an estimate of the general additional value added to the economy through the development associated with the Centre Park Link; and
- *Land Value Uplift*: this is a calculation of the estimated land value uplift from the current use of the land to its planned future use.

Total Additional Jobs

3.7.2 The assessment of jobs impact has estimated the net impacts for the operational phase of the commercial element of the scheme. Employment creation will be estimated based on the following guidance:

- Homes and Communities Agency (HCA) (2014); 'Additionality Guide', 4th Edition, Homes and Communities Agency, London; and
- HM Treasury, (2003, updated 2011); 'Green Book: Appraisal and Evaluation in Central Government', London

3.7.3 The calculation of jobs created will be a factor of the total gross output per employee in the north-west (by type of activity) against the construction value and predicted construction period. This will include the use of the standard assumptions for leakage (33%), displacement (39%) and multiplier effects (133%).

3.7.4 **Table 38** summarises the annual net impact on jobs per annum.

Table 38: Total Jobs

Item	Within C&W	Outside C&W	Total
Net Employment of Existing Site ('Deadweight') (A)	0	0	0
Gross Direct Employment (B)	456	228	684
Displacement (C)	176	88	265
Net Direct Employment (D) = B-C	279	140	419
Indirect and Induced Employment (E) = D*33%	92	46	138
Total Net Employment (F)	372	186	558

Gross Value Added

3.7.5 GVA is a standard metric in the assessment of economic growth across a defined geography. GVA impacts have been examined using data relating to the employment impacts and GVA

per worker values using GVA per job data for Cheshire and Warrington²⁸. This target area represents the principal labour market catchment area for the scheme.

3.7.6 Adjustment factors have been used to estimate the net impact of the scheme on economic output. HCA and Treasury Green Book methods have been used to identify the net impact during construction and following operation taking into account the following factors:

- Leakage: Adjustments for leakage have been undertaken to identify the proportion of outputs that benefit those outside of the intervention's target area. The calculation has been based on current travel to work patterns using census data to identify people who work in Cheshire and Warrington but live outside.
- Displacement: This represents the proportion of (accounted) intervention outputs/outcomes that have resulted in reduced outputs/outcomes elsewhere in the target area. The adjustment has been calculated using the sub regional mean rate for 'regeneration through physical infrastructure'
- Multiplier effects: Adjustments for multiplier effects have been made using a HCA benchmark. The multiplier calculation is used to estimate further economic activity associated with additional local income and local supplier purchases.
- Deadweight: Adjustments have not been made to account for outcomes which would have occurred without the intervention (deadweight). Currently there is no employment on site - the additional employment proposed is all additional. Further to there being no current employment on site, there is also no potential for the site to develop without WBC taking forward the infrastructure delivery and resolving the land ownership constraints.

3.7.7 **Table 39** summarises the adjustment factors that have been used in the calculation of net GVA impacts.

Table 39: Adjustment factors

Adjustment Factors	%	Source
Leakage	33.3	2011 Census - Travel to Work Data
Displacement	38.7	Additionality Guide, 4th Edition, Homes and Communities Agency
Multiplier Effects	133.0	Additionality Guide, 4th Edition, Homes and Communities Agency
Deadweight	0	NA

3.7.8 **Table 40** summarises the annual net impact on GVA for the operational phase of the commercial element of the scheme based on net employment within C&W LEP.

Table 40: Total GVA generated by development associated with Centre Park Link

Item	Net GVA per annum
Net Employment within C&W (A)	372

²⁸ ONS, Sub regional Productivity - April 2013

Item	Net GVA per annum
GVA per job within C&W ²⁹ (B)	£43,156
Total operational GVA per annum (upon completion and at full occupancy) (C) = A*B	£16,041,011

Land Value Uplift

3.7.9 Communities and Local Government advice is currently to include a calculation of the land value uplift generated by development schemes. This is a basic metric involving estimating the difference between the current land use/value and the estimated value of the proposed development.

3.7.10 The following equation summarises the approach taken in identifying the net external impact, as such:

$$\text{Net private value of development} = \text{commercial land value} - \text{existing land use value}$$

3.7.11 Table 41 presents the total estimated change in land value.

Table 41: Estimated Forecast Land Values

Land Value Assumptions	Total current land value (estimated)
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

²⁹ ONS, Sub-regional Productivity, April 2013

THE FINANCIAL CASE

4 THE FINANCIAL CASE

4.1 Introduction

4.1.1 This chapter presents the Financial Case for the Centre Park Link scheme. It outlines an estimate of life cycle costs, their breakdown and levels of contingency. The Financial Case focusses on the funding arrangements and accounting implications to ensure the affordability of the scheme.

4.1.2 This Full Business Case for Conditional Approval reflects the latest scheme costs (March 2018). The Final Full Business Case will include contracted costs with Balfour Beatty.

Compliance with DfT requirements for The Financial Case

4.1.3 The DfT's guidance document, 'The Transport Business Case: Financial Case', outlines the areas that should be covered as part of the documentation. **Table 42** shows where the information on these areas can be found in this document.

Table 42: Compliance with DfT requirements for The Financial Case

Component	DfT requirements	Status	In Section
Introduction	Outline the approach taken to assess affordability	Completed	4.1
Costs	Provide details of: <ul style="list-style-type: none"> – Expected whole life costs – When they will occur – Breakdown and profile of costs by those parties on whom they fall – Any risk allowance that may be needed (in the event of things going wrong) 	Completed	4.2
Budget/Funding Cover	Provide analysis of the budget/ funding cover for the project. Set out, if relevant, details of other funding sources (e.g. third party contributions, fees)	Completed	4.3
Accounting Implications	Describe expected impact on organisation's balance sheet	Completed	4.4

4.2 Costs

Base Costs

- 4.2.1 Detailed cost estimates for the Centre Park Link scheme, including the preparation costs, construction costs, land acquisition and legal overheads have been prepared and independently scrutinised for the preferred option.
- 4.2.2 In June 2015, Balfour Beatty was commissioned to undertake a review of the buildability aspects of the scheme, and to independently review assumptions relating to quantities, rates and prices. This informed a revised cost estimate prepared by Balfour Beatty for the scheme options. Following determination of the preferred option, the costs for the preferred option were fully updated in March 2017 to inform the Outline Business Case for conditional approval. At the time the rates were developed using a price base of Q4 2016, with the estimate inflated over the construction period to 2019.
- 4.2.3 Faithful and Gould (F+G) was commissioned to undertake an independent cost estimate review for the scheme. The review identified that the F+G overall construction total was approximately 5% above Balfour Beatty construction total. It was concluded that in line with guidelines this difference falls within the range of estimating latitude and that the cost plan did show value for money when compared to cost data. The review is included as **Annex S**.
- 4.2.4 Since the Outline Business Case for Conditional Approval, further design development and cost estimation has been undertaken by Balfour Beatty and WBC. The estimates have also been updated to reflect January 2018 rates. **Table 43** provides a summarised breakdown of the updated cost estimate.
- 4.2.5 The project costs have increased by approximately **£580,000** or **3%** since the Outline Business Case for Conditional Approval. This is a reflection of increased construction and property and land costs, together with a reduction in the QRA value as a result of further design development which has increased confidence in scheme costs over the past 12 months.

Table 43: Cost Estimate

Cost Item	Preferred Option (£)
Site Surveys, Business Case, Investigations and Design	2,092,000
Construction (including Balfour Beatty QRA value of £499,500)	13,973,000
Land, Property Acquisitions (including all disbursements, professional and legal fees associated with CPO)	1,380,000
Statutory Undertakers diversions	702,000
Client fees	673,000
Sub-Total (including inflation)	18,820,000
QRA (WBC risk associated with scheme construction)	1,071,000
Total Cost (including QRA and inflation)	19,891,000

Inflation Assumptions

4.2.6 The average inflation rate applied to the cost estimates were as follows:

Table 44: Inflation Rates

Year	2019	2020	2021
Inflation Rate (%)	2.6%	2.4%	3.11%

Inflation is already accounted for within the cost estimate provided in **Table 43**. Within the costs presented, inflation accounts for an uplift in the total base construction cost estimate of **£460,000**.

Therefore the total base construction cost (including inflation) excluding land, property acquisitions, site surveys, business case, statutory undertakers and diversions is summarised as follows:

Table 45: Inflation Costs

Inflation	Preferred option
Base Construction Cost	13,513,000
Base Construction Cost Inflation	460,000
Base Construction Cost and Inflation	13,973,000

The £13,973,000 construction value includes a Balfour Beatty QRA value of £499,500. The remainder of the QRA is captured within the WBC risk allocation. Further information relating to the QRA is discussed below.

Allowance for Risk

- 4.2.7 The recent success in obtaining the Housing Infrastructure Fund contribution to the funding of the project has had the effect of reducing some of the original risks involved. The remaining key risks to the Council's ability to deliver the project to its current programme centre around acquisition of the remaining land and property interests. To mitigate this risk the Council has secured from the Executive Board resolution to utilise its Compulsory Purchase Order statutory powers (EB71, October 2016) and subsequently as a first course of action all remaining land interests will be acquired using these powers whilst negotiations for voluntary acquisition continue alongside.
- 4.2.8 The technical complexity of the project has necessitated a comprehensive quantified risk assessment to be maintained throughout the development of the project up to this point. This sets out clear assumptions for where risk has been accounted for and at what value, notably health and safety, cost, programme, design, environmental and reputational. This risk register has been regularly reviewed and updated throughout the previous phases of scheme development.
- 4.2.9 Balfour Beatty and WBC have prepared the scheme QRA which is attached at **Annex T**. In the first instance, Balfour Beatty undertook a review of the individual risks and corresponding input data from the risk register to confirm appropriateness. This was followed by modelling of the data to obtain the quantified value of the overall risk. Further discussion regarding the details of the QRA is presented in the Management Case.

- 4.2.10 Considering the development works carried out to date and the parties engaged to deliver the project the overall level of risk of project failure is considered to be low.
- 4.2.11 As a result of the above, the current WBC risk allocation against the conclusion of the land and property acquisitions and then construction phase of the project equates to **£1,071,000**. Due to the technical nature of the scheme and its complex interfaces with both existing and proposed infrastructure and developments it is necessary to retain this capital funding as a separate risk fund pot. Some, none or all of this may be expended during the course of the construction phase dependant on the degree of change encountered.
- 4.2.12 Since these risks occur in the future years, inflation is included within the value of the risk. However, in preparing the QRA, the value of the QRA inflation has not been separated.

Table 46: QRA breakdown

Inflation	Preferred option
Balfour Beatty QRA	499,500
WBC QRA	1,071,000
- Construction risk	719,500
- Contingency for land and property acquisition	100,000
- Contingency for other project elements	251,250
Total QRA Value (Balfour Beatty and WBC)	1,570,500

Capital Construction Cost Profile

- 4.2.13 The capital construction cost profile (including inflation and risk) for the contracted option is shown in **Table 47**.

Table 47: Capital Construction Cost Profile (including inflation and QRA)

Cost	Sunk Costs	2018/19	2019/20	2020/21	Total
Contracted option	4,187,636	6,917,064	8,152,380	633,920	19,891,000

Ongoing Costs

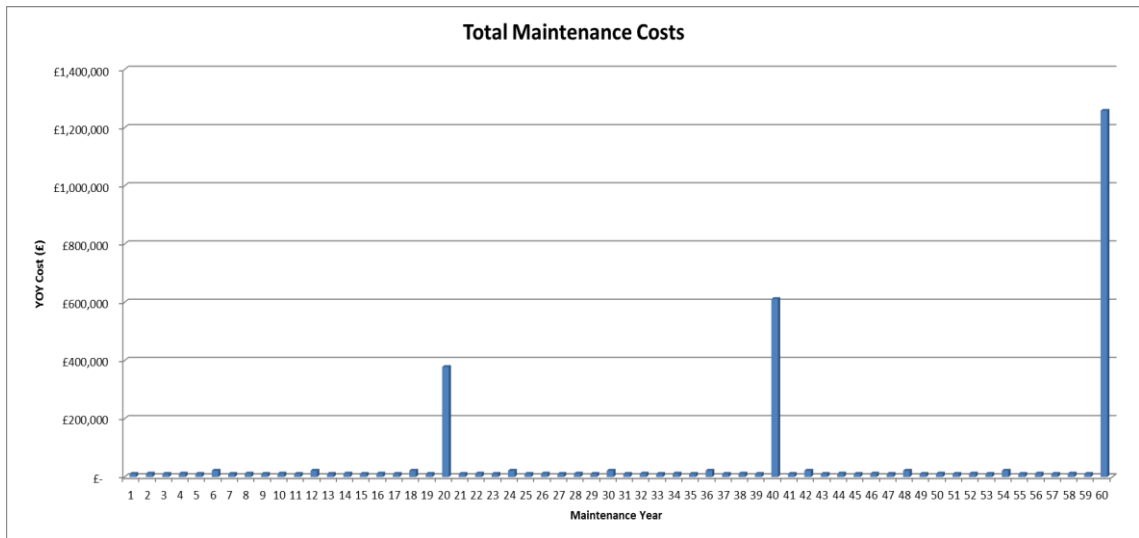
- 4.2.14 The following section details the overall ongoing operating, maintenance and renewal costs for the complete appraisal period. The Public Realm and Flood Risk Manager is responsible for the delivery and programming of maintenance works.
- 4.2.15 There are three areas of key ongoing cost responsibility, including:
- Ongoing highway maintenance;
 - Inspection and renewal works on the proposed new bridge structure over the River Mersey from Chester Road; and
 - Inspection and renewal works on the existing Slutchers Lane bridge over the Arpley Siding rail line.
- 4.2.16 The main construction contract will include works required to ensure the existing Arpley Bridge has some handover works undertaken as identified through a Principal Bridge Inspection Report undertaken by OPUS consultants. The works identified in the OPUS report have been reviewed by Mott MacDonald and some further handover works have been identified.
- 4.2.17 The ongoing operation and maintenance liabilities for the scheme lie with Warrington Borough Council in accordance with their network management and maintenance responsibilities as defined within the Traffic Management Act 2004 and the Highways Act 1980.
- 4.2.18 The Waterfront Programme Board approved the ongoing maintenance budget amount as presented in **Table 48**.

Table 48: Ongoing costs

Cost Item	Estimated Ongoing Operating, Maintenance and Renewal Cost Total (2016 prices over 60 years) (£)
Highway Maintenance Costs	2,283,828
Bridge Inspection and Maintenance Costs	1,065,000
Total Ongoing Scheme Costs	3,348,828

- 4.2.19 In addition to calculating the total costs over a 60 year period, it is useful to present a year-on-year analysis. This will give an indication of the estimated maintenance, renewal and inspection costs over 60 years. **Figure 32** shows the year-on-year estimate over a 60 year period.

Figure 32: Ongoing costs – 60 year appraisal period



4.2.20 As part of the national DfT maintenance funding allocations, each local authority is provided a five-year advance budgeting allocation for highway maintenance. This allows local authorities to plan the upcoming maintenance of the highway network. **Table 49** shows the current five year allocation awarded to Warrington.

Table 49: Highways Maintenance Funding formula allocations, 2015/16 to 2020/21

Total allocation (£) 2015/16	Total allocation (£) 2016/17	Total allocation (£) 2017/18	Indicative allocation (£) 2018/19	Indicative allocation (£) 2019/20	Indicative allocation (£) 2020/21
3,195,000	2,929,000	2,841,000	2,571,000	2,571,000	2,571,000

4.2.21 Based on the indicative maintenance budget allocations by the DfT, WBC has accounted for the maintenance requirements of the scheme up to 2020/21. The annual maintenance budget for the first five years is £34,741 per annum and considered manageable within the budgets outlined above.

4.3 Budget / Funding Cover

- 4.3.1 The total scheme cost is **£19,891,000**. The scheme is to be funded through a C&W LEP fixed allocation, Housing Infrastructure Fund fixed allocation and through WBC capital borrowing as follows:

Table 50: Scheme funding sources and Cashflow

Funding Source	Sunk Costs	2018/19	2019/20	2020/21	Total Cost (£)	% contribution
LEP/LGF grant	4,187,636	1,112,364	0	0	5,300,000	27%
Council Capital Borrowing	0	5,804,700	5,100,300	0	10,905,000	55%
Housing Infrastructure Fund	0	0	3,052,080	633,920	3,686,000	18%
Total of budget (£m)	4,187,636	6,917,064	8,152,380	633,920	19,891,000	100%

Notes:

The Cashflow assumes the risk allocation is distributed 50%:50% between 2018/19 and 2019/20.

The Housing Infrastructure Funding is assumed to be claimed toward the later part of the scheme.

C&W LEP Funding

- 4.3.2 In July 2014, the Cheshire and Warrington Growth Deal announced and confirmed an ‘in principle’ indicative allocation of £5,300,000 toward the cost of the Centre Park Link scheme. The Growth Deal identified the scheme as the ‘Warrington Waterfront Phase 1/Swing bridge’ (see **Annex A**).
- 4.3.3 Following submission of the outline business case (for conditional approval) to the C&W LEP in early 2017, a conditional offer letter was received formally awarding the **£5,300,000** (Local Growth Fund contribution) towards the scheme, subject to conditions (see **Annex U**).
- 4.3.4 The March 2018 Executive Board report formally approved and accept the conditional offer of £5,300,000 of Local Growth Fund monies awarded via C&W LEP towards the delivery of the scheme.

Housing Infrastructure Fund

- 4.3.5 The Housing Infrastructure Fund seeks to deliver new physical infrastructure to support new and existing communities; make more land available for housing in high demand areas, resulting in new additional homes that otherwise would not have been built; support ambitious local authorities who want to step up their plans for growth and make a meaningful difference to overall housing supply; and enable local authorities to recycle the funding for other infrastructure projects, achieving more and delivering new homes in the future.
- 4.3.6 WBC submitted a bid in September 2017 to the Ministry of Housing Community and Local Government’s / Homes & Communities Agency’s Housing Infrastructure Fund (Marginal

Viability) for **£3,686,000**, which following an announcement in early February has been successful (see **Annex C**).

- 4.3.7 This marginal viability fund has been designed to bring forward schemes that apart from a funding gap are well progressed in development terms with statutory process such as planning and CPO well progressed. Centre Park Link was an ideal candidate for this funding and the funding has been secured specifically for the highways element – and specifically to replace the need for a private sector contribution where development viability was proving difficult.
- 4.3.8 The funding in this case was bid for on the basis of enabling the highway scheme due to the lack of confirmed developer funding contributions which would have otherwise been derived from the adjacent residential development. This was coupled with an additional funding ask to cover any inflationary costs caused by delays to scheme delivery due to the potential for one or more of the landowners contesting the CPO process. This funding award is saving circa £148,900 per annum in council borrowing costs associated with the project.
- 4.3.9 The use of Housing Infrastructure Funding to fund the highway works has the benefit of decoupling the issues of developer contribution to the highway works and the planning application process for the residential development. It also enables the separated planning application process to maximise (subject to appraisal) the developments contribution to associated community infrastructure (education, health, affordable homes etc.) in line with the Council’s Planning Obligations Supplementary Planning Document (2017), as is normal.

WBC Funding

- 4.3.10 With the LEP and Housing Infrastructure Fund now secured the total WBC contribution has been reduced to **£10,905,000**. The 12th March 2018 Executive Board report proposed the revised WBC contribution, underpinned by acceptance of the construction price up to a maximum of £13,973,000 from Balfour Beatty (see **Annex V**). Subsequently on 20th March 2018 the Executive Board Key Decision notice (**Annex AE**) confirmed this maximum cost. The Executive Board paper is considered evidence that the Section 151 Officer has approved funding (no separate signature / letter is deemed a requirement).
- 4.3.11 Previously, the October 2014 Executive Board report provided further detail on the internal budget sources for the WBC contribution including approved CIPG funding of £5,700,000 – this approval is also referred to in the October 2015 Executive Board Report (see **Annex W**).
- 4.3.12 The feasibility budget for the Waterfront Centre Park Link was originally included within the “Pipeline Investment” calculations. This budget has been moved to the “live” Centre Park Link scheme budget (£2,421,000).
- 4.3.13 The October 2014 Executive Board report also allocated pipeline funding for the development of the Centre Park Link scheme to support Phases 2-3 of the Waterfront (£1,735,000) and future schemes in Wider Warrington (£337,000). Reallocating this funding did not involve any increase in CIPG funding – rather the existing budget was to be reallocated and re-profiled.
- 4.3.14 Highway maintenance funding was also identified to be used to deliver the highways surfacing for the scheme, while street lighting elements is to be delivered by coordinating funding with the street lighting renewal programme. The opportunity has been taken to ensure that planned maintenance and street lighting work is delivered as an integral part of the scheme.

4.4 Accounting Implications

- 4.4.1 **Table 51** presents the total project costs (including interest on borrowing), over a 40 year period against WBC's contribution to the scheme, being Principle £10,905,000 and Interest £6,299,000.
- 4.4.2 The total including borrowing is reflected/ accounted for within WBC's Medium Term Financial Plan.
- 4.4.3 Council tax and new homes bonus will be used to offset the costs of borrowing over the 40 year period.

Table 51: Total Project Cost (over 40 year period)

Total Cost (over 40 year period)	Cost (£)
WBC Contribution	10,905,000
Total interest	6,299,000
Total cost	17,204,000

***THE COMMERCIAL
CASE***

05

5 THE COMMERCIAL CASE

5.1 Introduction

5.1.1 This chapter presents the Commercial Case for the Centre Park Link scheme. It demonstrates the commercial viability of the project which, combined with overall economic benefits to society, are key factors in project financing. It presents the benefits of the proposed procurement strategy, sets out the proposed contract, evidence of risk allocation and transfer, as well as details of any personnel implications arising from the scheme.

5.1.2 The Final Full Business Case will append evidence of the Delivery Contract.

Compliance with DfT requirements for The Commercial Case

5.1.3 The DfT's guidance document outlines the areas that should be covered as part of the Commercial Case.³⁰ **Table 52** illustrates how this chapter fulfils DfT's requirements.

Table 52: Compliance with DfT requirements for The Commercial Case

Component	Description	Status	In Section
Introduction	Outline the approach to assess commercial viability.	Completed	5.1
Output Based Specification	Summarise the requirement in terms of outcomes and outputs supplemented by full specification as annex.	Completed	5.2
Procurement Strategy	Detail procurement/purchasing options including how they will secure the economic, social and environmental factors outlined in the economic case.	Completed	5.3
Sourcing options	Explain the options for sources of provision of services to meet the business need e.g. partnerships, framework, existing supplier arrangements, with rationale for selecting preferred sourcing option.	Completed	5.4
Payment Mechanisms	Set out the proposed payment mechanisms that will be negotiated with the providers e.g. linked to performance and availability, providing incentives for alternative revenue streams. (See the Office for Government Commerce's <i>Achieving Excellence</i> briefing for advice on payment mechanisms for construction projects.)	Completed	5.5
Pricing Framework and charging mechanism	To include incentives, deductions and performance targets.	Completed	5.6

³⁰ The Transport Business Case, Department for Transport, January 2013

Component	Description	Status	In Section
Risk allocation and transfer	Present an assessment of how the types of risk might be apportioned or shared, with risks allocated to the party best placed to manage them subject to achieving value for money.	Completed	5.7
Contract length	Set out scenarios for contract length (with rationale) and proposed key contractual clauses.	Completed	5.8
Human resource issues	Personnel/people management/trade union implications, where applicable, including TUPE regulations.	Completed	5.9
Contract management	Provide a high level view of implementation timescales. Detail additional support for in service management during roll-out / closure. Set out arrangements for managing contract through project / service delivery.	Completed	5.10

5.2 Output Based Specification

5.2.1 The Commercial Case is based on number of strategic objectives and outcomes against which alternative procurement options are considered. These include:

- Achieve cost certainty, or certainty that the scheme can be delivered within the available funding constraints - there is a fixed amount of funding available from the C&W LEP and Housing Infrastructure Fund, with the remainder being contributed by WBC. All risks on cost overruns outside the construction contract remain with WBC;
- Minimise further preparation costs with respect to scheme design;
- Obtain contractor input to risk management and appraisals, including mitigation measures, to capitalise at an early stage on opportunities to reduce construction risk and improve out-turn certainty thereby reducing risks to a level that is As Low As Reasonably Practicable; and
- Ensure contractor and stakeholder engagement throughout the whole process from early-planning to full scheme delivery.

5.2.2 The primary objectives underpinning the Commercial Case and that the preferred procurement strategy must deliver are:

- Deliver the scheme within the available funding;
- Ensure full commitment to the project;
- Delivery of the scheme to programme;
- Ensure Best Value is delivered;
- Offer an affordable 'whole life' cost solution;

- Confidence in delivery – WBC will be expected to engage with a contractor with a proven track record of stakeholder engagement, innovation and value engineering solutions on similar projects;
- Work standards – the new bridge and works to the highway network will be expected to be delivered in line with construction design standards defined within the contract;
- Reduce risks to a level that is As Low As Reasonably Practicable;
- Provide contractor input to the design, risk assessment and delivery programme; and
- Minimise disruption – the developer should ensure that the elements of the scheme that cause disruption to the highway network are minimised.

5.2.3 Following the completion of the option assessment and undertaking of a value for money assessment of the route options, a scheme specification has been developed that represents the key outputs that are required to support the objectives of the scheme:

- A new bridge structure across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern site of Centre Park;
- A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge;
- A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane;
- A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street; and
- A package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. The definition of the scheme scope has been agreed following an extensive process of problem identification, data analysis and objective setting.

5.3 Procurement Strategy

5.3.1 Procurement is an integral part of the project management process. The procurement strategy has been designed to ensure:

- Value for Money: WBC is under a duty to secure value for money in all of its transactions;
- Compliance with legislation: a wide variety of UK and European Union statutes and regulations apply to procurement;
- Avoidance of fraud and corruption: procurement must be visible and tightly controlled to limit potential fraud and avoid any suggestion of corruption; and
- Delivery of WBC's vision and ambitions: procurement contributes directly to the delivery of the WBC's vision and long-term ambitions.

5.3.2 The management of the development and delivery of the works are to be the responsibility of WBC. The procurement strategy will be managed in accordance with the WBC Corporate

Procurement Guide, with day to day management of consultants undertaken by the Project Management Team.

Procurement Options

5.3.3 In order to make an informed choice with regard to the procurement strategy for the Centre Park Link scheme, consideration has been given to best practice and WBC resource capacity and capability. The following section outlines the potential procurement routes considered by WBC to deliver the Centre Park Link scheme including:

- Design and Construct (D&C) / Design and Build (D&B): WBC submits for tender the design developed during the statutory processes and passes it to the Contractor to tender the detailed design and construction;
- Early Contractor Involvement (ECI): Approach to contracting that supports improved team working, innovation and planning to deliver value for money. It involves an integrated contractor and designer team, appointed under an incentivised, two-stage contract.; and
- Private Finance Initiative (PFI): Private firm(s) provides the capital for the major infrastructure project. The firm is contracted to complete and manage the projects. Rather than the Government, the private firm is responsible for the up-front capital costs to construct the project. The infrastructure is then leased, and the government makes annual payments to the private firm.

5.3.4 In each of these cases, the relative advantages and disadvantages are outlined below:

Table 53: Procurement Options Considered

Procurement Option	Advantages	Disadvantages
Design and Construct (D&C) / Design and Build (D&B)	<ul style="list-style-type: none"> – Opportunities for design / construction efficiencies, and collaboration during the design and construction phases; – The contract can be drafted to enable WBC to transfer various risks to the contractor; – Design solutions can be directed towards specific Contractor methods aiding buildability and potential for value engineering. – Risk from detailed design is carried by the Contractor appointed for D&B. WBC develops a detailed knowledge of risk, enabling a more informed negotiation of risk transfer at tender/final contract stage. – There is less scope for variations related to design; and 	<ul style="list-style-type: none"> – Potential that the contract amount may be higher to reflect an increase in contractor risks.

Procurement Option	Advantages	Disadvantages
	<ul style="list-style-type: none"> - Well established and proven forms of contract are available. 	
Early Contractor Involvement (ECI)	<ul style="list-style-type: none"> - Access to contractor experience early on in scheme development – relating to buildability, sequencing and subcontractor selection; - Early contractor input to the risk management strategy to support management of risks and improve certainty of costs whilst ensuring buildability and value for money; - Transfer a greater degree of design and other construction risk to the contractor; and - Enable design and construction efficiencies realised through collaboration during the design and construction phases. 	<ul style="list-style-type: none"> - Greater degree of certainty for scheme funding is required in order to progress Early Contractor Involvement; - Involves open book cost management and in-house skills to manage; and - Maximum cost for the main construction works is generally negotiated rather than competitively tendered, which may impact on the value for money of the construction contract.
Private Finance Initiative (PFI)	<ul style="list-style-type: none"> - No large upfront capital cost outlay required to construct the scheme; and - Transfer some of the risk of construction and maintenance to the private sector. - Total cost of the scheme can be spread throughout the lifespan of the scheme. - The contractor would have a long term interest in the quality of the scheme build and design given ongoing maintenance liabilities. 	<ul style="list-style-type: none"> - PFI contracts are typically greater than 25 years with annual repayments plus interest placing a long term future liability/burden on the Council. - High level of risk transfer to the private sector under PFI impacts on the value for money over the lifespan of the project. - Complexity of procurement process could impact on delivery timescales, impacting on the project costs. - Experience of PFI from recent years across the public sector has raised issues regarding whether the contracts have achieved good value for money.

Recommended Procurement Option – Delivery

- 5.3.5 WBC determined as part of the Outline Business Case for conditional approval that seeking a D&B style contract, with ECI would offer the optimal opportunity to deliver efficiencies in development and delivery of the project and minimise financial risk to the authority. PFI was not considered a viable route for this project due to the scale of the scheme. In this instance, there was suitable opportunity for funding to be sourced through Government allocations (Growth Deal and Housing Infrastructure Fund) and Council prudential borrowing, minimising the complexity and need for wider private finance. ECI was considered

appropriate enabling WBC the opportunity to access expert design services early in project development. ECI was engaged via the SCAPE framework, with the delivery contract also to be offered via this procurement route - this is discussed through the Sourcing Options outlined below.

5.4 Sourcing Options

5.4.1 In order to make an informed choice with regard to the sourcing strategy for the Centre Park Link scheme, consideration has been given to best practice and WBC resource capacity and capability. The following section outlines the potential sourcing options considered by WBC, in order to deliver a D&B contract with ECI. In each of these cases, the relative advantages and disadvantages are outlined.

Option 1: Open or Restricted Tender – OJEU

5.4.2 As the scheme value is greater than the Official Journal of the European Union (OJEU) limit of \$4.3 million, WBC may competitively tender (open or restricted) using an OJEU notice. An open tender relates to where anyone may tender; while a restricted tender relates to the process where pre-qualification is used to whittle down the open market to a pre-determined number of tenderers.

5.4.3 **Open Tender:** The minimum time limit for submission of tenders is 35 days from the publication date of the contract notice. If a prior information notice was published, this time limit can be reduced to 15 days.

5.4.4 **Restricted Tender:** Any business may ask to participate in a restricted procedure, but only those who are pre-selected will be invited to submit a tender. The time limit to request participation is 37 days from the publication of the contract notice. WBC would then have the opportunity to select at least 5 candidates with the required capabilities who would be given a further 40 days to submit a tender. This time limit can be reduced to 36 days, if a prior information notice has been published.

5.4.5 An assessment of the OJEU tenders submitted would then need to be undertaken, with the selected tender offering the best value for money, whilst also meeting the requirements of the OJEU notice. Any contractor procured via this route would need to demonstrate relevant experience, value for money and the capability to deliver the scheme within the required timescales.

5.4.6 There is a mandatory 10 day 'standstill' period, during which unsuccessful tenderers may challenge the intention to award to the preferred contractor.

Advantages

- An open tender allows for increased competition due to the potentially high volume of responses leading to potentially more competitive prices;
- Organisations of all sizes have the opportunity to submit a tender, increasing the opportunity for a number of innovative proposals/solutions;
- Compared to restricted tender, the overall timescale of an open OJEU is reduced (no pre-qualification stage);
- Opportunities for design / construction efficiencies, and collaboration during the design and construction phases through D&B OJEU specification;
- The contract can be drafted to enable WBC to transfer various risks to the contractor; and
- Well established and proven forms of contract are available.

Disadvantages

- Resource implications of a potentially lengthy tender evaluation (due to a high volume of responses);
- No opportunity to discuss/refine bids;
- An open tender may result in some providing poor quality bids due to the fact there is an increased chance of being unsuccessful and a limited timescale; and
- Increased risk of challenge due to more responses and time invested/transaction costs in preparing a tender.

Option 2: SCAPE National Civil Engineering and Infrastructure Framework

- 5.4.7 SCAPE is an organisation originally set up by a group of Local Authorities in 2006 to deliver greater value for money in the procurement of major building works. They have since diversified in to other areas setting up national frameworks for services such as facilities management, project management, QS services and minor works. The SCAPE Group Ltd is still a local authority owned company. These frameworks are open to all public sector bodies but are specifically tailored towards Local Government Authorities.
- 5.4.8 Recently they have brought forward an OJEU compliant 4 year Civils and Infrastructure framework with a notional value of £1.5 billion. The successful contractor appointed to the SCAPE Framework (Civils and Infrastructure) in January 2015 was Balfour Beatty, a nationally recognised construction company with more than 100 years of experience in complex infrastructure projects. The Framework Agreement between Balfour Beatty and SCAPE Group was signed on the 30th January 2015 (**Annex X**). The Framework operates to 29 January 2019.
- 5.4.9 Through the framework, Balfour Beatty can deliver works valued from £1 million to \$40 million and above. The Framework covers services including site investigation, site clearance, site preparation, foundations, roads, bridges, structures, pipelines and tunnels, as the provision of associated mechanical, electrical and minor building works. The framework provides for a balance of risk, control and cost certainty to enable value for money to be achieved.
- 5.4.10 The SCAPE Framework has been scrutinised by WBC's Procurement Team who have approved this delivery pathway. In early 2015, SCAPE Group provided a briefing to WBC regarding the framework. WBC lead project and service managers and colleagues from the procurement team were in attendance at this briefing. It was noted that this method of procurement could offer immediate advantages to the delivery of several projects. The WBC Procurement Team has confirmed that the Framework complies with all procurement legislation. The SCAPE Access Agreement was signed between SCAPE System Build Limited t/a SCAPE Group and WBC on the 30th March 2015 (**Annex Y**). In entering into the Agreement with SCAPE Group, WBC has approved the delivery pathway.
- 5.4.11 Balfour Beatty has recently proven that they have delivered successfully on other schemes for WBC such as the Birchwood Pinch Point Project. This project was delivered on time, to budget and within the specified quality parameters. The use of the SCAPE Framework allowed WBC and Balfour Beatty to demonstrate their ability to deliver within tight timescales and gives certainty around budget, which has been evidenced by this scheme. The success provides assurance and confidence that the scheme can be delivered via the SCAPE Framework. It also highlights the added value Balfour Beatty has been able to contribute toward WBC infrastructure projects. The SCAPE Framework is also being used for

a number of other WBC projects including Warrington West rail station and the M62 Junction 8 improvement project.

- 5.4.12 Generally, the Framework operates on an ECI basis. This is followed by a D&B process where the contractor takes the lead on the design and manages all commercial aspects on behalf of the Client.

Advantages

- Nationally competitively tendered framework on fixed overheads, profit and preliminaries basis;
- Potential to involve the contractor (Balfour Beatty), who has proven experience relating to buildability, sequencing and subcontractor selection, for pre-contract services on a competitive basis (Early contractor involvement);
- Retain client involvement in the pre-selection and appointment of subcontractors;
- Sub contracted works packages are carried out via an open book process which allows the Client a level of scrutiny and control over who is appointed to carry out works packages;
- Enable design and construction efficiencies realised through collaboration during the design and construction phases;
- Allowing the contractor to take the scheme forward on a design and build basis will remove a significant liability from WBC as any risks associated with design around build ability and outputs are then borne by the contractor. Currently WBC is underwriting all of these risks;
- The commercial management of the various design consultants, which may be resource intensive, is passed to the contractor, who by their very nature, are more able to drive efficiencies from this process;
- SCAPE procures a significant volume of projects and services enabling the framework to command highly competitive and fixed rates;
- Designed to achieve measurable time, quality, cost and community benefits on every project and commission including use of local suppliers;
- Significant financial; and time savings will be realised by not having to carry out protracted OJEU procurements for each individual project; and
- This method of procurement is recognised as being able to deliver projects quicker throughout all phases of development as well as a potentially more “efficient” design.

Disadvantages

- Potential that the value for money from the main construction contract may be impacted by awarding the contract to a single supplier; and
- Dependence on a single supplier and their associated supply chain.

Option 3: Other open framework agreements

- 5.4.13 Many framework agreements awarded by central government departments and other local authorities are enabled for use by the WBC. These cover a range of supplies and services. For WBC, the Transportation and Public Realm Consultancy Services Framework (TPRCSF) is an established procurement route for services often used by Council.
- 5.4.14 The TPRCSF has been established since 2014, following the execution of a previous multi-consultant framework from 2008-2013. The framework provides for the fast and efficient provision of personnel and expertise up to value of the OJEU funding limits. The TPRCSF consists of a panel of approved consultants who may be engaged by WBC to provide multi-disciplinary professional and technical advice, design, guidance, negotiation and assistance on construction projects and other services. For instance, support on the business case, engineering design of the scheme, public consultation and stakeholder management and/or cost estimation services.
- 5.4.15 WBC has a strong and effective working relationship with the four transport consultancies under the TPRCSF, namely AECOM, Jacobs, Mott MacDonald and WSP, all of whom are able to provide multi-disciplinary advice to support a scheme of this type and scale.

Advantages

- Well established procurement method that WBC has utilised through initial stages of project development.

Disadvantages

- Absence of a single framework to provide full range of services required; and
- Typically, the TPRCSF is targeted at support through the development phase, taking the scheme through to preliminary design and identification of delivery contractor, rather than delivery a scheme of this scale.

Recommended Sourcing Option – Delivery

- 5.4.16 WBC is reliant on its existing successful relationships with the private sector to develop and deliver major transport schemes. In response to this, the Outline Business Case for Conditional Approval recommended that the Centre Park Link scheme would utilise two sourcing pathways including:
- SCAPE National Civil Engineering and Infrastructure Framework 2015; and
 - Transportation and Public Realm Consultancy Services Framework 2013.
- 5.4.17 This endorsed approach has not changed since the Outline Business Case for Conditional Approval. The main construction contract is to be sourced by the SCAPE Framework (Balfour Beatty) with smaller support commissions, as required, commissioned via the TPRCSF – this is further explored below.

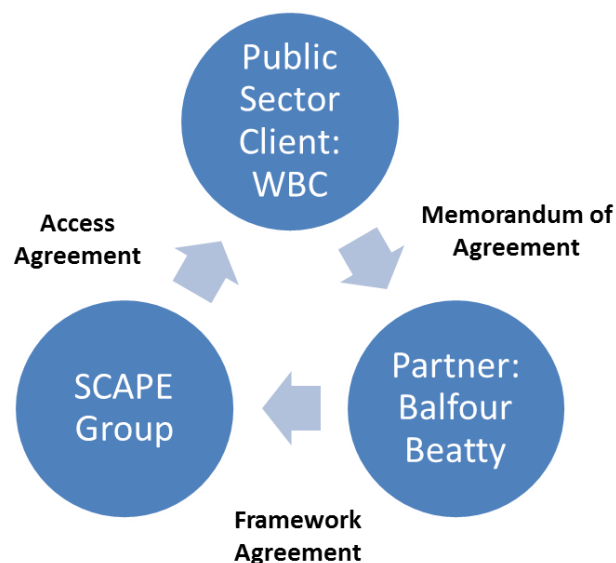
SCAPE National Civil Engineering and Infrastructure Framework 2015

- 5.4.18 The SCAPE National Civil Engineering and Infrastructure Framework will be used to deliver the Centre Park Link scheme. This has included provision for ECI. The framework provides for a balance of risk, control and cost certainty to enable value for money to be achieved.
- 5.4.19 This SCAPE Framework has been scrutinised by WBC's Procurement Team who have approved this delivery pathway – this is confirmed in the Executive Board report dated 12th October 2015 (**Annex W**). In early 2015, SCAPE Group provided a briefing to WBC regarding the framework. WBC lead project and service managers and colleagues from the

procurement team were in attendance at this briefing. It was noted that this method of procurement could offer immediate advantages to the delivery of several projects. The WBC Procurement Team has confirmed that the Framework complies with all procurement legislation.

- 5.4.20 WBC is entitled to use any of SCAPE’s frameworks (outcome of signed the SCAPE Access Agreement). The SCAPE Access Agreement was signed between SCAPE System Build Limited t/a SCAPE Group and WBC on the 30th March 2015 (**Annex Y**). In entering into the Agreement with SCAPE Group, WBC has approved the delivery pathway.
- 5.4.21 The overall mechanisms to facilitate use of the SCAPE Framework are summarised in **Figure 33** below:

Figure 33: SCAPE Framework Agreements



- 5.4.22 Balfour Beatty has recently proven that they have delivered successfully on other schemes for WBC such as the Birchwood Pinch Point Project. This project was delivered on time, to budget and within the specified quality parameters. The use of the SCAPE Framework allowed WBC and Balfour Beatty to demonstrate their ability to deliver within tight timescales and gives certainty around budget, which has been evidenced by this scheme. The success provides assurance and confidence that the scheme can be delivered via the SCAPE Framework. It also highlights the added value Balfour Beatty has been able to contribute toward WBC infrastructure projects. WBC has also procured the delivery of Warrington West rail station and the M62 Junction 8 improvement project via this sourcing route.
- 5.4.23 Generally, the Framework operates on an ECI basis. This is followed by a ‘design and build’ process where the contractor takes the lead on the design and manages all commercial aspects on behalf of the Client. With regard to the Centre Park Link scheme, in January 2015, WBC engaged Balfour Beatty through the SCAPE Framework to provide ECI – this has continued to present. ECI was pursued by WBC for the Centre Park Link scheme through this sourcing option to:

- Access to Balfour Beatty’s considerable construction resources early;
- Expedite potential start on site;

- Involve the contractor (Balfour Beatty), who has proven experience relating to buildability, sequencing and subcontractor selection, for pre-contract services on a competitive basis;
- Retain client involvement in the pre-selection and appointment of subcontractors;
- Enable design and construction efficiencies realised through collaboration during the design and construction phases;
- ECI will allow more certainty over project cost and programme at an early stage helping to support funding bids and develop schemes which offer value for money, versus the traditional route;
- Allowing the contractor to take the scheme forward on a design and build basis will remove a significant liability from WBC as any risks associated with design around build ability and outputs are then borne by the contractor. Currently WBC is underwriting all of these risks;
- The commercial management of the various design consultants, which is currently proving to be resource intensive, is passed to the contractor, who by their very nature, are more able to drive efficiencies from this process;
- Significant financial; and time savings will be realised by not having to carry out protracted OJEU procurements for each individual project; and
- This method of procurement is recognised as being able to deliver projects quicker throughout all phases of development as well as a potentially more “efficient” design.

5.4.24 The SCAPE Framework is designed to achieve measurable time, quality, cost and community benefits on every project and commission. As SCAPE procures a significant volume of projects and services for their clients, this enables the framework to command highly competitive and fixed rates.

5.4.25 The SCAPE Framework also removes a significant liability from WBC as the majority of risks associated with the design, ‘buildability’ and outputs are borne by the contractor. Using a traditional procurement route, WBC would be required to underwrite these risks.

5.4.26 Through the framework, the initial feasibility work (Stage 1) carried out by the contractor is undertaken at risk and it is only when the project cost and delivery timeframes are understood by the Client that they must commit to delivery. This approach is favoured by WBC as it provides a level of assurance through the development phase. The Pre-Construction stage (Stage 2) involves more detailed design work in order to provide a target cost for the scheme – this work is commissioned to the contractor based on an agreed price. WBC has now confirmed the construction element of the contract (Stage 3) with Balfour Beatty under the SCAPE Framework following confirmation of the maximum cost for the scheme.

5.4.27 With specific regard to the Centre Park Link scheme, the WBC Executive Board approved pre-construction work for the project using the SCAPE Framework at the 12th October 2015 meeting (see **Annex W**):

“Decision: That the Executive Board –

(3) approved the appointment of Balfour Beatty under the SCAPE Civils Framework as the delivery partner to commence pre-construction activity in section 4.3 of the report...”

- 5.4.28 Subsequently the March 2018 Executive Board endorsed delegated approval be granted to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to Council, to award the construction contract, thereby invoking Stage 3. This is to occur once all necessary Agreements with Network Rail, and land acquisition for all outstanding interests is finalised (**Annex V**).
- 5.4.29 Evidence of the delivery contract will be appended to the Final Full Business Case.
Transportation and Public Realm Consultancy Services Framework 2013
- 5.4.30 Warrington has a strong and effective working relationship with four leading transport consultancies under its TPRCSF. With regard to the Centre Park Link scheme, the Framework has been used to date to engage consultants that make up the Client Support Team including:
- Network Rail liaison: Mott MacDonald;
 - Concept Design: Mott MacDonald;
 - Scheme Appraisal: AECOM; and
 - Stakeholder Management: Curtins.
- 5.4.31 AECOM and Mott MacDonald have a longstanding relationship with this scheme. However, WBC also recognises that the flexibility of the framework contract is such that if additional resource is required unexpectedly, there is resource and expertise available from all of the framework companies. It is likely that monitoring and evaluation activities associated with the scheme post-delivery will also be procured via this sourcing pathway.

5.5 Payment Mechanisms

- 5.5.1 As stated above, the Centre Park Link scheme will utilise two contracts to facilitate the delivery of the project:
- SCAPE national Civil Engineering and Infrastructure Framework 2015; and
 - Transportation and Public Realm Consultancy Services Framework 2013.
- 5.5.2 The contract value for the delivery of the scheme will be set out in the contract between the Principal Contractor (in this case Balfour Beatty) and WBC. This contract will be finalised as soon as reasonably practicable after the confirmation of full funding from the WBC and C&W LEP, and relevant statutory approvals are obtained.
- 5.5.3 Payment mechanisms to Balfour Beatty will be set out in the contract schedule. Balfour Beatty will be paid monthly and will be required to submit detailed invoices in accordance with the terms and conditions of the contract. WBC, once satisfied, will pay Balfour Beatty for the agreed services.
- 5.5.4 Where funding is drawn down from partial funding contributed by C&W LEP, WBC will pay Balfour Beatty and provide the evidence of expenditure on valid scheme delivery works to C&W LEP.

5.6 Pricing Framework and Charging Mechanisms

- 5.6.1 The SCAPE framework includes two main payment areas:
- Contractor and their agent payments ; and

- SCAPE Procure Management Team payments.
- 5.6.2 The fee for using the SCAPE framework is set at 0.5% of the total contract value (0.25% at Project Order; 0.25% at Delivery Agreement).
- 5.6.3 The payments direct to the contractors or contractors agents are determined based on fee quotations or the target contract cost. Balfour Beatty has provided a charging rates schedule to WBC.
- 5.6.4 In accordance with the SCAPE National Civil Engineering and Infrastructure Framework – Schedule 10: Contractor’s Fees, Working Area Overhead and People Costs, the following components of the pricing framework are agreed between Balfour Beatty and WBC as follows:
- Feasibility is to be completed free, with the exception of any required enabling works (paid as short form NEC contract) and PSC contracts (paid as NEC PSC Contracts);
 - Pre-construction (ECI Phase) Balfour Beatty staff paid at pre-agreed rates, any required enabling works (paid as short form NEC contract) and PSC contracts (paid as NEC PSC Contracts);
 - Model Delivery Agreement (carrying out the works), paid as NEC Option A or Option C (client discretion);
 - Direct Fee and Subcontracted Fee percentage agreed at 2.5%;
 - Working Area Overhead agreed at 9%;
 - Working Area Overhead is calculated on all defined cost, not people; and
 - Staff rates are pre-defined for the build-up of the Option A or C Price (actual cost for option C from commencement);
 - Regional adjustments to the staff people costs for the North West (-12.23%) to be applied to costs as agreed in accordance with Part 3 of Schedule 10.
- 5.6.5 Evidence of the SCAPE delivery contract will be appended to the Final Full Business Case.
- 5.6.6 The NEC3 contract includes as an incentive an arrangement where, if Balfour Beatty deliver the out-turn cost below the level of the pre-agreed final target, the savings are shared according to a pre-agreed formula between WBC and Balfour Beatty. This mechanism directly drives both parties to ensure best value from the project.

5.7 Risk Allocation and Transfer

- 5.7.1 The scheme risks associated with the Centre Park Link project have been considered and included as part of the detailed QRA found in **Annex T**. A further summary of the key project risks is provided within the Risk Management Strategy section of the Management Case. The risks have been identified, recorded and updated regularly throughout the scheme development phase of the investment lifecycle. Management of these risks will be an ongoing task through to practical completion.
- 5.7.2 As part of this process, an owner has been allocated to each risk. Where appropriate, the aim is to eliminate the identified risk, or prepare relevant mitigation measures to manage and reduce the impact of the risk.
- 5.7.3 WBC has sought to attribute all project risks to a nominated party that can best demonstrate value for money in managing the risk. The use of Balfour Beatty through ECI enables a greater degree of design and other construction risk to be transferred to the contractor.

5.7.4 The overall QRA values are summarised below in **Table 54**.

Table 54: QRA breakdown

Inflation	Preferred option
Balfour Beatty QRA	499,500
- Construction risk	499,500
WBC QRA	1,071,000
- Construction risk	719,500
- Contingency for land and property acquisition	100,000
- Contingency for other project elements	251,250
Total QRA Value (Balfour Beatty and WBC)	1,570,500

5.7.5 WBC assigned risks with a cost impact include:

- Land and property acquisition including any associated legal powers related to preparation of the Compulsory Purchase Order and attendance (if required) at a Public Inquiry (covered by contingency). This is considered an appropriate strategy as WBC Property and Legal are responsible for the management of all ongoing negotiations with impacted land owners; and
- Construction risk for WBC within the QRA has been determined based on differences to ground conditions from those expected, cost increases above C4 quotes, unchartered services encountered and overall scope increases during construction.

5.7.6 The top three Balfour Beatty risks, with a cost impact in the QRA, accounting for approximately 80% of the total value, relates to:

- Increase in design requirements during construction;
- Weather events causing work stoppages/delay; and
- Take off of quantities being incorrect.

5.8 Contract Length

5.8.1 The Centre Park Link scheme will be procured under the SCAPE National Civil Engineering and Infrastructure Framework. The contract to be signed with Balfour Beatty is a NEC3 Contract. It is envisaged that the Stage 4 delivery agreement will be approximately 24 months in duration (to project close out (Stage 5) with an anticipated contract start date of November 2018. This includes approximately 18 months for construction activities.

Table 55: Contract milestones

Key Project Milestone	Date
Signed Stage 4 Deliver Agreement (Contract Award)	November 2018
Onsite (set up site compound)	January 2019
Construction Activities	February 2019-August 2020
Contract Completion	August 2020
Stage 5 – Project Close Out	September 2020

5.9 Human Resources Issues

- 5.9.1 A significant human resource requirement is need to ensure effective delivery of the Centre Park Link project. This includes human resource requirements across the WBC client team, the design team and the contractor team. The project team structure is included in the Management Case.
- 5.9.2 WBC will be responsible for oversight of the project on the client side of the delivery arrangement. The relevant professional activities to appropriately resource this aspect of the project include a Client Project Manager, a Road Safety Review, ITS Engineer and Planning Inputs.
- 5.9.3 The Scheme Designer will undertake the majority of the work over the Pre-Construction Stage. This will require professional inputs from the following (but not limited to) skilled professionals:
- Project Manager;
 - Principal Civil Engineer;
 - BIM Manager/Professional;
 - Highway Design Engineer;
 - Structural Engineer;
 - Geotechnical Engineer;
 - Environmental Assessment Lead;
 - Landscape Designer; and
 - CDM Lead.
- 5.9.4 The Scheme Designer has been appointed through the SCAPE Framework contract with the Scheme Contractor. The Contractor will be responsible for liaising with the Scheme Designer to ensure that the scheme design can progress to the Construction Phase, in addition to undertaking the necessary on site investigations to inform the Construction Phase. The professional inputs here include (but not limited to):
- Contract Manager;
 - Quantity Surveyor;

- Site Agent;
- Project Planner; and
- Design Manager.

5.9.5 There are no TUPE implications for the project as no public sector staff will be transferring to a different organisation during delivery.

5.10 Contract Management

5.10.1 The construction contract with Balfour Beatty is to be a NEC3 Contract, commissioned through the SCAPE National Civil Engineering and Infrastructure Framework 2015. The reasons for choosing this form of contract are set out below.

5.10.2 The NEC3 contract is well understood and is a tried and tested contract used on large scale construction schemes. It has been used in high profile and successful rail infrastructure projects such as Crossrail.

5.10.3 The implementation of NEC3 contracts has resulted in major benefits for projects both nationally and internationally in terms of time, cost savings and improved quality.

5.10.4 The NEC3 contracts have been uniquely designed using the following three key unique characteristics:

- They stimulate good management of the relationship between the two parties to the contract and, hence, of the work involved in the contract;
- They can be used in a wide variety of commercial situations, for a wide variety of types of work and in any location; and
- They are clear, simple and written in plain English using language and a structure which is straightforward and easily understood.

5.10.5 In selecting the NEC3 contract, WBC has adopted a two stage contract strategy.

5.10.6 The current contract has a break clause after the pre-construction phase should approval of the scheme not be realised based on funding. The next stages (construction and post-construction) are subject to approvals for scheme delivery in terms of planning, land and environment, as well as provision of target costs.

5.10.7 WBC will manage the contract with Balfour Beatty. Delegated powers under the NEC3 contract will be passed onto the SRO and Project Management Team to manage the day to day activities of the Construction Team. The SRO for the scheme is Dave Boyer, Assistant Director, Economic Regeneration, Growth and Environment.

5.10.8 The Programme Manager will provide continuity from scheme development, through to detailed design, construction and final account settlement.

5.10.9 WBC as the planning authority will monitor the construction works to ensure any specified conditions are adhered to by the contractor.

NEC Contractual Clauses

5.10.10 The Framework Agreement between Balfour Beatty and SCAPE Group covers all agreed amendments to the standard NEC3 contract in Schedule 3. For instance, with regard to Compensation, changes are set out below:

60.1 (10) Insert “or unless it was reasonable for the Project Manager to instruct the Contractor to search, having regard to previous instances of non-compliant work”.

60.1 (18) Delete this clause and insert:

“Any breach of contract by the Employer (save to the extent that it is caused or contributed to by the Contractor) which is not one of the other compensation events in this contract”.

60.1 (19) (Clause 60.1(19) may be deleted at the Employer’s sole discretion).

62.4 After “revised quotation” in the second sentence insert “as soon as possible, and in any event”.

63.1 In the third bullet point after the word “Fee” insert:

“and Working Area Overheads”

*THE MANAGEMENT
CASE*

06

6 THE MANAGEMENT CASE

6.1 Introduction

6.1.1 This chapter describes how the Centre Park Link scheme will be managed and delivered. In accordance with DfT requirements, it presents details of project planning, governance structure, risk management, communications and stakeholder management, benefits realisation and assurance.

Compliance with DfT requirements for The Management Case

6.1.2 The DfT's guidance document, 'The Transport Business Case: Management Case', outlines the areas that should be covered. **Table 56** shows where the information on these areas can be found in this document.

Table 56: Compliance with DfT guidance for The Management Case

Issue	Description	Status	In section
Introduction	Outline the approach taken to assess if the proposal is deliverable.	Completed	6.1
Evidence of similar projects	If possible, provide evidence of similar projects that have been successful, to support the recommended project approach. If no similar project approach. If no similar projects are available for comparison, outline the basis of assumptions for delivery of this project e.g. comparison with industry averages for this kind of work	Completed	6.2
Project dependencies	Set out deliverables and decisions that are provided/ received from other projects.	Completed	6.3
Governance, organisational structures & roles	Describe key roles, lines of accountability and how they are resourced.	Completed	6.4
Assurance & approvals plan	Plan with key assurance and approval milestones.	Completed	6.6
Project plan	Plan with key milestones and progress, including critical plan.	Completed	6.5
Risk management strategy	Arrangements for risk management and its effectiveness so far.	Completed	6.12

Issue	Description	Status	In section
Communications and stakeholder management	Development communications strategy for the project.	Completed	6.7
Monitoring and evaluation	Summarise outline arrangements for monitoring and evaluating the intervention.	Completed	6.14
Project reporting	Describe reporting arrangements.	Completed	6.8
Implementation of work streams	Summary of key work streams for executing the work.	Completed	6.9
Key Issues for implementation	Issues likely to affect delivery and implementation.	Completed	6.10
Contract Management	Summarise outline arrangements. Confirm arrangements for continuity between those involved in developing the contract and those who will subsequently manage it.	Completed	6.11
Benefits realisation plan	Set out approach to managing realisation of benefits.	Completed	6.13
Contingency Plan	Summarise outline arrangements for contingency management such as fallback plans if service implementation is delayed.	Completed	6.15
Options	Summarise overall approach for project management at this stage of the project.	Completed	6.16

6.2 Evidence of similar projects

- 6.2.1 The promoter for this scheme, Warrington Borough Council has extensive relevant experience delivering projects similar to the Centre Park Link scheme. This includes highway infrastructure schemes, local junction improvements, and sustainable transport measures – all of which are core elements of the scheme.
- 6.2.2 The examples outlined below for historic and planned infrastructure to provide confidence that the Centre Park Link scheme will be delivered on time and within budget.

Table 57: Case Study 1: Warrington East Transport Strategy Phase 1: Birchwood Pinch Point**Summary**

Junction improvements along the A574 Birchwood Way corridor at the Oakwood ('dog bone') and Moss Gate roundabouts and a new bus only link between Ordance Avenue and Faraday Street. Capital cost of scheme is £5.23 million.

Figure 34: Birchwood Pinch Point**Objective**

Tackle congestion to reduce journey times for road users and improve safety for pedestrians and cyclists around Birchwood Park.

Funding Source

The scheme is to be delivered through funding secured as part of the Growth deal for C&W LEP, together with contributions from Warrington Borough Council and Birchwood Park.

Relevance to Centre Park Link scheme

The Birchwood Pinch Point project draws significant parallels to Centre Park Link, demonstrating a proven funding source and governance mechanism. The scheme highlights a previous example of where funding has been appropriately managed from C&W LEP.

This project was delivered by Balfour Beatty and successfully managed through the SCAPE National Civil Engineering and Infrastructure Framework which is the same procurement option recommended for this scheme.

The previous relationship between WBC and Balfour Beatty also provides assurance and confidence that the scheme can be delivered successfully.

Traffic management was undertaken successfully during construction for the Birchwood Pinch Point project and will also be critical for the Centre Park Link project to ensure expeditious movement of traffic through the town centre.

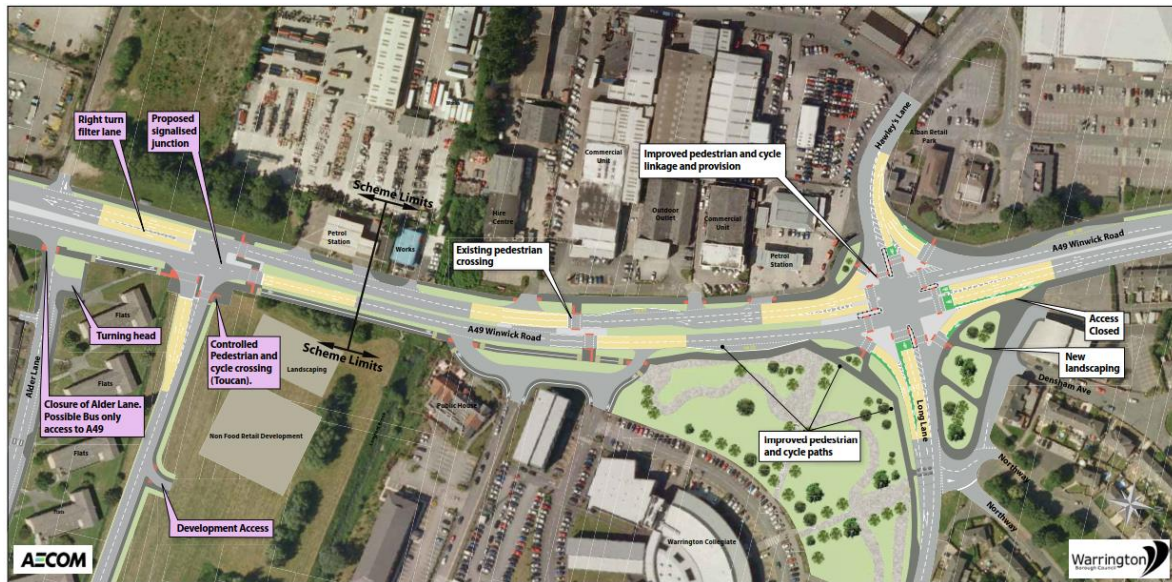
The project also delivered outcomes that align with the strategic objectives for the Centre Park Link scheme including addressing delay, improving journey time and improving access to a Business Park.

Table 58: Case Study 2: A49 Winwick Road / A50 Long Lane junction improvement scheme

Summary

The scheme included the complete removal of an overcapacity roundabout and replacement with a higher capacity and more efficient traffic signal junction, which provides for all vehicle and pedestrian movements.

Figure 35: A49 Winwick Road / A50 Long Lane Junction Improvement Scheme



Objective

Aimed at addressing significant problems currently experienced at the junction including:

- Poor movement of traffic both north and south along the A49 and coming out of Long Lane leading to high levels of congestion;
- Poor accessibility for bus services, pedestrians and cyclists; and
- Poor road safety record in terms of an above average cyclist casualty rate.

Funding Source

Half the funding was from the Local Transport Plan, spread over the last year of the LTP2 and early years of the LTP3, with the other half of the cost met by developer contributions from the Orford Park Project and Carrington Wire development.

Relevance to Centre Park Link scheme

The scheme was delivered on time and to budget.

Since the scheme was implemented, traffic conditions on the busy A49 have improved considerably. This highlights that WBC have the skills to manage the development phase to ensure the scheme delivered meets its objectives with junctions designed able to meet operational needs.

Table 59: Case Study 4: M62 Junction 8**Summary**

This c£12m scheme (currently being delivered) will upgrade Junction 8 meeting the planning conditions required to unlock development on the Omega site, whilst improving traffic flow along the M62. The scheme includes:

- widening of the circulatory carriageways on the southern part of the roundabout to increase storage capacity;
- widening of the westbound off slip to increase storage capacity and prevent queuing back onto the main M62 carriageway;
- widening including dualling of Burtonwood Road on the southern approach to the junction; and
- diversion of Charon Way to a new junction on Burtonwood Road in order to improve the operation by increasing the storage capacity of the south east part of the junction.

Figure 36: M62 Junction 8

Relevance to Centre Park Link scheme: This project draws significant parallels to the Centre Park Link scheme, demonstrating a proven funding source and governance mechanism. The scheme highlights a previous example of where funding has been appropriately managed from C&W LEP and other external funding streams.

This project was delivered by Balfour Beatty and successfully managed through the SCAPE National Civil Engineering and Infrastructure Framework which is the same procurement option as for the Centre Park Link scheme. The previous relationship between WBC and Balfour Beatty also provides assurance and confidence that the scheme can be delivered successfully.

Traffic management has been undertaken successfully during the construction for the M62 J8 project and will also be critical for the Centre Park Link project to ensure expeditious movement of traffic through the town centre.

The project also delivered outcomes that align with the strategic objectives for the Centre Park Link scheme including addressing delay, improving journey time and improving access to employment.

6.3 Project dependencies

6.3.1 An overall programme for the scheme has been produced highlighting the steps that need to be undertaken to deliver the project and the links that exist between key tasks.

6.3.2 The key project dependencies for the project include:

- Confirmed acquisition of the land required to deliver the scheme prior to the target contract price being agreed. The preferred option is to achieve this through negotiation - an alternative Compulsory Purchase Order (CPO) option has been identified, but this would impact on the timescales. Both are being progressed concurrently); and
- Appropriate project resource recruited to enable the client side project management of the project during delivery.

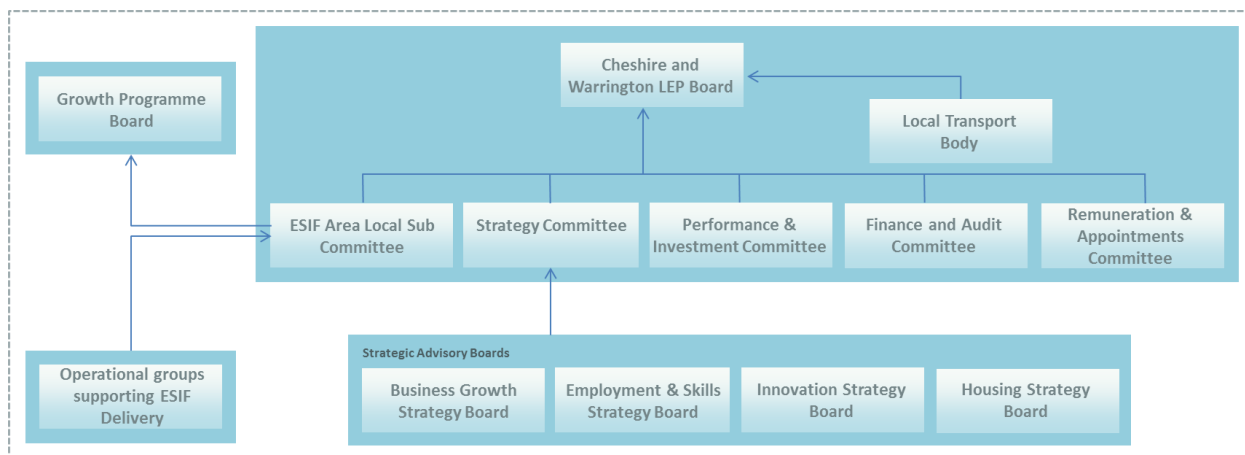
6.4 Governance, organisational structures & roles

6.4.1 **Approach to Programme/Project Management:** good practice involves formal Programme and Project Management. The Centre Park Link scheme would be delivered as an individual project although it is recognised that there may be interdependencies relating to other infrastructure works undertaken on the highway network. PRINCE 2 is used as the key project management methodology for this project.

Cheshire and Warrington Enterprise Partnership (C&W LEP)

6.4.2 Given the scheme is being funded from both C&W LEP and WBC there is a need to recognise that both these organisations have independent governance structures. This section outlines the overarching governance for C&W LEP, the C&W LEP organisational structure and role of the Performance and Investment Committee in relation to the scheme.

6.4.3 C&W LEP determines local economic priorities to lead economic growth and job creation within the local area. As part of this, C&W LEP maintains the highest standards of probity in the way that it discusses and makes decisions on how the funding devolved to it by Government is spent. The Governance structure for the C&W LEP is outlined in **Figure 37** below.

Figure 37: C&W LEP Governance Structure

6.4.4 Approach to Governance: To satisfy funding conditions, the scheme will also be delivered in accordance with the LEP Growth Programme Assurance and Accountability Framework. This framework provides a mechanism for the Accountable body (WBC), the LEP and key stakeholders to be clear about their responsibilities and to ensure good governance. The Assurance framework supports the development and delivery of a rigorously appraised and prioritised investment programme for Cheshire and Warrington which aligns to the LEP's strategic priorities and Enabling Programmes and Intervention Priorities and which positions the sub-region to take maximum advantage of funding opportunities which may arise³¹.

6.4.5 LEP Executive Board: The Board sets the corporate and strategic direction of the organisation. The financial proposition of the scheme enables the decision for investment to be delegated to the Performance and Investment Committee.

6.4.6 Performance and Investment Committee: The purpose of the Performance and Investment Committee is to hold the LEP Executive Board to account for programme delivery and performance and to ensure that projects put forward for funding support the LEP's strategic priorities and offer value for money. With regard to this scheme, as stated above, the Performance and Investment Committee has the delegated authority to approve funding. The key areas of responsibility for the Performance and Investment Committee include:

- Providing scrutiny and oversight to schemes funded;
- Monitoring performance of the programme during the year;
- Ensuring that the processes set out in the LEP's Assurance and Accountability Framework are adhered to;
- Reviewing and providing critical challenge to projects put forward for funding or endorsement by the LEP; and
- Approving projects put forward for funding under Local Growth Fund which fall within the financial limits delegated to the Committee.

6.4.7 The Performance and Investment Committee has previously approved conditional funding following the submission of the OBC for Conditional Approval. This FBC will enable final approval of the scheme Cheshire and Warrington funding component by the Performance and Investment Committee.

³¹ LEP Growth Programme Assurance and Accountability Framework(July 2015)

6.4.8 Funding: The devolved major scheme funding allocated through C&W LEP will be held by C&W LEP. WBC will be responsible for making all payments to relevant project partners to facilitate delivery of the scheme, and once payments are made will provide C&W LEP with the relevant invoices to draw funding. In accordance with the C&W LEP Assurance Framework, WBC will be required to apply to the Performance and Investment Committee for funding release. WBC will account for all expenditure associated with C&W LEP funding and provide statements in accordance with the Assurance Framework to maintain accountability and ensure effective governance and public scrutiny.

Warrington Borough Council

6.4.9 This section describes the governance arrangements, organisational structures and roles within WBC that provide the framework within which the Centre Park Link scheme will be managed and delivered.

6.4.10 The current governance arrangement for the delivery of the Centre Park Link scheme is illustrated in **Figure 38** with further detail pertaining to the roles and reporting responsibilities within the Project Team presented in **Figure 39**. Where a nominated position is identified as vacant, internal discussions are being undertaken to confirm both funding and procurement of people to each role.

6.4.11 Sponsorship: The sponsoring organisation for the delivery of the Centre Park Link scheme is WBC.

6.4.12 Executive Board: The Executive Board is a fully elected board chaired by the Chief Executive Officer. The Board reviews overall project progress, providing a forum to determine appropriate strategies to address key issues. The Executive Board is responsible for providing corporate and strategic direction to the project. Executive Governance specifically:

- Provides any necessary approvals from one delivery stage to the next;
- Approves the appointment and/or spending over £250,000 (The March 2018 Executive Board has provided delegated approval for the Delivery Contract based on the latest cost information);
- Provides strategic direction, when required, to the Regeneration and Transport Programme Boards;
- Reviews and challenges the delivery of the scheme in relation to time, cost and quality requirements; and
- Provides formal briefings to senior C&W LEP Board members.

6.4.13 Portfolio Holder: The Portfolio Holder is the Elected Member Hans Mundry, Executive Member for Highways, Transportation and Public Realm. The Portfolio Holder sits in the Executive Board. The Centre Park Link scheme is within the day-to-day oversight of the Portfolio Holder.

6.4.14 Regeneration Programme Board: The Regeneration Board receives updates on all the major capital regeneration schemes, including specific risks and decisions taken by officers, some of which have been undertaken under delegated authority from the Executive Board. The Regeneration Programme Board has the responsibility of reviewing, recommending and approving the Centre Park Link scheme to enable work packages to commence and proceed through the WBC gateway process, being cognisant of available funding and resources. The Board is responsible for establishing robust performance monitoring and reporting mechanisms for all major projects.

- 6.4.15 **Transport Programme Board:** The Transport Programme Board is attended by the Centre Park Link Senior Responsible Officer, Scheme Promoter and the Programme Manager. The Transport Programme Board reviews Monthly Status Reports on progress, cost variations, issues and risks, and the overall program for all capital transport projects to ensure the project is delivered to budget, time and quality.
- 6.4.16 **Waterfront Programme Board:** The Board provides strategic direction to the Centre Park Link scheme. The Waterfront Programme Board is responsible for identifying risks that require escalation to the Regeneration Programme Board and Executive Board. The Board also approves the scheme objectives, project plan and programme (**Annex F**).
- 6.4.17 **Project Management Team:** The Project Management Team consists of the Senior Responsible Officer, Scheme Promoter, Client Manager, Programme Manager and Project Manager. Together the Project Management team will manage the day to day aspects of the scheme from a technical, financial and deliverability perspective and report risks to the Transport Programme Board and Regeneration Programme Board.
- 6.4.18 **Senior Responsible Officer (SRO):** The SRO has overall accountability for ensuring that the Centre Park Link scheme meets its objectives and delivers the projected benefits. The SRO is a key leadership figure in WBC, with the necessary authority to make key decisions and drive the project forward throughout the life of the project. The SRO reports directly to the Transport Programme Board.
- 6.4.19 **Scheme Promoter:** The Scheme Promoter is responsible for the progression of the scheme on a day-to-day basis, ensuring that both the key strategic objectives for the Programme and Project Managers are well defined. They are considered to be the key contact for the scheme at a senior operational level.
- 6.4.20 **Programme Manager:** Reports to the Warrington Waterfront Programme Board and is responsible for planning, designing and proactively monitoring the progress of the overall programme of works. This includes resolving issues identified by the Project Manager, overseeing governance and assurance, and managing interfaces between scheme components.
- 6.4.21 **Project Manager:** The Project Manager is responsible for overseeing the delivery of the works, including the ongoing management of risks and issues on a day-to-day basis. Furthermore the Project Manager is responsible for preparing project reviews, cost loaded schedules with associated gateway reviews and the production of monthly update reports in accordance with WBC's Project and Programme Management Processes.
- 6.4.22 **Project Team:** The Project Manager is supported by the project team which is made up of three key areas including the construction team, client team and client support team. These teams incorporate persons with specialist skills necessary to ensure that effective progress takes place for procurement, finance, legal, risk and project controls.
- 6.4.23 **Construction Team:** The construction team comprises the lead contractor Balfour Beatty, in partnership with Ramboll UK and WBC. Key roles include the Balfour Beatty Project Director and Project Manager, Ramboll UK Scheme Design Manager and WBC site Supervisor, Clerk of Works and Technical Lead (also a part of Client Team). The construction team will be responsible for the delivery of the project onsite.
- 6.4.24 **Client Team:** The Client team comprises WBC staff and is responsible for:
- **Financial Control:** Provide advice on monthly spend/budget, monthly financial reporting to the Transport Programme Board, and reporting requirements associated with C&W LEP funding;

- Legal: Legal Advice relating to funding and delivery agreements;
- Property: Advice relating to land ownership issues;
- Communication: To ensure the scheme is effectively communicated to key stakeholders in accordance with the agreed Stakeholder and Communication Plan; and
- Technical: Advice relating to but not limited to engineering, building, communications and operational staff requirements for WBC in liaison with the Construction team which incorporates Balfour Beatty.

6.4.25 Client Support Team: The Client Support Team comprises consultants directly engaged by WBC to provide independent advice to the Client Team relating to scheme appraisal, design, consultation and Network Rail engagement.

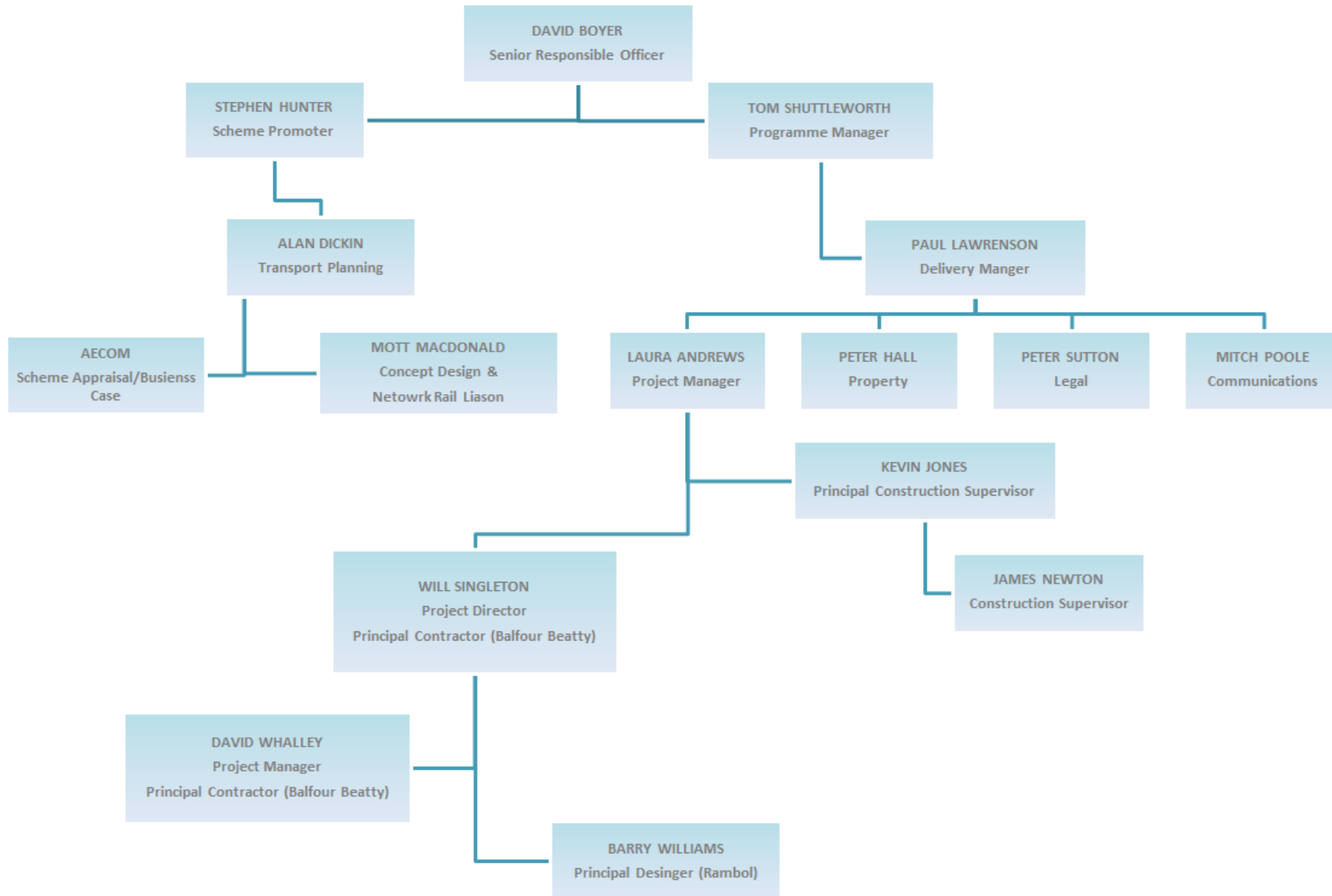
External Partner

6.4.26 Warrington & Co.: Warrington & Co. brings together the private and public sector to promote economic development and physical regeneration in Warrington, under the guidance of a private sector-led board. Warrington & Co. is responsible for leading the direction of activities within the project related to land acquisitions, strategic regeneration and ensuring that the project continues to deliver outcomes in relation to jobs and growth for Warrington. They bring specialist expertise to ensure that the project is continuing to meet the wider aims of Warrington Means Business and effectively levers private sector involvement in the scheme. Warrington & Co. include a representative on the Transport Programme Board and the Regeneration Programme Board.

Figure 38: Governance Arrangements for Centre Park Link Scheme at Warrington Borough Council



Figure 39: Governance Arrangements for Centre Park Link Scheme Project Team



Financial Delegation and responsibilities

6.4.27 **Table 60** outlines the financial approval tree for decisions relating to the Centre Park Link scheme.

Table 60: Financial delegation and responsibilities

Role	Financial delegation and responsibility
C&W LEP Performance and Investment Committee	<p>Approval authority for the release of C&W LEP funding to WBC to facilitate the delivery of the scheme.</p> <p>Performance and Investment Committee is to act with delegated authority on behalf of the C&W LEP Board for this scheme.</p> <p>Conditional Approval provided following the submission of the Outline Business Case for Conditional Approval.</p>
WBC Executive Board	<p>Approval authority for all financial decisions greater than £250,000.</p> <p>Executive Board may delegate approval as required.</p>
WBC Regeneration Programme Board	<p>Terms of Reference provides authority for financial approval for major decisions up to £250,000. For decisions greater than £250,000, the Regeneration Programme Board makes recommendations to the Executive Board.</p>
WBC Waterfront Programme Board	<p>No financial approval within Terms of Reference – Waterfront Programme Board makes recommendations to the Regeneration Programme Board for endorsement.</p> <p>Provides the strategic direction for the Centre Park Link scheme.</p>
Senior Responsible Officer	<p>Responsible for the overall success of the Centre Park Link scheme including contract.</p>
Project Manager	<p>Responsible for the commissioning of day to day work and approval of invoices.</p> <p>Project management in line with PRINCE 2.</p>

6.5 Programme and Project Plan

6.5.1 **Table 61** sets out the key milestones associated with the delivery of the Centre Park Link scheme. A complete programme is included at **Annex AD**.

6.5.2 The development work undertaken to date has been advanced at WBC's own financial risk. Without funding from C&W LEP, the scheme cannot be taken forward to delivery.

Table 61: Key Project Milestones

Key Project Milestone	Date
Design Activities	November 2015 – July 2018
Planning Application Submitted	February 2017 (Complete)
Outline Business Case for Conditional Approval Submission	April 2017 (Complete)
Conditional Funding Approval, subject to conditions – WBC & C&W LEP	April 2017 (Complete)
Planning Approval Determination	May 2017 (Complete)
Pricing Activities	January 2018 – March 2018
Signed Stage 4 Delivery Agreement (Contract Award)	November 2018
Onsite (set up site compound)	January 2019
Construction Activities	February 2019-August 2020
Contract Completion	August 2020
Stage 5 – Project Close Out	September 2020

6.5.3 WBC intends to use the PRINCE2 approach to project management to deliver the scheme. The PRINCE2 approach has informed the development of the team structure and the overall development of the Management Case.

6.6 Assurance and Approvals Plan

Warrington Borough Council

Assurance Role

- 6.6.1 Project assurance responsibilities have been defined by the Project Board and sits within the Client team.

Statutory Powers/Consents

- 6.6.2 The key statutory duty under which WBC will deliver a proportion of the works is the Traffic Management Act. This will be in 'pursuit of the statutory duty to ensure expeditious movement of traffic on the highway network'. Planning permissions and environmental consents have been obtained (**Annex B**); land acquisition will be finalised before works commence on site.

Financial Management

- 6.6.3 Due to the value of the contract, the Executive Board is required to endorse the engagement of Balfour Beatty for the construction contract through the SCAPE Framework. With regard to the scheme, the March 2018 Executive Board endorsed delegated approval be granted to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to Council, to award the construction contract (this is confirmed in **Annex AE**).
- 6.6.4 All other approvals will be undertaken in accordance with WBC's defined scheme authorities as outlined in **Table 60**; therefore contracts greater than £250,000 will require Executive Board Approval.
- 6.6.5 According to the WBC Corporate Procurement Guide, there is a requirement for individual directorates to maintain a contracts register, detailing all contracts the directorate holds above £20,000 but below £50,000 in value. Where contracts valued at £50,000 or above are awarded, the project team must inform the Central Commissioning and Procurement Team to ensure the Central Contracts Register is maintained. The project will comply with WBC's Corporate Procurement Guide to provide assurance that contracts are engaged and managed in line with legislation.
- 6.6.6 The Senior Responsible Officer, together with the Project Management Team will endeavour to contain the cost of any commission or contract works within the approved value. The Senior Responsible Officer and/or Programme Manager will notify the relevant Project Board as soon as it becomes evident that the approved contract value may or will be varied. This will include advising the quantum of the variation, together with potential options and recommendations to realign deliverables within the budget where possible.

Gateway Process

- 6.6.7 The delivery of the scheme will be monitored through Warrington's "Gateway Process." The gateway process is embedded within the authorities' project delivery programmes as a control to review complex, strategically important or high-risk infrastructure projects at critical points in their development and delivery before key decisions are made. The use of the Gateway process enables:
- Realistic and achievable targets to ensure successful delivery;
 - Deployment of relevant skills and competencies to a project;

- Compliance with best practice;
- Key stakeholder input and understanding;
- Project feedback through lessons learnt; and
- A visible audit trail.

6.6.8 The gateway stages for the Centre Park Link project have been adapted to meet the stages under the SCAPE framework. These are as follows:

- Stage 1: Feasibility Stage;
- Stage 2: Pre-Construction Phase; and
- Stage 3: Construction Phase.

6.6.9 Milestones outlined above are built into the project programme and will be monitored by the Programme Manager and reported to the relevant Project Boards as appropriate. The Centre Park Link scheme is currently progressing through the Pre-Construction Phase.

LEP Growth Programme Assurance and Accountability Framework

6.6.10 As partial funding is provided by C&W LEP, the Centre Park Link scheme will also be progressed in line with the LEP Growth Programme Assurance and Accountability Framework.

6.6.11 Within this framework, C&W LEP has scope to engage an Independent Technical Advisor on their behalf, to provide scrutiny of the Business Case, including the Value for Money appraisal. This ensures the documentation is robust and prepared in accordance with relevant guidance. C&W LEP has engaged Atkins to fulfil this role.

6.6.12 The C&W LEP Performance and Investment Committee, in accordance with the Assurance and Accountability Framework will be responsible for approving partial funding from C&W LEP for the Centre Park Link scheme. The financial authority to approve the funding has been delegated to this Committee.

Approvals Plan

6.6.13 The progression of the Centre Park Link scheme is subject to the following approvals:

Table 62: Approvals Plan

Milestone	Estimated Date
Submission of Outline Business Case (OBC) for Conditional Approval	April 2017 (Complete)
C&W LEP Performance and Investment Committee: Business Case Approval	April 2017 (Complete)
Planning Approval Determination	May 2017 (Complete)
WBC Executive Board approval (Delegated approvals)	March 2018 (Complete)
Submission of Full Business Case (Iteration 1)	July 2018
Signed Stage 4 Delivery Agreement (Contract Award)	September 2018

Milestone	Estimated Date
Submission of Full Business Case for Full Approval	Q4, 2018
C&W LEP Performance and Investment Committee: Full Business Case Approval	Q4, 2018

6.6.14 The OBC submitted in 2017 enabled Conditional Approval for the release of C&W LEP funding which has since been used to fund scheme development. WBC's use of this funding has been with the condition that it would need to be paid back if the scheme is not delivered. This will remain the case until the Final Full Approval submission, anticipated for Q4, 2018 is submitted. This will be submitted once land acquisition has been resolved and there is a target cost for the scheme.

6.7 Communications and Stakeholder Management

6.7.1 Public and stakeholder consultation is essential to ensure that the various aspirations of the general public and key stakeholders are taken into account throughout development and delivery of the project and to manage the communication and flow of information relating to the scheme.

6.7.2 Consultation enables the project team to understand key issues and mitigate potential objections, to optimise the technical solution and maximise the scheme benefits. A managed approach is currently being undertaken to stakeholder engagement ensuring the focus is the customer. This will ensure the benefits of the scheme are clearly communicated and understood. It will also guide the level and type of communications required at different stages and to ensure stakeholder involvement and input is included at appropriate times.

Consultation Objectives

6.7.3 To inform the communication and stakeholder management, the following key objectives have been defined:

- To raise awareness and understanding of the scheme;
- To enable the public to discuss the scheme with a member of the project team through a variety of communication mediums;
- To understand whether the principles of the scheme were supported or not supported by the public; and
- To provide the Executive Board with feedback regarding public thoughts about the project.

Key Stakeholders

6.7.4 A summary of key stakeholders and their role within the delivery programme is shown in **Table 63** below.

Table 63: Stakeholders by Role

Stakeholder	Role
Warrington Borough Council	The proposed scheme is located within Warrington. As the scheme promoter, WBC will manage the development and delivery of the scheme. The Council is responsible for funding the scheme along with contributions from C&W LEP and the private industry.

Stakeholder	Role
	<p>WBC will act as Local Planning Authority, will be responsible for ensuring the planning conditions under the issued granted permission are discharged correctly during construction.</p> <p>WBC will be responsible for ongoing management and maintenance of the asset. As the network manager, WBC is responsible for ensuring the completed works promotes the expeditious movement of traffic through the town centre.</p>
Cheshire and Warrington Local Enterprise Partnership	<p>C&W LEP works in partnership with local government, businesses, educational institutes and other public, private and community sector organisations to drive economic growth, transform the economy, and deliver new housing and jobs. This scheme is to be partially funding through the C&W LEP Growth Deal.</p> <p>The C&W LEP Performance and Investment Committee is responsible for approving the Business Case and release of Growth Deal funding to support the delivery of the scheme. Conditional approval has been granted following the submission of the Outline Business Case; full approval is to follow the Final Full Business Case.</p>
Warrington & Co	<p>Co-ordinates the private and public sector to promote economic development and physical regeneration in Warrington, under the guidance of a private sector-led board. Responsible for leading the direction of activities within the project related to land acquisitions, strategic regeneration and ensuring that the project continues to deliver outcomes in relation to jobs and growth for Warrington.</p>
Network Rail	<p>Runs, maintains and develops Britain's rail tracks, signaling, bridges, tunnels, level crossings and many key stations. With regard to the project, Network Rail's key interests include the interface of Slutchers Lane with their rail assets. This includes the Arpley Rail Bridge and Warrington Bank Quay station car park. WBC have managed discussions with Network Rail relating to changes to station car park access, as well as the potential asset transfer of the Slutchers Lane Arpley Rail Bridge.</p>
Balfour Beatty	<p>Construction partner engaged through the SCAPE National Civil Engineering and Infrastructure Framework to design and delivery the scheme.</p> <p>Evidence of the Delivery Contract will be appended to the Final Full Business Case.</p>
Centre Park / Warrington Town Centre Businesses	<p>Businesses will benefit from enhanced connectivity. Early engagement will also support businesses to ensure they maximise new opportunities. Support for the project will be solicited from local businesses through public consultation activities.</p>
MARO Developments	<p>MARO Developments own substantial land holding at Centre Park South which with the delivery of the scheme will be made available for the</p>

Stakeholder	Role
	<p>construction of new residential dwellings within close proximity to the town centre.</p> <p>The OBC for Conditional Approval identified a potential third party developer funding contribution requirement; since this submission, the funding for the scheme has been resolved with the successful application from the Housing Infrastructure Fund. No developer funding is now required to deliver the scheme.</p>
Land Owners	<p>There is a requirement to acquire land to construct the project. Some of the land requirements will be purchased through a CPO which was made on 11th July 2018. An objection to the CPO was received, but will be withdrawn subject to the conclusion of detailed legal agreements which are ongoing. Terms have been agreed with the majority of land owners and are subject to detailed legal agreement. Negotiations continue with two land owners.</p>
Community	<p>The community are the end user of the asset and will be called upon to provide feedback during scheme development to ensure the delivered outcomes meet their aspirations and expectations.</p>

Stakeholder Management Plan

6.7.5 There are two key levels of engagement within this project:

1. Public Engagement: involving two large scale consultations, first on the principle of the scheme and the second on the refined detail of the scheme. Both of these consultations have been delivered through large-scale, and widely advertised, response based events.
2. Stakeholder Engagement: this includes statutory consultees and groups/stakeholders that have specific inputs or are directly impacted by the proposal. This includes groups such as Network Rail and the Manchester Ship Canal Company. The project team has met with these groups to understand the specifics of how the proposals affect them and to ensure these groups are fully briefed on the project proposals.

6.7.6 A Statement of Community Involvement (SCI) has been produced that outlines the consultation process and summarises the key outcomes. This document is included in **Annex I** and has been submitted as part of the planning application.

Public Consultation

6.7.7 As discussed above, the public consultation has been divided into 2 phases with Curtins stakeholder team appointed to manage the process on behalf of WBC. The Project Team is also supported by the Warrington Communications team who provide internal oversight and guidance throughout project delivery.

Phase 1

6.7.8 The first phase of public consultation took place between November 2015 and January 2016.

6.7.9 The consultation presented a one-way southbound option on Slutchers Lane with a clockwise gyratory arrangement for the town centre to gauge initial feedback. Consideration was also given to whether the Centre Park Bus Gate could be opened to general traffic.

6.7.10 Public consultation events were held in different locations around the town centre and beyond to allow the maximum number of people to have their say on the plans. Due to the diverse nature of the consultation audiences a specially fitted out consultation bus was employed which undertook an intensive three day tour of venues. Static events were held in high footfall areas or to target a specific audience and a session was held at the council offices. Further detail for these events is provided in Table 64 and Figure 40.

Table 64: Public Consultation Events

Date	Type	Time	Location	Attendees	How attendance was driven
Thursday 26 th November 2015	Council Offices Session	10am – 12pm	New Town House	10	
Monday 7 th December 2015	Bus Roadshow	10am – 2pm	New Town House / Cockhedge Shopping Centre	28	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus
Monday 7 th December 2015	Bus Roadshow	5pm – 7pm	Warrington Town Hall, Sankey Street	7	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus
Tuesday 8 th December 2015	Bus Roadshow	9am – 11am	The Forge Car Park, Stockton Heath	22	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus
Tuesday 8 th December 2015	Bus Roadshow	12pm – 2pm	St James Business Park, Wilderspool Causeway	45	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus
Tuesday 8 th December 2015	Bus Roadshow	3pm – 4pm	Latchford Primary School, Old Road	9	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus
Tuesday 8 th December 2015	Bus Roadshow	5pm – 7pm	Palmyra Square South	5	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus

Date	Type	Time	Location	Attendees	How attendance was driven
Wednesday 9 th December 2015	Bus Roadshow	7.30am – 9am	Centre Park, Lakeside Drive	9	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus
Wednesday 9 th December 2015	Bus Roadshow	12.30pm – 2.30pm	Lingley Mere Business Park, Great Sankey	27	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus
Wednesday 9 th December 2015	Bus Roadshow	4pm – 6.30pm	The Village Hotel, Centre Park	21	Online, email, social media, direct mail, leaflets, posters, press releases, highly-visible branded bus
Thursday 10 th December 2015	Static Drop-in event	2pm – 7.30pm	St Werburgh's Community Hub	87	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, second-stage leaflet drop to local area, ward councillor briefings
Friday 11 th December 2015	Static Drop-in event	9.30pm – 6pm	Golden Square Shopping Centre	287	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, visible location in heart of shopping centre
Saturday 12 th December 2015	Static Drop-in event	9am – 6pm	Golden Square Shopping Centre	427	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, visible location in heart of shopping centre
Tuesday 15 th December 2015	Static Drop-in event	11.30am – 2pm	Birchwood Forum	17	Direct liaison with forum representatives, visible location, leaflets, posters
Total				1001	

Figure 40: Consultation Engagement Methods (Examples)

The screenshot shows three tweets from the account @ABC_Develop. The first tweet, dated 7 Dec 2015, states: "Centre Park Link could transform your daily commute - our consultation bus is now at the Town Hall. Find out more centreparklink.com". The second tweet, also dated 7 Dec 2015, says: "Centre Park Link bus is parked on Cockledge way by the taxi rank. Pop in and have your say! We're here till 2pm!". Below the text is a photograph of a white bus with purple branding that says "we've your say". The third tweet, dated 7 Dec 2015, reads: "All aboard! Centre Park Link bus hits the road today 10-2pm Cockledge Way & 5-7pm Town Hall. Have your say on significant road improvements!".

The screenshot shows the top part of the Centre Park Link website. At the top, it says "Centre Park Link". Below this is a graphic showing a road with a traffic light and silhouettes of people walking and pushing a shopping cart. Underneath the graphic are four navigation icons: a double-headed arrow labeled "Centre Park Link What is it?", a hard hat labeled "The project Consultation progress", a question mark in a circle labeled "FAQs Your questions answered", and a speech bubble labeled "Have your say Consultation".

www.centreparklink.co.uk
https://www.warrington.gov.uk/info/201282/centre_park_link



Newspaper Articles (below) Twitter (above)

The newspaper article is titled "Bus roadshow puts plan on map". It features a photograph of a man in a suit, identified as Gill Hirst Mundy, standing next to a bus. The article discusses the consultation process for the Centre Park Link project. Key sections include:

- Labour accused over traffic:** A section where Labour is accused of ignoring congestion issues. It mentions that Labour is "obviously very sensitive about traffic congestion on our roads, which Warrington residents know is getting worse, not better." It also notes that Labour is "not sharing the information on road congestion and advice on alternative routes to be available to ensure whenever traffic congestion occurs."
- Three-day exhibition gives residents chance to air views on link scheme:** A section stating that the exhibition bus will be on the road from 10-2pm on Cockledge Way and 5-7pm on Town Hall.
- Information for the public:** A section stating that the bus will be carrying information about the project, including a map of the route and details of the consultation process.

The newspaper article is titled "Consultation starts on town centre road plan". It features a large headline and a photograph of a map of the town center. The article discusses the consultation process for the Centre Park Link project. Key sections include:

- THE consultation process:** A section stating that the consultation process for a major improvement to Warrington town centre's road network is underway. It mentions that potential plans for Warrington Borough Council's Centre Park Link scheme are being made public throughout December in a series of open events designed to get the views of local people.
- Only' link to Centre Park):** A section stating that proposals for a new bridge are complemented by alterations to town centre traffic routing to promote the use of the new link, and seek to relieve the town of its enduring congestion problems.
- Information will be on display:** A section stating that information will be on display at a number of upcoming events across Warrington, including the Cockledge Centre, Stockton Heath and Centre Park. All members of the public are welcome to stop by and have their say on plans for Centre Park Link.
- Public drop-in events:** A section stating that public drop-in events will also take place at St Werburgh's Community Hub on Thursday December 10 from 2pm - 7.30pm and in Golden Square Shopping Centre all day on Friday December 11 and Saturday December 12.

- 6.7.11 The initial phase of public consultation is summarised in the Statement of Community Involvement found at **Annex I**. The most pertinent findings from the 415 responses are outlined below:

Table 65: Phase 1 Public Consultation Responses

Consultation Questions	Consultation Response			
	Yes	No	Don't know	Didn't answer
Do you think the bridge across the Mersey is a good idea?	330 (80%)	41 (10%)	34 (8%)	10 (2%)
Do you support the one way system proposed in the town centre?	195 (47%)	124 (30%)	79 (19%)	17 (4%)
Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?	303 (73%)	34 (8%)	45% (11%)	33 (8%)

- 6.7.12 The results highlighted substantial support for the scheme with 80% of respondents identifying the bridge across the Mersey as a good idea. However, the one way southbound proposal for Slutchers Lane generated less support with less than half of respondents in support. The information presented and obtained through the first phase of consultation was then used to inform the further development of the scheme options. This is reflected with the traffic arrangement for Slutchers Lane being revisited and amended to address public concerns and aspirations.

Phase 2

- 6.7.13 Following further development of the scheme scope, WBC undertook a second, more detailed, round of consultation. This included six consultation events during July 2016 with the consultation open for responses between the 4th July 2016 and 12th August 2016. The events were held in different locations around Warrington to allow the maximum number of people to have their say on the plans.

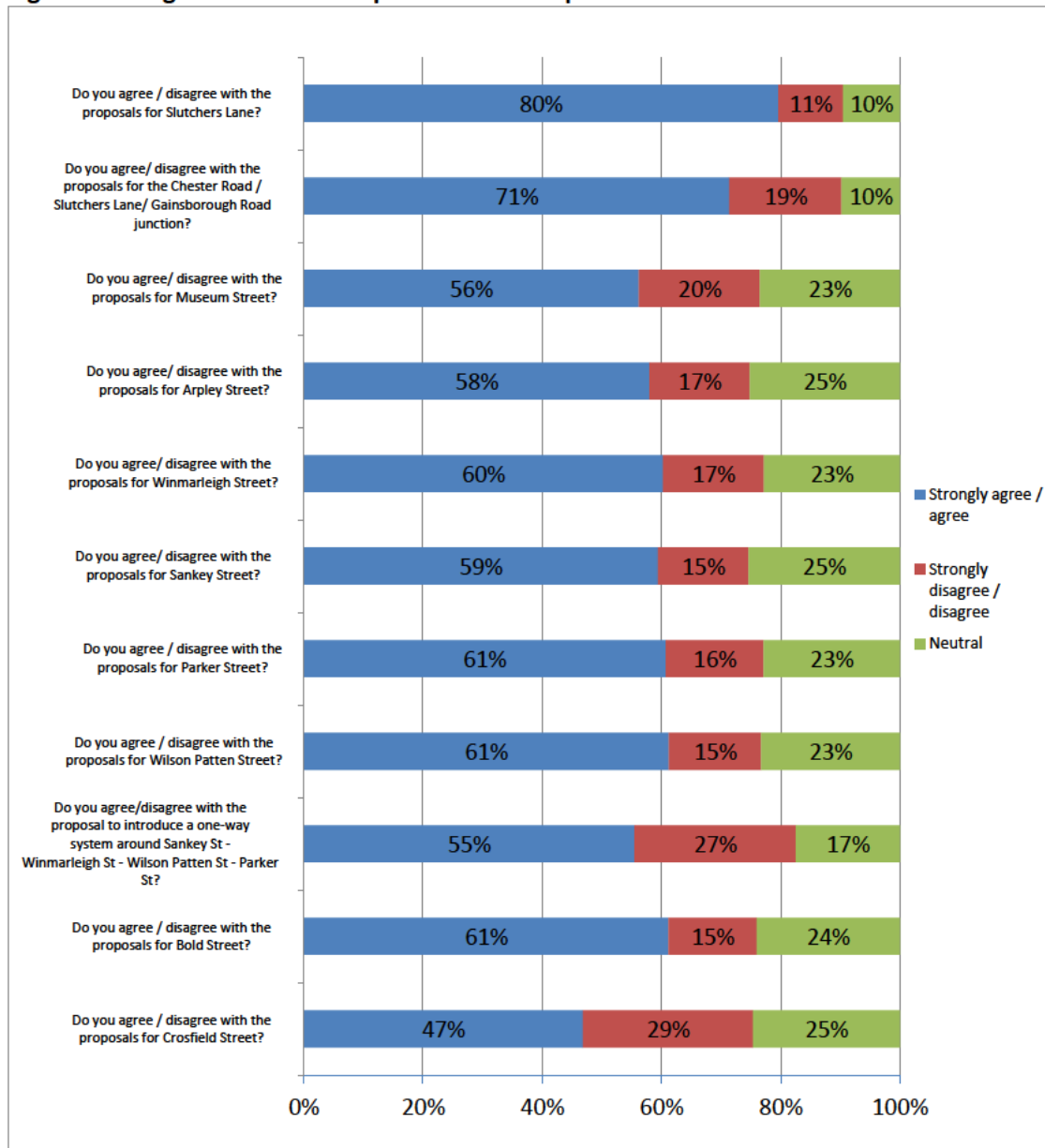
Table 66: Stage 2 consultation events

Date	Type	Time	Location	Attendees	How attendance was driven
20 th June	Councillor drop-in session		Town Hall	25	Email and postal invites
4 th July	Drop-in event	4-7pm	Parr Hall	22	Online, email, social media, direct mail, leaflets, posters, press release

Date	Type	Time	Location	Attendees	How attendance was driven
5 th July	Drop-in event	4-7pm	Village Hotel	10	Online, email, social media, direct mail, leaflets, posters, press release
6 th July	Drop-in event	4-7pm	St. Werburgh's	94	Online, email, social media, direct mail, leaflets, posters, press release, second stage leaflet drop to local area, ward councillor briefings
7 th July	Drop-in event	4-7pm	Bank Park Café	6	Online, email, social media, direct mail, leaflets, posters, press release
8 th July	Drop-in event	9.30am – 6pm	Golden Square	224	Online, email, social media, direct mail, leaflets, posters, press release, visible location in heart of shopping centre
9 th July	Drop-in event	9am – 6.30pm	Golden Square	378	Online, email, social media, direct mail, leaflets, posters, press release, visible location in heart of shopping centre
				Total: 759	

6.7.14 As part of the consultation process, a questionnaire was undertaken receiving 184 responses. **Figure 41** below summarises the responses to the most pertinent questions posed in the questionnaire. A full copy of the responses, including feedback analysis is included within the 'Statement of Community Involvement Report' at **Annex I**.

Figure 41: Stage 2 consultation questionnaire responses



6.7.15 The outcomes of this round of consultation were then filtered back through further scheme development leading to identification of the preferred scheme option taken forward through the planning application process in February 2017.

On-going/Future Communications

6.7.16 A website for the scheme https://www.warrington.gov.uk/info/201282/centre_park_link has been set up which contains background information on the scheme, FAQs and details regarding the proposals. The website provides regular scheme progress updates and a dedicated scheme contact email address, providing the opportunity for members of the public to ask questions. During construction stakeholders will be kept informed of progress, any diversions and traffic management via a range of means including the dedicated CPL website, email (those that have requested to be on the consultation database) and social media. The approach to communication management is set out in Chapter 5 of the Project

Initiation Document for the scheme (**Annex Z**). It is proposed that this business case will be published on the LEP's website and the WBC website.

6.8 Project Reporting

Delivery Reporting

- 6.8.1 The Programme Manager is responsible for the accurate, timely and appropriate communications of information within the Project Team. This includes ensuring that the Project Sponsor and SRO are up-to-date with relevant information from a Project Team level.
- 6.8.2 The Programme Manager and SRO are responsible for keeping the Regeneration Programme Board, Waterfront Programme Board and Transport Programme Board up-to-date with project developments. This includes ensuring the relevant Boards are aware of how the scheme is tracking against the outlined scheme objectives.
- 6.8.3 The SRO is responsible for ensuring the Executive Board is provided appropriate information and that they are across the relevant issues in order that they may provide necessary guidance on project decisions.
- 6.8.4 As part of the monthly project reporting process, the Project Manager is required to update the project team on the spend to date and highlight any early warnings of changes in cost/scope that might impact budget.

C&W LEP Reporting

- 6.8.5 As the sub-regional funding body, the C&W LEP has a responsibility to ensure that the funding it is providing for the scheme is used appropriately. WBC currently engages with the C&W LEP through monthly ongoing progress meetings, where budget, spending, key risks, progress to programme and key issues are discussed. A copy of the monthly monitoring report is included at **Annex AA**.

Monitoring and Evaluation

- 6.8.6 With regard to monitoring and evaluation, it is proposed that reporting would take place at 12 months after opening and 4 years after opening. Further detail regarding the content of this monitoring and evaluation is included in **section 6.14**.
- 6.8.7 In essence the reports would be concise and cover the following:
- Summary of the approach and the methodology;
 - Detail of the interventions;
 - An assessment of progress against success indicators;
 - An assessment of contribution to the package and wider objectives; and
 - Final conclusions and lessons learnt.
- 6.8.8 Monitoring and evaluation of this scheme will seek to align with existing reporting for the M62 Junction 8 Improvements. This will ensure consistency across C&W LEP projects between measured outputs and identification of impacts.

6.9 Implementation of work streams

- 6.9.1 The project delivery structure is shown in **Figure 33** and **Figure 39**. Responsibility for the delivery of the project rests with the SRO who will oversee the Project Manager. The Project Manager is responsible for ensuring day-to-day delivery on tasks and workstreams and will report to the SRO and the Programme Board to highlight key issues and early warnings related to the project programme.

6.9.2 The key workstreams and the arrangements for their delivery are discussed below:

- Design: Balfour Beatty has been contracted to deliver the project to the pre-construction stage. Balfour Beatty commissioned Ramboll to undertake the detailed design aspect of the pre-construction phase. The Project Manager is responsible for ensuring that Balfour Beatty is delivering to the agreed programme and Balfour Beatty is responsible for the Ramboll design team. They have responsibility for undertaking both design and construction preparation activities, including producing and submitting a target cost price. A maximum price of £13.973m has been agreed with Balfour Beatty. The SRO is responsible for recommending to the Programme Board that the project move to the construction phase. Executive Board approval has delegated approval to enter into the Delivery contract (**Annex V**) this has since been confirmed (**Annex AE**).
- Construction: Balfour Beatty is the proposed Delivery Partner for the construction stage. The construction manager and clerk of works from the Infrastructure Delivery Service Group will oversee the project from the client side.
- Land acquisition: Officers from with WBC Property and Legal Departments are responsible for the negotiation and acquisition of the land required to deliver the scheme. They will be assisted by officers from Warrington and Co, the council's economic development company. Ultimately the Project Manager will be responsible for recommending to the Programme Board and Executive Board regarding spend authorisation for land purchases. Negotiations are continuing with land owners; the resolution of this is to be reported in the Final Full Business Case.
- Business case development: Specialist support for the development of the business case has been secured through the Transportation Framework (AECOM). This has been overseen by the Project Manager. Additional scrutiny of the business case is provided by Atkins, who have been appointed to review the business case on behalf of the C&W LEP.

6.10 Key issues for implementation

6.10.1 The Risk Management Strategy section below summarises the key risks/issues identified to date through the QRA and the mitigation measures that are planned to minimise the impact should the risk be realised. Further detail on the approach to risk/issue management is set out in **section 6.12**.

6.11 Contract Management

6.11.1 Once a scheme has been approved for funding, a formal contract between the C&W LEP (via the Accountable Body) and delivery organisation (WBC) will be signed. This will detail the respective responsibilities for each body, their commitment, reporting and monitoring requirements, and the sanction available to the C&W LEP in the event of non-delivery.

6.11.2 A copy of the SCAPE contract is included at **Annex X** and **Y**. The Delivery Contract will be appended to the Final Full Business Case upon receipt of the target costs and resolution of the land requirements.

6.11.3 The SRO is responsible for the successful execution of those engaged under the terms of both contracts.

6.12 Risk Management Strategy

Approach

6.12.1 The management of risk and uncertainty will be key to the successful delivery of the scheme, as it will identify threats to project delivery and enable effective risk management actions to be assigned. A risk management strategy will be developed to demonstrate:

- A continuous approach to the risk management process;
- A thorough approach to the identification of risks;
- Active risk avoidance and mitigation;
- Effective communication of risks throughout the project team, and where necessary, escalation to Project Board level to ensure that issues can be managed with an appropriate level of authority; and
- Delivery of the scheme objectives to cost, quality and time.

6.12.2 Balfour Beatty's risk management process is outline below in **Figure 42** and **Figure 43**:

Figure 42: Risk Management Process - Construction UK (Part 1)

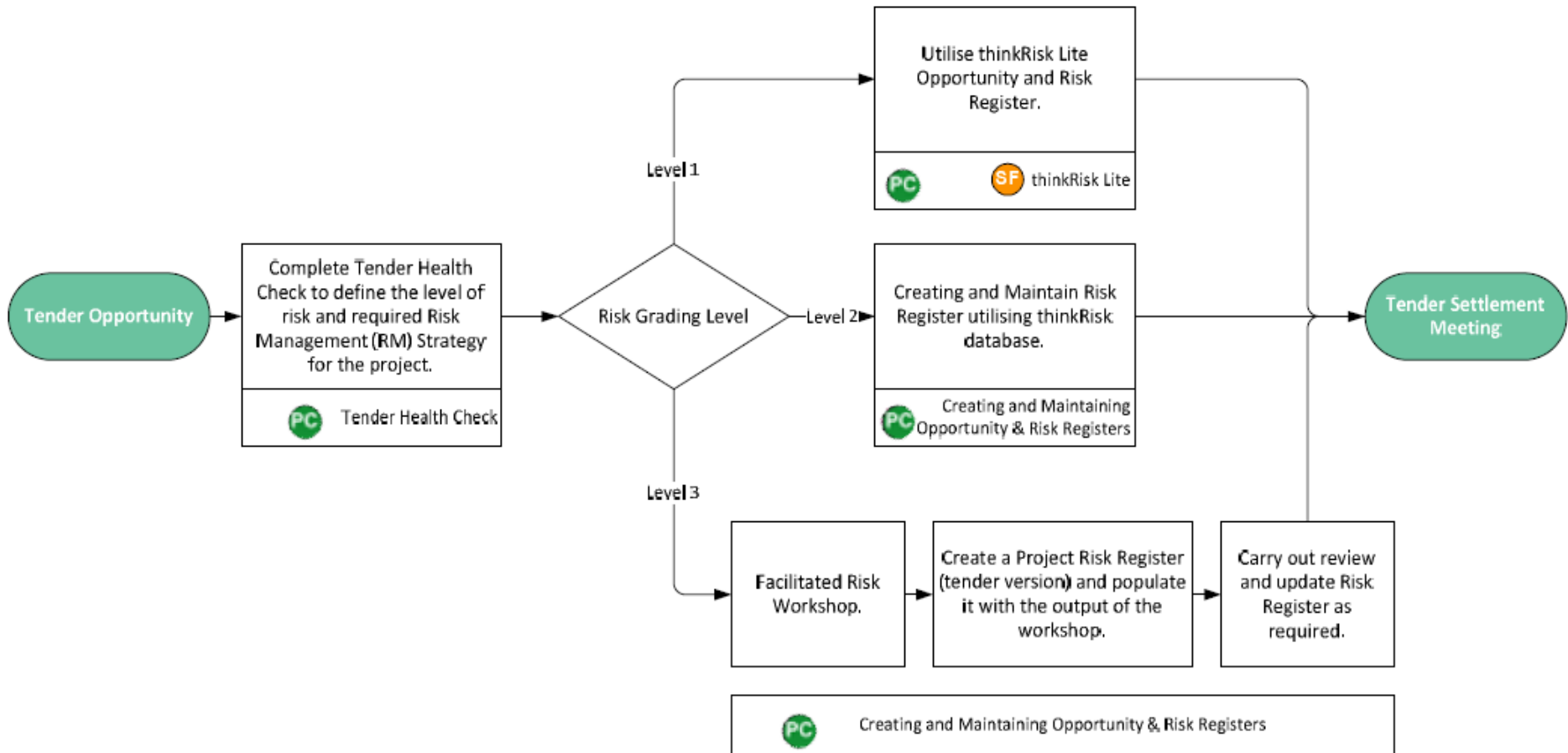
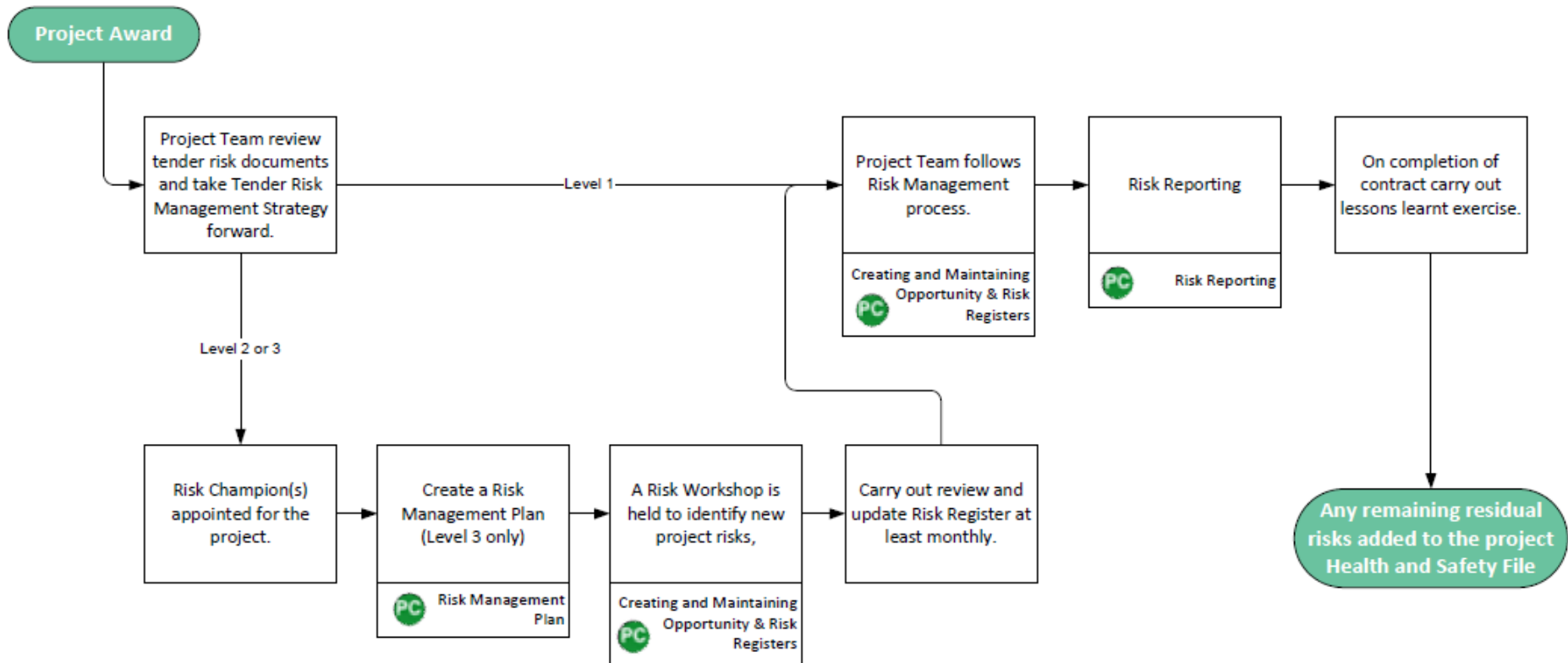


Figure 43: Risk Management Process - Construction UK (Part 2)



Ownership

- 6.12.3 The overall Risk Management Strategy is owned by the SRO. However the day to day management of the strategy and project risk is managed by Balfour Beatty as the delivery partner.
- 6.12.4 Balfour Beatty has successfully demonstrated their ability of managing risks on numerous projects such as A487 Caernarfon to Bontnewydd Bypass, A487 Portmadog Bypass and Wrexham Industrial Estate Access Road. In the North West Region alone, Balfour Beatty have delivered over £165m of highways projects in the last three years, all within budget. This means WBC have confidence Balfour Beatty understand fully the potential risks and opportunities presented by this scheme, and how to mitigate them effectively.
- 6.12.5 Balfour Beatty's risk management process has been developed through the delivery of over £300m of schemes in the North West region in the last three years proving its value and effectiveness when avoiding project delays or cost increases.
- 6.12.6 Balfour Beatty will appoint a project Risk Champion who will oversee the risk and opportunity management on the project. It is their role to promote the importance of the risk and opportunity management process and to ensure effective communication of the risks throughout the team.

Risk Register

- 6.12.7 Balfour Beatty, in partnership with WBC will proactively monitor and review project risks using 'ThinkRisk', risk management software.
- 6.12.8 Risk workshops were held at the commencement of the project, attended by all parties, including supply chain, key stakeholders and Statutory Undertakers. This ensured all parties were provided the opportunity to assess the risk and opportunity register produced during tender stage. The outcome of the workshop is a clearly defined project specific risk and opportunity register, which effectively identifies, manages and mitigates risks, whilst maximising opportunities.
- 6.12.9 The risk and opportunity register includes the following information:
- Risk owners;
 - Current Status;
 - Current Action;
 - 'By When' Dates;
 - Possible Delays;
 - Quantitative Cost Calculation;
 - Event;
 - Cause;
 - Consequence;
 - Mitigation; and
 - Likelihood.

6.12.10 The table below outlines high level key risks identified for the project for WBC (underpinning the WBC QRA value). Further risks, including those assigned to WBC are included within the completed QRA attached at **Annex T**.

Table 67: Key Project Risks (WBC)

Risk Register ID	Risk	Description	Mitigation Measure
-	Business Case Approval	Delay to approval of Business case by the Executive Board and C&W LEP	Robust Business Case to be prepared Ensure submission of Business Case in accordance with defined timeframes for executive board meeting
33, 34	Environment Conditions	Ground conditions different to those expected leading to an increase in the volume of unacceptable / contaminated material, as well as identification of soft spots	Contractor to carry out geotechnical investigations as early as possible, with emphasis on hot spot areas to obtain appropriate information to inform design process. Where possible the design is to reduce the excavation volume required.
54, 64	Land Ownership	Delay and costs associated with land ownership considerations that impact the construction (unforeseen claims, additional rates and maintenance is sites acquired early, negotiation etc.)	WBC land agents to identify all landowners and commence dialogue with affected land owners as soon as possible.
42	Unknown Utilities	Unforeseen Statutory Undertaker service diversions above C3 and C4 quotes leading to additional works and cost (unchartered services, HV Cables diversions etc.)	Contractor is to liaise closely with Statutory Undertakers (C3 quotes are already obtained). Carry out Ground Penetrating Radar (GPR) survey early then verify service positions. Where appropriate, consultant to design out diversions and seek specialist advice. Ensure correct periods are incorporated into programme. Onsite conditions are to be closely monitored and manage, including regular meetings. Contractor to ensure C4 quotes are obtained and thoroughly examined and agreed with Statutory Undertakers.

Risk Register ID	Risk	Description	Mitigation Measure
55	Damaged Utilities	Damage to existing and uncharted services underground during construction (including hitting services while excavating or travelling over existing services)	Service providers will be consulted allowing us to obtain drawings of services in the area. Ground Penetrating Radar survey will be completed prior to any excavation and verify findings with trial holes. All operations that break ground will be carried out under operation of 'Permit to Dig' and under supervision by an appointed qualified & experienced Supervisor. The Appointed Supervisor will inspect excavations at the start of each day, when anything changes and prior to any works taking place after a period of absence. Permits will be reinforced at daily briefings.
19	Scope Creep	Increase in the full construction cost required above the budgeted amount owing to additional scope items.	Scope to be managed by the Project Board in accordance with change management processes and approvals defined.
	Reputation	Risk to WBC reputation associated with: negative impact on traffic flow during works to the highway; failure to hand over the works on time; and/or consequences for not using local supply chains	WBC has engaged an experienced supplier, Balfour Beatty, through the SCAPE Framework to manage the development and delivery of the scheme to mitigate risk to reputation

Risk Reviewing and Reporting

- 6.12.11 Risk information is required to be up-to-date at all times to facilitate reporting. Active risks and actions are updated to support monthly reporting requirements. Updates will be undertaken by a joint risk and opportunity forum including the appointed Principal Designer, project manager and appropriate members of the Construction Team, Client Team and Client Support Team. Balfour Beatty's designated Risk Champions will receive an email generated by 'ThinkRisk' software when the reviews are due. If the reviews are not completed by the stipulated date, a further email will then be sent to senior managers.
- 6.12.12 In addition to monthly reporting tasks, risk reviews will be undertaken ahead of any major gateways or following any significant changes.

Escalation of Risks

6.12.13 The process for escalation of risks is outlined below to demonstrate accountability levels within WBC. Where an individual does not have appropriate accountability, the risk would need to be escalated and managed at a higher level. Risks may also require escalation if they cannot be resolved within the Construction or Client team or if the risk has wider impacts beyond the Centre Park Link project. Risk escalation levels are shown below. Risks flow upwards from 1-4:

1. Project Manager;
2. Programme Manager;
3. Senior Responsible Owner;
4. Waterfront Programme Board;
5. Regeneration Programme Board; and
6. Executive Board.

6.13 Benefits Realisation Plan

6.13.1 According to the DfT Benefit Management Framework, “benefits are the justification for most investments as they are the measure of the improvement that will be enjoyed by the organisation.”

6.13.2 A Benefit Realisation Plan has been prepared for the Centre Park Link scheme and is included at **Annex AB**. The plan is intrinsically linked to the Monitoring and Evaluation Plan discussed at section 6.14 and attached at **Annex AC**.

6.13.3 The Plan sets out the overall approach and framework that the Centre Park Link scheme will use to manage the realisation and delivery of the benefits. The plan ensures:

- Benefits are identified and clearly defined, linked back to the scheme objectives;
- WBC as the promoting authority is committed to the identified benefits and their realisation;
- Benefits process is actively managed;
- Benefits are realised, tracked and effectively resourced – further detail provided within the Monitoring and Evaluation Plan;
- The roles and responsibilities of those involved in benefit realisation are outlined;
- The current and future data requirements including measurement methods and steps that will be used to monitor and assess the realisation of the benefits are identified; and
- When and how reviews and assessment concerned with measuring benefits realisation will be carried out, and who is to be involved.

Benefits

6.13.4 The anticipated benefits for the Centre Park Link scheme are as follows:

- Benefit 1: Improved journey times predictability and reliability leading to a reduction in congestion through Warrington Town Centre;

- Benefit 2: Improved vehicle progression through the Liverpool Road/Parker Street junction;
- Benefit 3: Additional highway capacity through Warrington town centre (additional route option across the Mersey River);
- Benefit 4: Contribution to national air quality strategy objectives, supporting to improved health of residents;
- Benefit 5: Improved access to employment opportunities at key strategic sites, making WBC a more attractive place to invest; and
- Benefit 6: Sustainable housing growth within Inner Warrington, increasing attractiveness of Warrington as a place to live.

Ownership

- 6.13.5 The overall Benefits Realisation Plan is owned by the SRO.
- 6.13.6 The responsibility for individual benefits will be defined and delegated to appropriate members of staff within WBC following Full Approval. Until the responsibilities are delegated, the ownership remains with the SRO. Once the responsibilities for each Benefit are delegated, the Benefit Profiling section of this plan should be updated.
- 6.13.7 The owners will be responsible for tracking and reporting on delivery of the benefits to the SRO.
- 6.13.8 The Monitoring and Evaluation Plan contains details on the methods which will be used to ascertain whether the scheme has met the objectives. The Monitoring and Evaluation Plan will also allow early identification of any particular areas where benefits are not being realised as expected so the SRO may take action.

Benefit Profiling

- 6.13.9 Profiling of the six identified benefits has been prepared providing alignment with the scheme objectives, the benefit recipient, high level frequency of monitoring (opening year, 1 year from completion) combined with planned start and end dates, baseline data, targets, data sources, and data collection methods, Further information is collated within **Annex AB**.

6.14 Monitoring and Evaluation

- 6.14.1 The DfT 'Monitoring and Evaluation Strategy' (2013) highlights;
- "Monitoring and evaluation [as] key activities for any learning organisation which aims progressively to improve its performance. They allow for systematic learning from past and current activities - "what works/what doesn't work" and "why" - so that good practice can be replicated in the future and mistakes and poor outcomes avoided'."*
- 6.14.2 Monitoring and evaluation is required by WBC and C&W LEP to demonstrate that funding provided for the Centre Park Link scheme represents value for money to the taxpayer and to ensure the scheme meets its core objectives. This would have regard to the scheme objectives set out in Chapter 2 of this OBC. The monitoring and evaluation undertaken as part of this scheme will support the following evaluation objectives:
- Provide accountability for the Centre Park Link scheme investment;
 - Provide evidence that can support the prioritisation and delivery of future spending decisions regarding transport infrastructure within WBC and the broader C&W LEP area;

- Learn about which schemes deliver cost-effective transport solutions;
 - Enhance the operational effectiveness of existing schemes or future schemes to be delivered through partial C&W LEP funding;
 - Generate knowledge about the success of the scheme in achieving its stated objectives and benefits; and
 - Improve future initiatives based on lessons learnt from the Centre Park Link scheme.
- 6.14.3 WBC will monitor and evaluate the Centre Park Link scheme in terms of delivery and its intended outcomes and impacts, informed by DfT published guidance³² and the C&W LEP Assurance Framework³³. This will include a programme of before and after monitoring and evaluation.
- 6.14.4 DfT guidance is designed to make the process as consistent and proportionate as possible across infrastructure schemes delivered. The document sets out three levels of monitoring and evaluation:
- Standard monitoring;
 - Enhanced monitoring; and
 - Fuller evaluation.
- 6.14.5 All schemes are required to conduct the ‘standard monitoring’ approach, whereas schemes costing more than £50 million are expected to follow the ‘enhanced’ guidance. Only selected schemes, identified by the DfT are expected to conduct ‘fuller’ evaluation. As the Centre Park Link scheme has an outturn cost of below £50 million, it is considered proportionate and appropriate that only standard monitoring be undertaken.
- 6.14.6 The measures which fall within ‘standard monitoring’ are:
- Scheme build;
 - Delivered scheme;
 - Costs;
 - Scheme Objectives;
 - Travel demand;
 - Travel times and reliability of travel times;
 - Impacts on the economy; and
 - Carbon impacts.
- 6.14.7 Furthermore, an ILM has been prepared for the scheme which provides a clear rationale for the investment presenting the objectives alongside short, medium and long term outcomes (**Annex E**). These outcomes are captured as key considerations within the standard monitoring measures and addressed through the research questions prepared in the Plan. **Table 68** presents the associated stage that is being measured, timing of the data collection exercise and the rationale for collection of the data.

³² DfT (2012) Monitoring and Evaluation Framework for Local Authority Major Schemes

³³ CWEP (2015) Growth Programme Assurance and Accountability Framework

Table 68: DfT Defined Standard Monitoring Measures for all Schemes

Monitoring and Evaluation Measures	Considerations	Stage	Data Collection Timing				Rationale
			Baseline	Construction	1 year Post Opening	4 years post scheme opening	
Schedule Build	Programme Stakeholder management Risk management Benefits	Inputs	✓	✓	✓		Knowledge
Delivered Scheme	Scheme scope including mitigation changes	Output	✓	✓	✓		Accountability
Costs	Outturn Investment Cost Risk Cost Savings Cost overruns Maintenance Costs	Input	✓	✓	✓	✓ (maintenance costs only)	Accountability
Scheme Objectives	Identified scheme objectives and metrics, as well as short, medium and long term measures (Annex A)	Outputs, Outcomes and Impacts	✓	✓	✓	✓	Accountability
Travel Demand	Road travel flows	Outcomes	✓	✓	✓	✓	Accountability / Knowledge
Travel Times and Reliability of Travel Times	West-South/South-West and North-South/South-North journey times over Bridgefoot and Brian Bevan Island, Liverpool Road/ Parker Street	Outcomes	✓	✓	✓	✓	Accountability / Knowledge
Impact on the Economy	Unlocking land for residential development Improved accessibility to businesses (journey times) Job growth at Centre Park	Impacts	✓	✓	✓	✓	Accountability / Knowledge
Carbon	Air Quality on Chester Road and Wilson Patten Street Difference to scheme forecasts Traffic Volumes and speeds	Impacts	✓	✓	✓	✓	Accountability / Knowledge

Source: DfT (2012) Monitoring and Evaluation Framework for Local Authority Major Schemes

6.14.8 Monitoring and evaluation for the Centre Park Link scheme will be undertaken in accordance with the methodology attached at **Annex AC**. An independent review of the Monitoring and Evaluation Plan has been undertaken by the C&W LEP nominated expert.

Resourcing

6.14.9 Monitoring and evaluation will be undertaken independently of scheme delivery by WBC; however will require familiarity with the scheme and data collection methodologies. The Scheme Promoter will be responsible for the overall coordination and management of the process. The monitoring and evaluation tasks for the scheme including data collection will be funded through the scheme monitoring budget.

6.14.10 Additionally, in accordance with the C&W LEP Assurance Framework, a C&W LEP nominated independent expert will be retained as part of the ongoing scheme project management to review the outcomes of the monitoring and evaluation reports prepared.

A budget of £70,500 has been identified for monitoring and evaluation work.

Reporting

6.14.11 Monitoring and evaluation will be reported in the three phases:

- Phase 1: Scheme Delivery – focus on Schedule Build, Scheme Delivered and Cost measures;
- Phase 2: One Year after Scheme Delivery – used to understand the impact mainly on journey times and travel patterns; and
- Phase 3: Four Years after Scheme Delivery (Final Report) – address longer term impacts including impact on the economy (jobs and development), accidents, and travel patterns, as well as final review against the scheme objectives.

6.14.12 The Monitoring and Evaluation reports prepared will be disseminated within the Authority to contribute to the knowledge base upon which future decisions regarding transport investment are taken within the borough³⁴. Furthermore, the results of the evaluation will be published on the C&W LEP and WBC websites to ensure transparency and accountability agenda.

6.15 Contingency Plan

6.15.1 It is important to consider what might happen to the project should there be a failure to deliver. Given there are several risk items within the QRA, it is not possible to account for every scenario.

6.15.2 The contingency plan outlined below is based on the council being unable to construct the proposed highway link in the event that acquisition of the necessary land for the scheme is not obtained.

6.15.3 The project would be halted before the conclusion of the 'pre-construction' stage and the construction contract being agreed.

6.15.4 WBC would need to accept that the money spent to date on the pre-construction and design works would be abortive and need to be halted. WBC would have an obligation to conclude the design works up to the pre-construction point and notify the contractor that they would not be taking forward the construction contract.

³⁴ HM Treasury (2003) The Green Book: Appraisal and Evaluation in Central Government

- 6.15.5 WBC would also be required to pay back any monies received from C&W LEP.
- 6.15.6 WBC would then need to assess the key land assets that they hold as part of the scheme and determine at Council level any course of action in terms of safeguarding/disposal.
- 6.15.7 WBC would continue to investigate low cost alternatives in an attempt to deliver on some of the objectives identified as part of the scheme development.

6.16 Options

- 6.16.1 The PRINCE2 approach to project management is the adopted project management option with TfW and the client group. The TfW service has 50% of staff trained to a minimum of Prince2 Foundation level, with further project managers qualified up to Practitioner level.
- 6.16.2 No other options for project management were considered as this is the adopted approach of TfW.

Centre Park Link

Annex A: Growth Deal

CHESHIRE & WARRINGTON GROWTH DEAL

The Cheshire and Warrington Growth Deal aims to drive growth across the whole of the Local Enterprise Partnership (LEP). The Deal will invest in new road infrastructure to improve connectivity between and within key towns across Cheshire and Warrington, such as Chester & Congleton. In Warrington for example, the Deal will support a new Swing Bridge across the Mersey, opening up development potential in several sites, ensuring that the town is best placed to meet the growing demand for more homes and employment space as a result of the expanding logistics operation along the Atlantic Gateway. Building on the important UK science assets in the North West, the Deal will also supporting new business growth in science – particularly at Alderley Park through a new business start-up fund, and investing in new equipment at Thornton.

The Cheshire and Warrington LEP will work with Government and the Homes and Communities Agency to review how Homes and Communities Agency assets in Warrington South might be better aligned with the strategic growth objectives of Warrington Borough council and the LEP.

The Growth Deal, subject to a satisfactory conclusion of the funding agreement, will bring together local, national and private funding as well as new freedoms and flexibilities to focus on three priority areas as identified in the LEP's Strategic Economic Plan:

- Transport improvements in the Warrington area delivering a new bridge crossing, motorway improvements and traffic easing measures and to the Chester area delivering junction improvements and a new bus interchange. These critical improvements will enable better access to existing business parks and to the development of new sites for housing and employment.
- Supporting the expansion of science & innovation in the North West through a new joint Life Science Investment Fund with Greater Manchester which will support new science start-up businesses. The Deal will also invest in new critical new equipment at the Thornton Science Park which will attract more business.
- Continued discussion with Government on the alignment of Homes and Communities Agency owned land in Warrington South with Cheshire and Warrington's growth objectives, exploring the potential for sharing income from that land, a proportion of which could enable the development of local sites supporting the building of more homes and jobs

The Cheshire & Warrington LEP has secured **£142.7m from the Government's Local Growth Fund to support economic growth in the area – with £15.3m of new funding confirmed for 2015/16 and 36.7m** for 2016/17 to 2021. This includes:

- as part of the Government's ongoing commitment to the Cheshire & Warrington LEP an indicative award of a further £71.7m of funding for projects starting in 2016 and beyond; and
- £19m of funding which the Government has previously committed as part of Local Growth Deal funding to the area.

This substantial investment from Government will **bring forward at least £50m of additional investment from local partners and the private sector. Combined together this will create a total new investment package of £192.7m for the Cheshire & Warrington area.**

By 2021, this Deal will create at least 9,000 jobs and allow 400 homes to be built.

The Cheshire & Warrington LEP brings together local business leaders with Cheshire East, Cheshire West and Chester, and Warrington Councils.

Summary of Cheshire & Warrington's Growth Deal projects and funding

The Cheshire and Warrington Growth Deal brings together different funding streams designed to support local growth, and with a share of the new Local Growth Fund.

Cheshire and Warrington LEP Local Growth Fund breakdown (£m)			
	2015/6	2016 onwards	Total
Local Growth Fund award	15.3	36.7	52.0
Previously committed funding	4.8	14.2	19.0
Provisional allocation to projects starting in 2016/17 and beyond	-	71.7	71.7
Total	20.1	122.6	142.7

The table above includes increases to the Housing Revenue Account borrowing limit for Cheshire West and Chester Council by £7.5m to help support the development of new affordable homes.

These totals exclude match funding for European Social Fund (ESF) skills activities. The total amount of ESF skills activity LEPs have planned in their draft strategies over the 7 year programme is currently just over 1 billion euros. Actual skills ESF match will be used on the basis of the skills activity which is delivered at LEP level according to their final strategies].

The Cheshire & Warrington LEP and Central Government have agreed to co-invest in the following jointly-agreed priorities:

- **Chester Central** - Inner ring road junction improvements and bus infrastructure measures including a new bus interchange to free up capacity and open up development sites to accommodate city centre growth. These measures are critical components of the city's regeneration plans, enabling the mixed-use development of Northgate, which is 5.4 ha of brownfield developable land earmarked for the development of a retail and leisure led mixed-use scheme with a gross development value of £313m.
- **Omega Birchwood transport improvements** – enable use of sites and land in the Birchwood employment area of North East Warrington, currently hampered by congestion and access by making changes to three critical locations.
- **Life Science Investment Fund** - Revolving Investment Fund to support growth in the life science business cluster in Cheshire and Greater Manchester. Although not exclusively focused on the AstraZeneca Alderley Park campus, this Fund will be instrumental in encouraging new start-ups and spin outs following AstraZeneca's departure to Cambridge by 2016.
- **Thornton Energy Demonstrator** - Establishment of an energy systems demonstrator site, building on the significant national assets left by Shell to the University of Chester, that enables energy companies to test at scale new power saving and distribution technologies.
- **Skills Capital** – Employer informed programme to address skills needs in engineering, energy, logistics, manufacturing, agri-tech and sports science. Focus on estate renewal and employer led business hubs.

Central government agrees indicative allocations for the following priorities for 16/17 – 20/21

- **West Warrington, Omega, M62 Junction 8** - Motorway junction improvements and revised connections to local road and motorway sliproad, allowing for improved access and less congestion to the Omega development sites for employment and housing.
- **Warrington Waterfront / Swing bridge** - supports release of employment and residential sites which are currently hampered by lack of access through additional infrastructure in the form of (i) a new bridge crossing over the River Mersey and (ii) improved route from there to Slutchers Lane at the Southern end of the town centre and road changes in the Palmyra Cultural Quarter of the town centre itself.
- **Poynton Relief Road** - a 3km relief road, reducing traffic congestion in Poynton, and contributing to the physical and social regeneration of Poynton. It also improves connectivity for the northern Macclesfield business area and the strategic link between A6 to Manchester Airport Relief Road (A6MARR) and Junction 17 of the M6 via Congleton, facilitating wider economic and transport benefits.
- **Congleton Link Road** - 5.5km single carriageway road between the A534 Sandbach Road and the A536 Macclesfield Road, with links to the existing Radnor Park trading estate and the Congleton business park. It will include a new 80m bridge across the River Dane, and combined footway and cycleway on one side of the road. The link road is a crucial piece of infrastructure required to support the employment and housing aspirations included within the council's Local Plan Strategy.

Local flexibility over Growth Deal programme: The Government recognises the significant steps that the Cheshire and Warrington LEP have taken to deliver a successful and achievable Local Growth Deal and that the programme agreed in this Growth Deal represents a step up in the ambition of, and therefore expectations on, the LEP. The LEP will be expected to deliver all the projects in the Deal document and to achieve this; the Government will disburse funds to the LEP quarterly in advance – with any changes to projects agreed each quarter. The Cities & Local Growth Unit will work closely with the LEP to resolve any outstanding concerns that will allow the Cheshire & Warrington LEP to achieve increased flexibility ahead of the first payments in April 2015.

The Growth Deal does not amount to an endorsement of everything in the submitted SEP. All development decisions for specific proposals must go through the normal planning process and be guided by local plans taking into account all material considerations.

The Cheshire & Warrington Growth Deal

The investment secured by the deal will be focused on three key areas to deliver transformative growth:

Enabling housing and employment sites

A comprehensive package of transport improvements totalling £87.34m over the lifetime of this Deal with £5.5m confirmed for 2015-16. Aligned to the plans of the Liverpool and Manchester LEPs which will enable growth and investment along the Atlantic Gateway, this deal identifies and confirms a series of critical transport and infrastructure improvements to the Warrington area (new bridge crossing, motorway improvements and traffic easing measures) and the Chester area (junction improvements and new bus infrastructure) which enable better access to existing business parks and to the development of new sites for housing and employment. This Deal also identifies some critical transport improvements which start later. They support improved connectivity and expansion of the wider Crewe area, with the new Congleton Link Road supporting the employment and housing aspirations identified in the Councils Local Plan. In addition, the Halton Curve project - (joint with the Liverpool City Region LEP will enable better access to employment and education between Merseyside, Cheshire West and Chester and North Wales through line improvements.

Complementary to our local growth fund offer, through the Deal the LEP and Warrington Borough Council to work with Government and the Homes and Communities Agency on better aligning use of Homes and Communities Agency owned land in Warrington South with LEPs growth objectives. The LEP will also have more influence and engagement with DfT, Network Rail and the Highways Agency over the longer term planning of rail and the strategic highways network.

Through this deal the Government also recognises the commitment, enthusiasm and proposals set out in the Cheshire and Warrington's SEP for maximising the economic benefits of HS2.

In the published consultation on HS2, the route for Phase Two included stations at Leeds, Manchester Airport, Manchester City Centre, Sheffield Meadowhall and Toton. DfT and HS2 Ltd are considering the responses to the consultation, along with Sir David Higgins' recommendation to accelerate the benefits of HS2 to the Midlands and the North by extending the line to Crewe. Ahead of the Secretary of State for Transport announcing the outcome of that consultation, support from the Growth Deal will focus on Phase One locations.

Government has established a package of support which will be provided to all HS2 station LEPs once the route is announced. Government commits to working with and supporting Phase Two LEPs to develop their HS2 Growth Strategies once the final decision on Phase Two is published. This will include the development of detailed proposals which LEPs can put forward for financial or other support through future Growth Deals. In the meantime, the Cheshire and Warrington LEP will work with Phase One LEPs and Government officials to co-design an approach to developing and delivering HS2 Growth Strategies.

Cheshire & Warrington LEP commitments	Central Government commitments
<ul style="list-style-type: none">• Invest £7.5m in Chester Central• Invest £1.5m in the Birchwood Pinchpoint transport scheme• Deliver 448 new homes	<ul style="list-style-type: none">• Invest £13.50m (£3.42m confirmed for 15-16) in Chester Central• Invest £2.14m in the Birchwood Pinchpoint transport scheme

- Develop a strong business case for the Chester Central project which sets out a clear economic case
- Support housing delivery by committing to work with their local planning authorities to deliver housing provided for in Local Plans.
- Agree to the Local Enterprise Partnership taking on a more proactive role in consultation on long-term rail planning and franchise specification and provide a co-ordinating role between constituent local authorities.
- The LEP and partners agree to the LEP to take a more proactive role in consultation on long-term strategic road network planning and provide a co-ordinating role between constituent local authorities.
- Progress on the development and delivery of the priority transport schemes identified by the Cheshire and Warrington Local Transport Body that are fundable within available pre-allocated Local Growth Fund resources.

- Establish joint working arrangements to explore better alignment of the use of Homes and Communities Agency owned land in Warrington South (50 hectares) to support Warrington's growth objectives highlighted in the Cheshire & Warrington SEP and Homes and Communities Agency national targets.
- Explore the potential, as part of the above work, for sharing receipts above an agreed profile (this will be subject to detailed negotiation and completion of a positive business case) between the Homes and Communities Agency and Cheshire and Warrington LEP and Warrington Borough Council with the local share supporting a ring fenced infrastructure fund to enable identified sites.
- Assets would remain in Homes and Communities Agencies ownership and be subject to Homes and Communities Agency procedures and approval processes. Government will commit to working with all HS2 station places to identify the activity required to maximise the economic benefits, and to support this will set out agreements to define such joint working with each station place - as soon as the Phase Two consultation response is published. The specification and requirements for the work to be undertaken will be agreed jointly by Government and the LEP.
- The Highways Agency commits to developing a more proactive and collaborative approaches to promoting national and local growth and commits to continue building strong relationships and working arrangements with Local Enterprise Partnerships and the Local Enterprise Partnership Network, in the same way as with Local and Combined Authorities and the Local Government Association. Through its Route Strategies, the Highways Agency will engage the LEP in better understanding the challenges and opportunities associated with the network and to develop evidence based long-term plans to bring about much needed local economic growth and development, and commits to providing each LEP with a named contact, generally the relevant regional director. The Highways Agency commits to

	<p>forming a Growth and Economic Development Group to support LEPs at a national and sub-national level, and a license published on 23rd June 2014 for the new Highway Agency company includes a requirement to co-operate, which will underpin the arrangements described above.</p> <ul style="list-style-type: none"> • The Department for Transport and Network Rail commit to more proactive engagement of the LEP in the long-term rail planning process (e.g. Route Studies) and in rail franchise specification through targeted local engagement of the LEP as part of an enhanced consultation process. The Department for Transport also commits to encourage bidders for franchises to identify and take into account the priorities of LEPs and other key local stakeholders as part of the franchising process, and will also encourage Train Operating Companies to continue with, and enhance where possible, their engagement with LEPs as key local stakeholders.
<ul style="list-style-type: none"> • Local Transport Board Pre-Commitment of £5.6m for Poynton Relief Rd. • Invest additional investment of £48.3m across the later starting transport package. 	<ul style="list-style-type: none"> • Indicative allocation of £71.7m for the following later starting projects: <ul style="list-style-type: none"> ○ West Warrington, Omega, M62 Junction 8 £5m ○ Warrington Waterfront/ Swing bridge £5.3m ○ Poynton Relief Road £16.4m ○ Congleton Link Road £45m

Supporting the expansion of science and innovation

This deal seeks to maximise the growth potential from the strategically important science assets in the North West through two key projects – a joint Life Science Investment Fund with Greater Manchester, for which the Government has confirmed support in 2015-16 of £6m, subject to the completion of a strong business case. This project will support new science start-up businesses – a particular priority for the Alderley Park Science Park given AstraZeneca - the anchor tenant's impending departure in 2016. The Deal will also invest in new infrastructure at the Thornton Science Park, £3m confirmed for 15-16 subject to completion of a robust business case. The LEP in turn are committing £20m for the Life Science Fund, and £11m in the Energy demonstrator.

Cheshire & Warrington LEP commitments	Central Government commitments
<ul style="list-style-type: none"> • Invest £10m into the joint Manchester – Cheshire Life Science Investment Fund. • Invest £11m in the Thornton Energy Demonstrator. • Working with Manchester to develop a strong business case for the life sciences fund, and also a business case for the Thornton Energy Demonstrator which set out a clear economic cases. 	<ul style="list-style-type: none"> • Invest £10m (£3m confirmed for 2015-16) in the joint Manchester – Cheshire Life Sciences Investment Fund (similar amount invested for Manchester Local Growth Fund). • Invest £6.8m (£3m for 15-16) in the Thornton Energy Demonstrator. • To facilitate discussions with the Cheshire and Warrington LEP on the suitability of their science parks – Alderley Park and Thornton, to site one of two new Technology Strategy Board catapults (precision medicine and energy systems).

Growing the local skills and business base

The Deal includes a substantial package of measures to enhance the skill levels of the workforce of future and growing the business base in key economic sectors such as engineering, advanced manufacturing, energy and logistics.

This deal also recognises the importance of a strong and co-ordinated offer of support to local business, with £350k of revenue funding being made available to the Cheshire and Warrington LEP, matched by £1.1m of local resource.

Local Enterprise Partnerships are well-positioned to enhance the current Careers Information, Advice and Guidance offer by influencing the shape of provision so that it meets the needs of the local economy. Moreover, they have the ability to link employers with education providers; can have strategic influence over skills supply; and have the ability to coordinate local services towards a shared goal.

Improving skills levels is a key factor in stimulating local growth and taking advantage of new economic opportunities. Government is committed to ensuring that adult skills provision is increasingly responsive to the needs of business and supports local economic growth and jobs.

Cheshire & Warrington LEP commitments	Central Government commitments
<ul style="list-style-type: none"> • Meet employer demand for new skills in engineering, energy, logistics, manufacturing, agri-tech & sports science by investing £24.3m in estate renewal and new build at a number of Further Education sites and a network of employer led business hubs. • £1.1m of public and private funding in 2015/16 to support the delivery of the local growth hub. Provide a clear model for coordinating and simplifying business support so that it joins up national, local, 	<ul style="list-style-type: none"> • Invest £12.1m in Skills Capital Fund. • Invest £0.35m funding to the Cheshire & Warrington LEP for growth hub business support coordination, subject to the growth hub meeting minimum conditions that reflect position agreed by the Government review on business support and services. • UKTI will commit to effectively communicating its strategic priorities to LEPs and where possible help them access relevant opportunities. UKTI has doubled the number

<p>public and private support and creates a seamless customer experience for businesses, which makes it easy for them to get the right support at the right time.</p> <ul style="list-style-type: none"> • To support extension of superfast broadband coverage to 90% of UK premises by 2016, via existing broadband projects, the Cheshire & Warrington LEP will commit to work with local partners and BT to support delivery. • To support extension of superfast broadband coverage to 95% of UK premises by 2017, Cheshire & Warrington LEP will also work with local partners to help ensure match funding is in place for the next round of projects. 	<p>of Partnership Managers to 16. This will ensure that UKTI can work more closely with LEPs and help build their capability to secure more inward investment.</p> <ul style="list-style-type: none"> • The Technology Strategy Board recognises the important and valuable role that LEPs are playing in promoting and supporting innovation, and is committed to developing strong and effective relationships with LEPs both individually and collectively to build on this. The Technology Strategy Board is committed to supporting LEPs in developing the emerging Growth Hubs and in exploring how LEPs can help drive up local business awareness and engagement in Technology Strategy Board programmes and initiatives.
<p>Influencing skills provision and careers advice</p> <ul style="list-style-type: none"> • The Government expects the Cheshire & Warrington LEP and its partners to open up new jobs associated with the Local Growth Fund to local unemployed and long-term unemployed people working closely with local and national back to work initiatives. This would be part of a wider expectation that local areas use the Social Value Act, drawing on best practice across local councils and central expertise in maximising social value. • The Cheshire and Warrington LEP will facilitate stronger linkage between education providers and local businesses. The LEP will also work with relevant local stakeholders to communicate our priorities and align our offer to the National Careers Service (NCS) providers ahead of the new service's roll-out in October 2014 in order to augment the service. • The Cheshire and Warrington LEP will consider skills implications as part of any decision on growth strategies. • The Cheshire and Warrington LEP will clearly articulate and evidence their skills priorities in the light of strategic national and local growth opportunities and communicate 	<ul style="list-style-type: none"> • The Government commits to working with the Cheshire & Warrington LEP to help ensure that local employer priorities are fed into the operations of the new National Careers Service providers in Cheshire & Warrington. • Government, through the Skills Funding Agency, will support the process to ensure that provision meets local priorities and that increasing responsiveness is delivered through a three-pronged approach: <ul style="list-style-type: none"> ○ Procurement of new provision: LEPs will be involved throughout the process and providers' track records against LEP requirements will be considered as part of this assessment. ○ Accountability: Providers will be required through their funding agreements with the Agency to explain to LEPs details of their provision and planning and we are testing ways in which they can be most effectively held to account for being responsive to local economic priorities. The Skills Funding Agency is trialling Skills Incentives Pilots from 2014/15 in Stoke and Staffordshire, the North East and West of England, designed to explore the mechanisms through which providers will account to LEPs for delivery.

<p>them to the Further Education and skills sector.</p> <ul style="list-style-type: none"> • The Cheshire and Warrington LEP will positively engage the Further Education and skills sector in key strategic partnerships eg Skills and Employment Boards. • The Cheshire and Warrington LEP will recognise where the private sector has a responsibility to invest in skills provision and work with business and the skills system to realise that investment. 	<ul style="list-style-type: none"> ○ Allocations and Intervention: In future years providers' records in delivering to LEP requirements will be taken into account when setting allocations and triggering interventions. From 2015/16 the Skills Funding Agency will take into account the outcomes of the Skills Incentive Pilots in Stoke and Staffordshire, the North East and West of England, in making allocations to those providers in scope; subject to evaluation of the pilots, these mechanisms will be rolled out to other LEPs in future years. ○ Government will set out revised information for LEPs on how they can take advantage of this approach and options for seeking advice if provision is not responsive to their needs. The Skills Funding Agency will publish information during summer 2014 on how LEPs can influence the use of all skills budgets in their localities, and the steps they can take if they are dissatisfied with the pattern of delivery. ○ Government will seek to improve the provision of skills data for LEPs and will develop and publish new reports that will quantify and assess responsiveness to local skills needs. In the summer of 2014 the Skills Funding Agency will provide all LEPs with a data set that updates them on the provision delivered in their areas.
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As part of the deal, the LEP will:

- **Review LEP governance and supporting local authority partnership working** to strengthen collaboration, prioritisation and effective collective decision making and delivery.
- **Ensure implementation and demonstrate success**, by accepting the funding agreement, and by tracking progress against milestones and agreed core metrics and outcomes in line with a monitoring and evaluation framework. This will include agreeing monitoring metrics and reporting arrangements with the Government by September 2014. The LEP will also produce an evaluation plan for the projects contained in the Deal before April 2015.
- **Ensure value for money** by developing robust processes that will guide local decision-making. This will include agreeing an assurance framework with the Government by September 2014, building on existing local and national frameworks
- **Communicate the ongoing outputs and outcomes of the Deal to the local community and stakeholders** by publishing the Growth Deal and reporting regularly, and publically, on their progress to implement the strategy, ensuring that local people understand how Government

money is being spent via the Growth Deal, and what the benefits are for them and the area. The Cities and Local Growth Unit will continue to work with the LEPs on communications activities, and help make the links with other Government communications teams.

Funding for projects starting in 2016/17 will be subject to conditions that Government will discuss with the LEP over the next few weeks and months, along with establishing the best timetable for the project, taking into account practicalities and affordability.

The Government commits to opening discussions with the LEP right away on its priorities for the next round of Growth Deals.

Centre Park Link

Annex B: Planning Determination

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5th December 2017

Warrington Borough Council

Town & Country Planning (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations 2008

Planning Application No.: 2017/31418

Application for Approval of Details Reserved By Condition

PLANNING PERMISSION REF. NO.: 2017/29897

CONDITION NUMBER(S): 5

SITE LOCATION: Land off Chester Road, Slutchers Lane and Wilson Pattern Street, Warrington, WA4 6ES

DATE REQUEST FOR CONFIRMATION OF DISCHARGE MADE:
13-Oct-2017

DATE REQUEST FOR CONFIRMATION OF DISCHARGE ISSUED:
05-Dec-2017

Reason(s)

The discharge of conditions application is refused on the basis of the comments received from the Environmental Protection Team and the Environment Agency and the comments have been forwarded onto the agent.

Signed

Development Manager

DISOFCONDDEC

Development Management

Mr Jeff Turner,
Ramboll
2nd Floor, The Exchange
St. John Street
Chester
CH1 1DA

Professor Steven Broomhead
Chief Executive

3rd Floor New Town House
Buttermarket Street
Warrington
WA1 2NH

devcontrol@warrington.gov.uk

01925 442819

Town and Country Planning Act 1990

Application for Planning Permission Accompanied by an Environmental Assessment

Notice of Decision

Application No.: 2017/29897
Proposal: Environmental Assessment Application- Proposed Construction of a new link road and bridge between Chester Road (A5060) and Slutchers Lane, and associated works including demolition earthworks, drainage, lighting, signage and temporary construction compounds including temporary hoarding.
Location: Land off Chester Road, Slutchers Lane and Wilson Pattern Street, Warrington, WA4 6ES
Decision: THE BOROUGH COUNCIL HAS DECIDED TO **GRANT PERMISSION** SUBJECT TO THE FOLLOWING CONDITION(S);

CONDITION (S) & REASON(S)

- 1) The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

- 2) The development shall be carried out in accordance with the following documents:
 - (a) The planning application forms, design and access statement, environmental impact assessment and additional information received by Warrington Borough Council on 06/03/2017;
 - (b) Submitted drawing numbers CPL-RAM-ZZ-ZZ-DR-EN-0101 Revision S0; CPL-RAM-ZZ-ZZ-DR-EN-0109 Revision S0; CPL-RAM-ZZ-01-DR-S-0002 Revision O3; CPL-RAM-ZZ-ZZ-DR-EN-0110 Revision S0; CPL-RAM-ZZ-ZZ-

DR-EN-0102 Revision S0; and CPL-RAM-ZZ-01-DR-S-1001 Revision D1 received on 06/03/2017

(c) Submitted drawing number CPL-RAM-XX-ZZ-SK-J-0026 revision D1.1 received on 28/04/2017

Reason: for the avoidance of doubt and to enable Warrington Borough Council to adequately control the development and to minimise its impact on the amenities of the local area and to conform with Policy QE7 of the Warrington Core Strategy.

- 3) None of the bridge hereby approved shall be constructed until written and photographic details of the external facing materials (including manufacturer's details) shall be submitted to the local planning authority for approval. Materials samples shall be made available to view on site and shall NOT be deposited with the Local Planning Authority. The development shall be constructed in accordance with the approved details/samples

Reason: In order to comply with Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction

- 4) Construction Environmental Management Plan
Prior to the commencement of any works on site, the applicant shall provide in writing a Construction Environmental Management Plan (CEMP) to the Local Planning Authority for written approval. The CEMP shall review all construction operations proposed on site and shall cover as a minimum the following areas of work on a phase by phase basis, identifying appropriate mitigation measures as necessary:
Proposed locations of Site Compound Areas;
Proposed Routing of deliveries to Site Compounds or deliveries direct to site;
Proposed delivery hours to site, Proposed Construction Hours, Acoustic mitigation measures, Control of Dust and Air Quality on site and consideration for joining a Considerate Contractors Scheme.
The CEMP shall consider in each case issues relating to construction and demolition - noise, dust, odour, control of waste materials and vibration - where not detailed in a separate condition. Once approved in writing, all identified measures within the CEMP shall be implemented in accordance with the requirements therein and shall be reviewed on a regular basis and in case of receipt of any justified complaint.
Any changes to the identified CEMP mitigation measures from either the regular review process or following receipt of a complaint shall be forwarded to the Local Planning Authority within 24hrs of a change being agreed or implemented.

Reason: To prevent an increase in background noise levels and protects the amenity of any residents.

In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy

(July 2014); Paragraph 123 of the National Planning Policy Framework (March 2012); and Sections 3 and 6 of the Environmental Protection Supplementary Planning Document (May 2013)

5) Contaminated land: Preparatory Works

No development phase approved by this planning permission shall take place until a strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- All previous uses;
- Potential contaminants associated with those uses;
- A conceptual model of the site indicating sources, pathways and receptors;
- Potentially unacceptable risks arising from contamination at the site.

2. Additional site investigation (where necessary), based on (1) and existing site investigations to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To mitigate risks posed by land contamination to human health, controlled waters and wider environmental receptors on the site (and in the vicinity) during development works and after completion and to comply with the provisions of the NPPF and policy QE6 of the Warrington Borough Council Core Strategy.

Disclaimer: Irrespective of any involvement by this LPA, the responsibility to address contaminated land issues, including safe (re)development and secure occupancy, resides entirely with the Landowner/Developer of the site

6) Contaminated land completion

No development phase of the permitted scheme shall be taken into use until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion and to comply with the provisions of the NPPF and policy QE6 of the Warrington Borough Council Local Plan Core Strategy.

Disclaimer: Irrespective of any involvement by this LPA, the responsibility to address contaminated land issues, including safe (re)development and secure occupancy, resides entirely with the Landowner/Developer of the site

7) The development permitted by this planning permission shall only be carried out in accordance with the following mitigation measures unless otherwise agreed in writing by the Local Planning Authority:

1. The soffit level of the proposed road bridge is to be set no lower than 8.33 m above Ordnance Datum (AOD).
2. The new link road is to have a minimum level of 8.15 m above Ordnance Datum.

Reason: To reduce the risk of river flooding elsewhere and to provide safe access and egress in the event of severe river flooding and to comply with the provisions of the NPPF and policy QE4 of the Warrington Council Local Plan.

8) No development shall commence until a detailed method statement for removing or the long-term management / control of Japanese knotweed, Himalayan balsam and Giant hogweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures that will be used to prevent the spread of Japanese knotweed, Himalayan balsam and Giant hogweed during any operations e.g. mowing, strimming or

soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason: To prevent the spread of Japanese knotweed, Himalayan balsam and Giant hogweed which is an invasive species and to comply with the provisions of the NPPF.

- 9) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent pollution of controlled waters from potential contamination on site and to comply with policy QE4 of the Warrington Council Local Plan.

- 10) No infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To prevent pollution of controlled waters from potential contamination on site and to comply with policy QE4 of the Warrington Council Local Plan.

- 11) No development shall take place within the application site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to the Local Planning Authority for approval.

Reason: In order to provide a reasonable opportunity to record the history of the site and to comply with Policy QE8 of the Warrington Local Plan Core Strategy and the NPPF. A pre-commencement condition is necessary as it is essential to ensure that archaeological investigations take place before construction activity starts on site.

- 12) No development shall take place until it can be demonstrated that

there will be no nett negative impacts on the ecological status/potential of the River Mersey as defined by the Water Framework Directive, resulting from the construction of the Bridge and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with a timetable which has first been agreed in writing by the Local Planning Authority.

Reason: To protect the ecological interest of the site and to comply with the provisions of the NPPF.

- 13) Tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not be undertaken between March and July inclusive, unless the absence of nesting birds has been confirmed by further surveys or inspections approved by the Local Planning Authority.

Reason: In order to avoid adverse impacts on nesting birds and to comply with the Wildlife and Countryside Act 1981 (as amended)] and the NPPF

- 14) Prior to the commencement of development hereby approved a satisfactory programmed landscaping scheme which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of the development, shall be submitted to the Local Planning Authority for approval. The approved scheme shall be implemented during the first planting season following the completion of development and any tree or shrub planted which dies or is felled, uprooted, willfully damaged or destroyed in the first five year period commencing with the date of planting shall be replaced by the applicants or their successors in title.

Reason: To ensure a satisfactory form of development and to enhance the visual amenities of the locality and to comply with Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction.

- 15) All trees to be retained on site shall be protected in accordance with BS 5837:2012 Trees in relation to design, demolition and construction. The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall continue until the development has been completed.

Reason: To ensure that the trees on the site are protected during construction works in the interests of local amenity, and in order to comply Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction.

- 16) Prior to the commencement of any development on site, full design details for the mammal passes shall be submitted to and approved in

writing by the LPA. The details shall:

- Include a pass on both sides of the river;
- Demonstrate that both passes are above peak flood levels;
- Demonstrate connectivity up and down stream with existing riparian and in-channel habitats;
- Landscaping adjacent to the passes
- Measures to prevent mammals attempting to cross over the bridge
- Maintenance schedules during re-establishment of vegetation either side of the bridge
- Include a timescale of implementation

The works shall be carried out strictly in accordance with the approved details.

Reason: To protect the ecological interest of the site and to comply with the provisions of the NPPF.

INFORMATIVES

- 1) The Local Planning Authority operates a pre-planning application advice service. All applicants are encouraged to engage with the Local Planning Authority at pre-planning application stage. As part of the determination of this planning application the Local Planning Authority has worked pro-actively and positively with the applicant ensuring that upon receipt all representations and consultation responses are available to view on the Council's web site. The Local Planning Authority has considered the application and where necessary considered either the imposition of planning conditions and/or sought reasonable amendments to the application in order to deliver a sustainable form of development in accordance with the National Planning Policy Framework. The Environmental Information submitted with the application and Environmental Impact Assessment has been taken into consideration during the application process
- 2) Prior to the operation of the scheme, an agreement under Section 38 of the Highways Act 1980 shall be entered into with the Highway Authority to form the adopted highway. The applicant should contact Chris Bluck (01925 442668) to action.
- 3) Working Hours For Development Sites
In the interests of residential amenity, the applicant/agent/developer is strongly advised to adopt the following recommended construction/demolition hours for all works on site.
Works audible at or beyond the site boundary should not occur outside of Monday to Friday 08.00hrs to 18.00 hrs, Saturday 08.30hrs to 13.30hrs and at no time on Sundays or Public/Bank Holidays.

Noisy or disruptive works carried on outside of these hours are much more likely to raise objections or complaints by local residents (due to disturbance) to the redevelopment of the site which may, in turn, result in formal action being pursued by Public Protection Services to enforce the recommended hours.

Contact: For more advice and guidance on recommended construction/demolition hours or construction/demolition methods, please contact an officer from Public Protection on 01925 442589.

- 4) Environmental Protection Supplementary Planning Document (SPD)
For advice concerning Environmental Protection matters [Contaminated Land Assessments, Air Quality Assessments, Odour Assessments, Noise or Lighting requirements] please refer to the Environmental Protection Supplementary Planning Document on the Warrington Borough Council website:
https://www.warrington.gov.uk/downloads/file/4089/spd_environmental_protection

Contact: For further verbal advice please contact the Contaminated Land team on 01925 442581, Mr Richard Moore regarding Air Quality on 01925 442596 or Mr Steve Smith regarding Odour, Noise or Lighting on 01925 442589.

- 5) All pavements and cycleways should be located at least 10m from the roadside.
There is general mention of existing public rights of way across the Centre Point area that could be used for cycling and walking but these fall outside of the red line boundary.
The proposal does include pedestrian pavements at kerbside across the bridge and then to one side of the road on Slutchers Lane. The Slutchers Lane pavement, 2m wide, is separated from the kerbside by a 0.5m verge. On the opposite site there is being left a 3.5m area for future pavement and shared cycleway when the residential is proposed.
The Air Quality team has a concern that there is not a single masterplan for the Centre Point area and would advise that cycle and pedestrian routes are reconsidered. To create a more attractive route to encourage cycling and walking and to reduce exposure to traffic pollution it is recommended that pavements and cycleways are placed with a wider buffer zone from the kerbside. It may be possible to remove the pavement from the road side and use existing public rights of way. It is noted that there is a right of way alongside the river that is little used that could be brought back into shared pedestrian/cycle use.

It is recommended that the pedestrian/cycle provision for the area is reconsidered in the wider context of the area and is not placed close to

the kerbside.

- 6) Additional tree planting should be considered along the roadside and in areas from Gainsborough Road Care Home and south along Chester Road to Walton Terrace.

It is noted that there is no additional green infrastructure proposed. Existing trees will be replaced but no additional ones are planned. Green infrastructure can help absorb pollutants and reduce exposure as well as increase wellbeing of local residents. It is recommended that this is considered for areas where there is an adverse air quality impact, primarily from Gainsborough Road Care Home to the south along Chester Road.

- 7) On street electric taxi vehicle charging points should be provided for the Bank Quay taxi rank.

The Slutchers Lane taxi rank is proposed to be relocated and expand the existing Bank Quay rank which is located within an AQMA. It is recommended that on street electric charging points are provided at this rank for taxi use to encourage the uptake of low emission vehicles for this sector.

- 8) Link the traffic signal timings of the Trans-Pennine Trail Chester Road pedestrian crossing with the proposed Chester Road/Slutchers Lane traffic light system.

Currently, there is a signalised pedestrian crossing on Chester Road by the Pennine Trail. Timings of this crossing should be linked into the new junction traffic lights to not create an additional barrier to traffic flow.

- 9) An 8 inch main runs near to the proposed boundary please take care not to disturb this asset. Any necessary disconnection or diversion required as a result of any development will be carried out at the developers expense. Under the Water Industry Act 1991, Sections 158 & 159, we have the right to inspect, maintain, adjust, repair or alter our mains. This includes carrying out any works incidental to any of those purposes. Service pipes are not our property and we have no record of them.
- 10) A public sewer crosses this site and therefore suitable protection measures will need to be submitted to and agreed with United Utilities before work commences.
- 11) As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any

planning consent. The applicant / developer should liaise directly with Asset Protection to set up the BAPA. For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.

AssetProtectionLNWNorth@networkrail.co.uk

- 12) The proposal should be undertaken in accordance with the Asset Protection Outside Parties Guidance Document supplied by Network Rail in relation to asset protection measures and the railway.

IMPORTANT

This decision relates solely to planning legislation, and does not grant authority under the Building Regulations, nor any other legislation that might be required. The guidance notes enclosed with this decision notice will help you to understand this decision, your rights and other things you may have to do.

DATED: 18-May-2017

SIGNED:

Colin Walker
Development Manager
Development Management

NOTES

1. This decision is not an approval under the Building Regulations, nor is it a Listed Building or Conservation Area Consent for demolition or other works, consent to display advertisements, consent to lop or fell protected Trees (unless immediately required in connection with the carrying out of the development and the Council has confirmed in writing that all conditions relating to details which affect trees have been satisfied), or authority to close/divert a public right of way. It relates to the development described. Carrying out of a different form of development could result in enforcement action. You should therefore seek advice in writing on any proposed amendment or alteration.
2. The formation or alteration of footway crossings and other highway works must be to the specification of the Council as Highway Authority. Please refer to the Highways Department at New Town House, Buttermarket Street, Warrington prior to commencement.
3. The granting of planning permission should not be taken as indicating that the requirements of legislation concerned with public health, public safety, and pollution control or food hygiene have been satisfied. Please refer to the Environmental Health Section at New Town House, Buttermarket Street, Warrington prior to commencement.
4. The opening of a place of work, premises into which the public will go or an educational facility gives rise to a legal duty to make provision for the needs of the disabled.
5. If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
6. If this is a decision to refuse planning permission for a householder application or for a minor commercial application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice. This process **does not** apply to any in circumstances where an appeal against the refusal to grant listed building consent or conservation area consent is submitted at the same time as an appeal against the refusal to grant planning permission.
7. If this decision relates to the same or substantially the same land and development as is or subsequently becomes the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice, or within 12 weeks in the case of a householder or minor commercial application of the date of this notice whichever period expires sooner.
8. You can appeal to the Planning Inspectorate against the decision, including any conditions imposed by the Council (your formal rights are set out below). If you wish to appeal, you should do so by writing to The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at www.planningportal.gov.uk/pcs within 6 months of the decision date.

9. If this decision relates to the same or substantially the same land and development as is or subsequently becomes the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice, or within 6 months of the date of this notice whichever period expires sooner.
10. The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
11. If you feel your application was not dealt with properly, you can write to The Executive Director for Economic Regeneration, Growth & Environment who will investigate in accordance with the Council's complaints procedure.

Centre Park Link

Annex C: Housing Infrastructure Fund

Press release

£866 million investment to help unlock potential 200,000 new homes

Up to 200,000 new homes are set to get off the ground as government confirms £866 million investment in local housing projects.

Published 1 February 2018

From:

Ministry of Housing, Communities & Local Government (<https://www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government>), HM Treasury (<https://www.gov.uk/government/organisations/hm-treasury>), The Rt Hon Philip Hammond MP (<https://www.gov.uk/government/people/philip-hammond>), and The Rt Hon Sajid Javid MP (<https://www.gov.uk/government/people/sajid-javid>)



Up to 200,000 new homes are set to get off the ground as government confirms £866 million investment in local housing projects today (1 February 2018).

Housing Secretary Sajid Javid and Chancellor Philip Hammond announced that 133 council-led projects across the country will receive funding to support local work that will make housing developments viable and get much-needed homes built quicker.

With the government committed to building 300,000 homes a year by the mid-2020s, this first wave of funding from the £5 billion Housing Infrastructure Fund is part of a comprehensive programme to fix the broken housing market.

This latest investment will fund key local infrastructure projects including new roads, cycle paths, flood defences and land remediation work, all essential ahead of building the homes.

Without this financial support these projects would struggle to go ahead or take years for work to begin, delaying the homes these communities need. Together with the government's Industrial Strategy, it will provide high-quality infrastructure to support economic growth.

Chancellor of the Exchequer, Philip Hammond, said:

Today marks the first step of the multi-billion pound investment we announced at the Budget to help build the homes our country needs.

This fund finances vital infrastructure such as roads, schools and bridges, which will kick-start housing development in some of Britain's highest-demand areas.

This support will help us meet our ambitious plan of building 300,000 new homes each year and ensure we have enough housing in areas which need it most.

Housing Secretary Sajid Javid said:

Our priority is building the homes this country desperately needs.

This first wave of investment totalling £866 million will help get up to 200,000 homes off the ground, making a huge difference to communities across the country.

This is just one of the many ways this government is taking action to get Britain building homes again.

Projects from County Durham to Cornwall will receive funding including:

- £10 million for highway infrastructure to unlock further development at the Ashton Green housing site in Leicester, helping to unlock 3,300 homes
- £10 million for construction of a bypass in Botley, Hampshire, a critical strategic road infrastructure project that will help unlock the delivery of 1,000 new homes
- £3.6 million for drainage works, new roads and footpaths at the Manor Cluster, south-east Sheffield to help unlock more than 400 homes by 2025
- £6.5 million to help build a new primary school as part of the Ilfracombe Southern Extension in North Devon. This will help unlock 750 new homes.

See a map of project locations (<https://www.google.com/maps/d/viewer?hl=en&mid=1QQS1a4ULsXNVnCTwrrHaRfjhIOcNY&ll=52.75799368997625%2C-2.0210835000000316&z=7>)

The £5 billion Housing Infrastructure Fund (<https://www.gov.uk/government/publications/housing-infrastructure-fund>) is a government capital grant programme to help unlock new homes in areas with the greatest housing demand. Funding is awarded to local authorities on a highly competitive basis.

The fund is divided into 2 streams:

- A Marginal Viability Fund – available to all single and lower tier local authorities in England – to provide a piece of infrastructure funding to get additional sites allocated or existing sites unblocked quickly. Bids can be up to £10 million.
- A Forward Fund – available to the uppermost tier of local authorities in England – for a small number of strategic and high-impact infrastructure projects. Bids can be up to £250 million.

The government will be progressing Forward Funding projects to go through to co-development in the coming weeks, with final funding announced from Autumn 2018. Today's announcement forms part of the government's Industrial Strategy (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/664563/industrial-strategy-white-paper-web-ready-version.pdf) which sets out a long term plan to boost the productivity and earning power of people throughout the UK.

The Strategy sets out how we are building a Britain fit for the future – how we will help businesses create better, higher-paying jobs in every part of the UK with investment in skills, industries and infrastructure.

Further information

The government together with Homes England assessed each bid for their strategic ambition, benefits costs ratio and their deliverability.

We will work with the local authorities over the coming months to progress schemes through detailed funding clarification.

See details of all bids:

Successful Marginal Viability Fund projects

(https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/678265/MVF_Successful_Bids.xlsx)

MS Excel Spreadsheet, 54.5KB

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Office address and general enquiries

2 Marsham Street
London
SW1P 4DF

Contact form <http://forms.communiti...> (<http://forms.communities.gov.uk/>)

General enquiries: please use this number if you are a member of the public 030 3444 0000

Media enquiries

Email newsdesk@communities.gsi.gov.uk

Please use this number if you are a journalist wishing to speak to Press Office 0303 444 1209

Local Authority	Project	HIF Funding (£m)
Adur	Free Wharf - Western Harbour Arm (Shoreham-By-Sea)	10,000,000
Aylesbury Vale	Aylesbury Link Road & Junction Improvements to deliver major housing growth at Aylesbury Garden Town (AGT)	9,500,000
Barnet	Finchley Central Station	9,800,000
Barnsley	Seasons Phase 3, Thurnscoe Housing Development	2,227,270
Basildon	Basildon Town Centre - East Square Regeneration	9,799,500
Basingstoke and Deane	Manydown	10,300,000
Bath and North East Somerset	Bath Riverside	12,500,000
Bolton	Rivington Chase	12,000,000
Boston	Quadrant Q1 Boston	3,500,000
Breckland	Thetford Northern Sustainable Urban Extension (TNSUE)	9,950,000
Brent	Northwick Park	9,900,000
Brent	Peel Development Site - South Kilburn Regeneration Programme	9,999,442
Brighton and Hove	King Alfred Development	15,222,601
Bristol	Unlocking Lockleaze Development	6,686,000
Bristol	Glencoyne Square Access (Arnside and Glencoyne Square Regeneration)	3,000,000
Camden	Abbey	10,000,000
Central Bedfordshire	Dunstable Town Centre Regeneration	6,300,000
Chelmsford	Chelmer Waterside	5,700,000
Cheltenham	Portland Street, Cheltenham	3,000,000
Cherwell	Howes Lane Tunnel. Part of North West Bicester Strategic Realignment of Howes Lane	6,700,000
Cheshire East	North West Crewe Growth and Infrastructure Package	10,000,000
Cheshire East	South Macclesfield Development Area	10,000,000
Cheshire West and Chester	Rossfield Park, Ellesmere Port	3,000,000
Colchester	Northern Gateway	5,500,000
Corby	A43/Steel Road Roundabout	3,973,252
Cornwall	Hayle Harbour North Quay Redevelopment - Phase II Access Spine Road	5,655,000
Cornwall	West Carclaze Garden Village	2,300,000
County Durham	Newton Aycliffe Housing Growth	6,875,000
Coventry	Eastern Green Unlocking Development	12,727,700
Crawley	Telford Place	2,000,000
Crawley	Forge Wood	4,423,280
Croydon	Whitgift Shopping Centre And Surrounding Land Croydon CR0 1LP - S278 transport works	10,000,000
Darlington	West Park Garden Village	2,788,360
Derby	Castleward Urban Village	3,150,000
Dover	Dover Bus Rapid Transit System (BRT)	15,803,269
Ealing	Grand Union Avenue Phase 3	1,000,000
East Cambridgeshire	Soham Eastern Gateway	6,330,000
East Devon	Axminster North-South Relief Road (ANSRR)	10,000,000
East Dorset	West of New Road Link Road, West Parley	2,250,000
Eastbourne	Bedfordwell Road	1,230,000
Eastleigh	West of Horton Heath Strategic Development Proposal	9,330,656
Eastleigh	Construction of a bypass for Botley, providing a connection from Station Hill (A334/A3051 junction) to Woodhouse Lane together with associated improvements/enabling works to Woodhouse Lane	10,000,000
Exeter	Greater Exeter Suitable Alternative Natural Green Space	3,700,000
Fareham	Welborne Garden Village	9,977,045
Fylde	M55 Heyhouses Link Road	3,810,000
Guildford	Ash Road Bridge, to unlock housing near Ash and Tongham	10,000,000
Hackney	Woodberry Down	9,960,000
Harrow	Grange Farm	10,000,000
Hastings	Combe Valley Sports Village	2,225,000
High Peak	Hogshaw and Granby Road sites, Buxton	2,000,000

Ipswich	Ipswich Garden Suburb (IGS)	9,868,351
Kettering	Desborough North Marginal Viability Bid	3,636,476
Lambeth	8 Albert Embankment, London SE1 7SP	10,000,000
Lambeth	Somerleyton Road, Brixton	10,000,000
Leeds	Land East of Otley	6,318,000
Leeds	Roundhay Road / Leopold Street: ChaCo & Unity Development	990,000
Leicester	Ashton Green, Leicester	10,000,000
Lewes	North Street Quarter, Lewes	10,000,000
Lewisham	South Circular Road - Catford Town Centre	10,000,000
Lewisham	Lewisham Gateway	10,000,000
Lincoln	Spa Road development	2,824,579
Maldon	Heybridge Flood Alleviation and Regeneration Scheme	7,344,700
Manchester	Moss Side Integrated Healthcare Centre, Bowes Street, Moss Side	3,314,256
Manchester	New Victoria, Corporation Street, Manchester	10,074,000
Mid Devon	Cullompton and Culm Garden Village M5 Motorway Junction 28 improvements	10,000,000
Mid Devon	Tiverton Eastern Urban Extension access – phase 2 new A361 junction	8,200,000
Mid Sussex	Northern Arc, Western Gateway	6,540,000
Newcastle upon Tyne	Ouseburn - Ouseburn Mouth (OM)	1,250,000
Newcastle upon Tyne	Outer West Infrastructure	9,656,714
Newcastle upon Tyne	Science Central Residential Sector – Infrastructure/ Public Realm	5,000,000
North Devon	Westacott, Barnstaple, North Devon	2,080,000
North Devon	Ilfracombe Southern Extension, North Devon	6,500,000
North Dorset	Gillingham Strategic Site Allocation	4,064,250
North Kesteven	Sleaford West Quadrant	2,000,000
North Somerset	Provision of utilities to land at Parklands Village	930,974
North Tyneside	Killingworth Moor Key Strategic Site	8,900,000
Northumberland	St Georges Hospital Link Road	4,491,278
Norwich	Anglia Square	12,226,232
Oldham	Broadway Green Phase 2	4,947,274
Oxford	Blackbird Leys District Centre Regeneration Scheme	3,750,000
Oxford	Northern Gateway (also referred to as Oxford North)	10,000,000
Oxford	Osney Mead Innovation Quarter (OMIQ)	6,090,000
Peterborough	Yaxley Loop Road	4,570,000
Plymouth	North Prospect Regeneration Phase 4	2,825,550
Poole	Poole Town Centre Regeneration - Phase II (Town Centre North)	6,000,000
Reading	Dee Park Regeneration - phase 3	6,000,000
Reading	Central Pool	1,392,636
Rother	Blackfriars, Battle	3,240,000
Rushcliffe	South of Clifton Housing Infrastructure	9,995,239
Rushmoor	Aldershot Town Centre	8,400,000
Salford	Plot E7/E8, Chapel Street, Salford	1,176,819
Sedgemoor	East of Bridgwater Allocation	5,500,000
Selby	Olympia Park, Selby	8,878,000
Sheffield	Manor Cluster	3,552,558
Shropshire	Western Shropshire Interchange Improvements - Unlocking the Marches Gateway for Housing & Employment Growth	9,321,963
South Bucks	Beaconsfield Relief Road	4,472,144
South Holland	Northern Spalding Sustainable Urban Extension (SUE) and Section 5 of the Spalding Western Relief Road (SWRR)	12,000,000
South Norfolk	Land south of the A11, Cringleford	5,500,000
South Somerset	Brimsmore Key Site, Thorne Lane, Yeovil, Somerset	1,950,000
Southampton	Townhill Park Regeneration	3,750,000
Southend-on-Sea	Better Queensway (BQ)	15,000,000
Stockport	Weir Mill	5,617,000
Stockport	Stockport Interchange - Residential	2,600,000
Stockport	Hopes Carr - Hempshaw Brook	303,815
Stockton-on-Tees	West Stockton Strategic Urban Extension - Elton Interchange Improvements	10,000,000
Stoke-on-Trent	Burslem Town Centre	10,000,000

Stratford-on-Avon	Long Marston Airfield Garden Village (LMAGV) - Phase 1	13,438,417
Swale	Queenborough & Rushenden Regeneration	3,500,000
Swindon	New Eastern Villages - Rowborough Eastern Access	5,000,000
Swindon	Kingsdown Bridge	6,500,000
Tameside	Godley Green Garden Village	10,000,000
Taunton Deane	Staplegrave Spine Road	7,200,000
Teignbridge	Dawlish Link, Bridge and Cycleway	4,200,000
Tewkesbury	Tewkesbury Ashchurch Housing Zone - Access to the North	8,132,465
Thanet	Manston/Haine Roundabout	2,544,384
Thurrock	Claudian Way, Chadwell St Mary	538,000
Trafford	Trafford Waters	4,080,000
Trafford	Future Carrington - Phase 1	8,400,000
Trafford	Partington Canalside	6,714,000
Vale of White Horse	Wantage Eastern Link Road (WELR)	7,717,989
Wakefield	Infrastructure for Growth at City Fields, Wakefield	1,577,500
Warrington	Centre Park Link	3,685,904
Warwick	Kenilworth Education & Growth	9,591,000
West Berkshire	Sterling Cables Development, Newbury.	1,500,000
West Dorset	Chickerell Urban Extension	1,500,000
West Lindsey	Gainsborough Southern Urban Extension	2,123,184
Weymouth and Portland	Ocean Views, Portland	2,838,000
Wiltshire	Ashton Park Urban Extension	8,784,000
Wirral	Northbank, Wirral Waters	6,004,160
Woking	Sheerwater Regeneration	9,384,000
Wycombe	Princes Risborough Expansion Area	12,000,000
Wycombe	Realignment of Abbey Barn Lane and junction reconfiguration	7,500,000
Wyre Forest	Churchfields Urban Village - Highway Infrastructure	2,700,000

Funding boost for Centre Park Link project

Published: Wednesday, 7th February 2018

Warrington Borough Council has secured a funding boost of more than £3m towards the Centre

The government announced the £3,685,904 for Warrington as part of an £866 million in housing projects nationwide.

The Centre Park Link project proposes a bridge crossing across the Mersey from Chester Gainsborough Road. This crossing would join onto an extended Slutchers Lane leading to Wilson Street. A new signal controlled junction is to be constructed at each end of the new link road and Wilson Patten Street.

Cllr Hans Mundry, executive board member for highways, said: "We are delighted to have been successful with a bid for major infrastructure funding.

"The plans for the Centre Park Link will deliver a new bridge and link road from Chester to alleviate traffic congestion around Bridge Foot and Chester Road. It will also provide access to Centre Park which currently has no access."

The Centre Park Link project will also bring forward approximately 465 homes in a local authority housing stations.

Chancellor of the Exchequer, Philip Hammond, said: "This fund finances vital infrastructure in some of Britain's highest-demand areas."

Centre Park Link

Annex D: Evidence Review

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
FBC for Conditional Approval	25.06.18	Issue 2	D.Arthur	D. Arthur	Regional Director
FBC for Conditional Approval	16.06.2018	Updated Evidence Base (latest data)		T. Vincent	Senior Consultant
OBC for Conditional Approval	27.04.2016	Issue 1		J. Birtles	Principal Consultant
OBC for Conditional Approval	11.04.2018	Initial Draft		T. Vincent	Senior Consultant

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The following provides a brief update on the changes made to the evidence review between the Outline Business Case for Conditional Approval and the Full Business Case (Iteration 1):

- Population statistics expanded to included 2001 comparison for growth percentage
- BRES data: 2016 values (latest release)
- Trafficmaster plots: 2015-16 values
- Trafficmaster journey times: 2015-16 values
- Accidents data: STATS 19 data (latest values)
- Unpredictable journey times plots (google maps – 2018 values)
- Development data references including the Local Plan Preferred Development Option and SHLAA (2017 values)
- Air Quality: AQMA boundary changes, DEFRA NO₂ baseline information and diffuser test tube values for Parker Street (latest values)

EVIDENCE REVIEW

Introduction

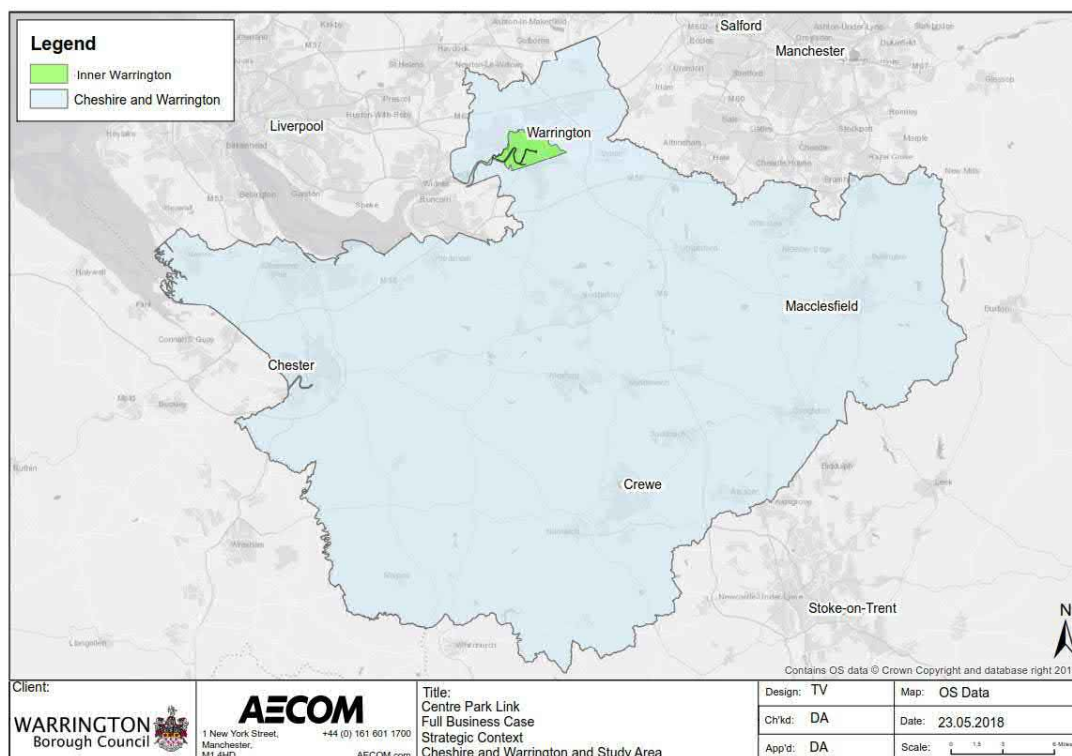
1.1 The following evidence review has been compiled to provide an overview of current socio-economic conditions in Inner Warrington and the scheme study area, as well as identifying the key internal and external connectivity issues that are relevant to the scheme. This analysis has been used to identify the constraints that would be addressed through the scheme and provide evidence to support the completion of the option assessment.

Study Area

1.2 The scheme is located within Warrington Borough Council (WBC), the most northerly of the local authorities in the Cheshire area. At 18,065 hectares, Warrington is the sixth largest of ten unitary authorities within the North West region of England. The authority is dissected by the River Mersey and Manchester Ship Canal which flows through the town providing a considerable constraint on north-south traffic movements. Warrington shares boundaries with Halton, Cheshire West, Cheshire East and the four metropolitan boroughs of St Helens, Wigan, Salford and Trafford. The scheme also falls within the responsibilities of the Cheshire and Warrington Local Enterprise Partnership (C&W LEP) area which covers the boroughs of Warrington, Cheshire West and Chester and Cheshire East.

1.3 **Figure 1** identifies the high level location of the scheme in the context of the C&W LEP and adjacent local council areas.

Figure 1: Strategic Context - C&W LEP



Source: OS Data © Crown copyright and database rights 2015

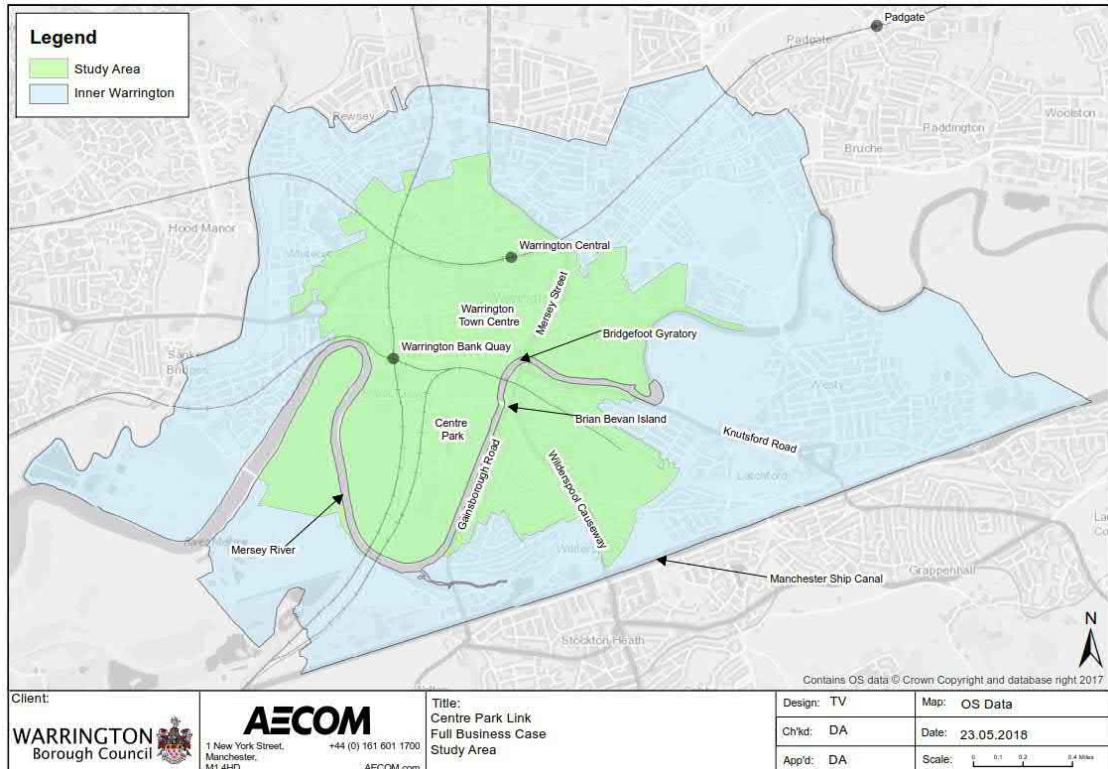
1.4 **Figure 2** illustrates the scheme study area in the context of Inner Warrington. The Inner Warrington area (blue) is defined through best fit using the Office of National Statistics (ONS) Lower Super Output Area (LSOA) nomenclature based on Policy CS9 for 'Inner Warrington' as outlined in the Warrington Local Plan¹. The scheme study area (green) was also defined using LSOA nomenclature,

¹ WBC (2014) 'Local Plan Core Strategy'

following an initial scoping exercise which identified that traffic delay associated with movements through Bridgefoot roundabout and the town centre²; as well as most of the impacts identified through early modelling were likely to be focussed within a core area extending toward Gainsborough Road, Sankey Way and Midland Way.

- 1.5 The scheme study area as presented in **Figure 2** was set by the Project Team and approved by the WBC Programme Board. These project boundaries have been used to inform data collection as part of this evidence review.

Figure 2: Inner Warrington and Scheme Study Area



Source: OS Data © Crown copyright and database rights 2015

² Trafficmaster GPS Data, 2013-15

Wider Economic and Social Issues

- 1.6 A review of existing social and economic conditions has been undertaken for the study area including population age profile and density, employment density, economic activity, job seekers allowance, index of multiple deprivation, and access to car, to highlight conditions that may be affected by connectivity constraints.

Population

- 1.7 The total 2011 population of the scheme study area was 7,896, representing approximately 20% of Inner Warrington and 4% of Warrington's total population. **Table 1** highlights that significant growth was experienced between 2001 and 2011 in the study area (27%) and Inner Warrington (18%). This is significantly higher than the Warrington, C&W LEP, and national averages. With regard to the scheme, it is noted that it is not just the resident population, but also the working population that must be considered (see **Table 3**).

Table 1: Population

Area	2001	2011	Population Change	% Change 2001-2011
Study Area	6,205	7,896	1,691	27%
Inner Warrington	30,913	36,609	5,696	18%
Warrington B.C	191,080	202,228	11,148	6%
C&W LEP	864,868	901,963	37,095	4%
North West	6,729,764	7,052,177	322,413	5%
England	49,138,831	53,012,456	3,873,625	8%

Source: Census 2011

- 1.8 The age profile for Inner Warrington and the scheme study area is summarised in **Table 2**. The 2011 Census identified 36% of the population within the scheme study area were aged 25 to 44 years (+8% compared to England; +11% versus C&W LEP average). The scheme study area also has significantly less people aged 0-14 years compared against the Warrington, C&W LEP and England averages, (13% versus 17-18%).

Table 2: Age Profile (%) - 2011

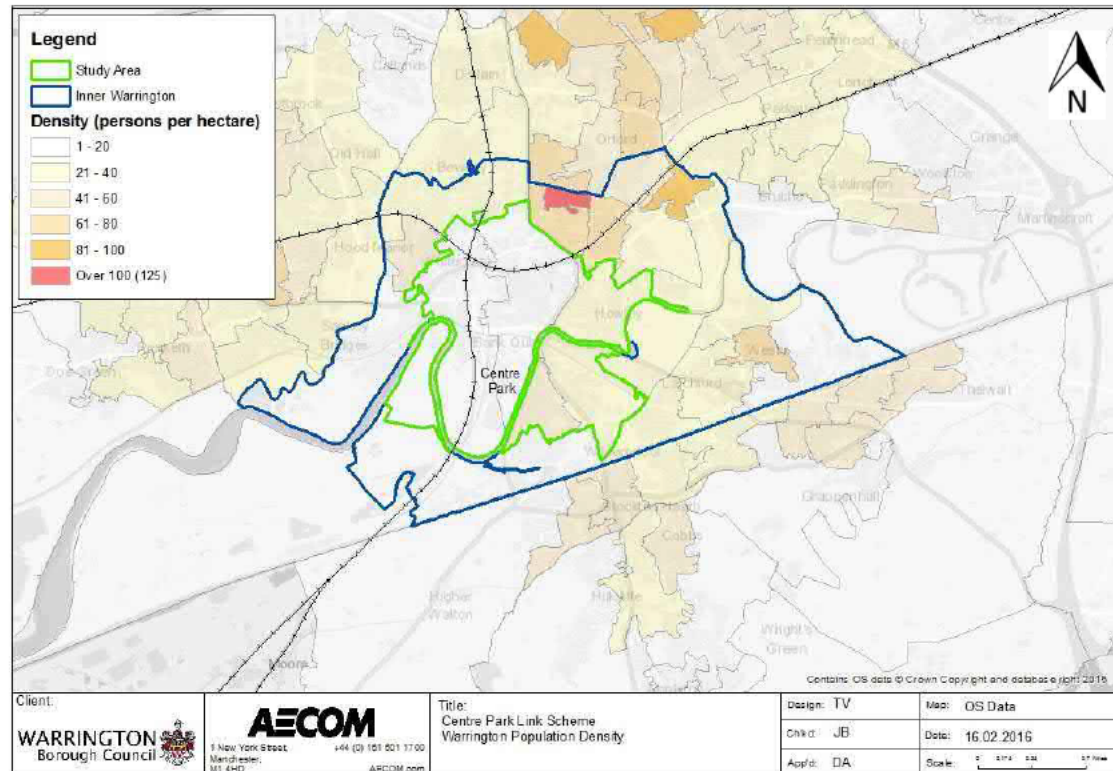
Area	0-14	15-24	25-44	45-59	60-74	75-89	90+
Study Area	13%	14%	36%	17%	13%	7%	1%
Inner Warrington	17%	14%	34%	17%	12%	6%	1%
Warrington	18%	12%	27%	21%	15%	6%	1%
C&W LEP	17%	12%	25%	21%	17%	8%	1%
England	18%	13%	28%	19%	15%	7%	1%

Source: Census 2011

Population Density

- 1.9 **Figure 3** plots the population density for Lower Super Output Areas (LSOAs) within the study area and Inner Warrington. 2011 Population Density for Warrington town centre is low (less than 20 persons per hectare) consistent with its role as a major employment destination. Population density rises to approximately 50 persons per hectare for the residential area between Chester Road and Wilderspool Causeway south of the River Mersey.

Figure 3: Population Density

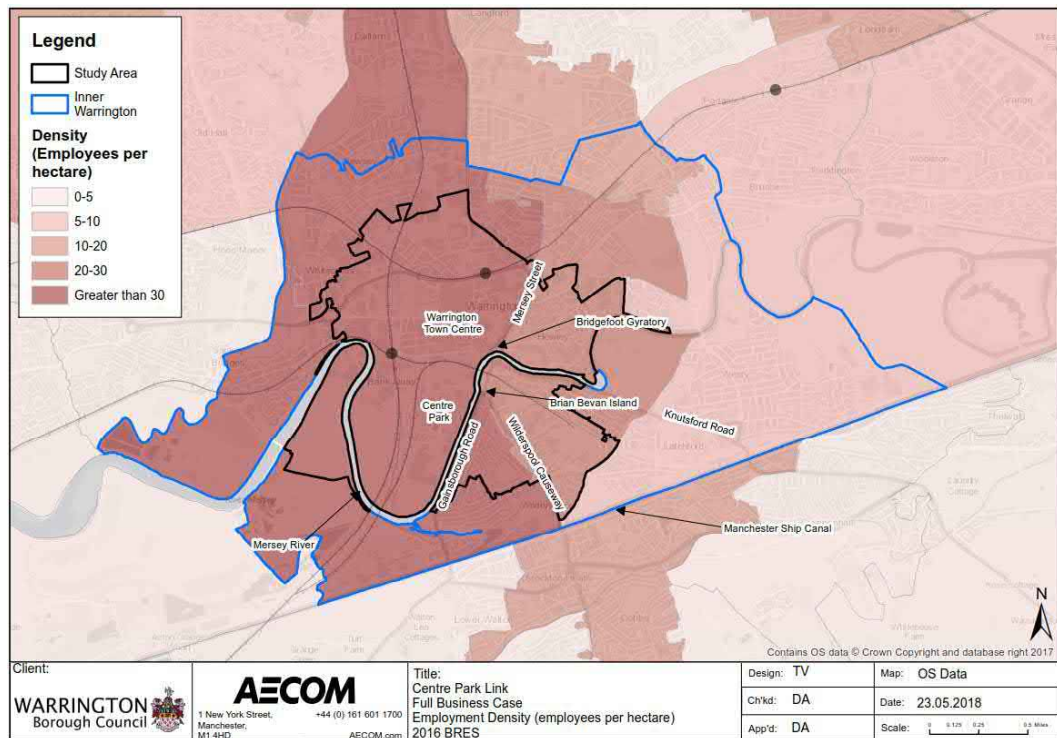


Source: Census 2011

Employment Density

- 1.10 **Figure 4** plots employment density by MSOA using 2016 Business Register and Employment Survey (BRES) data, focussing on Inner Warrington and the defined scheme study area; while **Figure 5** depicts the broader context for Warrington.
- 1.11 Town centres are key destinations for all social and demographic groups, as they tend to be to a concentration of public services, retail, employment opportunities, and leisure activities. This is clearly reflected in **Figure 4** with the highest employment density (jobs per hectare) located within Warrington town centre (including Centre Park Business Park). Outside the town centre area, there is a high employment density around Birchwood Park Business Park.
- 1.12 According to the Centre for Cities, Cities Outlook 2015 paper, Warrington was ranked within the top 10 cities for business growth in the United Kingdom between 2004 and 2013 (increase of 1,575; 29.2% change). The ability for the transport network to support employment will be critical to sustain this growth into the future.
- 1.13 Investment in the Centre Park Link scheme is envisaged to enhance connectivity to existing employment opportunities, strengthening business growth in Inner Warrington and Centre Park Business Park, to drive the economy forward, aligned with Government and C&W LEP priorities.

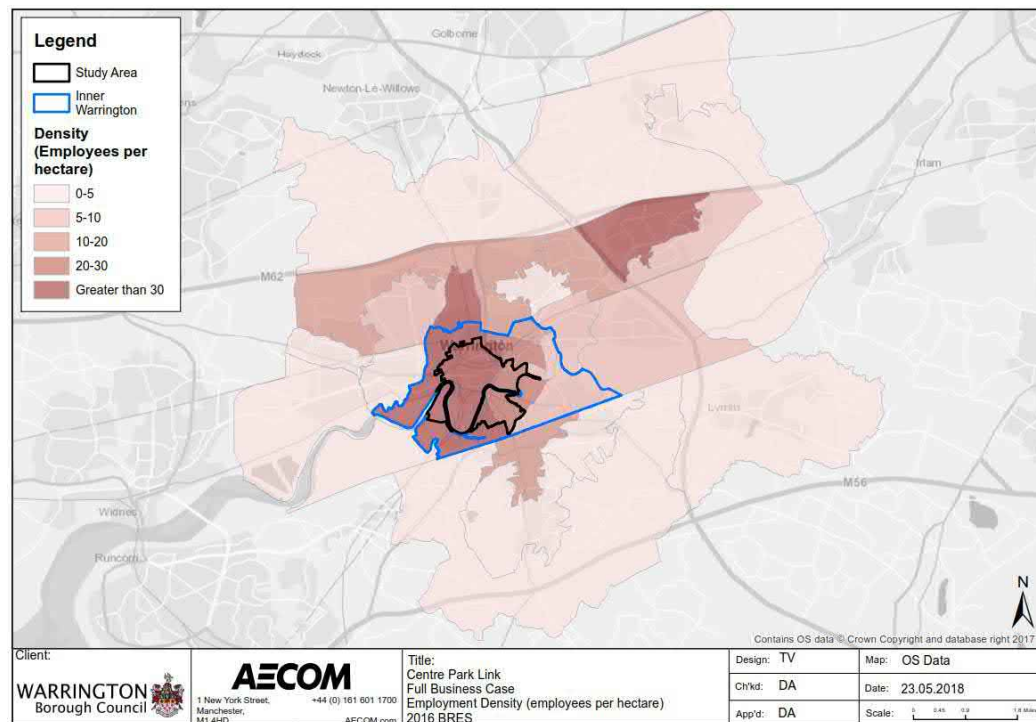
Figure 4: Employment Density (Employees per hectare)



Source: Business register and employment survey (MSOA) - ONS Crown Copyright Reserved [from Nomis on 23 April 2018]

Agriculture, forestry & fishing (A) figures exclude farm agriculture (SIC subclass 01000).

Figure 5: Employment Density (Jobs per hectare) - Warrington Borough Council

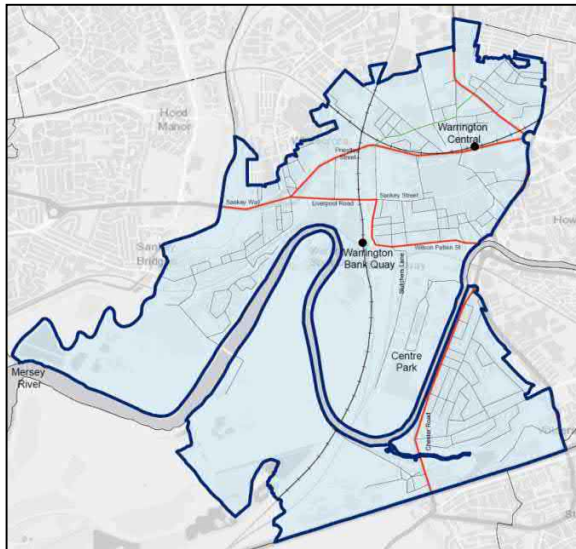


Source: Business register and employment survey (MSOA) - ONS Crown Copyright Reserved [from Nomis on 23 April 2018]

Agriculture, forestry & fishing (A) figures exclude farm agriculture (SIC subclass 01000).

- 1.14 To further assess the type of jobs located within the town centre, analysis has been compiled for MSOA E02002607. **Figure 6** defines the boundary of MSOA E02002607 for the town centre. This area represents almost a quarter of Warrington's employment.³

Figure 6: MSOA E02002607 Boundary



- 1.15 **Table 3** illustrates the largest industry sector by number of jobs in the town centre is Business Administration and Support Services, representing approximately 30% of all jobs. The next largest employment sectors include public administration and defence, retail, and professional, scientific and technical. These four sectors represent approximately 60% of jobs in the town centre (E02002607).
- 1.16 The proportion of employees in Business administration and support services, Public administration and defence and Health is significantly higher in the town centre compared to the average across Warrington (+6%, +7% and +5% respectively).

³ BRES Data is presented at MSOA level. A meaningful representation of the study area and Inner Warrington at MSOA level could not be defined. Therefore the analysis identifies the town centre MSOA and wider Warrington for comparison.

Table 3: Employment by Sector within the MSOA E02002607 (Warrington Town Centre) and Warrington Borough

Industry Sector	Warrington Borough		E02002607 : Warrington 018		% Difference
	Count (No.)	%	Count (No.)	%	
Business administration & support services (N)	20,375	16%	7,000	22%	6%
Health (Q)	17,625	13%	6,000	19%	5%
Professional, scientific & technical (M)	14,715	11%	3,500	11%	0%
Retail (Part G)	11,610	9%	3,500	11%	2%
Accommodation & food services (I)	9,090	7%	1,500	5%	-2%
Transport & storage (inc postal) (H)	8,930	7%	800	2%	-4%
Manufacturing (C)	7,495	6%	1,250	4%	-2%
Education (P)	7,225	6%	400	1%	-4%
Construction (F)	5,665	4%	450	1%	-3%
Wholesale (Part G)	5,335	4%	450	1%	-3%
Public administration & defence (O)	5,120	4%	3,500	11%	7%
Information & communication (J)	4,800	4%	450	1%	-2%
Arts, entertainment, recreation & other services (R,S,T and U)	4,250	3%	1,250	4%	1%
Mining, quarrying & utilities (B,D and E)	2,765	2%	250	1%	-1%
Motor trades (Part G)	2,495	2%	450	1%	-1%
Financial & insurance (K)	2,040	2%	800	2%	1%
Property (L)	1,610	1%	600	2%	1%
Agriculture, forestry & fishing (A)*	20	0%	20	0%	-
Total	131,165	100%	32,170	100%	-

Source: Business register and employment survey - ONS Crown Copyright Reserved [from Nomis on 16 January 2016]

Agriculture, forestry & fishing (A) figures exclude farm agriculture (SIC subclass 01000).

Economic Activity

- 1.17 2011 Census data on economic activity identifies the proportion of residents, aged 16-74 years, who are economically active and inactive. **Table 4** and **Table 5** compare the economic activity between the scheme study area, Inner Warrington, Warrington, C&W LEP and England.
- 1.18 The Census data shows that 26% of the scheme study area population is economically inactive (including 12% of the population retired and a further 6% as long-term sick or disabled) which is higher than both England (30%) and C&W LEP averages (29%).
- 1.19 In 2011, 48% of the scheme study area population were considered to be in full time work, which is 8-9% higher than both the C&W LEP and England averages.

Table 4: 2011 Levels of Economic Activity by Type

Geography	Economically Active						Economically Inactive				
	Part Time	Full-Time	Self-employed	Unemployed	Full-time student	Retired	Student (including full-time students)	Looking after home or family	Long-term sick or disabled	Other	
Study Area	11%	48%	6%	6%	3%	12%	3%	3%	6%	3%	
Inner Warrington	14%	46%	6%	6%	3%	11%	3%	4%	6%	2%	
Warrington B.C	15%	43%	8%	4%	3%	15%	4%	3%	4%	2%	
C&W LEP	15%	40%	9%	4%	3%	16%	4%	3%	4%	2%	
North West	14%	37%	8%	5%	4%	15%	6%	4%	6%	2%	
England	14%	39%	10%	4%	3%	14%	6%	4%	4%	2%	

Source: Census 2011

Table 5: 2011 Levels of Economic Activity

Geography	Economically Active	Economically Inactive
Study Area	74%	26%
Inner Warrington	74%	26%
Warrington B.C	72%	28%
C&W LEP	71%	29%
North West	68%	32%
England	70%	30%

Source: Census 2011

Indices of Multiple Deprivation (IMD) 2015

1.20 The IMD is a set of relative measures of deprivation for small area geographies (Lower-layer Super Output Areas) across England, based on seven different domains of deprivation. Each of these domains is then based on further indicators. Within local authorities, IMD data is used to inform strategic planning, health, education, and applications for grant funding. The IMD domains include:

1. Income Deprivation (22.5%);
2. Employment Deprivation (22.5%);
3. Education, Skills and Training Deprivation (13.5%);
4. Health Deprivation and Disability (13.5%);
5. Crime (9.3%);
6. Barriers to Housing and Services (9.3%); and
7. Living Environment Deprivation (9.3%).

1.21 Transport has a significant role in both the creation and alleviation of social problems, helping to shape society determining where people work, shop, study and partake in leisure and social activities.

1.22 IMD data for the C&W LEP area, highlights that 5.6% of neighbourhoods are within the most deprived 10% areas nationally⁴ (see **Table 6**).

Table 6: The proportion of neighbourhoods in each Local Enterprise Partnership that are in the most deprived 10 per cent of areas nationally according to the Index of Multiple Deprivation, and the underlying domain indices

Rank	Local Enterprise Partnership	Index of Multiple Deprivation (%)	Income (%)	Employment (%)	Education, Skills and Training (%)	Health Deprivation and Disability (%)	Crime (%)	Barriers to Housing and Services (%)	Living Environment (%)
22	Cheshire and Warrington	5.6	5.1	6.5	8.2	8.9	5.9	3.8	6.3

Source: The English Indices of Deprivation 2015 Statistical Release 19

1.23 At a local authority level, Warrington ranks 147th out of 326 local authorities on the rank of 'Average LSOA score' placing Warrington within the 45th centile. Furthermore, Warrington is ranked 90th worst (out of 326 local authorities) on the percentage of LSOAs falling into the most deprived 10% nationally. This means that Warrington falls within the worst 28% of local authorities nationally⁵.

1.24 **Figure 7** and **Figure 8** present a spatial analysis of IMD data for Inner Warrington and the scheme study area, confirming a substantial proportion have an IMD ranking within the top 20% most deprived LSOAs nationally. This is further highlighted in **Table 7** which demonstrates 60% of the study area LSOAs are within the 20% most deprived.

⁴ The English Indices of Deprivation 2015 Statistical Release 19

⁵ Warrington Joint Strategic Needs Assessment (JSNA) December 2015

Table 7: Indices of Multiple Deprivation: proportion of LSOAs within

Geography	0-10% Most Deprived	10-20%	20-30%	30-40%	40-50%	50-60%	60-70%	70-80%	80-90%	90-100% Least Deprived
Study Area	40%	20%	20%	0%	0%	20%	0%	0%	0%	0%
Inner Warrington	23%	23%	27%	18%	0%	9%	0%	0%	0%	0%
Warrington	9%	9%	9%	7%	6%	7%	7%	17%	17%	12%
C&W LEP	6%	8%	7%	7%	6%	9%	8%	13%	16%	20%
North West	20%	12%	10%	9%	8%	8%	8%	9%	9%	7%
England	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%

1.25 The Centre Park Link scheme offers the opportunity to enhance access to jobs and education within Warrington, improving the level of social inclusion whilst facilitating economic growth. Growing a strong Warrington with improved chances for all residents is central to WBC’s policy stance.

Figure 7: Indices of Multiple Deprivation

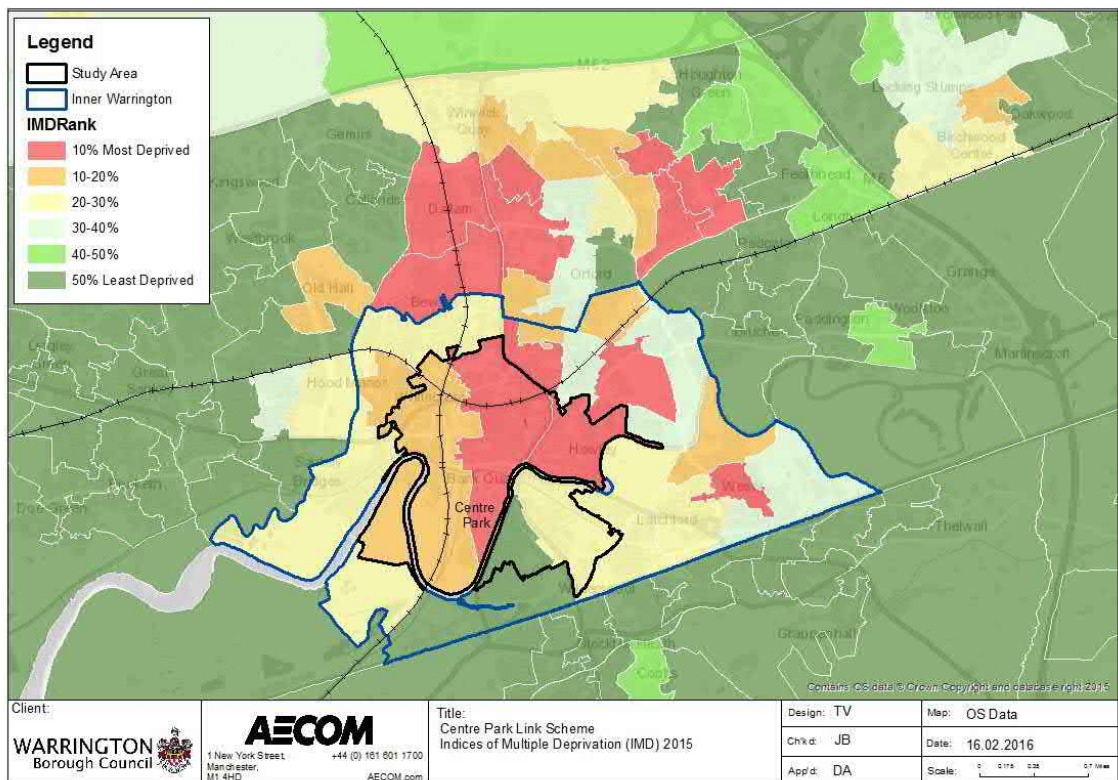
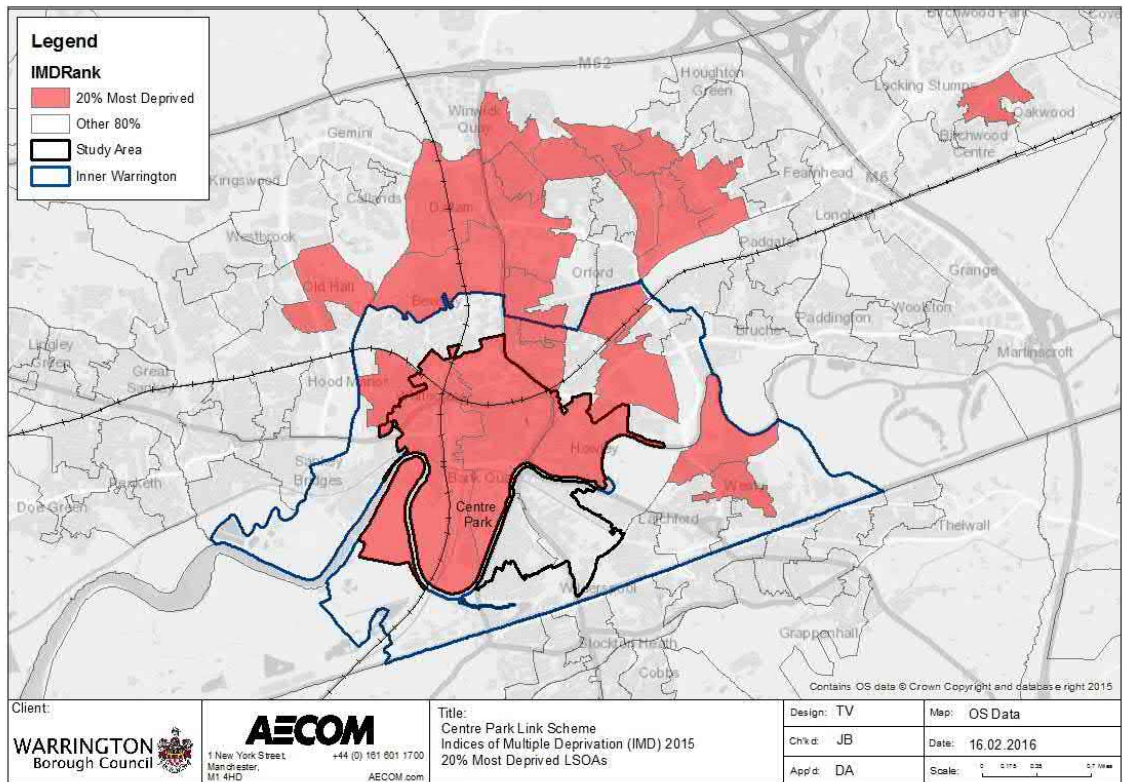


Figure 8: Indices of Multiple Deprivation – Top 20% Most Deprived

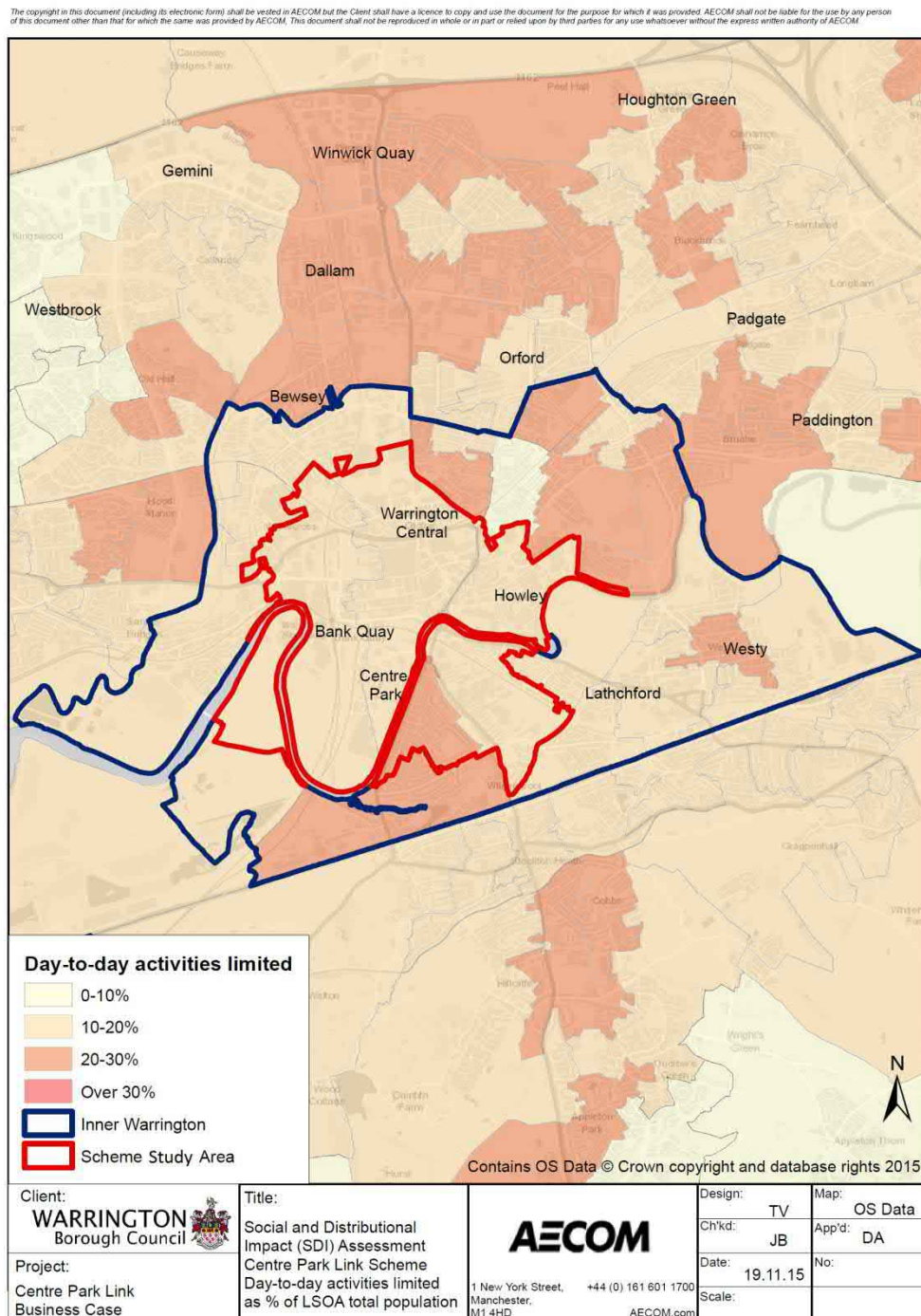


Source: Department Communities and Local Government

Limited Long Term Health Conditions

- 1.26 Persons living with a limiting long-term health condition require direct and easy access to relevant services within Warrington. Improving traffic conditions and providing additional routes into the Town Centre will improve access to these essential services for this vulnerable group.
- 1.27 **Figure 9** shows the numbers of persons living with a long-term health condition within Inner Warrington and the scheme study area equating to approximately 30% of the population in some areas.

Figure 9: Percentage of Residents with a Limiting Long-Term Health Condition

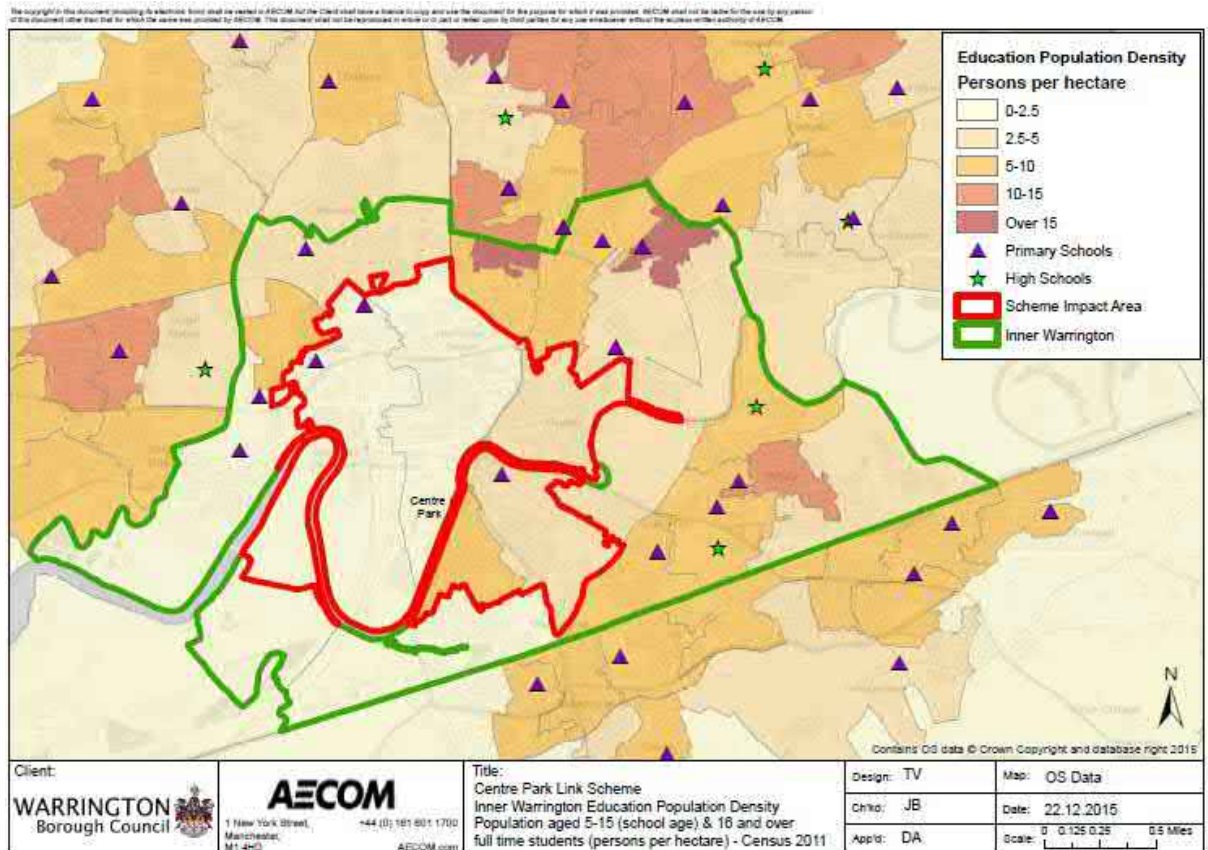


Source: ONS Crown Copyright Reserved [from Nomis on 11 November 2015]

Educational Attainment

- 1.28 **Figure 10** shows that there is a low density (persons per hectare) of school children and full time students within the scheme study area; with there are higher densities surrounding Inner Warrington. This is consistent with a higher percentage of persons aged 24-44 years outlined in the Age Profile in **Table 2**.
- 1.29 **Figure 11** shows the numbers of persons greater than 16 years old with a Level 3 Qualification or above⁶. The Centre Park Link scheme aims to provide new routes for connecting appropriately qualified people with relevant jobs in the town centre.

Figure 10: Density of school children/full time students LSOA level

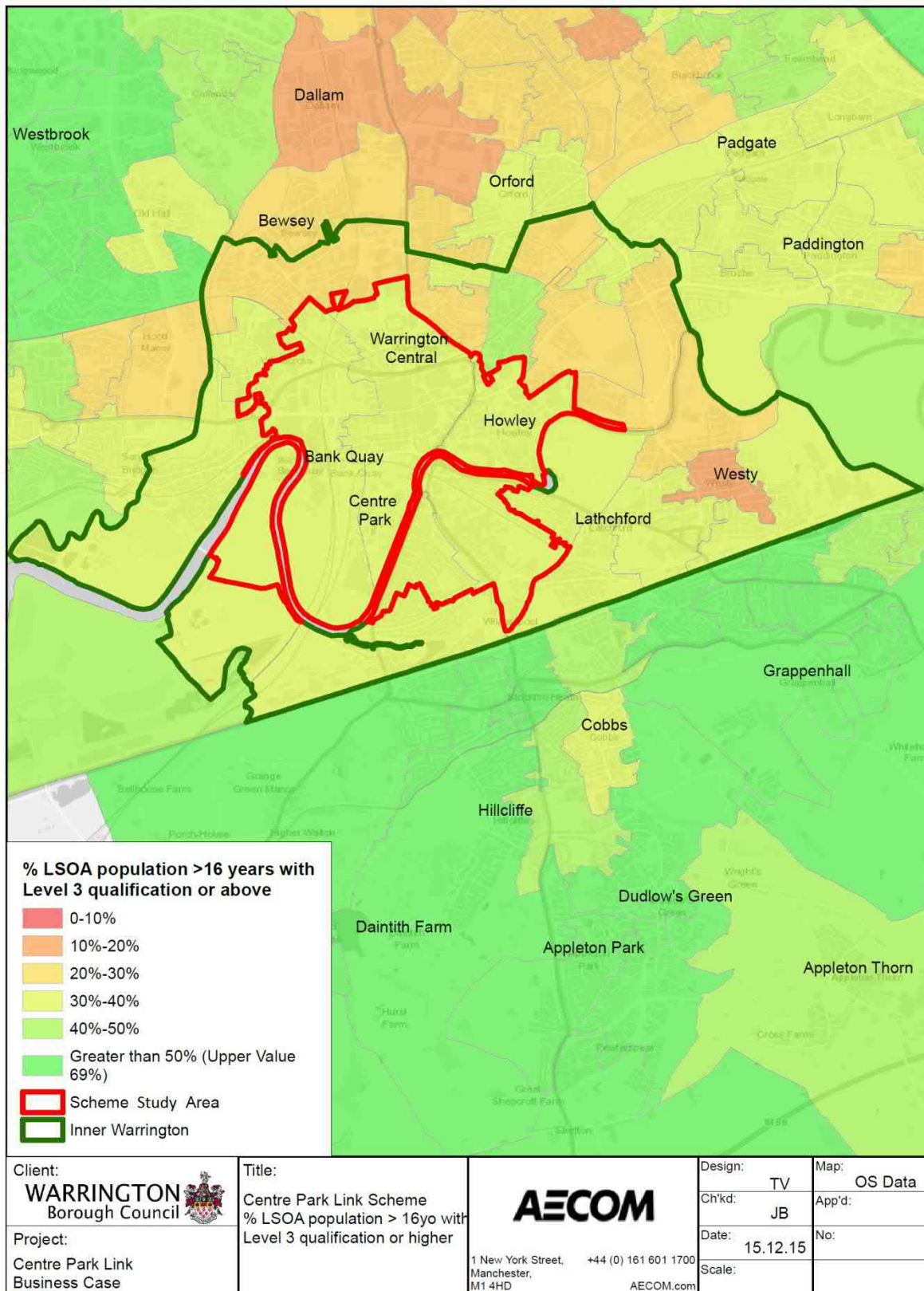


Source: ONS Crown Copyright Reserved [from Nomis on 11 November 2015]

⁶ No Qualifications; Level 1: 1-4 GCSEs or equivalent; Level 2: 5+ GCSEs or equivalent; Level 3: 2+ A-Levels or equivalent; Level 4: Degree level or above

Figure 11: Highest level of qualification as percentage of LSOA

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Amenities

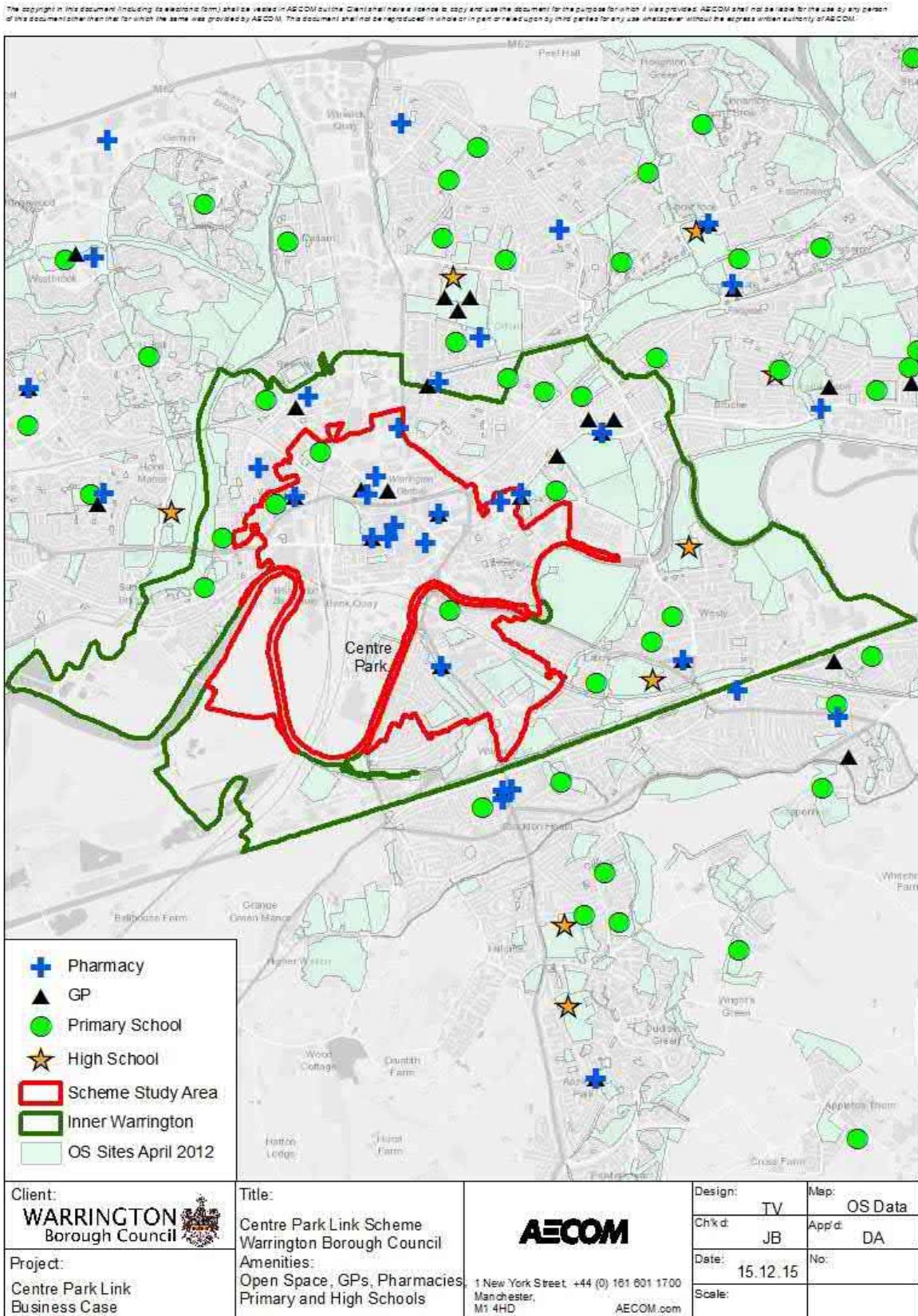
- 1.30 A range of amenities (including open space, primary and secondary schools, pharmacies etc.) have been identified for Warrington from a dataset provided by WBC. **Figure 12** shows the location of these amenities in relation to Inner Warrington and the scheme study area.
- 1.31 **Table 8** provides a summary of the numbers of each amenity located within the scheme study area. The Centre Park Link scheme offers the opportunity to enhance access between the community and these services, providing increased route options through the town centre.

Table 8: Amenities within Scheme Study Area (count)

<i>Amenity Records</i>	<i>Number located within Inner Warrington Area</i>	<i>Number Located within Scheme Study Area</i>
Primary Schools	12	3
High Schools	2	0
Pharmacies	17	11

Source: Warrington Borough Council, 2016

Figure 12: Amenities within Inner Warrington and the scheme study area



Source: Warrington Borough Council, 2015

Access to Car/Van

- 1.32 **Figure 13** provides an overview of the proportion of households in Inner Warrington and the scheme study area that do not have access to a car or van (as identified in the 2011 Census); while **Table 9** provides a comparison to Warrington, C&W LEP and England.
- 1.33 **Table 9** highlights that the scheme study area has a higher proportion of households with no car or van compared to C&W LEP (36% compared to 18%); and a lower percentage of households with 2 cars/vans (16% compared to 32%).

Table 9: Access to car/van

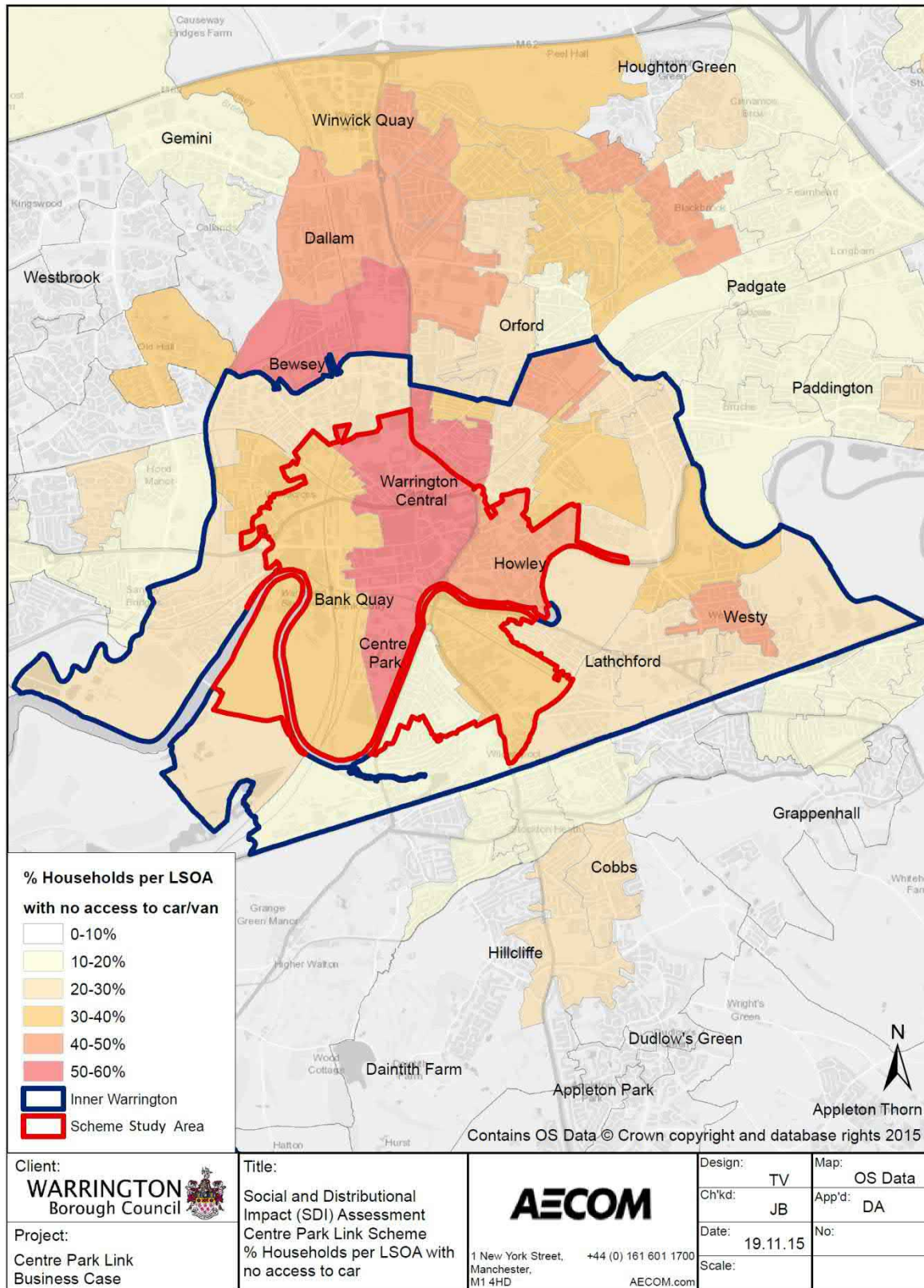
Area	No cars or vans in household	1 car or van in household	2 car or van in household	3 car or van in household	4 or more car or van in household
Scheme Study Area	36%	45%	16%	3%	0%
Inner Warrington	33%	46%	18%	2%	1%
Warrington B.C	19%	42%	31%	6%	2%
Cheshire and Warrington LEP	18%	41%	32%	7%	2%
England	26%	42%	25%	5%	2%

Source: Census 2011

- 1.34 With a high proportion of households in the scheme study area without access to a car/van, it is important that existing high volumes of traffic and congestion through Warrington town centre are mitigated where appropriate, to improve the pedestrian environment. The Local Plan identifies existing pedestrian severance issues between Centre Park, Wilson Patten and the town centre.

Figure 13: 2011 Household - No access to a car/van

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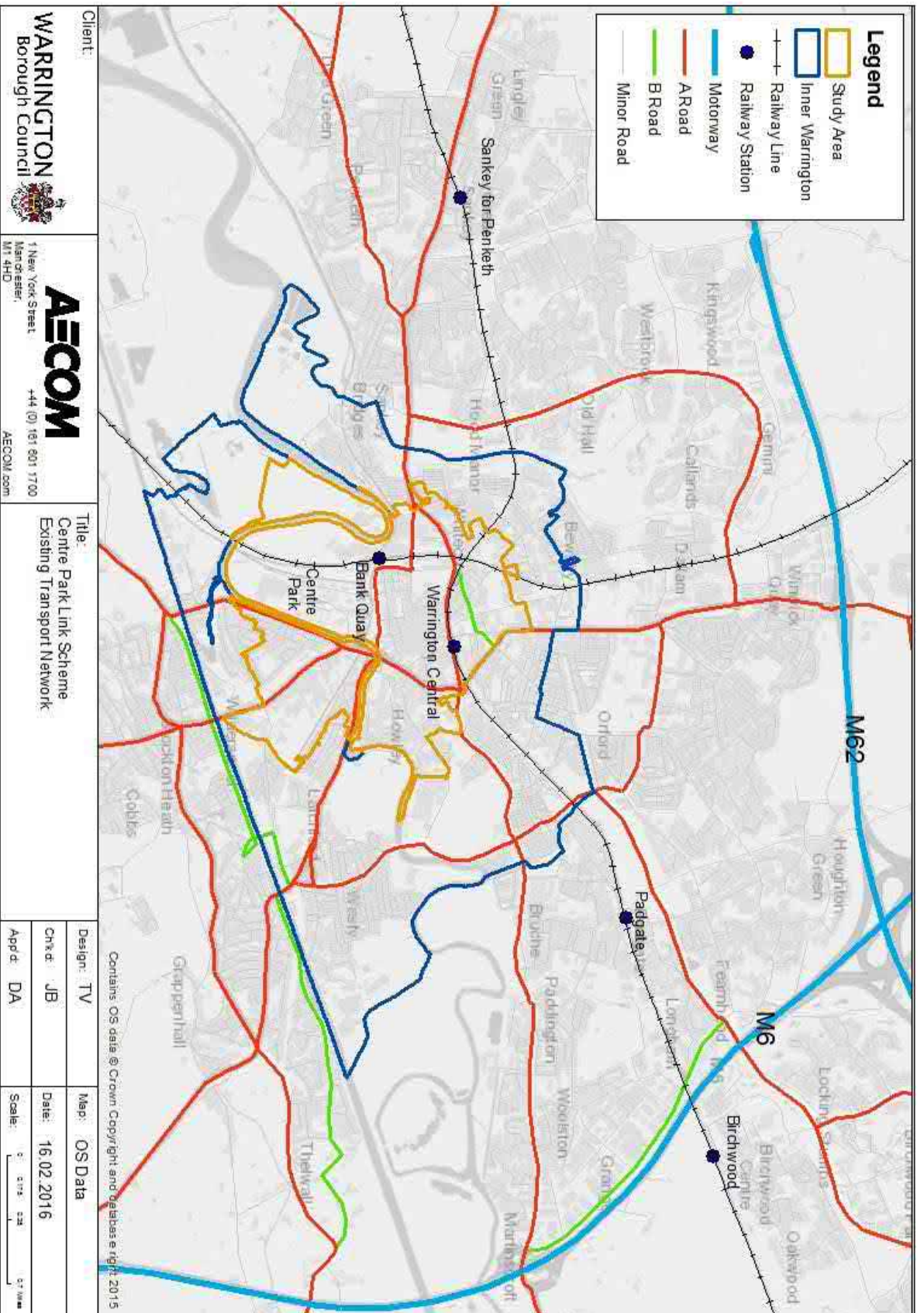
Source: Census 2011

Transport Connectivity and Accessibility

Existing Transport Network

- 1.35 **Figure 14** highlights the key motorways, A Roads, railway corridors and the Metrolink network which serve the scheme study area and the surrounding area.
- 1.36 Warrington is a well-connected economy, sitting at the heart of the strategic road and rail network. The M62 (east-west) and M6 (north-south) are key motorway links which transect the borough within close proximity to the town centre, providing good access to all parts of the region and beyond.
- 1.37 Bridgefoot Roundabout is the primary crossing of the Mersey River providing access to the town centre. To the south of the Mersey River, there are three key routes including Chester Road, Wilderspool Causeway, and Knutsford Road. To the north, Wilson Patten Street and Mersey Street provide access to Bridgefoot roundabout. Further discussion regarding average speed and journey times across these key routes, derived from Trafficmaster data is included.
- 1.38 Centre Park Business Park is only accessible to vehicles via 'The Blue Bridge' from Brian Bevan Island, with access from Slutchers Lane restricted to buses only. This effectively means there is only one vehicular access/exit point to the business park, with those requiring to reach the west (e.g. towards Sankey or Widnes), having to travel through Brian Bevan Island and Bridgefoot roundabout.
- 1.39 The borough is also transversed by the Manchester Ship Canal, providing strategic connectivity between the Port of Manchester and Merseyside. The Canal, located to the south of the town centre, has limited crossings, adding to congestion issues experienced in Warrington.
- 1.40 Despite the apparently good connections, the sub-region suffers from a congested highway network and poor road connections, particularly within Inner Warrington. This section provides an overview of the transport connectivity and accessibility issues that support the 'need for intervention' for this scheme.

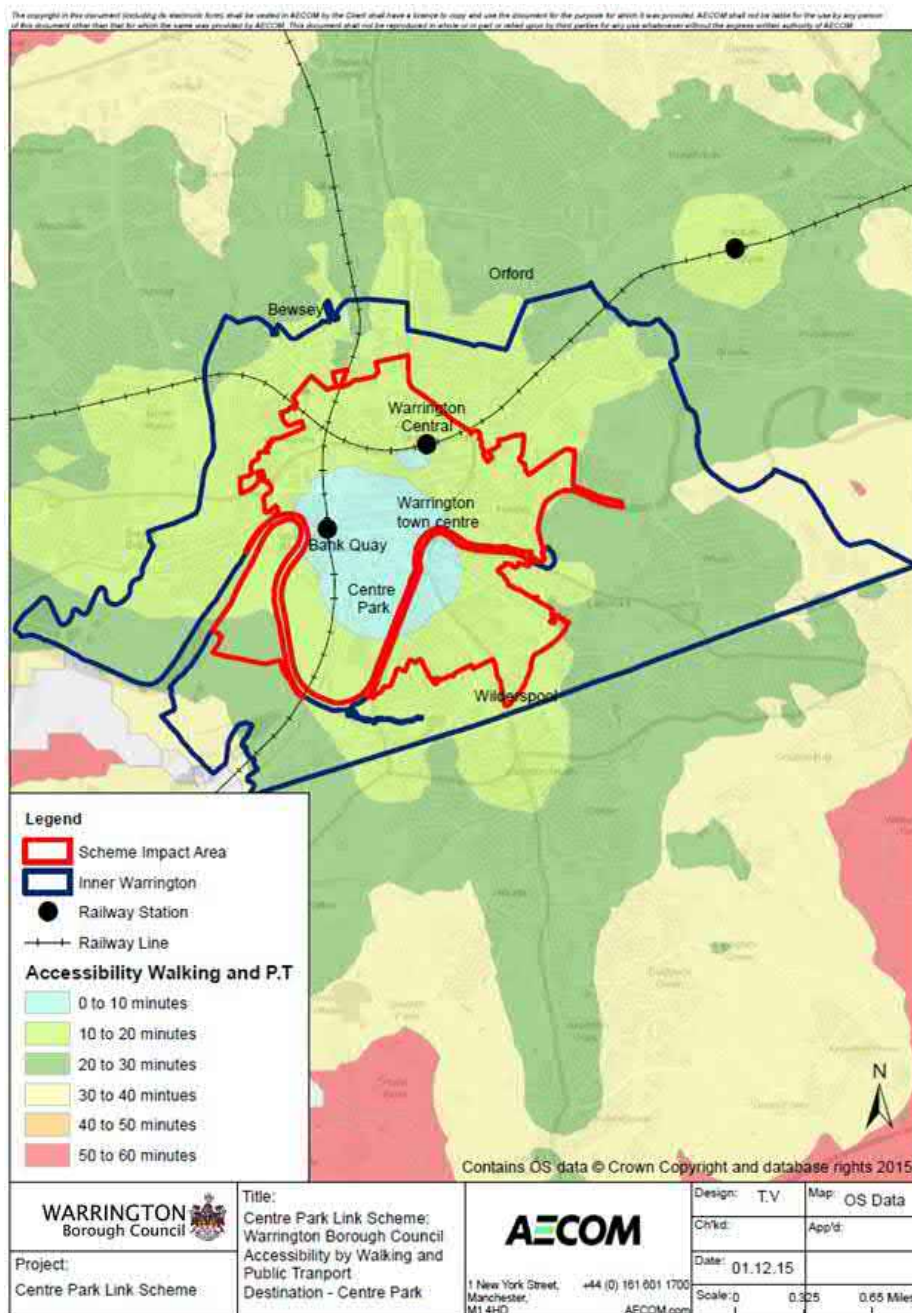
Figure 14: Existing Transport Network



Public Transport Accessibility

- 1.41 Public transport accessibility analysis has been undertaken for Centre Park Business Park using Accession Software (2014 data). **Figure 15** displays journey time by public transport, (including walk time), in 10 minutes isochrones up to an hour on a weekday between 7-9am.
- 1.42 The town centre and Palmyra Quarter are currently accessible within 10 minutes; with the 101 local bus route also facilitating the potential to reach Warrington Central within this time period. Furthermore, it can be seen that the vast majority of the scheme study area, including additional parts of Inner Warrington, is accessible from Centre Park within 20 minutes with a main bus interchange, Warrington Central and Bank Quay railway stations.
- 1.43 As this is a traffic based highway scheme, there is unlikely to be any material change within the scheme study area with regard to accessibility when assessed against journeys undertaken by walking and public transport.

Figure 15: Accessibility from Centre Park by walking and public transport

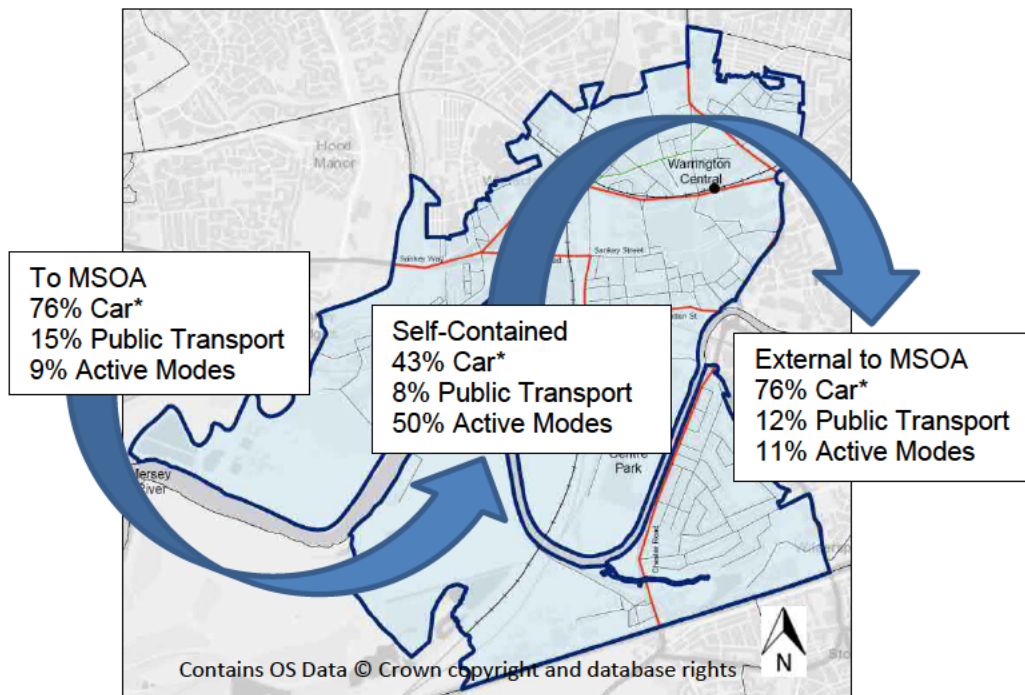


Source: Accession, 2014 (Monday 7-9am)

Journey to Work

- 1.44 2011 Journey to work data has been reviewed for MSOA: E02002607 which covers Centre Park Business Park, Warrington Bank Quay railway station, Palmyra Cultural Quarter, Warrington Central railway station and Warrington town centre (see **Figure 16**).
- 1.45 The vast majority of those travelling to this area (destination within MSOA) use the car (driver; passenger; and taxi accounting for approximately 75%); while a further 15% use public transport and approximately 10% is undertaken by active modes (pedestrian and cycle).
- 1.46 Furthermore, journey to work data for those originating in this area, with an external destination indicates 76% of journeys are made by car; while 12% utilise public transport and 11% active modes. This is despite Warrington town centre including a strong public transport provision in the form of Warrington Bank Quay, Warrington Central and Warrington Bus Interchange. Comparably, 2011 Method of travel to work for England and Wales highlights 64% of journeys are undertaken by car/van/taxi/motorcycle⁷.
- 1.47 For those trips, considered self-contained within the area (origin and destination – E02002607), active transport modes rise to approximately 50% of all trips to work. Many of these trips will be associated with employment opportunities in the town centre.
- 1.48 Journey to work analysis highlights road vehicle movements (car) are the most prominent experienced for trips into and out of Warrington town centre. To ensure the scheme study area remains a productive centre for employment, there is a requirement for investment in road based infrastructure such as the Centre Park Link scheme to mitigate existing congestion issues.

Figure 16: MSOA – E02002607 – Central Warrington Area



Source: Census 2011 (MSOA: E02002607) (excludes work from home)

*Car defined as Car, Passenger, Motorcycle and Taxi

⁷ 2011 Census Analysis – Method of Travel to Work in England and Wales Report, February 2013

Existing Traffic Conditions

Trafficmaster Average Speed plots

1.49 (taken from: <http://www.basemap.co.uk/what-is-trafficmaster-data/>)

- Trafficmaster journey time data is collected from in-vehicle Global Positioning System (GPS) devices. Complete Trafficmaster dataset contains millions of GPS links broken down into 15 minute segments throughout the day
- Trafficmaster data is made up of a mixture of vehicles from fleet vehicles, LGV's, HGV's, buses, in-car GPS devices and trackers fitted to high end luxury cars. As of 2015, Trafficmaster actively polled over 110,000 vehicles every 1 to 10 seconds giving an extremely accurate dataset.
- The GPS location reports generated by these devices are mapped to a version of the Ordnance Surveys Integrated Transport Network (ITN).
- Contains bi-directional link speeds which have an A or B appended at the end of the link, this helps to determine the direction of travel. Average speed and journey time rate for each route can be mapped.

1.50 Assumptions:

- Un-weighted by flow;
- Average for the year; rather than a single month;
- November 2015 to October 2016
- Excludes school holidays;
- Tuesday to Thursday
- Minimum traffic flow count: 10
- Road Types: Motorways, A Road and B Road
- All vehicle types
- Average speeds calculated by link, by each direction of travel (miles per hour);
- Thematic speed plots by individual links, by direction, for AM Peak, Inter Peak and PM Peak;
- Speed Range: 0-10, 11-15, 16-20, 21-30, and >30.
- Sections of the network where delay is experienced (slowest speeds) are highlighted with black and red links. Links that are highlighted green experience the fastest speeds (+30mph); and
- Definition for AM Peak, Inter Peak, and PM Peak, is presented in **Table 10**.

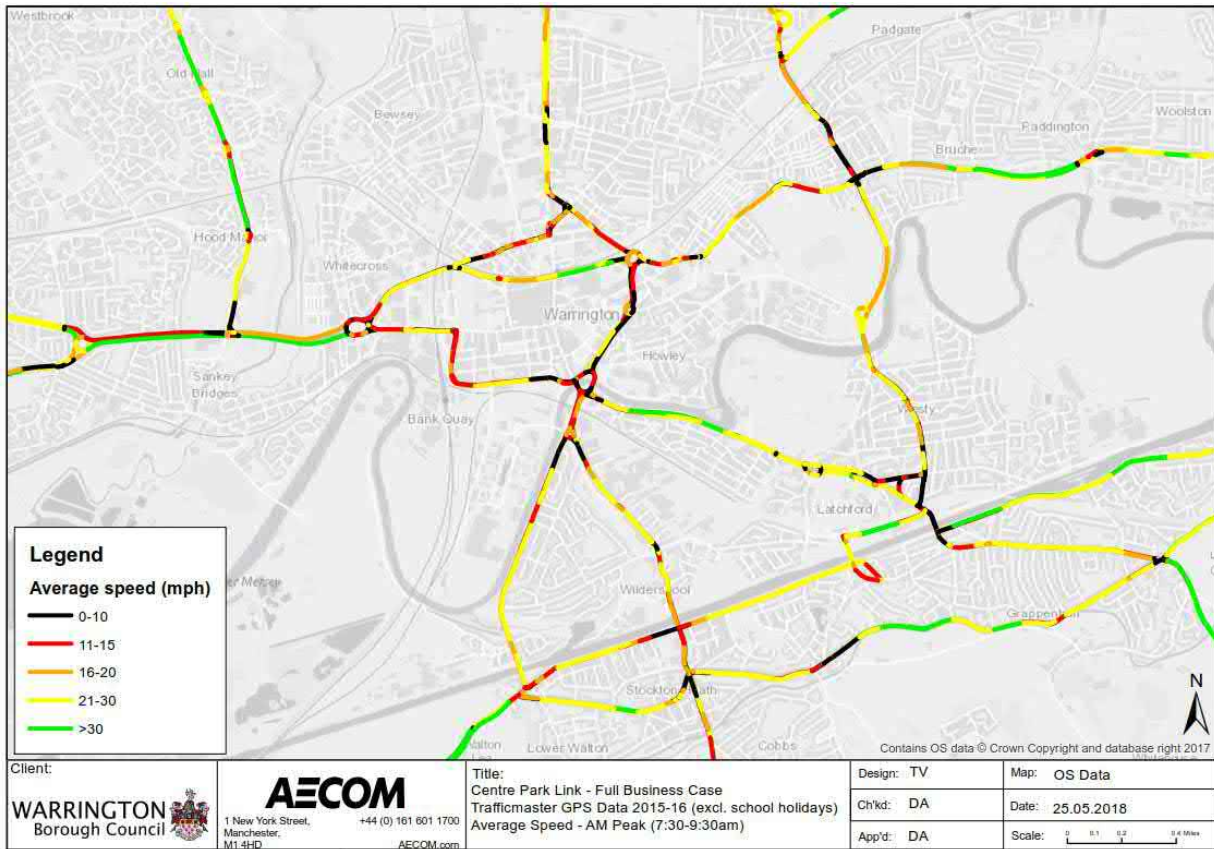
Table 10: Time Periods

Classification	Time Period
AM Peak	7.30-9.30am
Inter Peak	2.00-4.00pm
PM Peak	4.30pm-6.30pm

1.51 **Figure 17 to Figure 19** provide an illustration of the level of congestion on the Inner Warrington highway network, using Trafficmaster vehicle speeds as a proxy for network 'stress' during the AM, IP and PM peak periods. The figures highlight traffic congestion and its effects on journey reliability are an issue within Inner Warrington. Trafficmaster data indicates Bridgefoot roundabout and Brian Bevan Island is a key pinch point on the highway network with speeds less than 10mph during all periods. It is observed delay extends outbound from Bridgefoot roundabout along Mersey Street, Wilson Pattern Street, Wilderspool Causeway and Chester Road.

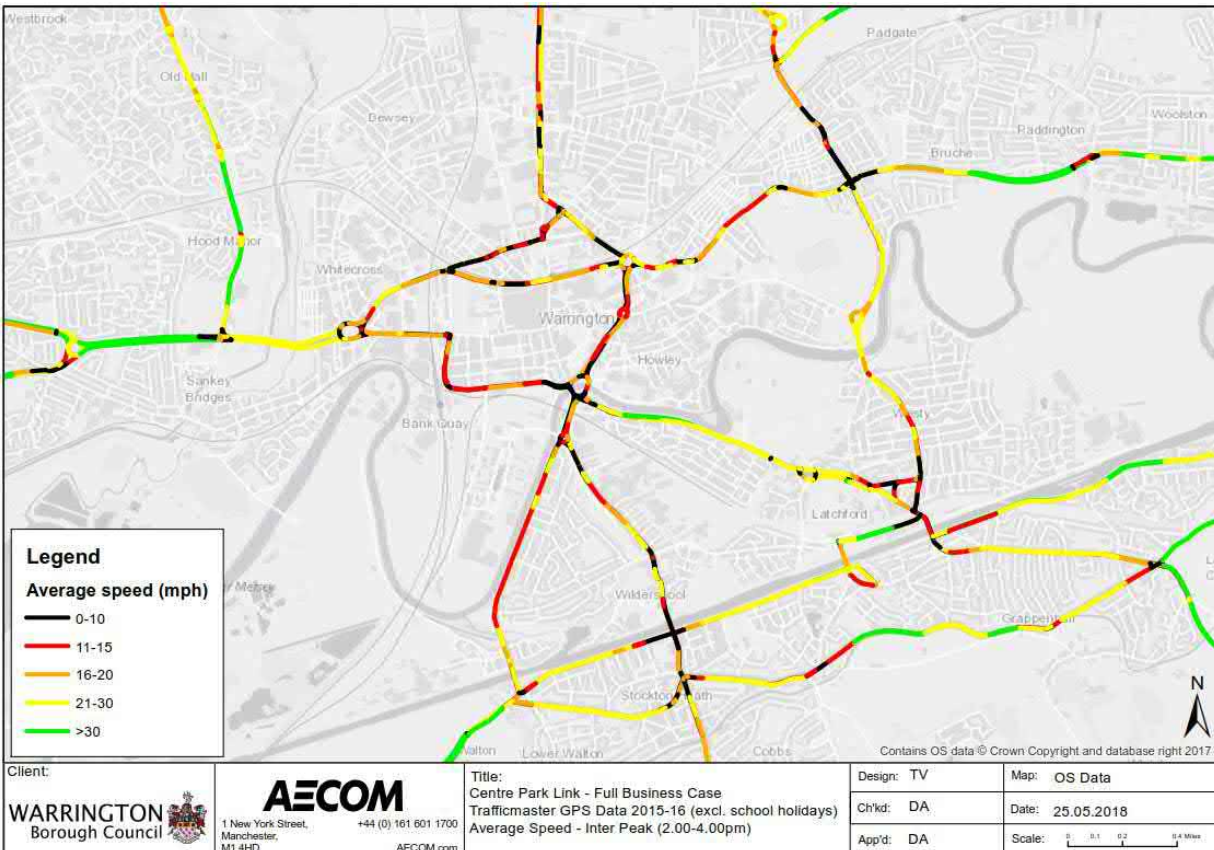
1.52 A lack of route choices through the town centre causes delay, especially for traffic travelling north-south (and vice-versa). Those travelling along Chester Road and Wilderspool Causeway are forced to utilise the limited crossing opportunities at Bridgefoot Gyratory. With regard to Brian Bevan Island, this is the only access point to Centre Park business park, with access from Slutchers Lane restricted to bus only; adding further pressure on this section of the highway network. The Centre Park Link scheme will facilitate an additional route crossing of the Mersey River through Warrington town centre, reducing the network stress experienced at Brian Bevan Island.

Figure 17: AM Peak Traffic Delay – Inner Warrington



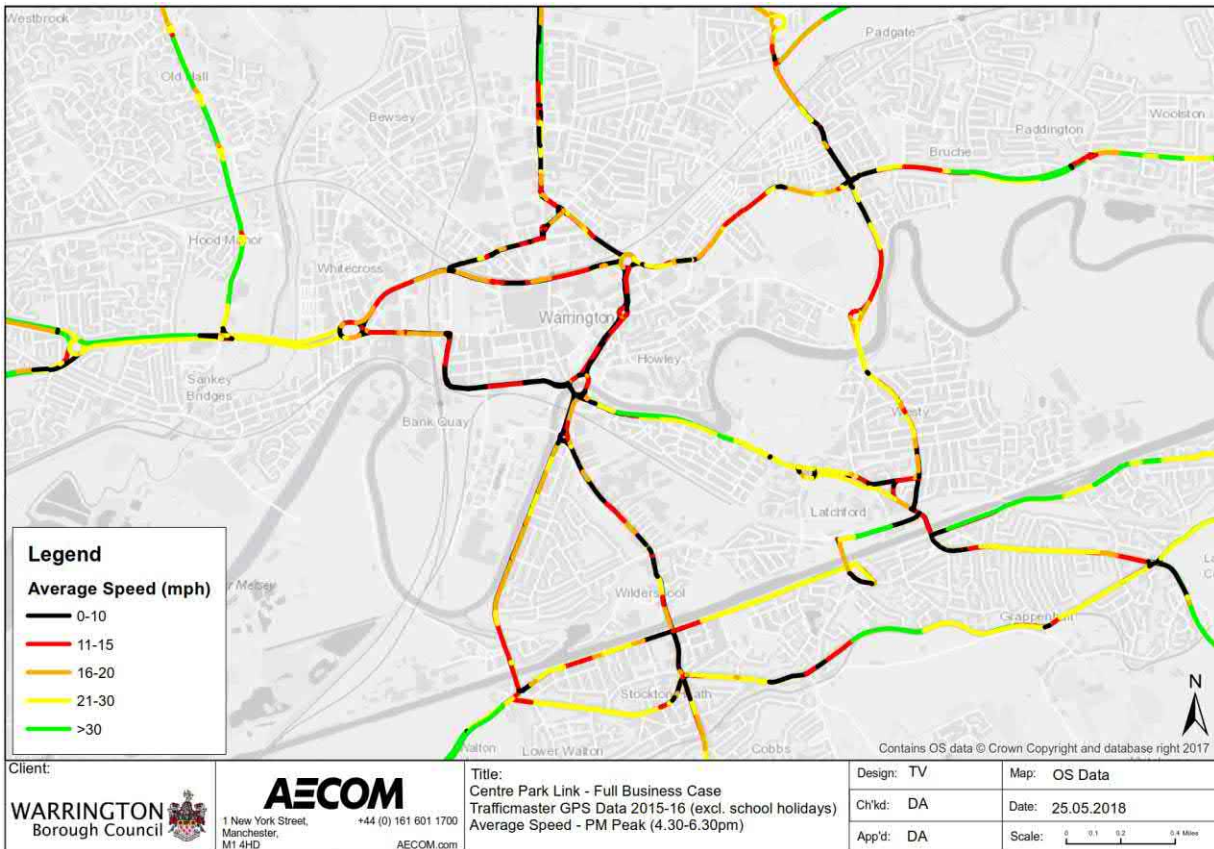
Source: Trafficmaster GPS, 2015/16

Figure 18: IP Peak Traffic Delay – Inner Warrington



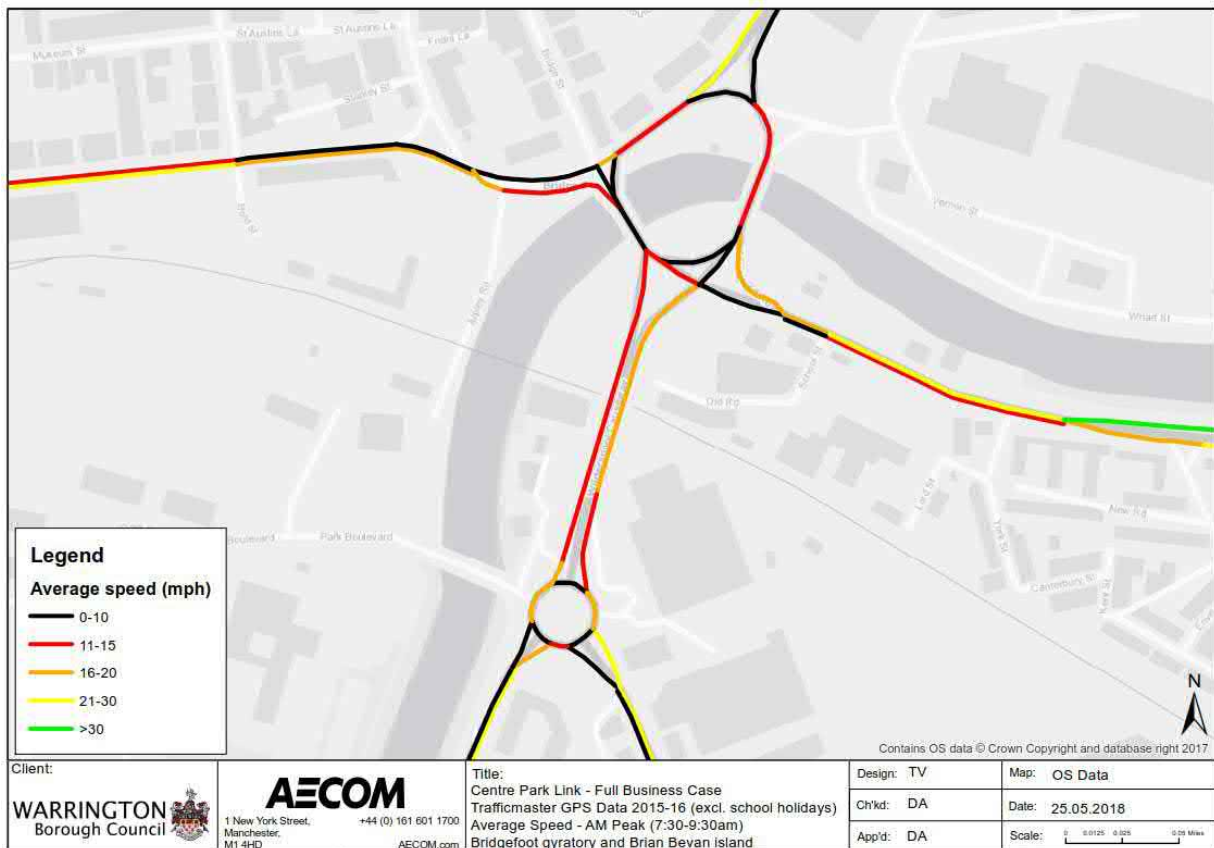
Source: Trafficmaster GPS, 2015/16

Figure 19: PM Peak Traffic Delay – Inner Warrington



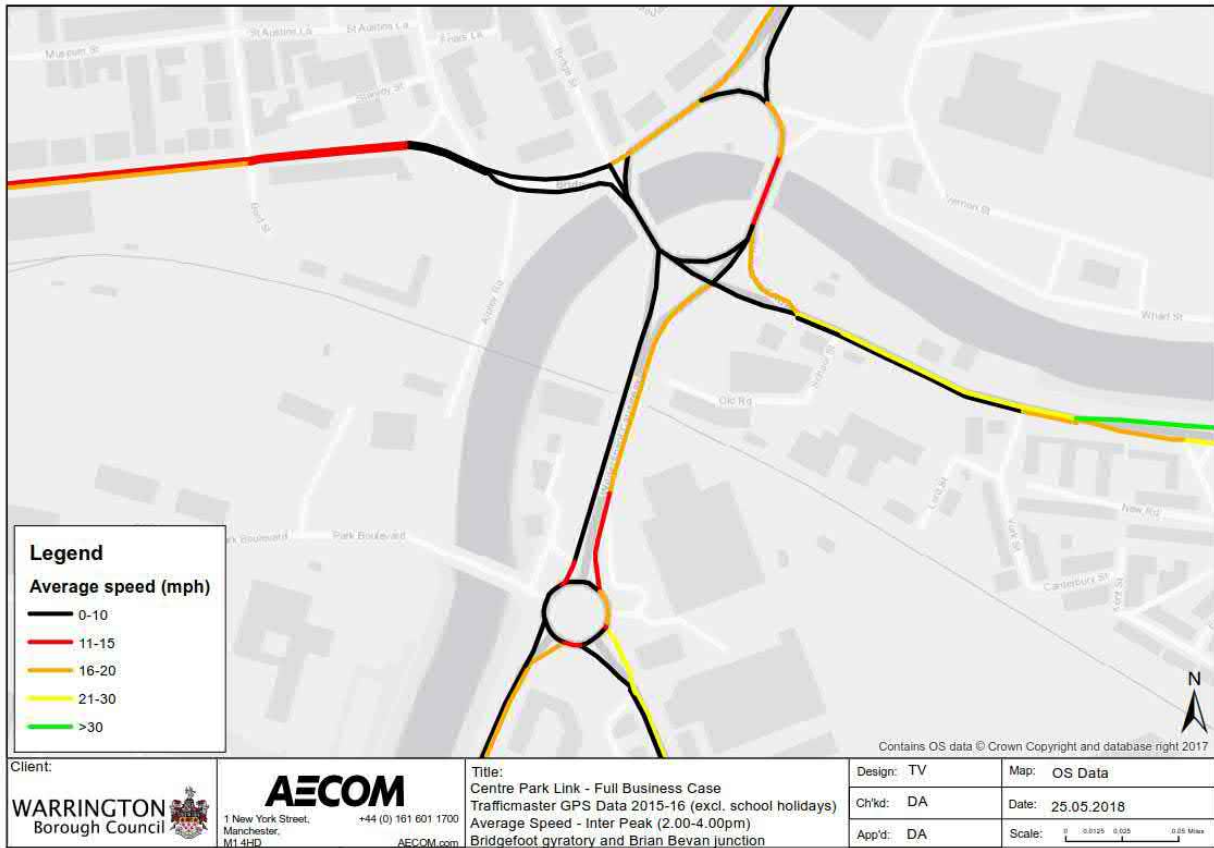
Source: Trafficmaster GPS, 2015/16

Figure 20: AM Peak Traffic Delay – Bridgefoot and Brian Bevan Island



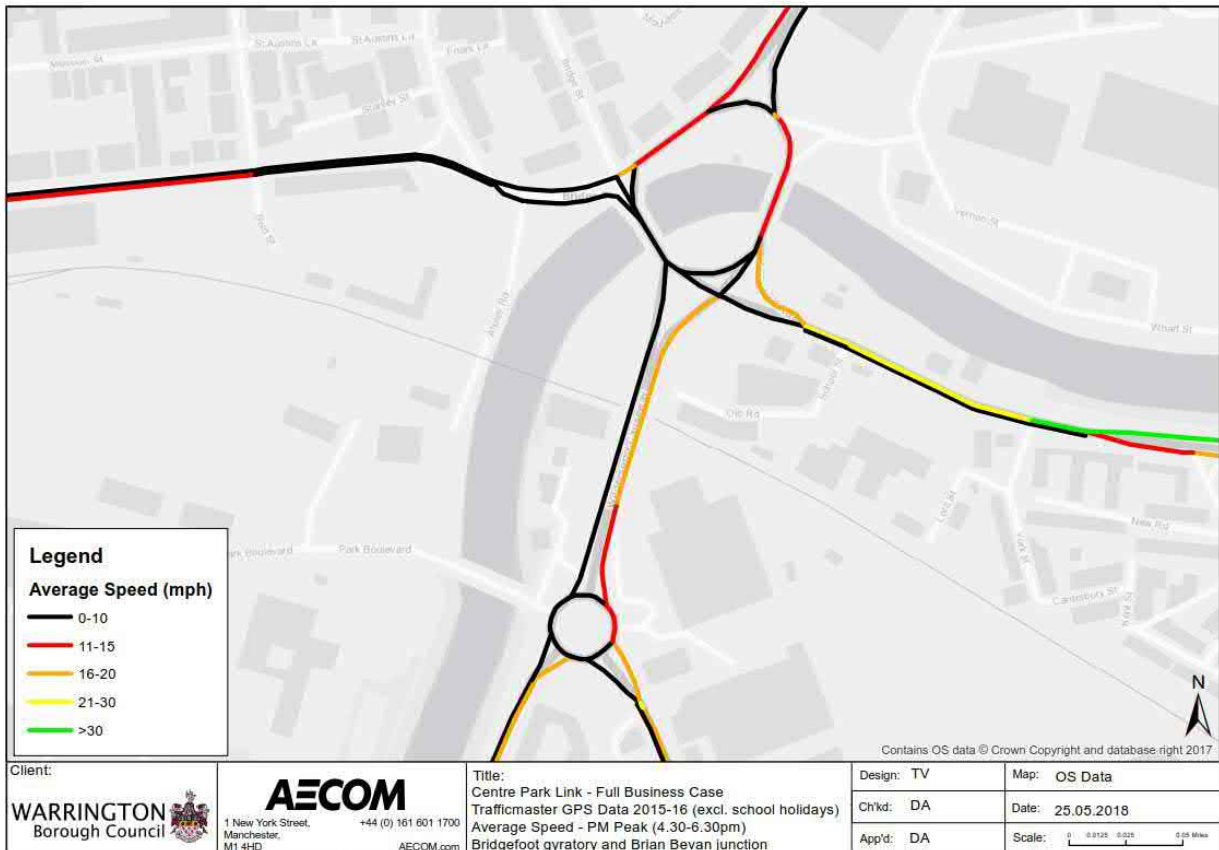
Source: Trafficmaster GPS, 2015/16

Figure 21: Inter Peak Traffic Delay – Bridgefoot and Brian Bevan Island



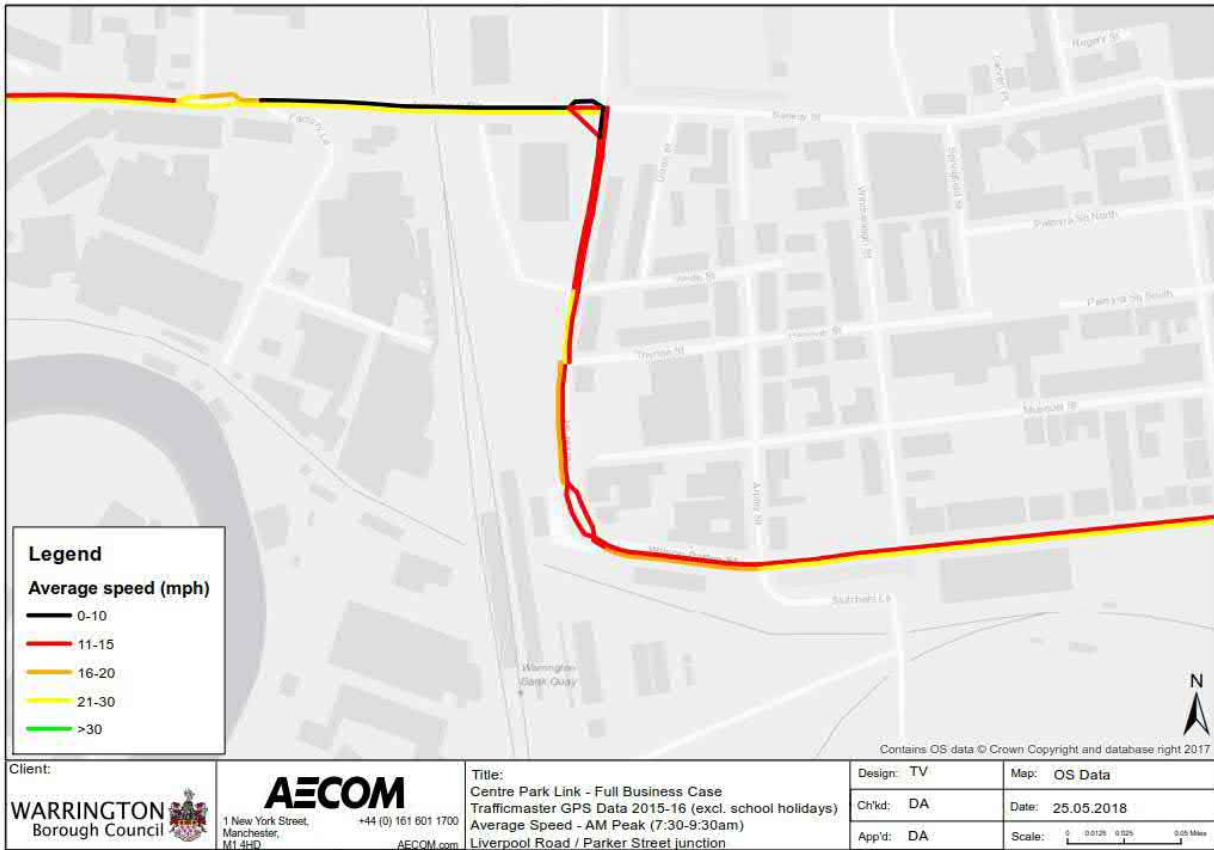
Source: Trafficmaster GPS, 2015/16

Figure 22: PM Peak Traffic Delay – Bridgefoot and Brian Bevan Island



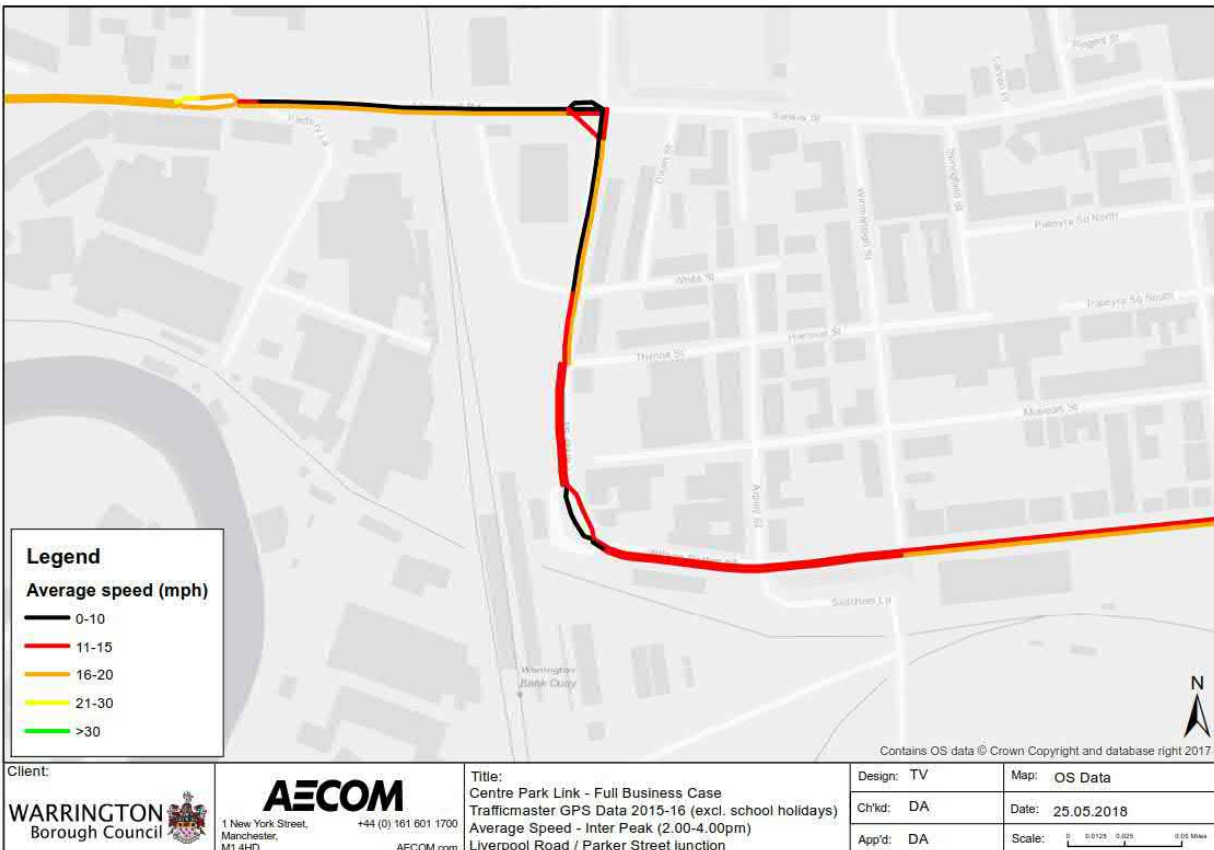
Source: Trafficmaster GPS, 2015/16

Figure 23: AM Peak Traffic Delay – Liverpool Road / Parker Street junction



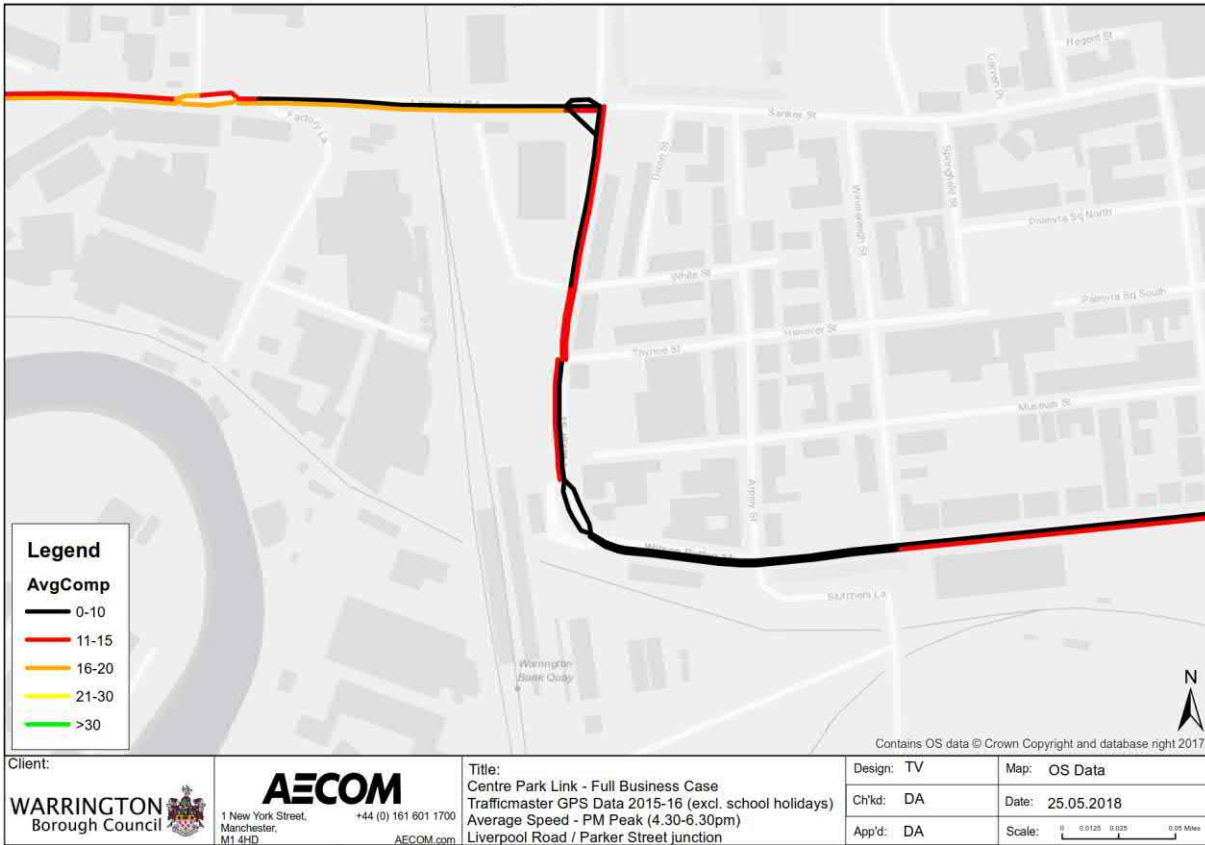
Source: Trafficmaster GPS, 2015/16

Figure 24: Inter Peak Traffic Delay – Liverpool Road / Parker Street junction



Source: Trafficmaster GPS, 2015/16

Figure 25: PM Peak Traffic Delay – Liverpool Road / Parker Street junction



Source: Trafficmaster GPS, 2015/16

Trafficmaster Journey Times

- 1.53 Congestion lengthens the effective distance between labour markets and businesses, placing a limitation on skills available and reducing potential for business to business activity. Furthermore, congestion reduces the attractiveness and competitiveness of Warrington town centre for local businesses.
- 1.54 An assessment of 2015-16 Trafficmaster data has been undertaken to demonstrate the average delay and congestion experienced on key routes across Bridgefoot roundabout and Brian Bevan Island, for the AM , IP and PM peak periods (see **Table 11** for defined peak period).

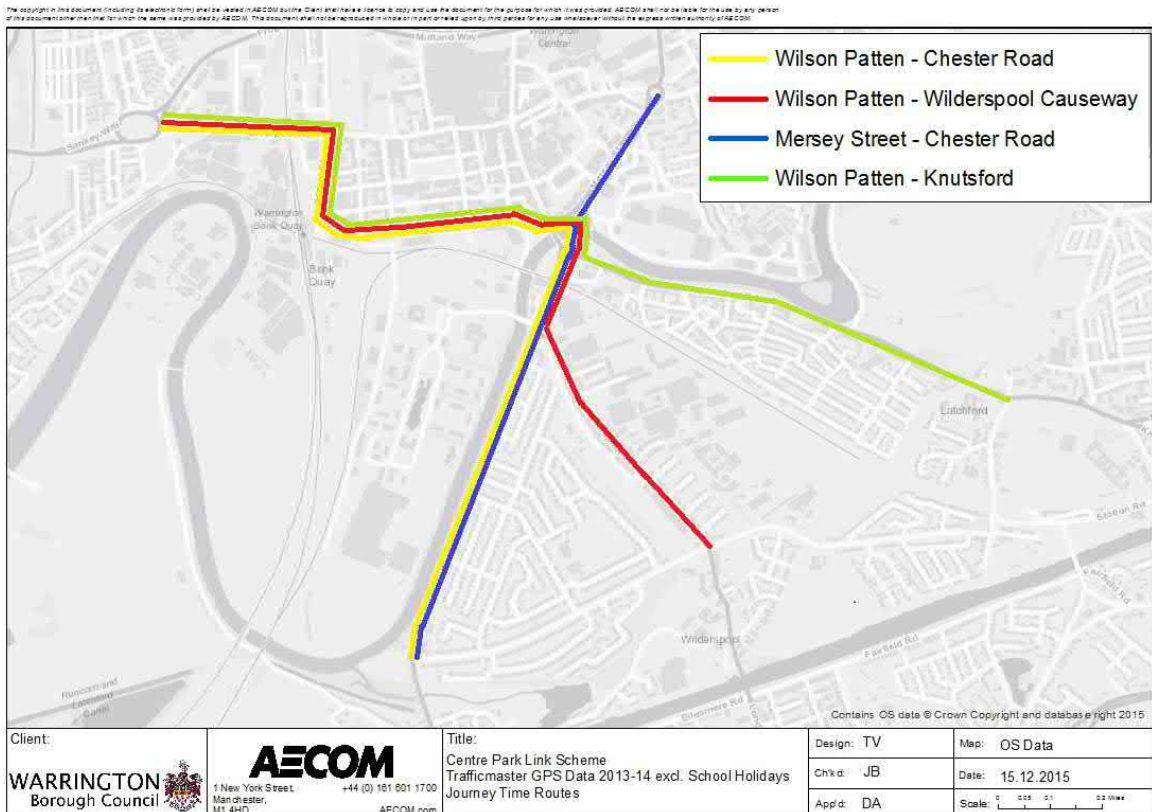
Table 11: Time Periods

Classification	Time Period
AM Peak	7.30-9.30am
Inter Peak	2.00-4.00pm
PM Peak	4.30pm-6.30pm

- 1.55 The key routes (**Figure 26**) assessed include:

- Liverpool Road – Parker Street – Wilson Patten – Bridgefoot – Brian Bevan – Chester Road (Gainsborough Road) (**Table 12**);
- Liverpool Road – Parker Street – Wilson Patten – Bridgefoot – Brian Bevan – Wilderspool Causeway (Gainsborough Road) (**Table 13**);
- Mersey Street (Church Street Roundabout) – Chester Road (Gainsborough Road) (**Table 14**); and
- Liverpool Road – Parker Street – Wilson Patten – Bridgefoot – Brian Bevan – Knutsford Road (**Table 15**).

Figure 26: Journey Time Analysis Routes



- 1.56 The analysis demonstrates that journey times in general are much longer in the AM and PM peak on key vehicular routes through the town centre, compared to the Inter-peak period. For instance, the journey time between Chester Road (Gainsborough Road) and Liverpool Road via Bridgefoot roundabout is more than double, at approximately 7 minutes longer, in the PM peak period compared to the Inter Peak.
- 1.57 **Table 12 to Table 15** clearly highlight that journey times across Inner Warrington are susceptible to delay and slow speeds. A lack of route choices causes traffic delay especially traffic travelling north-south (and vice-versa) with those travelling along Chester Road, Wilderspool Causeway and Knutsford Road forced to utilise the limited crossing opportunities at Bridgefoot roundabout. This impairment of access, emphasised through Trafficmaster data, is a key reason for pursuing the Centre Park Link scheme.
- 1.58 Further Trafficmaster plots and commentary are included as supporting evidence at the conclusion of this document which demonstrates the average speed for each of the key routes assessed in either direction during the AM, IP and PM peak periods.

Table 12: Liverpool Road/Chester Road

Period	East/South		North/West	
	Journey time (minutes)	Difference against IP	Journey time (minutes)	Difference against IP
AM Peak	09:55	00:17	07:58	-02:09
Inter Peak	09:38	-	10:07	-
PM Peak	11:53	02:15	14:53	04:46

Source: Trafficmaster GPS, 2015-16

Table 13: Liverpool Road/Wilderspool Causeway

Period	East/South		North/West	
	Journey time (minutes)	Difference against IP	Journey time (minutes)	Difference against IP
AM Peak	09:40	00:02	07:04	03:00
Inter Peak	09:38	-	10:03	-
PM Peak	11:47	02:08	14:26	04:23

Source: Trafficmaster GPS, 2015-16

Table 14: Mersey Street/Chester Road

Period	Northbound		Southbound	
	Journey time (minutes)	Difference against IP	Journey time (minutes)	Difference against IP
AM Peak	05:36	00:49	05:51	01:14
Inter Peak	04:47	-	07:05	-
PM Peak	05:21	00:34	10:33	03:28

Source: Trafficmaster GPS, 2015-16

Table 15: Liverpool Road/Knutsford Road

Period	Eastbound		Westbound	
	Journey time (minutes)	Difference against IP	Journey time (minutes)	Difference against IP
AM Peak	09:00	00:21	07:21	-01:46
Inter Peak	08:39	-	09:06	-
PM Peak	10:33	01:54	11:49	02:43

Source: Trafficmaster GPS, 2015-16

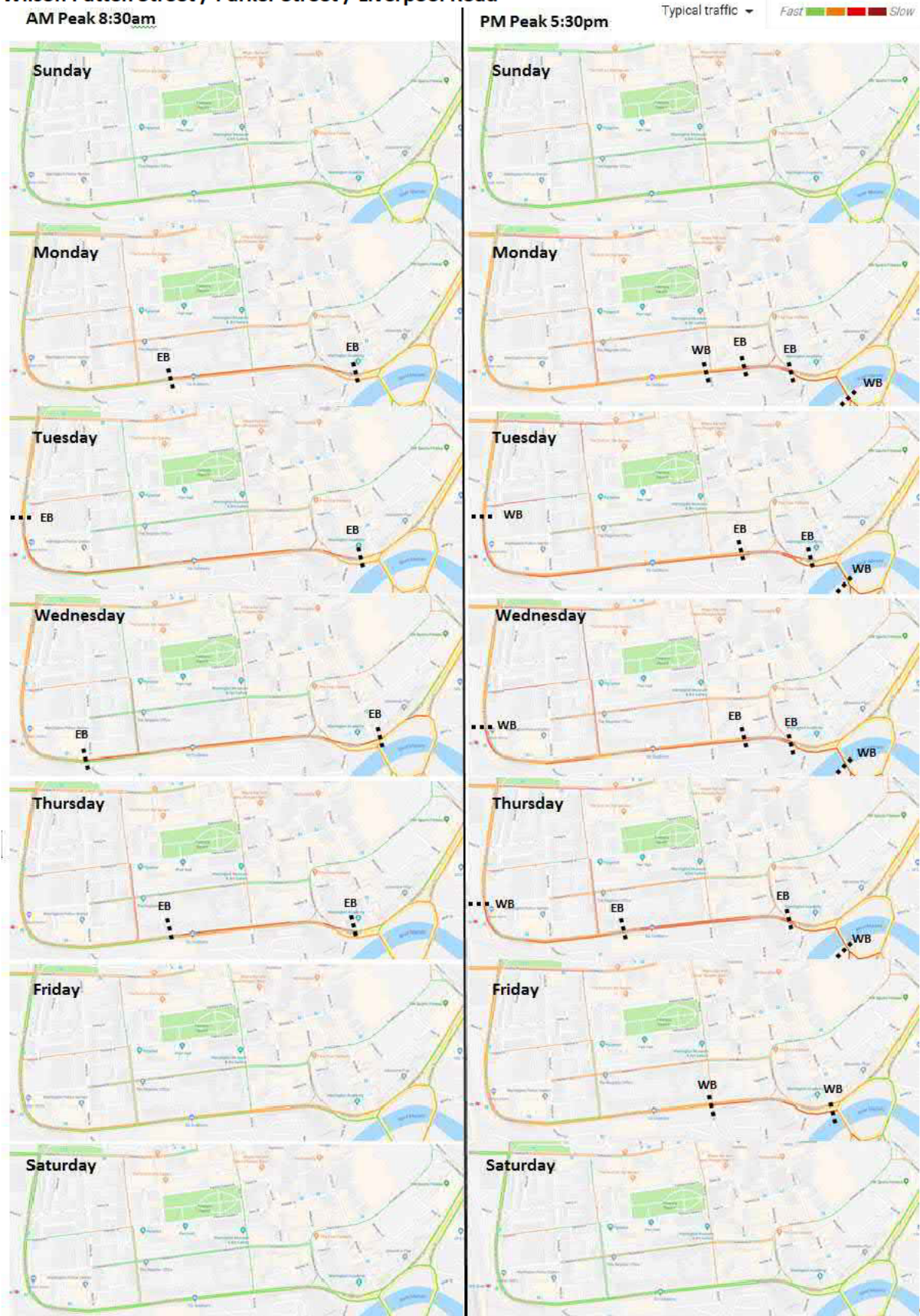
Unpredictable Journey Times

Unpredictable Journey Times

- 1.59 Predictability of journey times is a key factor in determining investment decisions. Predictability is a measure of the continued consistency of journey times and the minimisation of the fluctuation in anticipated journey times. This can be measured by comparing the difference in journey times between points over a number of days; thereby highlighting whether there is an acceptable range of journey times.
- 1.60 **Figure 27** illustrates the variability in journey time, using typical speed ranges for vehicles travelling along Wilson Patten Street / Parker Street / Liverpool Road across the week. **Figure 28** provides comparable data for Chester Road.

- 1.61 Typical traffic speeds for Wilson Patten Street include slow speeds eastbound along the entire stretch of Wilson Patten Street in the AM peak on Tuesdays and Wednesday; while delay is less pronounced and focused toward the entry to Bridgefoot gyratory on Monday and Thursday. In the PM, slow speeds are typically observed for the entire length of Wilson Patten Street westbound Tuesday to Thursday.
- 1.62 With regard to Chester Road, slow speeds extend as far as the Manchester Ship Canal on certain days. Average speeds are consistently slow around Bridgefoot roundabout. Slow speeds are associated with northbound traffic, with Tuesday and Wednesday being the worst in the AM peak, and Tuesday to Thursday experiencing slow speeds in the PM peak.
- 1.63 It is therefore observed, considerable fluctuation in speed / journey time for both routes during the AM and PM peak is prevalent across the week. The provision of an additional route option across the Mersey River offers the opportunity to improve predictability of journey times made via private vehicles through the Bridgefoot junction across the week, increasing the resilience of the highway network.

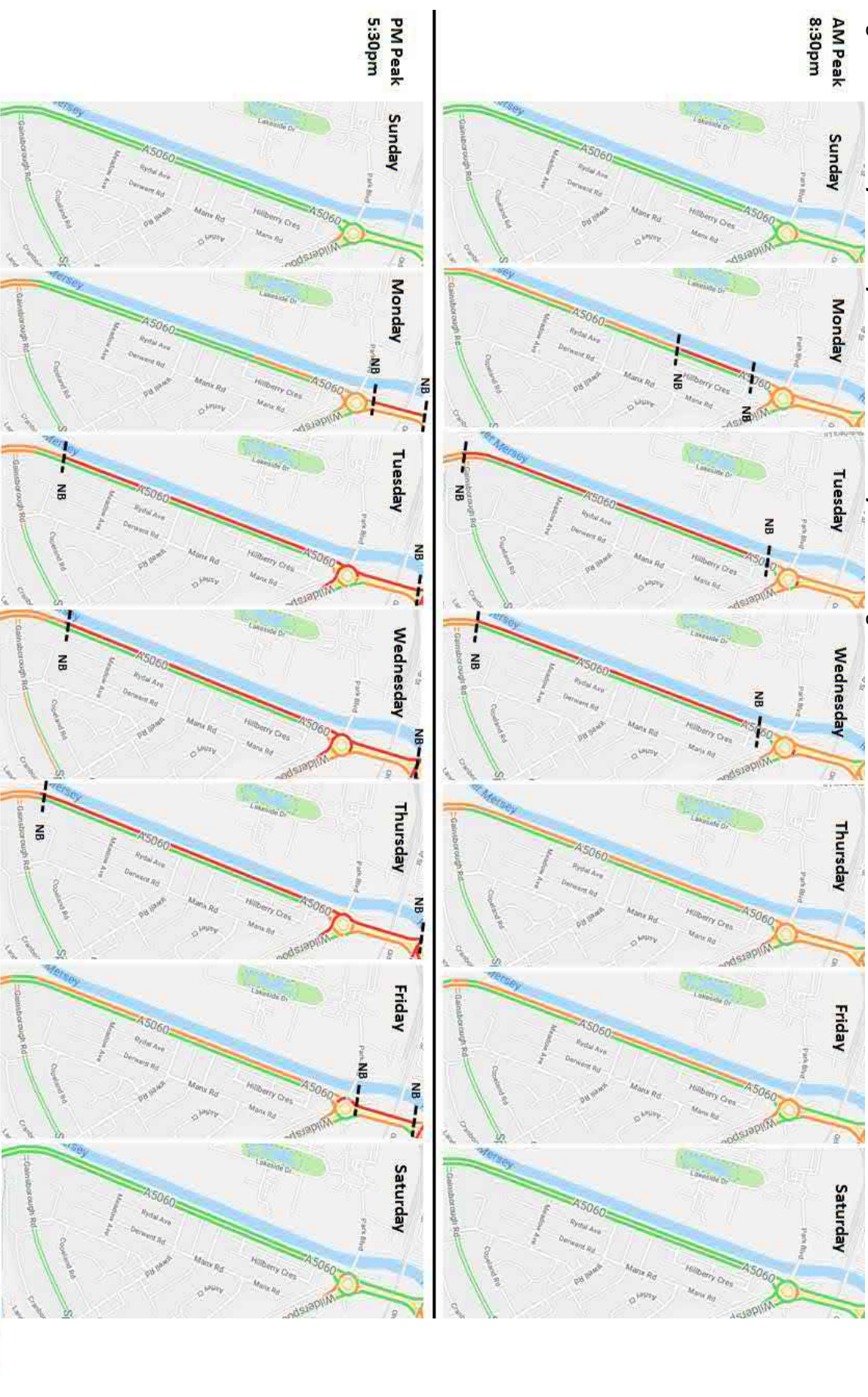
Figure27: Variability in Journey time data over a typical 7 day week during the AM and PM Peak Hours: Wilson Patten Street / Parker Street / Liverpool Road



Source:

Google Maps (2018) Typical flows, <https://www.google.co.uk/maps/@53.3791908,-2.6029047,15z/data=!5m1!1e1>

Figure28: Variability in Journey time data over a 7 day week during the AM and PM Peak Hours: Chester Road



Source: Google Maps (2018) Typical flows, <https://www.google.co.uk/maps/@53.3791908,-2.6029047,15z/data=!5m1!1e1>

Safety

1.64 Traffic accidents are generally associated with roads that include higher traffic speeds, heavier traffic flows, roads utilised by more commercial vehicles such as HGVs, and where merging and/or queueing is common, such as Bridgefoot roundabout and routes through Warrington town centre. The following definitions, taken from DfT guidance provide reference for the information to be presented below.

Definitions⁸	
Accident:	Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several casualties.
Casualty:	A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured.
Severity:	Of an accident; the severity of the most severely injured casualty (either fatal, serious or slight). Of a casualty; killed, seriously injured or slightly injured.
Fatal accident:	An accident in which at least one person is killed.
Serious accident:	One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.
Slight accident:	One in which at least one person is slightly injured but no person is killed or seriously injured.
Serious injury:	An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.
Slight injury:	An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

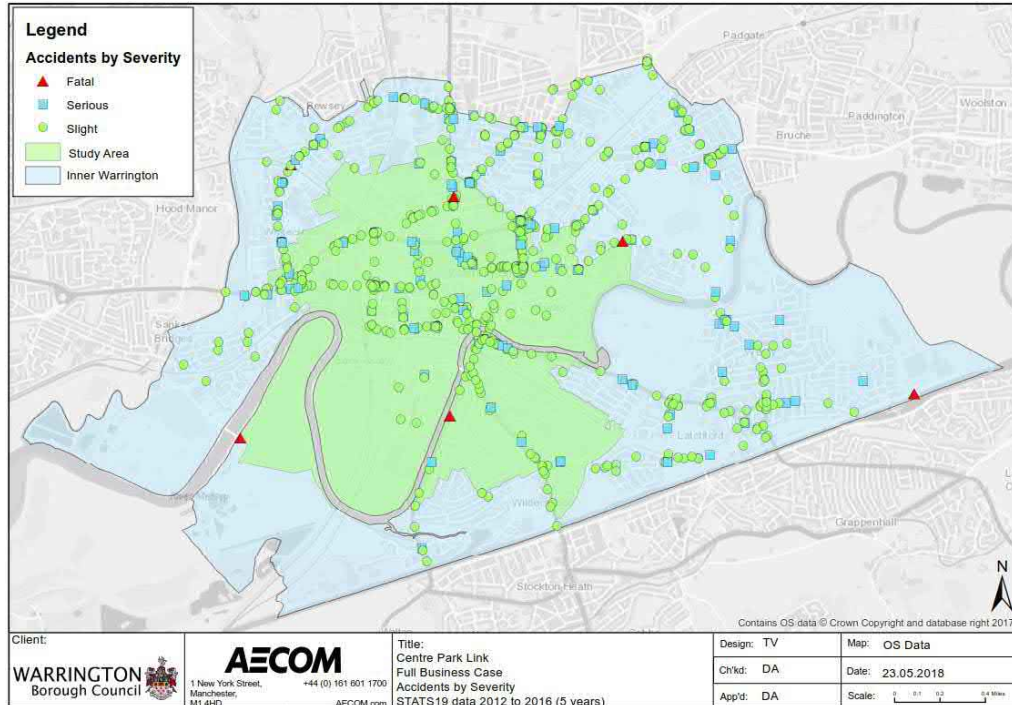
1.65 Traffic accidents are generally associated with roads that include higher traffic speeds, heavier traffic flows, roads utilised by more commercial vehicles such as HGVs, and where merging and/or queueing is common, such as Bridgefoot roundabout and routes through Warrington town centre. **Figure 29** identifies road accident data for the study area and Inner Warrington between 2012 and 2016 (5 year period) with counts provided in **Table 16** for the study area. Key accident findings for the study area include:

- A high proportion of accidents occurred during in the PM Peak (period of high traffic volumes);
- 85% of accidents (between 2012 and 2016) were categorised as ‘Slight’ severity - where at least one person is slightly injured but no person is killed or seriously injured;
- The majority of accidents occurred on single carriageway roads with a speed limit of 30 MPH;
- The weather, visibility and road surface was not the determining factor in the majority of accidents with approximately:
- 80% of accidents occurring during fine weather conditions;

⁸ Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/462818/reported-road-casualties-gb-notes-definitions.pdf

- 72% of accidents occurring in the light; and
- 66% of accidents occurring on dry road conditions; and
- 3 fatal accidents: Forest Way, Farrell Street, Pinners Brow/Winwick Street roundabout and of most relevance Gainsborough Road. The accident on Gainsborough Road occurred mid-week during the PM peak.

Figure 29: Accident Severity 2012-2016 – Study Area and Inner Warrington



Source: DfT, STATS19 Accident data, 2012-16

Table 16: Accident Severity 2012-2016 – Study Area

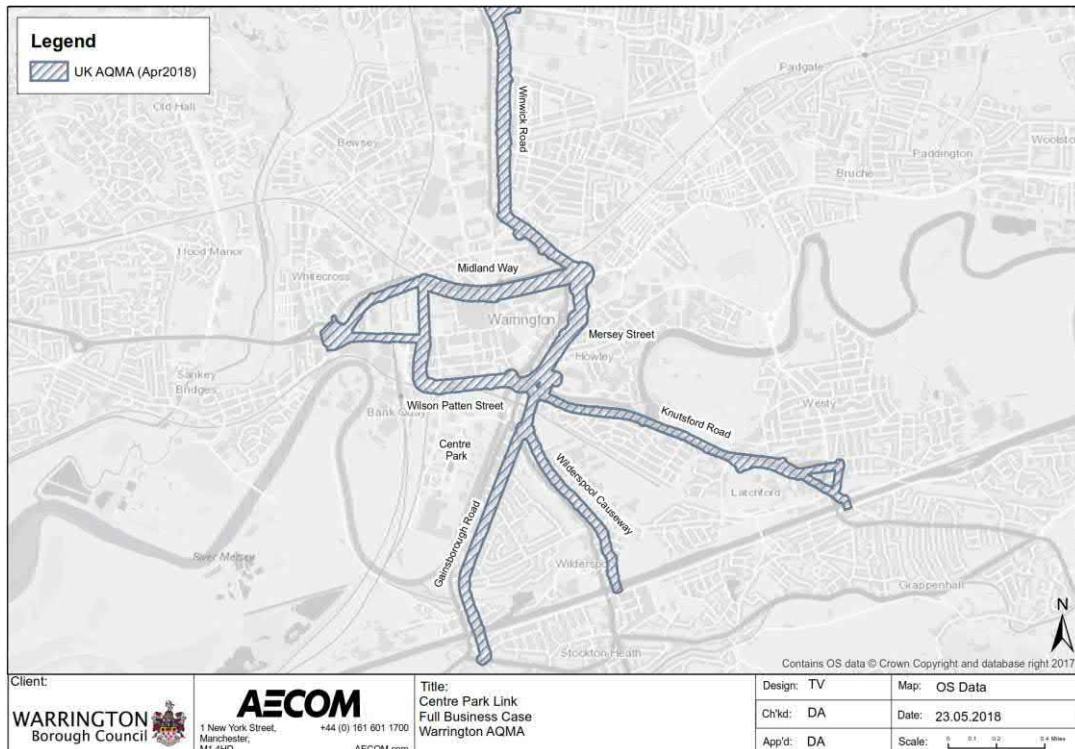
Accident Severity	2012	2013	2014	2015	2016	Total
Fatal				1	3	4
Serious	19	10	9	7	9	54
Slight	71	64	72	62	51	320
Total	90	74	81	70	63	378

Source: DfT, STATS19 Accident data, 2012-16

Air Quality

- 1.66 Air quality is an important environment indicator and has a direct impact on economic growth, influencing the health and quality of life of the local population. The Environment Act (1995) delegates to WBC the statutory duty to review and assess air quality in Warrington against the UK national objectives. The national and European obligation for Nitrogen dioxide is to keep levels under a measured 40 µg/m³.⁹
- 1.67 **Figure 30** presents the Warrington AQMA for Warrington. It highlights key through routes via the town centre including Chester Road and Wilson Patten Street via Bridgefoot gyratory. The proposed link would therefore connect into the existing road network at junctures covered by an AQMA.

Figure 30: Warrington AQMA



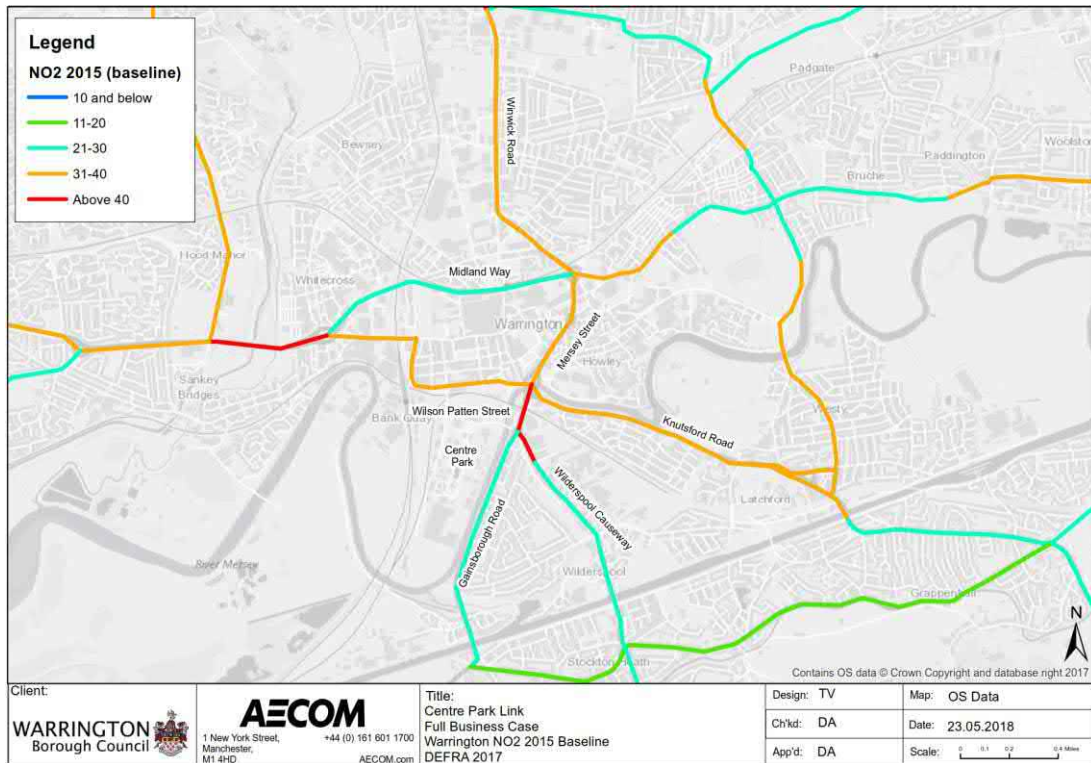
Source: DEFRA (2018)

- 1.68 WBC undertakes an annual review and assessment of air quality providing a strong evidence base to substantiate the existing issues.¹⁰ According to the Air Quality Action Plan, the transport sector is a major contributor to poor air quality issues. The Plan notes it is important not just to look at the baseline metric in isolation but also any change in prevailing trends over time.
- 1.69 Whilst the majority of Warrington has good air quality, there are areas close to major roads where NO₂ level are high and exceed national standards. 2015 NO₂ levels for Inner Warrington are presented below in **Figure 31**. The inefficient fuel consumption caused by stationary and slow-moving traffic during peak periods around Bridgefoot gyratory generates more emissions than in free-flow conditions, demonstrated with NO₂ levels exceeding the National and European obligation between Bridgefoot gyratory and Brian Bevan Island, as well as sections of Wilderspool Causeway.

⁹ DEFRA http://uk-air.defra.gov.uk/assets/documents/National_air_quality_objectives.pdf

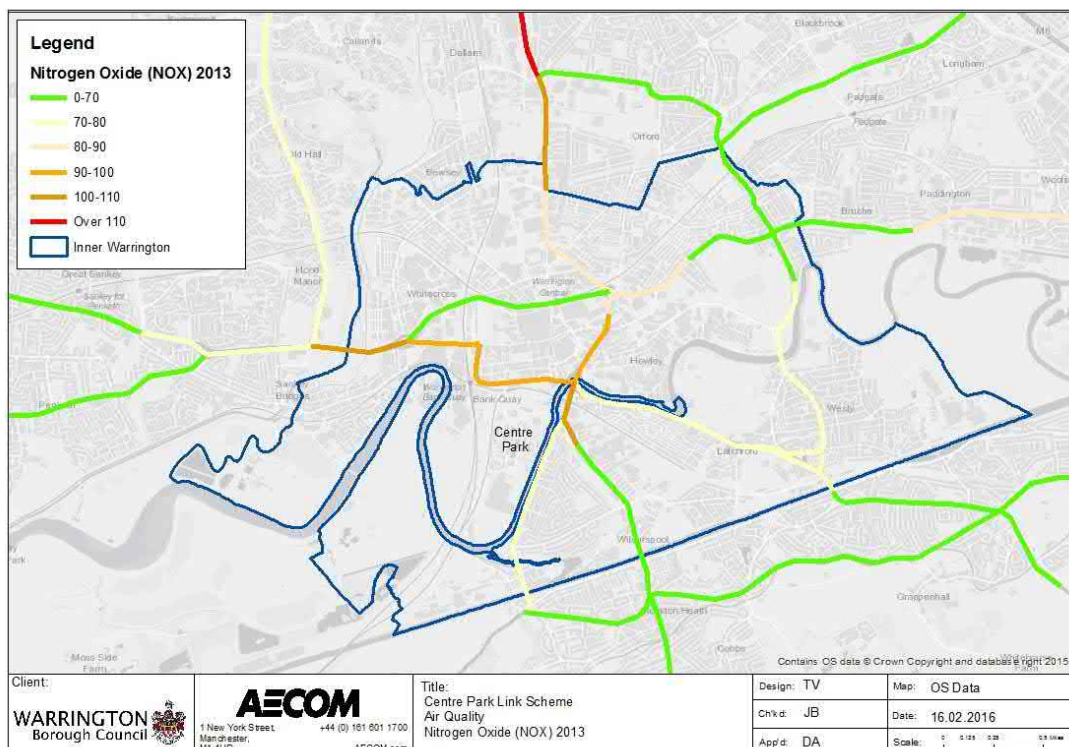
¹⁰ In line with the requirements of the Local Air Quality Management (LAQM) process as set out in Part IV of the Environment Act (1995)

Figure 31: Air Quality: Nitrogen Dioxide (NO₂) 2015



Source: DEFRA, 2017

Figure 32: Air Quality: Nitrogen Oxide (NO_x) 2013

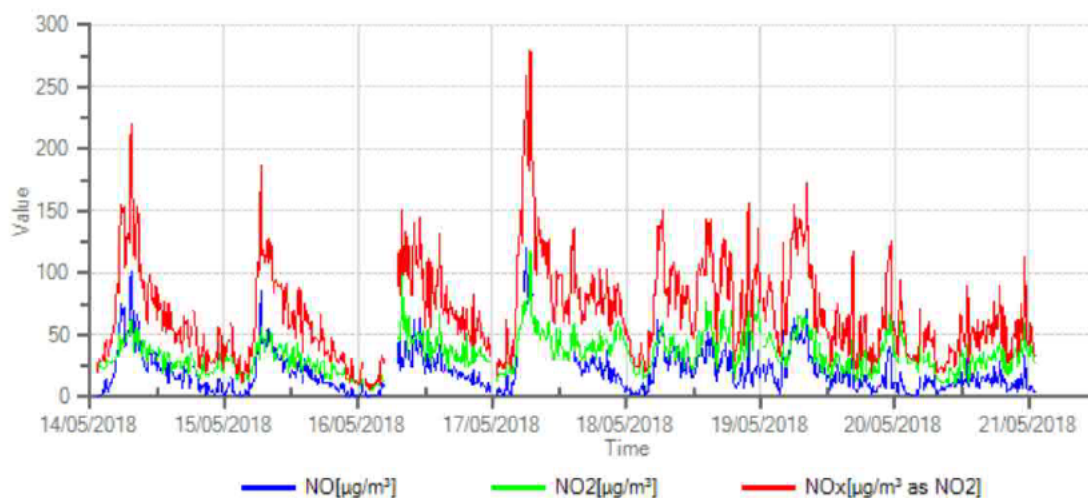


Source: DEFRA, 2015

1.70 Warrington also have a number of real time monitoring sites where air quality is assessed using a mix of diffusion tubes and real time monitoring data. Diffusive samplers are widely used for indicative monitoring of ambient nitrogen dioxide in the context of review and assessment. Outputs from the Parker Street

roadside are presented below for a seven day period during May 2018 and further highlights exceedances of the national average for NO₂.

Figure 33: Parker Street Real Time Monitoring (May 2018)



Source: Envirotech Europe (2018) UK Air Quality,

http://www.ukairquality.net/Online.aspx?ST_ID=125;0;GRAPH, Accessed 23 May 2018

1.71 **Table 17** presents the diffusion tube data within Inner Warrington relevant to the scheme between 2010 and 2014.

Table 17: Diffusion Tube Data

Site ID	Annual Mean Concentration (adjusted for bias) $\mu\text{g}/\text{m}^3$				
	2010	2011	2012	2013	2014
WA20 Parker Street	63.2	58.0	67.0	67.5	47.6
WA21 White Street	48.0	37.3	40.2	39.2	27.2
WA102 Wilson Patten Street	-	-	-	54.4	41.1
WA114 Winmarleigh Street	-	-	-	-	29.5
WA68 Chester Road	-	-	-	51.2	35.7
WA72 Chester Road 3	-	-	-	44.7	34.2
WA87 Chester Road 5	-	-	-	37.9	30.1
WA93 Walton Terrace	-	-	-	44.7	33.2
WA78 Mersey Street	-	-	-	48.3	37.1
WA88 Mersey Street 2	-	-	-	51.8	42.0
WA100 Napier Street	-	-	-	38.4	27.7
WA83 Crosfield Street	-	-	-	43.5	33.3

Source: Warrington Borough Council, 2015

Development Opportunities

Housing Demand

- 1.72 WBC is currently undertaking a review of its Local Plan. During 2017, WBC consulted on their Local Plan Preferred Development Option which sets out WBC's approach to meeting Warrington's need for new homes and jobs between now and 2037. It also identifies the infrastructure required to ensure that Warrington's growth is sustainable.
- 1.73 The Preferred Development Option seeks to plan for a level of growth in accordance with the LEP's Strategic Economic Plan, over and above the baseline economic jobs forecast for Warrington. The Council is therefore proposing a housing target of 1,113 homes per annum over the 20 year Plan period (22,260 new homes) and an overall employment land target of 381 hectares.
- 1.74 In July 2017, as part of the Preferred Development Option, WBC also published their Strategic Housing Land Availability Assessment (SHLAA).
- 1.75 A total of 589 sites were identified and included within the initial SHLAA assessment process. Of these 266 sites were removed from the assessment process due to being small sites of less than 0.25ha, leaving a total of 323 large sites, covering approximately 2,474ha. Of those sites, 245 (76% were rolled forward from the 2016 SHLAA and hence 78 sites are wholly new sites.

Table 18: Housing Land Supply

Period	Composition of Sites	Number of Dwellings
Deliverable 0-5 years	Large sites – with planning permission	1433
	Large sites – without planning permission	806
	Small Sites – allowance (87*5)	435
	Sub-Total	2674
Deliverable 6-10 years	Large sites – with planning permission	885
	Large sites – without planning permission	2787
	Small Sites – allowance (87*5)	435
	Sub-Total	4107
Deliverable 11-15 years	Large sites – with planning permission	272
	Large sites – without planning permission	2233
	Small Sites – allowance (87*5)	435
	Sub-Total	2940
Total		9721

- 1.76 Land at Centre Park South is included within the above SHLAA figures (SHLAA Reference 1715). Key assumptions are summarised below:
- Gross Site Area (ha): 16.65
 - Net Developable Site Area (ha): 7.14285
 - Deliverable 2017-2022: 82
 - Developable 2022-2027: 275
 - Developable 2027-2032: 155
 - Recommended Gross Capacity: 512

Figure 34: SHLAA Reference - 1715 (Spectra Building and Drivetime golf range): South of Centre Park Business Park



- 1.77 As land south of Centre Park Business Park, located within the Bewsey & Whitecross Ward, is already identified within the SHLAA it is integral to delivery of WBC's housing targets (as set out in the Local Plan Preferred Development). In the event this site could not be delivered (i.e. new access is not provided) this would create a void in terms of housing supply.

Insufficient highway capacity to release proposed scale of development

- 1.78 Lambert Smith Hampton (LSH) has undertaken a housing assessment for land south of Centre Park Business Park, which would be unlocked by the Centre Park scheme. The assessment included three potential residential yield scenarios (Optimistic - 600, Likely - 480, and Pessimistic - 360). This provides a robust basis to assess the appropriateness of existing access arrangements to support new residential development, noting that future housing yield is influenced by external factors including but not limited to ongoing MARO master planning work, economic uplift/downturn in the housing market and the undefined delivery agent for the site.
- 1.79 Analysis highlights there is insufficient existing highway capacity to accommodate the additional traffic movements required to enable development of the site for residential development.
- 1.80 The new link would provide additional highway capacity, enabling developable land to be released and new dwellings accommodated.

Underutilised Office Space at Centre Park Business Park

- 1.81 An assessment of existing floor space at Centre Park (Valuation Office Agency) against the most recent premises checklists¹¹ (updated via agents during third quarter of 2015) identified vacant and available for leasehold/freehold opportunities.

Assumptions:

- Rental and floor space (m²) estimates are derived from the current rental valuations for properties on Centre Park, sourced from Valuation Office Agency: <http://www.2010.voa.gov.uk>
- Valuation Office Agency Rental and floor space estimates correct as of 9 November 2015
- Rateable Vale (RV) is equal to the total floor space value of the property (m²) multiplied by the rental value (£ p/m²). The Valuation Office Agency valuation includes a nominal adjustment.
- Basic Business Rate estimates are calculated by multiplying the Rateable Value with a pre-set annual Government 'multiplier.'
- The Basic Business Rates estimates included within this assessment represent the full payable amount. Business rates relief (discounts on rateable amount due) claimed by the liable party are not factored in to the estimates.
- 2015 Centre Park vacancies are sourced from Premise Checklists collated by agents: http://cheshire.evolutive.co.uk/store/reports/U59/property1289993041_rpt.html

¹¹ http://cheshire.evolutive.co.uk/store/reports/U59/property1289993041_rpt.html

- 1.82 Approximately 8,000 sqm of office space, or 20% of total office space at Centre Park was observed to be vacant through the premise checklists. This represents a significant amount of underutilised commercial land, not fulfilling its economic potential close to Warrington town centre.

Table 19: Floor Space, Vacancy and Occupancy Data

Category	Total Floor space (m ²)	Vacancy (m ²)	m ² Occupancy Rate
203 - Offices (inc Computer Centres)	34,462.63	6,746.31	80%
096 - Factories, Workshops and Warehouses (incl. Bakeries & Dairies)	5,508.07	1,459.71	73%
Hotel and Premises	n/a (1 property)	Occupied (0)	n/a
Motel, Restaurant, and Premises	n/a (1 property)	Occupied (0)	n/a
Total	39970.7	8206.02	79%

- 1.83 One reason for these vacancies is that Centre Park Business Park is currently only accessible to vehicles via 'The Blue Bridge' from Brian Bevan Island, with access from Slutchers Lane restricted to buses only. This effectively means that there is only one vehicular access/exit point to the business park, with those requiring to reach the west (e.g. towards Sankey or Widnes), having to travel through Brian Bevan Island and Bridgefoot gyratory, as opposed to avoiding these pinch points via Slutchers Lane. The existing access arrangements place a constraint on the attractiveness of the site for businesses and act as a deterrent toward the uptake of office space.
- 1.84 The Centre Park Link scheme is envisaged to improve access to the Business Park through reduced pressure on Brian Bevan Island, enhancing the commercial offering and attractiveness of existing supply to potential new businesses. Therefore the scheme has potential to act as a driver, leading to increased uptake of commercial opportunities within Inner Warrington.
- 1.85 **Table 20** presents the uptake of office space at Centre Park for office space greater than 200sqm between 2012 and 2014¹². The two largest transactions (sqm) were seen in 2012 and 2013 (3,601 and 4,171sqm). Rental values observed in 2014 were considerably higher than previous years.

Table 20: Centre Park Uptake (above 200sqm)

Year	Address	Office Space (sqm)	Rent (£/sqm)	Lease Term
2014	730 Mandarin Court	483	828.8	Freehold
2014	6A Mandarin Court	378	938.7	Freehold
2014	6E Mandarin Court	372	968.8	Freehold
2013	Renaissance House	3601	177.2	Sub lease
2013	600 Lakeside	940	107.6	Sub lease
2013	Lakeview	556	161.6	Sub lease
2013	Ibis Court	511	152.3	13 years
2013	760 Mandarin Court	278	Undisclosed	Freehold
2012	Lakeside	4171	161.5	15 years
2012	6D Mandarin Court	278	Undisclosed	Freehold

Source: Warrington Property Annual Review, 2013-2015

¹² Warrington Property Annual Review, 2013-2015

Summary of Issues

1.86 In summary, the key challenges that have been identified as part of the evidence review are as follows:

Socio-Economic

- The study area includes pockets of high IMD whose residents would benefit from improved access jobs and education within Inner and wider Warrington;
- Pockets of persons claiming job-seekers benefits that would benefit from improved access to job opportunities and any direct job creation as a result of the proposed scheme;
- High concentration of public services, retail, employment opportunities and leisure activities are located within the study area and would benefit from improved transport connectivity and access to facilitate further business growth for the Warrington economy; and
- High numbers of persons living with a limiting long-term illness that potentially suffer from social inequality due to a lack of transport access to essential services.

Transport Connectivity and Accessibility

- Congestion is a key traffic concern with pinch points at Bridgefoot roundabout and Brian Bevan Island. Average speeds through this area are less than 10mph during the AM and PM peak;
- There is significant delay leading to slow traffic progression through the town centre with average journey times experiencing substantial variability between the AM and PM peak;
- 2011 Journey to work data suggests a high proportion of trips both originating and destined for the town centre are undertaken by car, emphasising the need to reduce congestion on key routes;
- Centre Park Business Park has restricted accessibility via Brian Bevan Island due to high vehicle demand at this location; and
- Existing transport congestion, including a high proportion of stop-start and standing traffic, is a major contributor to poor air quality in the study area, manifested with high levels of NO₂ above the National average. The scheme interfaces with key parts of the Warrington AQMA where air quality needs to be managed.

Development

- Land at Centre Park south is critical to support housing demand and targets in the borough, aligned to the Preferred Development Option, published in 2017;
- Insufficient transport capacity to support further development of Centre Park South; and
- Approximately 20% of existing office space at Centre Park Business Park is vacant representing a significant amount of unutilised office space within the town centre.

1.87 The core problems identified within the study area, informed by the evidence review, that the scheme is designed to address include:

- Traffic delay at Bridgefoot and Brian Bevan Island;
- Slow traffic progression through the Town Centre;
- Unpredictable journey times;
- Liverpool Road/Parker Street junction experiences slow progression due to competing movements;
- Lack of network resilience to incidents;
- Increasing inability to meet housing demand;
- Insufficient highway capacity to release proposed scale of development;
- Underutilisation of office space at key strategic sites;
- Air quality exceeding acceptable levels (NO₂); and
- Pedestrian/cycle severance from the Town Centre to Centre Park.

Centre Park Link

Annex E: Investment Logic Map

Centre Park Link Business Case

Investment Logic Map

Objectives

Objective 1
Provide enhanced reliability and predictability of journeys on the transport network

Objective 2
Provide improved journey times at key pinch points

Objective 3
Provide additional route options and resilience

Objective 4
Support improvements to quality of life factors in Warrington

Objective 5
Enable land to be unlocked that supports economic growth in Warrington

Context

Strong transport base and cross town traffic patterns leads to slow traffic progression through Bridgefoot Island and the Town Centre (1)

Journey times through Warrington Town Centre for vehicles and public transport are unpredictable (1)

Traffic delay around the Bridgefoot Gyratory and the Brian Bevan roundabout (2)

Liverpool Road/Parker Street junction experiences slow progression due to competing movements (2)

Lack of network resilience to incidents (3)

Pedestrian/cycle severance between Centre Park and the town centre (4)

Air quality is exceeding acceptable standards for Nitrogen Dioxide due to road transport emissions leading to designation of Parker Street as an Air Quality Management Area (AQMA) (4)

Underutilisation of office space at key strategic sites within Inner Warrington (5)

Undeveloped land adjacent Centre Park is inaccessible due to existing transport capacity constraints and cannot be released for development scale, contributing to Warrington Borough Council's inability to meet housing demand (5)

Outputs

Centre Park Link Scheme

A new bridge structure from Chester Road into the southern site of Centre Park

A new section of highway from the new bridge structure to Slutchers Lane

Resurfacing of the existing Slutchers Lane section that connects into the new highway link

Re-arrangement of the traffic management at the north end of Slutchers Lane

A mitigation package of works to deal with any impacts on the Gainsborough Road estate

Outcomes

Unlock/release brownfield land for residential development through provision of appropriate transport access

Facilitate new residential development on the Warrington Waterfront, contributing to Warrington's ability to meet required housing demand and targets

Improved partnership approach with private sector to deliver projects

Increase in vehicular route choices through Warrington / across the River Mersey

Increased resilience during times when incidents occur on the Local Road Network

Improved road safety

Improved journey times, increased reliability and reduction in congestion through Warrington Town Centre

Increased office space occupancy within Centre Park and the Cultural Quarter

Reduced pedestrian/cycling severance between Centre Park and the town centre

Impacts

Support sustainable housing growth for Warrington

Real estate uplift: Property values and rents increase within town centre areas and the wider corridor

Increases attractiveness of Warrington as a place to live

Contribution toward provision of a critical mass of new residential dwellings to support the delivery of new social infrastructure (e.g. schools)

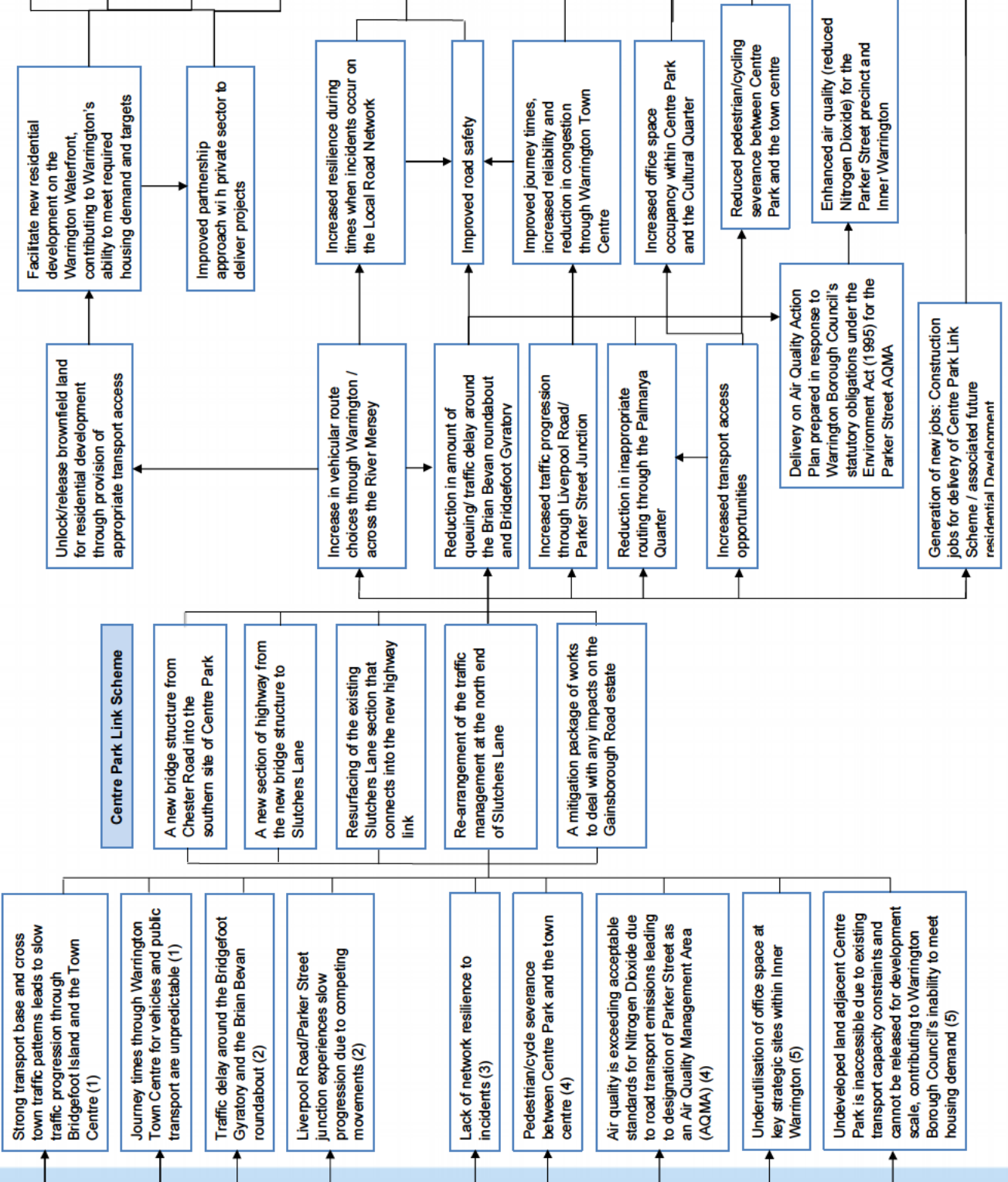
Improved commuting environment for motorists

Improved access to employment at key strategic sites

Support local economy and continued economic growth, strengthening the attraction of Centre Park and Warrington Town Centre for employment

Warrington a more attractive place to invest

Improved environment for active modes



Facilitate new residential development on the Warrington Waterfront, contributing to Warrington's ability to meet required housing demand and targets

Improved partnership approach with private sector to deliver projects

Increase in vehicular route choices through Warrington / across the River Mersey

Reduced in amount of queuing/ traffic delay around the Brian Bevan roundabout and Bridgefoot Gyratory

Increased traffic progression through Liverpool Road/ Parker Street Junction

Reduction in inappropriate routing through the Palmaria Quarter

Increased transport access opportunities

Delivery on Air Quality Action Plan prepared in response to Warrington Borough Council's statutory obligations under the Environment Act (1995) for the Parker Street AQMA

Generation of new jobs: Construction jobs for delivery of Centre Park Link Scheme / associated future residential Development

Support sustainable housing growth for Warrington

Real estate uplift: Property values and rents increase within town centre areas and the wider corridor

Increases attractiveness of Warrington as a place to live

Contribution toward provision of a critical mass of new residential dwellings to support the delivery of new social infrastructure (e.g. schools)

Improved commuting environment for motorists

Improved access to employment at key strategic sites

Support local economy and continued economic growth, strengthening the attraction of Centre Park and Warrington Town Centre for employment

Warrington a more attractive place to invest

Improved environment for active modes

Contribution to national and regional air quality strategy objectives, leading to improved health of residents

Maintaining and enhancing the Warrington Borough Council workforce and skill base

Centre Park Link

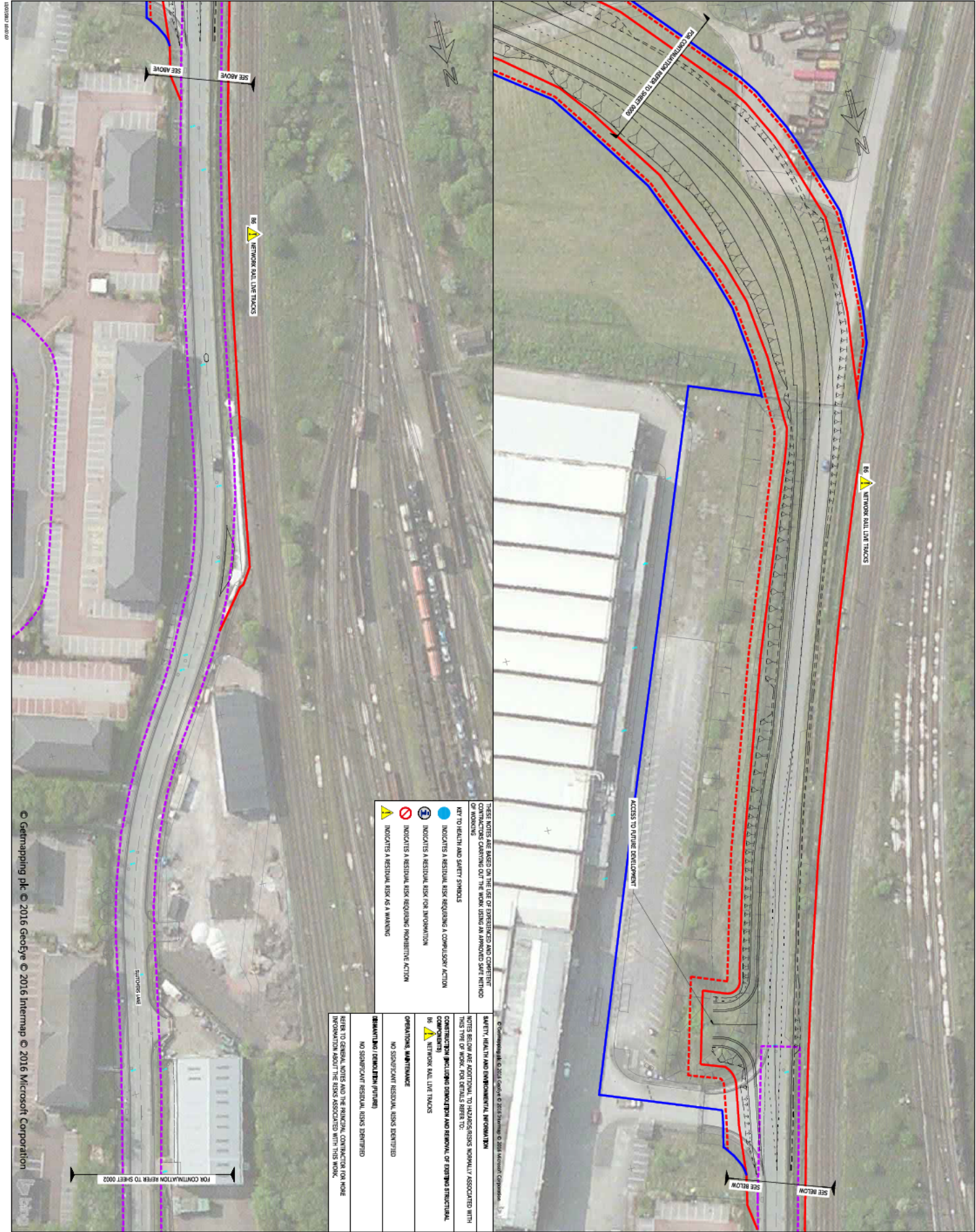
Annex F: Programme Board Approval: Scheme Objectives

Item	Issues	Action
	and has been given to Maro. Maro to respond with their timescales. TS to pursue.	TS
4. West Link	<p>4.1. Cost Review needs summary and confirmation together with a plan from WBC as to how we will respond to the issues raised. AF to liaise with TS.</p> <p>4.2. Project is considered to be on hold until approval internally and with partners is given to proceed.</p> <p>4.3. Programme to be updated following meeting with HCA/CLG.</p>	<p>AF</p> <p>JL</p> <p>JL</p>
5. Centre Link	<p>5.1. CPO redline plan to be produced following appointment of designer. Mid Jan is the target date. Final publication date is 3rd Feb 2016.</p> <p>5.2. LSH appointment needs to be extended – approx £15k.</p> <p>5.3. PS stated that he would like to go to tender for external legal services for the CPO.</p> <p>5.4. SP requested to the amount spent on the project to date to be submitted within 1 week, together with a projection of what is to be spent within the next financial year.</p> <p>5.5. Blue Bridge – PS to approach Maro to confirm title and assess how the legal obstacle could be addressed to allow more traffic to access the Blue Bridge. PS to report back to next PB.</p> <p>5.6. Business Case – The PB agreed to the objectives.</p> <p>5.7. Masterplan – JL confirmed that masterplan has been updated and review meeting will be this Friday. Outcome to be reported to next PB including how we will address additional infrastructure provision.</p>	<p>PS</p> <p>PH</p> <p>PS</p> <p>TS</p> <p>PS</p> <p>Note</p> <p>JL</p>
6. Finance Models	<p>6.1. Centre Link – current model assumes a capex of £17.2m and assumes a £800k-£900k saving on land disposal and no public realm improvements or Gainsborough Rd improvements but with bridge, road and town centre gyratory. CIL figures need to be re-calculated.</p> <p>6.2. West Link – Financial case relies on NNDR contributions from Port Warrington. This is considered to be a major risk and needs to be added to the risk register and a mitigation plan developed.</p>	<p>AD</p> <p>TS/JL</p>
7. Business Case	<p>7.1. Centre Link – ASR is now signed off and work proceeding.</p> <p>7.2. Model re-validation by 21st January will have programme effect. JB to report to next PB.</p>	<p>Note</p> <p>JB</p>
8. Network Rail	NR have advised a figure of £[redacted] for WBC to take over Slutchers Lane bridge. Follow up on 7/12/15 to include discussion in highways and land. TS advised that £[redacted] may be more realistic and accurate figure. TS to report to next PB.	TS
9. Recorded decisions	No recorded decisions.	Note

Item	Issues	Action
10. AOB	TS stated that a request for a PM for West Link is on hold pending authority to proceed. JL requested CVs of candidates.	TS
11. Next meeting	21 st December 2015 (PMN – meeting postponed to 26 th January Boardroom The Base)	

Centre Park Link

Annex G: General Arrangement Drawings



- THESE NOTES ARE BASED ON THE USE OF EXPERIENCED AND COMPETENT CONTRACTORS CARRYING OUT THE WORK USING AN APPROVED SAFE METHOD OF WORKING
- ⚠ INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION
 - ⚠ INDICATES A RESIDUAL RISK REQUIRING PROMPTIVE ACTION
 - ⚠ INDICATES A RESIDUAL RISK AS A WARNING

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CONSTRUCTION INCLUDING DEMOLITION AND REMOVAL OF EXISTING STRUCTURAL COMPONENTS

⚠ NETWORK RAIL LIVE TRACKS

OPERATIONS MAINTENANCE

NO SIGNIFICANT RESIDUAL RISKS IDENTIFIED

DEMOLITION / DEMOLITION PLANS

NO SIGNIFICANT RESIDUAL RISKS IDENTIFIED

REFERS TO GENERAL NOTES AND THE RAILWAY CONSTRUCTION FOR MORE INFORMATION ABOUT THE RISKS ASSOCIATED WITH THIS WORK.

REF	REVISION / COMMENTS	DATE	BY	CHK
D1	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD
D1.2	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD
D1.3	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD
D1.4	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD
D1.5	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD
D1.6	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD
D1.7	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD
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D1.19	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD
D1.20	ISSUED FOR CONSTRUCTION APPROVAL	06/2/2016	TD	TD

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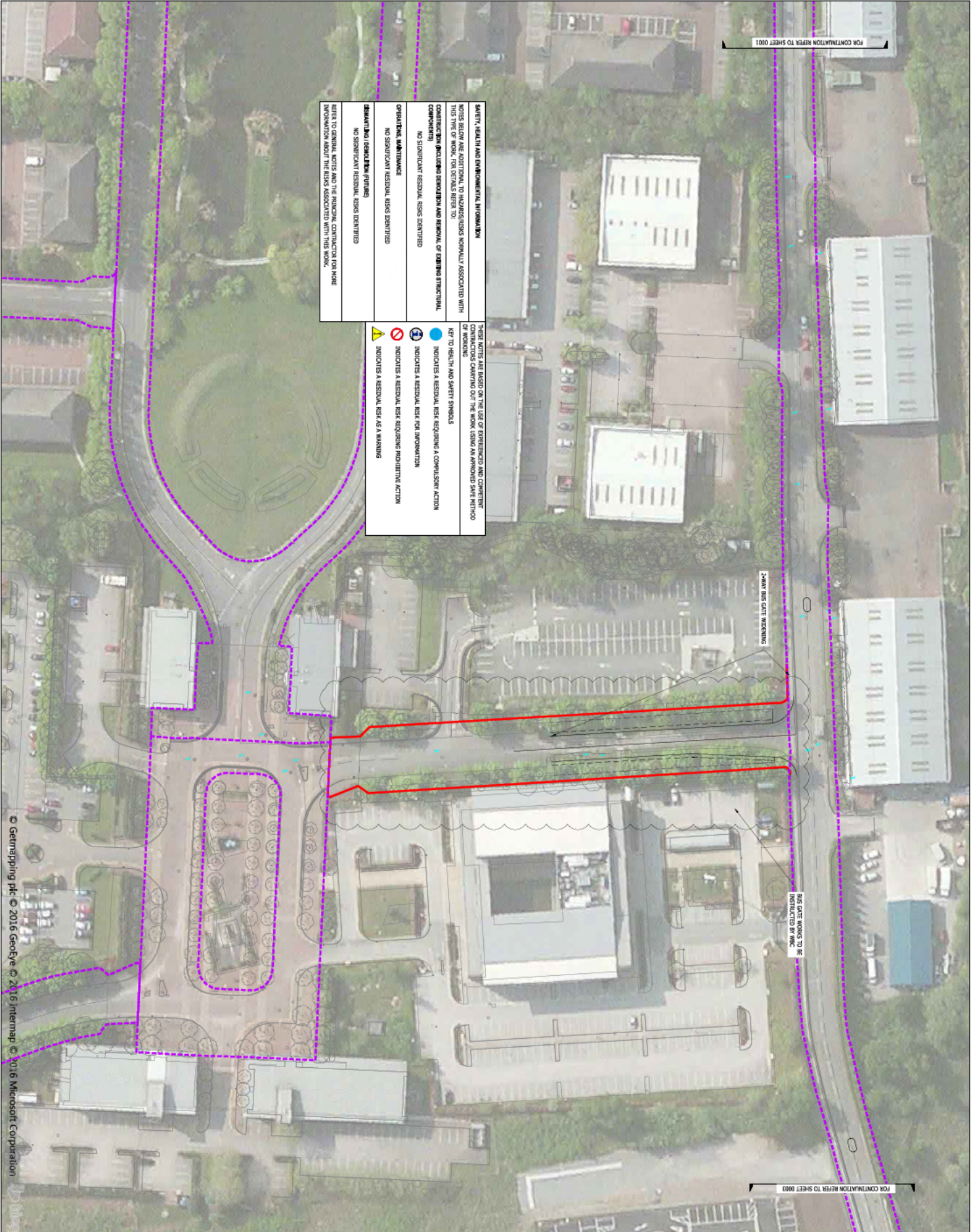
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FOR CONTINUATION REFER TO SHEET 0003

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KEY

- BOUNDARY - PERMANENT - HIGHWAY
- BOUNDARY - PERMANENT RIGHTS OF WAY
- BOUNDARY - TEMPORARY - SITE
- EXISTING BOUNDARY - PERMANENT - HIGHWAY

REVISIONS

NO.	DATE	BY	CHKD BY	DESCRIPTION
01	15/01/2016	CP	CP	ISSUED FOR CONSTRUCTION APPROVAL
02	15/01/2016	CP	CP	ISSUED FOR CONSTRUCTION APPROVAL
03	15/01/2016	CP	CP	ISSUED FOR CONSTRUCTION APPROVAL
04	15/01/2016	CP	CP	ISSUED FOR CONSTRUCTION APPROVAL

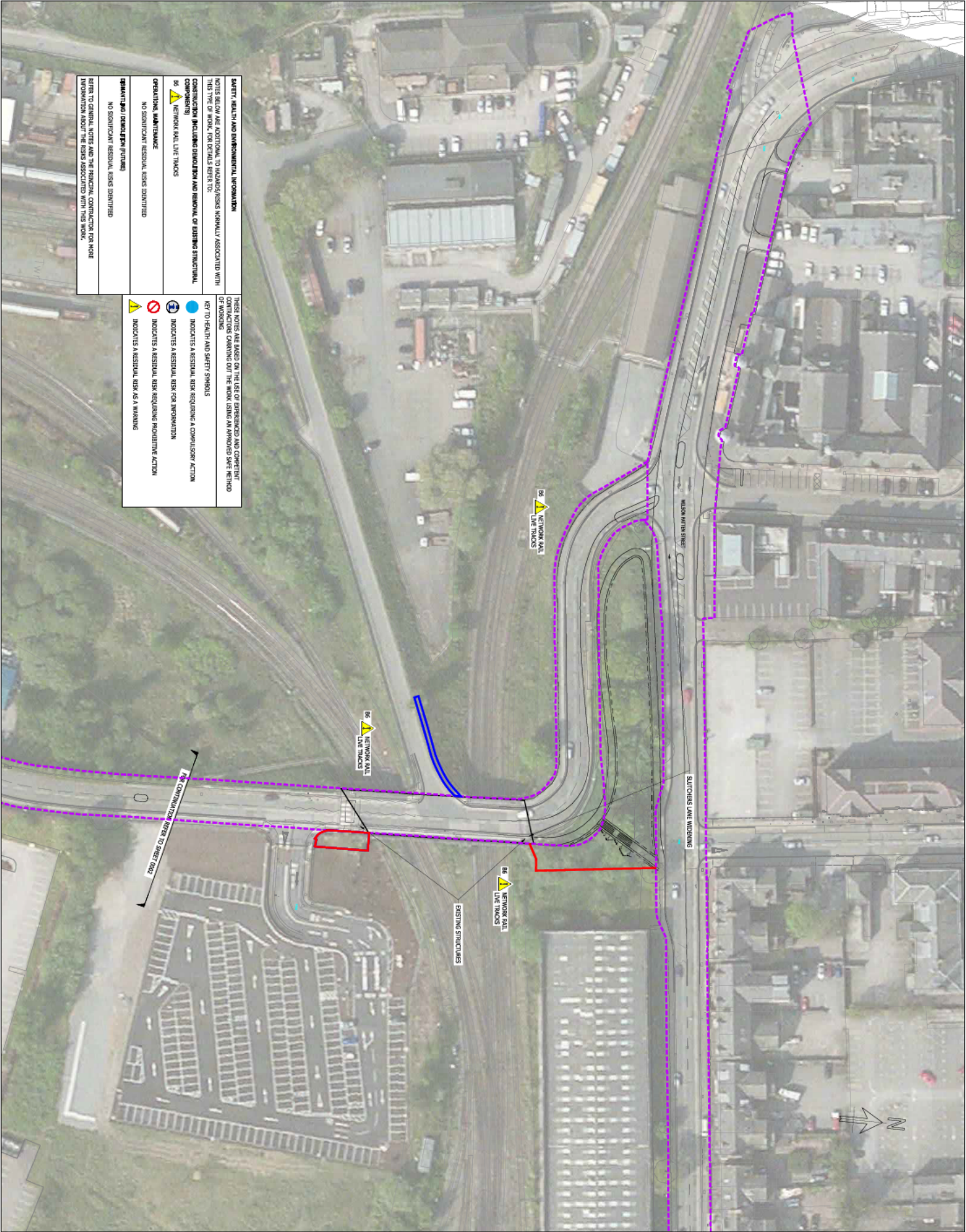
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GENERAL ARRANGEMENT
 SHEET 3 OF 4

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 96 NETWORK RAIL LIVE TRACKS

OPERATIONAL MAINTENANCE
 NO SIGNIFICANT RESIDUAL RISKS IDENTIFIED

OPERATIONAL MAINTENANCE
 NO SIGNIFICANT RESIDUAL RISKS IDENTIFIED

OPERATIONAL MAINTENANCE
 NO SIGNIFICANT RESIDUAL RISKS IDENTIFIED

THESE NOTES ARE BASED ON THE USE OF EXPERIENCE AND COMPETENT CONTRACTORS CARrying OUT THE WORK USING AN APPROVED SPEC METHOD OF WORKING

KEY TO HEALTH AND SAFETY SYMBOLS

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION
- INDICATES A RESIDUAL RISK FOR IMPROVEMENT
- INDICATES A RESIDUAL RISK AS A WARNING

NOTES

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KEY

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- BOUNDARY - RESURFACING RIGHTS OF ACCESS
- BOUNDARY - TEMPORARY - SITE
- EXISTING BOUNDARY - RESURFACING - HIGHWAY

REVISIONS

NO.	DATE	BY	CHKD.	APPD.	DESCRIPTION
01	15/01/2024	ISSUED FOR CONSTRUCTION APPROVAL

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Centre Park Link

Annex H: Chester Road Bridge

Addendum Report

CHESTER ROAD BRIDGE

ADDENDUM REPORT

August 2015

Document Control

Project Title: CHESTER ROAD BRIDGE

Document: ADDENDUM REPORT

Client: Warrington Borough Council

Project Number: 60282132

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Principal Consultant

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[Redacted]
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Regional Director

Rev No	Comments	Checked by	Approved by	Date
1	1 st draft for review	AL / JC	JB	27.05.15
2	2 nd draft for review	AL / JB	FM	27.08.15

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1 INTRODUCTION

1.1 Preamble

- 1.1.1 Warrington Borough Council (WBC) has proposals to redevelop the south west quarter of the Town Centre. The project is a complex one encompassing significant land use and infrastructure changes.
- 1.1.2 The scale of the project is such that it is being progressed in a number of phases. A key early deliverable of the project is the provision of a new bridge structure from Chester Road to the southern end of the Centre Park development, 'Centre Park South' and a link road through Centre Park South connecting to Slutchers Lane this is referred to as 'Centre Park Link / Phase 1.'
- 1.1.3 The proposed infrastructure will allow new routes into the town centre to be opened, relieve some of the existing pressures around Bridgefoot Gyratory and Brian Bevan island and enable the realisation of Centre Park South.
- 1.1.4 AECOM has previously investigated a number of options for the location of a new bridge over the River Mersey from Chester Road. To date, the following reports have been produced:
- Chester Road Junction Optioneering Report – November 2013;
 - Chester Road Bridge Options – April 2014; and
 - Chester Road Bridge Further Option Assessment – January 2015.

1.2 Purpose of this Report

- 1.2.1 AECOM has been appointed by WBC to produce this report in order to consider and understand a number of items which have been raised as a consequence of the emerging Centre Park South development and assess key junction options.

1.3 Report Structure

- 1.3.1 Following this introduction, the rest of the report is set out as follow:
- Chapter 2 details previous optioneering and concept designs for Chester Road Bridge and an associated signal controlled junction and redevelops two previously considered options;
 - Chapter 3 outlines the strategic modelling assessments which have been undertaken to inform junction capacity tests for a number of Waterfront Phases and the emerging Centre Park South development scenarios;
 - Chapter 4 includes development scenarios, trip generation, traffic flows, trip distribution and LinSig modelling of a number of concept Chester Road Bridge options;

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- Chapter 5 considers a concept link road design between Slutchers Lane and the proposed Chester Road bridge options and assesses capacity against a number of Centre Park South development scenarios;
- Chapter 6 considers a number of sensitivity tests;
- Chapter 7 discusses preliminary options for a Riverfront Trail to be integrated into a link road;
- Chapter 8 discusses cost implications;
- Chapter 9 provides an assessment of land requirements for a concept link road through Centre Park South; and
- Chapter 10 provides a summary and conclusions.

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2 CHESTER ROAD BRIDGE

2.1 Introduction

2.1.1 There have been a number of layouts considered for the feasibility of a new bridge from Chester Road over the River Mersey to the South Centre Park site. These options are contained in the aforementioned AECOM reports. In short, all the bridge location options have been assessed against the following four criteria:

- Strategic Traffic Impact;
- Local Traffic Impact;
- Bridge Cost; and
- Land Compensation.

2.1.2 The ‘*Chester Road Bridge – Location Options Report*’ includes a description of each of the previously assessed options and summarises the key issues associated with each proposed bridge and junction location. For the purposes of this addendum, it is the location and general layout of Option 6B-2 and Option 4 which have been taken forward, developed further and re-assessed. The concept designs for Option 6B-2 and Option 4 are shown below in **Figures 2.1** and **2.2**.



FIGURE 2.1 – CONCEPT OPTION 6B-2

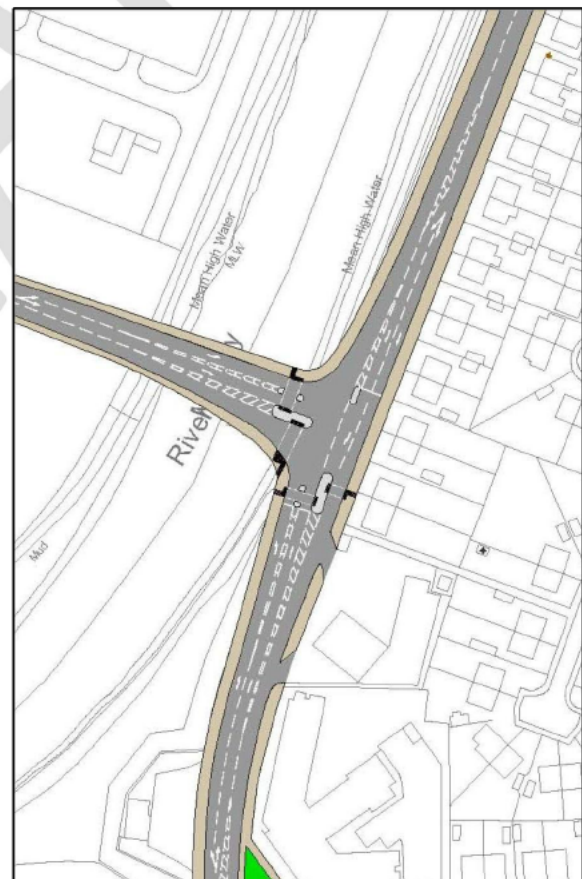


FIGURE 2.2 – CONCEPT OPTION 4

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2.2 Bridge Location and Signal Junction Optioneering

2.2.1 Through project design team consultation, Option 6B – 2 and Option 4 have been developed further into the following concept options;

- Option 6C – 1, shown in **Figure 2.3** / *AECOM Drawing No. 60282132.029-001*;
- Value Option 6C – 1, shown in **Figure 2.4** / *AECOM Drawing No. 60282132.029-002*;
- Option 4, shown in **Figure 2.5** / *AECOM Drawing No. 60282132.029-003*; and
- Value Option 4, shown in **Figure 2.6** / *AECOM Drawing No. 60282132.029-004*.

2.2.2 The design criteria and requirements for the bridge deck and junction layout for the above options are shown in **Table 2.1** and **Table 2.2** below.

BRIDGE DECK WIDTH			
Item	Design Team Criteria	Option 6C - 1 Option 4 -1	Value Option 6C - 1 Value Option 4 -1
Parapet Width	0.5m	0.5m	0.5m
Footway Width	2.5m	2.5m	2m
Cycleway / Footway Width	3.75m	3.75m	3.5m
Eastbound lane Width	2 x 3.5m	2 x 3.5m	2 x 3.5m
Westbound Lane Width	5m	5m	4m
Pedestrian Refuge	Min 4m	4m	-
Total Bridge Deck Width		23.25m	17.5m

TABLE 2.1 – BRIDGE DECK DESIGN

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CHESTER ROAD SIGNAL CONTROLLED JUNCTION			
Item	Design Guidance Used	Option 6C - 1 Option 4 -1	Value Option 6C - 1 Value Option 4 -1
Lane Width	3m-3.65m TD50/04	3.5m – 3.65m	3.5 - 3.65m
Refuge island width	3m TAL05-05	4m on bridge deck 3m on Chester Road	-
Crossing Width	2.4m – 10m TAL05-05	3m	3m
Stagger crossing	3m TAL05-05	3m	-
Advanced Stop Lines	4-5m wide TSRGD	5m	4m
Cycle Lanes	1.5-2m WBC Design Guide	1.5m on Chester Road	1.5m on Chester Road
Footway Width	2m min WBC Design Guide	Min 2m	Min 2m
Cycleway / Footway Width	Min 3.0m WBC Design Guide	3.75m	3.5m

TABLE 2.2 – SIGNAL JUNCTION DESIGN

2.2.3 The concept signal junction options which are subject to the usual further design work, refinement and Road Safety Audits have been assessed against the above design guidance and industry best practice within Design Manual for Roads and Bridges (DMRB) TD 50 / 04 for the layout of signal controlled junctions. **Plans A1, A2, A3, A4** contained within **Appendix A** show design checks against the above guidance and that contained within TD 50 / 04 for the proposed signal controlled junctions. The check has identified the following items outside the recommendations contained within TD 50 / 04:

- Intervisibility is not achieved on bridge arm with indicative retaining wall alignment. The retaining wall height / guardrail / vehicle restraint system provision is unknown at this stage and will influence the provision of intervisibility. Further assessment is required in order to establish junction intervisibility provision; and
- Skew at signal controlled junctions for Option 6C – 1 and Value Option 6C – 1.

2.2.4 As stated in TD 50 / 04, the angle of intersection on the Strategic Road Network (SRN) between the major and minor carriageway should preferably be 90 degrees, although intersection angles between 70 and 90 degrees may be acceptable where physical constraints are significant. **Table**

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2.3 below details the problems which can be associated with angles of intersection less than 70 degrees and provides comments on possible mitigation measures.

Issue	Comments
a. Priority may not be obvious to drivers	Appropriate signing and road marking could help to mitigate issue.
b. Intervisibility within the junction intervisibility zone may be adversely affected	Exact height and alignment of retaining structure is unknown at this stage.
c. undesirable high speed turning movements may be possible on the obtuse angles on the junctions	The north west bound and south bound manoeuvres may allow for higher speed manoeuvres. Appropriate signing and road markings could help to mitigate issue.
d. Difficulty in locating secondary signals satisfactorily	Further assessment into signal head locations required.

TABLE 2.3 – PROBLEMS ASSOCIATED WITH ANGLES OF INTERSECTION LESS THAN 70 DEGREES - TD50/04

2.2.5 There are a number of other factors to be considered which impact the angle of intersection at the signal controlled junction, these are as follows:

- Proximity of Gainsborough Road;
- Preference for rectangular bridge with minimal span, parallel to the River Mersey; and
- Alignment of the link road.

The angles of intersection which have been considered for Option 6C -1 and Value Option 6C-1 are shown in Table 2.4 below;

Angle of intersection	Implications
50 degrees	<ul style="list-style-type: none"> • Bridge parallel to River Mersey gives least span length - least cost • Link road alignment close to developer preference • Tightest left northbound turning manoeuvre from proposed bridge • Likely issues outlined in Table 2.3 above
60 degrees	<ul style="list-style-type: none"> • Potential impact on preferred bridge deck span / shape – medium cost • Link road alignment close to developer preference • Tight left northbound turning manoeuvre from proposed bridge • Potential issues outlined in Table 2.3 above
70 degrees	<ul style="list-style-type: none"> • Likely impact on preferred bridge deck span / shape – maximum cost • Link road alignment impacts southern development plot size • Less tight left northbound turning manoeuvre from proposed bridge • Within DMRB guidance

TABLE 2.4 – IMPLICATIONS OF ANGLE OF JUNCTION INTERSECTION

2.2.6 Design team input with regard to bridge skew for Option 6C-1 is contained in **Appendix B**. As noted, the structural preference would be for a bridge span to be perpendicular to the River Mersey, as this would allow for a rectangular shaped bridge deck. As the angle of intersection with

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the signal control junction is moved around from 50 degrees to 60 degrees and 70 degrees, the bridge deck becomes either a parallelogram shape which maintains the span or a rectangular shape with an increased span.

- 2.2.7 The proposed junction is located within the local road network and therefore the standards to be applied and enforced are at the discretion of the local highways authority. As such the local highways authority may elect to relax the design standards used for the purposes of design checks within this report.
- 2.2.8 Taking into account the aforementioned influences and through design team discussion, at this stage, the layout of Option 6C-1 and Value Option 6C-1 shows a 60 degree angle of intersection with the signal control junction and a rectangular shape bridge deck with a 60m span.
- 2.2.9 It is recommended during the next stage of design that further assessment into bridge deck span is undertaken. It is also recommended that further assessment of the relaxation from departures, including detailed risk assessments to road user safety, financial, programme, environmental and network resilience be undertaken if the requested alignment of the bridge was to remain as proposed in the concept design.

2.3 Gainsborough Road

- 2.3.1 The layout of Gainsborough Road remains as existing for Option 6C-1, Option 4, Value Option 6C-1 and Value Option 4. However, as part of a sensitivity test which is detailed further in Chapter 6, a bus only right turn arrangement for the Gainsborough Road / Chester Road priority junction has been tested. The concept layout for this is shown in Chapter 6 in **Figure 6.1**

2.4 Swept Path Analysis

- 2.4.1 Swept path analysis for a 16.5m articulated vehicle has been undertaken for concept Option 6C -1, Option 4, Value Option 6C1 and Value Option 4, the swept paths are shown in **Figures 2.3, 2.4, 2.5, 2.6** respectively.
- 2.4.2 The assessment shows that the proposed concept junction arrangements can accommodate 16.5m articulated vehicle manoeuvres.
- 2.4.3 The swept path for a 16.5m Articulated vehicle turning right from Gainsborough Road onto Chester Road northbound is shown in **Figures 2.3 and 2.4**. As can be seen in **Figure 2.3**, the vehicle can enter both the left turn and ahead lanes although the rear of this vehicle does encroach into the proposed cycle lane whilst waiting at the left turn stop line.

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2.5 Abnormal Load Vehicles

2.5.1 **Appendix B** contains consultation with Warrington Borough Council (WBC) structures team regarding the requirement for abnormal load provision at the proposed bridge and signal controlled junction. The consultation has established that the proposed bridge does need to be capable of carrying abnormal load vehicles.

2.5.2 Given the very nature of the definition of ‘abnormal’ further investigation into the type of vehicle that would be likely to use the bridge and junction has been carried out. **Appendix B** contains a ‘Form of Notice to Police and to Highway and Bridge Authorities’ provided by WBC. The form shows a 84 feet (25.6m), 9 feet 6 inches (2.9m), 3 axle tractor, 4 axle trailer.

2.5.3 Vehicle tracking software from AutoCAD includes a 25m long 2.85m wide Abnormal Load Vehicle within the vehicle library. **Figures 2.3, 2.4, 2.5, 2.6** show the swept path for this type of vehicle for Option 6C -1, Option 4, Value Option 6C1 and Value Option 4 respectively. The abnormal load manoeuvres are summarised in **Table 2.5**

Manoeuvre	Option 6C-1	Value 6C-1 option	Option 4	Value option 4
Chester Road northbound left turn onto bridge	Vehicle positioned in centre of carriageway, overruns traffic signal island and enters westbound lane on bridge.	Vehicle positioned in central hatched area of carriageway, overruns cycle reservoir and (travelling west) enters eastbound right turn lane on bridge	Vehicle positioned in southbound lane travelling north, turns left (travelling west) into centre of eastbound lanes on bridge	Vehicle positioned in southbound lane (travelling north) overruns cycle reservoir and enters both eastbound lanes
Chester Road south bound right turn onto bridge	Vehicle positioned in ahead lane, overruns pedestrian refuge island and enters eastbound lane on bridge	Vehicle positioned centrally in lane, starts turning before stop line, overruns cycle reservoir and enters right turn lane of eastbound lane on bridge	Vehicle positioned in nearside lane, turns into westbound lane on bridge	Vehicle positioned in southbound, overruns eastbound cycle reservoir and enters eastbound right turn lane
Bridge exit, right turn onto Chester Road southbound	Vehicle positioned in centre of carriageway, manoeuvre achieved without overrunning islands	Vehicle positioned in right turn lane eastbound on bridge, overruns central hatched area and slightly overruns the cycle reservoir of northbound lane	Vehicle positioned in left turn eastbound lane on bridge, turns right into southbound lane on Chester Road, manoeuvre achieved without overrunning islands	Vehicle positioned in eastbound right turn lane, overruns southbound cycle reservoir and enters southbound lane

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<p>Bridge exit, left turn on to Chester Road northbound</p>	<p>Vehicle positioned in right turn lane, overruns pedestrian island</p>	<p>Vehicle positioned in right turn lane eastbound on bridge, overruns cycle reservoir and overruns southbound lane</p>	<p>Vehicle positioned in right turn eastbound lane on bridge, turns left into southbound lane on Chester Road, overruns pedestrian island/cycle reservoir/southbound lanes. (Alternative: vehicle positioned in westbound lane (travelling east) overruns southbound cycle reservoir and enters both southbound lanes (travelling north))</p>	<p>Vehicle positioned in right turn lane, overruns northbound cycle reservoir and enters northbound lane.</p>
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TABLE 2.5 - ABNORMAL LOAD MANOEUVRES

- 2.5.4 For the junction arrangements where the assessed abnormal load vehicle overruns a proposed pedestrian island, demountable equipment could be installed to allow the manoeuvre to be achieved.
- 2.5.5 It is recommended that in the relatively infrequent event of an abnormal load vehicle requiring access via the proposed bridge, and especially in the event where the vehicle enters the opposing traffic flow, a specific traffic management plan would need to be introduced between WBC and the relevant authorities such as the Police and Highways England.
- 2.5.6 Further design work will require discussions with Network Rail and key stakeholders to establish exact abnormal load frequency, requirements and swept paths.

2.6 Statutory Undertakers Assessment

- 2.6.1 For more detailed information and assessment of existing statutory undertakers located at the proposed Chester Road Bridge see AECOM's '*Chester Road Bridge Further Option Assessment – January 2015*'.
- 2.6.2 **Figure 2.7** shows the outlines of concept Option 6C – 1, Value Option 6C -1, Option 4 and Value Option 4 in relation to the existing statutory undertakers services.
- 2.6.3 As can be seen in **Figure 2.7**, and based on the information known at this stage, the alignment of the proposed link road with Option 4 and Value Option 4 crosses the existing HV and 33KV electric

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cables located at Centre Park South. All link road alignments interact with the existing low voltage electric cable at Centre Park South.

- 2.6.4 Proposals for changes to kerb-lines, creation of junctions and construction of the Chester Road Bridge are likely to incur significant costs due to the necessary service levels.
- 2.6.5 Given the number, location, and potential impact on existing statutory undertaker services, it is recommended that a further detailed assessment of statutory undertakers equipment is undertaken as part of further design and optioneering work.

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3 STRATEGIC MODELLING ASSESSMENT

3.1 Introduction

3.1.1 As part of this assessment work, the Warrington area wide VISUM model has been used to produce traffic forecasts for each scenario which has been considered.

3.1.2 VISUM model runs have been carried out for the morning and evening peak periods using the 2016 forecast year model. Additional demand has been added to the base 2016 matrices to represent flows to and from the developments for the various development scenarios which are discussed below.

3.2 Model Development

3.2.1 The wide area VISUM model is based on the Warrington Multi Modal VISUM model developed by WSP in 2010. The zone connectors have been revised in order to provide a better representation of the loading of trips in Centre Park and nearby development areas to reflect reality more accurately.

3.2.2 Initial testing of options was carried out using a localised town centre model which was developed using a cordoned version of the wide area model. For all tests reported here the full wide area model has been used. The town centre model covers a tight area focussed on the town centre and does not reflect traffic diversion within the wider area as a result of the scheme. Moreover, its scope does not allow the modelling of the Warrington West Link. Use of the wider area model here allows consistency between all phases considered for this report.

3.3 Warrington Waterfront Scheme

3.3.1 The developments tested in the present study consist of those identified as Centre Park Link and Warrington West Link.

3.3.2 Centre Park Link represents the development proposed in Centre Park South which is linked to Chester Road via the new bridge under consideration.

3.3.3 Warrington West Link represents the completion of a western link connecting the A56 Chester Road with the A57 at the Penketh Road Roundabout. There is significant additional new development along the route assumed as a part of Warrington West Link.

3.3.4 Common to all tests is a rearrangement of circulation within the town centre, the main features of which are the creation of a traffic circulation scheme on Parker Street and Winmarleigh Street with both becoming one way routes – Parker Street northbound and Winmarleigh Street southbound.

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3.4 Phasing

3.4.1 Two separate Phases were tested using the VISUM wide area model:

- Phase 1 / Centre Park Link introduces the Chester Road bridge link north of Gainsborough Rd and new developments at Centre Park South, this is shown in **Figure 3.1** ; and
- Phase 4 / Warrington West Link introduces the link road connecting Chester Rd and the A57. Additional developments are included that are expected to be developed during Warrington West Link of the Warrington Waterfront scheme, this shown in **Figure 3.1** .

3.5 Options Tested

3.5.1 The model has been used to test a series of options based on the following;

- Different assumptions regarding development at Centre Park South; and
- Differing assumptions regarding the direction of traffic flow on Slutchers Lane.

3.5.2 The three development scenarios which have been considered are outlined in **Table 3.1** below, these scenarios are described further in Chapter 4.

Scenario	Development
A	Base Scenario - No development at Centre Park South
B	66,700 sqm B1, 180 residential units, 100-bed Hotel, 465 sqm Pub / Restaurant (As detailed in Appendix B)
C	All residential option (test for 630 units in total)

TABLE 3.1 – DEVELOPMENT SCENARIOS

3.5.3 The numbers of trips generated for each development scenario are shown in **Table 3.2** below, trip rates and generation are discussed further in Chapter 4.

Scenario	AM Peak		PM Peak	
	In	Out	In	Out
A	0	0	0	0
B	1006	261	218	862
C	100	263	248	143

TABLE 3.2 – DEVELOPMENT TRIPS

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3.5.4 In addition a range of options have been considered for the direction of access between Slutchers Lane and Wilson Patten Street; these are shown in **Table 3.3** below.

Scenario	Slutchers Lane Access
i	One Way Northbound (NB)
ii	Two Way
iii	One Way Southbound (SB)

TABLE 3.3 – SLUTCHERS LANE ACCESS SCENARIOS

3.5.5 Each of these development scenarios and Slutchers Lane movement direction options have been considered for the Centre Park Link network by itself and for the Centre Park Link and Warrington West Link combined network for both the AM and PM peaks.

3.5.6 Diagrams showing traffic volumes on the highway network from the model for each test are included in **Plots 1- 18** contained in **Appendix C** of this report.

3.6 Discussion of Assigned Flows

3.6.1 The Chester Road bridge implemented for Centre Park Link plays a dual role in the Warrington network structure. It provides access to open up new development at Centre Park South and also provides a new route between Chester Road and Wilson Patten Street effectively forming an alternative route from the congested Brian Bevan Roundabout and Bridge Foot Gyratory system.

3.6.2 The flows crossing the new bridge in each scenario for Centre Park Link are shown in **Table 3.4** below.

Slutchers Lane	Scenario	AM Peak		PM Peak	
		Westbound	Eastbound	Westbound	Eastbound
NB Only	A	780	7	765	9
NB Only	B	1030	50	823	366
NB Only	C	948	26	856	112
Two Way	A	757	347	752	678
Two Way	B	896	330	645	882
Two Way	C	777	346	751	696
SB Only	A	16	360	3	524
SB Only	B	462	496	31	1030
SB Only	C	129	425	21	694

TABLE 3.4 – CHESTER ROAD BRIDGE FLOWS CENTRE PARK LINK

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- 3.6.3 The results show that the construction of the Chester Road bridge, without any additional development, opens up a bypass of the existing Chester Road as a route into Warrington with around 780 vehicles in each peak period using it.
- 3.6.4 The impact of the development at Centre Park South is to restrict capacity for through traffic, such that the majority of traffic on the new bridge is travelling to and from the development sites.
- 3.6.5 The Warrington West Link network has the impact of opening up additional land to the west of Warrington for development and also provides a new north south link for local traffic. As such it attracts some through traffic away from the Chester Road area, and also attracts some traffic from other regional north and south routes.
- 3.6.6 The flows crossing the new bridge in each scenario for the Centre Park Link plus Warrington West Link test are shown in Table 3.5.

Slutchers Lane	Scenario	AM Peak		PM Peak	
		Westbound	Eastbound	Westbound	Eastbound
NB Only	A	826	29	639	125
NB Only	B	1030	59	633	412
NB Only	C	721	59	742	79
Two Way	A	788	281	450	738
Two Way	B	885	246	355	893
Two Way	C	782	273	446	748
SB Only	A	517	475	79	1030
SB Only	B	749	460	79	1030
SB Only	C	511	452	73	1030

TABLE 3.5 – CHESTER ROAD BRIDGE FLOWS CENTRE PARK LINK + WARRINGTON WEST LINK

- 3.6.7 The flows across the proposed Chester Road bridge under Centre Park Link and Warrington West Link are broadly similar to those produced for Centre Park Link with the bridge providing a bypass to Chester Road in the scenario with no additional development, with a lower impact on Chester Road when the development is added.
- 3.6.8 Note that for some options there are minor discrepancies between the link flows reported on the Bridge and the turn flows reported for the junction assessment. This is an effect of the modelled capacity of the link on flow reporting by the software.

4 TRAFFIC SIGNAL MODELLING

4.1 Introduction

4.1.1 A capacity assessment using LinSig (V3) has been undertaken for junction layout Option 6C-1 and Option 4, as well as Value Option 6C-1 and Value Option 4. This chapter describes the methodology used to derive the development scenarios used in the assessment, and provides a summary of the junction capacity assessment results.

4.2 Development Scenarios

4.2.1 At this stage, the development proposals for the Centre Park South site are still evolving. Correspondence dated 23rd April 2015 outlining a potential development scenario is contained within **Appendix B**.

4.2.2 As briefly described in Chapter 3, in order to assess the potential implications of a variety of development mixes, a number of scenarios have been tested, as set out in **Table 4.1**.

Scenario	Development
A	Base - No Development at Centre Park South
B	66,700 sqm B1, 180 residential units, 100-bed Hotel, 465 sqm Pub / Restaurant (See Appendix B)
C	All residential - 630 residential units

TABLE 4.1: SUMMARY OF DEVELOPMENT SCENARIOS

4.2.3 Simple sketch layouts illustrating the above scenarios are included in the network flow diagrams in **Figures 4.1 to 4.3**.

4.2.4 The number of residential units for Scenario C has been estimated by calculating the density of the 180 units located in the southern plot of Centre Park South (as shown in **Appendix B**) and applying this to the land area of the northern plot at Centre Park South giving 450 units and a total of 630 units.

4.3 Development Trip Generation

4.3.1 The October 2014 new bridge junction options were assessed based on low density trip rates that had been assumed during the development of future year scenarios for the Warrington-wide VISUM model, as provided by WBC. However, the emerging development options described above allowed for a better estimate of the potential trip generation. Therefore, new trip rates based on the land use mix identified in the masterplan options were calculated for use in this assessment.

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4.3.2 The use of updated trip rates which reflect the assumed development mix allows for a more realistic and robust capacity assessment compared to the generic low density trip rates which were previously assumed. This is particularly important with regards to the proposed residential elements, since the pattern of arrivals and departures for residential units will be greatly different to those for employment land use.

4.3.3 Trip generation for the proposed development has been calculated using the industry standard TRICS 7.1.2. The trip rates have been determined based on the following criteria:

- Vehicular Trip Rates for Employment – Office, Residential – Houses Privately Owned, Hotel, Food & Drink – Hotels and Pub / Restaurant;
- Sites in London, Republic of Ireland and Northern Ireland have been excluded;
- Office sites smaller than 5,000 sqm and residential sites with greater than 500 units have been excluded;
- Hotel sites between 20 and 250 bedrooms have been selected;
- Only sites in Edge of Town Centre, Suburban Area and Edge of Town locations have been selected; and
- Only weekday surveys have been used.

4.3.4 The resultant average vehicular trip rates and trip generation estimates for the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours are set out in **Table 4.2** below. This also provides a comparison against the trip rates previously used in the VISUM model.

Land Use	Trip Rates			
	AM		PM	
	Arrivals	Departures	Arrivals	Departures
B1 Office (per 100 sqm)	1.441	0.247	0.173	1.200
Private Housing (per unit)	0.158	0.417	0.393	0.227
Hotel (per bedroom)	0.165	0.210	0.186	0.120
Pub / Restaurant (per 100 sqm)	0.000	0.000	2.891	1.834
VISUM Model Commercial Use (per 100 sqm)	0.312	0.312	0.312	0.312

TABLE 4.2: TRIP RATES

4.3.5 Based on the above trip rates, the estimated trip generation for each of the with-development scenarios outlined above is summarised in **Table 4.3**.

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Scenario	Land Use	Development Trip Generation (Vehicles)					
		AM			PM		
		Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
B	B1 Office (66,700 sqm)	961	165	1126	115	800	915
	Private Housing (180 units)	28	75	103	71	41	112
	Hotel (100 bedroom)	17	21	38	19	12	31
	Pub / Restaurant (465 sqm)	0	0	0	13	9	21
	Total	1006	261	1267	218	862	1079
C	Private Housing (630 units)	100	263	363	248	143	391
	Total	100	263	363	248	143	391

TABLE 4.3: TRIP GENERATION SUMMARY

4.4 Traffic Flows

4.4.1 The traffic flows were obtained from the Warrington Multi-Modal VISUM model, as described in Chapter 3. The trip generation estimates for each of the development scenarios were input into the VISUM model, creating a new origin-destination matrix specific to the development zone.

4.4.2 The VISUM model was then used to distribute development trips onto the local highway network, in order to generate turning flows which could then be input into the various individual junction assessment tools. Phase 1 (Centre Park Link) highway network modelling assessment does not include the proposed Phase 4 (Warrington West Link). The Phase 4 network included the Warrington West Link, and as such resulted in a change in the pattern of movement into the site, since traffic was able to divert away from Chester Road along the relief road.

4.4.3 The turning movements at the Chester Road / New Bridge junction for each scenario in Phase 1 (Centre Park Link) and Phase 1 (Centre Park Link) + Phase 4 (Warrington West Link) are illustrated in section 4.6, along with a summary of junction performance in each scenario.

4.5 Assumptions

4.5.1 The junction dimensions have been taken from the option layout drawings in Figures 2.3 to 2.6. At this stage, it is assumed that all pedestrian facilities are puffin style with nearside units.

4.5.2 At this stage in the scheme development, it is not possible to predict pedestrian demand with any degree of certainty. The signal staging arrangement for Option 6C-1 and Option 4 use a basic 3-stage cycle, with all pedestrian movements facilitated as walk-with-traffic phases. For the Value Option 6C-1 and Value Option 4, the lack of pedestrian refuges in the centre of the carriageway necessitated the use of a 4-stage cycle, including an all-red pedestrian stage. The staging includes

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a dedicated right turn phase from Chester Road southbound onto the bridge during which the left turn manoeuvre from the bridge can also operate.

4.5.3 The assessment of the Gainsborough Road arm has been undertaken using give way parameters calculated using the Junctions 8 software. This takes account of available gaps assuming free-flow conditions on Chester Road. For Option 6C-1 and Value Option 6C-1 layouts, it has been assumed that when traffic on Chester Road northbound is stationary (i.e. the traffic lights are on red), there are gaps in the queuing traffic to allow vehicles to turn right out of Gainsborough Road, as would be created through the use of 'Keep Clear' markings on the northbound side of Chester Road.

4.5.4 The queue lengths have been calculated assuming one PCU equates to 5.75m.

4.6 Results Overview

4.6.1 As noted above, the junction layouts for the Chester Road / new bridge / Gainsborough Road and proposed site access junctions have been assessed using both the Phase 1 (Centre Park Link) and the Phase 1 (Centre Park Link) + Phase 4 (Warrington West Link) flows. The assessments also consider various possible movements on Slutcher's Lane, resulting in the following combination of Phases:

- Phase 1i and Phase 4i: Slutchers Lane one-way northbound;
- Phase 1ii and Phase 4ii: Slutchers Lane two-way; and
- Phase 1iii and Phase 4iii: Slutchers Lane one-way southbound.

4.6.2 As noted in Chapter 2, for each junction location two concept layouts have been produced, both of which have been assessed in LinSig.

4.6.3 Tables summarising the LinSig outputs for each of the scenarios in each phase for each option are included in **Appendix D**. The paragraphs below provide an illustration of the turning counts at the junction in each scenario, along with a brief summary of the junction performance in each phase. The full LinSig model outputs are included as **Appendix E**.

4.6.4 Full network flow diagrams indicating the turning counts in each Phase in each Scenario are included as **Figures 4.1 to 4.3**. The turning counts at the Chester Road / new bridge / Gainsborough Road junction are highlighted below in **Figures 4.4, 4.5 and 4.6**. These figures are followed by a bullet point summary of the junction capacity assessment results for each scenario.

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4.7 LinSig Results – Scenario A (Base – No Centre Park Development)

4.7.1 Figure 4.4 below illustrates the Phase 1 and Phase 1 + 4 AM and PM turning counts used in the LinSig model for the Option 6C-1 and Option 4 junction assessments for scenario A.

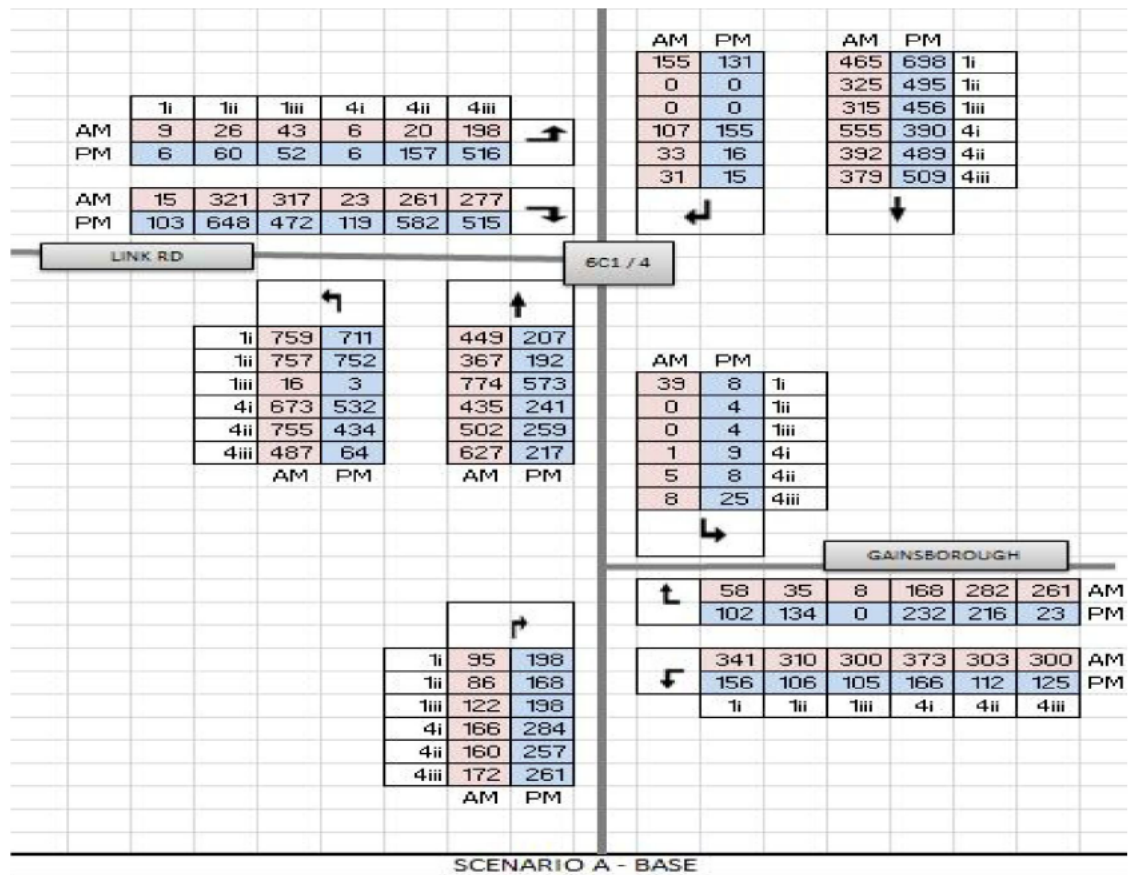


FIGURE 4.4 – AM AND PM PEAK MODEL TURNING FLOWS – SCENARIO A

4.7.2 Option 6C-1

- Phase 1i: Maximum queue of approx. 100m on Chester Road NB left turn lane in AM peak, and 90m in PM peak. No capacity issues on any approach.
- Phase 1ii: Maximum queue of approx. 130m on Chester Road NB left turn lane in AM peak. In PM peak, both Chester Road NB (max. queue approx. 295m), and Bridge right-turn (max. queue approx. 240m) lanes operate above capacity.
- Phase 1iii: Maximum queue of approx. 130m on Chester Road NB ahead lane in AM peak, and 100m in PM peak. No capacity issues on other approaches, although queue length on Bridge right turn lane approaches 90m in PM peak.
- Phase 4i: Maximum queue of approx. 80m on Chester Road NB left turn lane in AM peak, and 55m in PM peak. No capacity issues on any approach.
- Phase 4ii: Maximum queue of approx. 115m on Chester Road NB left turn lane in AM peak. Gainsborough Road operates above capacity, with queue of approx. 215m. Similar situation in PM peak, but with slightly reduced queue lengths (approx. 80m and 75m on Chester Road NB left turn lane and Gainsborough Road respectively).
- Phase 4iii: Degree of Saturation on Gainsborough Road exceeds 90% in AM peak, although max queue only approx. 65m. Max queue on Chester Road northbound ahead lane is approx. 90m.

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No capacity issues on other approaches. Max queue of approx. 75m in both lanes on bridge in PM peak, but no capacity issues.

4.7.3 Option 4

- Phase 1i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 1ii: Maximum queue of approx. 145m on Chester Road NB left turn lane in AM peak. As with Option 6C-1, both Chester Road NB (max. queue approx. 380m), and Bridge right-turn (max. queue approx. 370m) lanes operate above capacity in the PM peak.
- Phase 1iii: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4ii: Maximum queue of approx. 130m on Chester Road NB left turn lane in AM peak, and 85m in PM peak. No capacity issues on Gainsborough Road in PM peak. Queue of approx. 110m in PM peak on Bridge right turn lane.
- Phase 4iii: No capacity issues on Gainsborough Road in AM peak. Otherwise, no significant difference in maximum queue length or capacity compared to Option 6C-1 in AM or PM peak.

4.7.4 Value Option 6C-1

- Phase 1i: Both Chester Road SB and NB approaches operate significantly over capacity in both AM and PM peaks. Max SB queue approx. 650m in AM and 775m in PM. Max NB queue approx. 1.2km in AM and 830m in PM.
- Phase 1ii: Maximum queue of approx. 490m on Chester Road NB approach, and approx. 130m on Bridge right-turn lane, in AM peak. In PM peak, both these approaches are above capacity, with max queues of approx. 630m and 460m respectively. Both approaches operating above capacity in both peaks.
- Phase 1iii: Maximum queue of approx. 140m on Chester Road NB ahead lane in AM peak, and 100m in PM peak. Junction operates within capacity.
- Phase 4i: Both Chester Road SB and NB approaches operate significantly over capacity in AM peaks. Max queue approx. 620m SB and 1km NB. Junction operates generally within capacity in PM peak, although Chester Road SB approach exceeds 90% DoS, with max queue of approx. 125m.
- Phase 4ii: Junction operates significantly over capacity in AM peak. Max queues of approx. 420m on Chester Road SB, 1.2km on Chester Road NB, and 245m on Bridge right-turn lane. Similar in PM peak, with max queue lengths approx. 380m, 520m and 435m respectively.
- Phase 4iii: Junction operates significantly over capacity in AM peak. Max queues of approx. 320m on Chester Road SB, 845m on Chester Road NB, and 200m on Bridge left-turn lane. Junction operates within capacity in PM peak, with max queue of approx. 110m on both Chester Road SB approach and Bridge left-turn lane.

4.7.5 Value Option 4

- Phase 1i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 1ii: Maximum queue of approx. 630m on Chester Road NB approach, and approx. 180m on Bridge right-turn lane, in AM peak. Max queues on these approaches in PM peak of approx. 760m and 550m respectively. Both approaches operating above capacity in both peaks.
- Phase 1iii: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4ii: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4iii: As per Option 6C-1. No significant difference in maximum queue length or capacity.

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4.7.6 Summary

- Slutchers Lane two-way scenario generally results in junction operating above capacity in both Option 6C-1 and Option 4, even for non-Value layouts. Even with refinement, it would be difficult to make this junction operate satisfactorily.
- Value Options operate significantly over capacity in both Phase 1 and Phase 4 with Slutchers Lane 1-way NB, and with Slutchers Lane 2-way. Even with refinement, it would be difficult to make this junction operate satisfactorily.
- Both value options indicated to operate within capacity with Slutchers Lane 1-way SB, except in Phase 4 AM peak.

4.8 LinSig Results – Scenario B

4.8.1 Figure 4.5 illustrates the Phase 1 and 4 AM and PM turning counts used in the LinSig model for the Option 6C-1 and Option 4 junction assessments for Scenarios B.

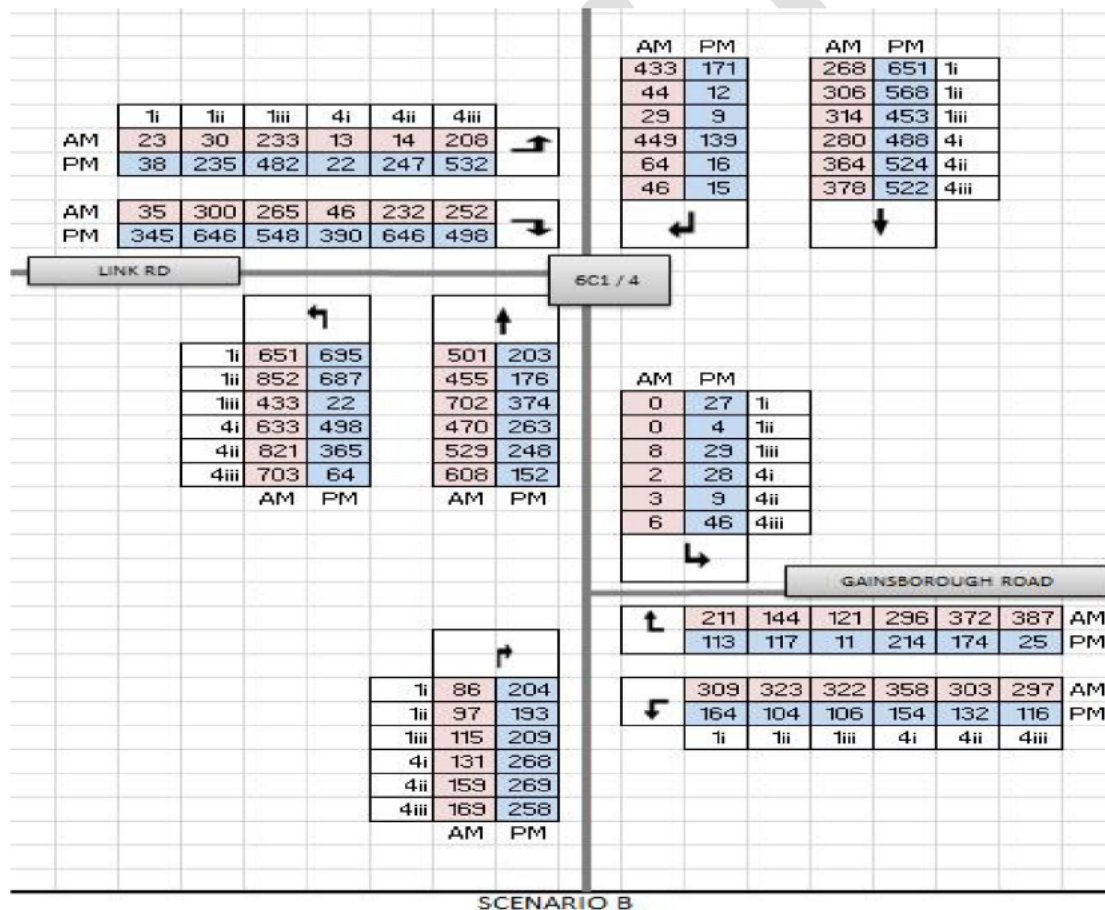


FIGURE 4.5 – AM AND PM PEAK MODEL TURNING FLOWS – SCENARIO B

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4.8.2 Option 6C-1

- Phase 1i: Maximum queue of approx. 100m on Chester Road NB left turn lane in AM peak, and 120m in PM peak. No capacity issues on any approach.
- Phase 1ii: Maximum queue of approx. 160m on Chester Road NB left turn lane in AM peak. In PM peak, Chester Road NB left turn lane operates above capacity (max. queue approx. 210m), and Bridge right-turn operates close to capacity (max. queue approx. 180m).
- Phase 1iii: Maximum queue of approx. 110m on Chester Road NB left turn lane in AM peak, and 90m on Bridge right-turn lane in PM peak. No capacity issues on any approach.
- Phase 4i: Maximum queue of approx. 85m on Chester Road SB approach in AM peak, and 80m on Bridge right-turn lane in PM peak. No capacity issues on any approach.
- Phase 4ii: Maximum queue of approx. 115m on Chester Road NB left turn lane in AM peak. Gainsborough Road operates above capacity, with queue of approx. 215m. Similar situation in PM peak, but with slightly reduced queue lengths (approx. 80m and 75m on Chester Road NB left turn lane and Gainsborough Road respectively).
- Phase 4iii: Gainsborough Road operates above capacity in AM peak, with max queue of approx. 845m. Max queue on Chester Road northbound left-turn lane is approx. 120m. No capacity issues on other approaches. Max queue of approx. 120m on Bridge right-turn lane in PM peak, but no capacity issues.

4.8.3 Option 4

- Phase 1i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 1ii: Chester Road NB left turn lane has DoS greater than 90% in AM peak, with max queue of approx. 185m. Both Chester Road NB (max. queue approx. 270m), and Bridge right-turn (max. queue approx. 275m) lanes operate above capacity in the PM peak.
- Phase 4i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4ii: In AM Peak, maximum queue of approx. 150m on Chester Road NB left turn lane, and Gainsborough Road has DoS greater than 90%, with a queue of approx. 70m. In PM peak. No capacity issues in PM peak, with max queue of approx. 120m on Bridge right turn lane.
- Phase 4iii: Gainsborough Road has DoS greater than 90% in AM peak, with queue of approx. 125m. Otherwise, no significant difference in maximum queue length or capacity compared to Option 6C-1 in AM or PM peak.

4.8.4 Value Option 6C-1

- Phase 1i: Chester Road NB and SB approaches operate significantly over capacity in both AM and PM peaks. Max queue approx. 750m and 1.3km respectively in AM peak, and 900m and 1km respectively in PM. There is also a queue of approx. 380m on Bridge right-turn lane in PM peak.
- Phase 1ii: Junction operates significantly over capacity in AM peak, with max queue of approx. 330m on Chester Road SB approach, 1.3km on Chester Road NB approach, and 280m on Bridge right-turn lane. Similar in PM peak, with max queues of approx. 660m, 940m and 750m respectively.
- Phase 1iii: Junction operates significantly over capacity in AM peak, with max queue of approx. 210m on Chester Road SB approach, 810m on Chester Road NB approach, and 165m on Bridge right-turn lane. Junction operates within capacity in PM peak, with max queue of approx. 110m on Bridge right-turn lane.
- Phase 4i: Chester Road NB and SB approaches operate significantly over capacity in AM peak, with max queue of approx. 800m and 1.1km respectively. Similar in PM peak, with max queue of approx. 470m on Chester Road SB approach, 600m on Chester Road NB approach, and 290m on Bridge right-turn lane.

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- Phase 4ii: Junction operates significantly over capacity in AM peak. Max queues of approx. 390m on Chester Road SB, 1.3km on Chester Road NB, 200m on Bridge right-turn lane, and 640m on Gainsborough Road. Similar in PM peak, with max queues of approx. 440m on Chester Road SB, 450m on Chester Road NB, and 500m on Bridge right-turn lane. Gainsborough Road operates within capacity in PM peak.
- Phase 4iii: Junction operates significantly over capacity in AM peak. Lengthy queue on all approaches, ranging from approx. 220m on Bridge right-turn lane approach, up to 1.1km on Chester Road NB approach. Junction operates within capacity in PM peak, with max queue of approx. 100m on both Chester Road SB approach and Bridge right-turn lane.

4.8.5 Value Option 4

- Phase 1i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 1ii: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 1iii: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4i: As per Option 6C-1. No significant difference in maximum queue length or capacity
- Phase 4ii: As per Option 6C-1. No significant difference in maximum queue length or capacity
- Phase 4iii: Junction operates significantly over capacity in AM peak. Lengthy queue on all approaches, ranging from approx. 230m on Bridge right-turn lane approach, up to 1.3km on Chester Road NB approach. Junction operates within capacity in PM peak, with max queue of approx. 100m on both Chester Road SB approach and Bridge right-turn lane.

4.8.6 Summary

- Slutchers Lane two-way scenario generally results in junction operating above capacity in both Option 6C-1 and Option 4, even for non-Value layouts. Even with refinement, it would be difficult to make this junction operate satisfactorily.
- The Value options operate significantly over capacity in both Phase 1 and Phase 4 with Slutchers Lane 1-way NB, and with Slutchers Lane 2-way. Even with refinement, it would be difficult to make this junction operate satisfactorily.
- Both Value options are indicated to operate within capacity with Slutchers Lane 1-way SB in the PM peak for both Phase 1 and Phase 4, although they are still indicated to be significantly above capacity in the AM peak.

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4.9 LinSig Results Summary – Scenario C

4.9.1 Figure 4.6 illustrates the Phase 1 and 4 AM and PM turning counts used in the LinSig model for the Option 6C-1 and Option 4 junction assessments for Scenarios C.

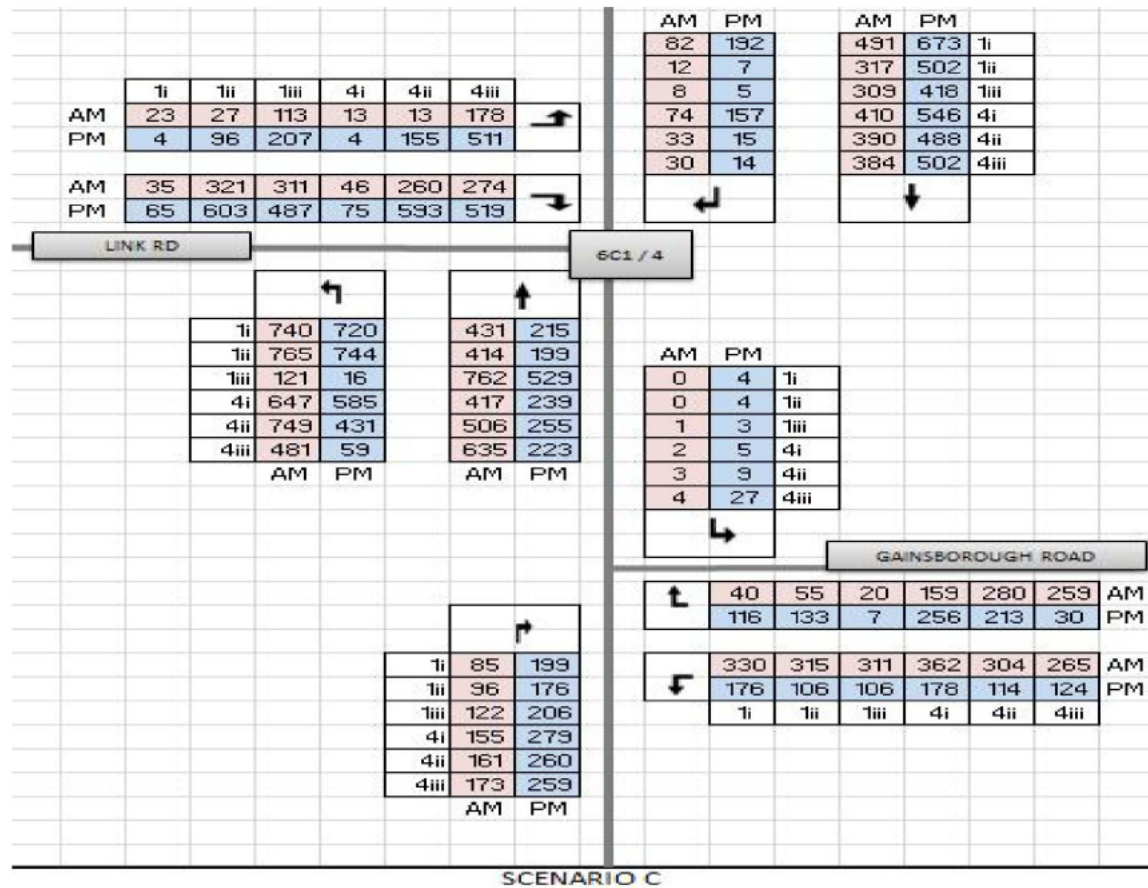


FIGURE 4.6 – AM AND PM PEAK MODEL TURNING FLOWS – SCENARIO C

4.9.2 Option 6C-1

- Phase 1i: Maximum queue of approx. 95m on Chester Road NB left turn lane in AM peak, and 90m in PM peak. No capacity issues on any approach.
- Phase 1ii: Maximum queue of approx. 135m on Chester Road NB left turn lane in AM peak. In PM peak, both Chester Road NB left turn lane and Bridgr right-turn lane operate at capacity (max. queue approx. 215m and 200m respectively).
- Phase 1iii: Maximum queue of approx. 130m on Chester Road NB ahead lane in AM peak, and 95m on both Chester Road NB ahead and Bridge right-turn lane in PM peak. No capacity issues on any approach.
- Phase 4i: Maximum queue of approx. 75m on Chester Road NB left-turn lane in AM peak, and 60m in PM peak. No capacity issues on any approach.
- Phase 4ii: Maximum queue of approx. 110m on Chester Road NB left turn lane in AM peak. Gainsborough Road operates close to capacity, with queue of approx. 60m. Similar situation in PM peak, but with queue lengths of approx. 80m and 70m on Chester Road NB left turn lane and Gainsborough Road respectively.
- Phase 4iii: Gainsborough Road operates close to capacity in AM peak, with max queue of approx. 60m. Max queue on Chester Road northbound ahead lane is approx. 90m. No capacity

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issues on other approaches. Max queue of approx. 75m on both Bridge right-turn and left-turn lanes in PM peak, but no capacity issues.

4.9.3 Option 4

- Phase 1i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 1ii: Maximum queue of approx. 145m on Chester Road NB left turn lane in AM peak. In PM peak, both Chester Road NB left turn lane and Bridge right-turn lane operate above capacity (max. queue approx. 320m and 270m respectively).
- Phase 1iii: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4ii: In AM Peak, maximum queue of approx. 130m on Chester Road NB left turn lane. In PM peak, maximum queue of approx. 110m on Bridge right turn lane. No capacity issues in either peak.
- Phase 4iii: Maximum queue of approx. 95m on Chester Road NB ahead lane in AM peak, and 80m on Chester Road SB, and Bridge right-turn and left-turn lanes in PM peak. No capacity issues in either peak.

4.9.4 Value Option 6C-1

- Phase 1i: Chester Road SB and NB approaches operate significantly over capacity in both AM and PM peaks. Max queue approx. 520m and 1km respectively in AM, and 860m and 930m respectively in PM.
- Phase 1ii: Junction operates significantly over capacity in AM peak, with max queue of approx. 255m on Chester Road SB approach, 990m on Chester Road NB approach, and 250m on Bridge right-turn lane. Similar in PM peak, with max queues of approx. 530m, 1km and 655m respectively.
- Phase 1iii: Junction operates within capacity, with max queue of approx. 165m on Chester Road NB approach in AM peak, and approx. 105m on Bridge right-turn lane in PM peak.
- Phase 4i: Chester Road SB approach operates significantly over capacity in both peaks, with max queue of approx. 520m in AM peak and approx. 480m in PM peak.
- Phase 4ii: Junction operates significantly over capacity in AM peak. Max queues of approx. 415m on Chester Road SB, 1.2km on Chester Road NB, and 240m on Bridge right-turn lane. Similar in PM peak, with max queue lengths of approx. 370, 500m and 470m respectively.
- Phase 4iii: Junction operates significantly over capacity in AM peak. Lengthy queue on Chester Road SB approach (approx. 335m), Chester Road NB approach (approx. 850m), and on Bridge right-turn lane (approx. 195m). Junction operates within capacity in PM peak, with max queue of approx. 110m on both Chester Road SB approach and Bridge left-turn lane.

4.9.5 Value Option 4

- Phase 1i: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 1ii: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 1iii: As per Option 6C-1. No significant difference in maximum queue length or capacity.
- Phase 4i: Chester Road operates significantly over capacity in AM peak on both NB and SB approaches, with max queue of approx. 715m and 200m respectively. Similar in PM peak, with max queue lengths of approx. 400m on Chester Road SB approach and 525m on Chester Road NB approach.
- Phase 4ii: Junction operates significantly over capacity in AM peak. Max queues of approx. 440m on Chester Road SB, 1.2km on Chester Road NB and 260m on Bridge right-turn lane. Similar in

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PM peak, with max queue lengths of approx. 400m on Chester Road SB approach, 550m on Chester Road NB approach, and 465m on Bridge right-turn lane.

- Phase 4iii: Junction operates significantly over capacity in AM peak. Max queues of approx. 310m on Chester Road SB, 915m on Chester Road NB, and 210m on Bridge right-turn lane. Junction operates within capacity in PM peak, with max queue of approx. 100m on both Chester Road SB approach and Bridge right-turn lane.

4.9.6 Summary

- Slutcher's Lane two-way scenario generally results in junction operating above capacity in both Option 6C-1 and Option 4, even for non-Value layouts. Even with refinement, it would be difficult to make this junction operate satisfactorily.
- Value Options operate significantly over capacity in both Phase 1 and Phase 4 with Slutcher's Lane 1-way NB, and with Slutcher's Lane 2-way. Even with refinement, it would be difficult to make this junction operate satisfactorily.
- Both Options indicated to operate within capacity with Slutcher's Lane 1-way SB, except in Phase 4 AM Peak.
- When run without a pedestrian stage, junction still operates above capacity in AM peak for Value Option 4 in Phase 4iii, although max queue reduces to approx. 160m on Chester Road SB approach, 260m on Chester Road NB approach, and 100m on Bridge right-turn lane.

4.10 Signal Junction Assessment Conclusions

- 4.10.1 Overall, the Slutchers Lane two-way alignment generally results in the least preferable operation of the Chester Road / new bridge junction, for both options in Phase 1 and Phase 1 + Phase 4, in both peak periods.
- 4.10.2 For the value options, both layouts are shown to operate significantly above capacity for all scenarios in both Phase 1 and Phase 1 + Phase 4, with Slutchers Lane one-way northbound, and with Slutcher's Lane two-way.
- 4.10.3 The value Options are shown to operate within capacity in both peak periods in the Slutchers Lane 1-way SB option in both the Base and Residential scenarios in Phase 1(Centre Park Link). These scenarios also operate within capacity in Phase 1 (Centre Park Link) + Phase 4 (Warrington West Link) in the PM peak although in AM peak the junction remains considerably above capacity for both Options.
- 4.10.4 However, this assessment assumes an all-red pedestrian stage being called every cycle. When the model is run for Scenario C Phase 4iii AM without a pedestrian stage, the junction is still shown to operate above capacity, but with greatly reduced queue lengths (e.g. approximately 260m on Chester Road northbound, compared to approximately 915m with the pedestrian stage).
- 4.10.5 Tables summarising the LinSig outputs for each of the scenarios in each phase for each option are included in **Appendix D**.

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5 SLUTCHERS LANE / CHESTER ROAD BRIDGE LINK ROAD

5.1 Introduction

5.1.1 This chapter provides preliminary link road designs from the proposed Option 6C-1, Value Option 6C-1, Option 4 and Value Option 4 Chester Road bridge designs and locations to Slutchers Lane and provides capacity analysis for potential development site access junction arrangements and locations.

5.2 Link Road Design

5.2.1 Warrington Borough Council (WBC) – Design Guide provides guidance on the classification and requirements for the layout of highways. The quantum of development proposed at the site lies within the 125,000 m² gross floor area threshold and therefore in accordance with the WBC Design Guide and for the purposes of this addendum, the link road has been classed as a 30mph 'industrial access road'. The design parameters for an industrial access road have been extracted from WBCs Design guide and are shown below in **Table 5.1**

LINK ROAD DESIGN				
Item	WBC Design Standard	Link Road	Value Link Road	Notes
Anticipated vehicle types	HGVs and all other types	Accommodates 16.5m HGVs	Accommodates 16.5m HGVs	
Carriageway width	7.3m min	3.5m through lanes. 3.5m turning lanes. 7.3m min single c'way 4m lane width at radius	3.5m through lanes. 3.5m turning lanes. 7.3m min single c'way 4m lane width at radius	
Centreline radius	Min 60m	90m shown	90m shown	
Footway	Min 2m, provide on both sides	2.5m shown on southern and western sides	2m provided on northern and eastern side	
Footway / Cycleway	Min 3.5m	3.75m shown on northern and eastern sides	3.5m corridor shown on southern side	
Verge	Min 1.5m required on both sides between carriageway edge and cycle/footway	1m shown on both sides at edge of link road	1m shown on northern and eastern sides at edge of link road	
Min forward visibility	60m	Developer to safeguard land to meet visibility requirements		
Junction visibility x	4.5m			
Junction visibility y	90m			

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Junction spacing adjacent	90m	90m shown	90m shown	Bellmouth design and location to be determined by development type and quantum.
Junction spacing opposite	45m	50m shown	50m shown	
Max gradient	1 in 12	Vertical assessment to be undertaken for link road locations.		
Min gradient	1 in 150			
Vertical curve min K value	6.5			
Kerb Radius	15m	Bellmouth design to be determined by requirements of development type and quantum.		
Kerb Height	125mm	To be provided		

TABLE 5.1 – LINK ROAD DESIGN REQUIRMENTS – WBC DESIGN GUIDANCE

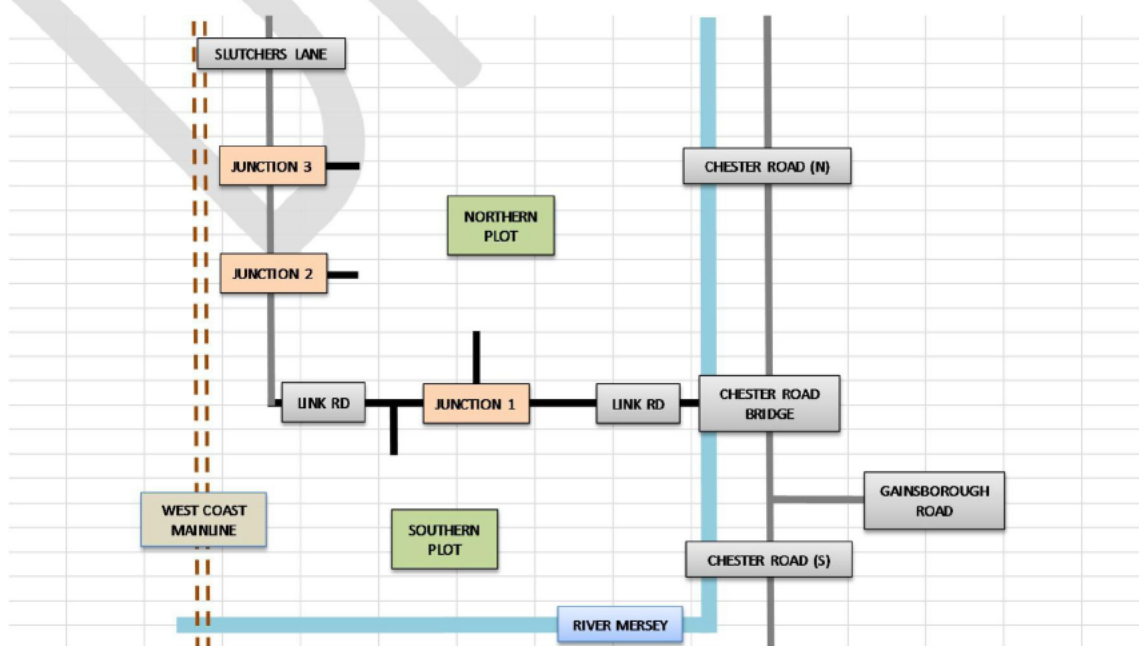
- 5.2.2 **Figures 5.1 and 5.2** show a link road and value link road concept alignments incorporating the above parameters for bridge alignments included in Option 6C-1 and Option 4 and Value Option 6C-1 and Value Option 4.
- 5.2.3 Swept paths along the link road for a 16.5m HGV are shown in **Plans A5** as contained in **Appendix A**.
- 5.2.4 At the proposed link road / bridge connection, a taper of 15m is provided in order for one eastbound lane to become two eastbound lanes and a taper of 15m is provided in order for one westbound lane to become two westbound lanes. It is recommended that the concept layout and design of the link road / bridge connection be refined as the design progresses further.
- 5.2.5 At this stage, the proposed right turn ghost island junction arrangements located within the proposed link have been assessed against WBC Design Guidance and the design standards and industry best practice within DMRB TD42/95 for the design of major / minor priority junctions. **Plans A6 and A7** contained within **Appendix A** show a check of the design compliance for the proposed right turn ghost islands arrangements.
- 5.2.6 It should be noted that the design parameters and location of the site access points are subject to development type, quantum and internal highway layout, appropriate assessment of which should be included in a Transport Assessment as the emerging development proposals are finalised.

5.3 Traffic Flows

- 5.3.1 As described in Chapter 4, the traffic flows for the site access junction assessments were taken from the Warrington area wide VISUM model. However, the VISUM model is not detailed enough to provide turning movements at the site access junctions.

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- 5.3.2 The VISUM model output provided data on the volume of traffic approaching and leaving the development site from the direction of Chester Road (over the new bridge), in each peak period. These figures were therefore assumed to represent the maximum number of development trips that would be assigned to either arrive at or depart from the development site from Chester Road. The remaining development trips were assumed to arrive from or depart to the north along Slutchers Lane. The exception to this was in Phase 1/4i, in which it was assumed no trips arrived via Slutchers Lane, and Phase 1/4iii, in which it was assumed no trips departed along Slutchers Lane.
- 5.3.3 In order to determine the proportion of development trips that would be generated by the northern and southern development plots, the Fletcher-Rae masterplan site layout included in **Appendix B** was used as a reference. This illustrates all the commercial and leisure uses to be located on the northern plot, with the residential use being located on the southern plot. The development trips for Scenario B (mixed use) were therefore assigned on this basis.
- 5.3.4 For Scenario C (all residential), the maximum concentration of residential development on the southern plot as indicated by the masterplan is 180 units. Trips associated with this number of units were therefore assigned to the southern plot, with the remaining trip assigned to the 450 dwellings located on the northern plot.
- 5.3.5 For the purposes of this report, it was also assumed that for the northern plot, only 50% of development trips would access the site at the junction located on the east / west section of the proposed link road. The remaining 50% of trips would access the site using one of two priority junctions off Slutchers Lane. It was assumed that each of these junctions would be used by 25% of trips generated by the northern plot. For the purposes of this assessment, the main site access staggered priority junction is referred to as Junction 1, the southern site access on Slutchers Lane is Junction 2, with the northernmost one being Junction 3 as shown in the plan below.



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5.3.6 Finally, it was assumed that all development trips would distribute either to the east or the west along the link road, and that no trips would move internally between the two plots.

5.3.7 The distribution of development trips onto the highway network in each scenario is illustrated in the network flow diagrams included as **Figures 4.1, 4.2 and 4.3**.

5.4 Site Access Junction 1 Results Summary

5.4.1 The priority junction option for the site accesses have been modelled using the Junctions 8 software, with the results summarised in **Appendix F**. The full Junctions 8 model outputs are included as **Appendix G**.

5.4.2 The results indicate that in the AM peak in Scenario B (mixed use), Phase 1ii (Slutchers Lane 2-way), there will be extensive queuing (approximately 200m) on the link road westbound right-turn lane with both Option 6C-1 and Option 4. The northern plot exit right-turn movement is also indicated to operate above capacity in Phase 1ii. However, in Phase 1i (Slutchers Lane 1-way NB) and 1iii (Slutchers Lane 1-way SB), all movements are indicated to operate within capacity. In Scenario C (all residential), all movements are indicated to operate within capacity in Phase 1i, 1ii, and 1iii, for both Option 6C-1 and Option 4.

5.4.3 In the PM peak, the north plot right-turn lane is again indicated to operate above capacity in Phase 1ii, with a queue of approximately 60m in both Option 6C-1 and Option 4. The north plot left-turn lane is indicated to operate close to capacity in Scenario B in Phase 1iii (Slutchers Lane Southbound), although the maximum queue length is indicated to be only around 40m. As with the AM peak, for scenario C all movements are indicated to operate within capacity in Phase 1i (Slutchers Lane northbound), 1ii (Slutchers Lane 2 way), and 1iii (Slutchers Lane southbound), for both Option 6C-1 and Option 4.

5.4.4 The results indicate that in Phase 1+ Phase 4ii (Slutchers Lane 2 way) there is a maximum queue of approximately 390m on the link road westbound right-turn lane in the AM peak in scenario B (mixed use), for both Option 6C-1 and Option 4. For both options, all movements are indicated to operate within capacity in the PM peak in scenario B (mixed use), and in both peak periods in scenario C (all residential).

5.4.5 For the Value options, the junction assessment indicates similar results for the site access junction. The main difference is that in the AM peak in scenario B (mixed use), the maximum queue length on the link road westbound right-turn lane in Phase 1ii (Slutchers Lane 2 way) is reduced from approximately 200m to 180m. Again, in scenario C (all residential) all movements are indicated to operate within capacity in all phases in both peak periods. For Phase 1 + Phase 4, the Value option site access arrangement shows no difference in performance compared to the non-Value option.

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5.5 Site Access Junctions 2 and 3 Results Summary

- 5.5.1 The priority junction option for the site accesses have been modelled using the Junctions 8 software, with the results summarised in **Appendix F**. The full Junctions 8 model outputs are included as **Appendix G**.
- 5.5.2 The results indicate that both Junction 2 and Junction 3 are indicated to operate within capacity with minimal queuing on all movements, in both peak periods across all phases in Scenario B and Scenario C.

5.6 Site Access Junction Assessment Conclusion

- 5.6.1 In summary, both the proposed site access junction 2 and 3 on Slutchers Lane are indicated to operate comfortably within capacity in both peak periods in both scenario B (mixed use) and scenario C (all residential), regardless of the direction of traffic flow on Slutchers Lane, assuming each junction is used by 25% of the development traffic associated with the northern development plot.
- 5.6.2 The main staggered site access junction 1, is indicated to operate comfortably within capacity in scenario C (all residential) in both peaks regardless of the direction of traffic flow on Slutchers Lane, assuming the junction is used by 50% of the development traffic associated with the northern development plot. In scenario B (mixed use), the junction is indicated to operate significantly above capacity in the AM peak with Slutchers Lane open to two-way movements. However the junction will operate within capacity if Slutchers Lane is one-way in either direction.

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6 SENSITIVITY TESTS

6.1 Introduction

6.1.1 This chapter considers a number of additional sensitivity tests, to consider the implications of further variations to the design of the Chester Road / new bridge junction.

6.1.2 The sensitivity tests which have been considered are as follows:

- Value Option 4 as a priority junction, Phase 1i; and
- Value Option 6C-1 with Gainsborough Road right-turn bus lane, Phase 1i & Phase 1 + 4i.

6.2 Value Option 4 Priority Junction

6.2.1 **Figure 6.1** shows a concept layout for a priority junction arrangement located for value Option 4.

6.2.2 The priority junction arrangement for Value Option 4 has been assessed using Junctions 8. The dimensions for this junction as used in the assessment were taken from the concept design drawing included as **Figure 6.1**. **Table 6.1** summarises the results of this sensitivity test. The full Junctions 8 output is included in **Appendix H**.

Sensitivity Test Value Option 4 Priority Arrangement– Phase 1i							
Scenario	Movement	AM Peak			PM Peak		
		Queue (PCU)	RFC	LOS	Queue (PCU)	RFC	LOS
Scenario B	Bridge left-turn lane	0.06	6%	A	0.11	10%	A
	Bridge right-turn lane	0.66	42%	F	61.06	140%	F
	Chester Road SB right turn	74.33	138%	F	0.82	46%	C
Scenario C	Bridge left-turn lane	0.05	5%	A	0.01	1%	A
	Bridge right-turn lane	0.17	14%	C	0.39	28%	C
	Chester Road SB right turn	0.36	26%	B	1.08	52%	C

RFC =Ratio of Flow to Capacity, LOS = Level of Service

TABLE 6.1: NEW BRIDGE PRIORITY JUNCTION SENSITIVITY TEST RESULTS SUMMARY

6.2.3 A Ratio of Flow to Capacity (RFC) of 85% generally indicates the upper limit of acceptable junction performance for priority junctions. The results in **Table 6.1** indicate that a priority junction arrangement would operate significantly above capacity in Scenario B in both the AM and PM peak periods in Phase 1i. In the AM peak there is an indicated queue of approximately 430m on Chester

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Road southbound. In the PM peak there is a queue of approximate 350m on the new bridge in the right-turn lane.

6.2.4 However, the junction assessment results indicate that in Scenario C, a priority junction arrangement would operate within capacity in Phase 1i, with minimal queuing on all movements.

6.3 Gainsborough Road / Chester Road Junction

6.3.1 **Figure 6.2** below shows a preliminary layout to provide a Bus Only right turn lane from Gainsborough Road to Chester Road northbound with Option 6C-1 and Value Option 6C-1.



FIGURE 6.2 – CONCEPT BUS ONLY RIGHT TURN LANE

6.3.2 The swept paths for a 12m Rigid Bus turning right from Gainsborough Rd onto Chester Road and a 16.5m Articulated Vehicle are shown on **Figure 6.2**. In order to achieve the 16.5m Articulated Vehicle manoeuvre, carriageway widening would be required to the left turn lane of Gainsborough Road.

6.3.3 The layout shown in **Figure 6.1** has been used for a sensitivity test to assess the impact on the traffic flows of preventing right turning traffic, other than buses, from Gainsborough Road to Chester Road.

6.3.4 **Plots 19 – 22** contained in **Appendix C** show the VISUM flows for the following tests:

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- Plot 19 – AM & PM Phase 1 / Slutchers Lane Northbound – Scenario B;
- Plot 20 – AM & PM Phase 1 / Slutchers Lane Northbound – Scenario C;
- Plot 21 – AM & PM Phase 4 / Slutchers Lane Northbound – Scenario B; and
- Plot 22 – AM & PM Phase 4 / Slutchers Lane Northbound – Scenario C.

The VISUM results show a transfer of traffic from Gainsborough Road to Chester Road. Flows on the proposed Chester Road new bridge are relatively unchanged.

6.4 Value Option 6C-1 Gainsborough Road Bus Lane – Scenario B

6.4.1 A sensitivity test to include a right-turn bus lane on Gainsborough Road has been assessed using LinSig for Value Option 6C-1 in Phases 1i and Phase 1+ 4i.

6.4.2 The dimensions for this junction as used in the assessment were taken from the concept design drawing included as **Figure 6.1**.

6.4.3 **Figure 6.3** below illustrates the turning counts extracted from the VISUM model for the Scenario B with-bus lane arrangement. The LinSig results for the Scenario B sensitivity test are summarised in **Table 6.2**. The full LinSig model outputs are included as **Appendix I**.

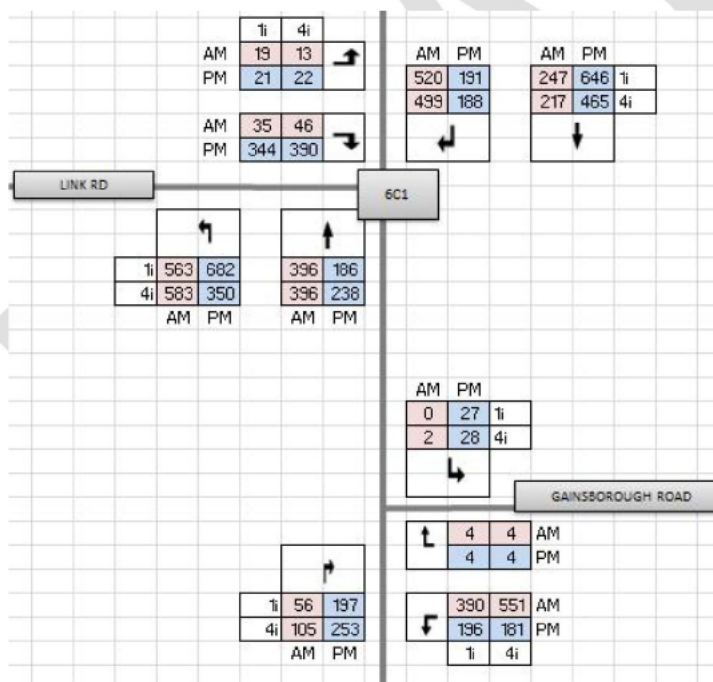


FIGURE 6.3 – AM AND PM PEAK MODEL TURNING FLOWS – SCENARIO B WITH RIGHT TURN BUS ONLY

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Sensitivity Test – Value Option 6C -1 Gainsborough Bus Only Right Turn – Scenario B					
Movement	Phase	AM PEAK		PM PEAK	
		Deg Sat (%)	MMQ (PCU)	Deg Sat (%)	MMQ (PCU)
Chester Rd SB ahead / right	Ph 1i	132.8%	130.1	140.1%	158.4
	Ph 4i	131.0%	117.5	113.2%	66.2
Chester Rd NB ahead / left	Ph 1i	131.0%	155.2	141.2%	165.8
	Ph 4i	128.3%	149.9	112.1%	57.5
Bridge left	Ph 1i	3.0%	0.4	2.9%	0.4
	Ph 4i	2.1%	0.3	2.7%	0.4
Bridge right	Ph 1i	28.0%	1.3	137.5%	65.5
	Ph 4i	36.8%	1.7	108.5%	34.1
Gainsborough Rd right/left	Ph 1i	32.6%	0.5	25.4%	3.5
	Ph 4i	45.1%	1.3	25.6%	3.5
Summary	Ph 1i	-47.5% PRC		-56.9% PRC	
	Ph 4i	-45.5% PRC		-25.7% PRC	

Deg Sat = Degree of Saturation, MMQ = Mean Maximum Queue, PRC = Practical Reserve Capacity

TABLE 6.2: GAINSBOROUGH ROAD BUS LANE SENSITIVITY TEST RESULTS SUMMARY – SCENARIO B

- 6.4.4 The results in **Table 6.2** indicate that in Scenario B, the introduction of a bus lane on Gainsborough Road is likely to result in the new bridge junction operating significantly over capacity in both Phase 1i and Phase 4i on both the Chester Road northbound and southbound approaches.
- 6.4.5 In Phase 1i there is an indicated maximum queue of approximately 750m on the SB approach and 890m on the NB approach in the AM peak. In the PM peak the queue lengths on these approaches are approximately 910m and 950m respectively. There is also an indicated queue of approximately 375m on the Bridge right-turn lane in the PM peak.
- 6.4.6 In Phase 4i there is an indicated maximum queue of approximately 675m on the SB approach and 860m on the NB approach in the AM peak. In the PM peak the queue lengths on these approaches are approximately 380m and 330m respectively. There is also an indicated queue of approximately 200m on the Bridge right-turn lane in the PM peak.

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6.4.7 Overall, the results of the bus lane sensitivity test for Scenario B indicate that the introduction of a bus lane would make no significant difference to the operation of Value Option 6C-1. The queue lengths on all approaches in both peak periods are similar in both the with- and without-bus lane junction arrangements. The main difference is that in the AM peak the queue on the northbound approach on Chester Road is reduced from approximately 1.2km without the bus lane, to approximately 890m with the bus lane in Phase 1i, and from 1.1km to 860m in Phase 4i.

6.5 Value Option 6C-1 Gainsborough Road Bus Lane – Scenario C

6.5.1 Figure 6.3 below illustrates the turning counts extracted from the VISUM model for the Scenario C with-bus lane arrangement. The LinSig results for the Scenario C sensitivity test are summarised in Table 6.3. The full LinSig model outputs are included as Appendix I.

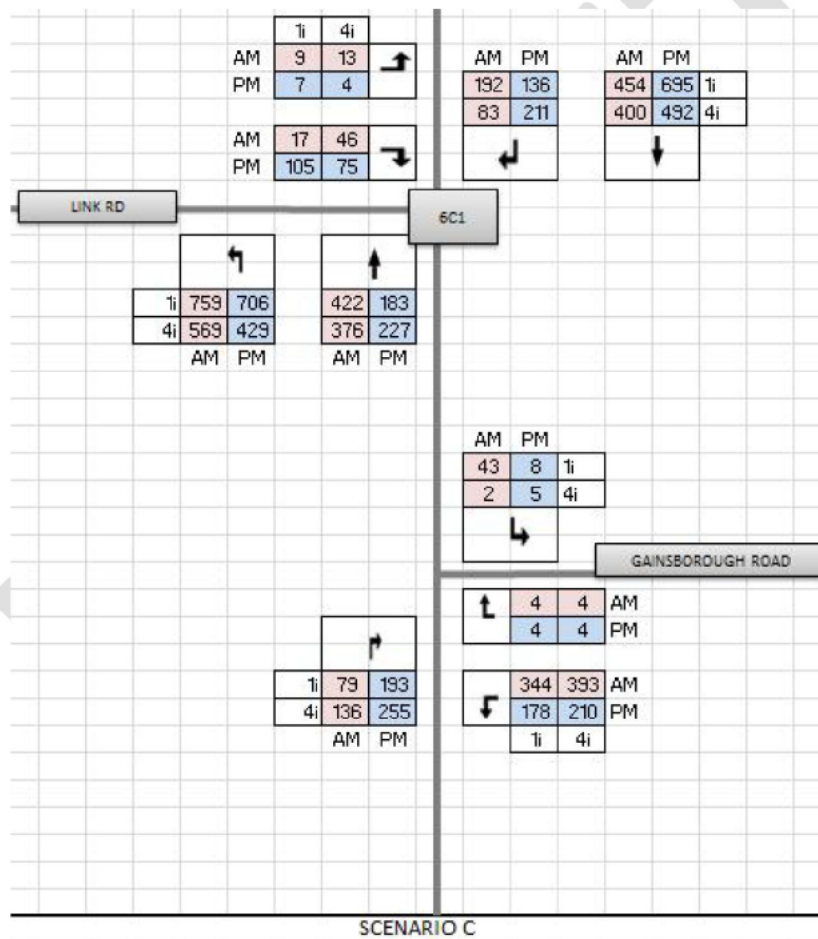


FIGURE 6.3 – AM AND PM PEAK MODEL TURNING FLOWS – SCENARIO C WITH RIGHT TURN BUS ONLY

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Sensitivity Test – Value Option 6C -1 Gainsborough Bus Only Right Turn – Scenario C					
Movement	Phase	AM PEAK		PM PEAK	
		Deg Sat (%)	MMQ (PCU)	Deg Sat (%)	MMQ (PCU)
Chester Rd SB ahead / right	Ph 1i	133.9%	112.3	127.7%	127.0
	Ph 4i	97.1%	23.8	96.4%	31.0
Chester Rd NB ahead / left	Ph 1i	137.8%	214.1	128.3%	136.4
	Ph 4i	76.2%	23.4	53.0%	12.2
Bridge left	Ph 1i	1.7%	0.2	1.1%	0.1
	Ph 4i	6.7%	0.4	2.1%	0.1
Bridge right	Ph 1i	13.6%	0.6	84.0%	5.6
	Ph 4i	36.8%	1.7	60.0%	3.1
Gainsborough Rd right/left	Ph 1i	31.7%	3.6	21.1%	2.9
	Ph 4i	40.5%	5.5	25.3%	0.6
Summary	Ph 1i	-53.2% PRC		-42.5% PRC	
	Ph 4i	-7.9% PRC		-7.1% PRC	

Deg Sat = Degree of Saturation, MMQ = Mean Maximum Queue, PRC = Practical Reserve Capacity

TABLE 6.3: GAINSBOROUGH ROAD BUS LANE SENSITIVITY TEST RESULTS SUMMARY – SCENARIO C

- 6.5.2 The results in **Table 6.3** indicate that as with Scenario B, the introduction of a bus lane on Gainsborough Road is likely to result in the new bridge junction operating significantly over capacity in Scenario C in Phase 1i and Phase 4i on both the Chester Road northbound and southbound approaches.
- 6.5.3 In Phase 1i there is an indicated maximum queue of approximately 645m on the SB approach and 1.2km on the NB approach in the AM peak. In the PM peak the queue lengths on these approaches are approximately 730m and 785m respectively.
- 6.5.4 In Phase 4i the junction is indicated to operate only just above capacity, with an indicated maximum queue of approximately 135m on both the SB and NB approaches. In the PM peak the queue lengths on these approaches are approximately 180m and 70m respectively.
- 6.5.5 Overall, the results of the bus lane sensitivity test for Scenario C indicate that the introduction of a bus lane would make no significant difference to the operation of Value Option 6C-1. The queue

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lengths on all approaches in both peak periods are similar in both the with- and without-bus lane junction arrangements. The main difference is that in the AM peak the queue on the northbound approach on Chester Road is increased from approximately 1km without the bus lane, to approximately 1.2km with the bus lane in Phase 1i.

- 6.5.6 However, in Phase 4i the with-bus lane arrangement represents an improvement compared the without-bus lane arrangement. The queue length on the Chester Road southbound approach is indicated to decrease from approximately 520m to 140m in the AM peak, and from approximately 480m to 180m in the PM peak.

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7 RIVERFRONT TRAIL

7.1 Introduction

7.1.1 Following on from initial optioneering work undertaken by AECOM in April 2014 with regards to integrating a Riverfront Cycleway into the proposed highway infrastructure at Chester Road, this section provides concept options for a proposed cycle crossing for the options assessed in this report.

7.2 Proposed Un-controlled Crossing

7.2.1 **Figure 7.1** shows a concept un-controlled crossing for the Riverfront Trail for Option 6C-1, Value Option 6C -1, Option 4 and Value Option 4.

7.2.2 A staggered crossing arrangement is provided in Option 6C1 and Option 4 in order to induce cyclists to slow down or stop and the refuge island is 4m wide in both these options. With Value Option 6C-1 and Value Option 4, the refuge island is removed and the crossing would need to be un-staggered if it remained on the same alignment.

7.2.3 These options can be further developed to incorporate such items as, surface treatments, raised crossings and gateway features to highlight the presence of an uncontrolled crossing point and slow both vehicles and cyclists on approach. Tactile paving provision, signing and lining is dependent on whether the Riverfront Trail is shared use or segregated use.

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8 COST IMPLICATIONS

8.1 Introduction

8.1.1 The aforementioned optioneering reports have all included a comparative costing exercise which was focused on two key elements:

- Outline Bridge Construction Costs; and
- Land Compensation Costs.

8.2 Outline Bridge Construction Costs

8.2.1 As mentioned, AECOM have previously provided preliminary cost estimates for a proposed bridge deck and signal control junction on Chester Road. The specific costing methodology is included in previous AECOM optioneering reports. The preliminary cost estimates, which included a 44% optimism bias, were based on five key elements which were as follows:

- New Carriageway Construction;
- New Footway Construction;
- New Bridge Structure;
- Traffic Signals; and
- Retaining Walls.

8.2.2 At this stage of the project, it is deemed appropriate that more detailed costing exercise be undertaken. Balfour Beatty has been commissioned to provide a more detailed cost estimate for Option 6C -1, Value 6C-1, Option 4 and Value Option 4. The most recent cost estimates as provided by Balfour Beatty are shown in **Table 8.1** below.

	Option 6C-1	Option 6C-1 Value	Option 4	Option 4 Value
Construction Cost	£19.9m	£14.9m	£19.5m	£15.2m

TABLE 8.1: CONCEPT SCHEME COST ESTIMATES – BALFOUR BEATTY

8.3 Land Compensation Costs

8.3.1 In order to consider the extent that direct and indirect land compensation may influence the positioning of a bridge on Chester Road, AECOM has previously provided land compensation estimates for each of the proposed bridge locations included within the previous optioneering reports.

8.3.2 At this stage and as the project has evolved, consultants Lambert Smith Hampton (LSH) have been commissioned to undertake further detailed land compensation cost estimates associated with the proposed scheme.

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8.3.3 In order to aid the LSH assessment, **Figure 8.1** has been produced. **Figure 8.1** shows two locations for Value Option 4 and highlights the impact of the proposed signal junction positioning on residential properties, the Texaco Garage and the Spar Shop.

8.3.4 The location of Value Option 4 is influenced by the following key elements;

- Link road alignment taking advantage of existing ground profile at Centre Park South;
- Practical location of controlled crossing point and tactile paving;
- Proximity of Texaco Garage and Spar vehicular access; and
- Existing Bus Stop Location.

8.3.5 Location 1 shows Value Option 4 positioned further north in order to take advantage of the existing ground profile of the Centre Park South. The location of the controlled crossing point on Chester Road is shown in the centre of Property Numbers 220 and 222. The existing bus stop is relocated further south.

8.3.6 Location 2 shows Value Option 4 moved further south closer to the Texaco Garage and Spar. The controlled crossing point on Chester Road is located at the centre point of properties 224 and 226. The existing bus stop is relocated.

8.3.7 The advantage of locating Value Option 4 further south is the number of residential properties affected by the signal controlled junction is reduced. However, the disadvantage is the alignment of the link road may not take full advantage of the existing ground profile at Centre Park South and the junction is located closer to the access point for the Texaco Garage and Spar and the relocated Bus Stop.

8.3.8 The latest land compensation costs as provided by LSH for Option 6C -1, Value 6C-1, Option 4 and Value Option 4 are shown in **Table 8.2** below.

	Option 6C-1	Option 6C-1 Value	Option 4	Option 4 Value
Land Costs	£0.615m	£0.615m	£1.614m	£1.614m

TABLE 8.1: LAND COMPENSATION COST ESTIMATES - LSH

9 LAND REQUIREMENTS

9.1 Introduction

9.1.1 As part of this addendum, a preliminary assessment of land requirements at Centre Park South has been undertaken. The modelling and design work undertaken, and as discussed in the previous Chapters, have informed a concept design for a potential highways infrastructure scheme for the emerging Centre Park South development masterplan.

9.2 Discussion of Land Requirements

9.2.1 **Figures 5.1 and 5.2** show a potential link road alignment and composition associated with Option 6C-1, Value Option 6C-1, Option 4 and Value Option 4 and at this preliminary stage give a basis on which to assess potential land requirements at Centre Park South.

9.2.2 As the proposed development type and quantum emerges for Centre Park South further details will become known which could influence the land requirements for the delivery of highways infrastructure.

9.2.3 It is recommended that a detailed vertical assessment will need will need to be undertaken to understand the earthworks and or retaining wall requirements for a preferred link road alignment and composition, this will better inform a land requirements plan. The proposed finished ground profile for the site is unknown at this stage.

9.2.4 Sufficient land will need to be safeguarded in order to provide forward visibility and visibility at access points in accordance with the local authority's requirements. The land requirements will be further informed as the development at Centre Park South evolves and a Transport Assessment is submitted.

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10 SUMMARY AND RECOMMENDATIONS

- 10.1.1 This report has presented a number of options in terms of design and location for a signal control junction on Chester Road and a link road through Centre Park South connecting to Slutchers Lane. The strategic modelling assessment has provided forecast traffic flows for a number of development scenarios for Centre Park South and highway infrastructure iterations associated with the Warrington Waterfront scheme. The traffic flow outputs from the strategic modelling work have been used to capacity test the concept junction layouts at a more detailed level in order to understand the impacts of development type and quantum at Centre Park South.
- 10.1.2 The junction modelling assessment indicates that the Slutchers Lane two-way alignment generally results in the least preferable operation of the Chester Road / new bridge junction. The optimal performance at this junction is achieved with a Slutchers Lane one-way southbound configuration.
- 10.1.3 With Slutchers Lane one-way northbound, and with Slutchers Lane two-way, both of the proposed Chester Road bridge signal junction 'value option' layouts are shown to operate significantly above capacity in both peak periods for all scenarios in both Phase 1 (Centre Park Link), and Phase 1 (Centre Park Link) + Phase 4 (Warrington West Link),
- 10.1.4 The Chester Road signal junction 'value option' layouts are shown to operate within capacity in both peak periods in the Slutchers Lane 1-way southbound option in both base and residential scenarios in Phase 1 (Centre Park Link). These scenarios also operate within capacity in Phase 1 (Centre Park Link) + Phase 4 (Warrington West Link) in the PM peak, although in AM peak the junction remains considerably above capacity for both options. However, queue lengths will be greatly reduced if the all-red pedestrian stage is removed from the signal cycle.
- 10.1.5 The junction modelling results also indicate that the proposed priority junction 1 on the proposed link road is indicated to operate comfortably within capacity in the residential scenario in both peaks, regardless of the direction of traffic flow on Slutchers Lane, assuming the junction is used by 50% of the development traffic associated with the northern development plot. For the mixed use scenario, this junction is indicated to operate significantly above capacity in the AM peak with Slutchers Lane open to two-way movements. However the junction will operate within capacity if Slutchers Lane is one-way in either direction.
- 10.1.6 Both of the proposed site access junctions on Slutchers Lane are indicated to operate comfortably within capacity in both peak periods in both the mixed use and residential scenarios, regardless of the direction of traffic flow on Slutchers Lane, assuming each junction is used by 25% of the development traffic associated with the northern development plot.

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- 10.1.7 The traffic modelling assessment work has indicated that, of the scenarios which have been assessed in this report, the traffic generated by the development scenarios will need to be effectively distributed across the proposed access points. The internal highway network for a proposed scheme should be designed in order to aid the distribution of development traffic so that the access points and link road can operate within capacity. Any developer Transport Assessment should include assessment of such.
- 10.1.8 Two sensitivity tests have been undertaken. The results of these sensitivity tests indicate that the Value Option 4 layout would operate within capacity in both peak periods in Phase 1 in the residential scenario, with Slutchers Lane 1-way northbound. However, a priority junction arrangement would operate significantly above capacity in the mixed use scenario. The sensitivity test also shows that the introduction of a right-turn bus lane on Gainsborough Road would make no significant difference to the operation of Value Option 6C-1, compared to the without-bus lane layout.
- 10.1.9 Preliminary construction and land compensation cost estimates range from a total of £21.114m to £15.515m with Option 4 at the highest range and Option 6C-1 at the lowest range.
- 10.1.10 It is recommended that the concept designs be subject to the usual further preliminary design work, design checks and road safety audits and refinements before detailed design is progressed.
- 10.1.11 The exact requirements for abnormal load vehicles should be established with stakeholders in order to accurately inform further design work of the preferred junction and link road arrangements.
- 10.1.12 Beyond the land requirements for a link road, land will need to be safeguarded in order to provide sufficient visibility at access points and forward visibility along the link road. As the concept design of the proposed link road and development progresses in terms of quantum and type, further assessment both horizontal and vertical will be required to establish land requirements for the proposed infrastructure and any future proofing of land which may be required to facilitate further infrastructure and development. Similar
- 10.1.13 At this stage, and based on the assessment work undertaken within this report and also in consideration of design team input, the following is recommended:
- a future development at Centre Park South be residential only;
 - a signal controlled junction and bridge over the River Mersey should be located as shown in value option 6C-1; and
 - Slutchers Lane be one-way southbound only.
- 10.1.14 It is also recommended that further design refinement work and further capacity tests are undertaken as the masterplan emerges for a development at Centre Park South.



CENTRE PARK LINK

STATEMENT OF COMMUNITY INVOLVEMENT

PREPARED BY WARRINGTON BOROUGH COUNCIL AND CURTINS CONSULTING

SEP 2016

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1. EXECUTIVE SUMMARY

This SCI report sits alongside and supports the planning application for the new Centre Park Link and the associated highways improvements. It outlines the consultation and engagement methodology, analyses the feedback, and sets out how the scheme has changed as a result of the consultation.

The council appointed Curtins' stakeholder team to manage the consultation and engagement in two stages.

- The first stage in summer 2015 addressed the broad principles of the scheme
- The second stage in spring 2016 sought more detailed comments on each element of revised proposals.
- The third stage update in Dec 2016-Jan 2017 presented the final scheme after all consultation revisions.

In total, 19 different consultation events were held in different locations around Warrington to allow the maximum number of people to have their say on the plans. Events were well advertised in advance and held in high footfall areas to target specific audiences. Various media was used including on-line, social media, leaflets, letters via email and post, press releases and councillor briefings.

The results of both phases of public engagement were largely positive. Feedback from each stage of the consultation was used to amend the proposals.

In brief, the main feedback received from the Stage 1 engagement was that:

- there was strong support for the principle of the new link,
- the new route on Slutchers Lane should be two-way,
- there were concerns about the one-way system,
- the bus gate should be open to all traffic, and
- there were concerns about traffic on Gainsborough Road.

These points were incorporated in to revised proposals in the second stage consultation. The second stage plans included a changed design to enable two-way movement on Slutchers Lane, more detailed plans for the one-way system to help try and explain the idea in more detail, and chicane traffic calming on Gainsborough Road.

The main feedback from the second stage of public engagement was that:

- there was strong support for the new link,

- concerns about the one-way system in the town centre remained despite the increased level of detail presented,
- opening the bus gate should be pursued, and
- proposals for traffic calming on Gainsborough Rd should be introduced as a trial to test that the residents are happy with the solution before it is introduced permanently.

These aspects, along with a number of smaller changes, have been incorporated in to the final proposals and this report demonstrates that the council has engaged with the public and amended the scheme as a direct result of the consultation.

Summary of key consultation question responses

The tables below show a summary of the most pertinent questions posed in the questionnaires during both stages of the consultation.

Text highlighted in “**Bold Green**” indicates where there was strong support for each aspect of the scheme with a positive response rate of 60% or greater of respondents. Text highlighted in “**Amber Italics**” indicates where the level of support was not as strong with a positive response rates up to 59% of respondents. Please note, percentage figures may not add up to 100 due to rounding.

Stage 1 Summary Questionnaire Responses

Question	Yes	No	Don't know
Do you think the bridge across the Mersey is a good idea?	330 (82%)	41 (10%)	34 (8%)
Do you support the one way system proposed in the town centre?	195 (49%)	124 (31%)	79 (20%)
Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?	303 (79%)	34 (9%)	45 (12%)

Stage 2 Summary Questionnaire Responses

Question	Strongly agree / agree	Strongly disagree / disagree	Neutral
Do you agree/ disagree with the proposals for the Chester Road / Slutchers Lane/ Gainsborough Road junction?	110 (71%)	29 (19%)	15 (10%)
Do you agree / disagree with the proposals for Slutchers Lane?	117 (80%)	16 (11%)	14 (9%)

Question	Yes – widen the bus gate now so that it can be opened as soon as possible	Yes – but don't do the work until the legal issues are resolved	No – don't widen the bus gate	Don't know
Are you in favour of the proposals for the bus gate link to Centre Park?	85 (60%)	33 (23%)	8 (6%)	16 (11%)

Question	Strongly agree / agree	Strongly disagree / disagree	Neutral
Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street - Winmarleigh Street - Wilson Patten Street - Parker Street?	86 (55%)	42 (27%)	27 (17%)
Do you agree / disagree with the proposals for Crosfield Street?	59 (47%)	36 (29%)	31 (24%)

Question	Yes	No	Don't know
Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?	59 (45%)	43 (32%)	31 (23%)

Question	Yes – trial it first	No – put the scheme in without a trial	No – don't put the scheme in at all	Don't know
Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?	79 (58%)	18 (13%)	26 (19%)	13 (10%)
<i>Respondent who support the traffic calming (trial & no-trial combined)</i>	97 (71%)			

Stage 3 Summary Responses

Summary of Responses

- Consultees wanted to better understand the future traffic flows on Gainsborough Road, specifically wanting to understand the potential impacts on the residential properties. They also wanted to understand if there would be an increase in HGV's on Gainsborough Road.
- Consultees wanted to understand the timescales for the construction of bridge, and when the scheme would be opening.
- Consultees wanted plans of the proposed cycle routes impacted and created by the scheme.
- Consultees wanted clarifications on the changes made to the scheme since the previous round of consultation.
- Consultees wanted to better understand whether the bus gate would be opened to all traffic. They also wanted to understand the legal issues preventing the bus gate being opened.
- Consultees wanted to better understand what roads would be closed for construction and ay what time construction activity would be occurring.
- The remaining consultees wanted to be kept informed of scheme development and added to the scheme mailing list.

2. INTRODUCTION

Curtins were commissioned in 2015 to devise and implement a public engagement and consultation programme on behalf of Warrington Borough Council's development arm, Warrington and Co. for the Centre Park Link infrastructure scheme.

The Centre Park Link scheme would see investment in highways infrastructure to improve traffic flow to the south of the town centre and open a substantial area of land, with close proximity to Warrington Town Centre and Bank Quay railway station, potentially for residential development.

The proposals include a new road bridge from the A5060 Chester Road which would create a new link joining to Slutchers Lane, and various traffic management improvements to support the operation of this new link. The objectives of the scheme are to help ease problematic congestion around Bridgefoot Gyratory and Brian Bevan roundabout, Chester Road and Wilson Patten Street area, and improve traffic flow and route choice at peak times to maximise the potential of the Warrington waterfront area.

The Scheme Objectives are listed below:

- Objective #1. Provide enhanced reliability and predictability of journeys on the transport network
- Objective #2. Provide improved journey times at key pinch points
- Objective #3. Provide additional route options and resilience
- Objective #4. Support improvements to quality of life factors in Warrington
- Objective #5. Enable land to be unlocked that supports economic growth in Warrington

These proposals are part of a broader aspiration of Warrington Borough Council to help relieve Warrington's enduring traffic problems and unlock key economic growth in the currently under-utilised waterfront area.

3. CONSULTATION AND ENGAGEMENT METHODOLOGY

Delivering a programme which effectively communicated with stakeholders groups, who were disparate in terms of geography and demographic, was critical to the consultation. Initial research demonstrated that a wide range of people could potentially be affected by the proposals and it was therefore important to adopt a strategy which could inform and give voice to all stakeholders.

Naturally within these divisions there is the need to utilise different methods of engagement depending on how each group consumes information, and this is often defined by factors including age, occupation, geography and interests. As such, our communications programme was delivered in a manner to ensure comprehensive and inclusive engagement.

It was important for the public engagement to genuinely affect change in the development of the scheme. As a result it was decided to undertake a two stage approach. The first stage would be to elicit feedback on the general principles of the scheme, and the second stage would be to seek detailed comments on revised plans.

As such, the public engagement was run in three stages:

- Stage 1: consultation on the basic principles of the scheme [7th November 2015 – 8th January 2016]
- Stage 2: more detailed consultation on revised proposals [4th July 2016 – 12th August 2016]
- Stage 3: engagement on the final scheme [23rd December 2016 to 20th January 2017]

4. CONSULTATION ACTIVITY

The consultation was designed to ensure a comprehensive reach and aimed to ensure that all stakeholders had the opportunity to understand and feed into the emerging plans.

A number of measures were used to advertise the various consultation events. The overall objective of all these tactics was to drive maximum attendance to different drop-in sessions which were planned across the town. At each event plans would be on display and members of the team available to answer questions and address issues.

The aim of the events was to understand the public and stakeholders' perception towards the proposed development and unearth any community objectives which could be addressed during the planning process.

A bus roadshow was used for the stage 1 events on Monday 7th, Tuesday 8th and Wednesday 9th December. The bus visited key locations, with information and members of the team on board giving the public the opportunity to find out more and have their say. The stage 2 events were held at locations that were most well attended during stage 1 in appropriate local venues.

The entire consultation process was undertaken in tandem with a full social media programme supported by Warrington Borough Council's Develop Warrington twitter handle. Regular tweets were scheduled in advance and encouraged stakeholders to leave feedback, while raising awareness and maintaining momentum around ongoing events. The social media programme also enabled the scheme to engage with transient stakeholder groups who may not exclusively reside in Warrington or the immediate consultation area, such as commuters and visitors to the town, but who were followers of the council's twitter-feed.

Other online methods were used to further engage with audiences, included the designated website which was an important consultation tool which evolved with the project as images of plans and events were uploaded as they became available. The website acted as platform which stakeholder groups could refer back to during and after the consultation process and became the most popular location for leaving feedback. The website also linked back to the Council's Develop Warrington page, and vice versa, which was an important way of allowing a flow of access to more information.

In order to distribute information and details as widely as possible, a variety of other more traditional means were used. Press adverts and press releases sent to North West media outlets ensured that information was accessible while increasing awareness of the scheme and driving attendance to consultation events. These methods also ensured information was made available to those without internet access.

Other methods of offline communication were also utilised, and leaflet drops targeted homes and businesses in the local community. The leaflets encouraged respondents to visit events, view the website, read more about the plans and have their say. A second-phase leaflet drop went exclusively to those homes surrounding Gainsborough Road, ahead of the St Werburgh's consultation event, as this was most local to them.

Direct one-to-one letters and briefing notes, tailored to how the scheme would impact each audience group, were sent to members of the council, local businesses, the taxi licensing team and local bus companies. These letters informed each group of the scheme, allowing them to disseminate the information amongst their communities and gave them a contact should the public turn to them directly with any questions about the implications it could have.

Consultation activity summary	
Brand	A dedicated brand was created for the scheme and applied to all material. This helped in ensuring continuity across the various modes of communication and raising awareness.
Online	<p>A dedicated, branded website (www.centreparklink.com) was established in advance of the consultation events taking place. The website gave details of the scheme, information about the consultation events, images of the plans and events, an FAQ section, 'contact us' details and the online questionnaire.</p> <p>The scheme website also linked to the council's own Develop Warrington webpage and vice versa.</p>
Email	<p>A dedicated email address (cpl@warrington.gov.uk) was set up and publicised on all material to allow people to email questions or ask for further information and receive responses from the project team.</p> <p>Emails also went out to a database made up of all individuals who had left their email addresses during the first round of consultation.</p>
Social media	A tweet schedule was established in advance of each consultation stage going live. Tweets about the project, the consultation events and reminders for people to have their say were tweeted from the Develop Warrington twitter handle, and retweeted through the Council's handle.
Direct mail	<p>Leaflets with details of the project, the various consultation events, 'contact us' details and the scheme's website were distributed to 8,100 local homes and businesses in the first stage, and 8,451 local homes and businesses in the second stage these encouraged stakeholders to find out more and have their say.</p> <p>450 additional leaflets were distributed to homes along and surrounding Gainsborough Road and Chester Road. This was to remind local people of the consultation event taking place at St Werburgh's and encourage them to find out more and have their say.</p>
Leaflets and posters	<p>Leaflets and posters were sent to all consultation event venues in advance of them taking place. These included:</p> <ul style="list-style-type: none"> • The Village Hotel (Stage 1 & 2) • St Werburgh's Community Hub (Stage 1 & 2) • Golden Square Shopping Centre (Stage 1 & 2)

	<ul style="list-style-type: none"> • Cockhedge Centre (Stage 1) • Warrington Town Hall (Stage 1) • Woolston Depot (Stage 1) • St James Court (Stage 1) • Latchford Primary School (Stage 1) • Lingley Mere Business Park (Stage 1) • Parr Hall (Stage 2) • Bank Park Café (Stage 2) <p>Leaflets and posters were left in all libraries and council-run leisure centres.</p>
Press releases	<p>For each stage, a press release which publicised the scheme and consultation events and an accompanying image of the plans were issued to: The Warrington Guardian, Warrington Worldwide, Wire FM, Cheshire Today, South Warrington News, Insider, The Business Desk and Bdaily.</p> <p>Follow up releases and consultation updates were sent to the same publications to ensure momentum and allow for more coverage.</p> <p>Photo calls and interviews were held with members of the council visiting the stage 1 consultation to speak directly with the press about the scheme.</p>
Press advert	<p>A ½ page press advert was placed in the Warrington Guardian the week prior to the stage 1 consultation in order to raise awareness of the scheme and events and urge people to have their say.</p>
Events	<p>A number of drop-in events, timed for inclusivity and held at locations where people would be most affected were held from the 7th – 15th December 2015 (Stage 1) and between the 4th – 9th July 2016 (Stage 2)</p> <ul style="list-style-type: none"> • Cockhedge Centre (Stage 1) • Warrington Town Hall (Stage 1)(Stage 2 councillors only) • The Forge Car Park, Stockton Heath (Stage 1) • St James Court (Stage 1) • Latchford Primary School (Stage 1) • Palmyra Square South (Stage 1) • Centre Park, Lakeside Drive (Stage 1) • Lingley Mere Business Park (Stage 1) • Woolston Depot (Stage 1) • Village Hotel (Stage 1 & 2) • Parr Hall (Stage 2) • St Werburgh’s Community Hub (Stage 1 & 2) • Bank Park Café (Stage 2) • Golden Square Shopping Centre (Stage 1 & 2) <p>A number of measures were used to advertise the various consultation events. The</p>

	overall objective of all these tactics was to drive maximum attendance to the drop-in sessions which were planned across the town. At each event plans would be on display and members of the team available to answer questions and address issues.
Ward councillor engagement	Emails were sent to ward councillors inviting them to a drop-in session during each stage in order to discuss the plans in more detail with the project team.
Business engagement	28 businesses on Centre Park were sent emails about the proposals, consultation events and links to further information. Information about the events was sent to Lingley Mere, St James, Cockhedge and the Village Hotel to be circulated, both physically and via email. All registered businesses in the leaflet distribution area (1,209 in total) received leaflets at each stage.
One to one briefings	A one-to-one briefing was held with the Leader of the Council informing him of the stakeholder meetings and the scheme itself and all councillors within affected wards were also directly briefed.
Briefing notes	A briefing note was sent to both the taxi licensing team and local bus companies. This informed them of the scheme, and enabled them to comment on the proposals, and gave them a contact should the public turn to them directly with any questions about the implications it could have on taxis or buses.

All consultation events were timed for inclusivity and aimed to target groups of different geographies and demographics. Bus events helped to capture those on the school run and business park lunchtimes, and our drop-in events after work and during weekend shopping hours ensured maximum reach.

Although targeting users of Bank Quay directly at the station was considered, our experience has taught us that it is often difficult to engage with commuters who are on the move and letters and posters were instead sent to station management along with posters and leaflets distributed in key community, leisure and business hubs across town instead that the same population would likely visit.

The council took the lead on dealing with landowners Maro, who subsequently led the liaison with their tenants; however we implemented a number of measures to ensure consistent and comprehensive engagement with users of their site. This included distribution of the leaflet and sending an update email containing Centre Park Link information and event timetable to all businesses on Centre Park, along with two bus events on the business park itself during stage 1.

Crucial to the whole consultation and communications programme was building on the feedback received during the previous period of community engagement and re-engaging with the public in a two-way

dialogue. The consultation was designed to be wide-ranging and aimed to ensure that all stakeholders had the opportunity to understand and feed into the emerging plans.

The communications programme aimed to return to the public with a more detailed development plan, based on the feedback from the first consultation, which could be discussed and explained while drawing out public opinion on the finer details of the scheme. It also looked to address the 'common good' namely, the articulation of the large number of shared benefits from this investment and how previous feedback had shaped the proposals.

Stage 1 event timetable

Date	Time	Location
7 Dec 2015	10am – 2pm	New Town House/ Cockhedge Shopping Centre
7 Dec 2015	5 – 7pm	Warrington Town Hall, Sankey Street
8 Dec 2015	9 – 11am	The Forge Car Park, Stockton Heath
8 Dec 2015	12 – 2pm	St James Business Park, Wilderspool Causeway
8 Dec 2015	3 – 4pm	Latchford Primary School, Old Road
8 Dec 2015	5 – 7pm	Palmyra Square South
9 Dec 2015	7.30–9am	Centre Park, Lakeside Drive
9 Dec 2015	12.30–2.30pm	Lingley Mere Business Park, Great Sankey
9 Dec 2015	4–6.30pm	The Village Hotel, Centre Park
10 Dec 2015	2–7.30pm	St. Werburgh's Community Hub
11 Dec 2015	9.30–5.30pm	Golden Square Shopping Centre
12 Dec 2015	9.30–6.00pm	Golden Square Shopping Centre

Stage 2 event timetable

Date	Time	Location
20 Jun 2016	5 – 6pm	Town Hall
4 July 2016	4 – 7pm	Parr Hall
5 July 2016	4 – 7pm	Village Hotel, Centre Park
6 July 2016	4 – 7pm	St. Werburgh's Community Hub
7 July 2016	4 – 7pm	Bank Park Café
8 July 2016	9.30am–6pm	Golden Square Shopping Centre
9 July 2016	9am–6.30pm	Golden Square Shopping Centre

5. STAGE 1 CONSULTATION

For Stage 1 a short questionnaire was designed to enable people to respond easily to the key principles of the scheme. The questionnaire consisted of three main questions, sections for people to explain their responses in more detail and basic information about the respondent including equalities and diversity information.

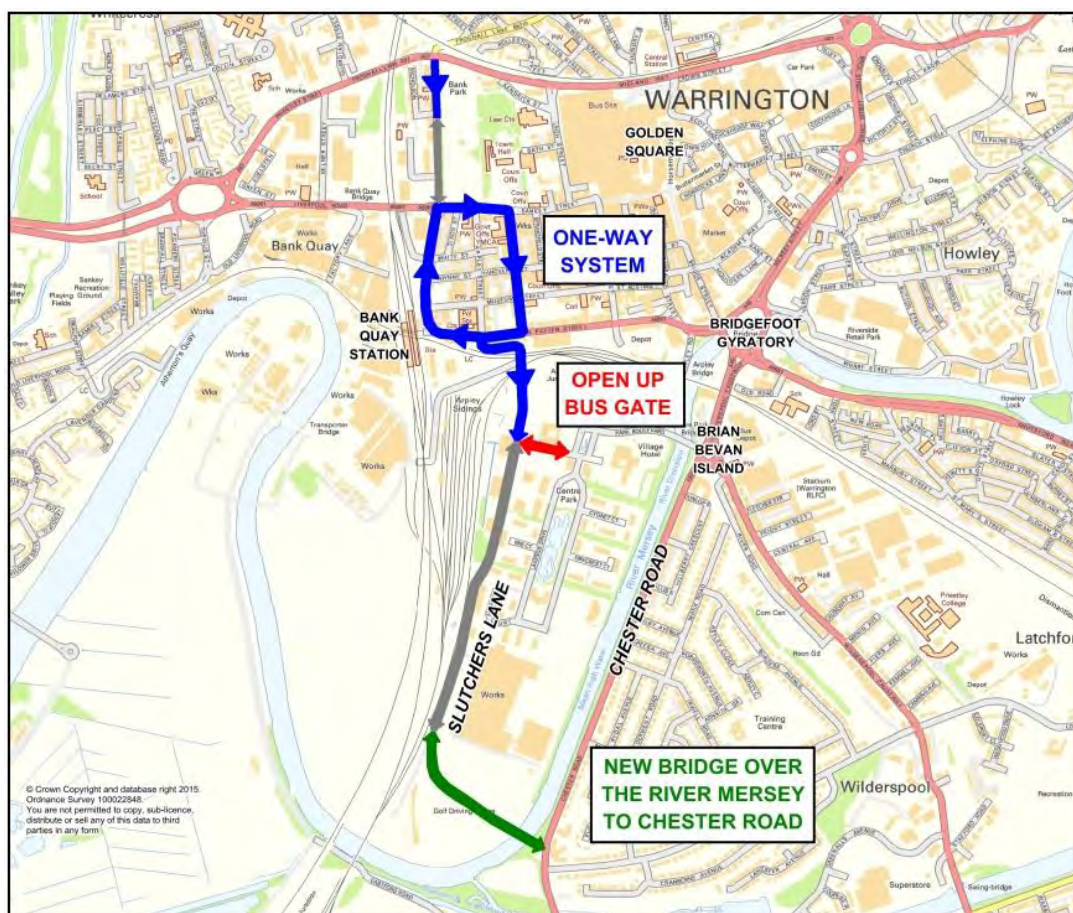
The three key questions were:

- Do you think the bridge across the River Mersey is a good idea?
- Do you support the one-way system proposed in the town centre?
- Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?

A copy of the Stage 1 questionnaire is in **Appendix 1**.

The simplified image below was used to communicate the key aspects of the scheme:

Stage 1 Consultation Image



The questionnaire was available on-line (via centreparklink.com and also via the Warrington Borough Council consultation webpage) and was distributed in paper form to people at each of the Stage 1 events. An online version of the feedback form was uploaded on to the designated website as well as Warrington Borough Council's website.

Respondents who did not want to complete feedback forms in person at the events were encouraged to take them away with them to fill them in and post them back to the designated FREEPOST address, FREEPOST: YOUR SAY CONSULTATION.

In total 415 people completed the questionnaire: 38 forms were received via post, the online feedback form elicited 268 responses and there were 108 responses received at the events.

Consistently for all questions, the highest number of positive 'yes' responses always came from feedback forms that were handed in at events. This is likely to be due to the fact that visitors at the events were given the opportunity to speak to the project team directly, meaning that concerns or questions could be raised and responded to and given reassurance immediately.

'Yes' is the most common response to all questions, however, there was a higher likelihood of online or postal responses being marked negative or don't know. This is because these respondents left their feedback independently rather than engaging with the project team who may have been able to explain the scheme in more detail and respond to concerns face-to-face.

Stage 1 Questionnaire Responses

The table below shows a summary of Stage 2 responses. For this summary, we have removed those who were neutral or skipped the question and we have grouped those who chose agree and strongly agree, and those who chose disagree and strongly disagree responses.

Text highlighted in "**Bold Green**" indicates where there was strong support for each aspect of the scheme with a response rate of 60% or greater of respondents. Text highlighted in "**Amber Italics**" indicates where the level of support was not as strong with a positive response rate up to 59% or respondents. Please note, percentage figures may not add up to 100 due to rounding.

Question	Yes	No	Don't know	Total
Do you think the bridge across the Mersey is a good idea?	330 (82%)	41 (10%)	34 (8%)	405
Do you support the one way system proposed in the town centre?	195 (49%)	124 (31%)	79 (20%)	398
Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?	303 (79%)	34 (9%)	45 (12%)	382

Following each question, respondents were then asked “If you would like to say why you gave this answer please tell us in the box below.”

The free format of this question gave people the opportunity to frame their responses. **Appendix 2** contains a detailed summary of the negative and positive responses for each question.

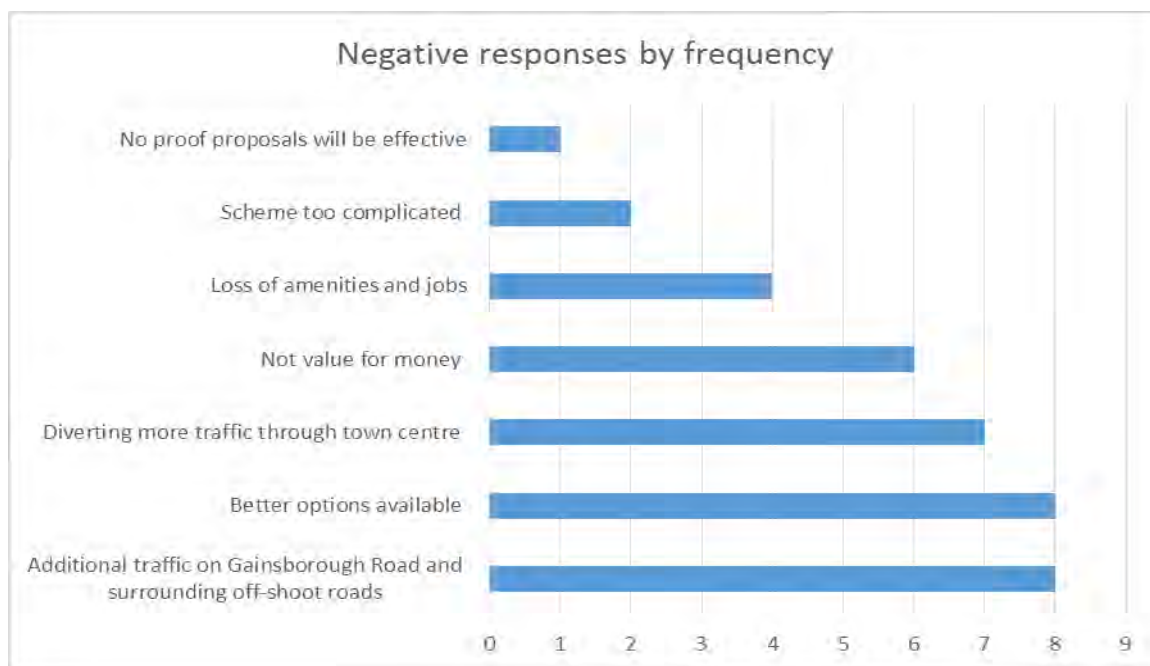
6. CHANGES TO THE SCHEME ARISING FROM STAGE 1 CONSULTATION

This section focuses on those respondents who disagreed with the scheme and those who made suggestions regarding changes to the scheme. The council’s response to the comments is outlined and changes arising from the Stage 1 consultation are set out.

Bridge across the River Mersey

Following on from the question, **“Do you think the bridge across the River Mersey is a good idea?”** respondents were then asked “If you would like to say why you gave this answer regarding the proposed bridge please tell us in the box below.” These comments are summarised below and the changes to the scheme or appropriate responses highlighted in a text box.

Negative issues by frequency



The free format of this question gave people opportunity to frame their responses and, while the responses were largely positive, there were a number of negative themes highlighted by respondents.

Of those who ticked no to the question ‘Do you think the bridge across the River Mersey is a good idea?’ Eight specifically mention additional traffic on Gainsborough Road and surrounding roads as being the reason for their disapproval.

Comments included:

- “As I live in Gainsborough Road I am very concerned that the Bridge will increase the traffic considerably which is already high in volume especially at peak times.”

- “It will only cause misery + further traffic problems to local residents of Gainsborough Road + Loushers Lane and all the surrounding streets and avenues.”

The final section of the Stage 1 questionnaire which asked “Please let us know of any other suggestions or comments you have” also contained comments similar to those above. These comments also contributed to the change to the scheme below:

Change to the scheme

- A scheme to discourage traffic along Gainsborough Road, though the introduction of chicane-style traffic calming, was developed and included in the Stage 2 consultation.

The other key issue for ‘no’ respondents was that they felt better options were available, with eight mentioning it in their comments. These include:

- “I think there are better options and the initial plan is ill-conceived”
- “Needs to go over the Manchester Ship Canal”
- “A bridge that crosses the M/C Ship Canal at Higher Walton through to Sankey Way would be more beneficial”

Some respondents also mentioned that they felt the scheme could create more traffic throughout the town, their comments included:

- “The traffic problem will just be moved from one part of town to another. The bridge should be directing traffic away from the town.”
- “Trying to get to this main line station by car is already most difficult and under the new proposals with the gyratory system the increase in volume of traffic make it an impossibility.”
- “Efforts should be made to divert traffic away from the town centre not provide more options within it.”

Response

- It is anticipated that the scheme will reduce overall journey times from key origin and destination points, by relieving some of the traffic pressure at Bridgefoot Gyratory and Brian Bevan Island. The scheme will relocate some queueing to new locations – but, in general, traffic will move more efficiently through junctions which will deliver time savings.
- The council is actively pursuing a second, much larger scheme, which would create a

new crossing over the Manchester Ship Canal, and would more clearly direct traffic away from the town. This second scheme would create a major alternative route that would enable West to South traffic movements that avoided central Warrington. It would be a major scheme that took 5-10 years to deliver in full – as such, the current scheme is designed to help improve conditions in the interim period.

Comments were also made on the cost of the scheme with some respondents stating that they believed the scheme was an ineffective use of money, these comments included:

- “Cost nothing just to open the bus access road to the public, why waste money”
- “The money in my opinion would be best spent addressing the grid lock at Latchford”
- “Waste of capital borrowing”

Response

- Funding for the scheme will come from various sources. These include £5.3m from the Cheshire & Warrington Local Economic Partnership, a contribution from the private sector, with the balance from council borrowing.
- Following the overall positive response to the scheme in the Stage 1 consultation, further work was undertaken on a business case for the scheme. The business case demonstrates that the scheme has an excellent benefit to cost ratio.
- The option to open the bus gate and not build the bridge would not be nil cost. Junction improvements at Slutchers lane / Wilson Patten Street would be needed to cope with the extra traffic.

The impact the scheme could have on existing amenities and jobs was also given as a reason for opposition to the scheme and comments included:

- “It's gonna put many people at the driving range, out of the job, including myself.”
- “It is a really bad idea because the golf range is loved by many people.”
- “It will also mean the closure of a public leisure facility which will not be replaced (the golf driving range)”

Response

- Unfortunately, the closure of the golf driving range will be necessary. The council is working with the operators of the range to find an alternative location in the borough.

One respondent felt that there was not enough evidence that the new scheme would serve as a solution, their comment is listed below:

- “There is no proof putting the bridge across the Mersey on this route and the proposed one way system will improve congestion.”

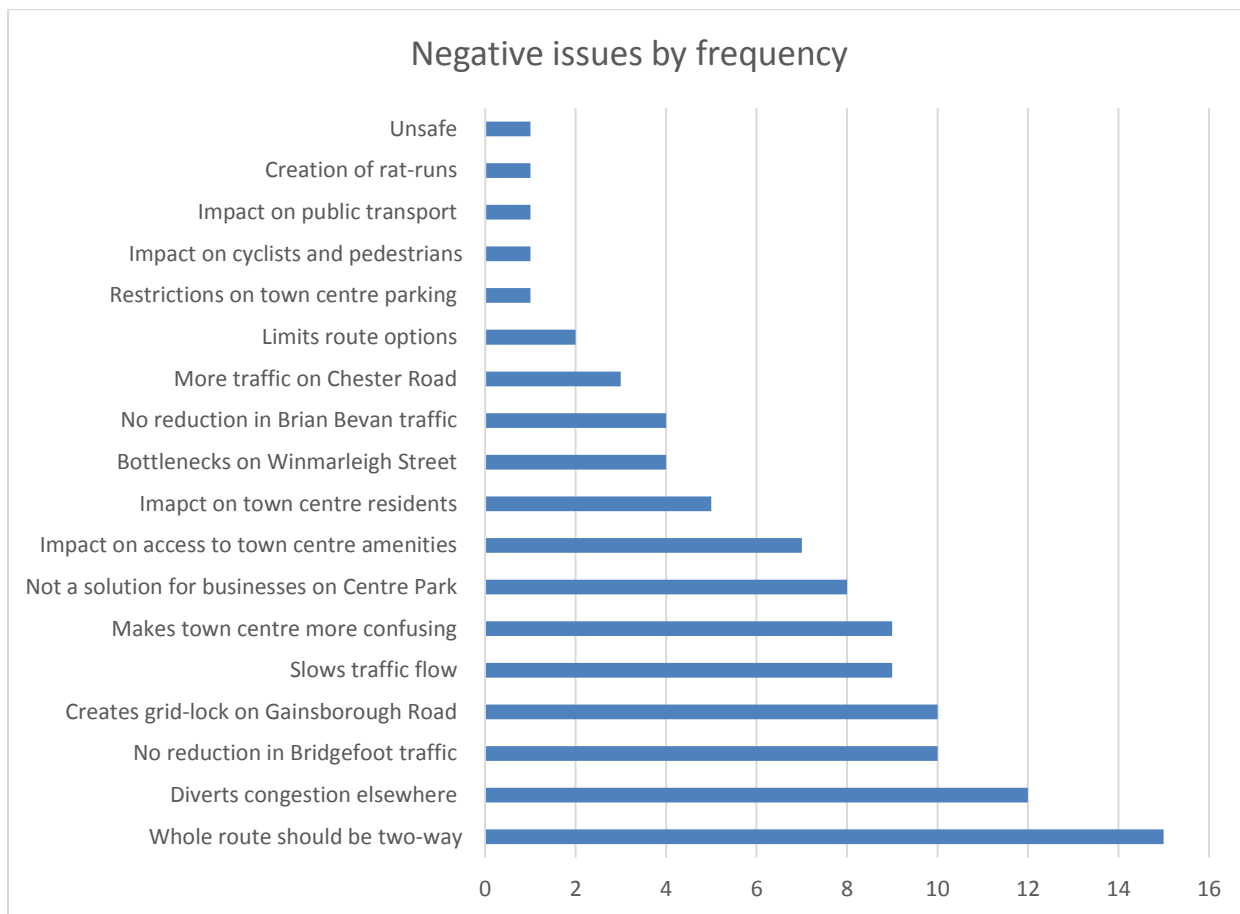
Response

- Following the overall positive response to the scheme in the Stage 1 consultation, further detailed analysis of the impact of the scheme was undertaken to provide the traffic modelling evidence to support the scheme. This traffic modelling now provides a comprehensive assessment of benefits of the scheme and forms a body of evidence to support the planning application.

One way system in the town centre

Following on from the question “**Do you support the one way system proposed in the town centre**” respondents were then asked “If you would like to say why you gave this answer about the proposed one-way system please tell us in the box below.”

While most people were positive about the proposal in the feedback there were a number of negative issues highlighted by respondents. These comments are summarised below and the changes to the scheme or appropriate responses highlighted in a text box.



Comments about the dis-benefits of the one-way system included:

- “I think the one way system is going to cause confusion. We need both way system on both bridges across the river and across the railway line”
- “I really don't think it would help much and may distract from a smooth flow of traffic. It especially should be 2 way because of Bank Quay Station, Dunelm, business on Slutchers Lane etc.”
- “It’s confusing, especially with part of the road one-way at the top of Crosfield Street. I really don't see what the one way system on at Crosfield Street adds. It will make it extremely confusing and congested for people wanting to use the retail out-lets there. Having 2 exit options at Crosfield Street makes traffic flow better as you can choose which way to exit the town centre if traffic is bad.”
- “I do not believe that it alleviates the problem, it just shifts the burden to other roads which will then become equally as clogged up”
- “This will cause congestion in different areas. It will not benefit people that work on Lakeside Drive.”

- “It will still cause congestion in Wilson Patten St Bank Quay - backlogs at Bridgefoot which is major problem not traffic coming from Sankey direction.”

Another key issue raised by respondents was that Gainsborough Road would see a notable increase in traffic as a result of one way system, with people avoiding the system:

- “All the traffic coming from Slutchers Lane going through St Heath, Grappenhall, Knutsford Rd and W. Causeway coming from Sankey Way would gridlock Gainsborough Road and Loushers Lane”

The negative impact on both residents who occupy the town centre and amenities based in the town centre such as Bank Quay Station has been highlighted by 12 responses as a reason for their disapproval. Their feedback included:

- “Prefer two way access to B Q station”
- “I think it impacts badly on the town centre residential streets”
- “Sending the busy traffic around the most populated area of the town + civic centre/Town Hall + police station is not a good idea”
- “Access to flats, businesses in Winmarleigh Street will be severely affected by what will be a two lane trunk road. I can see no way the on road parking will be retained, the parking will disappear both from the road and in front of the flats, YMCA, Masonic Hall, which will be further adversely effected by deliveries having to be via Thynne Street.”
- “It will drastically affect the properties, businesses and people activity along Winmarliegh Street”

The final section of the Stage 1 questionnaire which asked “Please let us know of any other suggestions or comments you have” also contained comments similar to those above. These comments also contributed to the changes to the scheme below:

Changes to the scheme

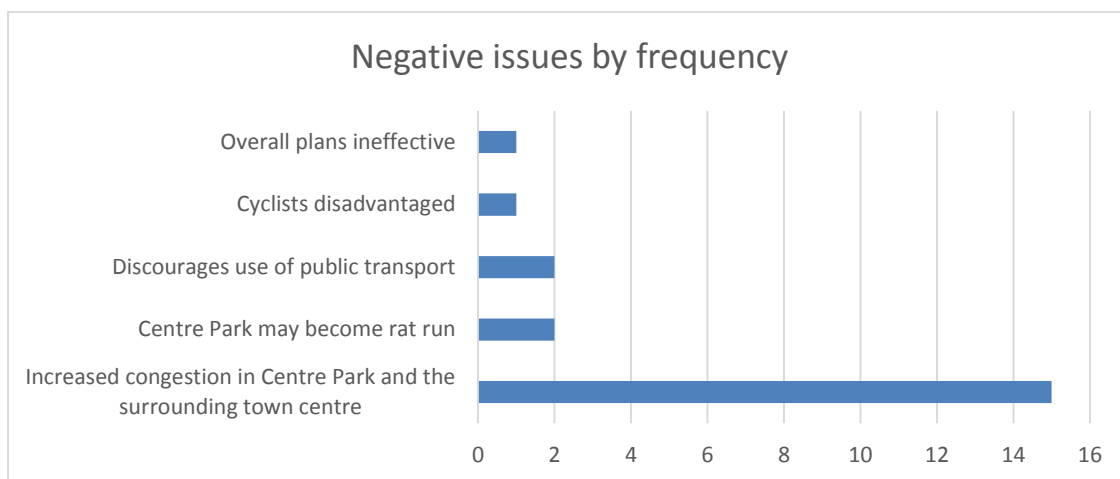
- The proposal to have the northern part of Slutchers Lane one-way southbound only was removed from the scheme as a result of the Stage 1 consultation. A revised scheme was included in the Stage 2 consultation that has two-way flow along the length of Slutchers Lane.
- As a result of the Stage 1 consultation, more detailed plans of the remaining one-way system (excluding the Slutchers Lane element) were prepared for the Stage 2 consultation. This included additional one-way sections designed to prevent the rat-running issues identified in the consultation.

[Following feedback on the detailed plans during the Stage 2 consultation, all one-way sections of highway were removed from the scheme]

Bus Gate from Centre Park

Following on from the question, **“Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?”** respondents were then asked “If you would like to say why you gave this answer about the possibility of opening the bus gate please tell us in the box below.”

Whilst most people were positive about the proposal in the feedback, there were a small number of issues highlighted by respondents.



Of those who ticked ‘no’ to this question, 15 cite congestion and the disruption of traffic around Centre Park and the surrounding town centre as the reason for their disapproval. Most objections seem to coalesce around the issue of vehicles travelling north and then cutting back through Centre Park across the Blue Bridge.

Comments included:

- “Centre Park is not geared up for large volumes of traffic nor for HGVs.”
- “Surely this just takes cars back to BB Island and Bridgefoot therefore not solving any problems.”
- “Why would someone travelling north take the new road bridge and then have to battle across south bound traffic to get to either Centre Parks or Brian Bevan roundabout? There would have to be another set of traffic lights. More lights - time – congestion”

Another issue highlighted by two questionnaire respondents was the potential for Centre Park to become a rat-run. Their comments were:

- “This would just create a rat-run through Centre Park”
- “Opening the bus gate would create a rabbit run and I believe have a knock on effect to the loading of the currently congested Brian Bevan Island.”

Some respondents also commented on the potential impact opening the bus gate may have on discouraging the use of public transport, these included:

- “I think the opening of the bus gate to general traffic is going to prevent the benefits of public transport that should use this route more frequently.”
- “Public and green transport needs to be given priority.”

A further comment was given which highlights the cyclists who may be disadvantaged by the increased traffic if the through route were opened to general motor traffic:

- “The intention is for the route to be for access only, but I cannot see how it could be prevented from becoming a through route for motor vehicles. The route is currently used as a through route by cyclists who would be disadvantaged by the increase in traffic.”

<p>Response</p> <ul style="list-style-type: none">• Traffic modelling suggests that opening the bus gate in conjunction with the new bridge link would provide route alternatives which give drivers choices as to how to enter and exit Centre Park. These additional options result in an decrease in the number of vehicles using the Blue Bridge.• Opening the bus gate to general traffic does reduce cyclist priority, however, the benefits for general traffic and also the benefits of creating of a second emergency access to Centre Park need to be considered.

General comments and suggestions

Of the 415 people who filled in feedback forms either online, at the consultation events or via post, when asked the question ‘**Please let us know of any other suggestions or comments you have**’ a total of 209 respondents left general comments.

The vast majority of these comments were constructive feedback designed to improve the scheme rather than general comments against or in favour of the proposals.

The most common theme in general feedback was relating to the various one-way components of the scheme (15%), followed by suggestions for other options (14%) and comments regarding traffic lights and control measures (13%).

There was a certain degree of crossover with issues raised in comments from previous questions, but certain topics were new or a very specific idea. The most prevalent issues from the ‘other suggestions’ section are summarised below with the appropriate response in the text box:

- Need a one way dual carriageway ring road the town centre utilising Pink Eye/Midland Way/A49 to Mersey Street, Bridge Foot and Wilson Patten Street.”
- Need to widen Liverpool Rd bridge to four lanes by adding pedestrian bridges adjacent.
- Improvements needed to signals on Brian Bevan island and yellow box enforcement.

Response

- All suggestions will be considered in the development of future schemes, but are considered outside scope of the current scheme.

- Not the best (or cost effective solution) to ease traffic by building more roads
- The River Mersey should be seen as an opportunity for paths/cycles/gardens/bars

Response

- The construction of roads is only one aspect of the councils approach to tackling traffic congestion. The Local Transport Plan outlines all the other work areas the council is involved in: from implementing cycling schemes to working with businesses to reduce single occupancy car commuting.
- The councils strategic document ‘Warrington Means Business’ sets out the council’s vision for opening up the riverside area and improving the utilisation of the waterfront.

- Better facilities for cyclists are needed
- One-way roads should be two-way for cyclists
- Access for emergency services will be restricted by the increase of traffic on Winmarleigh St

Change to the scheme

- The Stage 2 consultation plans incorporated a range of cycle facilities that would enable cyclists to travel in both directions on proposed one-way streets.

[Following feedback on the detailed plans during the Stage 2 consultation, all one-way sections of highway were removed from the scheme; however, cyclist improvements have been integrated wherever possible.]

- The final scheme improves access for emergency services and removes all one-way restrictions.

- Improvements to the forecourt of Bank Quay Station are required to enable easier drop off and pick up – maybe by swapping taxi and drop off ranks, and by having a new park and ride car park elsewhere.
- The bus lane in Sankey Street will not work and buses will experience delays.
- Buses should use lovely Lane and Bewsey Street not Sankey Street to get an improved hospital service and less need to change buses.

Response

- Access to Bank Quay Station for taxis and buses was reviewed and revised from the Stage 1 proposals to include more detailed plans for taxi and bus waiting areas in the context of a one-way system. The one-way system was, however, removed from the scheme following the Stage 2 consultation and detailed review of the station forecourt was deemed outside of the scope of the scheme. Nonetheless, the need to redesign the station forecourt has been noted for inclusion in future projects.
- The bus lane in Sankey Street was an essential element of the one-way scheme to support the very large number of buses. There is an aspiration to incorporate some form of bus priority at this junction in the future irrespective of the removal of the one-way system from this scheme; however, this may not necessarily be implemented as part of the Centre Park Link scheme.
- The comments regarding changes to the bus services sit outside the scope of this project. The comments have been passed to the Specialist and Public Transport Team for follow up.

- There should be no loss of parking either for residents or businesses

Response

- Unfortunately, all on-street parking on Slutchers Lane will need to be removed to ensure

safety and the effective operation of the new link. The Stage 2 proposals were amended to show the implication on parking more clearly and the scheme design sought to introduce additional parking as part of the one-way systems. Following the removal of the one-way system from the scheme following the Stage 2 consultation, a separate project is proposed which will seek review, and increase where possible, town centre on-street parking availability. This will not necessarily be implemented as part of the Centre Park Link scheme.

7. STAGE 2 CONSULTATION

The Stage 1 consultation demonstrated overall support for the principles of the scheme. The next stage was to present and seek views on the scheme in more detail.

The Stage 2 consultation incorporated changes to the scheme arising from the Stage 1 consultation, and sought to explain the detail of key aspects. A revised scheme was prepared for Stage 2 which removed the one-way element on Slutchers Lane and sought to explain and provide more detail on the remaining one-way elements and road layout. It also included proposals for traffic calming on Gainsborough Road.

The Stage 2 consultation questionnaire was designed, in conjunction with display materials, to set out the advantages and disadvantages of each of the scheme elements in more detail. The questionnaire was structured around 12 locations or aspects of the scheme – for each location/aspect the proposal was explained, the pros and cons were set out, and a specific question was asked. The questionnaire also contained sections for people to explain their responses in more detail and basic information about the respondent including equalities and diversity information.

A copy of the Stage 2 questionnaire is in **Appendix 3**.

The 12 locations or scheme aspects were:

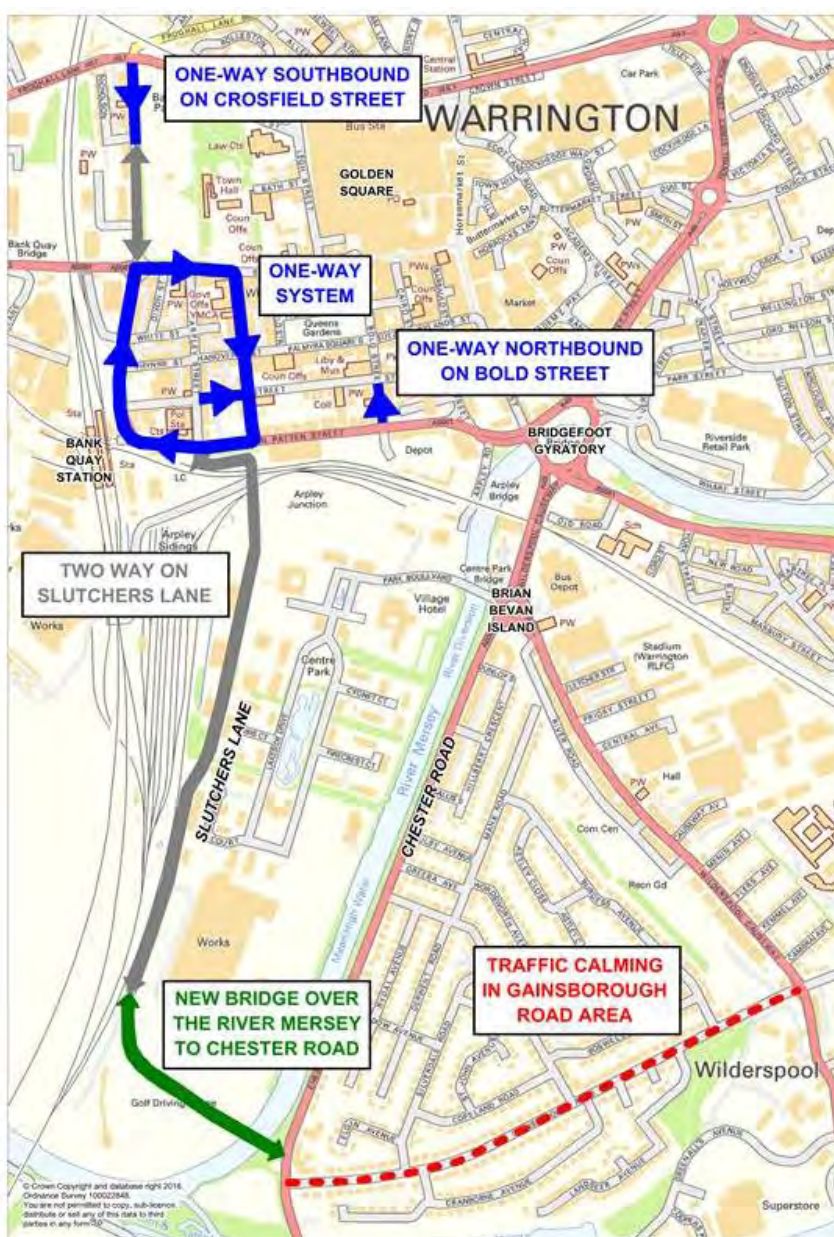
- 1. **New Bridge over the River Mersey and Chester Road/Slutchers Lane and Gainsborough Road Junction**
- 2. **Slutchers Lane** extended to the New Bridge
- 3. **Bus Gate** link to Centre Park
- 4. **One-way System:** Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street
- 5. **Wilson Patten Street** (from the junction with Winmarleigh Street to Warrington Bank Quay Station)
- 6. **Parker Street** (from Warrington Bank Quay Station to the junction with Liverpool Road)
- 7. **Sankey Street** (between Parker Street and Winmarleigh Street) and the junction with Winmarleigh Street
- 8. **Winmarleigh Street** (from Sankey Street to the junction with Wilson Patten Street)
- 9. **Arpley Street** (between Wilson Patten Street and Museum Street) and **Museum Street** (between Arpley Street and Winmarleigh Street)
- 10. **Crosfield Street** (between Midland Way and Nicholson Street)

- 11. **Bold Street** (between Museum Street and Wilson Patten Street)
- 12. **Gainsborough Rd**

A question was posed for each location/scheme aspect. The majority of questions asked respondents to Agree, Strongly Agree, Disagree or Strongly Disagree to the proposals in that location.

The graphic below was used to give an overview of the proposals. A set of more detailed plans of each element was displayed at the events and available on the website.

Stage 2 Consultation Image



As with the Stage 1 questionnaire, the Stage 2 questionnaire was available on-line and distributed in paper form to people at each of the events. The FREEPOST address was maintained for postal responses.

In total, 184 people completed the questionnaire either in person or on-line.

Strongly Agree or Agree were the most common responses to the questions, however, the degree of support varied and the themes emerging from the consultation were generally a continuation of the Stage 1 consultation. In particular, the level of support for the one-way elements of the scheme were still not strong despite the greater level of detail presented at the events in consultation material.

Stage 1 Questionnaire Responses

The table below shows a summary of Stage 2 responses. For this summary, we have removed those who were neutral or skipped the question and we have grouped those who chose agree and strongly agree, and those who chose disagree and strongly disagree responses.

Text highlighted in “**Bold Green**” indicates where there was strong support for each aspect of the scheme with a response rate of 60% or greater of respondents. Text highlighted in “*Amber Italics*” indicates where the level of support was not as strong with a positive response rate up to 59% or respondents. Please note, percentage figures may not add up to 100 due to rounding.

Question	Strongly agree / agree	Strongly disagree / disagree	Neutral
Do you agree/ disagree with the proposals for the Chester Road / Slutchers Lane/ Gainsborough Road junction?	110 (71%)	29 (19%)	15 (10%)
Do you agree / disagree with the proposals for Slutchers Lane?	117 (80%)	16 (11%)	14 (9%)

Question	Yes – widen the bus gate now so that it can be opened as soon as possible	Yes – but don’t do the work until the legal issues are resolved	No – don’t widen the bus gate	Don’t know
Are you in favour of the proposals for the bus gate link to Centre Park?	85 (60%)	33 (23%)	8 (6%)	16 (11%)

Question	Strongly agree / agree	Strongly disagree / disagree	Neutral
Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street - Winmarleigh Street - Wilson Patten Street - Parker Street?	86 (55%)	42 (27%)	27 (17%)
Do you agree / disagree with the proposals for Wilson Patten Street?	87 (61%)	22 (16%)	33 (23%)
Do you agree / disagree with the proposals for Parker Street?	85 (61%)	23 (16%)	32 (23%)
Do you agree/ disagree with the proposals for Sankey Street?	82 (60%)	21 (15%)	35 (25%)
Do you agree/ disagree with the proposals for Winmarleigh Street?	82 (60%)	23 (17%)	31 (23%)
Do you agree/ disagree with the proposals for Arpley Street?	76 (58%)	22 (17%)	33 (25%)
Do you agree/ disagree with the proposals for Museum Street?	72 (56%)	26 (20%)	30 (24%)
Do you agree / disagree with the proposals for Crosfield Street?	59 (47%)	36 (28%)	31 (25%)
Do you agree / disagree with the proposals for Bold Street?	79 (61%)	19 (15%)	31 (24%)

Question	Yes	No	Don't know
Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?	59 (45%)	43 (32%)	31 (23%)

Question	Yes – trial it first	No – put the scheme in without a trial	No – don't put the scheme in at all	Don't know
Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?	79 (58%)	18 (13%)	26 (19%)	13 (10%)
<i>Respondent who support the traffic calming (trial & no-trial combined)</i>	97 (71%)			

Following each question, respondents were then asked "If you would like to say why you gave this answer please tell us in the box below."

The free format of this question gave people the opportunity to frame their responses. **Appendix 4** contains a detailed summary of the negative and positive responses for each question.

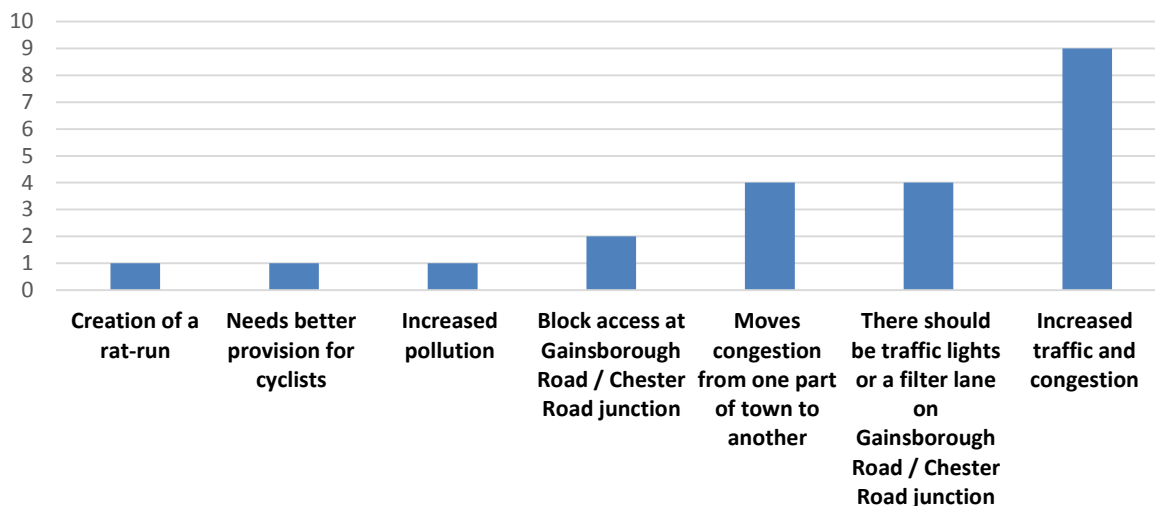
8. CHANGES TO THE SCHEME ARISING FROM STAGE 2 CONSULTATION

This section focuses on those respondents who disagreed with the scheme and those who made suggestions regarding changes to the scheme. The council’s response to the comments is outlined and changes arising from the Stage 2 consultation are set out.

Chester Road / Slutchers Lane / Gainsborough Road Junction

Do you agree/ disagree with the proposals for Chester Road/ Slutchers Lane/ Gainsborough Road junction?

Negative issues by frequency



Comments on the proposed junction included:

- “Moving traffic from Bridge Foot to Chester Road with inadequate roads at the end”
- “Why no traffic lights at Gainsborough Road Junction? Difficult now to turn right”
- “...it will cause problems for traffic turning right out of Gainsborough (especially the buses)...”

Response
<ul style="list-style-type: none"> • It is anticipated that the scheme will reduce overall journey times from key origin and destination points, by relieving some of the traffic pressure at Bridgefoot Gyratory and Brian Bevan Island. The scheme will relocate some queueing to new locations – but traffic will generally move more efficiently through junctions which will deliver time savings. • The junction with Gainsborough Road and Chester Road was re-examined following the

consultation feedback from Stage 2. The proximity of the new junction (which was determined by the bridge location) means that there would be insufficient stacking space for waiting vehicles on Chester Road NB for two adjacent junctions, whilst a single combined junction would reduce the capacity of the junction for the priority Chester Road route due to the requirement to allocate green time for the Gainsborough Road movement. In addition, whilst there were a number of respondents suggesting that traffic lights would be needed at the junction, there were also a large number of respondents who believed that Gainsborough Road would be used as a cut through to the new bridge. One of the key factors influencing whether the later occurs will be how easy it is to turn right from Gainsborough Road to reach the new link – on balance it was considered that a signalised junction at this location could encourage the rat run by making the right turn too efficient.

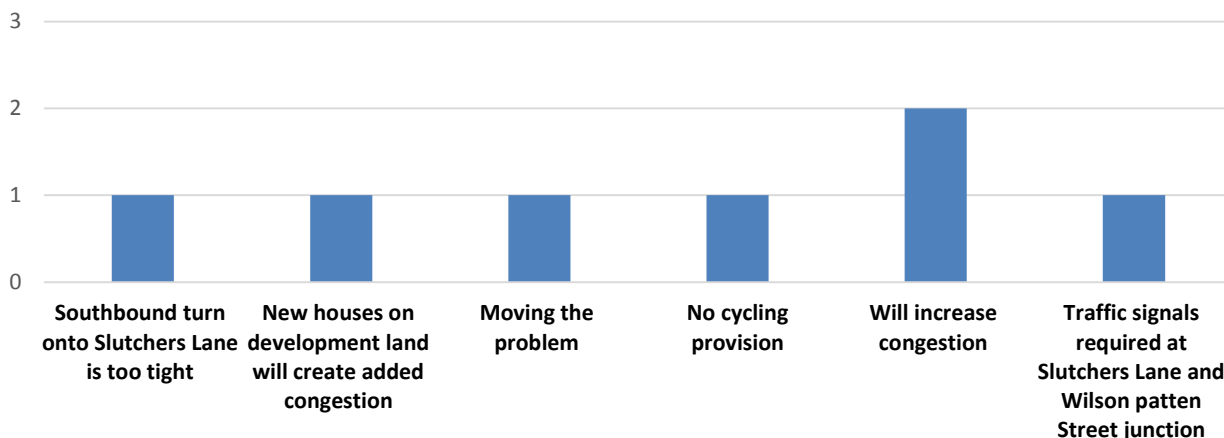
Changes to the scheme

- Although a new signal controlled junction at Gainsborough Road was reviewed and ruled out, minor improvements to the priority junction layout were made. In particular, the inclusion of a left turn lane on the approach to Chester Road means that left turning traffic will not be impeded by drivers seeking an opportunity to turn right.
- The proposed signal control junction with Slutchers Lane was amended to include an additional lane on Chester Road in the southbound direction, to avoid right turning vehicles impeding southbound traffic flow.

Slutchers Lane

Do you agree/ disagree with the proposals for Slutchers Lane?

Negative issues by frequency



Response

- It is anticipated that the scheme will reduce overall journey times from key origin and destination points, by relieving some of the traffic pressure at Bridgefoot Gyratory and Brian Bevan Island. The scheme will relocate some queuing to new locations – but traffic will move more efficiently through junctions, which will deliver journey time savings rather than increased congestion.
- All traffic modelling of the proposal assumes that the land opened up for development will generate a certain amount of traffic. This traffic will therefore be accommodated within the associated junction and link design and will not create additional congestion on the new link.
- The new link utilises the existing Slutchers Lane at the northern end of the site which doesn't have any scope for the inclusion of cycle lanes, as such it was considered inappropriate to include cycle lanes on the new section of highway that would cease part way along the route. However, when the sites adjacent to the new road are developed, the intention is that the northern site will be permeable to walkers and cyclists and a new route should be created that runs through to Centre Park. In addition, there will be passive provision for a section of shared use footway along the bridge that would enable a connection to a future riverside path.

Changes to the scheme

- Following the Stage 2 consultation, the lane markings along Slutchers Lane were reviewed and changes were made to narrow the right turn lanes and reduce potential for locations to become pinchpoints.
- The junction with Slutchers Lane and Wilson Patten Street was reviewed following the Stage 2 consultation feedback, and, in conjunction with the removal of the one-way systems in the town centre, a new signal controlled junction is now incorporated into the revised scheme.
- The revised junction layout was checked to ensure that the southbound movement could be safely accommodated.

Only a small number of negative comments were received with respect to the proposal to open the bus gate into Centre Park – with 60% of Stage 2 respondents in support of widening the bus gate immediately and 23% in support of widening when the legal issues are resolved. This is 73% support for the concept of the bus gate which is broadly similar to the proportion of support in Stage 1.

Objections were based on views that the proposal would create a rat-run, proposals were pointless, and that the council should focus on the alternative scheme for the high-level bridge instead.

Response

- Traffic modelling suggests that opening the bus gate in conjunction with the new bridge link would provide route alternatives which give drivers choices as to how to enter and exit Centre Park. These additional options result in a decrease in the number of vehicles using the Blue Bridge despite the addition vehicles using the route to travel through Centre Park.

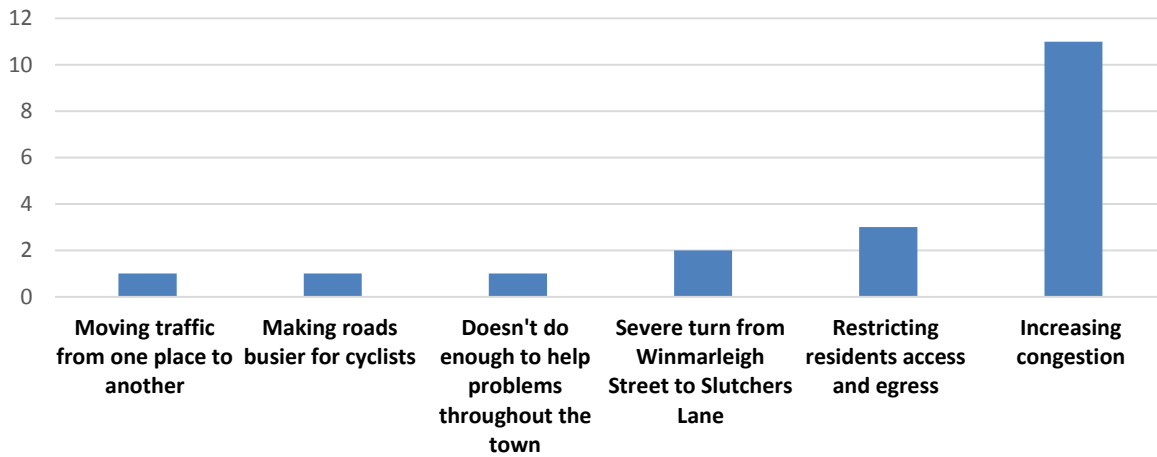
One-way system – Sankey / Winwarleigh / Wilson Patten / Parker Street

Of the 155 people who responded to the question “Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street - Winmarleigh Street - Wilson Patten Street - Parker Street?” the majority of people (55%) said they agreed or strongly agreed with the proposal. However, this level of support was balanced by 45% of respondents who either disagreed, strongly disagreed, or were neutral

about the proposal.

Do you agree/ disagree with the proposal to introduce a one-way system around Sankey Street/ Winmarleigh Street/ Wilson Patten Street/ Parker Street?

Negative issues by frequency

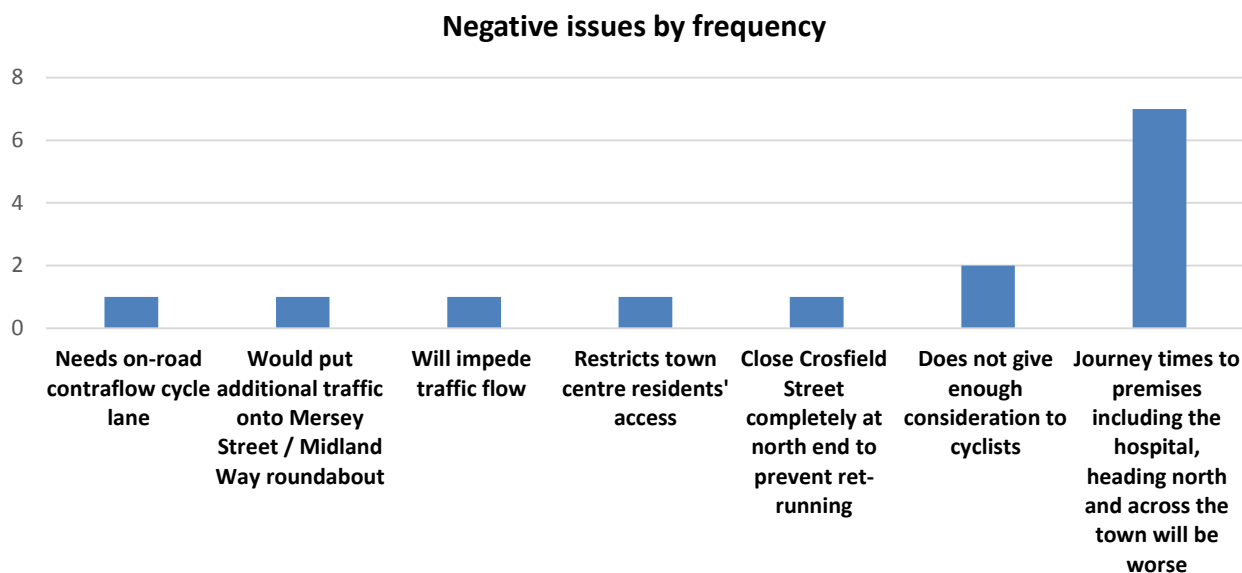


Changes to the scheme

- Following feedback on the detailed plans during the Stage 2 consultation, it was clear that despite the presentation of more detailed proposals for the one-way elements of the scheme, there was insufficient support for this aspect of the scheme. As a result, all one-way sections of highway were removed from the scheme, and a new signalised junction was designed for the junction of Slutchers Lane and Wilson Patten Street.
- One-way proposals on Arpley Street, Museum Street and Bold Street were essential aspects of the one-way system around Sankey Street - Winmarleigh Street - Wilson Patten Street - Parker Street. As such these proposals were also removed following the Stage 2 consultation.

Crosfield Street

Do you agree/ disagree with the proposal for Crosfield Street?



Of the 126 people who responded to the question “Do you agree/ disagree with the proposals for Crosfield Street?” 59 people (47%) said they agreed or strongly agreed with the proposal. However, this level of support was counter-balanced by 53% of respondents who either disagreed, strongly disagreed, or were neutral about the proposal.

Changes to the scheme

- Following feedback on the detailed plans during the Stage 2 consultation, it was clear that despite the presentation of more detailed proposals, there was insufficient support for Crosfield Street aspect of the scheme – as a result, it was removed from the scheme.

Wilson Patten Street, Parker Street, Sankey Street, Winmarleigh Street, Arpley Street, Museum Street and Bold Street

The removal of all one-way elements of the scheme means that a large proportion of comments that were related to the detailed proposals on Wilson Patten Street, Parker Street, Sankey Street, Winmarleigh Street, Arpley Street, Museum Street and Bold Street were superseded as these scheme elements have been removed from the scheme. As such no further responses are included within this report with respect to these locations. However a summary of questionnaire responses is provided within **Appendix 4** and where a comment could be applicable in the future for an unconnected scheme these have been noted. In particular,

there were positive responses with regard to the creation of additional parking for residents on Parker Street and Crosfield Street.

Gainsborough Road Issues

The table below sets out the responses from people who stated that they lived or worked in the streets bound by the Chester Road, Wilderspool Causeway and the Ship Canal. These streets represent the area surrounding Gainsborough Road for whom the introduction of traffic calming would be most relevant.

Text highlighted in “**Bold Green**” indicates where there was strong support for each aspect of the scheme with a response rate of 60% or greater of respondents. Text highlighted in “*Amber Italics*” indicates where the level of support was not as strong with a positive response rate up to 59% or respondents. Please note, percentage figures may not add up to 100 due to rounding.

Stage 2 Summary Questionnaire Reponses (Gainsborough area residents and employees only)

Question	Strongly agree / agree	Strongly disagree / disagree	Neutral
Do you agree/ disagree with the proposals for the Chester Road / Slutchers Lane/ Gainsborough Road junction?	27 <i>(51%)</i>	18 (34%)	8 (15%)
Do you agree / disagree with the proposals for Slutchers Lane?	34 (67%)	9 (18%)	8 (16%)

Question	Yes – widen the bus gate now so that it can be opened as soon as possible	Yes – but don’t do the work until the legal issues are resolved	No – don’t widen the bus gate	Don’t know
Are you in favour of the proposals for the bus gate link to Centre Park?	39 (78%)	3 (6%)	5 (10%)	6 (12%)

Question	Yes	No	Don’t know
Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?	21 (40%)	23 (43%)	9 (17%)

Question	Yes – trial it first	No – put the scheme in without a trial	No – don’t put the scheme in at all	Don’t know
Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?	31 (60%)	9 (17%)	9 (17%)	3 (6%)
<i>Respondent who support the traffic calming (trial & no-trial combined)</i>	40 (77%)			

Overall, of the 53 people living or working nearest to Gainsborough Road, the majority were supportive of the bridge scheme (51% agreed or strongly agreed with the proposal for the Chester Rd/Slutchers Lane and Gainsborough Road Junction), although the level of support was not as strong as for other respondents from outside of the area (71% agreed of strongly agreed with the proposal overall).

Although local residents and employees were divided as to whether the traffic calming proposal would make Gainsborough Road less attractive to through traffic, there was strong support for the introduction of the scheme as a trial.

Yes – trial it first comments included:

- “I think the residents should have a say on the effectiveness of the system - and also on the aesthetics”
- “I think it will slow traffic but not dissuade people from using the route.”

No, put the scheme in without a trial comments included:

- “This type of calming is used in many situations and should work here, and make a more pleasant environment”

No, don’t put the scheme in at all comments included:

- “Busy enough already”

A number of suggestions were made as to how to improve both the design of the traffic calming and the junction with Chester Road. There was also some concern that the traffic calming could encourage rat running through streets north of Gainsborough Road.

The tables below summarises the comments:

Yes, trial it first - themes

Themes	Frequency
Block off Gainsborough Road at Chester Road and replace with a bus gate	1
Make sure there is not a lot of stationary traffic	1
It needs traffic calming to prevent it becoming more of a rat-run once the bridge is built	1
A trial would help to determine planned impact	1
Ensure the scheme has the capacity to reverse the action	1
It's needed because Gainsborough Road is a rat-run	1
Residents should have a say on the effectiveness	2
Should include a weight restriction for lorries	1
It could create rat-running down the off-roads	1
Concerns over impact on journey times	2
Could hinder access to residents	1
Needs more road signs to stop lorries and HGVs	1
Needs to remember pedestrians	1
A filter lane to turn left to Chester Road from Gainsborough Road is required	1

No, put the scheme in without a trial – themes

Themes	Frequency
Pointless without the removal of the bus gate	1
It will slow down traffic and make a more pleasant environment	2
I live on Gainsborough Road and traffic calming is already needed	1
Need double yellow lines at Chester Road to Silverdale Road to stop obstructions	2
May stop heavy goods vehicles on restricted road	1

Currently many complaints about parking and speeding	1
--	---

Don't put the scheme in at all - themes

Themes	Frequency
If the aim is to improve traffic flow then restricting Gainsborough Road does not make sense	3
People will not be deterred by traffic calming	2
This will create rat runs down the off-roads	2
Increase in pollution for residents	2
Pinch points are dangerous	1
Preference would be to slow Gainsborough Road to 20mph and introduce speed cameras	1
Keep Gainsborough Road clear as this is an important route when motorways are blocked	1
Speed bumps would work better than chicanes	1

Response

- Blocking off Gainsborough Road at Chester Road and providing a bus gate would be dependent upon available capacity of neighbouring roads to accommodate the diverted traffic. Gainsborough Road does have an important access function and parallel routes, such as Ellesmere Road, would have difficulties accommodating extra diverted traffic..
- The introduction of the traffic calming as a trial will enable the council to monitor its impact on the amount of traffic, vehicle routing, driver behaviour, air quality, and journey time.
- Gainsborough Road currently has a weight restriction for HGVs, this will remain as part of any traffic management scheme.
- Residents will be involved in the final detail design of the scheme and will decide whether or not the trial is made permanent.
- The style of pinch point suggested for the scheme will include a cycle by pass to ensure cyclist safety, and is similar to other schemes across the country that have been

introduced with no detriment to safety.

- Some design options have been proposed that would reduce speeds effectively without the need to introduce an official 20mph speed restriction.
- Speed bumps were considered in the early design options; however, houses on Gainsborough Road reportedly have current issues with road vibrations and the introduction of speed humps would exacerbate existing problems. In such circumstances, the proposed chicane arrangement was considered to be the only option.

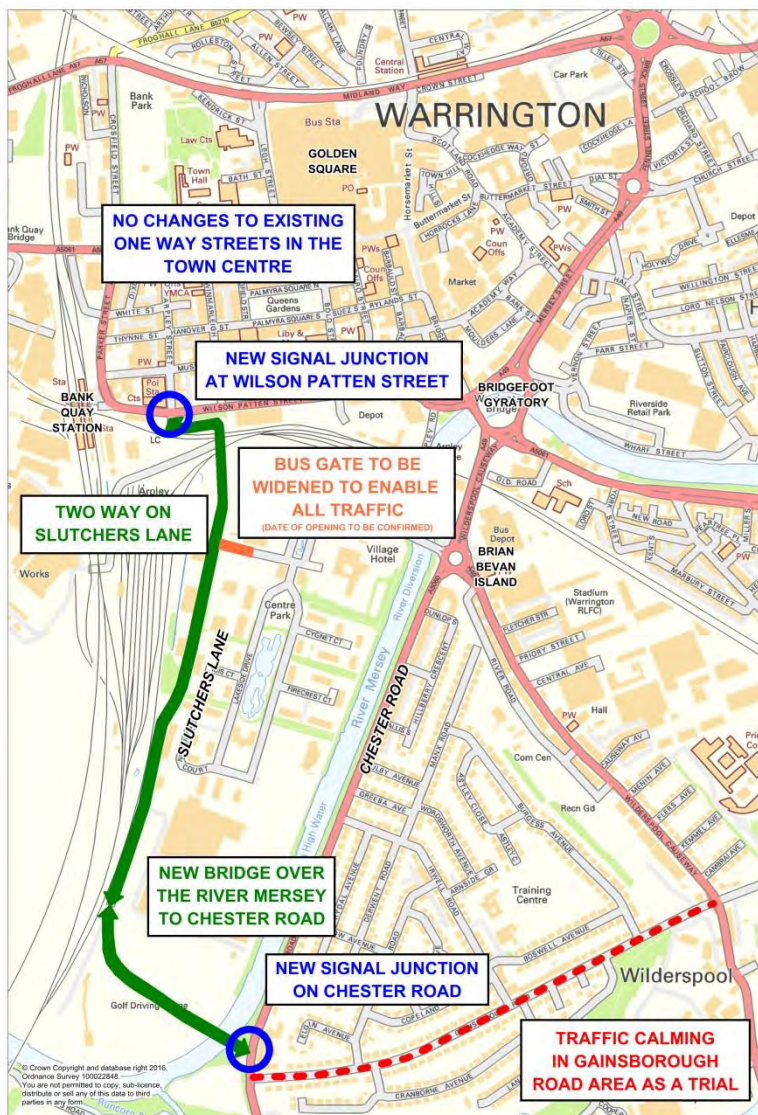
Changes to the scheme

- Following the Stage 2 consultation, a left turn lane was added on the approach to Chester Road to ensure that left turning vehicles were not impeded by drivers seeking to turn right.
- Parking restrictions will extend from the junction with Chester Road along Gainsborough Road to ensure that the junction remains as efficient as possible.

9. STAGE 3 UPDATE

Warrington BC ran a final update period in December 2016 and January 2017 to present the preferred option to the public, incorporating all the comments received at previous consultations. The final scheme is shown below. Public awareness was raised through an updating of the information on the webpage, mailing out all contacts on the mailing list and a wider press release.

Preferred Scheme Option (Public Consultation Plan)



Despite the intention being to provide information to the public on the preferred option as an update, the public were invited to comment via the email link on the website, in addition to asking to be added to the mailing list for the scheme. Given the nature of Stage 3 was an update showing the preferred option, the nature of the responses generally were those with an interest in the scheme requesting further information or to be kept informed through future updates.

The council received 20 responses through the email address, with officers responding to each query upon receipt. No questionnaire was included in the responses so members of the public and organisations could respond with any thoughts or concern regarding the preferred option. The responses have been summarised by categories below.

Preferred Scheme Option (Public Consultation Plan)

Response Type	Number of Reponses
Timescale	3
Gainsborough Road	3
Sustainable Travel	1
Preferred Option	9
Development	2
Other	2

Each of the individual respondents to the update were sent an individual reply via the consultation email. Where necessary, the responses were disseminated within the wider service if the query was not immediately related to the scheme or included wider comments about transportation within the borough.

10. SUMMARY

Following the execution and completion of the three stages of consultation, the following key items can be noted:

- Strong support for the principle of the scheme, around 80% of respondents in favour;
- The council responded to public concern regarding the one-way scheme by undertaking additional work and identifying an engineering solution that could be delivered within the scheme budget to sustain a two-way link at the north end of Slutchers Lane;
- The council responding to concerns regarding perceived traffic levels on Gainsborough Road by designing a traffic calming scheme intending to slow and reduce traffic demand whilst causing minimum potential disruption to local residents;
- The council recognising that the public would like the existing Centre Park bus gate open to all traffic, and that this was a clear message in the consultation. The council is continuing to pursue this element of the scheme, is producing a design within the design package but can only deliver the scheme once the legal issues are resolved; and
- The council re-evaluating the benefits of elements of the scheme in the town centre, following outputs from the traffic modelling and responses to the second round of consultation.

The council is continuing to keep the public informed regarding the development and progression of the scheme through the webpage and the dedicated scheme email. A member of the project team is monitoring the emails and will respond as comments are received. Major milestones in the delivery of the project will be updated on the webpage and the council will generate press releases to ensure the public is suitably informed.

11. APPENDIX 1: STAGE 1 QUESTIONNAIRE

CENTREPARKLINK



Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington LEP are exploring new plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

We would like your views on whether you think the proposals are a good idea. Take a look at the leaflet “**CentreParkLink**” or visit the website www.centreparklink.co.uk for more details.

You can then tell us what you think by either:

- completing the questionnaire below
- completing the online questionnaire at www.centreparklink.co.uk
- emailing your comments to clp@warrington.gov.uk

The consultation will end on Friday 8 January 2016.

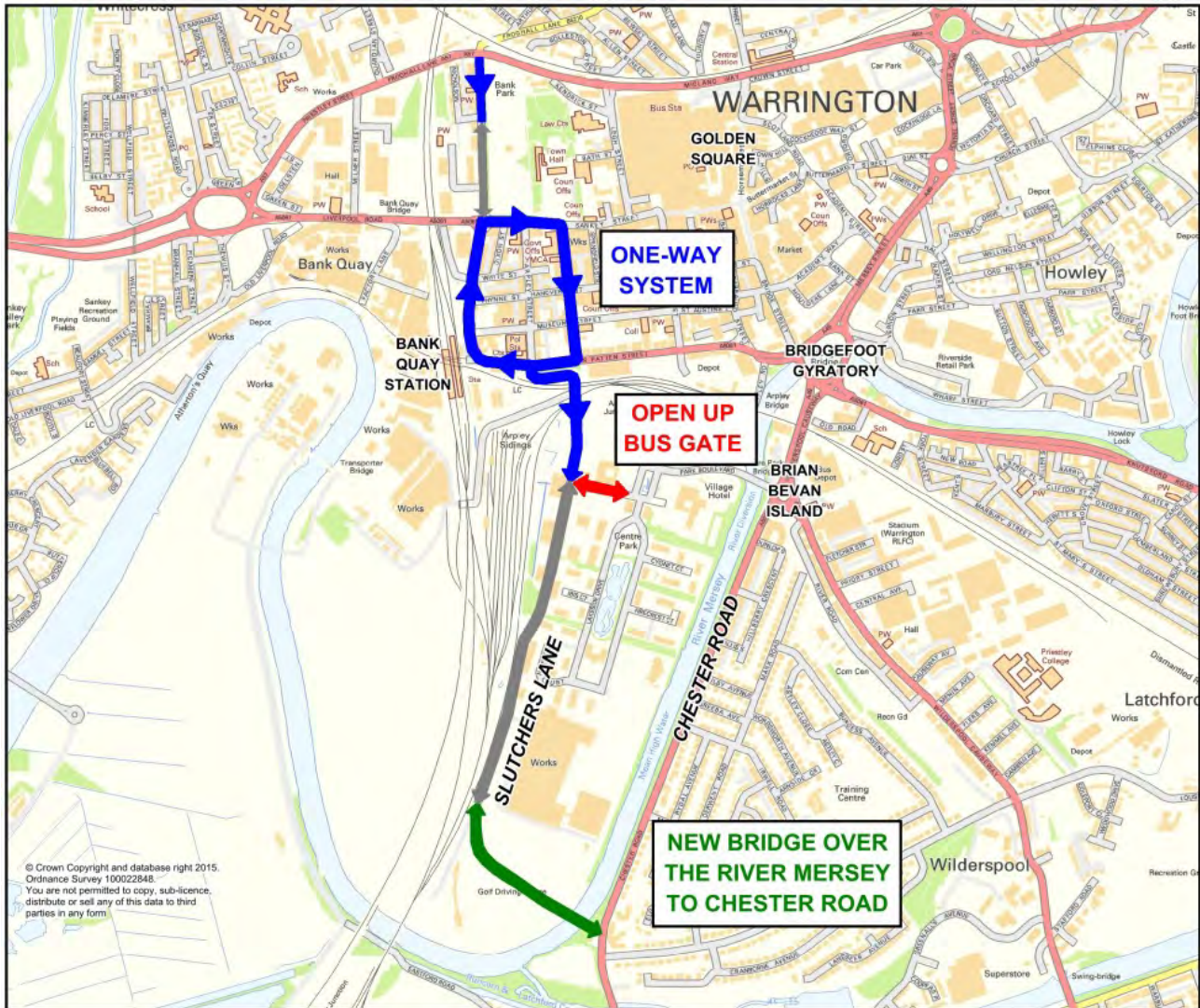
To return the paper questionnaire below pop it in an envelope and post it using the FREEPOST address below:

“FREEPOST: YOUR SAY CONSULTATION”

No stamp is required.

Remember that you are not obliged to complete any question that you do not want to - please just complete those that you are happy to answer.

Your response will be confidential and the survey process complies with the Data Protection Act 1998. When we publish results, we do not publish individual details or data, only combined information and overall results (apart from written comments, where given, which **always** remain anonymous). Your details will **only** be used for this consultation.



The New Bridge and link will be open to all traffic – north and south bound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing ‘Bus Only’ link to Centre Park).

One-way System: There are also proposals to re-route town centre traffic itself around Wilson Patten Street, Winmarleigh Street, Parker Street and Sankey Street, to ease current levels of congestion and promote the use of the new southbound link.

The main benefit of the scheme is that southbound traffic that originates in West or North Warrington will be able to avoid Bridgefoot Gyratory by using the new link. This will help alleviate congestion for north and southbound traffic by diverting traffic away from both Brian Bevan roundabout and the Bridgefoot Gyratory.

The Bus Gate: We are also investigating whether the ‘Bus Only’ link (sometimes called a ‘Bus Gate’) could be open for general traffic – this would mean that you could access Centre Park from the south via the new link, from the north via Slutchers Lane, and from the existing route via the ‘Blue Bridge’ at Brian Bevan roundabout.

Further details and answers to FAQs are on the website: www.centreparklink.co.uk

CentreParkLink Questionnaire

1. Name:

Address:

Postcode:

2. If you would like to be added to the consultation emailing list so we can contact you about any further developments please provide your email address below:

Email Address:

3. Which of the following best describes you? (tick one option only)

Local resident

Business owner

Employee

Other, please specify:

4. Do you think the bridge across the River Mersey is a good idea? (tick one option only)

Yes

No

Don't know

5. If you would like to say why you gave this answer regarding the proposed bridge please tell us in the box below:

6. Do you support the one-way system proposed in the town centre? (tick one option only)

Yes

No

Don't know

7. If you would like to say why you gave this answer about the proposed one-way system please tell us in the box below:

8. Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park? (tick ✓ one option only)

Yes

No

Don't know

9. If you would like to say why you gave this answer about the possibility of opening the bus gate please tell us in the box below:

10. Please let us know of any other suggestions or comments you have, in the box below:

About You

Warrington Borough Council is committed to promoting equality of opportunity and respect for diversity in the services we provide.

It is not compulsory to answer these questions but by doing so you are helping us to monitor the effectiveness of our services and make improvements to address any barriers to using them.

All answers will be treated in the strictest confidence and protected by the Data Protection Act 1998. Individuals will not be identified.

Thank you for helping us to deliver better quality services to you.

11. Gender (tick ✓ one option only)

Male

Female

Other (please state)

12. Is your gender identity the same as you were assigned at birth? (tick ✓ one option only)

Yes

No

13. How would you describe yourself? (tick ✓ one option only)

Bisexual

Gay man

Gay woman / Lesbian

Heterosexual /
straight

Other

Prefer not to say

14. Age. Please indicate which age category you belong to: (tick ✓ one option only)

0 - 16

35 - 44

65 - 74

17 - 24

45 - 54

75 - 84

25 - 34

55 - 64

85 or over

15. Have you ever served in the British Armed Forces? (tick ✓ one option only)

Yes

No

16. Has any member of your immediate family? (tick ✓ one option only)

Yes

No

17. Do you consider yourself to have a disability, or a long-term illness, physical or mental health condition? (tick ✓ one option only)

Yes

No

If yes, please go to Q18. If no, please go to Q19.

18. What is the nature of your disability, long-term limiting condition or health problem?
(tick ✓ all that apply)

Physical disability

Learning disability

Mental ill health

Visual disability

Hearing disability

Other, please specify

19. Caring responsibilities in your personal life. **Is there anyone who relies on you for care and attention AND that you assist with their daily routines?** (tick ✓ one option only)

Yes

No

20. If yes, please indicate the circumstances:

Children

Adults (18 or over)

21. To which of these groups do you consider you belong? (tick ✓ one option only)

A) White

English / Welsh / Scottish / Northern Irish / British

Irish

Gypsy

Irish Traveller

Any other white background, please specify:

B) Mixed / Multiple ethnic groups

White and Black
Caribbean

White and Black
African

White and Asian

Any other mixed background, please specify:

C) Black / African / Caribbean

Caribbean

African

Any other Black / African / Caribbean
background, please specify:

D) Asian / Asian British

Indian

Pakistani

Bangladeshi

Chinese

Any other Asian background, please specify:

E) Other ethnic group

Arab

Any other ethnic group,
please specify:

22. Your religion or belief. Which group below do you most identify with?
(tick ✓ one option only)

No religion or belief

Christian

Buddhist

Muslim

Hindu

Sikh

Jewish

Other, please specify:

Thank you for taking the time to complete this survey.

All the survey responses will be analysed in early January following which the results and next steps will be posted on the Council's website by Mid-January 2016.

Thank you.

12. APPENDIX 2: STAGE 1 REPORT

STAGE 1 REPORT

**STATEMENT OF
COMMUNITY
INVOLVEMENT**

CONSULTATION FEEDBACK

Prepared for: Warrington Borough Council
and Warrington & Co.

Prepared by Curtins

January 2016

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Executive summary

The SCI report sits alongside and supports the planning application for the new Centre Park Link and the associated highways improvements.

In summer 2015, following a competitive tendering process, the council appointed Curtins stakeholder team to manage the consultation around the proposed new Centre Park Link and the associated one way system for the town centre.

This is part one of the SCI document and outlines the activity undertaken across the scheme area to engage communities and stakeholders, informing them of the plans and eliciting feedback. It details the key responses and core feedback received.

Part two of this document will follow on from this and will explain in more detail what further consultation activities will take place, based on this feedback and what impact this has had on the resulting planning application.

In total 13 different consultation events were held in different locations around the town centre and beyond to allow the maximum number of people to have their say on the plans.

Due to the diverse nature of the consultation audiences a specially outfitted consultation bus was employed which undertook an intensive three day tour of venues. In addition a number of static events were also held in high footfall areas or to target a specific audience.

A number of tactics were undertaken in order to raise awareness and drive attendance to the various consultation events.

These included:

- Designated website (centreparklink.co.uk)
- Website presence on the Council's development page
- Full social media programme
- Letters via email and post
- Press adverts
- Press releases (and subsequent coverage)
- Leaflet distribution
- Councillor briefings

Additional methods of engagement, specific to each consultation event, are listed in the full table of events, below.

	Type	Time	Location	Attendees	How attendance was driven
Thurs 26 th Nov	Council offices session	101m – 12pm	New Town House	10	
Mon 7th Dec	Bus roadshow	10am – 2pm	New Town House/ Cockhedge Shopping Centre	28	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, highly-visible branded bus
Mon 7th Dec	Bus roadshow	5pm – 7pm	Warrington Town Hall, Sankey Street	7	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, highly-visible branded bus
Tues 8th Dec	Bus roadshow	9am – 11am	The Forge Car Park, Stockton Heath	22	Online, email, social media, direct mail, leaflets, posters, press advert, press releases
Tues 8th Dec	Bus roadshow	12pm – 2pm	St James Business Park, Wilderspool Causeway	45	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, highly-visible branded bus
Tues 8th Dec	Bus roadshow	3pm – 4pm	Latchford Primary School, Old Road	9	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, highly-visible branded bus
Tues 8th Dec	Bus roadshow	5pm – 7pm	Palmyra Square South	5	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, highly-visible branded bus
Wed 9th Dec	Bus roadshow	7.30am – 9am	Centre Park, Lakeside Drive	9	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, highly-visible branded bus
Wed 9th Dec	Bus roadshow	12.30pm – 2.30pm	Lingley Mere Business Park, Great Sankey	27	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, highly-visible branded bus

Wed 9th Dec	Bus roadshow	4pm – 6.30pm	The Village Hotel, Centre Park	21	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, highly-visible branded bus
Thurs 10th Dec	Static drop- in event	2pm – 7.30pm	St Werburgh's Community Hub	87	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, second-stage leaflet drop to local area, ward councillor briefings
Fri 11th Dec	Static drop- in event	9.30am – 6pm	Golden Square Shopping Centre	287	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, visible location in heart of shopping centre
Sat 12th Dec	Static drop- in event	9am – 6pm	Golden Square Shopping Centre	427	Online, email, social media, direct mail, leaflets, posters, press advert, press releases, visible location in heart of shopping centre
Tues 15th Dec	Static drop- in event	11.30am – 2pm	Birchwood Forum	17	Direct liaison with forum representatives, visible location, leaflets, posters
				Total: 1001	

On and offline marketing collateral was employed to great effect to drive attendance at the events and to push people to the dedicated website www.centreparklink.co.uk. That collateral included direct mail, social media, email invitations, leaflets and posters, briefing notes and one-to-ones. Elected members were also briefed and helped to drive extensive media coverage.

Attendees were asked a series of questions on a questionnaire (a sample of which can be seen in appendix 1). The table below shows a summary of the most pertinent of those questions posed in the questionnaire.

	Yes	No	Don't know	Didn't answer
Do you think the bridge across the Mersey is a good idea?	330 (80%)	41 (10%)	34 (8%)	10 (2%)
Do you support the one way system proposed in the town centre?	195 (47%)	124 (30%)	79 (19%)	17 (4%)
Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?	303 (73%)	34 (8%)	45 (11%)	33 (8%)

Introduction

In July 2015 Curtins was commissioned to devise and implement a public engagement and consultation programme on behalf of Warrington Borough Council's development arm, Warrington and Co. for the Centre Park Link infrastructure scheme.

The Centre Park Link scheme would see investment in a considerable highways infrastructure plan to improve traffic flow to the south of the town centre and open a substantial area of land with close proximity to Warrington Town Centre and Bank Quay railway station for residential development.

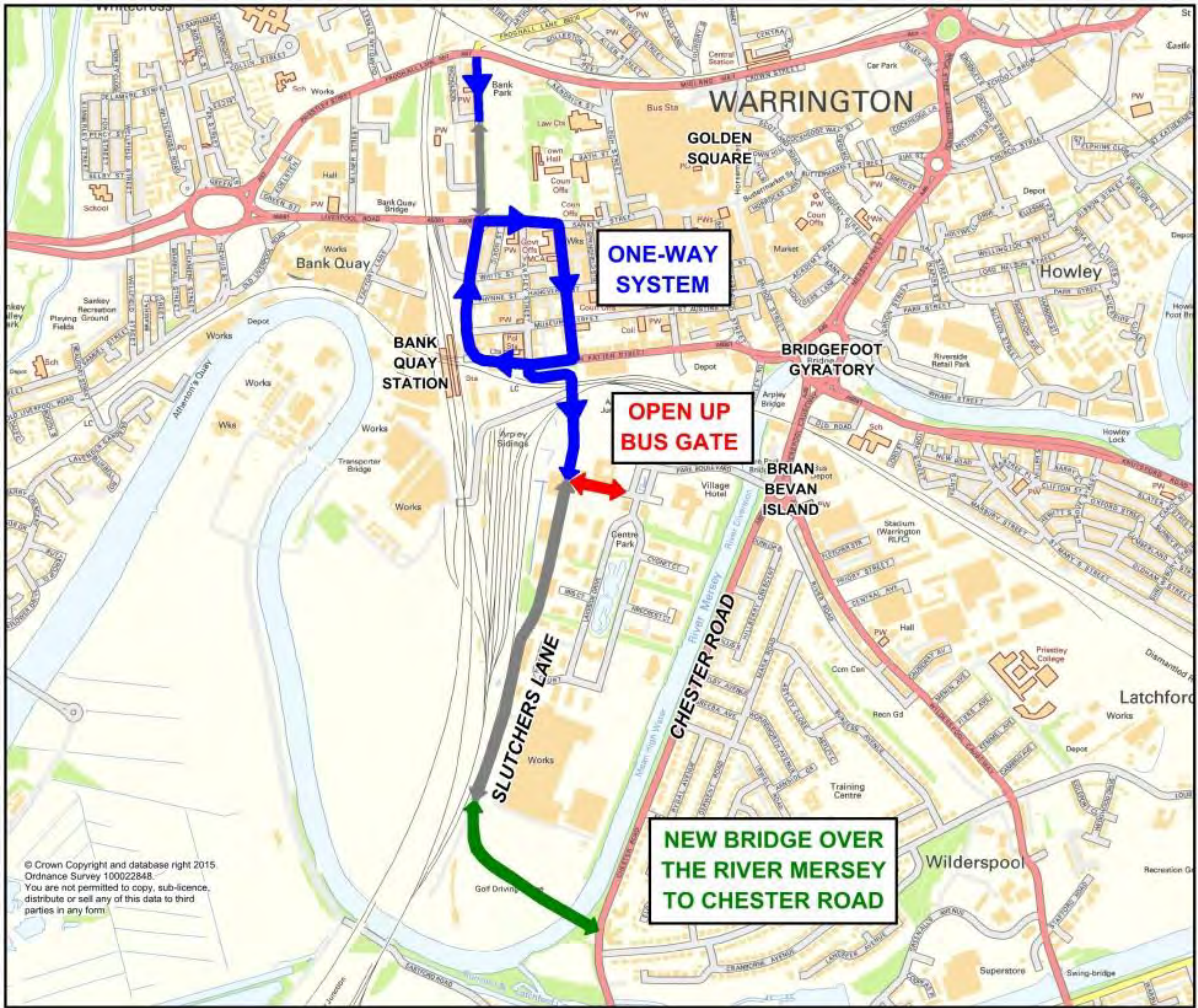
Centre Park Link would include a new road bridge from the A5060 Chester Road which would join with Slutchers Lane. The plans were designed to help ease problematic congestion around Bridgefoot Gyratory and Brian Bevan roundabout, Chester Road and Wilson Patten Street area, improving traffic flow at peak times and maximise the potential of the Warrington waterfront area.

The scheme involves a rerouting of traffic in the town centre itself around the Wilson Patten, Winmarleigh, Parker and Sankey Street circulation system. The intention of this is to ease the current levels of congestion observed and promote the use of the new link in a southbound direction.

The bridge between Chester Road and Slutchers Lane is one part of a broader aspiration of Warrington Borough Council to help relieve Warrington's enduring traffic problems and unlock key economic growth in the currently under-utilised waterfront area.

As a consequence of the highway scheme, the landowner at the south end of the Centre Park estate is pursuing a separate aspiration to develop this land for new housing. The landowner intends to submit a planning application for this proposal that will be considered through the normal planning process.

The council is also in discussion with the landowner regarding removal of the existing 'bus only' gate connecting Slutchers Lane to the Centre Park Business Park.



The consultation needed to be highly engaging and inclusive to reach those seldom heard audiences such as the working population, families and younger people. It was also devised to be geographically wide ranging as the scheme has a much wider impact than on those in the immediate location.

Strategy and delivery

Crucial to the whole consultation and communications programme was engaging with the community in a two-way dialogue. The communications programme aimed to address the 'common good' namely, the articulation of the large number of shared benefits from this investment while better understanding the views and opinions of the public. Our communications programme ensured that possible outcomes were clearly and repeatedly articulated and individuals and groups were encouraged to set their own concerns against the wider needs of the town as a whole. Communicating the major strategic drivers of the need, say, for the efficient flow of traffic, and the long term value to be gained from some short-term pain was key in presenting a balanced view of potential local and strategic impacts.

Delivering a programme which effectively communicated with stakeholder groups who were disparate in terms of geography and demographic was critical to the consultation. Initial research demonstrated that a wide range of people could potentially be affected by the proposals and it was therefore to adopt a strategy which could inform and give voice to all stakeholders.

To meet these needs there is the need to utilise different methods of engagement depending on how each group consumes information, and this is often defined by factors including age, occupation, geography and interests. As such our communications programme was delivered in a manner to ensure comprehensive and inclusive engagement.

Our bus roadshow was used to actively connect with the multitude of stakeholder groups across the town, from residents in Stockton Heath and users of town centre shopping amenities to employees at major business parks in the area. Taking the information directly into these vital groups enabled us to target numerous important areas across the entire Warrington area with increased mobility, helping to ensure that people were not left out of the consultation because of timing or geography.

The entire consultation process was undertaken in tandem with a full social media programme supported by Warrington Borough Council's Develop Warrington twitter handle. Regular tweets were scheduled in advance and encouraged stakeholders to leave feedback, while raising awareness and maintaining momentum around ongoing events. The social media programme also enabled the scheme to engage with transient stakeholder groups who may not exclusively reside in Warrington or the immediate consultation area, such as commuters and visitors to the town, but who were followers of the council's twitter-feed.

Other online methods were used to further engage with audiences, included the designated website, an important consultation tool which evolved with the project as images of plans and events were uploaded as they became available. The website acted as platform which stakeholder groups could refer back to during and after the consultation process and became the most popular location for leaving feedback. The website also linked back to the Council's Develop Warrington page, and vice versa, which was an important way of allowing a flow of access to more information.

In order to distribute information and details as widely as possible, a variety of other more traditional means were used. Press adverts and press releases sent to North West media outlets ensured that information was accessible, while increasing awareness of the scheme and driving

attendance to consultation events. These methods also ensured information was made available to those without internet access.

Other methods of offline communication were also utilised, and leaflet drops targeted over 8,000 homes and businesses in the local community. The leaflets encouraged respondents to visit events, view the website, read more about the plans and have their say. A second-phase leaflet drop went exclusively to those homes surrounding Gainsborough Road, ahead of the St Werburgh’s consultation event, as this was most local to them.

Direct one-to-one letters and briefing notes, tailored to how the scheme would impact each audience group, were sent to members of the council, local businesses, the taxi licensing team and local bus companies. These letters informed each group of the scheme, allowing them to disseminate the information amongst their communities and gave them a contact should the public turn to them directly with any questions about the implications it could have.

All consultation events were timed for inclusivity and aimed to target groups of different geographies and demographics. Bus events helped to capture those on the school run and business park lunchtimes, and our drop-in events after work and during weekend shopping hours ensured maximum reach.

Although targeting users of Bank Quay directly at the station was considered, our experience has taught us that it is often difficult to engage with commuters who are on the move and letters and posters were instead sent to station management along with posters and leaflets distributed in key community, leisure and business hubs across town instead that the same population would likely visit.

The council took the lead on dealing with Maro, the landowner of the Centre Park Business Park, who subsequently led the liaison with their tenants, however we implemented a number of measures as to ensure consistent and comprehensive engagement with users of their site. This included distribution of the leaflet and sending an update email containing Centre Park Link information and event timetable to all businesses on Centre Park, along with two bus events on the business park itself.

Consultation activity	
Brand	<p>A dedicated brand was created for the scheme and applied to all collateral. This helped in ensuring continuity across the various modes of communication and raising awareness.</p> <p><i>An example of the Centre Park Link branding can be seen in appendix 2</i></p>
Online	<p>A dedicated, branded website (www.centreparklink.com) was established in advance of the consultation events taking place. The website gave details of the scheme, information about the consultation events, images of the plans and events, an FAQ section, ‘contact us’ details and the feedback form.</p>

	<p>The scheme website also linked to the council's own Develop Warrington webpage and vice versa.</p> <p><i>An example of the Centre Park Link website can be seen in appendix 3</i></p>
Email	<p>A dedicated email address (cpl@warrington.gov.uk) was set up and publicised on all collateral to allow people to email questions or ask for further information and receive responses from the project team.</p>
Social media	<p>A tweet schedule was established in advance of the consultation going live. Tweets about the project, the consultation events and reminders for people to have their say were tweeted from the Develop Warrington twitter handle, and retweeted through the Council's handle.</p> <p><i>A screenshot of the Centre Park Link twitter page can be seen in appendix 4</i></p>
Direct mail	<p>Leaflets with details of the project, the various consultation events, 'contact us' details and the scheme's website were distributed to 8,100 local homes and businesses, these encouraged stakeholders to find out more and have their say.</p> <p>450 additional leaflets were distributed to homes along and surrounding Gainsborough Road and Chester Road. This was to remind local people of the consultation event taking place at St Werburgh's and encourage them to find out more and have their say.</p> <p><i>A copy of the leaflet can be seen in appendix 5</i></p>
Leaflets and posters	<p>Leaflets and posters were sent to all consultation event venues in advance of them taking place. These included:</p> <ul style="list-style-type: none"> • Cockhedge Centre • Warrington Town Hall • Woolston Depot • St James Court • Latchford Primary School • Lingley Mere Business Park • Village Hotel • St Werburgh's Community Hub • Golden Square Shopping Centre <p>Leaflets and posters were left in all libraries and council-run leisure centres.</p>

	<p>Warrington Borough Council's Licensing Department handed out leaflets to every person who visited for an appointment.</p> <p><i>A copy of the poster can be seen in appendix 6</i></p>
Letters	<p>Letters were sent to the following organisations and companies to inform them of the consultation and direct them to further information regarding the scheme.</p> <ul style="list-style-type: none"> • Salvation Army, James Lee House • Aldi, Liverpool Road • Operators of Warrington Bank Quay Station, Virgin <p><i>A copy of this letter can be seen in appendix 7</i></p>
Press releases	<p>A press release which publicised the scheme and consultation events and an accompanying image of the plans were issued to: The Warrington Guardian, Warrington Worldwide, Wire FM, Cheshire Today, South Warrington News, Insider, The Business Desk and Bdaily</p> <p>Follow up releases and consultation updates were sent to the same publications to ensure momentum and allow for more coverage</p> <p>Photo calls and interviews were held with members of the council visiting the consultation to speak directly with the press about the scheme</p> <p><i>A copy of the press release can be seen in appendix 8</i></p> <p><i>All coverage can be seen in appendix 9</i></p>
Press advert	<p>A ½ page press advert was placed in the Warrington Guardian the week prior to the consultation in order to raise awareness of the scheme and events and urge people to have their say.</p> <p><i>A copy of the press advert can be seen in appendix 10</i></p>
Events	<p>A number of drop-in events, timed for inclusivity and held at locations where people would be most affected were held from the 7th – 15th December.</p> <p><i>More information about these events can be seen on page 11</i></p>
Ward councillor engagement	<p>Emails were sent to ward councillors inviting them to the stakeholder meetings and to meet the team for more discussions as required</p>

	<i>A copy of the email to ward councillors can be seen in appendix 12</i>
Business engagement	<p>28 businesses on Centre Park were sent emails about the proposals, consultation events and links to further information.</p> <p>Information about the events was sent to Lingley Mere, St James, Cockhedge and Village Hotel to be circulated, both physically and via email</p> <p>All registered businesses in the leaflet distribution area (1,209 in total) received leaflets</p> <p><i>A copy of email to businesses can be seen in appendix 13</i></p>
One to one briefings	A one-to-one briefing was held with the Leader of the Council informing him of the stakeholder meetings and the scheme itself
Briefing notes	<p>A briefing note was sent to both the taxi licensing team and local bus companies. This informed them of the scheme and gave them a contact should the public turn to them directly with any questions about the implications it could have on taxis or buses.</p> <p><i>An example of the briefing note can be seen in appendix 14</i></p>

The consultation was designed to be wide ranging and aimed to ensure that all stakeholders had the opportunity to understand and feed into the emerging plans.

A number of measures were used to advertise the various consultation events. The overall objective of all these tactics was to drive maximum attendance to 13 different drop-in sessions which were planned across the town. At each event plans would be on display and members of the team available to answer questions and address issues.

The aim of the events was to understand the public and stakeholders' perception towards the proposed development and unearth any community objectives which could be addressed during the planning process.

A bus roadshow was undertaken on Monday 7th, Tuesday 8th and Wednesday 9th December. The bus visited key locations, with information and members of the team on board giving the public the opportunity to find out more and have their say.

The bus timetable was as follows:

Monday 7th December	
10am – 2pm	New Town House/ Cockhedge Shopping Centre
5pm – 7pm	Warrington Town Hall, Sankey Street
Tuesday 8th December	

9am – 11am	The Forge Car Park, Stockton Heath
12pm – 2pm	St James Business Park, Wilderspool Causeway
3pm – 4pm	Latchford Primary School, Old Road
5pm – 7pm	Palmyra Square South
Wednesday 9th December	
7.30am – 9am	Centre Park, Lakeside Drive
12.30pm – 2.30pm	Lingley Mere Business Park, Great Sankey
4pm – 6.30pm	The Village Hotel, Centre Park

The bus stop at Palmyra Square South was not originally factored in to the initial bus timetable but was a suggestion from Councillor Steve Parish and subsequently added to the schedule.

In total 173 people came on board the bus and 29 left their feedback on the plans.

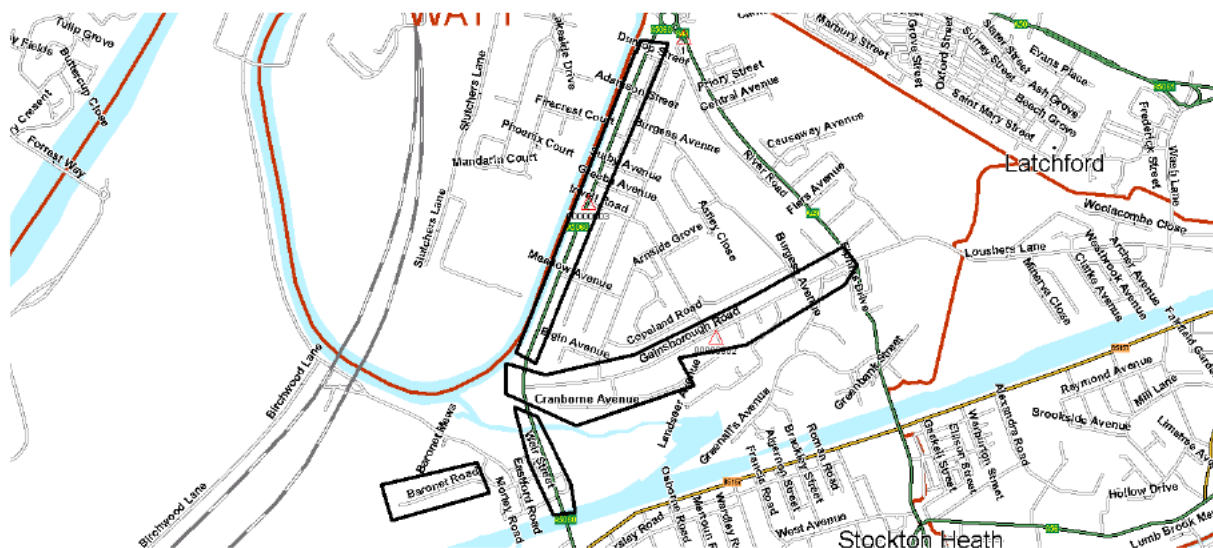
An all-day public drop-in session was held at St Werburgh's Community Hub on Thursday 10th December. The event was held at this location as it is in close proximity to the proposed development site and therefore suitably placed for local stakeholders. Running from 2pm – 7.30pm, the event was timed for maximum inclusivity attracting the lunchtime, after-school and after-work rushes.

This event was advertised through the various means of engagement mentioned above, as well as a separate leaflet-drop the day before the event which went to nearby roads, reminding the most locally affected people of it taking place.

Roughly 450 homes were targeted in this second phase of leaflet distribution and these are outlined below in black:

As the original leaflet drop had been undertaken over a week prior to the event, a second leaflet drop was undertaken in order to remind people of firstly the scheme, and the opportunity for them to have their say at a venue which would be most convenient for them to reach.

The project team liaised with ward councillors Councillor Maureen McLaughlin, Councillor David Boyer and Councillor Les Morgan, who agreed with undertaking the second leaflet drop.



In total 87 people attended the event, 13 of whom left their feedback.

Two all-day drop-in events were held at Golden Square Shopping Centre on Friday 11th and Saturday 12th December.

The Friday session lasted from 9.30am – 5.30pm and the Saturday session lasted from 9.00am – 6.00pm. Exhibition boards were on display in the heart of the centre, where public footfall was high, and members of the project team were on hand to explain the plans and answer any questions.

Across the two days, 714 people came to view the plans and 66 left feedback.

An additional public consultation event was held at the Birchwood Forum on Tuesday 15th December. This event was the result of liaisons with members of the forum, where it was suggested that engaging with this audience would help to inform those stakeholders who may be impacted but were less local to the scheme. Exhibition boards were on display and members of the project team were on hand to explain the plans and answer any questions. 17 people were engaged with in total at this event.

Respondents who did not want to complete feedback forms in person at the events were encouraged to take them away with them to fill them in and **post** them back to the designated FREEPOST address, **FREEPOST: YOUR SAY CONSULTATION**.

39 feedback forms were received via post.

An online version of the feedback form was uploaded on to the designated centreparklink.com website as well as Warrington Borough Council's website.

The online feedback form elicited 268 responses.

General feedback

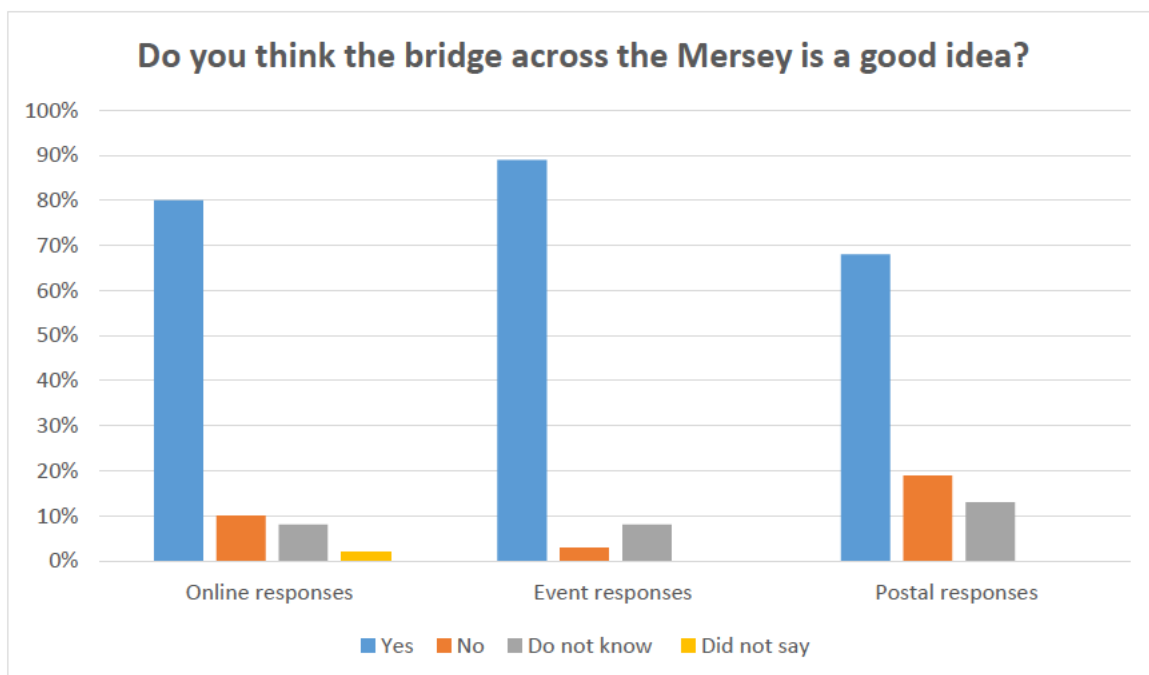
Throughout the consultation process, 415 people completed feedback forms. The table below shows a breakdown of the location of responses:

Location of responses	Number of responses
Online	268
Events	108
Postal	39

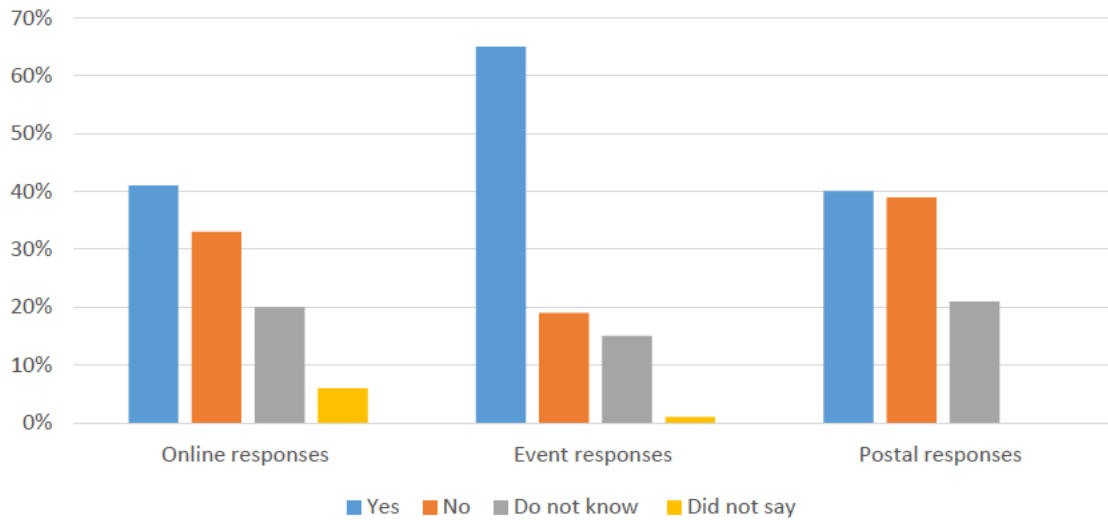
The three tables below demonstrate responses to the three key questions asked throughout the consultation process, in relation to the location from which they were received.

Consistently for all questions, the highest number of 'yes' responses always came from feedback forms that were handed in at events. This is likely due to the fact that visitors of events were given the opportunity to speak to the project team directly, meaning that concerns or questions could be raised and responded to and given reassurance immediately.

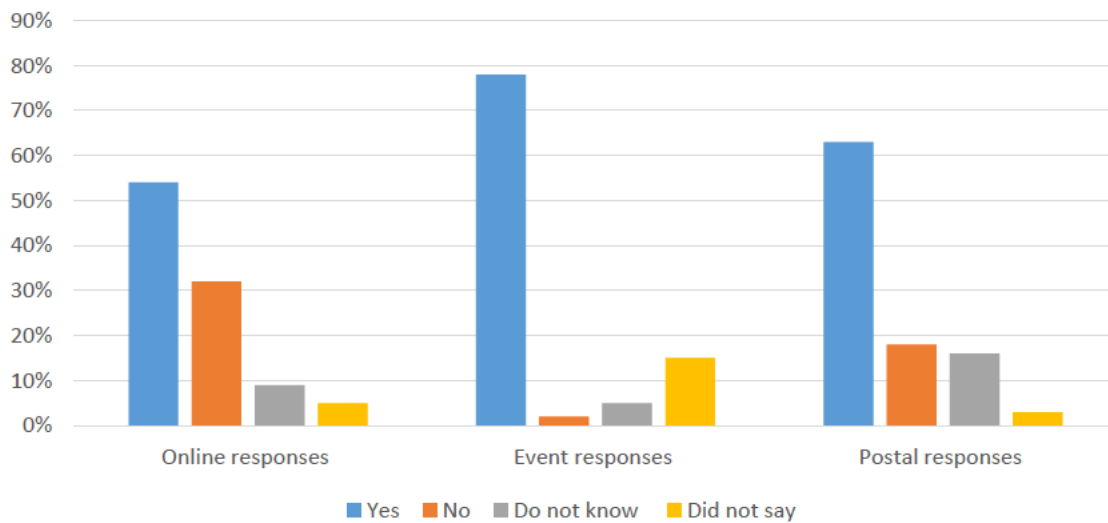
'Yes' is the most common response to all questions, however the graphs demonstrate that there is a higher likelihood of online or postal responses being marked negative or don't know. This is because these respondents left their feedback independently rather than engaging with the project team who may have been able to explain the scheme in more detail and respond to concerns face-to-face.



Do you support the one way system proposed in the town centre?



Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?

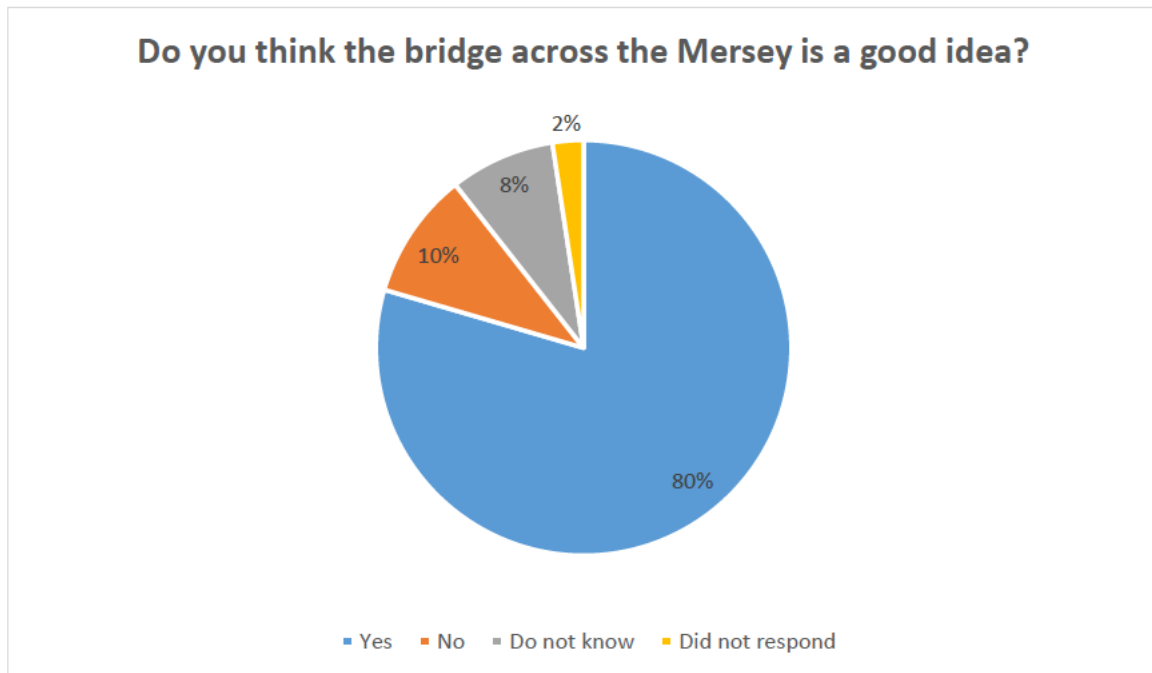


Do you think the bridge across the Mersey is a good idea?

Of the 415 people who filled in feedback forms either online, at the consultation events or via post, when asked the question “Do you think the bridge across the Mersey is a good idea,” only 10% of respondents were against the proposal. The majority (80%) were in favour.

- 330 people said yes
- 41 people said no
- 34 people did not know

10 people did not state whether they were in favour, against or did not know.

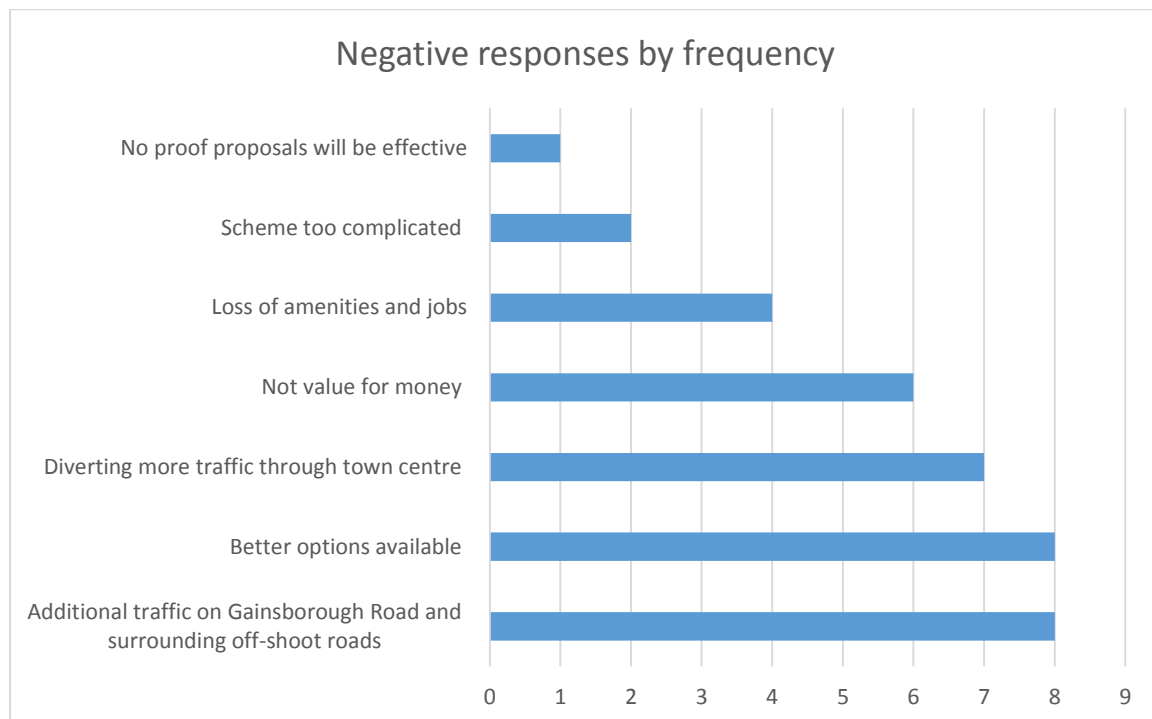


If you would like to say why you gave this answer regarding the proposed bridge please tell us in the box below.

Following on from the question, “Do you think the bridge across the River Mersey is a good idea?” respondents were then asked “If you would like to say why you gave this answer regarding the proposed bridge please tell us in the box below.”

Negative issues by frequency

The free format of this question gave people opportunity to frame their responses and, while the responses were largely positive, there were a number of negative themes highlighted by respondents.



Of those who ticked no to the question ‘Do you think the bridge across the River Mersey is a good idea?’ eight people, or 19.5%, specifically mention additional traffic on Gainsborough Road and surrounding roads as being the reason for their disapproval.

Gainsborough Road was identified prior to the consultation as being an area requiring specific focus and a further stage of consultation has been/will be undertaken with residents in this area and mitigation measures brought forward prior to work starting as outlined in this application. It was this focus on Gainsborough Road which led to the initial provision of an event in St Werburgh’s centre specifically for local residents.

Comments included:

“As I live in Gainsborough Road I am very concerned that the Bridge will increase the traffic considerably which is already high in volume especially at peak times.”

“It will only cause misery + further traffic problems to local residents of Gainsborough Road + Loushers Lane and all the surrounding streets and avenues.”

The other key issue for 'no' respondents was that they felt better options were available, with eight, or 19.5%, mentioning it in their comments. These include:

"I think there are better options and the initial plan is ill-conceived"

"Needs to go over the Manchester Ship Canal"

"A bridge that crosses the M/C Ship Canal at Higher Walton through to Sankey Way would be more beneficial"

"The new scheme is too complicated especially around Slutchers Lane"

17% of respondents also mentioned that they felt the scheme could create more traffic throughout the town, their comments included:

"The traffic problem will just be moved from one part of town to another. The bridge should be directing traffic away from the town."

"Trying to get to this main line station by car is already most difficult and under the new proposals with the gyratory system the increase in volume of traffic make it an impossibility."

"Efforts should be made to divert traffic away from the town centre not provide more options within it."

"Far from reducing congestion, the currently proposed one-way system will add two further pinch points where contra-flowing traffic will have to cross."

14.6% of negative respondents also commented on the cost of the scheme with some respondents stating that they believed the scheme was an ineffective use of money, these comments included:

"Cost nothing just to open the bus access road to the public, why waste money"

"The money in my opinion would be best spent addressing the grid lock at Latchford"

"Waste of capital borrowing"

9.7% of negative responders commented on the impact the scheme could have on existing amenities and jobs and comments included:

"It's gonna put many people at the driving range, out of the job, including myself."

"It is a really bad idea because the golf range is loved by many people."

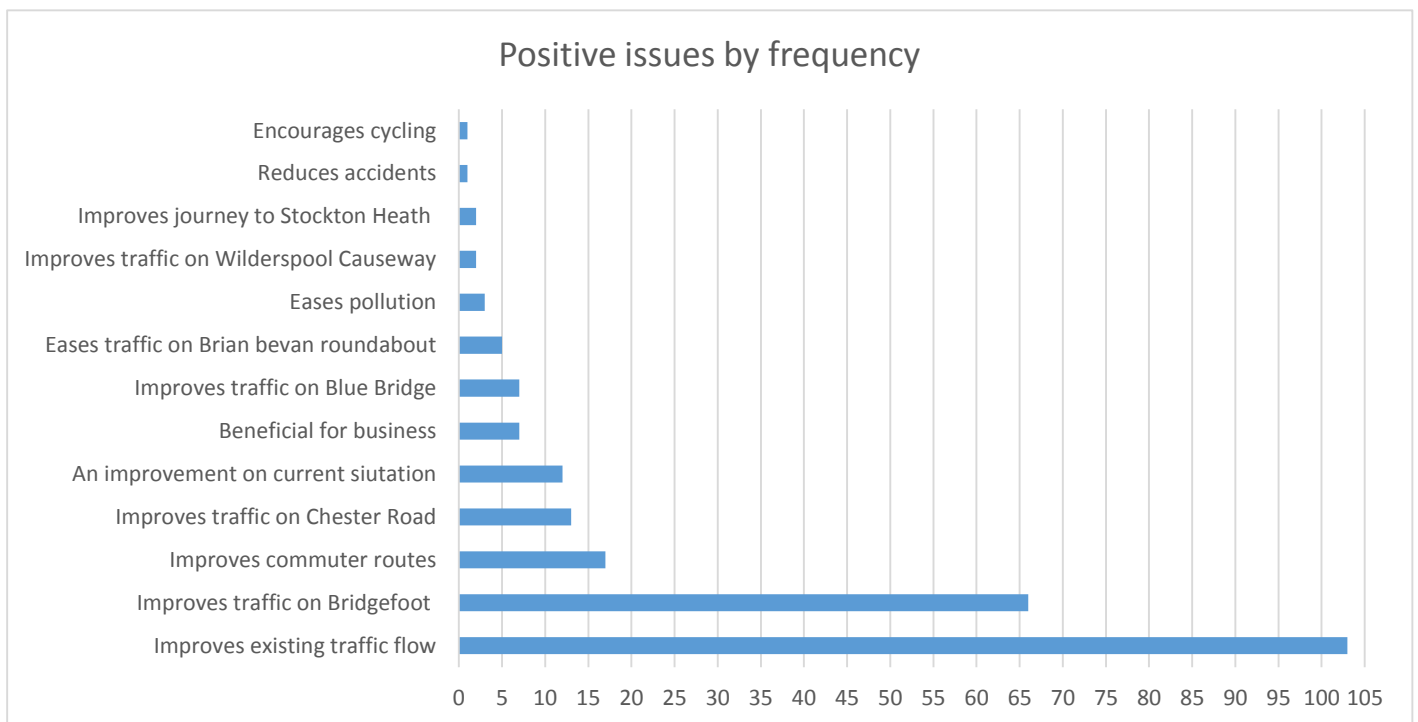
"It will also mean the closure of a public leisure facility which will not be replaced (the golf driving range)"

One respondent, the equivalent of 2.7%, felt that there was not enough evidence the new scheme would serve as a solution, their comment is listed below:

"There is no proof putting the bridge across the Mersey on this route and the proposed one way system will improve congestion."

Positive issues by frequency

Many people welcomed the scheme, with the overarching majority stating that they were in favour of the bridge across the Mersey because of the positive impact it could have on traffic flow.



Of those who ticked yes to the question ‘Do you think the bridge across the River Mersey is a good idea?’ 103, or 31%, mention an improvement to Warrington’s existing traffic flow being the reason for their approval. Comments included:

“It addresses the long standing traffic movement problems associated with access and traversing the river and town.”

“The congestion in and around Warrington at peak times needs addressing, any new link road can only benefit Warrington, especially when there are issues on the motorways and the town comes to a standstill”

66 respondents, 19.9%, specifically mentioned that they felt a new crossing would positively impact traffic currently using the Bridgefoot Gyratory. Comments included:

“Providing an additional bridge over the Mersey would ease congestion over Bridgefoot which was initially designed for far less traffic than what was probably anticipated.”

“Aged 11, I started asking for another crossing. 50 years ago! Traffic through Bridgefoot has always caused problems.”

Seven people, 2.1%, specifically mentioned the positive impact the scheme could have on the Blue Bridge. Comments included:

“Congestion going over the blue bridge is always bad so an extra exit would help with the traffic issue.”

Five people, 1.5%, mentioned that they were in favour of the scheme as it could help to ease traffic on Brian Bevan roundabout. These comments included:

"A lot of centre park users go through town to go home so at least this population will not be going via Brian Bevan Island"

17 people, 5%, specifically mentioned that the new crossing would have a positive impact on currently congested commuter routes. Comments included:

"Also work on Centre Park and this will give me another option to get to and from work as people are put off working here as the traffic to get on and off Centre Park is appalling."

"Currently takes between 40 minutes & an hour to get to and from work from Chapelford Village to Daresbury, a good 30/40 minutes of this journey is trying to get through bridge foot and queueing down Chester road on the way home, anything that makes an improvement to this would be so welcome!"

13 respondents, 3.9%, specifically mentioned that they felt there would be a benefit to Chester Road in terms of improving what is currently a heavily congested route. Comments included:

"It will minimise the traffic along Chester road that just want to get over the river to go to the west of Warrington, clearing the queues at rush hour that build up at peak times."

"As regular users of Chester Road for access to and from the Bank Quay area and beyond, we find the plan would certainly improve travel time for us and many others in and around our location."

On a similar theme to that of improving commuter routes, seven respondents, 2.1%, mentioned that they felt the new scheme would have a positive impact on businesses

"I am the [REDACTED] at [REDACTED] Centre Park. The congestion for the site is now becoming a deterrent for recruitment and retention. We are currently looking at new premises and one major factor is the lack of accessibility to the site. This may mean we consider alternative business premises if no improvement is imminent."

"Working on Centre Park, and having clients who attend meetings in our office space, this is an absolute no brainer to reduce traffic congestion centrally, and allow certain motorists to divert around Bridgefoot. The traffic is awful on a daily basis, with it often taking longer to do the 3 miles getting in/out of Warrington, compared to the 12 miles down the M56."

"Traffic is driving business away - please open Centre Park and Slutchers Lane ASAP even before the bridge plans"

Three people, 0.9%, mentioned that a new bridge would be a benefit as it could help to lower pollution levels in the town. Comments included:

"To ease pollution"

"Reduce emissions of queuing traffic"

Two people, 0.6%, mentioned that a new bridge could be a benefit as it could help to ease traffic on Wilderspool Causeway. Comments included:

“Relief of traffic congestion at Bridgefoot, Wilderspool Causeway”

“Good idea to ease bottle-necks which for me at peak am/pm times Wilderspool Causeway”

Two people, 0.6%, mentioned that a new bridge could be a benefit in terms of improving access to and through Stockton Heath. Comments included:

“Access to Stockton Heath”

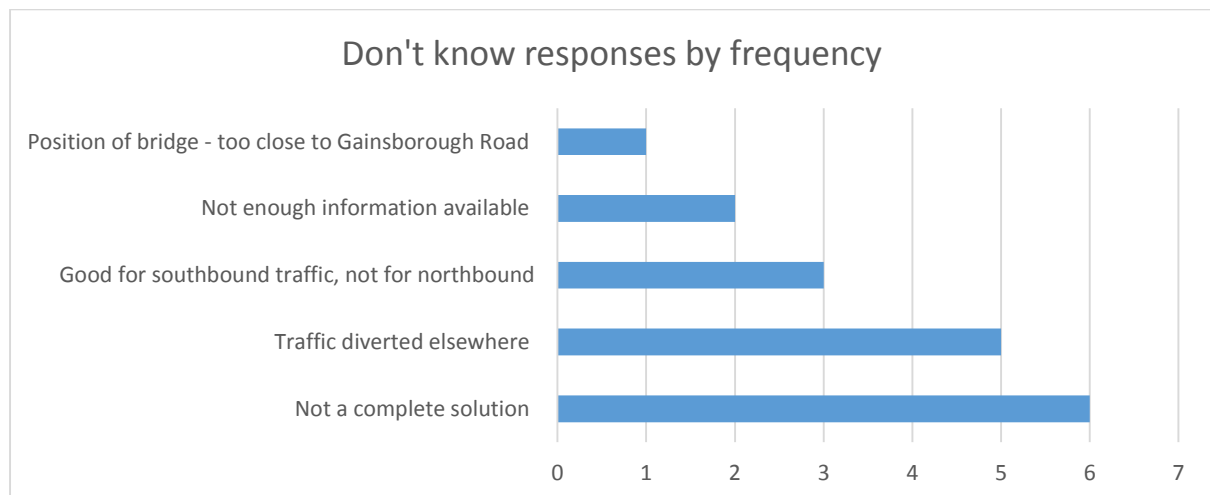
“Ease bottle-necks in S. Heath”

Two respondents, 0.6%, mentioned that the proposals would help with safety concerns. Their comment was:

“I've also seen people nearly get hit by cars that were jumping the traffic lights - So it's imperative that something is done soon.”

“I used to travel to work by bicycle but stopped last year due to concerns of cycling near bridge foot. A safer route down Slutchers Lane would get me back on my bike again in reasonable weather.”

Don't know responses by frequency



Of those who ticked 'don't know' to the question 'Do you think the bridge across the River Mersey is a good idea?' six, 17.6%, specifically mentioned the scheme not being a full solution to the town's traffic issues as being the reason for their uncertainty. Comments included:

“It would/could only affect a small portion of the traffic problems in the town.”

“Seems half baked! Why? Stops north of the ship canal bridge, better to avoid this bridge with a new one connecting to Chester road further south”

Five respondents, 14.7%, of those who stated that they did not know whether they thought the bridge across the Mersey was a good idea mentioned that they felt it could divert traffic elsewhere. Comments included:

"I can see how it'll alleviate traffic in the town centre, but it'll just create a new bottleneck around the Chester Road / Gainsborough Road junction"

Three respondents who stated 'don't know', 8.8%, said that they could see the bridge being a benefit for southbound traffic, but not for northbound. Comments included:

"I agree it will drastically reduce the southbound travel from Bank Quay travelling around Bridge Foot and Brian Bevan Island but that is unlikely to affect the majority of workers on Centre Park"

"The bridge is needed to ease congestion over Bridgefoot at peak times but the proposal for it to be a one-way route isn't the best option and could be considered a waste of cash and resource for such little gain. A two way traffic flow from get go would be much better"

One respondent, 2.9%, stated that they did not know because they felt the scheme was located too close to Gainsborough Road. Their comment read:

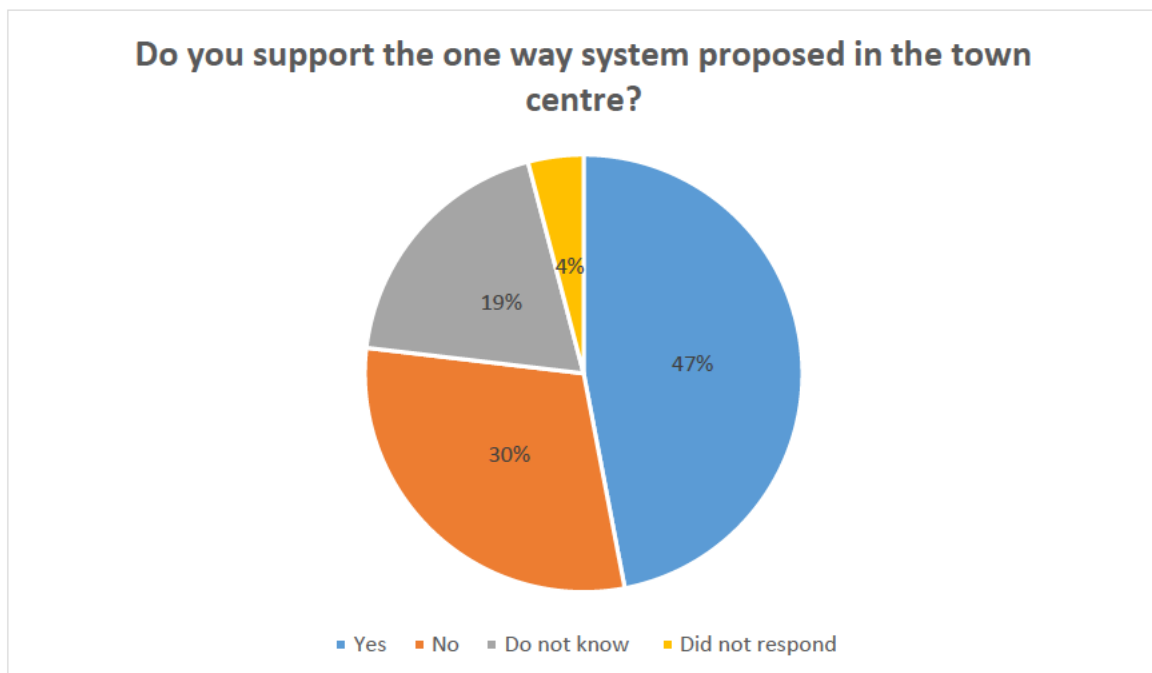
"If the bridge was moved slightly south of the proposed location and junction, so traffic had to turn right towards M56 and avoid Gainsborough Road, it would be more of a bypass rather than diverting traffic onto Gainsborough Road - it would be a good idea"

Do you support the one way system proposed in the town centre?

Of the 415 people who filled in feedback forms either online, at the consultation events or via post, when asked the question 'Do you support the one way system proposed in the town centre?' only 30% of respondents were against the proposal. The largest proportion of respondents for any one given answer, (47%) stated that they were in favour.

- 195 people said yes
- 124 people said no
- 79 people said they did not know

17 people did not state whether they were in favour, against or did not know.

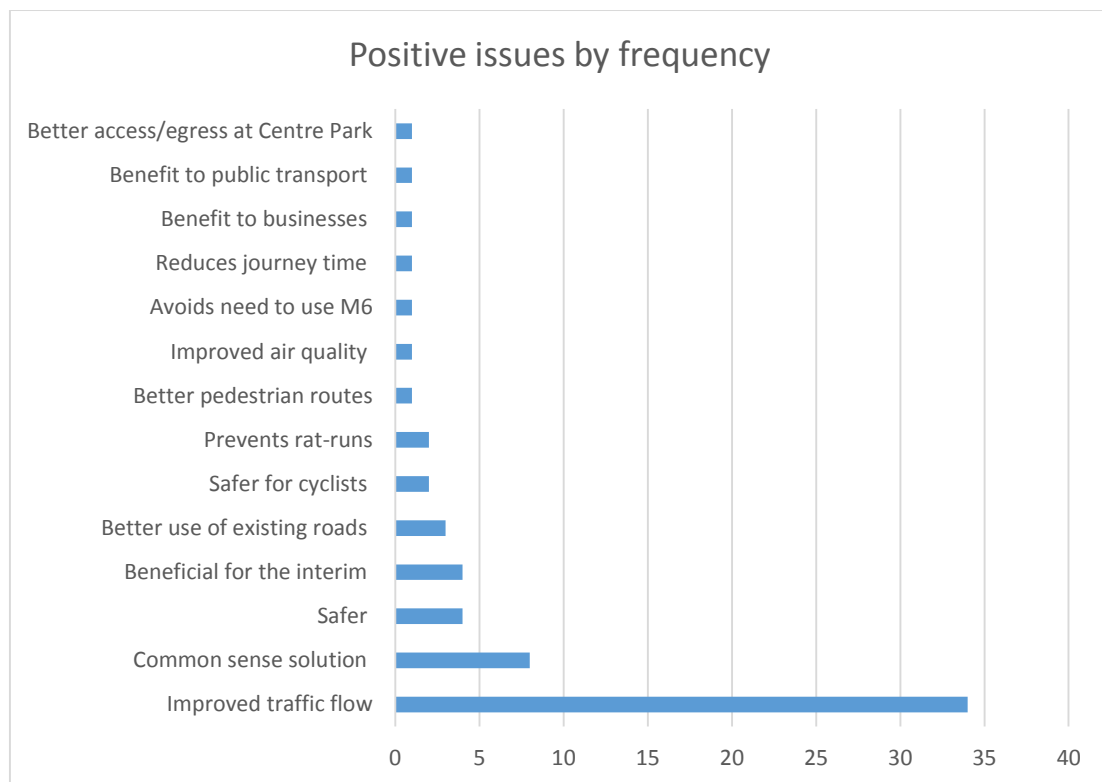


If you would like to say why you gave this answer about the proposed one-way system please tell us in the box below.

Following on from the question “Do you support the one way system proposed in the town centre” respondents were then asked “If you would like to say why you gave this answer about the proposed one-way system please tell us in the box below.”

Positive issues by frequency

Nearly half of respondents view the proposals for a one-way system as positive, welcoming the improved traffic flow around Warrington



Of those who stated ‘yes’ to the question ‘Do you support the one way system proposed in the town centre,’ 34 responses, 17.4%, highlight improved traffic flow around the town as one of their main reasons for approval of the plan. Areas mentioned include Sankey Street, Bridgefoot and Wilson Patten Street, as well as the broader town centre area.

Comments included:

“Creating a two-lane one-way system must be more efficient and outweigh the inconvenience of driving around the system.”

“This makes sense -- the roads are broad enough to handle two lanes of one-way traffic. A similar scheme has worked well in Manchester (Trinity Way/Inner Ring Road past the new Noma development).”

“Overall this is an excellent idea that will ease the flow of traffic and reduce the problem of cars trying to get ahead by going through the town centre, then causing problems when it rejoins the main flow of traffic.”

“It will obviously provide relief to Bridgefoot plus 1 way system will improve traffic flow into town. Relieve congestion at Sankey Street (Aldi) junction also.”

The second most common positive theme in the feedback was mentioned by 8 respondents, or 4.1%, and discussed that the one-way system was a common sense solution to one of Warrington’s most pressing issues. Comments include:

“Something has to be done, this seems a great idea.”

“Welcome and well overdue.”

4 Responses, the equivalent of 2% of people who answered ‘yes’ to the question, also highlighted an improvement in safety across town centre routes as a key reason for supporting the proposal:

“This system is always safer and fast flowing”

“This is currently safest option”

A handful of comments, 2%, viewed the proposals positively as an interim solution to the town’s traffic problems, stating:

“The first phase is a good stop gap solution pending the removal of NR sidings + construction of a new bridge to Winmarleigh Street.”

“As an interim measure I can see how it would help. Ultimately, a two way system would be the best option”

Another three comments, 1.5%, referred to the plans as maximising the potential of existing road networks in the town:

“One way systems make better use of existing capacity.”

“Will provide greater capacity to the existing road network without having to build new roads as providing more lanes drive in.”

“It may reduce some of the peak-time congestion by using the full capacity of roads in Warrington Town Centre.”

Two responses, 1%, mentioned the benefit to cyclists in terms of safety when travelling around the town centre and encouraging uptake:

“I am a bike rider - safer for me + people on foot, no confusion if it's safe to cross the road”

“The one-way system should only apply to motorists, not cyclists - as is common practice in other countries (e.g. Netherlands) to calm town centre traffic and encourage cycling.”

A further two people, 1%, emphasised the proposed one way system as a means to prevent rat runs:

“This would work as a lot of traffic builds on Wilson Pattern Street around Bank Quay station at rush hour so a one-way system to avoid this area would work well as a lot of people use this area of town (including myself) for rat-running to avoid the bank quay congestion.”

“Controlling the traffic flow and 'rat-run' hotspots gets the thumbs up from me”

The question also received one response, 0.5%, which suggested the benefit to pedestrians through such a one way system:

“Might give us pedestrians a fighting chance”

Improved air quality and a reduction in pollution is similarly recorded in another piece of feedback on this section of the proposals:

“Hopefully it will speed up the flow of traffic. Stationary traffic is bad for the public with air pollution”

One person, 0.5%, in their feedback refers to the improvement in journey time across town when commuting to Warrington, and also mentions the subsequent lack of need to use the M6 during the journey:

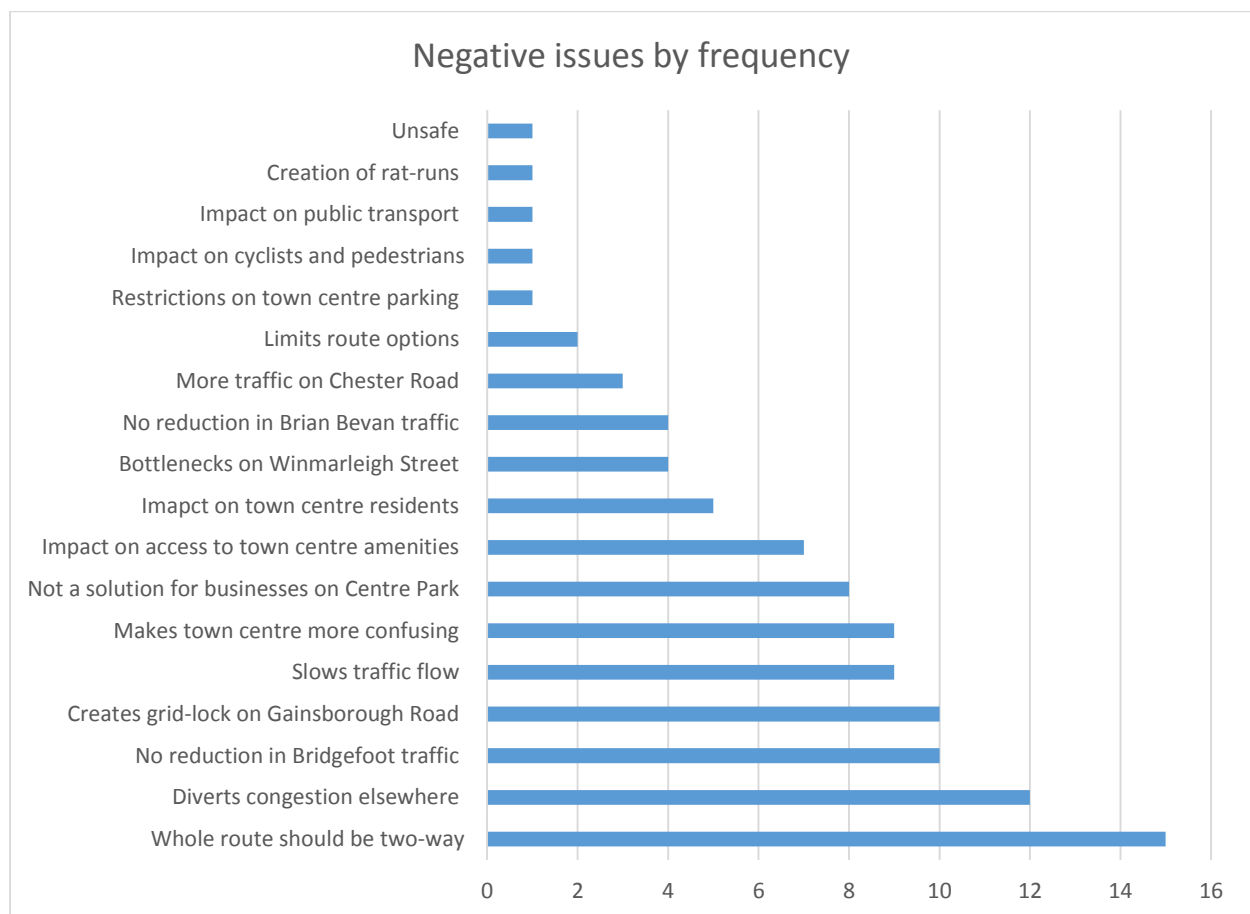
“Reduces journey times across town centre and avoids needing to use M6 to get from work to home (reduced journey by 6 miles)”

The feedback from one person, 0.5%, also highlights the benefit to businesses and access to Centre Park that a new one way system may have:

“If it eases the congestion in Warrington and helps access and egress to Centre Park then I and the 270 staff who work at Brookson Ltd would support this proposal.”

Negative issues by frequency

While most people were positive about the proposal in the feedback there were a number of negative issues highlighted by respondents.



Of those who ticked 'no' to the question 'Do you support the one way system proposed in the town centre,' 15, 12%, were against the proposals because they believe that the whole route (including Slutchers Lane) should be a two-way.

Comments included:

"It's confusing, especially with part of the road one-way at the top of Crosfield Street. I really don't see what the one way system on at Crosfield Street adds. It will make it extremely confusing and congested for people wanting to use the retail out-lets there. Having 2 exit options at Crosfield Street makes traffic flow better as you can choose which way to exit the town centre if traffic is bad."

"I think the one way system is going to cause confusion. We need both way system on both bridges across the river and across the railway line"

"I really don't think it would help much and may distract from a smooth flow of traffic. It especially should be 2 way because of Bank Quay Station, Dunelm, business on Slutchers Lane etc."

Another issue highlighted by 12 questionnaire respondents, 9.6% of those who answered 'no' to the question, was that a one-way system would divert the congestion to elsewhere in Warrington. Their comments included:

"I cannot see how this will ease traffic. Traffic coming from the west will be forced down Sankey Street onto the side streets. Some commuters (including myself) already use the side roads as a way of avoiding Wilson Patten Street, however these are congested as they are, never mind if all traffic is forced this way."

"I do not believe that it alleviates the problem, it just shifts the burden to other roads which will then become equally as clogged up"

"This will cause congestion in different areas. It will not benefit people that work on Lakeside Drive."

Related to this, ten responses, 8%, suggested that the one-way system would not lead to any reduction in traffic on Bridgefoot Gyratory. Comments included:

"It will still cause congestion in Wilson Patten St Bank Quay - backlogs at Bridgefoot which is major problem not traffic coming from Sankey direction."

"Restricting Slutchers Lane to one way only before the junction with the Bus Link will still mean that people working on the business park living in the west of the town or even the country, will still need to access the gyratory on Bridge Foot to get home."

"Not as proposed/displayed - a one way system on the proposed link would do nothing to ease South to North transit, still forcing traffic traveling from Chester Road to transit via Bridgefoot"

Another key issue raised by 10 respondents, or 8.8% of those who ticked 'no', was that Gainsborough Road would see a notable increase in traffic as a result of one way system, with people avoiding the system:

"All the traffic coming from Slutchers Lane going through St Heath, Grappenhall, Knutsford Rd and W. Causeway coming from Sankey Way would gridlock Gainsborough Road and Loushers Lane"

Nine respondents, 7.2%, expressed a concern that traffic flow would be disrupted as a result of the one way system, with comments including:

"Because parts are stopped restricting traffic flows. Traffic should be continuous. Bank St in particular is not an answer and is diverting traffic issues elsewhere"

"Have done good getting across the river I feel a one-way system will undo all the good work, stopping the flow of traffic."

A further nine issues or 9.2% of the total negative issues concerned the complexity of a one way system in the town centre, with a number of responses suggesting that motorists may be confused by changes:

"It's confusing, especially with part of the road one-way at the top of Crosfield street. I really don't see what the one way system on at Crosfield Street adds. It will make it extremely confusing and congested for people wanting to use the retail out-lets there."

"It will make the centre more confusing"

"This will confuse the large number of International Lorries that go to and leave the various chemical site near town centre."

6.4 % of negative responders also commented that the one way system would provide no solution for the problems faced by users of Centre Park in terms of access, egress and commuting to the park. Their comments were:

"A one way system in the Town Centre seems fine, but the one way system at the northern point of Slutchers Lane means people will still need to exit Centre Park via the roundabout."

"I support a one way system, but the proposal as it stands is going in the WRONG DIRECTION. There is a massive problem getting off Centre Park in the evening. If the opening of the bus way allowed people off Centre Park, this would massively ease congestion in this regard, with everybody going towards Widnes taking that exit, leaving those heading towards Winwick Road free to take the left lane off Centre Park, and those heading down Chester Road and the A49 the right lane. There would be 2 lots of traffic, not 3."

The negative impact on both residents who occupy the town centre and amenities based in the town centre such as Bank Quay Station has been highlighted by 12 or 9.6% of responses as a reason for their disapproval. Their feedback included:

"Prefer two way access to B Q station"

"I think it impacts badly on the town centre residential streets"

"Sending the busy traffic around the most populated area of the town + civic centre/Town Hall + police station is not a good idea"

"Access to flats, businesses in Winmarleigh Street will be severely affected by what will be a two lane trunk road. I can see no way the on road parking will be retained, the parking will disappear both from the road and in front of the flats, YMCA, Masonic Hall, which will be further adversely effected by deliveries having to be via Thynne Street."

"It will drastically affect the properties, businesses and people activity along Winmarliegh Street"

3.2% of negative responses also recorded the potential for town centre bottlenecks as a negative issue. Comments included:

"It will create bottle neck in Winmarleigh Street"

“Creating a further bottleneck for traffic congestion.”

“If building the new link then build it properly - 2 way traffic all the way otherwise the Bridgefoot bottleneck remains thus obviating half the benefits of the scheme. Also be careful about making it too easy for traffic to avoid the new Runcorn/Widnes bridge and snarl up Warrington instead”

Additional traffic and the lack of a solution for existing congestion along Chester Road was given as a reason for disapproval by three ‘no’ respondents, or 2.4%. Comments stated:

“Looking at the current plan traffic turning right/left along Slutchers Lane from Chester Road would have nowhere to go except back through Centre Park to Brian Bevan Island and the Bridgefoot Gyratory.”

“Because it will bring more traffic and congestion to the bottom of Chester Road”

1.6% of no respondents referenced the broader negative issue of limited route options, with comments including:

“Would want to be able to use route both ways”

“Such a long one way system in CBD will arise safety concerns and limit route options forcing drivers to use the in-between local roads. I recommend that a traffic impact study be carried out for a wider area.”

The issue of restricted town centre parking and pedestrian safety has also been stated by one respondent, or 0.8%:

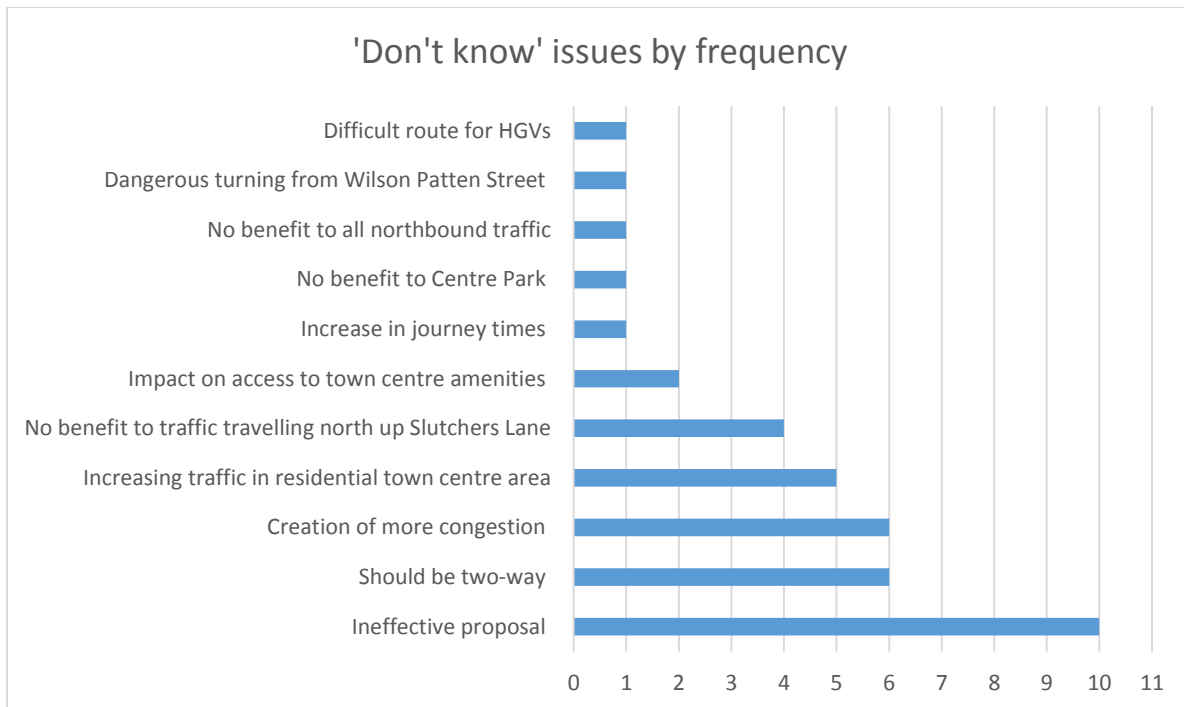
“As a disabled driver I visit Winmarleigh Street Masonic Hall and I feel the volume of traffic due to the proposed one way system will debar access and exit to the disabled parking at the front of the Hall. The street parking is also likely to be restricted. 2) Additionally the safety of visitors crossing the road to their cars and the use of taxi cabs picking up and delivering passengers will be affected.”

One piece of feedback, 0.8%, also commented on whether or not the one-way system would resolve the issue of rat running around Warrington, stating:

“The scheme is best delivered when it was a two way system over Slutchers Lane the one-way system is not going to solve the problem on rat running”

Don't know issues by frequency

There were a number of key issues raised by those who selected the ‘don't know’ option.



Of those who ticked 'don't know' to the question 'Do you support the one way system proposed in the town centre,' 10, 12.6%, believed that the proposal would be largely ineffective.

Comments included:

"Not sure what difference it would make"

"Is the traffic really that bad all day every day? I think it might be a bit of a pain to be forced around a one way system when there is little traffic about."

"I'm not too sure many people will follow this route and will stick to the Bridge Foot method"

A further six respondents, 7.5%, made comments suggesting that a two-way system would be more effective, with comments including:

"I don't understand why traffic down Slutchers Lane can't be 2-way throughout, and unless Wilson Patten Street is widened I think that congestion problems there will persist."

"I am not sure about the Slutchers Lane one way section, as I could use the Bus Gate to go home, but as it stands, I could not turn right out of the Bus Gate onto Slutchers Lane, which would mean having to go over Bridge Foot."

"Would be better as a two-way system"

7.5% of 'don't know' responses commented that more congestion would be generated in the town centre area, including in central residential areas:

"It is turning a residential area into a traffic island and the people who live here will not be able to cross the road if there is a crossing it would cause tailbacks."

"Not sure if this would work without itself causing congestion."

"Not sure if this will improve traffic flows"

5% of concerns raised stated that in its current form the plan would not benefit northbound traffic or congestion:

“Where this would aid in reducing congestion is doubtful. Traffic will have to negotiate more junctions which could make matters worse. Furthermore the southbound flow of traffic is actually against the natural flow of traffic as southbound traffic will have to cross northbound traffic at the junction on Chester road. Reversing this flow to be northbound only would enable the flow of traffic with the natural movement and reduce crossing of traffic (we do drive on the left so keeping the priority northbound would mean traffic would be uninterrupted from the proposed bridge to bank quay.)”

Two comments, 2.5% of the ‘don’t know’ responses, reflected on the potential impact on town centre services and amenities:

“Would impact the RSPCA, cats protection + speed carting as existing traffic would be sent away from town on a long detour”

“Also, the police station is being part of the one way system which might impact on response times for police attending emergency incidents.”

One person or 1.2% highlighted that the Slutchers Lane one way proposal may not provide relief for those who use Centre Park:

“I support the one way system in the main, but do not agree with it extending to Slutchers Lane. Allowing traffic in both directions between Slutchers Lane and the Centre Park bus lane will alleviate the majority of the traffic congestion problems encountered for users of Centre Park. The bulk of traffic to Brian Bevan Island from Centre Park intends to turn left - the proposals do not assist with this, whereas allowing traffic to travel from Centre park towards Warrington via Slutchers Lane will significantly improve matters.”

One response to the questionnaire, 1.2% of ‘don’t know’ responses raised a concern that tight corners in the one-way system onto Wilson Patten Street may be an issue:

“Tight corners will make things worse onto Wilson Patten Street onto Slutchers Lane off Sankey St”

The difficulty for HGVs to negotiate a potential one-way system was also highlighted in a response which commented:

“HGVs would struggle to negotiate it.”

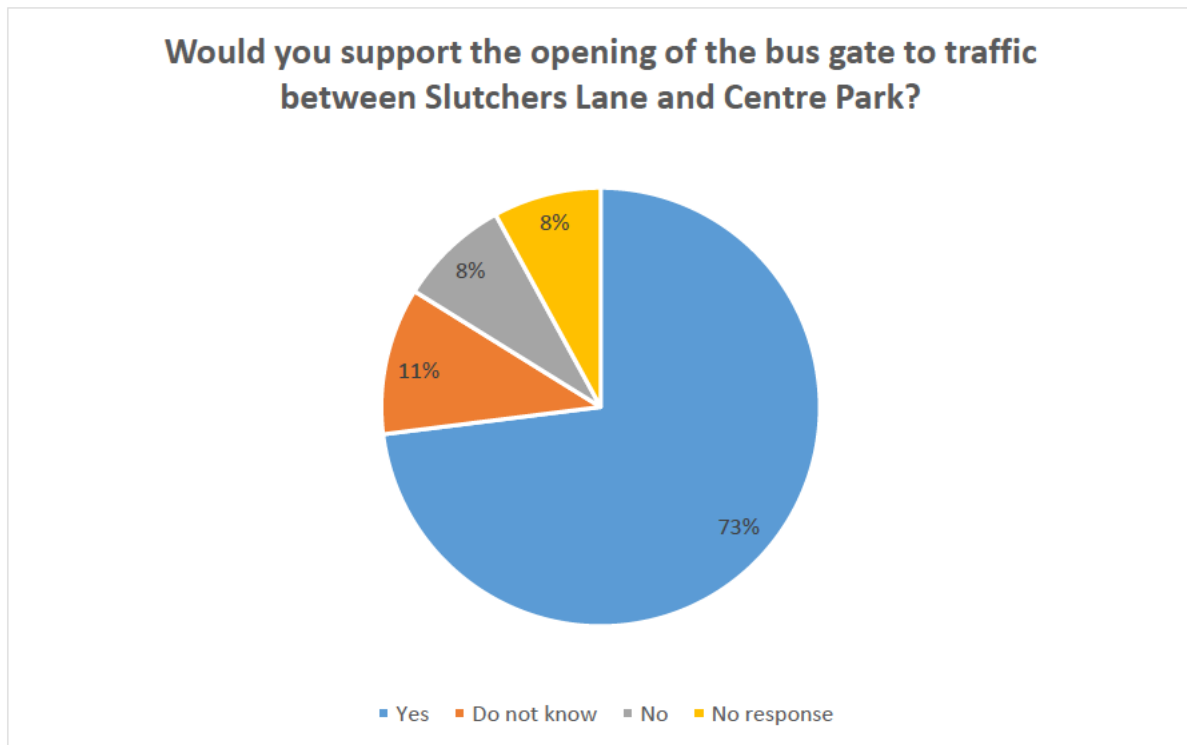
Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?

When asked the question 'Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?' the vast majority of respondents were in favour of the proposals with only eight per cent against the plan.

Of the 415 people who filled in feedback forms either online, at the consultation events or via post,

- 303 people said yes
- 34 people said no
- 45 people said they did not know

33 people did not state whether they were in favour, against or did not know.

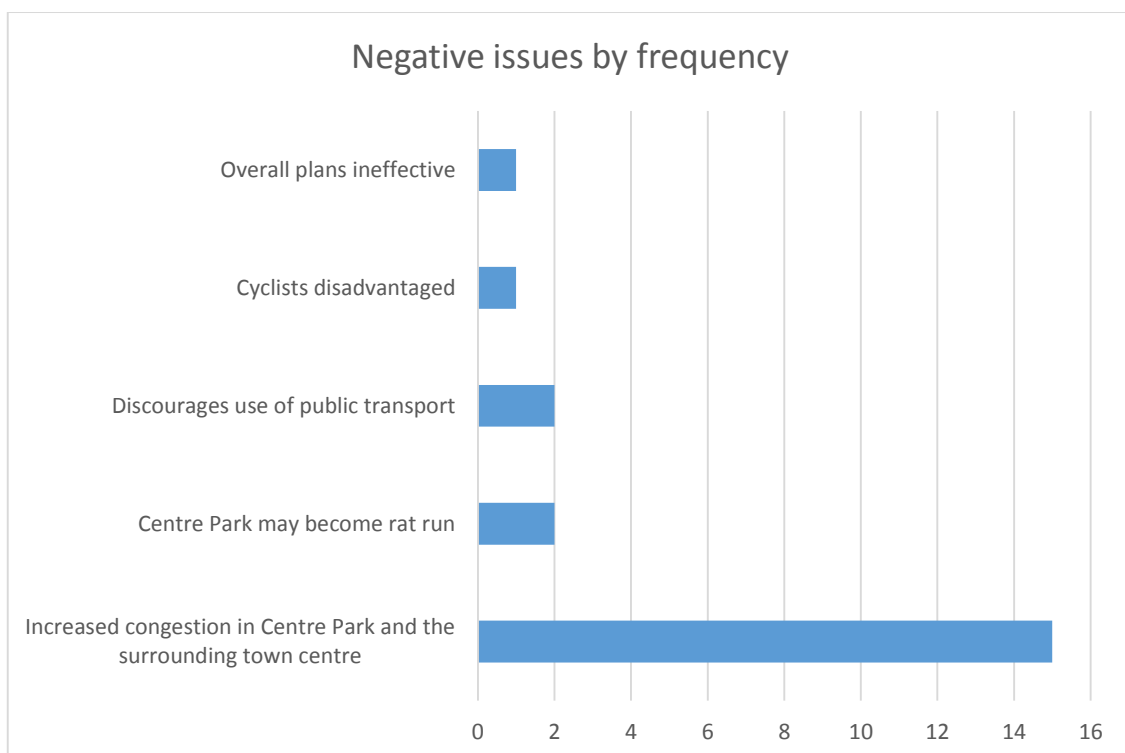


If you would like to say why you gave this answer about the possibility of opening the bus gate please tell us in the box below:

Following on from the question, “Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?” respondents were then asked “If you would like to say why you gave this answer about the possibility of opening the bus gate please tell us in the box below.”

Negative issues by frequency

In the feedback there were a number of issues highlighted by respondents.



Of those who ticked ‘no’ to the question ‘Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?’, 15, or 44%, cite congestion and the disruption of traffic around Centre Park and the surrounding town centre as the reason for their disapproval. Most objections seem to coalesce around the issue of vehicles travelling north and then cutting back through Centre Park across the Blue Bridge.

Comments included:

“Centre Park is not geared up for large volumes of traffic nor for HGVs.”

“Surely this just takes cars back to BB Island and Bridgefoot therefore not solving any problems.”

“Why would someone travelling north take the new road bridge and then have to battle across south bound traffic to get to either Centre Parks or Brian Bevan roundabout? There would have to be another set of traffic lights. More lights - time – congestion”

Another issue highlighted by two or 5.8% of questionnaire respondents was the potential for Centre Park to become a rat-run. Their comments were:

“This would just create a rat-run through Centre Park”

“Opening the bus gate would create a rabbit run and I believe have a knock on effect to the loading of the currently congested Brian Bevan Island.”

2.8% of negative respondents also commented on the potential impact opening the bus gate may have on discouraging the use of public transport, these included:

“I think the opening of the bus gate to general traffic is going to prevent the benefits of public transport that should use this route more frequently.”

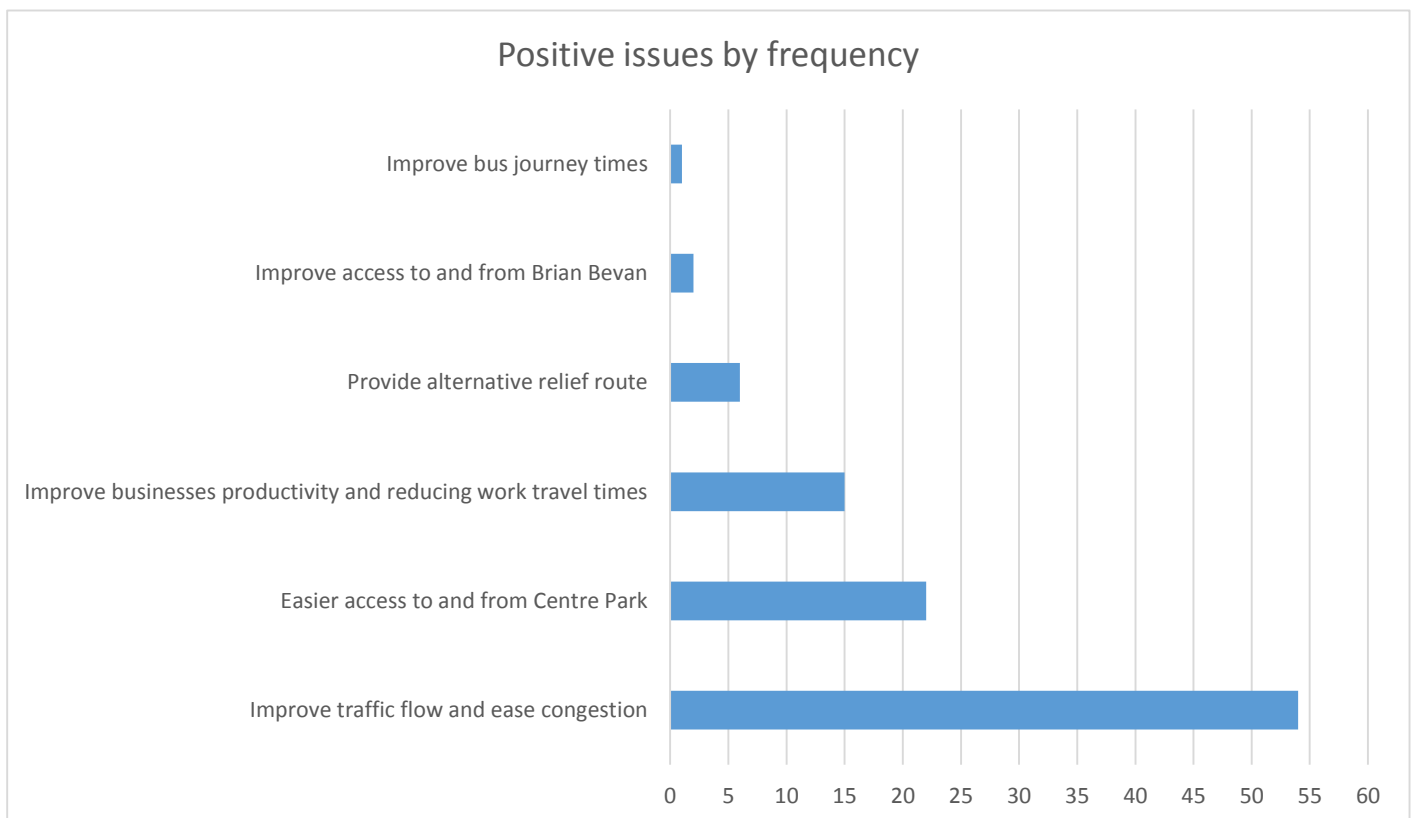
“Public and green transport needs to be given priority.”

One further comment, which equates to 2.9% of all negative responses, was given which highlights the cyclists who may be disadvantaged by the increased traffic if the through route were opened to general motor traffic:

“The intention is for the route to be for access only, but I cannot see how it could be prevented from becoming a through route for motor vehicles. The route is currently used as a through route by cyclists who would be disadvantaged by the increase in traffic.”

Positive issues by frequency

A significant majority of people demonstrated support for the opening of the bus gate on Slutchers Lane, welcoming the positive impact the proposal would have on improving traffic flow and easing congestion.



Of those who ticked 'yes' to the question 'Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?', 44, or 14.5%, believe that this proposal will improve traffic flow and ease congestion around Centre Park and the town centre.

Comments included:

"Well, well overdue. Even opening it in its current form would remove hundreds of vehicles off Bridgefoot and the Gyrotory."

"I have walked down that way on many occasions when the traffic has been bad around Bridge Foot/Chester Road areas and always wondered why the council didn't open it to help ease some of the congestion. Even if it is only opened at rush hour it would help to ease the problems on the roads."

22, or 7.2% of all positive responses, also cited improved access and egress onto the Centre Park site as a major reason for their approval, particularly given the site's prominence as a key business park. Some comments were:

"This idea may reduce some of the congestion at Bridge Foot and Brian Bevan Island by giving Centre Park employees a possible alternative route. The present bridge is clearly inadequate at peak times."

"I work on Centre Park and the congestion at peak times is ridiculous with having one way on and one way off. I would open up the bus gate to employees on the Park only, therefore reducing congestion across Bridgefoot."

"This would be a massive help in easing congestion when leaving Centre Park as it is terrible at peak times (between 4-6pm) and a lot of people just want to get to the North and West of Warrington and therefore could avoid the two roundabouts"

Another key reason for approval given 15 times, or mentioned by 4.9% of positive responders, was that of improved productivity for businesses on Centre Park and reduced commuting times to the business park. This in itself raised the existing concern of staff retention, and a number of comments included:

"I work on Centre Park and this would make mine and hundreds of other people who work on the business park daily commute so much easier I couldn't begin to tell you! Please sanction this idea as soon as possible."

"Personally, the ability to use Slutchers Lane to access Centre Park will save over 10 minutes travel time per morning commute. However, also allowing traffic to use Slutchers Lane to travel away from Centre Park towards Bank Quay Station would save around 15 minutes on present conditions per evening commute. Opening the bus route AND allowing traffic in both directions along Slutchers Lane therefore has the ability to save 2 hours per week for myself alone - 100 hours per year. Multiply that by every user of Centre Park and the benefits are apparent."

"This should be a priority, ASAP. I am MD of a business on Centre Park and it takes people up to 40 minutes to get off the park at night in rush hour. I have recruited staff this year - over 60 additional jobs and I am losing them as they are fed-up with the travelling through Warrington generally but especially the frustration of trying to leave the business park itself."

Six people, or 1.9% of positive responders, identified the opportunity to provide an alternative relief route from Bridgefoot Gyratory, its neighbouring roads and associated congestion as a reason for supporting the proposal. Comments included:

“Yet another relief road, all helpful”

“It is essential to have multiple routes so that an incident on one road does not become a single point of failure. These must always be an alternative route to keep traffic flowing.”

Brian Bevan Island occupies a critical spot for those moving to and from both Centre Park and Warrington town centre, 0.6% of respondents also highlighted improved access to this area as grounds for support. Some comments were:

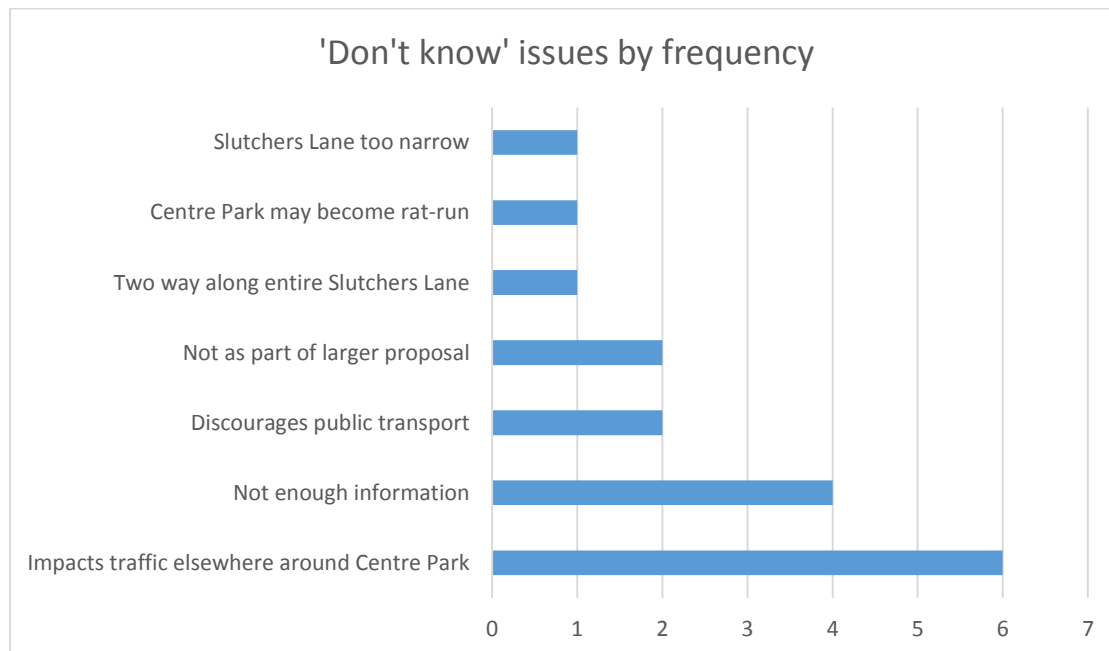
“Takes some of the traffic travelling to and leaving Centre Park away from Brian Bevan Island and the town centre to alleviate congestion”

“Brian Bevan Island is not a big enough junction for south bound traffic turning right to centre park. Allowing traffic into the development from the other side should reduce traffic at Brian Bevan.”

A comment, 0.3% of all positive responses, was also made on improved bus journey times as a result of the proposal, and this was:

“Anything to help speed the buses up”

‘Don’t know’ responses by frequency



Of those who ticked ‘don’t know’ to the question ‘Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?’, Six or 13.3% believe that this proposal may have a negative impact on the traffic elsewhere around Centre Park and the town centre. Their comments included:

“Although this will deflect traffic from Bridgefoot it will cause greater congestion at Brian Bevan Island and obstruct access to the businesses operating on that estate”

“If it reduced traffic on the Bridgefoot Gyrotory without increasing traffic on Brian Bevan Island I would support it. I would not support an increase in traffic on Brian Bevan Island.”

“This is needed in order to make the project work as intended and is a good idea on paper however it will increase traffic on a quiet business estate.”

“This will be a great help to the employees on Centre Park but will it create more issues as this will be the end of the one way system. Are drivers going to drive through Centre Park to get to Bridgefoot, then up to Wilson Pattern Street to avoid the tailbacks on Chester Road and Wilderspool Causeway.”

2 or 4.4% of people who responded ‘don’t know’ who felt unsure that the plans to open the bus-gate were necessary in relation to the wider Centre Park Link proposals, commenting:

“Possibly, but not in conjunction with the current plan.”

“If the bus gate needs to be open in the future then by all means get it open. At the moment just get the new bridge built and open.”

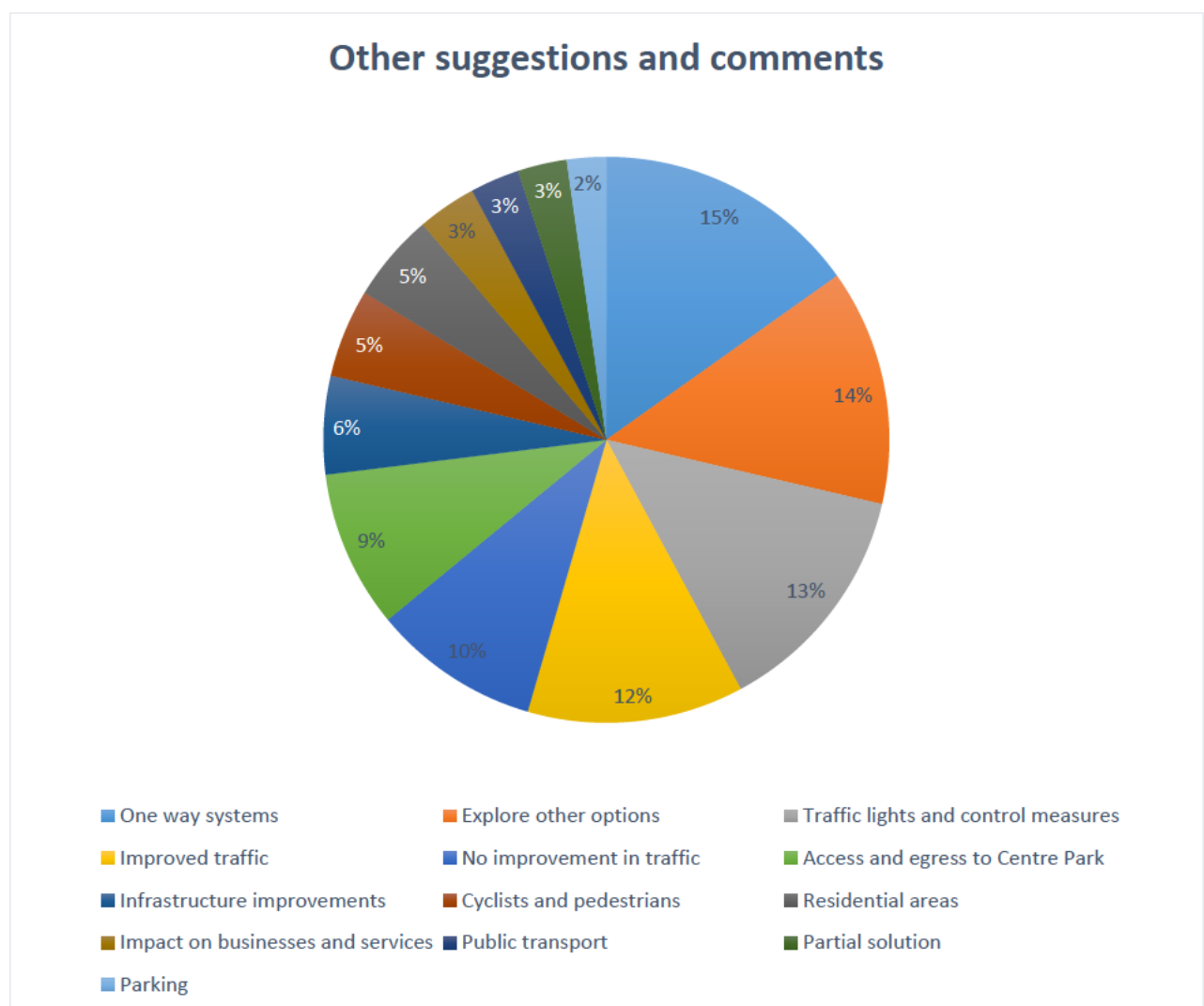
Please let us know of any other suggestions or comments you have.

Of the 415 people who filled in feedback forms either online, at the consultation events or via post, when asked the question 'Please let us know of any other suggestions or comments you have,' a total of 209 respondents, or 50.4% left general comments.

The chart below shows a breakdown of general comments by theme. The vast majority of these comments are constructive feedback designed to improve the scheme rather than general comments against or in favour of the proposals.

The most common theme in general feedback was relating to the various one-way components of the scheme (15%), followed by suggestions for other options (14%) and comments regarding traffic lights and control measures (13%).

There was a certain degree of crossover with issues raised in comments from previous questions, but it also provided the opportunity to examine certain issues in greater detail, included traffic control and infrastructure improvements.



One way systems (15%):

Comments in relation to the various one way aspects of the scheme comprised the most frequent theme in general comments. They ranged from concerns with the northern end Slutchers Lane and Crosfield Street, to the general town centre one way proposal, and included:

“Don’t make the north end of Slutchers Lane a one way system. In doing so, you’re only going to be solving half of the problem.”

“Please don’t make the top of Crosfield Street one-way! It would completely put me off from going into town & accessing the shops and retail outlets. We need encourage residents to use the facilities.”

“I wish town was one way. People are not going through town if they need to get to Pudgate/Birchwood they go down Loushers Lane so Wash Lane is full as cars try to turn right.”

Explore other options (14%):

The second most common theme highlighted in Q10 was the opportunity to explore different options for resolving Warrington’s traffic issues. Comments ranged from altered routes and bridge locations to inner-ring roads and lane arrangements:

“Consideration should be given to developing a one way (dual carriageway) ring road around the town centre utilising Pink Eye/Midland Way/A49 to Mersey Street, Bridge Foot and Wilson Patten Street.”

“As I said, it could be possible to link the existing Forrest Way bridge with Eastford Road, then there is a third crossing.”

“A more expensive option would be to widen Liverpool Road bridge over the railway to its original 4 lane specification. This could be achieved by adding pedestrian bridges to both sides (or one) and using one lane exiting Warrington as a slip road for Parker Street exits to again assist in the flow.”

Traffic lights and control measures (13%):

A high number of additional comments also referenced traffic lights and control measures, both as part of the new scheme and the alteration of existing systems:

‘Can Traffic lights and a monitored box junction be put at the end of Park Boulevard around Brian Bevan to stop people from Chester Road blocking the roundabout for those trying to exit Centre Park? The Keep clear markings are not observed and it makes it dangerous when trying to leave Centre Park’

‘Don’t think southbound is a good idea on new bridge due to traffic control needed on Chester Road northbound. Would be better with just a slip road.’

Improved traffic (12%):

A number of additional comments also highlighted a theme of improved traffic as a result of the proposals, with a number of respondents stating they were glad to see action being taken:

“Any road improvements that take traffic away from Bridgefoot must be beneficial to the whole of Warrington”

“Anything to reduce congestion - could you please get on with it!”

No improvement in traffic (10%):

Other general comments highlighted a lack of belief in the new proposals alleviating Warrington’s traffic:

“I’m not convinced that the best (or even the most cost-effective) way to ease traffic congestion in Warrington is to build more roads”

“In my opinion this certainly will not aid town centre congestion but simply move it elsewhere”

Access and egress to Centre Park (9%):

Comments concerning the current and future access of Centre Park included:

“If possible allow further access points into Centre Park if development is to be increased furthermore”

“My colleagues who drive from Liverpool and come to Slutchers Lane to park will find they will have to drive onto Chester Road and through Bridge Foot to Bank Quay to get home, and even if the bus lane is opened, they will have to queue with all the other traffic trying to get off Centre Park every evening which will be worse for them if the one way system is imposed.”

Infrastructure improvements (6%):

Some general comments also highlighted the opportunity to use the scheme to improve Warrington’s infrastructure and encourage development, including its riverside and paths:

“I believe access to the river should be improved and tied-in with the massive development in that area. Many other towns treat their rivers as assets and use them for the benefit of locals and visitors.”

“The River Mersey continues to be an embarrassment to Warrington. Why hasn’t it been viewed as an opportunity - paths/cycle ways/gardens/bars etc for improving the environment for locals and visitors.”

“Also improve footpath links to Moore”

Cyclists and pedestrians (5%):

A small number of responses referenced the impact on cyclists and pedestrians of the scheme, with comments including: (please see section on other modes of transport for further details on cyclists)

“Please build in crossings for cyclists/walkers; build in cyclist two-way route”

“The support for cyclists in Warrington is extremely poor. A lot more needs to be done to encourage motorists to cycle instead, e.g. incorporate sensible cycling path solutions into any new road layouts to make cycling safer, exempt cyclists from one-way road systems, traffic lights for cyclist at major junctions.”

Residential (5%):

Though covered elsewhere in the document, there were also a number of comments relating to residential areas of Warrington, particularly Gainsborough Road:

“All Stockton Heath, Latchford and Grappenhall traffic will use Gainsborough Road as a rat run.”

“I believe that the bridge situated near to Gainsborough Road will generate increased traffic that will lead to problems, already in place, to escalate. It will become more hazardous and a greater risk to our community.”

“The one system at the residents section of Crosfield Street is a brilliant idea in that it will alleviate congestion in such a narrow street, the reduction in noise for residents would be significant, residents parking could be placed fully on the road and safety issues would be addressed. Thank you.”

Impact on businesses and services (3%):

A number of responses to Q10 also highlighted the impact of proposals on businesses and services in the town, including:

“The town’s commercial viability is being stifled by inept infrastructure. Friends + neighbours have explained they would rather shop and carry out their business in neighbouring towns due to the exceptionally poor road infrastructure within the town and surrounding areas.”

“The massive increase in traffic in Winmarleigh St along with issues for the police responding to issues will disrupt the users of the road, especially if as rumoured the parking is further restricted”

Public transport (3%):

Three percent of comments in the other feedback section made reference to public transport:

“Bank Quay Station needs rationalising as it has standing traffic past it in both directions and nearly no room for drop off/pick up traffic. I think the old park and ride should be made a drop off/pick up zone only and the front of the station be just for taxis and train replacement buses. A new park & ride car park should be made elsewhere.”

“The integrity of a bus lane in Sankey Street cannot be maintained and furthermore buses are currently delayed frequently under the current traffic measures. All buses currently using Sankey Street in and out should be diverted by Lovely Lane and Bewsey Street into the Bus Station. This will provide an improved hospital service and less need to change buses.”

Partial solution (3%)

Another small number of respondents referred to the proposals as a partial solution to Warrington’s traffic issues, with comments including:

“Opening the Centre Park bus gate to regular traffic would provide an immediate relief to the congested Bridgefoot Gyrotory. A good interim solution while any new bridges are constructed.”

“The existing road system is just not able to cope with the traffic demands placed upon it. A more comprehensive review should be undertaken. Whilst any proposals to alleviate the situation are welcome, I do not think they address the real issues”

Parking (2%)

Parking was also a theme that was picked up in a small number of general feedback responses:

“New routes would involve less parking for residents around Bank Quay area, I assume new routes would be two lane?”

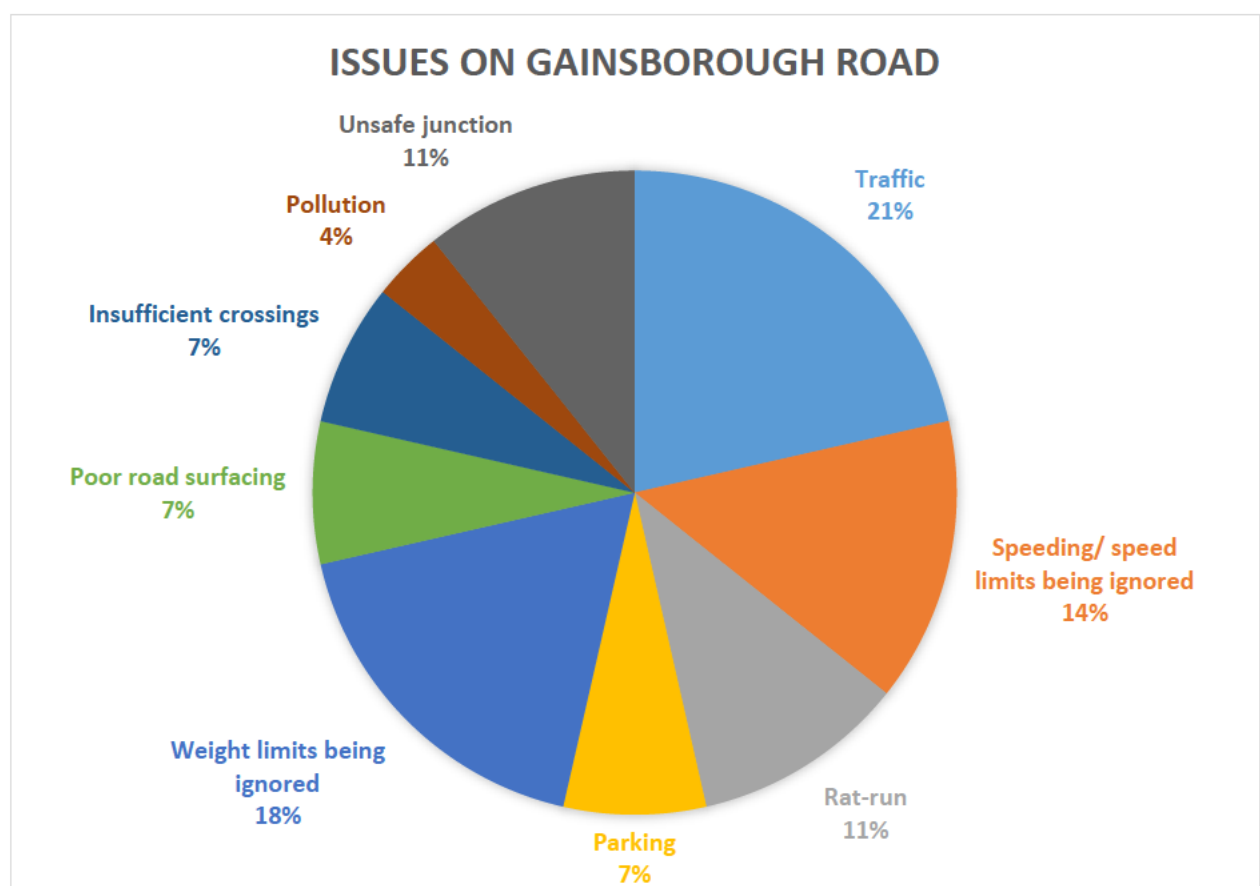
Gainsborough Road

Traffic issues for Gainsborough Road were identified as a potential issue prior to the consultation beginning. Local residents had previously expressed concern regarding the existing use of Gainsborough Road and therefore the session at St Werburgh's was designed to help tease out these concerns in more detail.

By targeting this more directly impacted audience, there is a higher proportion of negative feedback regarding the scheme as a whole. Although this has a negative influence on the overall figures, understanding and addressing issues at all levels has been crucial to the entire engagement process and consulting with this audience and understanding local issues was essential.

Following this session the project team are analysing these issues to better understand key concerns and determine whether mitigation strategies can be implemented in order to meet these needs.

The top concerns raised by the community in this area were volume of traffic, HGV movements (weight limits being ignored) and speeding. The table below shows other issues raised both at the events or through online and postal means.



Comments regarding Gainsborough Road are grouped below:

Increase in traffic

"I believe that the bridge situated near to Gainsborough Road will generate increased traffic that will lead to problems, already in place, to escalate. It will become more hazardous and a greater risk to our community."

"Gainsborough Road is a residential road and you will be turning it into a highway."

"It would be a great idea if it was not going to be opposite Gainsborough Rd, as this part of Chester Rd already has far too much traffic to cope with."

"The houses shake now with traffic - it will only get worse"

Speeding

"We have a longstanding problem along Gainsborough Road with at least 1 in 6 vehicles exceeding the speed limit - sometimes up to 70 mph."

"Traffic regularly speeds down that road."

Speeding and weight limits

"I have lived on Gainsborough Road for two and a half years In that time I have complained many times to the council and local police about drivers exceeding the speed and weight limits on the road and nothing has been done."

Road will become a rat-run

"[the scheme] makes Gainsborough Road a rat-run, people wanting to go south through Stockton Heath would come south down Slutchers Lane, then turn left up Gainsborough Road making more congestion and trying to use it as a rat-run."

"My concern is that it would increase the traffic burden to Gainsborough Road as this would then become a rat run for all traffic using the bridge."

Parking

"I am tired of the on-pavement parking that remains unchallenged - I have attended local community meetings + spoken to local police/councillors who assured me that this issue would be dealt with - The on-pavement parking remains a big issue trying to get out of my property at peak times is dangerous as it is difficult when your vision of the road is so restricted by inconsiderate parking."

Lorries / weight limits

"I have lived on Gainsborough Road for two and a half years In that time I have complained many times to the council and local police about drivers exceeding the speed and weight limits on the road and nothing has been done."

"I doubt that the road is strong enough to take the volume and weight of traffic that will result from the new bridge."

Road surfacing

"Road surface needs strengthening"

"[scheme will create] poorer road surfaces"

Crossings

“Road will become impossible or hard to cross for children, elderly, poor-sighted people”

“Gainsborough Road has already seen vast amounts of increased traffic and many people struggle to cross it.”

Pollution

“Air pollution will increase”

Gainsborough Road junction

“The junction from Gainsborough Road onto Chester Road seems to be unchanged by the scheme. This is not a good junction, especially if turning right from Gainsborough Road. Have improvements to this been considered?”

“The right turn from Gainsborough Road onto Chester Road is currently difficult when traffic is heavy. The plans would now appear to make this a very difficult manoeuvre.”

Suggested mitigation measures

In addition to comments regarding the current condition of the road and the impact the scheme could have on it, a number of responders also mentioned what measures they believed should be undertaken in order to improve Gainsborough Road. These comments are listed below:

“Some form of 'off-putting' measures will be needed, chicanes, road humps, something physical not like last time, just painting the road surface is not enough.”

“Put crossing on Gainsborough Road. Average of people trying to cross is around 65 – 70”

“We have a longstanding problem along Gainsborough Road with at least 1 in 6 vehicles exceeding the speed limit - sometimes up to 70 mph. Although we have a 7 ton limit it is often ignored. These two things together with an increased volume of traffic would make this road unbearable. An introduction of road sleeping policemen would ease the problem. Would there be ground for a rates reduction if this scheme goes ahead!”

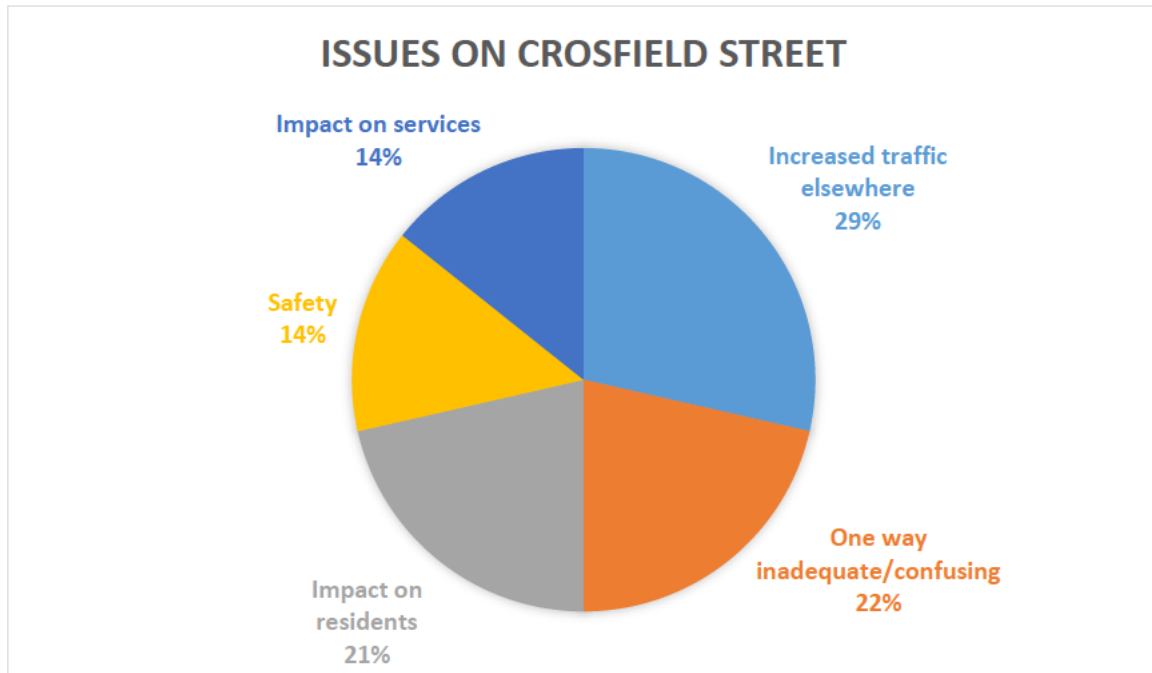
“Make Gainsborough Road access only.”

These measures will be fed into the design process and the latter stage of consultation with local residents.

Crosfield Street

Throughout the Centre Park Link feedback, comments regarding proposals for Crosfield Street were one of the key issues raised.

The top themes highlighted by respondents related to the impact on neighbouring residents, potential traffic increases elsewhere as a result of changes and issues regarding the proposed one-way system.



Comments relating to Crosfield Street are grouped below:

Increased traffic elsewhere

"It also appears the part of Crosfield Street is going to be made one way forcing more traffic onto Liverpool Road and around the pink eye roundabout."

"This will just move the problem from Bridge Foot to Parker St causing congestion at the traffic lights at the junction of Sankey Way, Crosfield St and Parker St."

One way inadequate/confusing

"It's confusing, especially with part of the road one-way at the top of Crosfield Street. I really don't see what the one way system on at Crosfield Street adds."

"Not big enough!!! One way system 4 lanes in clockwise direction to reduce areas of contraflow i.e. Froghall Lane, Midland Way, Mersey Street, Wilson Patten St. The infrastructure is in place except land needs to be acquired in Crosfield St and Parker St."

Impact on residents

"I presume that for residents of Nicholson Street to obtain access to Winwick Road the roads Crosfield Street, Sankey Street, Legh Street, Midland Way and Lythgoes Lane will need to be used."

"The one system at the residents section of Crosfield Street is a brilliant idea in that it will alleviate congestion in such a narrow Street, the reduction in noise for residents would be significant, residents parking could be placed fully on the road and safety issues would be addressed. Thank you."

Safety

"Something needs to be done about the junction at Froghall Lane/Crosfield St and Midland Way. I regularly see several cars pass through the lights after they have gone red and I'm surprised nobody has been injured."

"I've seen several accidents, including a person getting cut out of a car by the Fire Brigade the other week, and that was the 2nd accident to have occurred that evening. I've also seen people nearly get hit by cars that were jumping the traffic lights (Mainly from Midland Way I might add). So it's imperative that something is done soon."

Impact on services

"Crosfield St will be an inconvenience going to hospital"

"Making Crosfield Street one way at the end will cause difficulties for motorists travelling from the south to the post office sorting office and B&Q because of the no right turn traffic order from Liverpool Road into Milner Street."

Impact on other modes of transport

Much of the response earlier in this document looks at the impact the scheme could have on drivers, however it is also useful to specifically highlight the comments made by other road users including cyclists, pedestrians and users of public transport.

Of the five respondents who directly referred to other modes of transportation, three respondents ticked that they were in favour of the bridge across the Mersey and two marked that they were against it.

Cycling

Anecdotally, cycling was an issue which was often mentioned across the various events and modes of feedback. There were a number of concerns raised about the one way system and the adverse effect this could have on cyclists in the town. Much of this arose as people had not noticed the north bound cycle route on the plans before attending the sessions.

The following section looks at how some people felt the scheme could impact them as cyclists.

"I am a bike rider – safer for me and people on foot, no confusion if it's safe to cross the road"

"I used to travel to work by bicycle but stopped last year due to concerns of cycling near bridge foot. A safer route down to Slutchers Lane would get me back on my bike again."

A CTC (The National Cycling Charity) representative filled in an online feedback form to state that they were in favour of the bridge across the Mersey but not in favour of the one way-system or the opening of the bus gate. They then listed their concerns in a separate email which was sent directly to the designated email address.

Broadly speaking, these concerns were: one-way systems are more dangerous for cyclists and if the one-way sections of the scheme are implemented then contraflow cycling should be permitted as far as possible.

"One-way systems put cyclists at a disadvantage, making their journeys longer and more stressful."

"Using the proposed one-way system will be intimidating for a large number of cyclists."

"Contra-flow cycling should be facilitated through appropriate engineering treatments, depending on the traffic volumes, speeds and road widths involved."

Public transport

One respondent mentioned that they felt the opening of the bus gate on Slutchers Lane could have a negative impact on public transport by making the route busier.

"I think the opening of the bus gate to general traffic is going to prevent the benefits of public transport that should use this route more frequently."

Pedestrian access

The impact that the scheme could have on pedestrians using the route was a topic frequently discussed at events – although anecdotally, much of the discussion regarding pedestrian routes was positive with people feeling these would be safer due to them being less densely populated and

well-lit, the commenter below felt the new one-way system could have a negative impact on pedestrians.

“Access to the main line station on foot will be a major hazard.”

Centre Park Link email address

In addition to feedback received online, via post and at events, collateral made clear that people were also able to respond and ask questions about the scheme via the designated email address, cpl@warrington.gov.uk. This email address forwarded to officers of the council who were best-placed to respond to in-depth queries and could share emails more widely amongst the project team if further input into responses was required.

This feedback did not have to follow the standardised format of the questionnaire and therefore responses cannot be evaluated as being positive, negative or do not know.

There are however, common themes which are prevalent throughout the feedback.

A number of people commented that they were pleased something was being done to reduce congestion, with others asking about the scheme's impact on local amenities, businesses, roads and modes of transport.

Others using the email address suggested alternative options which they felt should be reviewed including reversing the one way-system. Meanwhile, members of the council and business groups suggested other locations which could be included in the consultation process – both of which were included in the final timetable.

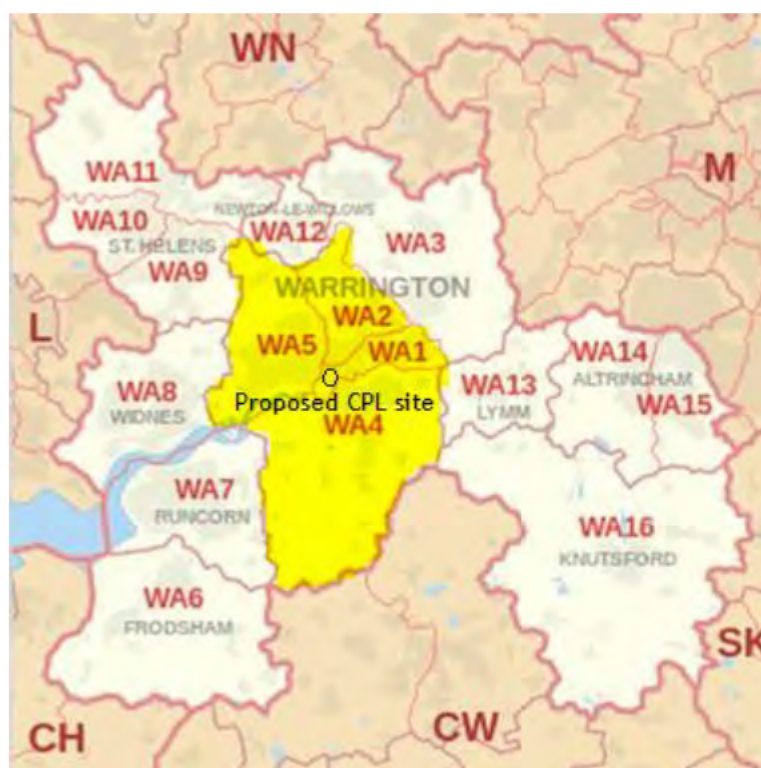
The benefit of this mode of feedback was that respondents were able to have their queries answered to directly and quickly – meaning the risk of scheme information being misinterpreted and disseminated more widely was reduced.

Postcode analysis

Of the total 415 pieces of feedback we received across all channels, 394 respondents left their postcodes.

The map below highlights all Warrington postcode areas and the CPL scheme. 78% of all feedback came from postcodes WA1, WA2, WA4 and WA5 as these areas contain the respondents who are most likely to be impacted by road changes and traffic build up. They also comprise the main urban area of Warrington. Analysis shows that these responders are also most likely to use this route on a daily basis either for work or leisure.

Publicity around the consultation and events was prominent around central areas of Warrington with targeted leaflet drops and posters at community hubs which may have led to a higher number of respondents in WA1 and these other central postcode areas. These are also the main areas in which the bus roadshow was focused to reach the most affected stakeholders.



The table below shows the frequency of feedback from each postcode area:

WA1	WA2	WA3	WA4	WA5	WA6	WA7	WA8	WA9
65 (16%)	24 (6%)	7 (2%)	132 (34%)	88 (22%)	2 (1%)	7 (2%)	5 (1%)	8 (2%)
WA10	WA11	WA12	WA13	WA14	WA15	WA16	Other	TOTAL
3 (1%)	1 (<1%)	5 (1%)	5 (1%)	0 (0%)	1 (<1%)	1 (<1%)	41 (10%)	394

A breakdown of responses from each of the main postcodes (WA1, WA2, WA4 and WA5) on the three questions posed as part of the consultation can be seen below.

Breakdown of responses by postcode area and question:

WA1: Town Centre, Woolston, Paddington, Bruche

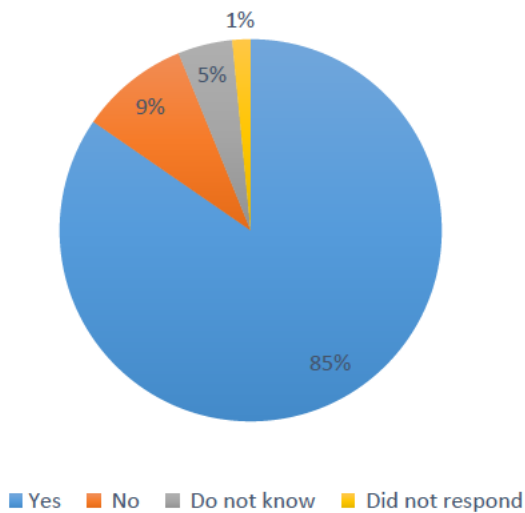
WA2: Orford, Longford, Dallam, Padgate, Fearnhead

WA4: Latchford, Stockton Heath, Appleton, Grappenhall, Daresbury, Walton, Preston on the Hill

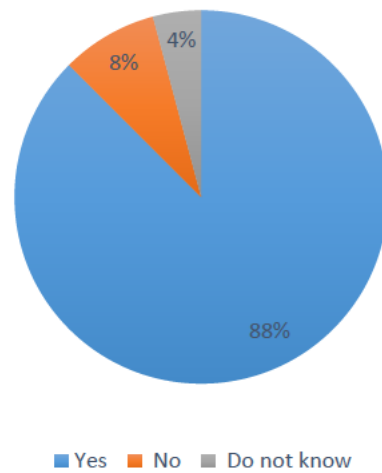
WA5: Burtonwood, Westbrook, Penketh, Great Sankey, White Cross

'Do you think the bridge across the River Mersey is a good idea?'

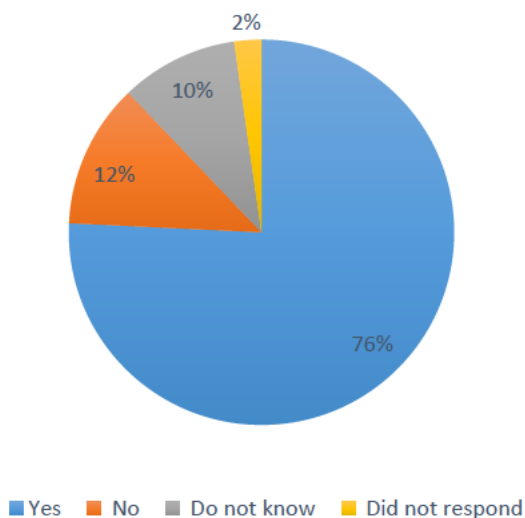
WA1 - Do you think the bridge across the River Mersey is a good idea?



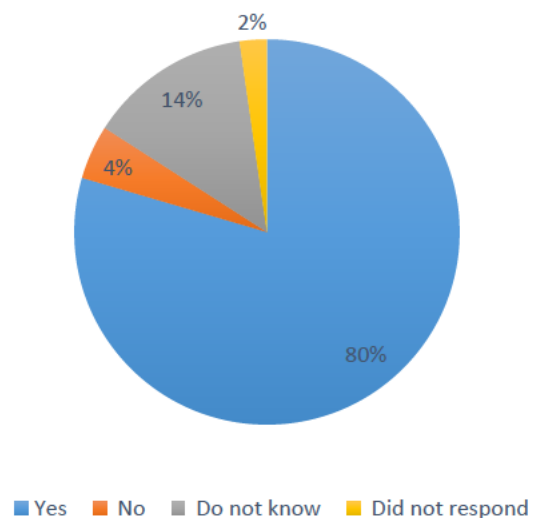
WA2 - Do you think the bridge across the River Mersey is a good idea?



WA4 - Do you think the bridge across the River Mersey is a good idea?

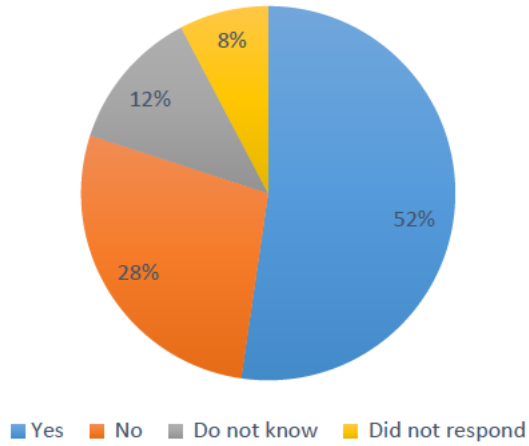


WA5 - Do you think the bridge across the River Mersey is a good idea?

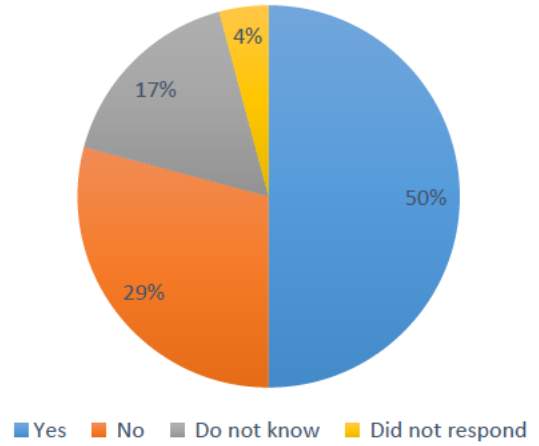


'Do you support the one way system proposed in the town centre?'

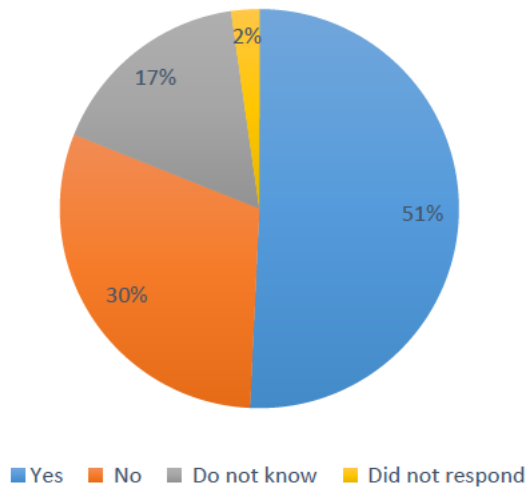
WA1 - Do you support the one way system proposed in the town centre?



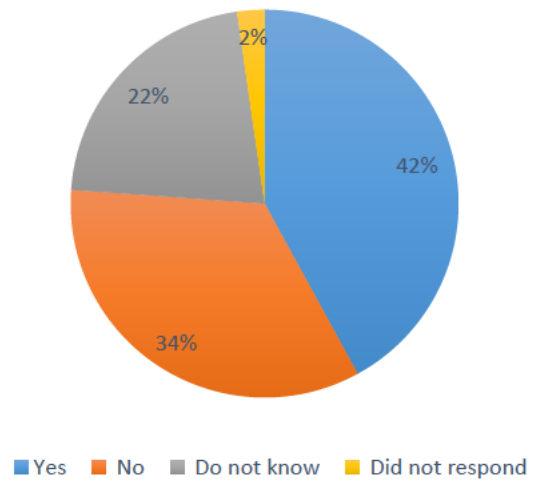
WA2 - Do you support the one way system proposed in the town centre?



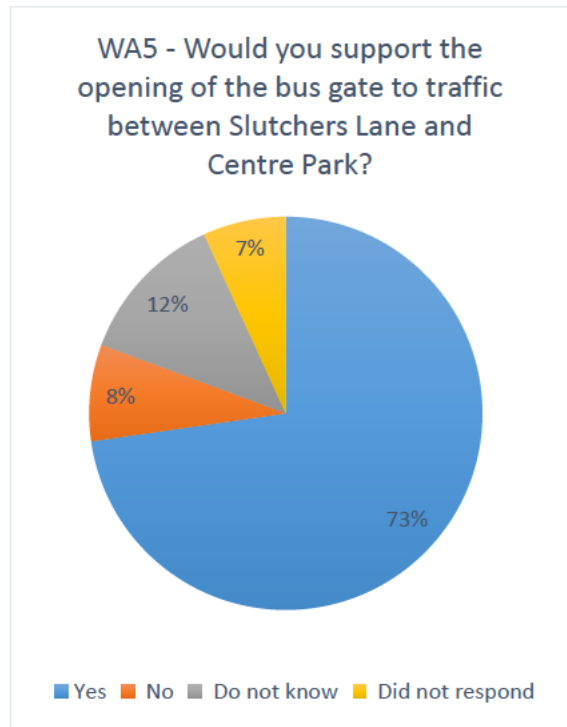
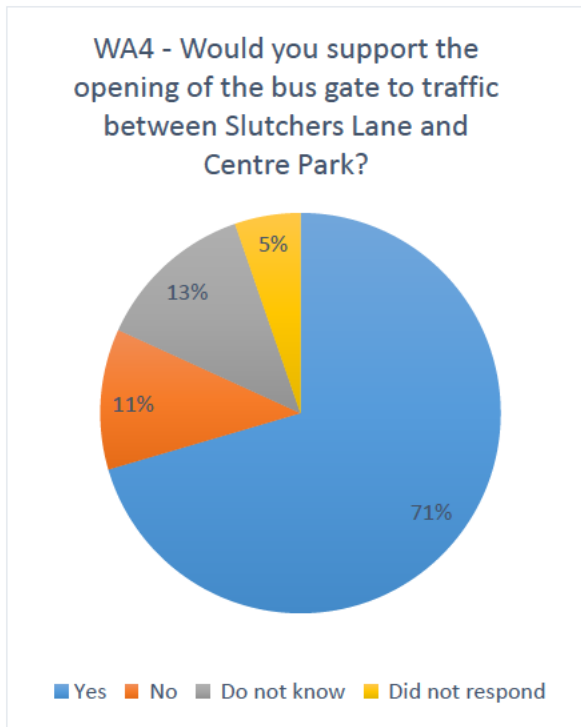
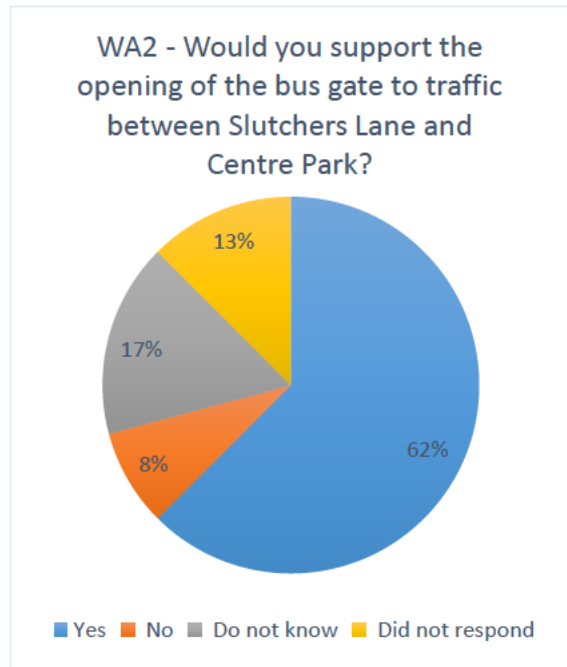
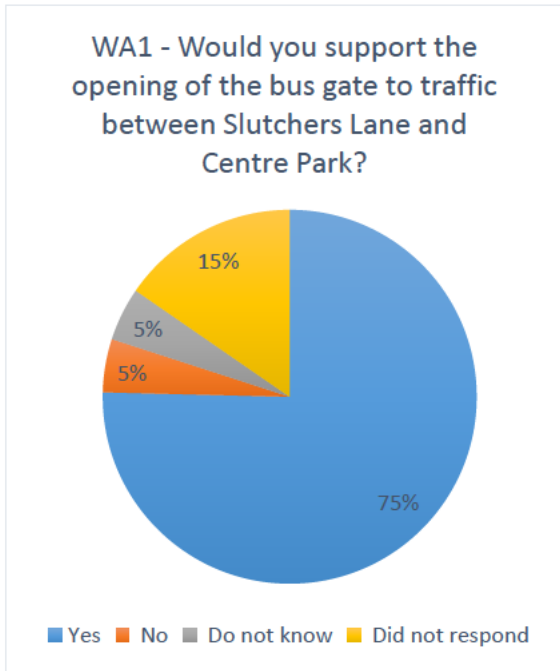
WA4 - Do you support the one way system proposed in the town centre?



WA5 - Do you support the one way system proposed in the town centre?



'Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park?'



Conclusion

In conclusion, the first stage of the Centre Park Link consultation was wide-ranging and engaged with over 1,000 members of the community and elicited over 400 responses.

The various opportunities for feedback, spanning over a 6 week period and the 13 consultation events held at different locations attracted a high level of publicity both amongst communities and in the media, which in turn generated much debate around the proposals.

The consultation process has allowed the project team to better understand the views and opinions of the community, all of which will help to inform a second stage of consultation will further explore specific issues.

CENTREPARKLINK



Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington LEP are exploring new plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

We would like your views on whether you think the proposals are a good idea. Take a look at the leaflet “**CentreParkLink**” or visit the website www.centreparklink.co.uk for more details.

You can then tell us what you think by either:

- completing the questionnaire below
- completing the online questionnaire at www.centreparklink.co.uk
- emailing your comments to cpl@warrington.gov.uk

The consultation will end on Friday 8 January 2016.

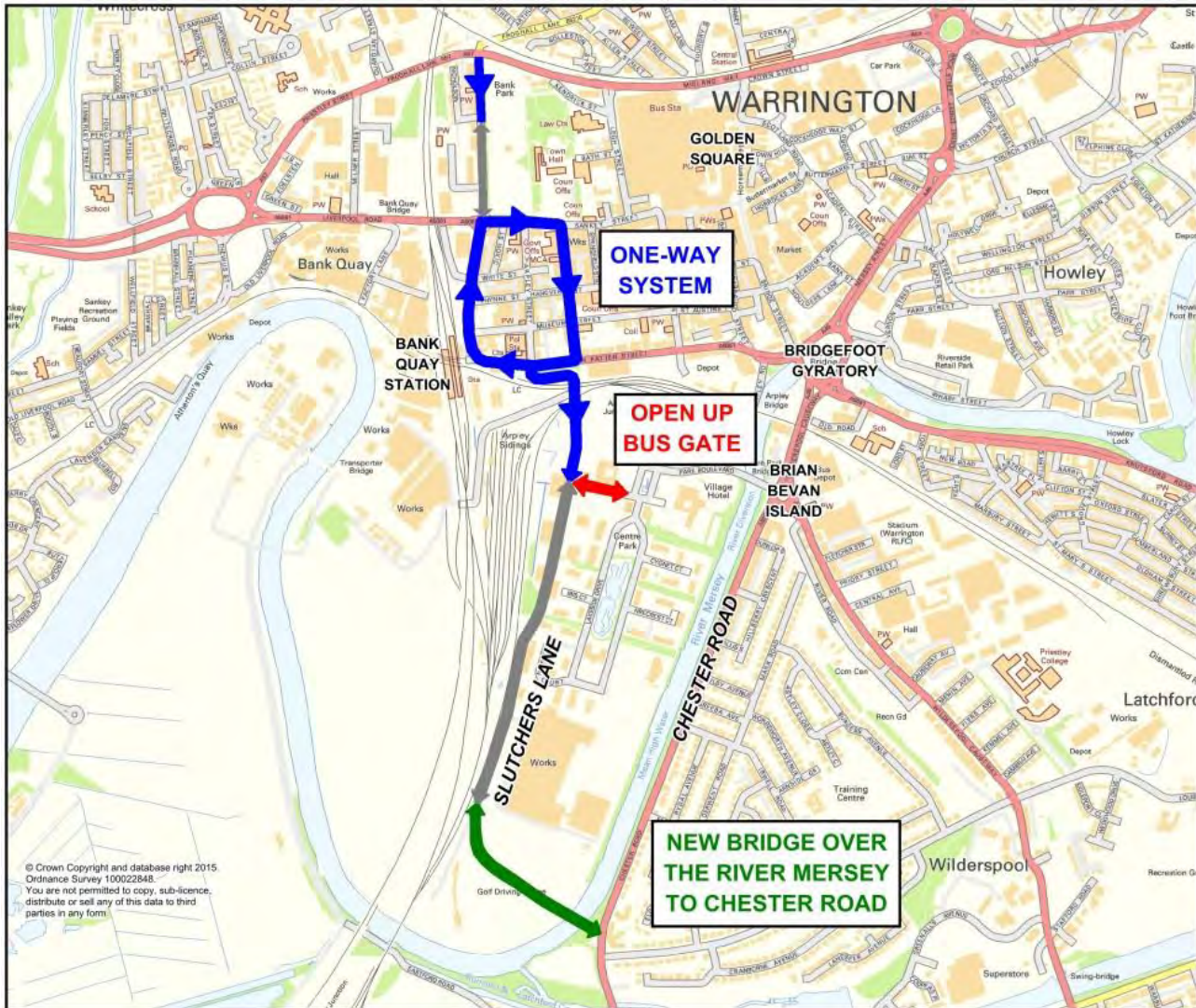
To return the paper questionnaire below pop it in an envelope and post it using the FREEPOST address below:

“FREEPOST: YOUR SAY CONSULTATION”

No stamp is required.

Remember that you are not obliged to complete any question that you do not want to - please just complete those that you are happy to answer.

Your response will be confidential and the survey process complies with the Data Protection Act 1998. When we publish results, we do not publish individual details or data, only combined information and overall results (apart from written comments, where given, which **always** remain anonymous). Your details will **only** be used for this consultation.



The New Bridge and link will be open to all traffic – north and south bound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing ‘Bus Only’ link to Centre Park).

One-way System: There are also proposals to re-route town centre traffic itself around Wilson Patten Street, Winmarleigh Street, Parker Street and Sankey Street, to ease current levels of congestion and promote the use of the new southbound link.

The main benefit of the scheme is that southbound traffic that originates in West or North Warrington will be able to avoid Bridgefoot Gyratory by using the new link. This will help alleviate congestion for north and southbound traffic by diverting traffic away from both Brian Bevan roundabout and the Bridgefoot Gyratory.

The Bus Gate: We are also investigating whether the ‘Bus Only’ link (sometimes called a ‘Bus Gate’) could be open for general traffic – this would mean that you could access Centre Park from the south via the new link, from the north via Slutchers Lane, and from the existing route via the ‘Blue Bridge’ at Brian Bevan roundabout.

Further details and answers to FAQs are on the website: www.centreparklink.co.uk

CentreParkLink Questionnaire

1. Name:

Address:

Postcode:

2. If you would like to be added to the consultation emailing list so we can contact you about any further developments please provide your email address below:

Email Address:

3. Which of the following best describes you? (tick ✓ one option only)

Local resident

Business owner

Employee

Other, please specify:

4. Do you think the bridge across the River Mersey is a good idea? (tick ✓ one option only)

Yes

No

Don't know

5. If you would like to say why you gave this answer regarding the proposed bridge please tell us in the box below:

6. Do you support the one-way system proposed in the town centre? (tick ✓ one option only)

Yes

No

Don't know

7. If you would like to say why you gave this answer about the proposed one-way system please tell us in the box below:

8. Would you support the opening of the bus gate to traffic between Slutchers Lane and Centre Park? (tick ✓ one option only)

Yes

No

Don't know

9. If you would like to say why you gave this answer about the possibility of opening the bus gate please tell us in the box below:

10. Please let us know of any other suggestions or comments you have, in the box below:

About You

Warrington Borough Council is committed to promoting equality of opportunity and respect for diversity in the services we provide.

It is not compulsory to answer these questions but by doing so you are helping us to monitor the effectiveness of our services and make improvements to address any barriers to using them.

All answers will be treated in the strictest confidence and protected by the Data Protection Act 1998. Individuals will not be identified.

Thank you for helping us to deliver better quality services to you.

11. Gender (tick ✓ one option only)

Male

Female

Other (please state)

12. Is your gender identity the same as you were assigned at birth? (tick ✓ one option only)

Yes

No

13. How would you describe yourself? (tick ✓ one option only)

Bisexual

Gay man

Gay woman / Lesbian

Heterosexual /
straight

Other

Prefer not to say

14. Age. Please indicate which age category you belong to: (tick ✓ one option only)

0 - 16

35 - 44

65 - 74

17 - 24

45 - 54

75 - 84

25 - 34

55 - 64

85 or over

15. Have you ever served in the British Armed Forces? (tick ✓ one option only)

Yes

No

16. Has any member of your immediate family? (tick ✓ one option only)

Yes

No

17. Do you consider yourself to have a disability, or a long-term illness, physical or mental health condition? (tick ✓ one option only)

Yes

No

If yes, please go to Q16. If no, please go to Q17.

18. What is the nature of your disability, long-term limiting condition or health problem?
(tick ✓ all that apply)

Physical disability

Learning disability

Mental ill health

Visual disability

Hearing disability

Other, please specify

19. Caring responsibilities in your personal life. Is there anyone who relies on you for care and attention AND that you assist with their daily routines? (tick ✓ one option only)

Yes

No

20. If yes, please indicate the circumstances:

Children

Adults (18 or over)

21. To which of these groups do you consider you belong? (tick ✓ one option only)

A) White

English / Welsh / Scottish / Northern Irish / British

Irish

Gypsy

Irish Traveller

Any other white background, please specify:

B) Mixed / Multiple ethnic groups

White and Black
Caribbean

White and Black
African

White and Asian

Any other mixed background, please specify:

C) Black / African / Caribbean

Caribbean

African

Any other Black / African / Caribbean
background, please specify:

D) Asian / Asian British

Indian

Pakistani

Bangladeshi

Chinese

Any other Asian background, please specify:

E) Other ethnic group

Arab

Any other ethnic group,
please specify:

22. Your religion or belief. Which group below do you most identify with?

(tick ✓ one option only)

No religion or belief

Christian

Buddhist

Muslim

Hindu

Sikh

Jewish

Other, please specify:

Thank you for taking the time to complete this survey.

All the survey responses will be analysed in early January following which the results and next steps will be posted on the Council's website by Mid-January 2016.

Thank you.

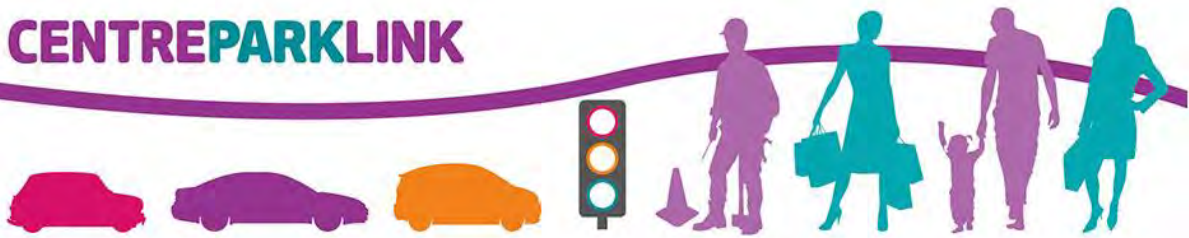
Appendix 2 – Branding



Branding applied to consultation bus



CENTREPARKLINK



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[THE PROJECT](#)

[EVENTS](#)

[HAVE YOUR SAY](#)

[FAQ](#)

[GALLERY](#)

[CONTACT US](#)

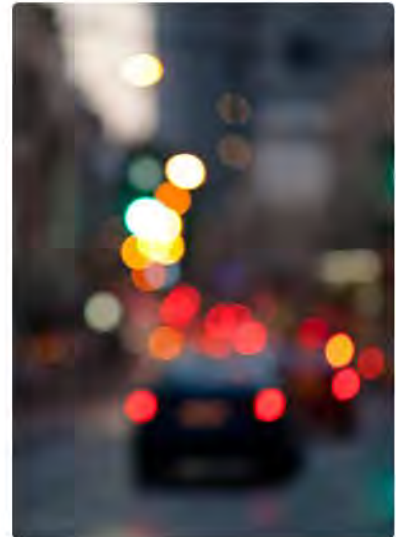
WELCOME TO CENTRE PARK LINK

Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington LEP, are investing in a long-term transport infrastructure plan to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

The Centre Park Link project is the first part of this plan. It would see the creation of a southbound link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey. One of the key benefits of this would be to reduce traffic demands around Bridgefoot Gyatory and start to unlock the potential of Warrington's considerable waterfront area.

We have undertaken a series of public engagement activities to ensure that you had the opportunity to learn more about the **proposals** and have your say and we are now in the process of reviewing all feedback.

This project is part of the Warrington's wider regeneration plans and growth ambitions – including long term aspirations for a new road connecting the A56 Chester Road and A57 Sankey Way, which will be consulted on separately. Further details of this are set out in its framework for growth **Warrington Means Business**.



Appendix 4 – Social media

Examples of social media coverage via Develop Warrington twitter handle

Warrington Council Retweeted



Develop Warrington @WBC_Develop · 2h

Cllr Mundry - 'Centre Park Link is a great opportunity to resolve long-standing traffic issues in #Warrington' - buff.ly/1HHDJjL



Develop Warrington @WBC_Develop · Nov 26

Our Centre Parks Links consultation bus is out and about from 7 - 9 Dec! Have your say! bit.ly/1IjODBC



Develop Warrington @WBC_Develop · Dec 7

Centre Park Link bus is parked on Cockhedge way by the taxi rank. Pop in and have your say! We're here till 2pm!



Develop Warrington @WBC_Develop · Dec 10

Centre Park Link consultation continues today @WarringtonBC's St Werburgh's Hub 2pm – 7:30pm, plans displayed and all questions answered!



Social media coverage via other twitter handles



BBC Radio Merseyside @bbcmerseyside · Dec 9

Coming Up: Live on the bus as @WarringtonBC seeks your views about proposed #CentreParkLink bridge @candwep



← ↻ 3 ❤️ 1 ⋮



PlaceNorthWest @PlaceNorthWest · Dec 7

Centre Park Link consultation opens share.es/1cV1fT

← ↻ ❤️ ⋮

[View summary](#)



warrington-worldwide @warringtonworld · Dec 5

Will Warrington's Centre Park Link improve traffic congestion warrington-worldwide.co.uk/2015/12/02/pub...



47 votes · Final results

← ↻ 18 ❤️ 9 ⋮



BdailyNorthWest @BdailyNorthWest · Dec 7

The consultation is now underway for the £19.3m **Centre Park Link** project in #Warrington bdai.ly/J5FZ



Warrington & Co @WarringtonCo · Dec 8

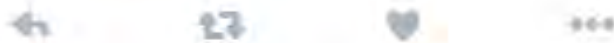
Centre Park Link consultation opens shar.es/1cNb2N via @PlaceNorthWest



Place North West | Centre Park Link consultation ...

The consultation process for a £19.3m improvement to Warrington town centre's road network begins this week.

placenorthwest.co.uk



Lymm Parish Council @lymmmpc · Dec 4

centreparklink.com have your say about the new proposal





Warrington Guardian @warringtonnews · Dec 1

Consultation for £19.3m **Centre Park link** scheme to commence on Monday bit.ly/1XEbxQs



[View summary](#)



Warrington Guardian @warringtonnews · Dec 1

Consultation for £19.3m **Centre Park link** scheme to commence on Monday: THE consultation... dvr.it/CtvLGv



Warrington Guardian @warringtonnews · Dec 10

Residents experience bus roadshow during consultation for £19.3m **Centre Park link** scheme bit.ly/1HWaoSL



[View summary](#)



Warrington Guardian @warringtonnews · Dec 10

Residents experience bus roadshow during consultation for £19.3m Centre Park link scheme:... dlvr.it/Cyw7w7



CENTREPARKLINK



Find out more

Have your say...



Growing a Strong Warrington



Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington LEP are exploring new plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

The first stage of the vision would see the creation of a southbound link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey.

The new bridge would cross the river at the bottom of Chester Road near the existing car lot and a new section of highway would link it to Slutchers Lane. The scheme is predicted to reduce southbound traffic through Bridgefoot Gyratory (by approximately 20% in the PM peak and 10% in the AM peak). This reduction would then enable a faster journey through the gyratory for both northbound and southbound traffic.

The council is also considering a proposal to open up the bus gate to traffic between Slutchers Lane and Centre Park.

We are also consulting on outline proposals in the town centre to change the routing of traffic to make sure the new link is well connected with the rest of the town's road network. The consultation proposal is for a clockwise one-way system using Winmarleigh Street, Wilson Patten Street, Parker Street, and Sankey Street. The plans also include proposals for Crosfield Street that would provide on-street parking for residents.

We would like your views on whether you think the proposals are a good idea.

Overall...

- The proposals would help reduce traffic congestion, and provide alternative routes which will improve the overall capacity of Warrington's transport network.
- The scheme would unlock important areas of land for development, bringing jobs and investment.
- The scheme would enable the future delivery of the council's aspirations to remove the rail line and grow the town centre.
- The project is part of Warrington's wider regeneration plans and growth ambitions - including long term aspirations for a new road connecting the A56 Chester Road and A57 Sankey Way. These schemes will be consulted on separately.

The scheme offers a fantastic opportunity to realise all of the above benefits.



Get involved

On the 7th, 8th and 9th December, we will be travelling in our consultation bus to a number of different stops in Warrington. This is an open event for anyone to stop by and come on-board, speak with members of the project team and have your say on our plans for Centre Park Link. You can find a full timetable below.

Hop on board and have your say



Monday 7 December

- 10am-2pm New Town House/Cockhedge Shopping Centre, the bus will be on Cockhedge Way (near junction with Scotland Road)
- 5pm-7pm Warrington Town Hall, Sankey Street

Tuesday 8 December

- 9am-11am The Forge Car Park, Stockton Heath WA1 2NH
- 12pm-2pm St James Court, Wilderspool Causeway, WA4 6PS
- 3pm-4pm Latchford Primary School, Old Road, WA4 1AP

Wednesday 9 December

- 7:30am-9am Centre Park, Lakeside Drive, WA1 1QX
- 12:30pm-2:30pm Lingley Mere Business Park, Great Sankey, WA5 3UZ (near central food hall)
- 4pm-6:30pm Village Hotel, 110 Centre Park Square, WA1 1QA

As well as our consultation bus events, we'll also be at the St Werburgh's Centre on the 10th December from 2pm to 7pm and the Golden Square shopping centre all day on the 11th and 12th of December for you to drop by and learn more about the plans.

Visit us at:

Thursday 10 December

- 2pm-7.30pm St Werburgh's Centre, Irwell Road, WA4 6QR

Friday 11 December

- 9:30am-5:30pm Golden Square Shopping Centre, outside M&S

Saturday 12 December

- 9am-6pm Golden Square Shopping Centre, outside M&S

Visit www.centreparklink.co.uk to fill in a short questionnaire and let us have your views.

Alternatively, you can pick up a paper version of the questionnaire at one of the consultation events or email your comments to cpl@warrington.gov.uk

The consultation will end on Friday 8th January, so please make sure you've submitted your views by then.

CENTREPARKLINK



Growing a Strong Warrington

Have your
say...

More details about the proposals can be found on the website:

www.centreparklink.co.uk

Warrington
& Co.



WARRINGTON
Borough Council



CENTREPARKLINK



Find out more

Warrington Borough Council, together with Warrington and Co. and Cheshire & Warrington LEP are exploring exciting new plans to help reduce traffic congestion in the town centre and investment across the town.

The project will see the construction of a new highway link, including a bridge across the River Mersey from an improved Sluthers Lane to the A5060 Chester Rd. The new bridge and link will be open to all traffic – north and south bound – however, the top section of Sluthers Lane will be southbound only (between Wilson Patten Street and the existing 'Bus Only' link to Centre Park).



The scheme offers a fantastic opportunity to improve journey times.

We will be travelling around in a consultation bus and holding events at St Werburghs and Golden Square shopping centre so that you can stop by, view the plans, speak with members of the project team and have your say. More information can be found on the timetable below.

Find out more and speak to the project team at one of our events: Hop on board and have your say



Monday 7 December

- 10am-2pm New Town House/Cockhedge Shopping Centre, the bus will be on Cockhedge Way (near junction with Scotland Road)
- 5pm-7pm Warrington Town Hall, Sankey Street

Tuesday 8 December

- 9am-11am The Forge Car Park, Stockton Heath
- 12pm-2pm St James Court, Wilderspool Causeway
- 3pm-4pm Latchford Primary School, Old Road

Wednesday 9 December

- 7:30am-9am Centre Park, Lakeside Drive
- 12:30pm-2:30pm Lingley Mere Business Park, Great Sankey (near central food hall)
- 4pm-6:30pm Village Hotel, 110 Centre Park Square



Or visit us:

- | | | |
|-----------------------------|---------------|--|
| Thursday 10 December | 2pm-7.30pm | St Werburgh's Centre, Inwell Road |
| Friday 11 December | 9:30am-5:30pm | Golden Square Shopping Centre, outside M&S |
| Saturday 12 December | 9am-6pm | Golden Square Shopping Centre, outside M&S |

Visit www.centreparklink.co.uk to fill in a short questionnaire and let us have your views

Alternatively, you can pick up a paper version of the questionnaire at one of the consultation events or email your comments to cpl@warrington.gov.uk



Appendix 7 – Letters



James Lee House
Salvation Army
Brick Street
WA1 2PD
Warrington

FAO Salvation Army site manager,

We are working with Warrington and Co and Warrington Borough Council on the consultation activity for the proposed Centre Park Link project. The consultation process for this major improvement to Warrington town centre's road network is set to begin next week.

Potential plans for Warrington Borough Council's Centre Park Link scheme are being made public throughout December in a series of open events designed to reveal the draft plans and get the views of local people on the proposals.

As a nearby neighbour to the site, we thought it would be useful to inform you of our upcoming events and give you an overview of the plans.

Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington LEP, are exploring new plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

The Centre Park Link project is the first part of this plan. It would see the creation of a link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey. One of the key benefits of this would be to reduce traffic demands around Bridgefoot Gyratory and start to unlock the potential of Warrington's considerable waterfront area.

The new bridge and link will be open to all traffic – north and south bound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing 'Bus Only' link to Centre Park). Alongside this, there are also plans re-route town centre traffic.

We'll be undertaking a series of public engagement activities to ensure that you get the opportunity to learn more about the proposals and have your say from Monday 7th – Saturday 12th December.

You can find a full timetable of events and copy of the plans on our website, please visit www.centreparklink.co.uk, where you can also give your feedback. You are also able to fill out a questionnaire at the events.

Alternatively, please email your comments to us at cpl@warrington.gov.uk.

Many thanks,

[Redacted Signature]

On behalf of Warrington Borough Council



Appendix 8 – Press release

Monday 7th December

CONSULTATION FOR MAJOR CENTRE PARK LINK SCHEME

The consultation process for a major improvement to Warrington town centre’s road network begins this week.

Potential plans for Warrington Borough Council’s Centre Park Link scheme are being made public throughout the month in a series of open events designed to reveal the draft plans and get the views of local people on the proposals.

Centre Park Link would see the creation of a link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey to reduce southbound traffic and pressure through Bridgefoot Gyratory.

The new bridge and link will be open to all traffic – north and south bound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing ‘Bus Only’ link to Centre Park).

Proposals for a new bridge are complemented by alterations to town centre traffic routing to promote the use of the new link, and seek to relieve the town of its enduring congestion problems.

Information will be on display at a number of upcoming events, beginning today with a three day exhibition bus roadshow at numerous stops across Warrington, including the Cockhedge Centre, Stockton Heath and Centre Park. All members of the public are welcome to stop by and have their say on plans for Centre Park Link.

Public drop-in events will also take place at St Werburgh’s Community Hub on Thursday 10th December from 2pm – 7:30pm and in Golden Square Shopping Centre all day on Friday 11th December and Saturday 12th December to allow local people to learn more about the scheme.

Centre Park Link is part of Warrington Borough Council’s wider commitment to relieve traffic congestion, transform the town’s transport infrastructure and encourage continued growth and investment.

Cllr Hans Mundry, Executive Member for highways, transportation and public realm, said: “Centre Park Link provides us with a great opportunity to start to resolve long-standing traffic issues in the south of Warrington and promote the future growth of our considerable but underutilised waterfront area.

“It is vital the people of Warrington come and share their views with us on these latest proposals, as this will enable us to help mitigate any issues that may arise and fully maximise the benefits of this fantastic project to the community.”

A full and up-to-date version of the consultation bus timetable is available at www.centreparklink.co.uk, where you can also find out more about the plans and leave feedback online. You can also send your comments to FREEPOST: YOUR SAY CONSULTATION.

Current timetable:

Monday 7 December

- 10am – 2pm New Town House/Cockhedge Shopping Centre
- 5pm – 7pm Warrington Town Hall Sankey Street

Tuesday 8 December

- 9am – 11am The Forge Car Park, Stockton Heath
- 12pm – 2pm St James Court, Wilderspool Causeway
- 3pm – 4pm Latchford Primary School, Old Road

Wednesday 9 December

- 7:30am – 9am Centre Park, Lakeside Drive
- 12:30pm – 2:30pm Lingley Mere Business Park, Great Sankey
- 4pm – 6:30pm Village Hotel, 110 Centre Park Square

ENDS

Editor's notes:

Centre Park Link would be the first scheme of a wider proposed programme for the towns transport infrastructure set out in the vision document Warrington Means Business. Working with Warrington & Co. and Cheshire & Warrington LEP, the council are exploring new plans to relieve traffic congestion across Warrington and encourage continued growth and investment across the town.

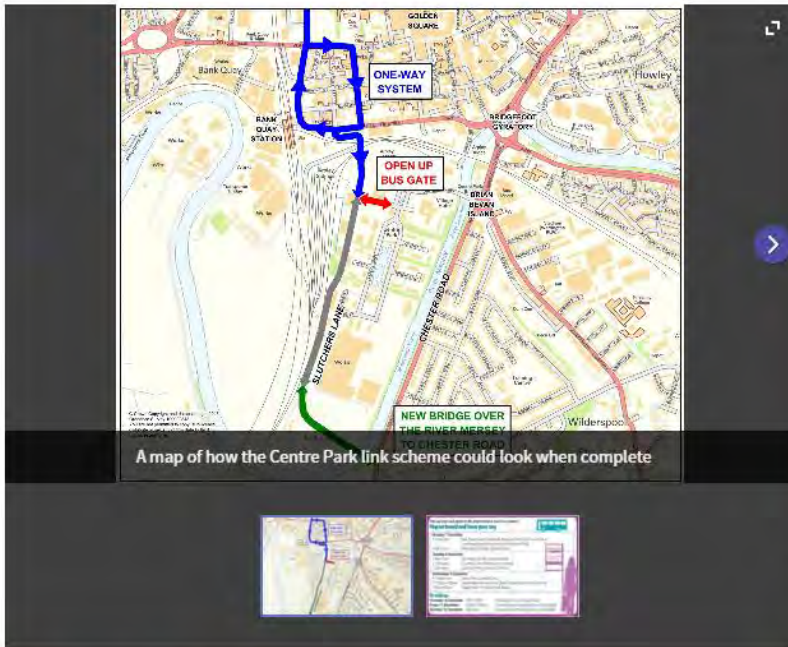
For further information, please contact Mitch Poole on 01925 442243 or mpoole@warringtonandco.com

Appendix 9 – Coverage

Warrington Guardian, online coverage

Tuesday 1st December

Consultation for £19.3m Centre Park link scheme to commence on Monday



A map of how the Centre Park link scheme could look when complete



Tuesday 1 December 2015 / News

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 9 comments

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THE consultation process for a £19.3 million crossing tipped to end the town's traffic nightmare will begin next Monday.

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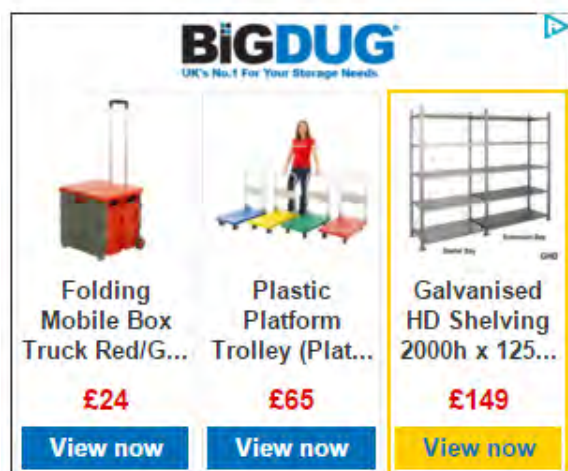
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- UPDATED: Missing woman from Warrington found 1
- Mum-of-one issues desperate plea to help the homeless 2
- Check your bank account! People's Postcode Lottery announce winners in Warrington 3
- Thug jailed after rifling through victim's pockets while he lay 4

Potential plans for the council's Centre Park link scheme are being made public throughout December in a series of open events revealing draft documents, in a move designed to get residents to put their views forward over the project.

The construction over the River Mersey, which could be completed by 2018, would see the creation of a link from Wilson Patten Street to Chester Road.



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Council chiefs believe the project will dramatically reduce southbound traffic and subsequently cut the volume of motorists clogging up Bridge Foot.

The new bridge will be open to all traffic – north and southbound – however, the top section of Slutchers Lane will be southbound only, between Wilson Patten Street and the existing 'bus only' link to Centre Park.

Proposals are complemented by alterations to town centre traffic routing to promote the use of the bridge.

Information will be on display at a number of upcoming events, beginning on Monday, December 7.

A three-day exhibition bus roadshow at numerous stops across Warrington, including the Cockhedge Centre, Stockton Heath and Centre Park will be taking place.

All members of the public are welcome to stop by and have their say on the plans.

Drop-in events will also take place at St Werburgh's Community Hub on December 10 from 2pm to 7.30pm, in Golden Square Shopping Centre all day on December 11 and December 12 to allow residents to learn more about the scheme.

The scheme is part of the council's wider commitment to relieve traffic congestion, transform the town's transport infrastructure and encourage continued growth and **investment**.

Cllr Hans Mundry, executive member for highways, transportation and public realm, said: "Centre Park link provides us with a great opportunity to start to resolve long-standing traffic issues in the south of Warrington and promote the future growth of our considerable but underutilised waterfront area.

Promoted stories

- [Why Did No One Tell Us About This New Life Insurance Rule? \(UK Life Insurance Saver\)](#)
- [Pele Kicks Off the First Football Pitch Powered by the Players \(Shell\)](#)
- [SEAT Ibiza FR – Sporty But Affordable \(SEAT on Parkers\)](#)
- [Whoa! The Most Beautiful Rugby World Wags Ever \(Sports Mozo\)](#)
- [New Policy in U.K. – If You Don't Have Life Insurance You Better Read This... \(UK Life Insurance Saver\)](#)

"It is vital the people of Warrington come and share their views with us on these latest proposals, as this will enable us to help mitigate any issues that may arise and fully maximise the benefits of this fantastic project to the community."

Share article



Consultation for £19.3m Centre Park link scheme to commence on Monday

3:55pm Tuesday 1st December 2015 in



A map of how the Centre Park link scheme could look when complete



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THE consultation process for a £19.3 million crossing tipped to end the town's traffic nightmare will begin next Monday.

Potential plans for the council's Centre Park link scheme are being made public throughout December in a series of open events revealing draft documents, in a move designed to get residents to put their views forward over the project.

The construction over the River Mersey, which could be completed by 2018, would see the creation of a link from Wilson Patten Street to Chester Road.

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Council chiefs believe the project will dramatically reduce southbound traffic and subsequently cut the volume of motorists clogging up Bridge Foot.

The new bridge will be open to all traffic – north and southbound – however, the top section of Slutchers

Lane will be southbound only, between Wilson Patten Street and the existing 'bus only' link to Centre Park.

Proposals are complemented by alterations to town centre traffic routing to promote the use of the bridge.

Information will be on display at a number of upcoming events, beginning on Monday, December 7.

A three-day exhibition bus roadshow at numerous stops across Warrington, including the Cockhedge Centre, Stockton Heath and Centre Park will be taking place.

All members of the public are welcome to stop by and have their say on the plans.

Drop-in events will also take place at St Werburgh's Community Hub on December 10 from 2pm to 7.30pm, in Golden Square Shopping Centre all day on December 11 and December 12 to allow residents to learn more about the scheme.

PROMOTED STORIES

- [Where to go on holiday in December \(Skyscanner\)](#)
- [22 Chilling Childhood Photos of The Most Evil People in History \(ViralMozo\)](#)

The scheme is part of the council's wider commitment to relieve traffic congestion, transform the town's transport infrastructure and encourage continued growth and investment.

CLlr Hans Mundry, executive member for highways, transportation and public realm, said: "Centre Park link provides us with a great opportunity to start to resolve long-standing traffic issues in the south of Warrington and promote the future growth of our considerable but underutilised waterfront area.

"It is vital the people of Warrington come and share their views with us on these latest proposals, as this will enable us to help mitigate any issues that may arise and fully maximise the benefits of this fantastic project to the community."

The consultation bus timetable can be seen at centreparklink.co.uk.

[Europe's SMEs Export? \(Report\) \(UPS\)](#)

- [New Policy in UK – If you Don't Have Life Insurance You Better Read This... \(Money Saving News\)](#)

- [New Policy in the UK: Simple Trick to Save Your Family Thousands \(Money Saving News\)](#)

- [Why The Government Is Paying Homeowners £13,450 To Go Solar \(The Eco Experts\)](#)

Recommended by  Outbrain



Public consultation on plans to ease Bridgefoot congestion

2

BY JAMES GORDON ON 2ND DECEMBER 2015 7:00 AM

NEWS

POTENTIAL plans to ease traffic around Bridgefoot and the town centre are to be made public in a series of public consultations from next week.

Centre Park Link would see the creation of a link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey to reduce southbound traffic and pressure through Bridgefoot Gyratory.

The new bridge and link will be open to all traffic – north and south bound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing 'Bus Only' link to Centre Park).

Proposals for a new bridge are complemented by alterations to town centre traffic routing to promote the use of the new link, and seek to relieve the town of its enduring congestion problems.

Information will be on display at a number of upcoming events, beginning on Monday 7th December with a three day exhibition bus roadshow at numerous stops across Warrington, including the Cockhedge Centre, Stockton Heath and Centre Park. All members of the public are welcome to stop by and have their say on plans for Centre Park Link.

Public drop-in events will also take place at St Werburgh's Community Hub on Thursday 10th December from 2pm – 7:30pm and in Golden Square Shopping Centre all day on Friday 11th December and Saturday 12th December to allow local people to learn more about the scheme.

Centre Park Link is part of Warrington Borough Council's wider commitment to relieve traffic congestion, transform the town's transport infrastructure and encourage continued growth and investment.

Cllr Hans Mundry, Executive Member for highways, transportation and public realm, said: "Centre Park Link provides us with a great opportunity to start to resolve long-standing traffic issues in the south of Warrington and promote the future growth of our considerable but underutilised waterfront area.

"It is vital the people of Warrington come and share their views with us on these latest proposals, as this will enable us to help mitigate any issues that may arise and fully maximise the benefits of this fantastic project to the community."

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Tuesday 8 December

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- 3pm – 4pm Latchford Primary School, Old Road

Wednesday 9 December

- 7:30am – 9am Centre Park, Lakeside Drive
- 12:30pm – 2:30pm Lingley Mere Business Park, Great Sankey
- 4pm – 6:30pm Village Hotel, 110 Centre Park Square



Wednesday 2nd December 2015

Consultation for major Centre Park link scheme

Published Wednesday, 2nd December 2015

The consultation process for a major improvement to Warrington town centre's road network is set to begin next week.

Potential plans for Warrington Borough Council's Centre Park Link scheme are being made public throughout December in a series of open events designed to reveal the draft plans and get the views of local people on the proposals.

Centre Park Link would see the creation of a southbound link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey to reduce southbound traffic and pressure through Bridgefoot Gyratory.

Proposals for a new bridge are complemented by alterations to town centre traffic routing to promote the use of the new link, and seek to relieve the town of its enduring congestion problems.

Information will be on display at a number of upcoming events, beginning on Monday 7th December with a three day exhibition bus roadshow at numerous stops across Warrington, including the Cockhedge Centre, Stockton Heath and Centre Park. All members of the public are welcome to stop by and have their say on plans for Centre Park Link.

Public drop-in events will also take place in Golden Square Shopping Centre on Friday 11th December and Saturday 12th December to allow local people to learn more about the scheme.

Centre Park Link is part of Warrington Borough Council's wider commitment to relieve traffic congestion, transform the town's transport infrastructure and encourage continued growth and investment.

Cllr Hans Mundry, Executive Member for highways, transportation and public realm, said: "Centre Park Link provides us with a great opportunity to start to resolve long-standing traffic issues in the south of Warrington and promote the future growth of our considerable but underutilised waterfront area.

"It is vital the people of Warrington come and share their views with us on these latest proposals, as this will enable us to help mitigate any issues that may arise and fully maximise the benefits of this fantastic project to the community."

A full version of the consultation bus timetable is available at www.centreparklink.co.uk, where you can also find out more about the plans and leave feedback online. You can also send your comments to Freepost:

Have Your Say Consultation.

You are here:

[Home](#) > [Latest News](#) > Centre Park Link proposed to ease Bridgefoot congestion



Centre Park Link proposed to ease Bridgefoot congestion

02 December, 2015

CATEGORY: LATEST NEWS 0

Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington LEP, are investing in a long-term transport infrastructure plan to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

The Centre Park Link project is the first part of this plan. It would see the creation of a southbound link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey. One of the key benefits of this would be to reduce traffic demands around Bridgefoot Gyratory and start to unlock the potential of Warrington's considerable waterfront area.

We'll be undertaking a series of public engagement activities to ensure that you get the opportunity to learn more about the proposals and have your say.

This project is part of the Warrington's wider regeneration plans and growth ambitions – including long term aspirations for a new road connecting the A56 Chester Road and A57 Sankey Way, which will be consulted on separately. Further details of this are set out in its framework for growth Warrington Means Business.

[More](#)



A map of how the Centre Park link scheme could look when complete, including a new one-way system around sections of the town centre

Bridge Foot plan to go on the road

■ One-way system through town centre also in £19.3 million project

By Aran Dhillon
aran.dhillon@nqnw.co.uk

THE consultation for a £19.3 million crossing tipped to end the town's traffic nightmare will begin next Monday.

Potential plans for the council's Centre Park Link scheme are being made public throughout December in a series of open events revealing draft documents, in a move designed to get residents to put their views forward.

The construction over the Mersey, which could be completed by 2018, would see the creation of a link from Wilson Patten Street to Chester Road.

Council chiefs believe the project will dramatically reduce

southbound traffic and subsequently cut the volume of motorists clogging up Bridge Foot.

The new bridge will be open to all traffic – north and southbound – however, the top section of Sluchers Lane will be southbound only, between Wilson Patten Street and the existing 'bus only' link to Centre Park.

Proposals are complemented by alterations to town centre traffic routing to promote the use of the bridge.

Information will be on display at upcoming events, beginning on Monday.

A three-day exhibition bus roadshow across Warrington, including the Cockhedge Centre, Stockton Heath and Centre Park will be taking place.

All members of the public are welcome to stop by and have their say on the plans.

Drop-in events will also take place at St Werburgh's Community Hub on December 10 from 2pm to 7.30pm, in Golden Square

Shopping Centre all day on December 11 and December 12 to allow residents to learn more about the scheme.

The scheme is part of the council's commitment to relieve traffic congestion, transform transport infrastructure and encourage growth and investment.

Cllr Hans Mundry, executive member for highways, transportation and public realm, said: "Centre Park link provides us with a great opportunity to start to resolve long-standing traffic issues in the south of Warrington and promote the future growth of our considerable but underutilised waterfront area.

"It is vital the people of Warrington come and share their views with us on these latest proposals, as this will enable us to help mitigate any issues that may arise and fully maximise the benefits of this fantastic project to the community."

■ The consultation bus timetable is at centreparklink.co.uk.



Richard Bell
07 DEC
2015

INDUSTRIALS

Consultation gets underway for £19.3m Warrington improvement scheme

In
Loganberry-commc
- Wikimedia Comm

The consultation process for a multi-million pound improvement scheme in Warrington has kicked off today (December 7).

Over the next month, plans for Warrington Borough Council's £19.3m Centre Park Link project will be made public in a series of open events to garner the views of residents.

Centre Park Link proposes the creation of a connection between Wilson Patten Street and Chester Road with a new bridge spanning the River Mersey.

The council's executive member for highways, transportation and public realm, Cllr Hans Mundry, commented: "Centre Park Link provides us with a great opportunity to start to resolve long-standing traffic issues in the south of Warrington and promote the future growth of our considerable but underutilised waterfront area.

"It is vital the people of Warrington come and share their views with us on these latest proposals, as this will enable us to help mitigate any issues that may arise and fully maximise the benefits of this fantastic project to the community."

The bridge proposals are accompanied by plans to make a series of changes to traffic routes in the town centre and promote the new link, potentially relieving Warrington's ongoing congestion problems.

The consultation period begins with a three-day exhibition roadshow, which will make a number of stops across Warrington.

Reader's comments

I went inside one of these mills that overlooks the...

Fantastic. So much to work with in this area

Why don't they use some of the £110m from George...

Well done Granby/Toxteth! You live in a beautiful area -...

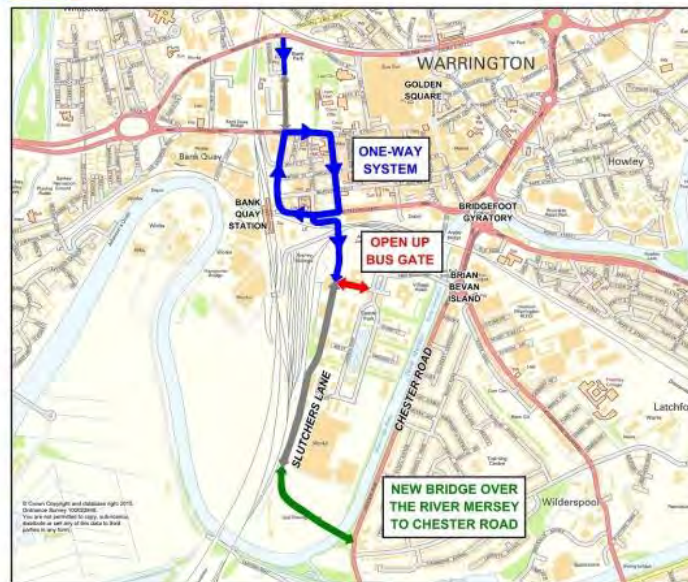
Great news for Europe's oldest Chinatown! This site was once...

They would say that, wouldn't they.

Special Reports

Events Plan 2016
Introducing the schedule of Place North West events for...

South Lakeland development opportunities showcased



Centre Park Link consultation opens

7 Dec 2015, 11:17

The consultation process for a £19.3m improvement to Warrington town centre's road network begins this week.

Potential plans for Warrington Council's Centre Park Link scheme are being made public throughout the month in a series of open events which will reveal draft plans and get the views of local people on the proposals.

Centre Park Link would see the creation of a link from Wilson Patten Street to Chester Road via a road bridge over the River Mersey to reduce southbound traffic and pressure through Bridgefoot Gyratory.

The new bridge and link will be open to all traffic, north and south bound, however, the top section of Slutchers Lane will be southbound only.

Proposals for a new bridge are complemented by alterations to town centre traffic routing to promote the use of the new link, and seek to relieve the town of its enduring congestion problems.

Information will be on display at a number of upcoming events, beginning with a three-day exhibition bus roadshow at numerous stops across Warrington, including the Cockhedge Centre, Stockton Heath and Centre Park.

Public drop-in events will also take place at St Werburgh's Community Hub on Thursday 10 December from 2pm to 7:30pm and in Golden Square Shopping Centre all day on Friday 11 December and Saturday 12 December to allow local people to learn more about the scheme.

Centre Park Link is part of Warrington Council's wider commitment to relieve traffic congestion, transform the town's transport infrastructure and encourage continued growth and investment.

Cllr Hans Mundry, executive member for highways, transportation and public realm, said: "Centre Park Link provides us with a great opportunity to start to resolve long-standing traffic issues in the south of Warrington and promote the future growth of our considerable but underutilised waterfront area.

"It is vital the people of Warrington come and share their views with us on these latest proposals, as this will enable us to help mitigate any issues that may arise and fully maximise the benefits of this fantastic project to the community."

A full and up-to-date version of the consultation bus timetable is available at www.centreparklink.co.uk.

Consultation starts on town centre road plan

THE consultation process for a major improvement to Warrington town centre's road network is underway.

Potential plans for Warrington Borough Council's Centre Park Link scheme are being made public throughout December in a series of open events designed to get the views of local people.

Centre Park Link would see

the creation of a link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey to reduce southbound traffic and pressure through Bridgefoot Gyratory.

The new bridge and link will be open to all traffic – north and southbound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing 'Bus

Only' link to Centre Park).

Proposals for a new bridge are complemented by alterations to town centre traffic routing to promote the use of the new link, and seek to relieve the town of its enduring congestion problems.

Information will be on display at a number of upcoming events across Warrington, including the Cockhedge Centre, Stockton Heath and Centre Park. All members of the public are welcome to stop by and have their say on plans for Centre Park Link.

Public drop-in events will also take place at St Werburgh's Community Hub on Thursday December 10 from 2pm – 7.30pm and in Golden Square Shopping Centre all day on Friday December 11 and Saturday December 12.

Centre Park Link is part of Warrington Borough Council's wider commitment to relieve traffic congestion, transform the town's transport infrastructure and encourage continued growth and investment.

A full version of the consultation is available at www.centreparklink.co.uk where you can also leave feedback online.



How do we solve town's traffic woes?



The new route through Centre Park could help

Wednesday 9 December 2015 / Pete Magill

OUR brave new world, once upon a time, was supposed to be linked by a series of expressways when the population topped 200,000.

Finer minds than mine devised north-south and east-west routes, all ready for the day when our historic South Lancashire borough, through the utopia of the New Town dream, finally came of age.

Good old Mrs Thatcher might have put paid to the wilder excesses of our ambitious New Town forefathers, and the expansion estimates were revised downwards as a result.



But we've arrived at the same juncture, albeit 30-odd years later, an economic Northern powerhouse (with apologies) running on a Morris Minor road network, creaking perilously under its own success.

Fanfares might ring out at Podium Towers for the announcement, this week, that the Centre Park Link, at least 10 years hence from the first discussions, is finally on the starting grid.

This long-awaited town centre bypass might solve one headache. But stock up on paracetamol – it does little to assuage the gridlock south of the river.

Our leisurely expedition out last Thursday night to reach Lower Whitley and Great Budworth involved intricate plotting from Padgate to Daresbury.

Loushers Lane was a virtual car park, forget trying to go the easy way up London Road through Stockton Heath. Only if you've got wings.

It was fairly easy to surmise – and later confirmed – that the bridges were out at teatime. And as everyone knows from Warburton to Moore, that's fatal to hundreds of motorists' plans for an easy dash home.

One quick study of the old New Town road proposals (isn't my homework fun?!) reveals the full extent of what was thought necessary, by our post-war planners to make boom town Warrington work.

Birchwood Way and Midland Way, and a laughably unambitious Westbrook Way, are among the few remnants of the grand scheme to become a reality. Even the location of junction eight of the M62 was shifted significantly, for Ikea's lookout.

No-one is pretending there's any easy quick-fix solutions to this dilemma. But our regenerators need to cast their eyes both sides of the river, to bridge the gap between post-war idealism and 21st-century necessities.

- Helen Jones (and David Mowat for that matter) voted in favour of the air strikes policy in Syria.

One can only hope the Warrington North representative wasn't subjected to the same disgraceful treatment meted out to some of her Parliamentary colleagues, by the new Militant Tendency which has taken over Labour.

Whether you agree with the premise or not, and there's no cut and dried answer either way with Syria (or Iraq, Libya, Afghanistan etc, etc), in a grown-up democracy you don't harangue MPs with foul and abusive threats.

Perhaps not surprisingly, Former Stockton Heath lawyer Fiona Bruce was also in favour, ex-Warrington councillor Yvonne Forvague (Makerfield) wasn't, neither was Culcheth-raised Andy Burnham, while Newton's elected representative Connor McGinn also went through the 'yes' lobby.

- One dart down Winwick Road (outside of the town's three or four rush hours) revealed two very different sides of life.

First of all, hats off to Warrington Collegiate for their giant display on Rianne Chester, who not only won a gold medal at the WorldSkills championships in August but was later named their adult learner of the year.

Before then though, the still-to-be-completed Alban Retail Park provoked wonder. Whole towns in Cheshire and Lancashire can't boast that much retail space in their entirety.

Share article



Kiss goodbye if you're trying to get home to Burtonwood, Winwick or Newton though.



Thursday 10th December 2015

Residents experience bus roadshow during consultation for £19.3m Centre Park link scheme



RESIDENTS have been grasping the opportunity to help shape the £19.3 million Centre Park link scheme tipped to bring the town's traffic nightmare to an end.

From Monday, a three-day exhibition bus roadshow made its way across the town at locations including the Cockhedge Centre and Centre Park.

 BUSINESS BROADBAND	 BUSINESS MOBILES
 IT SUPPORT	 TELEPHONE SYSTEMS

The vehicle, which has been filled with graphics and draft documents, was transported to give all residents the chance to put their views forward over the project.

A key part of the plan is the construction of a crossing over the River Mersey, which could be completed by 2018.

It would see the creation of a link from Wilson Patten Street to Chester Road and council chiefs believe the project will

dramatically reduce southbound traffic, as well as subsequently cutting the volume of motorists clogging up Bridge Foot.

Cllr Hans Mundry, executive member for highways, transportation and public realm, joined council officers at the Cockhedge Centre on Monday before the bus made its way to the Town Hall in the evening.

He has welcomed the way the public consultation is being carried out and is tipping the project to succeed.

"I think this gives people more opportunities and gets the message across better," he said.

"This move will help connect Warrington better – and one of the next stages is to build jobs for people and homes along the way.

"It will also open up more opportunities for people to be able to take advantage of.

"We do keep improving the prospects for the town but the downside to that is the congestion so we need to look at new ways to sort it – it has been a historical problem.

"People want to live here and stay in Warrington.

"The main issue is congestion and we are trying to deal with that but there is limited funding for us to carry out the work."

Drop-in events will also take place at St Werburgh's Community Hub today, December 10, from 2pm to 7.30pm, in Golden Square Shopping Centre all day tomorrow and Saturday to allow residents to learn more about the scheme.

In October the executive board passed proposals for the crossing.

Share article





Cllr Hans Mundry has welcomed the bus roadshow

DS10001

Bus roadshow puts plan on map

■ Three-day exhibition gives residents chance to air views on link scheme

By Aran Dhillon
aran.dhillon@nqnw.co.uk

RESIDENTS have been grasping the opportunity to help shape the £19.3 million Centre Park link scheme tipped to bring the town's traffic nightmare to an end.

From Monday, a three-day exhibition bus roadshow made its way across the town at locations including the Cokhedge Centre and Centre Park.

The vehicle, which has been filled with graphics and draft documents, was transported to give all residents the chance to put their views forward over the project.

A key part of the plan is the construction of a crossing over the Mersey, which could be completed by 2018.

It would see the creation of a link from Wilson Patten Street to Chester Road and council chiefs believe the project will dramatically reduce southbound traffic as well as subsequently cutting the volume of motorists clogging up Bridge Foot.

Labour accused over traffic

LIBERAL Democrat members have accused Labour of ignoring congestion issues 'blighting' the lives of Warrington motorists.

At Monday's full council meeting Cllr Brian Axcell (LD - Appleton) proposed a motion calling for the executive board to give instructions to ensure congestion problems, and steps to mitigate it, are shared with residents, as well as potential investors.

He also called for the publication of a long-term plan setting out how to tackle the problem.

But the Liberal Democrat transport spokesman was angered by how the matter was dealt with and said his party was 'gagged' in the Town Hall.

"This was a disgraceful abuse of power by Labour," he said.

"Labour is obviously very sensitive about traffic congestion on our roads, which Warrington residents know is getting worse, not better.

"In the short term Liberal Democrats want live information on road congestion and advice on alternative routes to be available to motorists whenever traffic congestion occurs.

"In the longer term the council needs a comprehensive strategy for dealing with this blight."

Council leader Terry O'Neill requested the matter be moved to the local economy policy committee, adding: "The previous administration did nothing when they were in."

Cllr Hans Mundry, executive member for highways, transportation and public realm, has welcomed the way the public consultation is being carried out and is tipping the project to succeed.

"I think this gives people more opportunities and gets the message across better," he said.

"This move will help connect Warrington better - and one of the next stages is to build jobs for people and homes along the way.

"We do keep improving the prospects for the town but the downside to that is the congestion so we need to look at new ways to sort it."

Drop-in events will also take place at St Werburgh's Community Hub today, Thursday, from 2pm to 7.30pm, in Golden Square Shopping Centre all day tomorrow, Friday, and on Saturday to allow residents to learn more about the scheme.

CENTREPARKLINK



Find out more and

Exciting new plans to improve the road network in Warrington town centre and encourage continued growth and investment across the town are being unveiled next week.

Have your say...

The project will see the construction of a new highway link, including a bridge across the River Mersey from an improved Slutchers Lane to the A5060 Chester Rd. The new bridge and link will be open to all traffic – north and south bound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing 'Bus Only' link to Centre Park).

We will be travelling around in a consultation bus and holding events at St Werburghs and Golden Square shopping centre so that you can stop by, view the plans, speak with members of the project team and have your say. More information can be found on the timetable on the right

To see a full bus timetable, find out more about these events and for further information on the Centre Park Link project, please visit www.centreparklink.co.uk or email cpl@warrington.gov.uk

Find out more and speak to the project team at one of our events:

Hop on board and have your say



Monday 7 December

- 10am-2pm New Town House/Cockhedge Shopping Centre, the bus will be on Cockhedge Way (near junction with Scotland Road)

- 5pm-7pm Warrington Town Hall, Sankey Street

Tuesday 8 December

- 9am-11am The Forge Car Park, Stockton Heath
- 12pm-2pm St James Court, Wilderspool Causeway
- 3pm-4pm Latchford Primary School, Old Road

Wednesday 9 December

- 7:30am-9am Centre Park, Lakeside Drive
- 12:30pm-2:30pm Lingley Mere Business Park, Great Sankey (near central food hall)
- 4pm-6:30pm Village Hotel, 110 Centre Park Square

Or visit us:

Thursday 10 December

- 2pm-7:30pm St Werburgh's Centre, Irwell Road

Friday 11 December

- 9:30am-5:30pm Golden Square Shopping Centre, outside M&S

Saturday 12 December

- 9am-6pm Golden Square Shopping Centre, outside M&S



Hop on board and have your say



Monday 7 December

- 10am-2pm New Town House/Cockhedge Shopping Centre, the bus will be on Cockhedge Way (near junction with Scotland Road)
- 5pm-7pm Warrington Town Hall, Sankey Street

Tuesday 8 December

- 9am-11am The Forge Car Park, Stockton Heath
- 12pm-2pm St James Court, Wilderspool Causeway
- 3pm-4pm Latchford Primary School, Old Road
- 5pm-7pm Palmyra Square South

Wednesday 9 December

- 7:30am-9am Centre Park, Lakeside Drive
- 12:30pm-2:30pm Lingley Mere Business Park, Great Sankey (near central food hall)
- 4pm-6:30pm Village Hotel, 110 Centre Park Square

Or visit us:

Thursday 10 December

2pm-7.30pm St Werburgh's Centre, Irwell Road

Friday 11 December

9:30am-5:30pm Golden Square Shopping Centre, outside M&S

Saturday 12 December

9am-6pm Golden Square Shopping Centre, outside M&S

Consultation bus at New Town House



Public drop-in event at Golden Square Shopping Centre



Appendix 12 – Ward Councillor engagement

From: Poole, Mitch

Sent: 20 November 2015 16:25

To: O'Neill, Councillor Terry; Hannon, Councillor Mike; Mundry, Councillor Hans; Richards, Councillor Jeff; Morgan, Councillor Les; McLaughlin, Councillor Maureen

Cc: Hunter, Stephen; Laverick, John; 'Rachel Smith'; 'Mitch Poole'; Patel, Councillor Hitesh

Subject: Proposed schedule for Centre park Link Consultation

Dear Councillors,

As you may be aware subject to approval on Monday next we hope to be able to proceed with the commencement of the Consultation programme for Centre Park Link. As a first action following agreement to proceed we will then brief the ward Councillors in the first instance.

In the meantime we are preparing the design of consultation materials to explain the project and have created the following consultation session schedule. Would you be so kind as to read through the schedule and advise as to whether we should include other locations or venues, or amend times as we need to go to print, subject to approval, on Monday next 23rd November.

Many thanks,

Mitch Poole
Communications Officer
Warrington Borough Council
01925 442243

Centre Park Link

Event timetable

Monday 7th December

- 10am-2pm New Town House/Cockhedge Shopping Centre, the bus will be on Cockhedge Way (near junction with Scotland Road)
- 5-7pm Warrington Town Hall, Sankey Street

Tuesday 8th December

- 9am-11am The Forge Car Park, Stockton Heath WA1 2NH
- 12pm-2pm St James Court, Wilderspool Causeway, WA4 6PS
- 3pm-4pm Latchford Primary School, Old Road, WA4 1AP

Wednesday 9th December

- 7:30am – 9am Centre Park, Lakeside Drive, WA1 1QX
- 12:30pm-2:30pm Lingley Mere Business Park, Great Sankey, WA5 3UZ (near central food hall)
- 4pm-6:30pm Village Hotel, 110 Centre Park Square, WA1 1QA

Thursday 10th December

- 2pm-7.30pm St Werburgh's Centre, Irwell Road, WA4 6QR

Friday 11th and Saturday 12th December

- 10am-4pm Golden Square Shopping Centre

Further ward councillor engagement

From: Hunter, Stephen [<mailto:shunter@warrington.gov.uk>]

Sent: 24 November 2015 17:31

To: Poole, Mitch <mpoole@warringtonandco.com>; O'Neill, Councillor Terry <toneill@warrington.gov.uk>; Hannon, Councillor Mike <mhannon@warrington.gov.uk>; Mundry, Councillor Hans <hmundry@warrington.gov.uk>; Richards, Councillor Jeff <jrichards@warrington.gov.uk>; Morgan, Councillor Les <lmorgan2@warrington.gov.uk>; McLaughlin, Councillor Maureen <mmclaughlin@warrington.gov.uk>

Cc: Laverick, John <jlaverick@warrington.gov.uk>; Rachel Smith <Rachel.Smith@curtins.com>; 'Mitch Poole' <mitchpoole@gmail.com>; Patel, Councillor Hitesh <hpatel@warrington.gov.uk>; Crowther, Mia <mcrowther1@warrington.gov.uk>; Park, Steve <spark@warringtonandco.com>; Boyer, David <dboyer@warrington.gov.uk>; Dickin, Alan <adickin@warrington.gov.uk>; Farrall, Andy <afarrall@warrington.gov.uk>

Subject: RE: Proposed schedule for Centre park Link Consultation

Importance: High

Dear all,

Following on from Mitch's email which you received last Friday colleagues have been working hard preparing the attached documents (which are nearing completion), namely:

- Consultation leaflet – which will be widely distributed to homes and businesses in the area most affected by the scheme (including Gainsborough Road and all of the residential area between Wilderspool Causeway and Chester Road); This also sets out the consultation events schedule – please note that the St.Werburghs event on Thursday 10th December is inside the Hub building and not on the bus (this is being used for the events from Monday – Wednesday only). The leaflet will be at A1 size with 4 pages with a Freepost return form attached.
- A copy of a draft map which will be inserted in the currently blank space on the front page of the leaflet (Gill will be inserting this into the final version – this work is ongoing).

In order for the consultation to launch on Monday and leaflets to be printed in time for distribution next week so everyone has them well in advance of the events planned for the following week (w/c 7th December) we have to send the final version to the printers early tomorrow afternoon. So please could you advise of any comments or queries prior to say 1pm tomorrow – apologies for the short deadline.

Regards

Steve

Appendix 13 – Business engagement (sent from cpl@warrington.gov.uk)

Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington LEP, are exploring new plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

The Centre Park Link project is the first part of this plan. It would see the creation of a link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey. One of the key benefits of this would be to reduce traffic demands around Bridgefoot Gyratory and start to unlock the potential of Warrington's considerable waterfront area.

The new bridge and link will be open to all traffic – north and south bound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing 'Bus Only' link to Centre Park).

We'll be undertaking a series of public engagement activities to ensure that you get the opportunity to learn more about the proposals and have your say from Monday 7th – Saturday 12th December.

Current details of the upcoming events can be found below:

Consultation bus roadshow:

Monday 7th December

- 10am-2pm New Town House/Cockhedge Shopping Centre, the bus will be on Cockhedge Way (near junction with Scotland Road)
- 5-7pm Warrington Town Hall, Sankey Street

Tuesday 8th December

- 9am-11am The Forge Car Park, Stockton Heath
- 12pm-2pm St James Court, Wilderspool Causeway
- 3pm-4pm Latchford Primary School, Old Road

Wednesday 9th December

- 7:30am – 9am Centre Park, Lakeside Drive
- 12:30pm-2:30pm Lingley Mere Business Park (near central food hall)
- 4pm-6:30pm Village Hotel, 110 Centre Park Square

Drop-in events:

Thursday 10th December

- 2pm-7.30pm St Werburgh's Centre, Irwell Road

Friday 11th December

- 9:30am-5:30pm Golden Square Shopping Centre, outside M&S

Saturday 12th December

- 9am-6pm Golden Square Shopping Centre, outside M&S

Please check the website for updates to the consultation timetable.

Should you require any additional information and would like to fill out our questionnaire on the proposals, please visit www.centreparklink.co.uk. You will also be able to fill out a questionnaire at one of our events. Alternatively, please email your comments to us at cpl@warrington.gov.uk.

Many thanks,

Appendix 14 – Briefing note



FAO Taxi and Private Hire Licensing,

We are working with Warrington and Co and Warrington Borough Council in the consultation activity for the proposed Centre Park Link project. The consultation process for this major improvement to Warrington town centre's road network is set to begin next week.

Potential plans for Warrington Borough Council's Centre Park Link scheme are being made public throughout December in a series of open events designed to reveal the draft plans and get the views of local people on the proposals.

As major road-users to the site, we thought it would be useful to inform you of our upcoming events and give you an overview of the plans – and ask you if you could forward this message to taxi companies across Warrington, who are all likely to be impacted by the scheme.

Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington LEP, are exploring new plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

The Centre Park Link project is the first part of this plan. It would see the creation of a link from Wilson Patten Street to Chester Road via a new road bridge over the River Mersey. One of the key benefits of this would be to reduce traffic demands around Bridgefoot Gyratory and start to unlock the potential of Warrington's considerable waterfront area.

The new bridge and link will be open to all traffic – north and south bound – however, the top section of Slutchers Lane will be southbound only (between Wilson Patten Street and the existing 'Bus Only' link to Centre Park). Alongside this, there are also plans re-route town centre traffic.

We'll be undertaking a series of public engagement activities to ensure that you get the opportunity to learn more about the proposals and [have your say](#) from Monday 7th – Saturday 12th December.

You can find a full timetable of events and copy of the plans on our website, please visit www.centreparklink.co.uk, where you can also give your feedback. You are also able to fill out a questionnaire at the events.

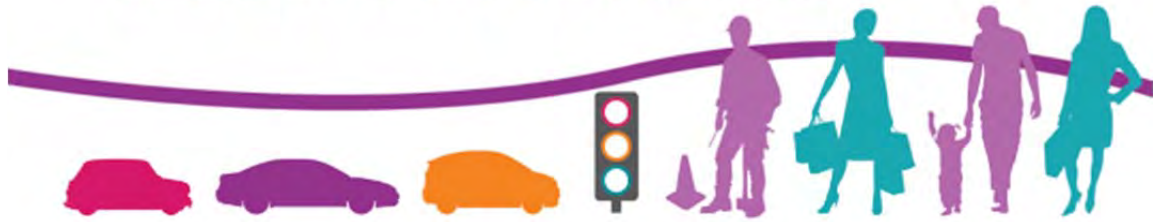
Alternatively, please email your comments to us at cpl@warrington.gov.uk.

Many thanks,

Sian Pritchard

13. APPENDIX 3: STAGE 2 QUESTIONNAIRE

CENTREPARKLINK



Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington Local Enterprise Partnership are exploring plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

We would like your views on whether you think the proposals are a good idea. Take a look at the leaflet and visit the website www.centreparklink.co.uk for more details.

You can then tell us what you think by either:

- completing the questionnaire below
- completing the online questionnaire at www.centreparklink.co.uk
- emailing your comments to cpl@warrington.gov.uk

The consultation will end on Friday 12 August 2016.

To return the paper questionnaire below pop it in an envelope and post it using the FREEPOST address below:

“FREEPOST: YOUR SAY CONSULTATION”

No stamp is required.

Remember that you are not obliged to complete any question that you do not want to - please just complete those that you are happy to answer.

Your response will be confidential and the survey process complies with the Data Protection Act 1998. When we publish results, we do not publish individual details or data, only combined information and overall results (apart from written comments, where given, which **always** remain anonymous). Your details will **only** be used for this consultation.

Centre Park Link Consultation Questions

In total there are 12 questions about the scheme.

The first scheme question is about the new bridge over the River Mersey and new junction with Chester Road. Subsequent questions are about the details of the scheme on a street-by-street basis starting with Slutchers Lane.

Full scheme details and answers to FAQs are on the website: www.centreparklink.co.uk

Name:

Postcode:

If you would like to be added to the consultation emailing list so we can contact you about any further developments please provide your email address below:

Email Address:

Which of the following best describes you? (tick ✓ one option only)

Local resident

Local business owner

Employee in the area

Visitor to Warrington

Other (please specify):

Location	1. New Bridge over the River Mersey and Chester Road/Slutchers Lane and Gainsborough Road Junction
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • New bridge from Chester Rd to an extended Slutchers Lane • New traffic signals and improvements at the junction of Chester Road and the extended Slutchers Lane, and alterations to the junction of Chester Road and Gainsborough Road
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • New bridge and link to Slutchers Lane mean that traffic can avoid Bridgefoot Gyratory • Junction is essential to support the new link to Slutchers Lane • Junction facilitates all required vehicle movements to allow access to the new link • Pedestrian crossings are included • All movements are permitted from Gainsborough Road to Chester Road <p>Cons:</p> <ul style="list-style-type: none"> • The new signals will not eliminate queuing at this location but there will be an overall reduction in traffic on Bridgefoot and reduced overall journey times
Question	<p>Do you agree / disagree with the proposals for the Chester Road/Slutchers Lane/Gainsborough Road junction?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	2. Slutchers Lane extended to the New Bridge
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Two-way traffic flow on the full length of an improved Slutchers Lane between Wilson Patten Street and Chester Road • Left and right-turn approach lanes to the new junction at Chester Road • Pedestrian island to aid crossing the new road • Locations for potential bus stops • Removal of on-street parking on Slutchers Lane • Traffic calming on the approach to the northbound left-hand bend near the railway bridge • New footway and steps down to Wilson Patten Street from Slutchers Lane railway bridge
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Both northbound and southbound traffic movement permitted • Traffic will be able to avoid Bridgefoot Gyratory • Network Rail car park off Slutchers Lane would be accessible from both directions • Businesses off Slutchers Lane would be accessible from both directions <p>Cons:</p> <ul style="list-style-type: none"> • More vehicles will be using the Slutchers Lane junction with Wilson Patten Street, however, crossing facilities have been introduced to help pedestrians and cyclists cross the road • Parking will not be available on-street on Slutchers Lane, but alternative parking is available in nearby car parks
Question	<p>Do you agree / disagree with the proposals for Slutchers Lane?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	3. Bus Gate link to Centre Park
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Widening the bus gate, so that it could potentially be opened to all traffic in the future although, for legal reasons, this cannot be facilitated as part of these works • Enforcement of the bus gate by Automatic Number Plate Recognition
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • The bus gate will be physically capable of being opened to all traffic <u>if</u> negotiations with land owners permit opening in the future • Improved access to Centre Park for Emergency Services • The funding for the scheme is available now, so if we don't do the work now we may not have the funding available to do it in the future <p>Cons:</p> <ul style="list-style-type: none"> • It is not possible to open the bus gate immediately because of legal restrictions regarding the use of the blue bridge, unless these legal restrictions can be removed access through the bus gate will remain limited • The timetable for opening up the bus gate is not currently known and is out of the direct control of the council. Although every effort will be made to enable this aspect of the scheme to proceed, there is a possibility that the legal issues will remain unresolved
Question	<p>Are you in favour of the proposals for the Bus Gate into Centre Park?</p> <p>Yes - widen the gate now so that it can be opened as soon as possible <input type="checkbox"/></p> <p>Yes – but don't do the work until the legal issue are resolved <input type="checkbox"/></p> <p>No – don't widen the bus gate <input type="checkbox"/></p> <p>Don't know <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	4. One-way System: Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street
Proposal	<p>The principles of the one-way include:</p> <ul style="list-style-type: none"> • One-way clockwise traffic flow around Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street • New signalised junctions at Sankey Street/Winmarleigh Street and Winmarleigh Street/Wilson Patten Street • Contra-flow bus lane for buses, cyclists, taxis and Licensed Private Hire vehicles on Sankey Street • Contra-flow for cyclists on Parker Street and alternative routes for other movements
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Improved traffic flow around the town centre • Reduced journey times • Minimises traffic delays at Slutchers Lane junction • A reduction in stationary traffic on Parker Street which can create air pollution problems for nearby homes • New pedestrian crossing facility on Winmarleigh Street • Alternative or contra-flow cyclists routes will be introduced <p>Cons:</p> <ul style="list-style-type: none"> • Will lead to some increase in traffic on Winmarleigh Street but it is a wide road capable of accommodating the additional traffic • Some vehicles may have to travel further to leave the town centre, but this will be offset by reduced congestion and delay at the junctions <p>See later questions for details of each street</p>
Question	<p>Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	5. Wilson Patten Street (from the junction with Winmarleigh Street to Warrington Bank Quay Station)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • One-way westbound traffic flow, towards Warrington Bank Quay Station from a new signalised junction with Winmarleigh Street • New 'Toucan' crossing at the junction with Slutchers Lane to enable pedestrians and cyclists to cross the road easily and safely • Two-way cycle lane between Arpley Street and Museum Street on the Patten Arms Hotel side of the road • Extension of the taxi rank from 5 spaces to 14 spaces
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Increases taxi rank provision • Improves public transport facilities at the station • Creates new crossing points for pedestrians and cyclists • Confident cyclists will use the road to access the station from the south, but the adjacent route will be available for less confident cyclists <p>Cons:</p> <ul style="list-style-type: none"> • Use of the two-way cycle lane to travel towards Museum Street will require cyclists to use the 'Toucan' crossing point at Slutchers Lane which is a diversion, but it does allow cyclists to avoid the busy highway area adjacent to the railway station
Question	<p>Do you agree / disagree with the proposals for Wilson Patten Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	6. Parker Street (from Warrington Bank Quay Station to the junction with Liverpool Road)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Two lanes for vehicular traffic from Warrington Bank Quay Station to Sankey Street (northbound) • Contra-flow cycle lane from Sankey Street to the 'Toucan' crossing near Warrington Bank Quay Station (southbound) • New parking spaces provided adjacent to the houses between White Street and Sankey Street • Re-modelled junction with Liverpool Road/Crosfield Street/Sankey Street to include: <ul style="list-style-type: none"> ○ New 'Toucan' crossings to enable pedestrians and cyclists to cross the Crosfield Street, Sankey Street and Parker Street arms of the junction ○ Right-turn from Liverpool Street, ahead movement from Crosfield Street and left-turn from Sankey Street are all permitted for cyclists entering Parker Street contra-flow cycle lane.
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Creates new crossing points for pedestrians and cyclists • Creates new parking spaces • Creates a direct route southbound towards Warrington Bank Quay Station for cyclists <p>Cons:</p> <ul style="list-style-type: none"> • Drivers will need to be aware that cyclist will be travelling southbound on Parker Street – particularly at junctions, however, the presence of cyclists will be well signed and road markings will be very clear. • There is insufficient road width to provide northbound dedicated cycle facilities but the council is investigating the possibility of purchasing land to enable widening of the inside lane.
Question	<p>Do you agree / disagree with the proposals for Parker Street?</p> <p style="text-align: center;"> Strongly agree Agree Neutral Disagree Strongly disagree </p> <p style="text-align: center;"> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	7. Sankey Street (between Parker Street and Winmarleigh Street) and the junction with Winmarleigh Street
Proposal	<p>Introduce:</p> <ul style="list-style-type: none"> • Two lanes for vehicular traffic from Parker Street to Winmarleigh Street (eastbound) leading to 'ahead only' lane and 'right turn only' lane • Contra-flow bus lane for buses, cyclists, taxis and Licensed Private Hire vehicles from Winmarleigh Street to Parker Street (westbound) • Traffic lights at Sankey Street/Winmarleigh Street junction with the potential for pedestrian crossings across Sankey Street and Winmarleigh Street
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Buses, cyclists, taxis and Licensed Private Hire vehicles will have priority when leaving the town centre • Creates crossing points for pedestrians <p>Cons:</p> <ul style="list-style-type: none"> • Regular vehicles will need to follow the one-way system down Winmarleigh Street to ensure the one-way system works efficiently • A signalised junction will be needed at the junction with Winmarleigh Street, but we will use 'conservation area' black posts to minimize the visual impact of the junction
Question	<p>Do you agree / disagree with the proposals for Sankey Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	8. Winmarleigh Street (from Sankey Street to the junction with Wilson Patten Street)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • One-way traffic flow from Sankey Street to Wilson Patten Street (southbound) leading to left and right turn lanes approaching Wilson Patten Street • New signalised junction with Wilson Patten Street • Evening parking but not daytime parking (between 7am to 7pm) on the YMCA side of Winmarleigh Street (western side) to ensure free flow of traffic during the busy daytime hours • Ten minute parking space and five disabled spaces retained near Sankey Street • Two additional one-hour spaces on the approach to the junction with Palmyra Square South • Potential for a new bus stop close to the pedestrian link to the station created by removing six underused one-hour spaces on the approach to Museum Street junction • A new signalised pedestrian crossing near the junction with Museum Street • Space for the right and left turn lanes into Wilson Patten Street created by removing five underused one-hour spaces near to the car park on Wilson Patten Street
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Increases evening parking provision • Facilitates closer public transport access to the station • Creates safe crossing points for pedestrians <p>Cons:</p> <ul style="list-style-type: none"> • Will lead to some increase in traffic on Winmarleigh Street but it is a wide road capable of accommodating the additional impact • Some daytime parking spaces are lost, but these are typically occupied less than half of the day • Confident cyclists will use the road, but alternative quiet and protected routes will be available for less confident cyclists
Question	<p>Do you agree / disagree with the proposals for Winmarleigh Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	9. Arpley Street (between Wilson Patten Street and Museum Street) and Museum Street (between Arpley Street and Winmarleigh Street)
Proposal	Includes: <ul style="list-style-type: none">• New parking arrangement on Arpley Street to enable introduction of shared use foot/cycle way adjacent to the police station building• Change the two-way flow on Museum Street to one-way flow from Arpley Street to Winmarleigh Street (eastbound) to stop rat running through the residential area from the town centre• Create contra-flow gates to allow cyclists to travel in both directions on Museum Street
Rationale	Pros: <ul style="list-style-type: none">• Will prevent rat running through residential area via Museum Street• Cyclist routes choices will be unaffected Cons: <ul style="list-style-type: none">• Access to Museum Street (between Parker Street and Winmarleigh Street), and the lower end of Arpley Street (below Thynne Street) will need to be via Arpley Street, which is a small diversion• Some reduction in parking availability on Arpley Street
Question	<p>Do you agree / disagree with the proposals for Arpley Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p> <p>Do you agree / disagree with the proposals for Museum Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	10. Crosfield Street (between Midland Way and Nicholson Street)
Proposal	<p>Introduce:</p> <ul style="list-style-type: none"> • One-way traffic flow from Midland Way to Nicholson Street (southbound) • On-street parking • Widened two-way shared use footway/cycleway on the side of the street nearest the houses
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • The signals on Froghall Lane/Midland Way/Crosfield Street junction will be simplified and this will enable us to give more signal 'green time' to Froghall Lane and Midland Way. This will improve traffic flow through the junction, reduce delay and improve journey times on Midland Way. • Stationary traffic at the north end of Crosfield Street will be removed and residents will have access to on-street parking. • The shared use facility will enable cyclists to legally travel northbound to Midland Way. If this wasn't included in the scheme it is likely that cyclists would be tempted to use the existing narrow footpath illegally – this would be very difficult to enforce and could be a hazard because of the limited space available. <p>Cons:</p> <ul style="list-style-type: none"> • Journey times from certain parts of the town centre may be slightly longer, but the reduced levels of congestion on the alternative routes should compensate for this. • Cyclists generally prefer to use 'on carriageway' measures rather than shared use paths but there was insufficient road width to introduce a separated contra-flow cycle lane.
Question	<p>Do you agree / disagree with the proposals for Crosfield Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	11. Bold Street (between Museum Street and Wilson Patten Street)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Reverse the existing one-way flow on Bold Street so you can travel from Wilson Patten Street to Museum Street • Create a contra-flow cycle gate to allow cyclists to travel in both directions
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Enables access into the town centre business area which would otherwise be hindered by the introduction of the one-way system on Winmarleigh Street • Access routes into much of the town centre business area from Bridgefoot will be shorter • Cyclist routes choices will be unaffected <p>Cons:</p> <ul style="list-style-type: none"> • Properties on Bold Street will need to exit via Museum Street or St Austins Lane, which is a small diversion
Question	<p>Do you agree / disagree with the proposals for Bold Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly disagree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	12. Gainsborough Rd
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • 'Chicane' style traffic calming, with priority 'pinch-points', along the length of Gainsborough Rd to deter drivers from using this route to access the new Centre Park Link • An option to introduce this traffic calming as a temporary trial when the Centre Park Link is opened to check whether a permanent scheme is supported
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Traffic speed will reduce with benefits for residents and pedestrians • The route will be less attractive to through traffic • Option to introduce as a temporary trial when the Centre Park Link is first opened gives residents the opportunity to see whether they are happy with the changes <p>Cons:</p> <ul style="list-style-type: none"> • On-street parking along Gainsborough Road may be affected, and traffic congestion and stationary traffic may build-up up with priority pinch-points in place
Question	<p>Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?</p> <p>Yes: <input type="checkbox"/> No: <input type="checkbox"/> Don't know: <input type="checkbox"/></p> <p>Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?</p> <p>Yes – trial it first <input type="checkbox"/></p> <p>No – put the scheme in without the trial <input type="checkbox"/></p> <p>No – don't put in the scheme at all <input type="checkbox"/></p> <p>Don't know <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p> <p>Do you live or work in any of the streets bound by Chester Road, Wilderspool Causeway and the Ship Canal?</p> <p>Yes: <input type="checkbox"/> No: <input type="checkbox"/> Don't know: <input type="checkbox"/></p>

About You

Warrington Borough Council is committed to promoting equality of opportunity and respect for diversity in the services we provide.

It is not compulsory to answer these questions but by doing so you are helping us to monitor the effectiveness of our services and make improvements to address any barriers to using them.

All answers will be treated in the strictest confidence and protected by the Data Protection Act 1998. Individuals will not be identified.

Thank you for helping us to deliver better quality services to you.

1. Gender (tick one option only)

Male

Female

Other (please state)

2. Is your gender identity the same as you were assigned at birth? (tick one option only)

Yes

No

3. How would you describe yourself? (tick one option only)

Bisexual

Gay man

Gay woman / Lesbian

Heterosexual /
straight

Other

Prefer not to say

4. Age. Please indicate which age category you belong to: (tick one option only)

0 - 16

35 - 44

65 - 74

17 - 24

45 - 54

75 - 84

25 - 34

55 - 64

85 or over

5. Have you ever served in the British Armed Forces? (tick one option only)

Yes

No

6. Has any member of your immediate family? (tick one option only)

Yes

No

7. Do you consider yourself to have a disability, or a long-term illness, physical or mental health condition? (tick one option only)

Yes

No

If yes, please go to Q18. If no, please go to Q19.

8. What is the nature of your disability, long-term limiting condition or health problem?
(tick all that apply)

Physical disability

Learning disability

Mental ill health

Visual disability

Hearing disability

Other, please specify

9. Caring responsibilities in your personal life. **Is there anyone who relies on you for care and attention AND that you assist with their daily routines?** (tick ✓ one option only)

Yes

No

10. If yes, please indicate the circumstances:

Children

Adults (18 or over)

11. To which of these groups do you consider you belong? (tick ✓ one option only)

A) White

English / Welsh / Scottish / Northern Irish / British

Irish

Gypsy

Irish Traveller

Any other white background, please specify:

B) Mixed / Multiple ethnic groups

White and Black
Caribbean

White and Black
African

White and Asian

Any other mixed background, please specify:

C) Black / African / Caribbean

Caribbean

African

Any other Black / African / Caribbean
background, please specify:

D) Asian / Asian British

Indian

Pakistani

Bangladeshi

Chinese

Any other Asian background, please specify:

E) Other ethnic group

Arab

Any other ethnic group,
please specify:

12. Your religion or belief. Which group below do you most identify with?

(tick ✓ one option only)

No religion or belief

Christian

Buddhist

Muslim

Hindu

Sikh

Jewish

Other, please specify:

Thank you for taking the time to complete this survey.

All the survey responses will be analysed in August/September 2016 following which the results and next steps will be posted on the Council's website.

Thank you.

14. APPENDIX 4: STAGE 2 REPORT

**Statement of
Community Involvement
Stage 2 Report**

Consultation Feedback

Prepared for:
Warrington Borough Council and Warrington & Co.

Prepared by Curtins
September 2016

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Executive summary

This SCI report sits alongside and supports the planning application for the new Centre Park Link and the associated highways improvements. It outlines the consultation methodology and analyses the feedback from a second round of consultation undertaken on the Centre Park Link scheme undertaken by Warrington Borough Council.

In spring 2016, the council appointed Curtins' stakeholder team to manage the consultation around the proposed new Centre Park Link and the associated one way system for the town centre.

This consultation followed on from an earlier period public consultation on the scheme principles, undertaken in December 2015. The results of this earlier consultation were largely positive and a SCI document was produced, a summary of which is available at centreparklink.co.uk.

In brief, the main feedback the council received was that the new route on Slutchers Lane should be two-way and that there were concerns about traffic on Gainsborough Road.

The council then used this consultation feedback to look at the scheme in more detail in order to, where possible, address the issues raised. The council developed a revised scheme and, with the help of Curtins, undertook a second, more detailed, round of consultation from the 4th July 2016 – 12th August 2016.

In total six different consultation events were held in different locations around Warrington to allow the maximum number of people to have their say on the plans. Events were well advertised in advance and held in high footfall areas or to target specific audiences.

A number of tactics were undertaken in order to raise awareness and drive attendance to the various consultation events.

These included:

- Designated website (centreparklink.co.uk) which sat on the Council's development page
- Full social media programme
- Leaflet distribution
- Letters via email and post
- Press releases (and subsequent coverage)
- Councillor briefings

Additional methods of engagement, specific to each consultation event, are listed in the full table of events, below.

Date	Type	Time	Location	Attendees	How attendance was driven
20 th June	Councillor drop-in session		Town Hall	25	Email and postal invites
4 th July	Drop-in event	4 – 7pm	Parr Hall	22	Online, email, social media, direct mail, leaflets, posters, press release,
5 th July	Drop-in event	4 – 7pm	Village Hotel	10	Online, email, social media, direct mail, leaflets, posters, press release,
6 th July	Drop-in event	4 – 7pm	St. Werburgh's	94	Online, email, social media, direct mail, leaflets, posters, press release, second-stage leaflet drop to local area, ward councillor briefings
7 th July	Drop-in event	4 – 7pm	Bank Park Café	6	Online, email, social media, direct mail, leaflets, posters, press release,
8 th July	Drop-in event	9.30am – 6pm	Golden Square	224	Online, email, social media, direct mail, leaflets, posters, press release, visible location in heart of shopping centre
9 th July	Drop-in event	9am – 6.30pm	Golden Square	378	Online, email, social media, direct mail, leaflets, posters, press release, visible location in heart of shopping centre
				Total: 759	

Questionnaire responses summary

Attendees were asked a series of questions on a questionnaire (a sample of which can be seen in appendix a).

In total, 184 people filled in the questionnaire either in person or online.

The table below shows a summary of the most pertinent of those questions posed in the questionnaire. For this summary, we have removed those who were neutral or skipped the question and we have bundled those who chose agree and strongly agree and those who chose disagree and strongly disagree responses.

Question	Strongly agree / agree	Strongly disagree / disagree	Neutral
Do you agree/ disagree with the proposals for the Chester Road / Slutchers Lane/ Gainsborough Road junction?	110 (71%)	29 (19%)	15 (10%)
Do you agree / disagree with the proposals for Slutchers Lane?	117 (80%)	16 (11%)	14 (9%)

Question	Yes – widen the bus gate now so that it can be opened as soon as possible	Yes – but don't do the work until the legal issues are resolved	No – don't widen the bus gate	Don't know
Are you in favour of the proposals for the bus gate link to Centre Park?	85 (60%)	33 (23%)	8 (6%)	16 (11%)

Question	Strongly agree / agree	Strongly disagree / disagree	Neutral
Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street - Winmarleigh Street - Wilson Patten Street - Parker Street?	86 (55%)	42 (27%)	27 (17%)
Do you agree / disagree with the proposals for Wilson Patten Street?	87 (61%)	22 (16%)	33 (23%)
Do you agree / disagree with the proposals for Parker Street?	85 (61%)	23 (16%)	32 (23%)
Do you agree/ disagree with the proposals for Sankey Street?	82 (60%)	21 (15%)	35 (25%)
Do you agree/ disagree with the proposals for Winmarleigh Street?	82 (60%)	23 (17%)	31 (23%)
Do you agree/ disagree with the proposals for Arpley Street?	76 (58%)	22 (17%)	33 (25%)
Do you agree/ disagree with the proposals for Museum Street?	72 (56%)	26 (20%)	30 (24%)
Do you agree / disagree with the proposals for Crosfield Street?	59 (47%)	36 (28%)	31 (25%)
Do you agree / disagree with the proposals for Bold Street?	79 (61%)	19 (15%)	31 (24%)

Question	Yes	No	Don't know
Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?	59 (45%)	43 (32%)	31 (23%)

Question	Yes – trial it first	No – put the scheme in without a trial	No – don't put the scheme in at all	Don't know
Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?	79 (58%)	18 (13%)	26 (19%)	13 (10%)

Introduction

In early 2016 Curtins was commissioned to devise and implement a public engagement and consultation programme on behalf of Warrington Borough Council's development arm, Warrington and Co. for the Centre Park Link infrastructure scheme. This public engagement followed on from an earlier period of consultation on the basic principles of the scheme, undertaken in November - December 2015.

The Centre Park Link scheme would see investment in a considerable highways infrastructure plan to improve traffic flow to the south of the town centre and open a substantial area of land with close proximity to Warrington Town Centre and Bank Quay railway station for residential development.

Centre Park Link would include a new road bridge from the A5060 Chester Road which would join with Slutchers Lane. Traffic flow on Slutchers Lane would be two-way between Wilson Patten Street and Chester Road. The plans were designed to help ease problematic congestion around Bridgefoot Gyratory and Brian Bevan roundabout, Chester Road and Wilson Patten Street area, improving traffic flow at peak times and maximise the potential of the Warrington waterfront area.

The scheme involves a rerouting of traffic in the town centre itself around the Wilson Patten, Winmarleigh, Parker and Sankey Street circulation system. This would include one-way, south-bound traffic flow on Crosfield Street (between Midland Way and Nicholson Street) and one-way clockwise traffic flow around Parker Street/ Sankey Street/ Winmarleigh Street/ Wilson Patten Street, as well as changes to Museum Street and Bold Street and to kerbside parking and loading restrictions. The intention of this is to ease the current levels of congestion observed and promote the use of the new link in a southbound direction.

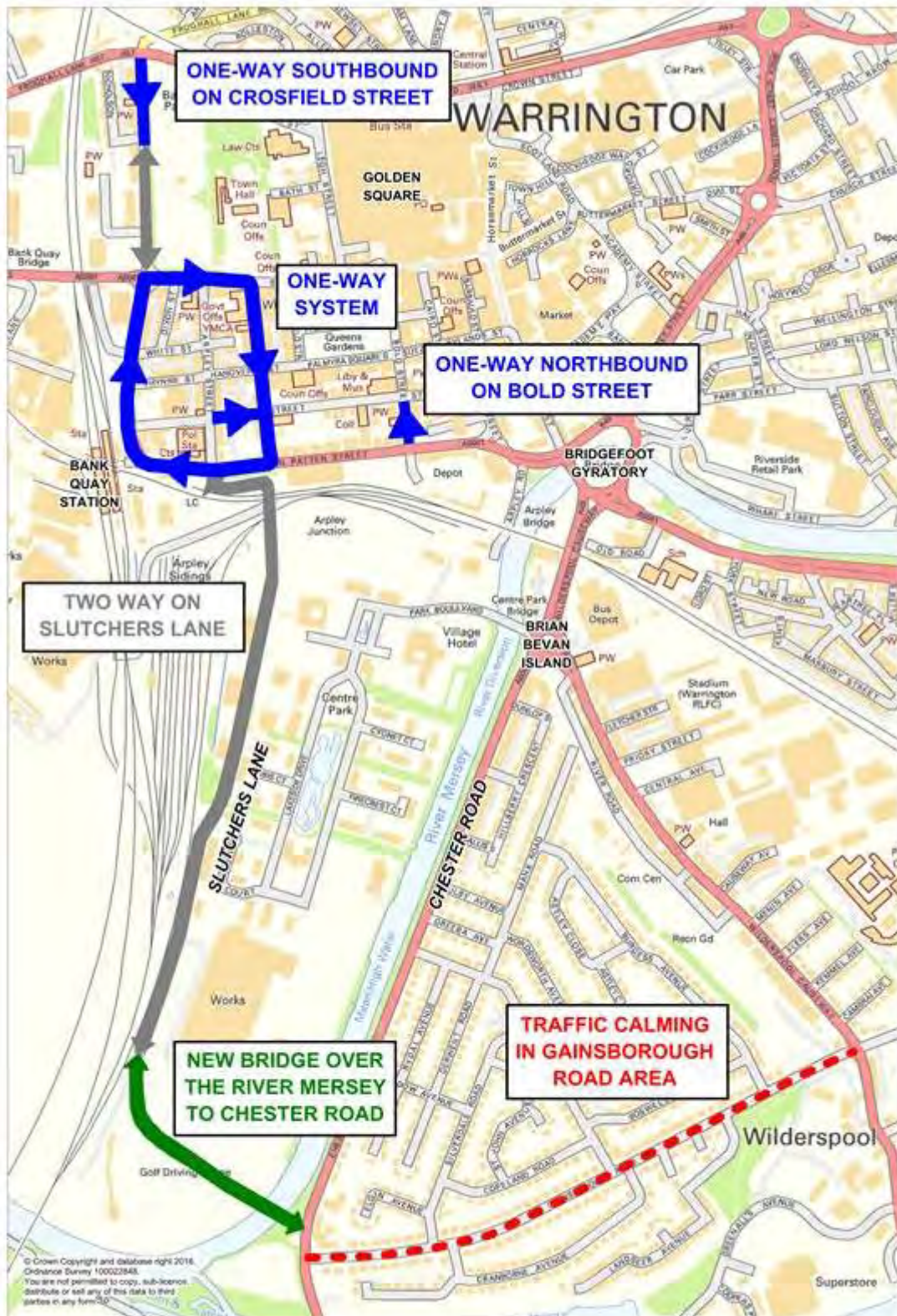
With the intention of further improving traffic flow, the scheme also involves new traffic signals at the junction of Chester Road and the new link road and alterations to the junction of Chester Road and Gainsborough Road, as well as traffic calming in the Gainsborough Road area.

The bridge between Chester Road and Slutchers Lane is one part of a broader aspiration of Warrington Borough Council to help relieve Warrington's enduring traffic problems and unlock key economic growth in the currently under-utilised waterfront area.

As a consequence of the highway scheme, the landowner at the south end of the Centre Park estate is pursuing a separate aspiration to develop this land for new housing. The landowner intends to submit a planning application for this proposal that will be considered through the normal planning process.

The council is also in legal discussions regarding removal of the existing 'bus only' gate connecting Slutchers Lane to the Centre Park Business Park.

The plan



Strategy and delivery

Crucial to the whole consultation and communications programme was building on the feedback received during the previous period of community engagement and re-engaging with the public in a two-way dialogue. The consultation was designed to be wide-ranging and aimed to ensure that all stakeholders had the opportunity to understand and feed into the emerging plans.

The communications programme aimed to return to the public with a more detailed development plan, based on the feedback from the first consultation, which could be discussed and explained while drawing out public opinion on the finer details of the scheme. It also looked to address the 'common good' namely, the articulation of the large number of shared benefits from this investment and how previous feedback had shaped the proposals.

Delivering a programme which effectively communicated with stakeholders groups who were disparate in terms of geography and demographic was critical to the consultation. The first round of consultation undertaken in November – December 2015 demonstrated that a wide range of people could potentially be affected by the proposals and it was therefore crucial to adopt a strategy which could go back to and reach all stakeholders in order to inform and allow them to have their say.

To meet these needs there is the need to utilise different methods of engagement depending on how each group consumes information, and this is often defined by factors including age, occupation, geography and interests. As such our communications programme was delivered in a manner to ensure comprehensive and inclusive engagement. We also chose locations for drop-in events on the basis that they worked well last time, and the public were familiar with them.

Holding events in various locations meant the consultation engaged a multitude of stakeholder groups across the town, from residents of Gainsborough Road and users of town centre shopping amenities to members of the Centre Park gym. Taking the information directly into these vital groups enabled us to target numerous important areas across the entire Warrington area, and the planned development area, with increased mobility, helping to ensure that people were not left out of the consultation because of timing or geography.

The entire consultation process was undertaken in tandem with a social media programme supported by Warrington Borough Council's Develop Warrington twitter handle. Regular tweets were scheduled in advance and encouraged stakeholders to leave feedback, while raising awareness and maintaining momentum around ongoing events. The social media programme also enabled the scheme to engage with followers of the council's twitter-feed who represents more transient stakeholder groups such as commuters and employees within the town who may not live, but might travel, within the immediate consultation area in which events were undertaken.

Other online methods were used to further engage with audiences, included the designated web address, an important consultation tool which was also used during the first stage of consultation, ensuring stakeholders were familiar with it. Information on the website evolved with the project and is constantly updates as new information and plan detail becomes available. The website acted as platform which stakeholder groups could refer back to during and after the consultation process and became the most popular location for leaving feedback. The website sits within the Council's Develop Warrington page, which is an important way of allowing a flow of access to more information.

In order to distribute information and details as widely as possible, a variety of other more traditional means were used. Press releases in the Warrington Guardian ensured that information was accessible, while increasing awareness of the scheme and driving attendance to consultation events. These methods also ensured information was made available to those without internet access.

Other methods of offline communication were also utilised, and leaflet drops targeted more than 8,000 homes and businesses in the local community. The leaflets encouraged respondents to visit events, view the website, read more about the plans and have their say. A second-phase leaflet drop went exclusively to those homes surrounding Gainsborough Road, ahead of the St Werburgh's consultation event, as this was most local to them.

Direct one-to-one letters and briefing notes, tailored to how the scheme would impact each audience group, were sent to members of the council, the taxi licensing team and local bus companies. These letters informed each group of the scheme, allowing them to disseminate the information amongst their communities and gave them a contact should the public turn to them directly with any questions about the implications it could have. The council sent a letter to all licensed taxis and spoke visited Bank Quay station in order to discuss the scheme with taxi drivers in person. Representatives of local bus companies also attended a meeting with the council in order to discuss the scheme and their thoughts and issues.

All consultation events were timed for inclusivity and aimed to target groups of different geographies and demographics. Held after work or after school collection time and during weekend shopping hours, the timings of the events ensured maximum reach.

Throughout the entire process, the council have taken the lead on dealing with Maro, the landowner of the Centre Park Business Park, who subsequently led the liaison with their tenants, however we implemented a number of measures as to ensure consistent and comprehensive engagement with users of their site. This included distribution of the leaflet and sending an update email containing Centre Park Link information and event timetable to all businesses on Centre Park and employees who left their email addresses during the first stage of consultation in 2015.

Consultation activity	
Brand	<p>A dedicated brand was created for the scheme and applied to all collateral during both this consultation, and the consultation in December 2015. This helped in ensuring continuity across the two consultations, the various modes of communication and raised awareness.</p> <p><i>An example of the Centre Park Link branding can be seen in appendix b</i></p>
Online	<p>A dedicated, URL (www.centreparklink.com) was established in advance of the first stage of consultation and has been updated throughout the lifetime of the consultation. The website gave details of the scheme, information about the consultation events, images of the plans and events, an FAQ section, 'contact us' details, the feedback form and feedback from the previous consultation.</p> <p>The scheme website sits on the council's website, so it is easy to access from a number of locations.</p> <p><i>An example of the Centre Park Link website can be seen in appendix c</i></p>
Email	<p>A dedicated email address (cpl@warrington.gov.uk) was set up and publicised on all collateral to allow people to email questions or ask for further information and receive responses from the project team.</p> <p>Emails also went out to a database made up of all individuals who had left their email addresses during the first round of consultation.</p> <p><i>A copy of the email which went to the attendee database can be seen in appendix d</i></p>
Social media	<p>A tweet schedule was established in advance of the consultation going live. Tweets about the project, the consultation events and reminders for people to have their say were tweeted from the Develop Warrington twitter handle, and retweeted through the Council's handle.</p> <p><i>A screenshot of Centre Park Link tweets can be seen in appendix e</i></p>

<p>Direct mail</p>	<p>Leaflets with details of the project, the various consultation events, 'contact us' details and the scheme's website were distributed to 8451 local homes and businesses, these encouraged stakeholders to find out more and have their say. 450 additional leaflets were distributed to homes along on Gainsborough Road to remind local people of the consultation event taking place at St Werburgh's.</p> <p><i>A copy of the leaflet can be seen in appendix f</i></p>
<p>Leaflets and posters</p>	<p>Leaflets and posters were sent to all consultation event venues in advance of them taking place. These included:</p> <ul style="list-style-type: none"> • Village Hotel • St Werburgh's Community Hub • Golden Square Shopping Centre • Parr Hall • Bank Park Café <p>Leaflets and posters were left in all libraries and council-run leisure centres.</p> <p><i>A copy of the poster can be seen in appendix g</i></p>
<p>Press releases</p>	<p>A press release which publicised the scheme and consultation events with an accompanying image of the plans was issued to The Warrington Guardian</p> <p>A follow up release was sent to the same publication two weeks prior to the consultation closing, in order to remind people that they still had the opportunity to provide their feedback.</p> <p><i>A copy of the press releases can be seen in appendix h</i></p> <p><i>All coverage can be seen in appendix i</i></p>
<p>Events</p>	<p>A number of drop-in events, timed for inclusivity and held at locations where people would be most affected were held from the 4th – 9th July.</p> <p>A number of measures were used to advertise the various consultation events. The overall objective of all these tactics was to drive maximum attendance to the drop-in sessions which were planned across the town. At each event plans would be on display and members of the team available to answer questions and address issues.</p>

	<i>More information about these events can be seen in appendix j</i>
Councillor engagement	<p>Emails were sent to ward councillors inviting them to a drop-in session ahead of the full council meeting, in order to discuss the plans in more detail with the project team.</p> <p><i>A copy of the email to ward councillors can be seen in appendix k</i></p>
Business engagement	<p>28 businesses on Centre Park were sent emails about the proposals, consultation events and links to further information.</p> <p>Information about the events was sent to Lingley Mere, St James, Cockhedge and Village Hotel to be circulated, both physically and via email</p> <p>All registered businesses in the leaflet distribution area (1,209 in total) received leaflets</p> <p><i>A copy of email to businesses can be seen in appendix d</i></p>
One to one briefings	<p>A briefing was held the Leader of the Council informing him of the scheme and the upcoming consultation and all councillors within affected wards were also directly briefed.</p> <p>A briefing note was sent to public transport service providers, asking them to feed into the plans and have their say.</p> <p><i>A copy of this note can be seen in appendix m</i></p>

Feedback analysis

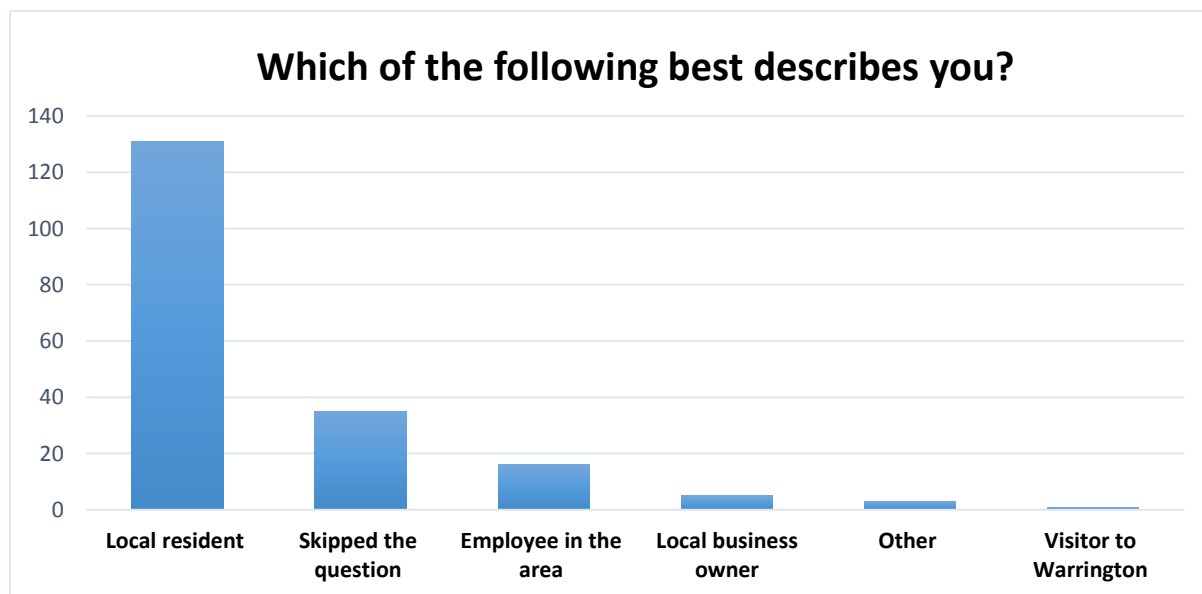
Those who attended events and visited the website were asked to fill in a questionnaire which posed a series of questions. The following section summarises all responses.

Q1) Which of the following best describes you?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Which of the following best describes you?”

- 131 were local residents
- 35 skipped the question
- 16 were employees in the area
- 5 were local business owners
- 3 were other
- 1 was a visitor to Warrington

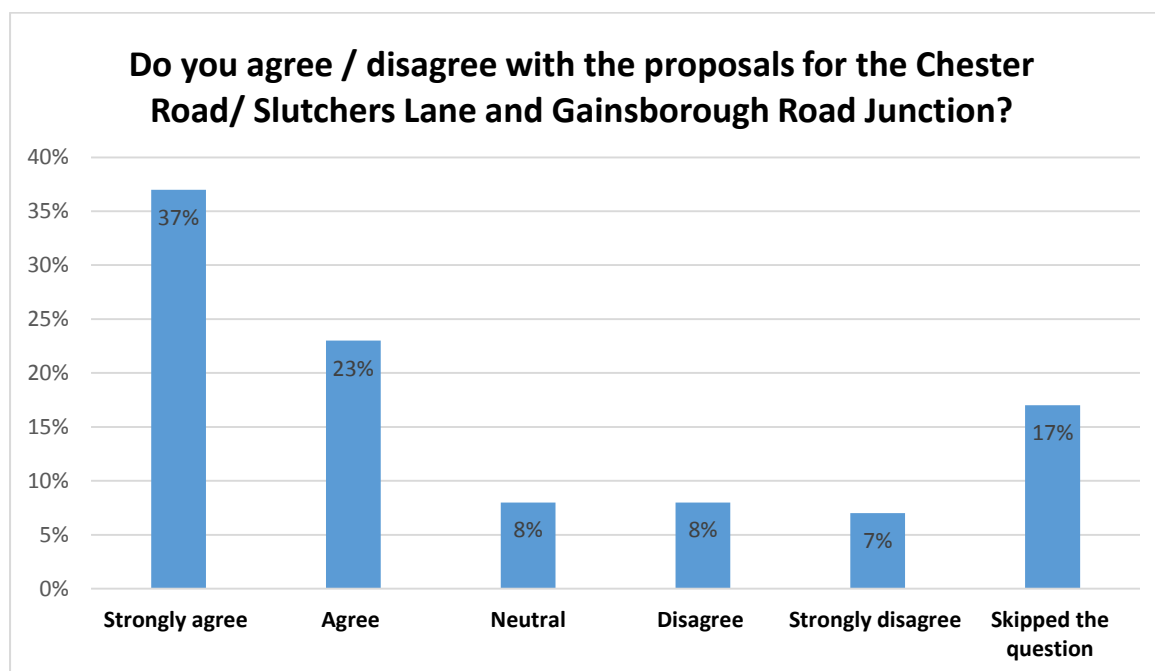
Those who responded with ‘other’ gave the following responses: Chair Warrington Cycle Forum, CyclingUK representative for Warrington and local resident and employee.



Q2) Do you agree/ disagree with the proposals for the Chester Road / Slutchers Lane/ Gainsborough Road junction?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree/ disagree with the proposals for the Chester Road / Slutchers Lane/ Gainsborough Road junction?” the majority strongly agreed (37%), with the second highest majority (23%) choosing agree.

- 68 said they strongly agreed
- 42 people said they agreed
- 15 said they were neutral
- 16 said they disagreed
- 13 said they strongly disagreed
- 31 people skipped the question



Positive comments included:

“Almost perfect”

“Long overdue. Traffic at Brian Bevan roundabout impossible”

“Absolutely essential. Chester Road and Brian Bevan Island are awful”

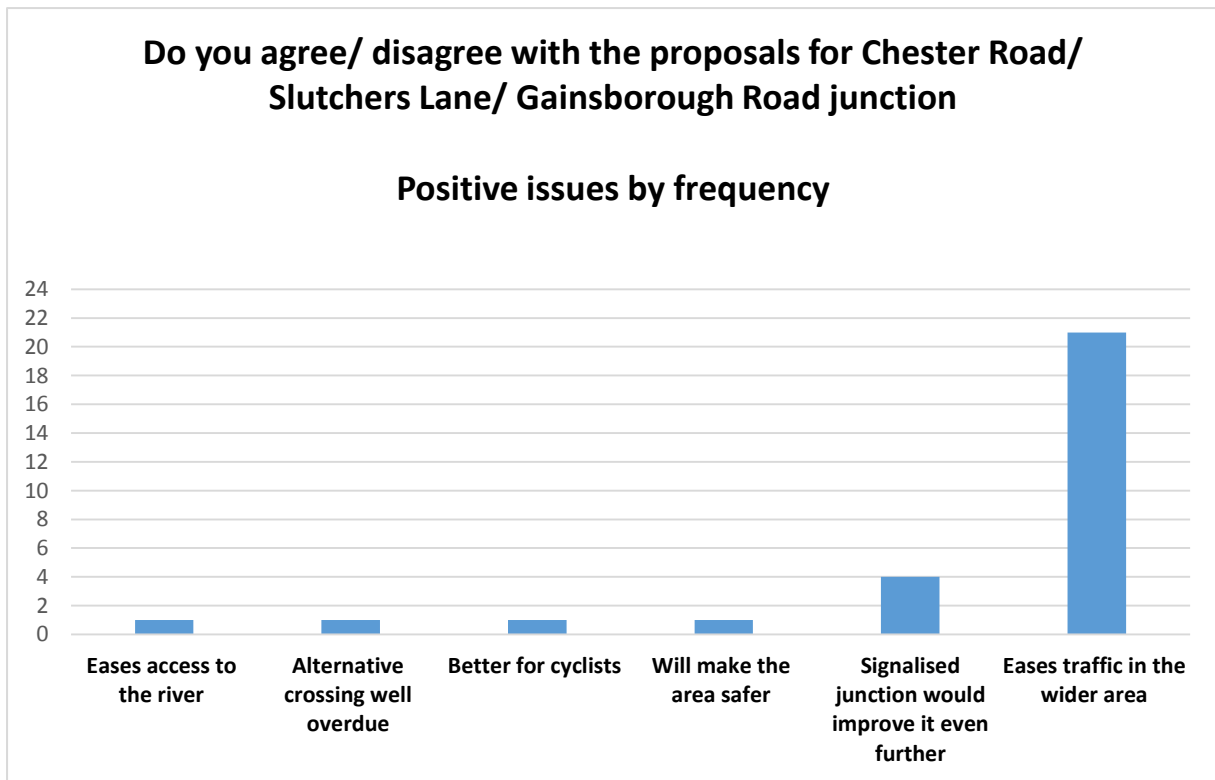
Strongly disagree and disagree comments included:

“Would like to see better cycling provision on bridge and along Gainsborough Road”

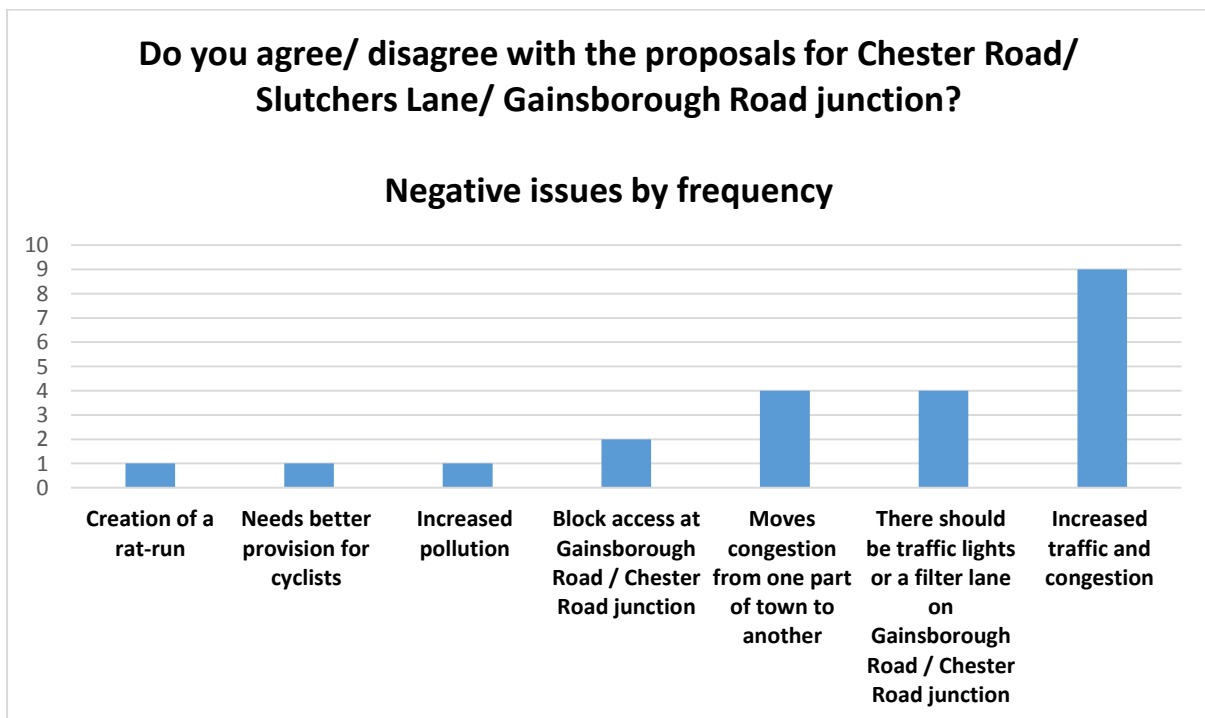
“Moving traffic from Bridge Foot to Chester Road with inadequate roads at the end”

“Why no traffic lights at Gainsborough Road Junction? Difficult now to turn right”

Positive issues by frequency



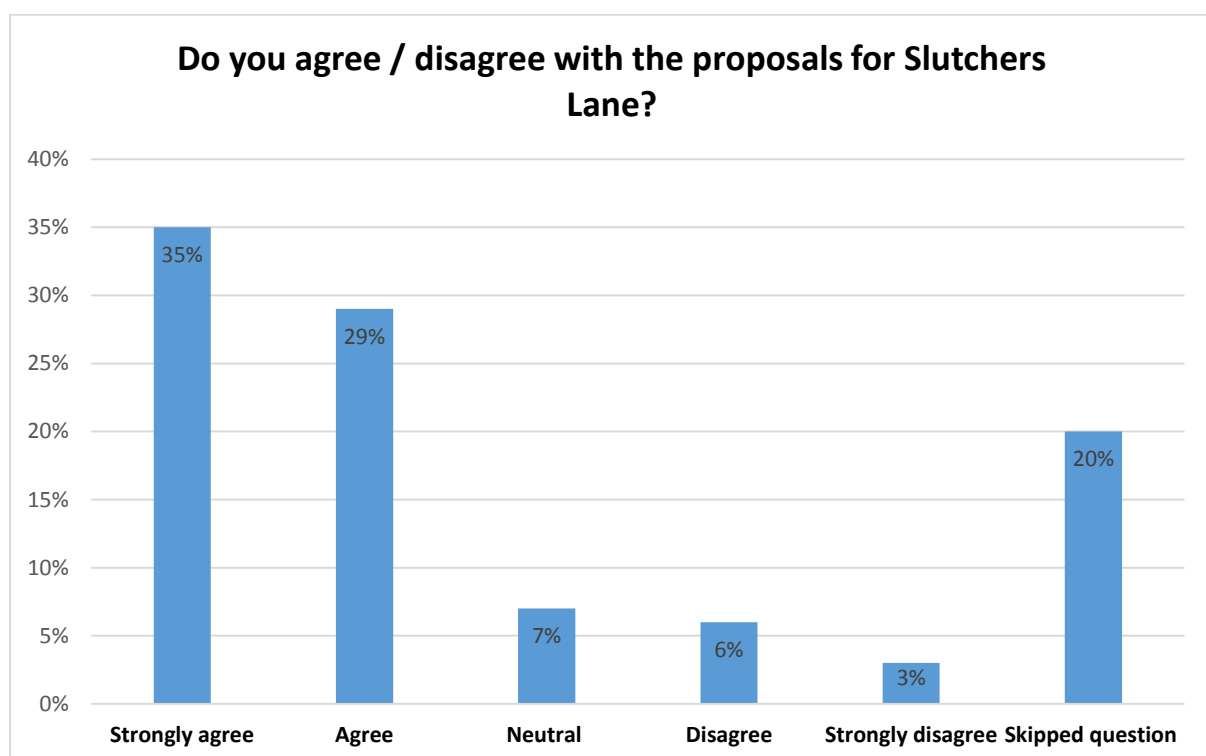
Negative issues by frequency



Q3) Do you agree / disagree with the proposals for Slutchers Lane?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree / disagree with the proposals for Slutchers Lane?” the majority strongly agreed (35%), with the second highest majority (29%) choosing agree.

- 64 people said they strongly agreed
- 53 people said they agreed
- 14 people said they were neutral
- 11 people said they disagreed
- 5 people said they strongly disagreed
- 38 people skipped the question



Strongly agree and agree comments included:

“It is essential that the improvement to traffic flow in Slutchers Lane is sufficiently high to 'attract' traffic from Bridgefoot.”

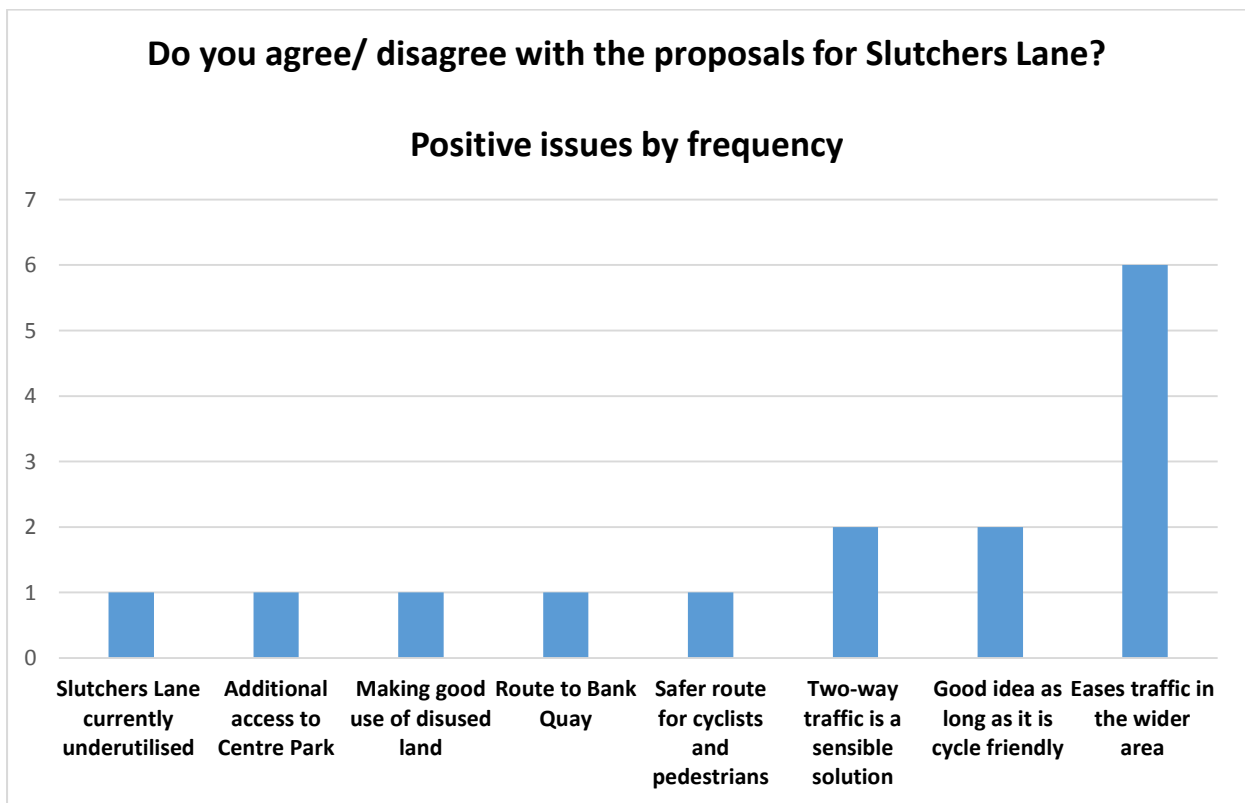
“The new Slutcher's Lane must have a Cycle Way which is away from the road.”

Strongly disagree and disagree comments included:

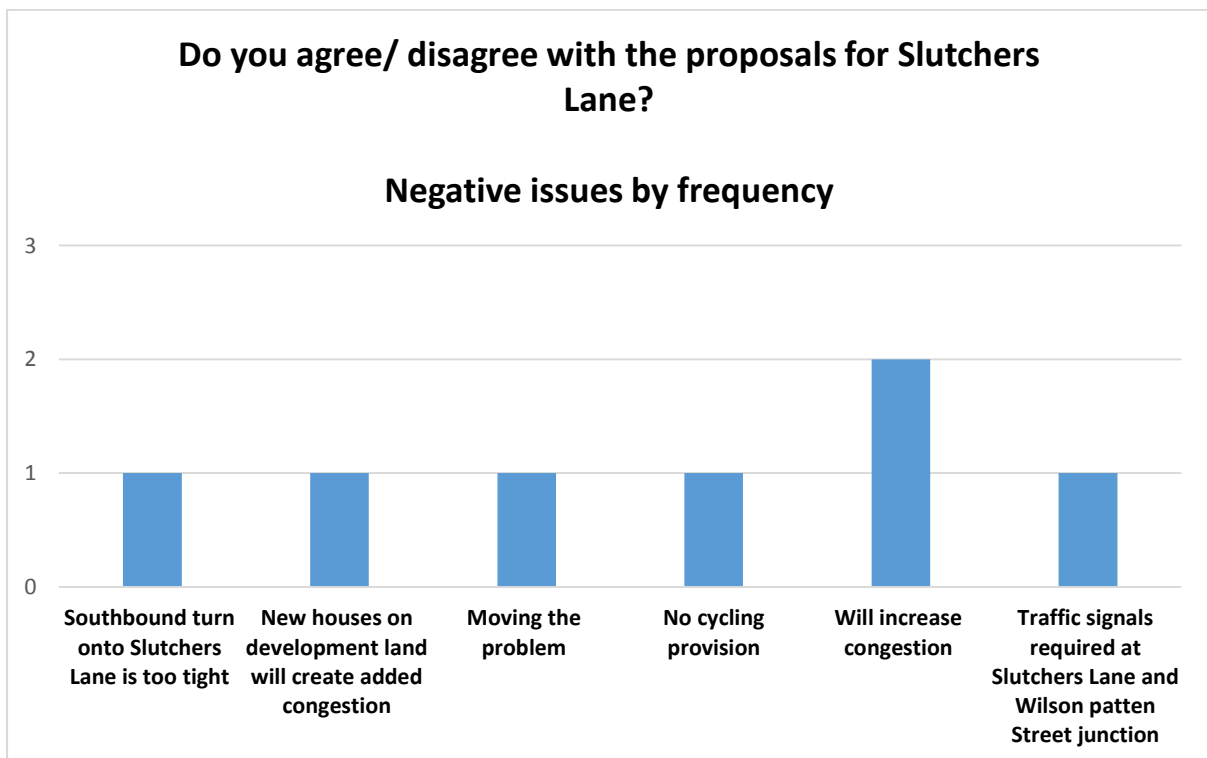
“Traffic signals will be required at the junction between Slutchers Lane and Wilson Patten Street. At peak times, cars will find it difficult to join the busy main road.”

“This is moving the problem from one side of Warrington to the other. We need the new high level bypass, not new roads within the town. Warrington is becoming a highway rather than a residential town.”

Positive issues by frequency



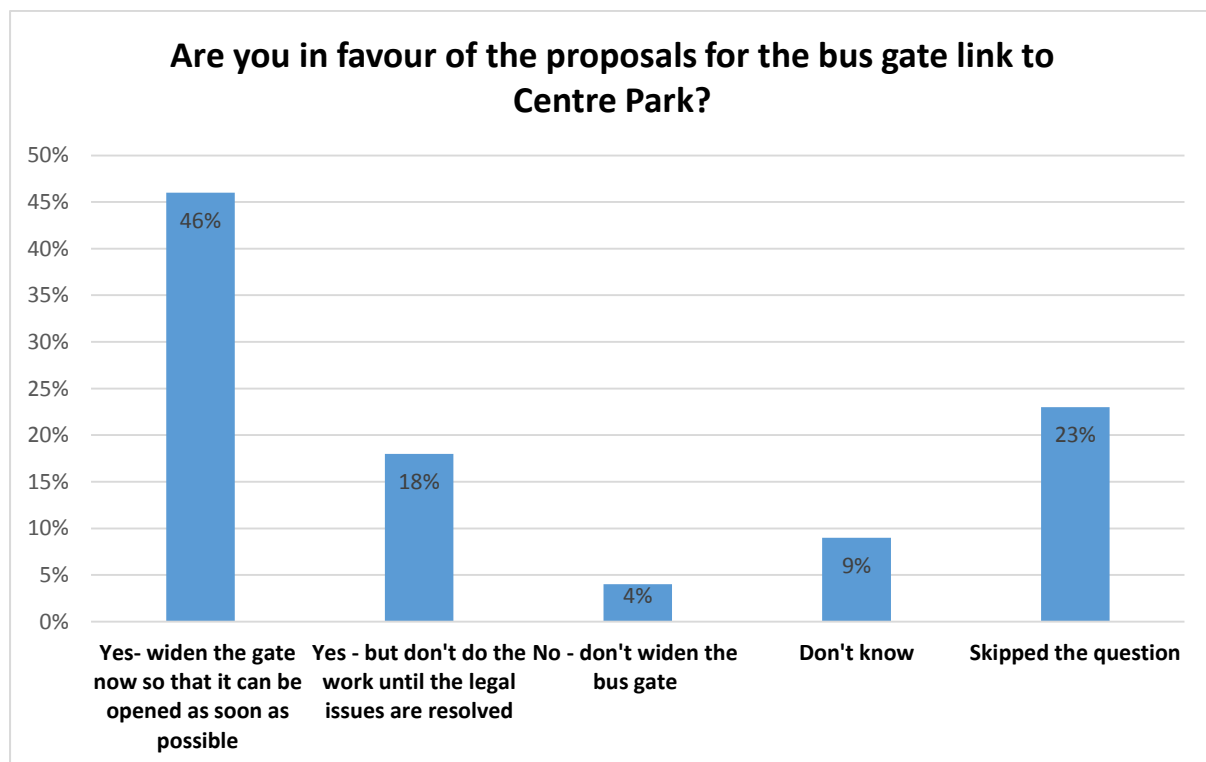
Negative issues by frequency



Q4) Are you in favour of the proposals for the bus gate link to Centre Park?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Are you in favour of the proposals for the bus gate link to Centre Park?” the majority said yes – widen the gate now so it can be opened as soon as possible (46%)

- 85 people said yes – widen the gate now so that it can be opened as soon as possible
- 33 people said yes – but don’t do the work until the legal issues are resolved
- 8 people said no – don’t widen the bus gate
- 16 people said don’t know
- 42 people skipped the question



'Yes- widen the gate now' responses included:

“Opening it may encourage drivers heading towards stockton heath to avoid Gainsborough Road where the new road will meet chester road using wilderspool causeway instead.”

“It will be more cost effective to do the widening now with the rest of the work rather than leave it to later when it will be more expensive & disrupt traffic flows on Sluthchers lane”

“This needs to be on the top of the agenda as this will remove approx 1000 vehicles having to use bridge foot at peak times”

'Yes – but don't do the work until the legal issues are resolved' responses included:

“Without the removal of the legal restrictions this is an irrelevance and until those are solved there is no reason to continue with it.”

“Given the slight shortfall in funding at present I believe that this should be parked until the legal issue can be resolved to ensure that the delivery of the overall scheme is not delayed or hampered”

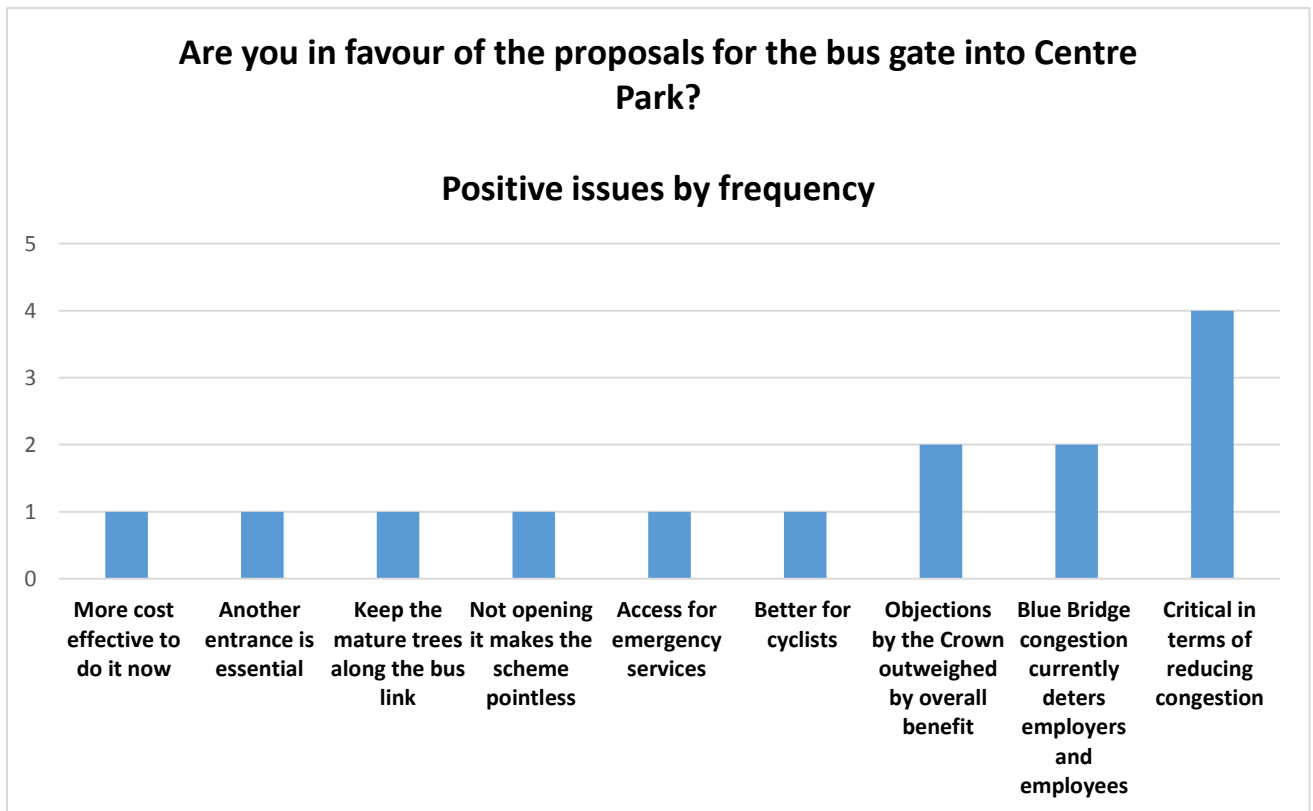
'No - don't widen the bus gate' responses included:

"It would just create a rat run through to the blue bridge"

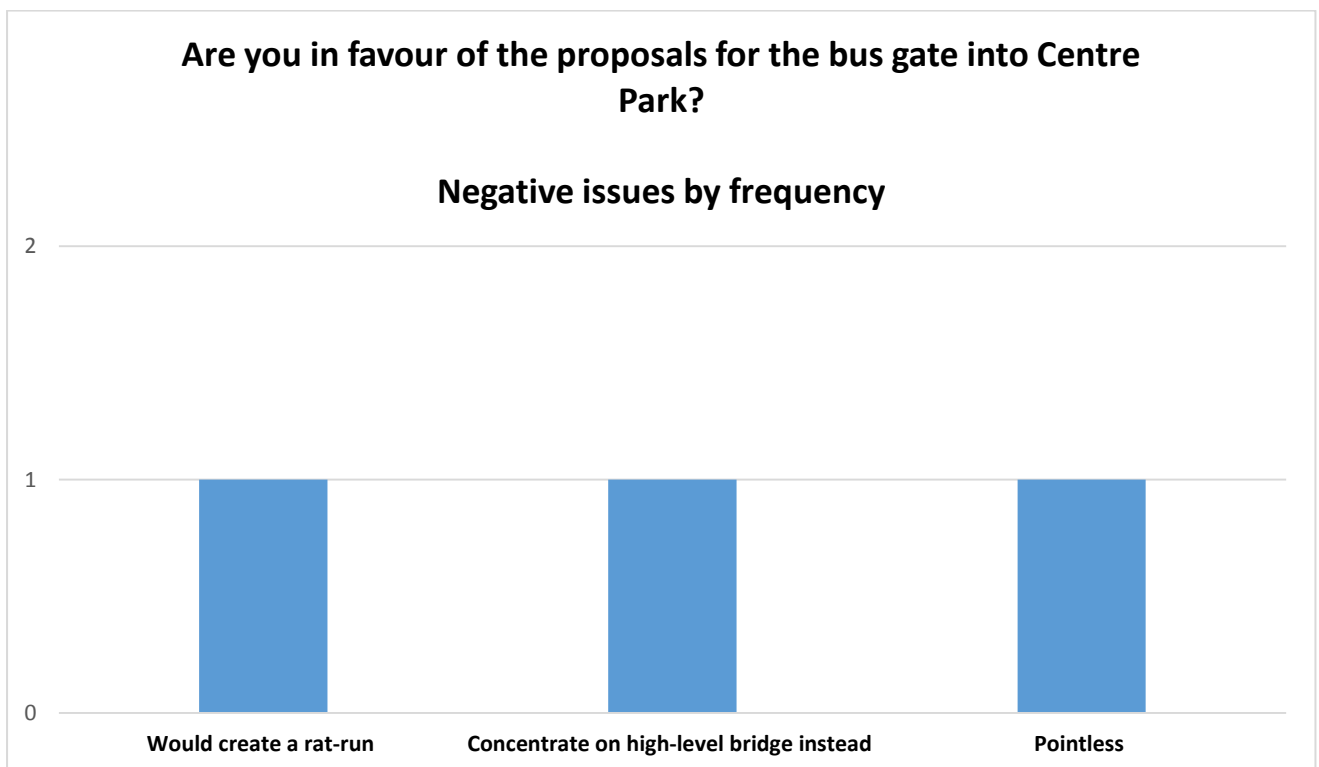
"Pointless"

"Concentrate on getting the new high level bridge instead of filling Warrington with more roads"

Positive issues by frequency



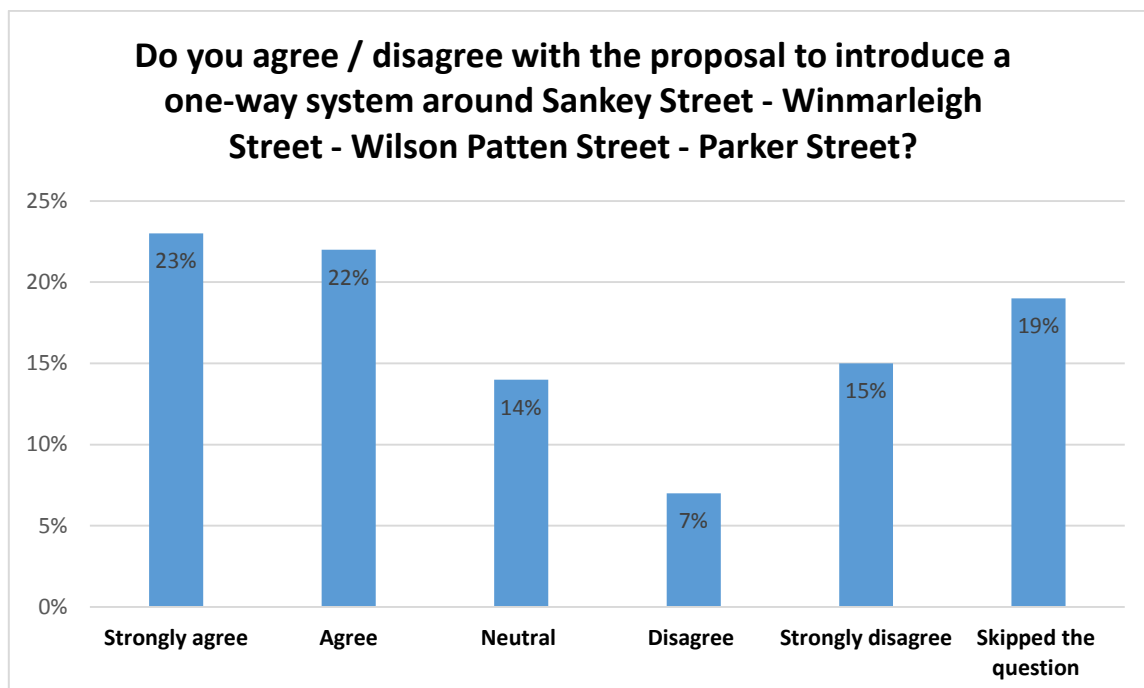
Negative issues by frequency



Q5) Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street - Winmarleigh Street - Wilson Patten Street - Parker Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street - Winmarleigh Street - Wilson Patten Street - Parker Street?” the majority of people (23%) said they strongly agreed with the second highest majority (22%) choosing agree.

- 44 people said they strongly agreed
- 42 people said they agreed
- 27 people said they were neutral
- 14 people said they disagreed
- 28 people said they strongly disagreed
- 35 people skipped the question



Strongly agree and agree comments included:

“Hoping that it promotes use of the bridge.”

“To aid traffic flow”

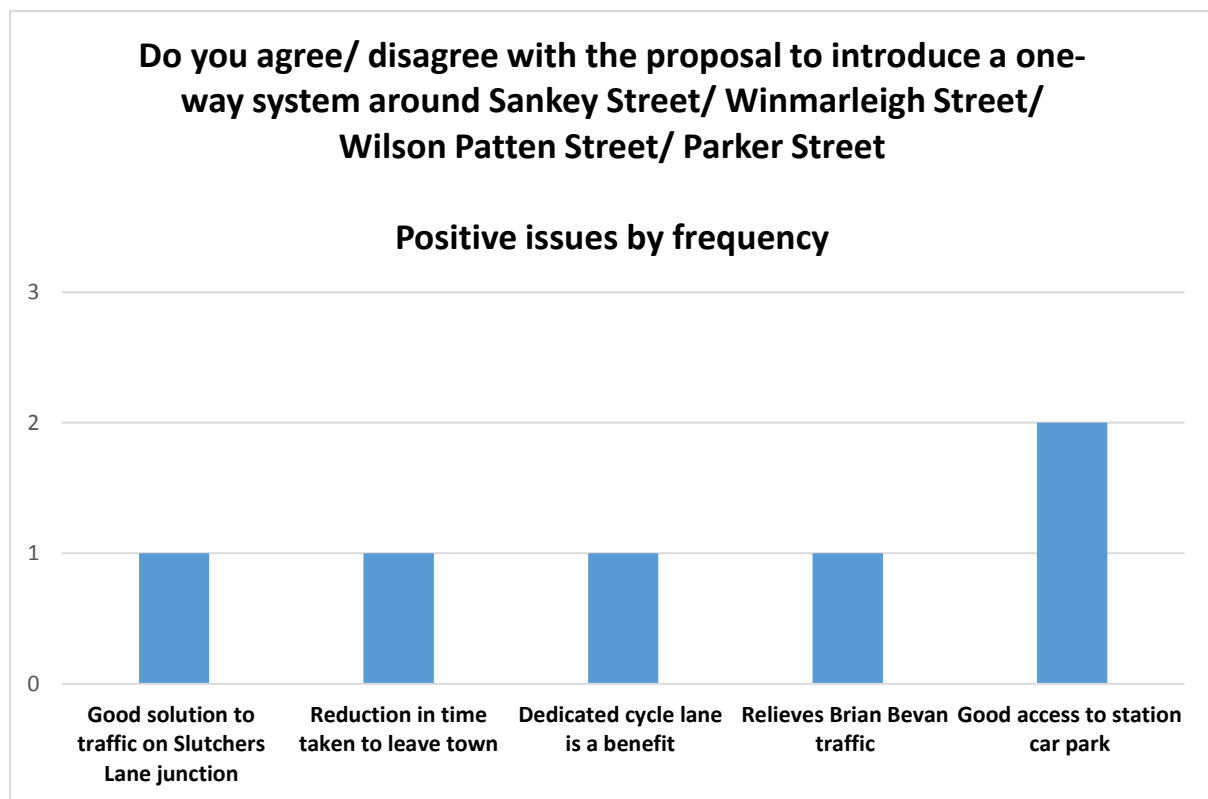
“Provided you remember not everybody drives - remember the pedestrians”

Strongly disagree and disagree comments included:

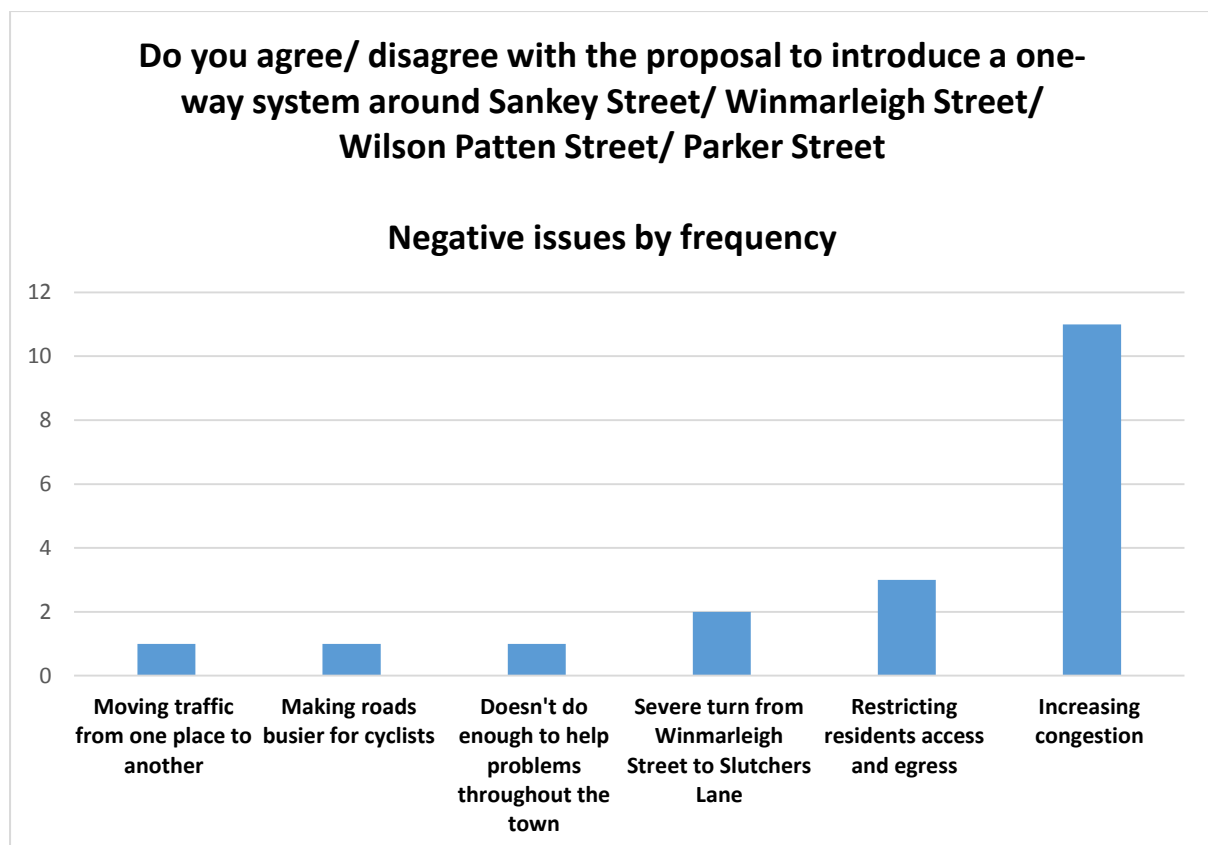
“I fail to see how the junction into Slutchers Lane will work. Heavy goods lorries? Turning into Slutchers Lane practically a hairpin bend.”

“The one-way scheme would severely restrict the entrances and exits to residents’ homes.”

Positive issues by frequency



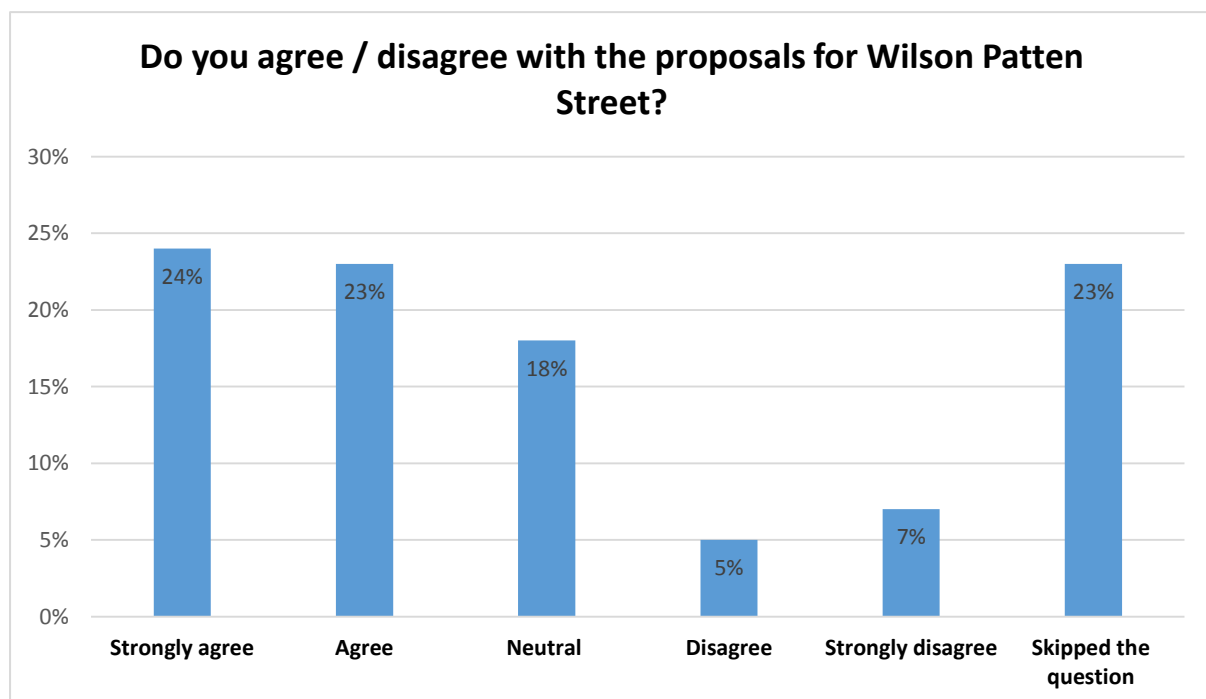
Negative issues by frequency



Q6) Do you agree / disagree with the proposals for Wilson Patten Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree / disagree with the proposals for Wilson Patten Street?” the majority of people said that they strongly agreed (25%), with the second highest majority (23%) choosing agree.

- 45 people said they strongly agreed
- 42 people said they agreed
- 33 people said they were neutral
- 10 people said they disagreed
- 12 people said they strongly disagreed
- 43 people skipped the question



Strongly agree and agree comments included:

“Looks a good solution”

“I particularly welcome the inclusion of a dedicated cycle lane along Wilson Patten Street (against the flow of traffic) although this should connect up properly with Sluchers Lane. My only concern is how the merger of traffic would work on Wilson Patten Street after the Sluchers Lane junction.”

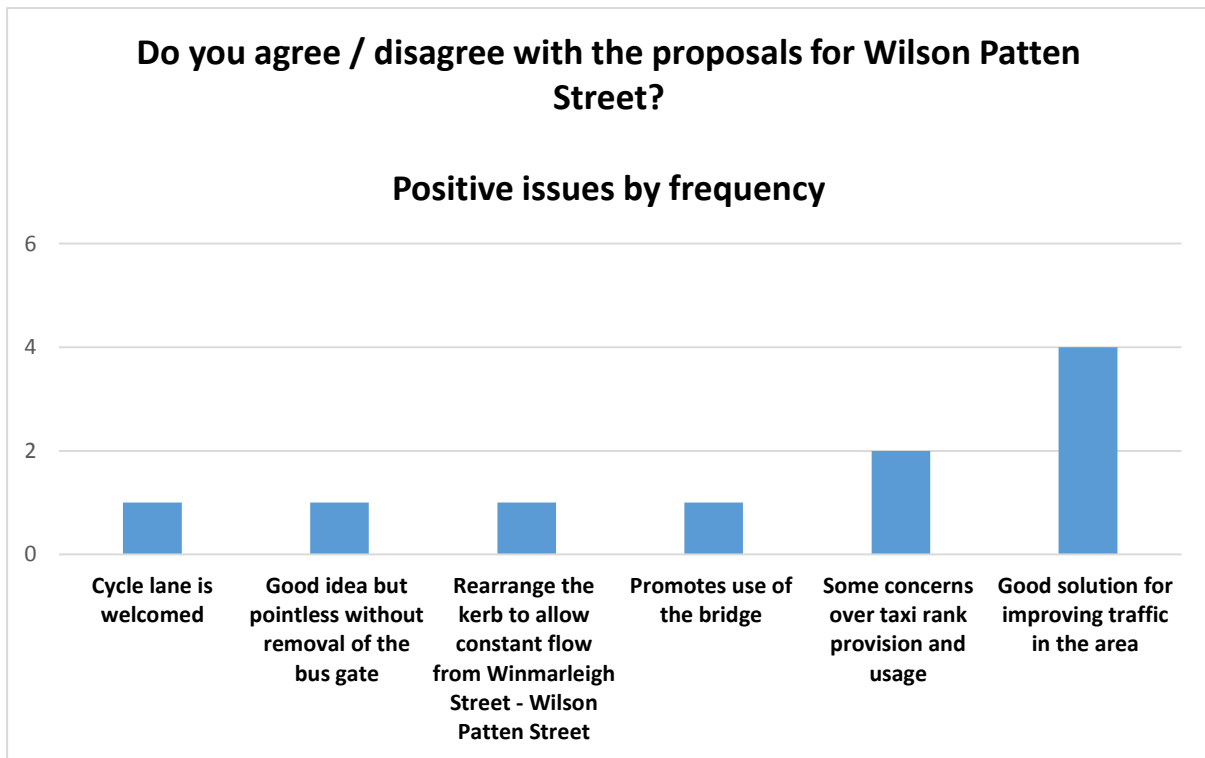
“Much needed road adjustment. Current road layout doesnt work and holds a lot of traffic.”

Strongly disagree and disagree comments included:

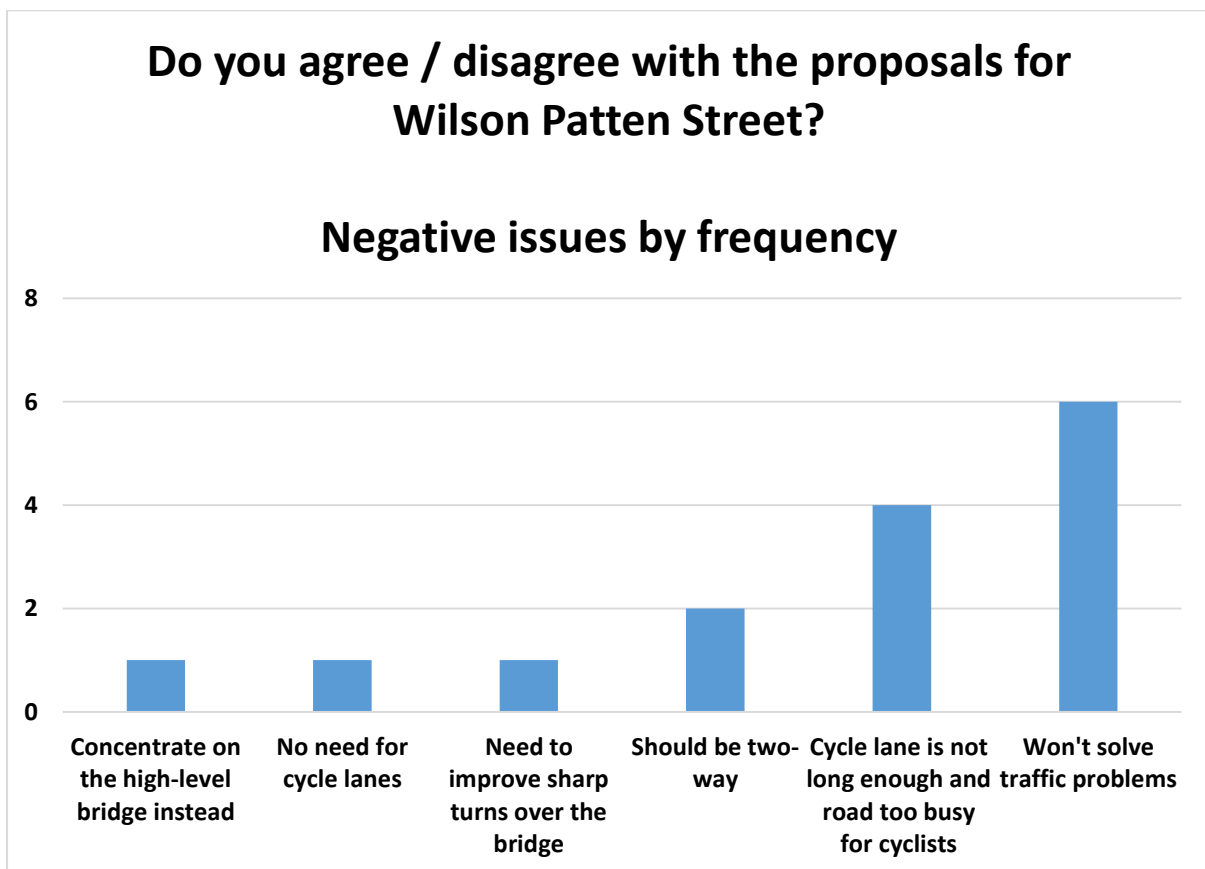
“Too much traffic in too small area/road”

“Again another waste of money when you should be concentrating on the high level bridge”

Positive issues by frequency



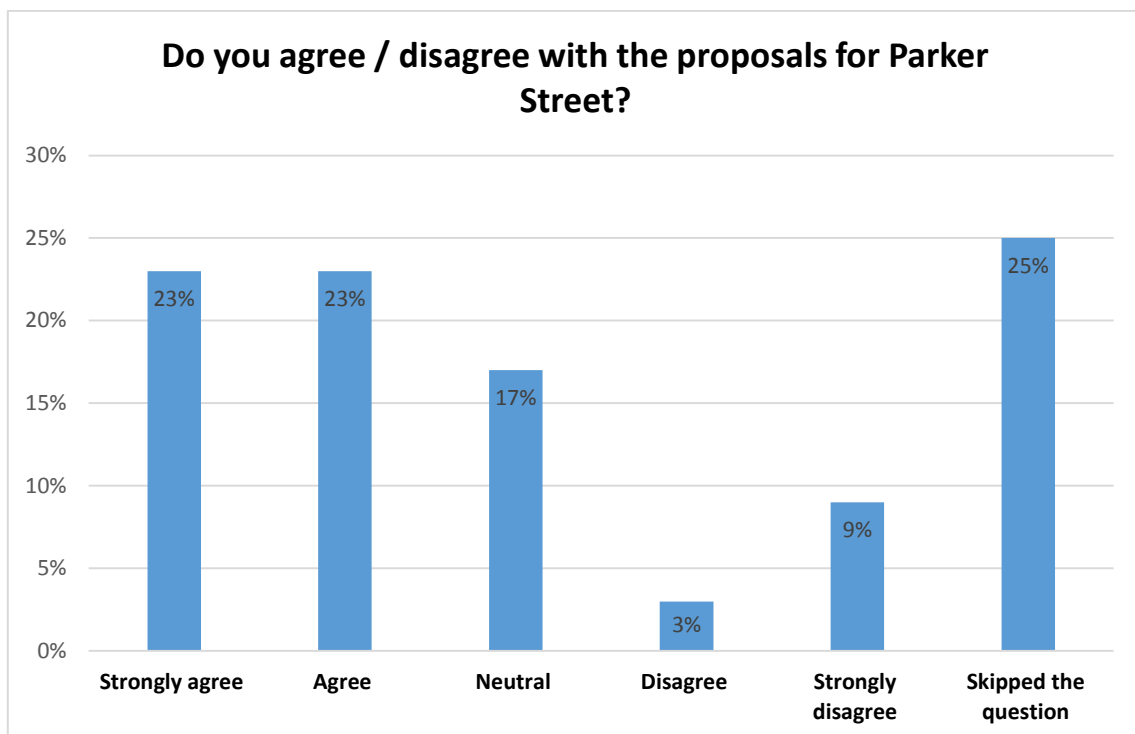
Negative issues by frequency



Q7) Do you agree / disagree with the proposals for Parker Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree / disagree with the proposals for Parker Street?” the majority of people (25%) skipped the question with the second highest majorities (both 23%) choosing strongly agree and agree.

- 43 people said they strongly agreed
- 42 people said they agreed
- 32 people said they were neutral
- 6 people said they disagreed
- 17 people said they strongly disagreed
- 45 people skipped the question



Strongly agree and agree comments included:

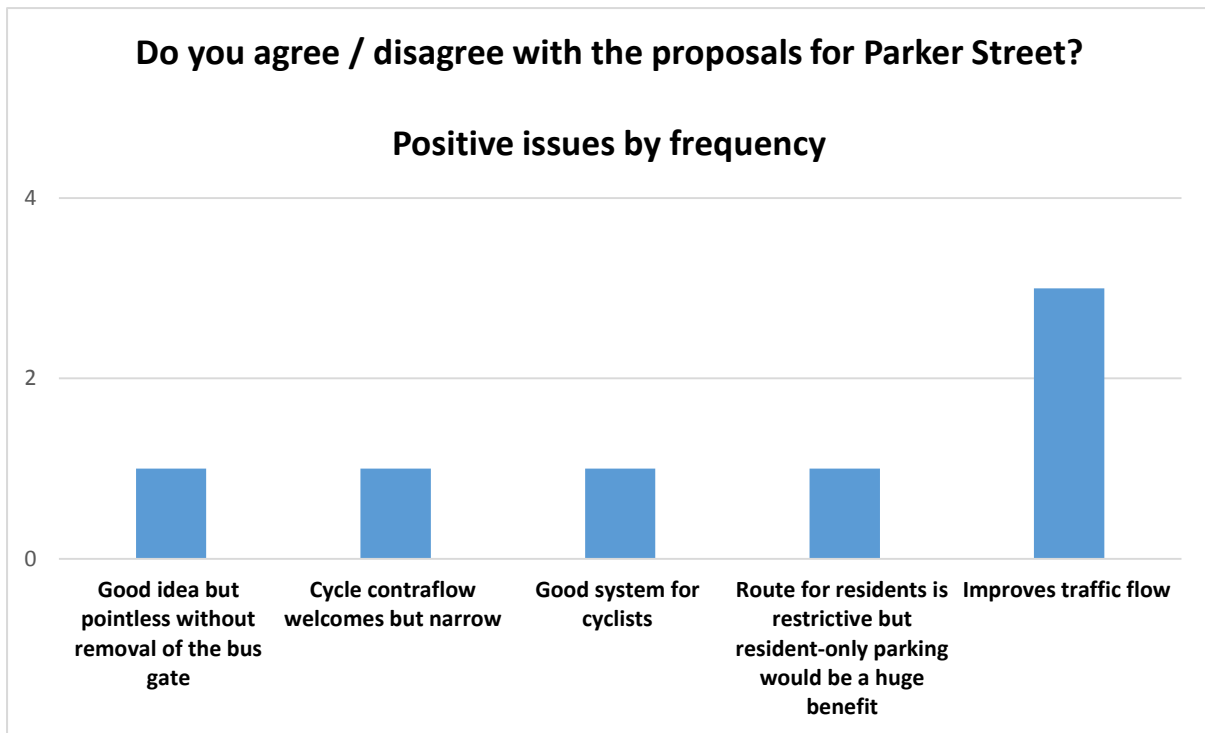
“Sounds a good idea if the proposed parking bays outside houses on Parker become residents permit only.”

“Crossfield Street should be no right turn to ensure free flowing traffic from Parker Streer to Liverpool Road.”

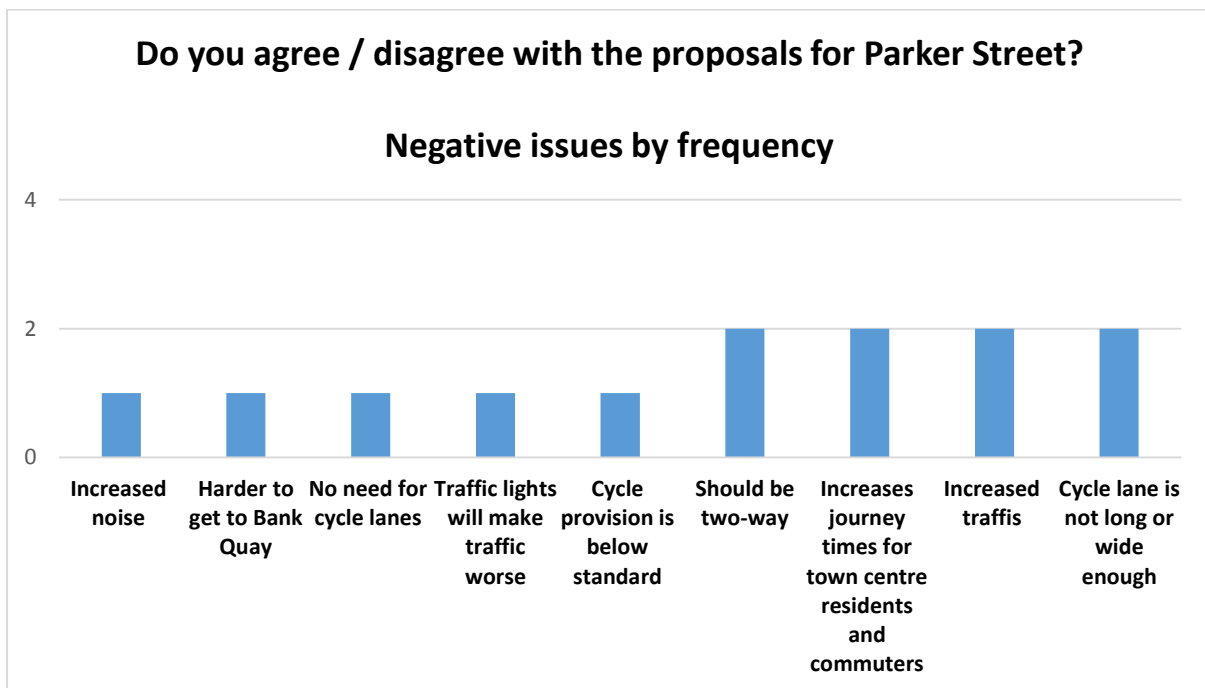
Strongly disagree and disagree comments included:

“For the cyclist to turn right into Parker St, when traffic is now moving one way ahead, this would be a very risky junction to manage safely even for the experienced of cyclists.”

Positive issues by frequency



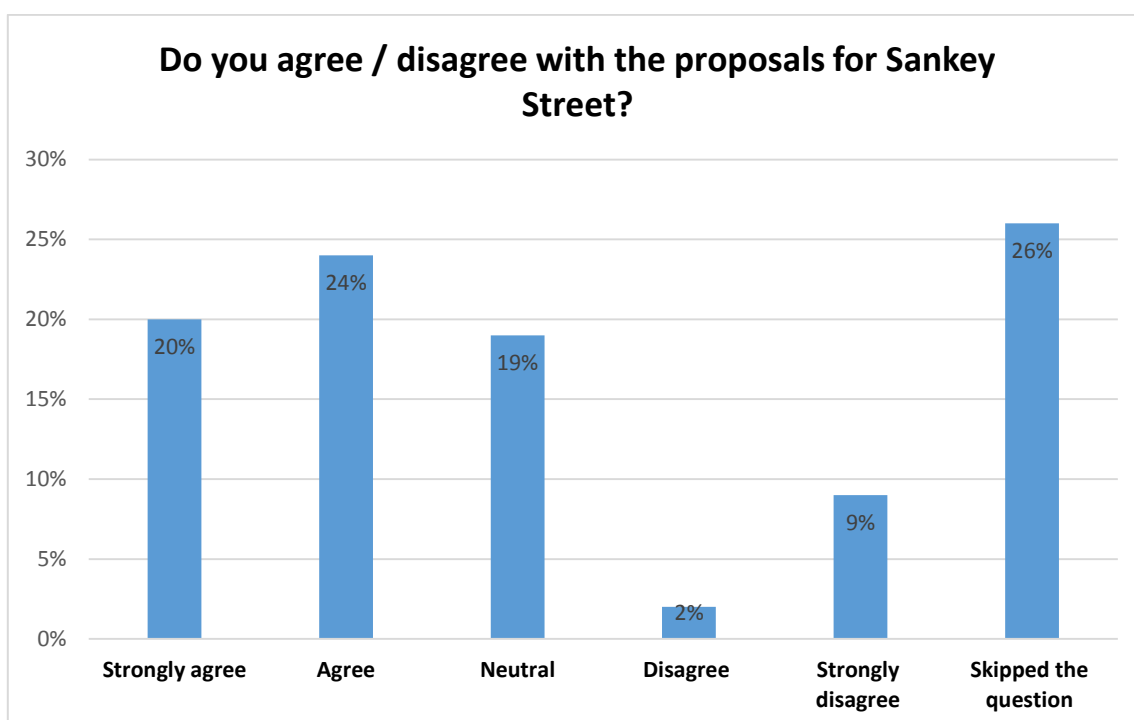
Negative issues by frequency



Q8) Do you agree/ disagree with the proposals for Sankey Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree/ disagree with the proposals for Sankey Street?” the majority of people (26%) skipped the question with the second highest majority (24%) choosing agree.

- 37 people said they strongly agreed
- 45 people said they agreed
- 35 people said they were neutral
- 4 people said they disagreed
- 17 people said they strongly disagreed
- 47 people skipped the question



Strongly agree and agree comments included:

“Looks a good solution”

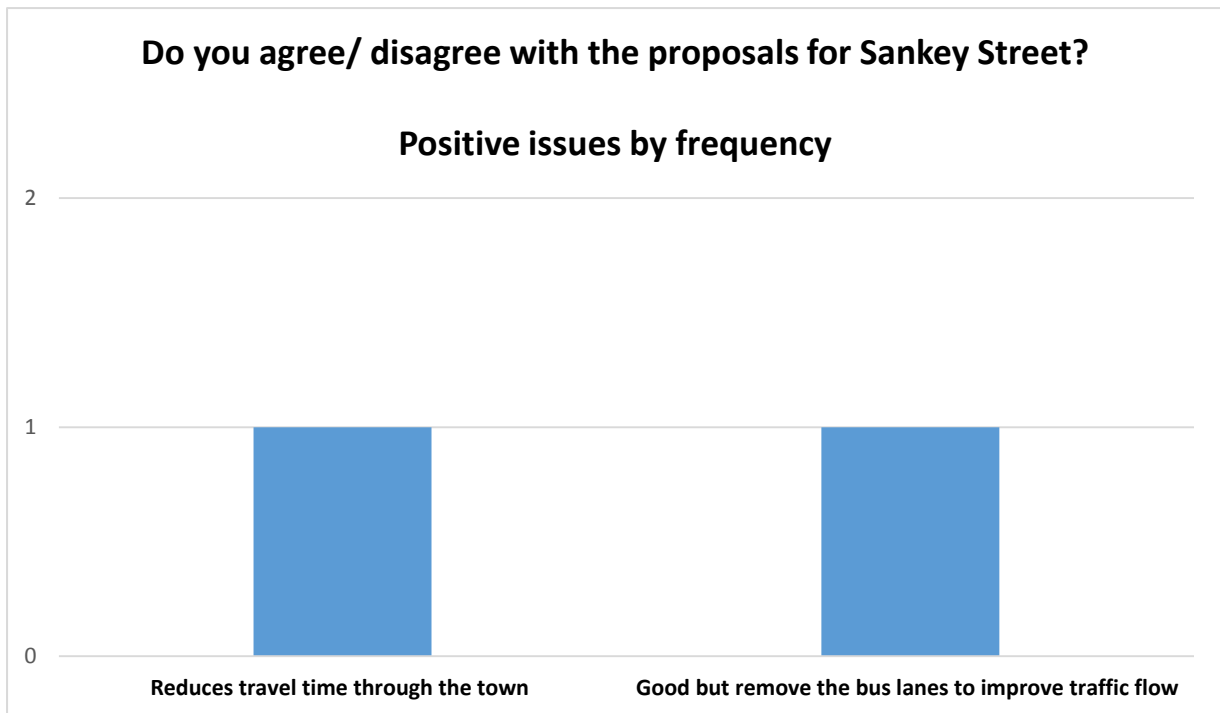
“I am confident that you have given it plenty of thought. Anything that improves the blight of Bridge Foot and the Blue Bridge roundabout has to be a good thing.”

Strongly disagree and disagree comments included:

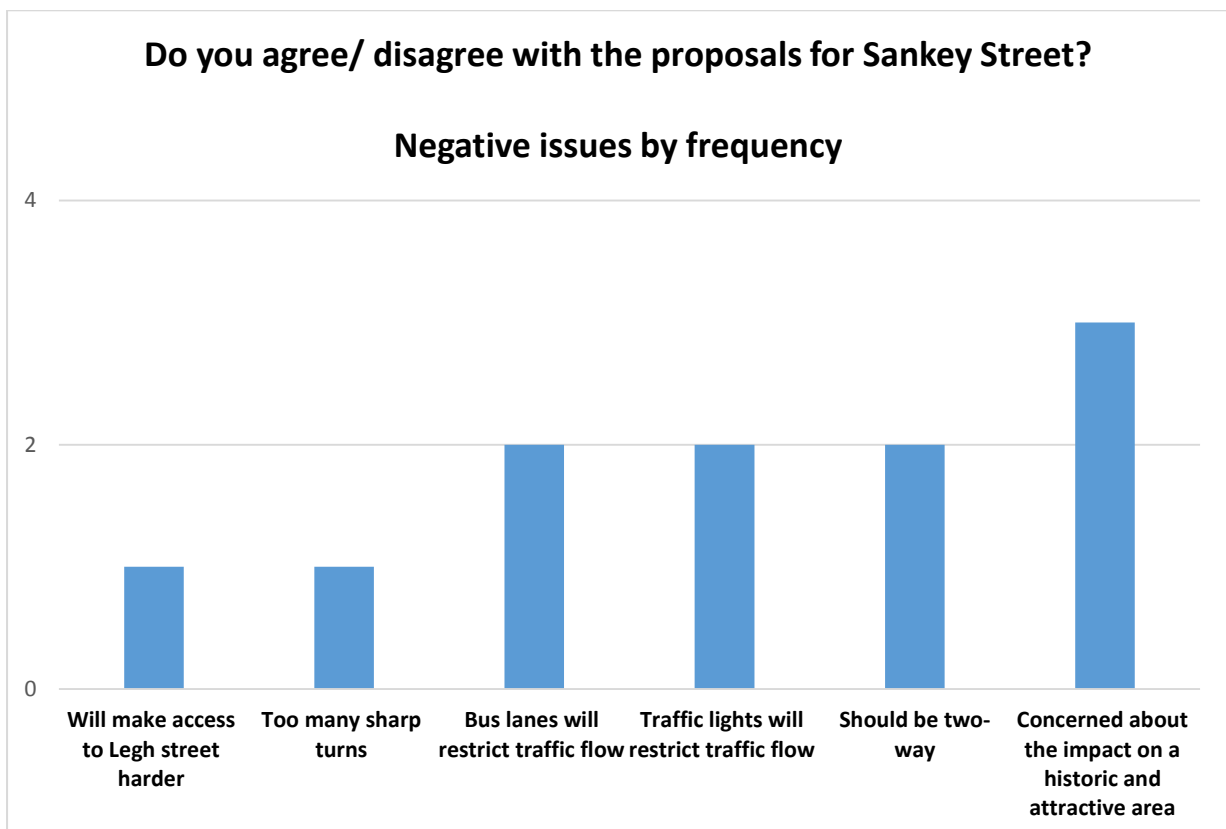
“Will create bedlam - how do people access Leigh Street?”

“This is an area that has Bank Park and the Town Hall and you will ruin the look and use of this area with the one way system.”

Positive issues by frequency



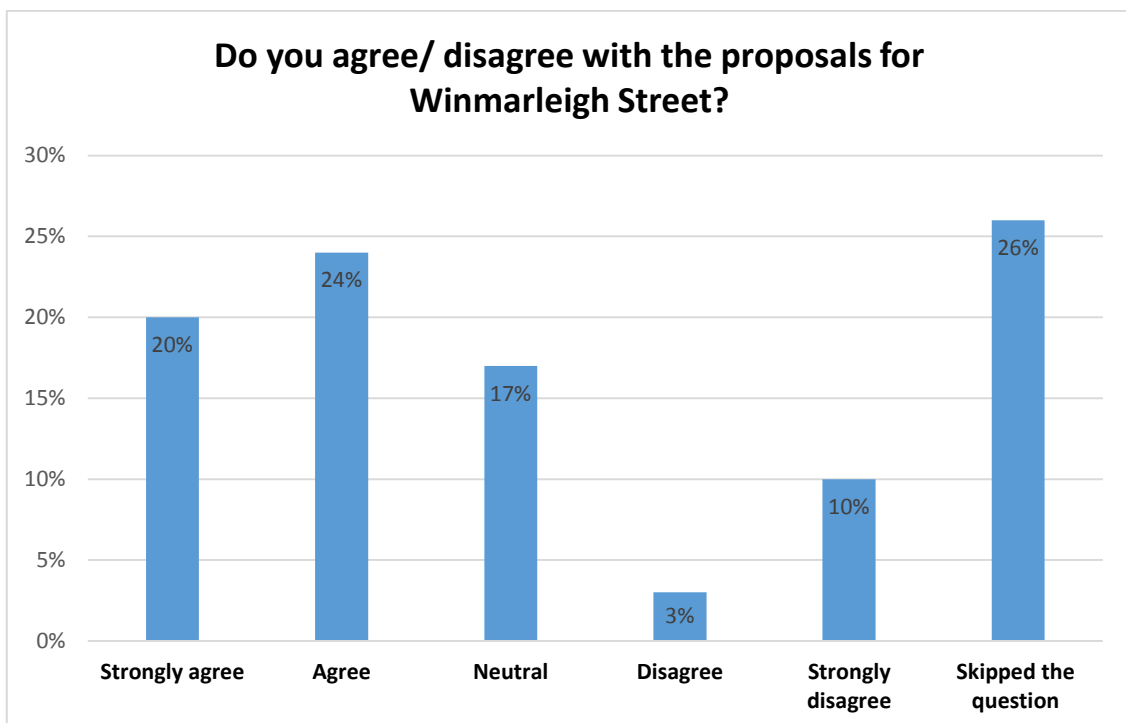
Negative issues by frequency



Q9) Do you agree/ disagree with the proposals for Winmarleigh Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree/ disagree with the proposals for Sankey Street?” the majority of people (26%) skipped the question with the second highest majorities being agree (24%) and agree (20%).

- 37 people said they strongly agreed
- 45 people said they agreed
- 31 people said they were neutral
- 5 people disagreed
- 18 people strongly disagreed
- 49 people skipped the question



Strongly agree and agree comments included:

“This would make better use of Winmarleigh St than at present. However, it is urgent need of resurfacing as the existing tarmac is in poor condition.”

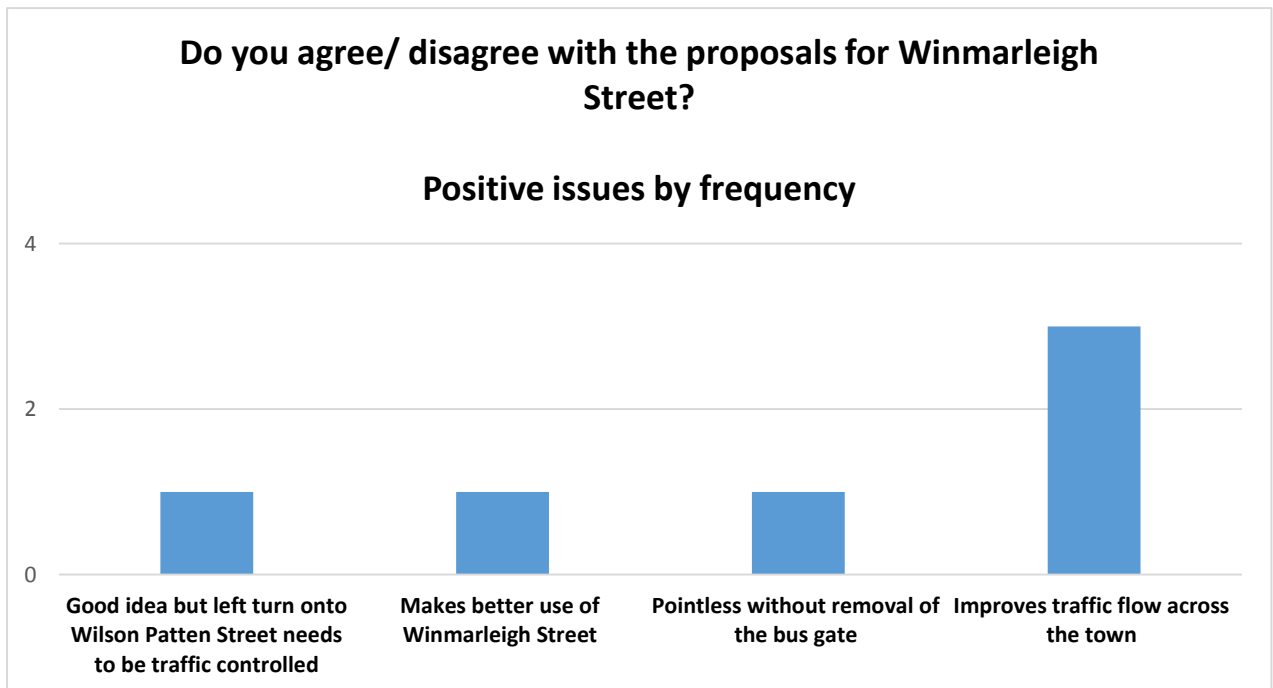
“Anything that improves the blight of Bridge Foot and the Blue Bridge roundabout has to be a good thing.”

Strongly disagree and disagree comments included:

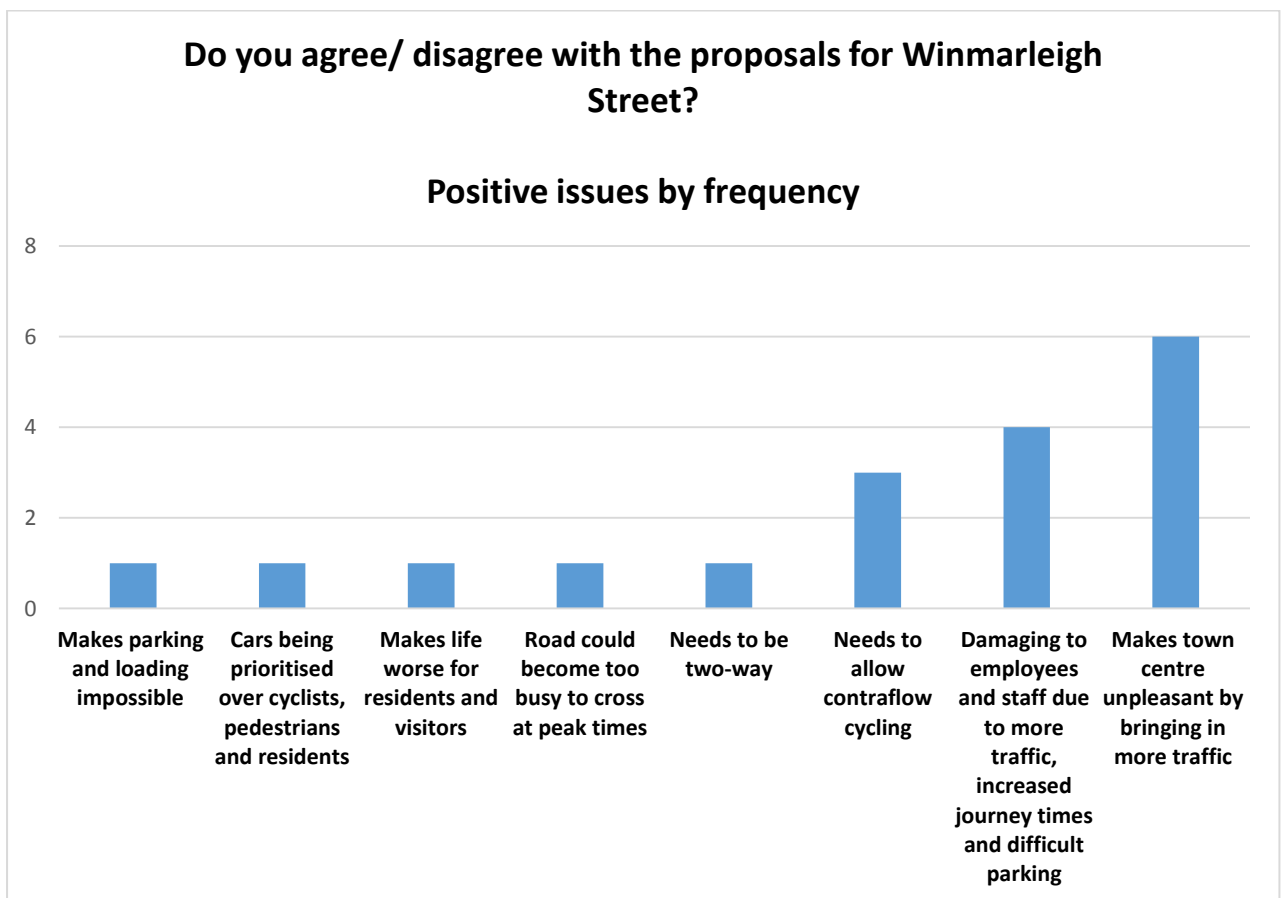
“Winmarleigh St. will become a two-way highway”

“The council think that cars are more important than residents, cyclist, pedestrians and people who use the town.”

Positive issues by frequency



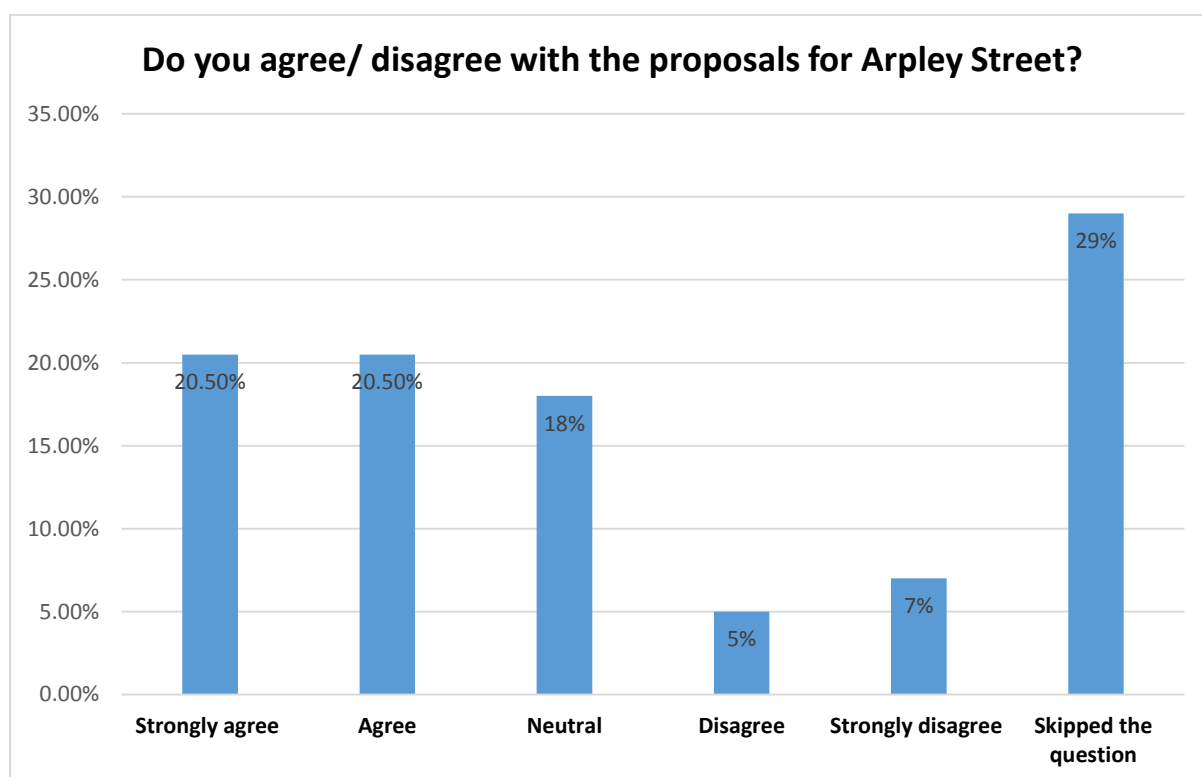
Negative issues by frequency



Q10) Do you agree/ disagree with the proposals for Arpley Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree/ disagree with the proposals for Sankey Street?” the majority of people (29%) skipped the question with the second highest majorities being agree and strongly agree (both 21%).

- 38 people said they strongly agreed
- 38 people said they agreed
- 33 people said they were neutral
- 9 people said they disagreed
- 13 people said they strongly disagreed
- 54 people skipped the question



Strongly agree and agree comments included:

“It is part of a wide scheme which otherwise wouldn't work”

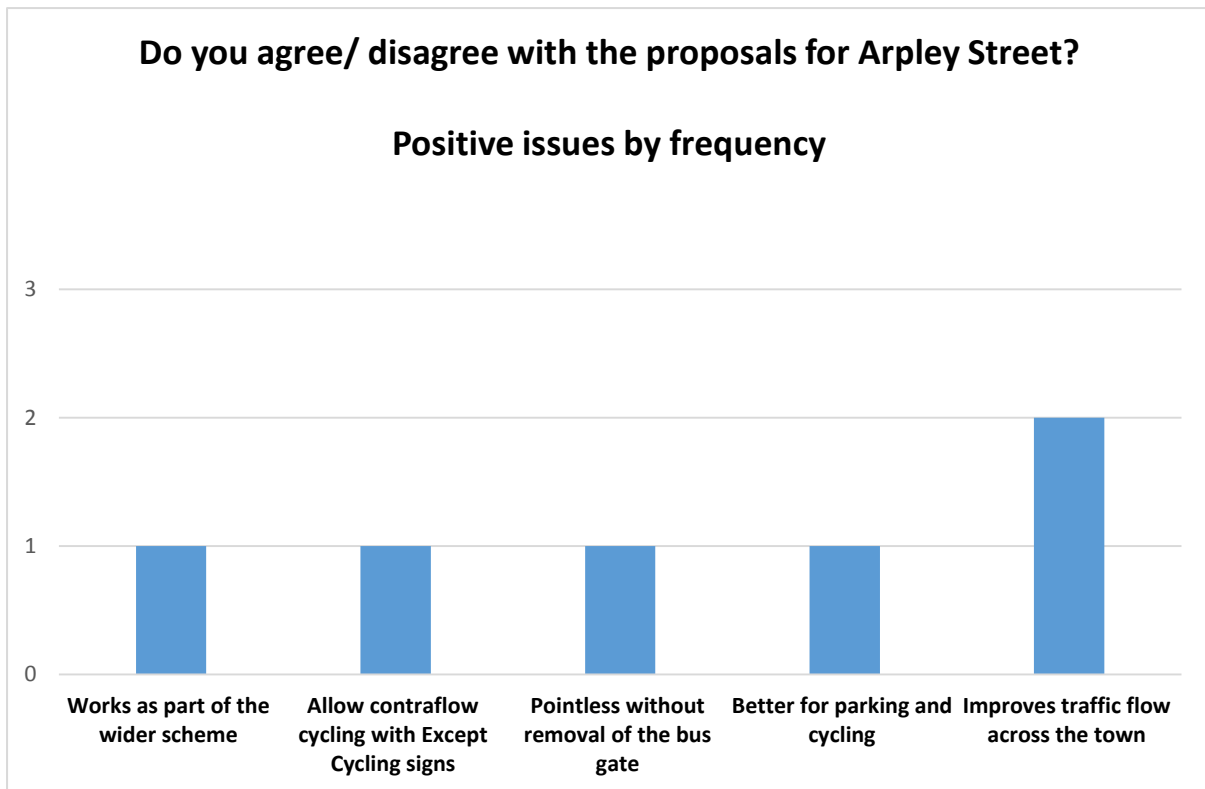
“This low speed street should permit contraflow cycling along its whole length by the simple user of Except Cycling signs”

“To avoid traffic cutting through”

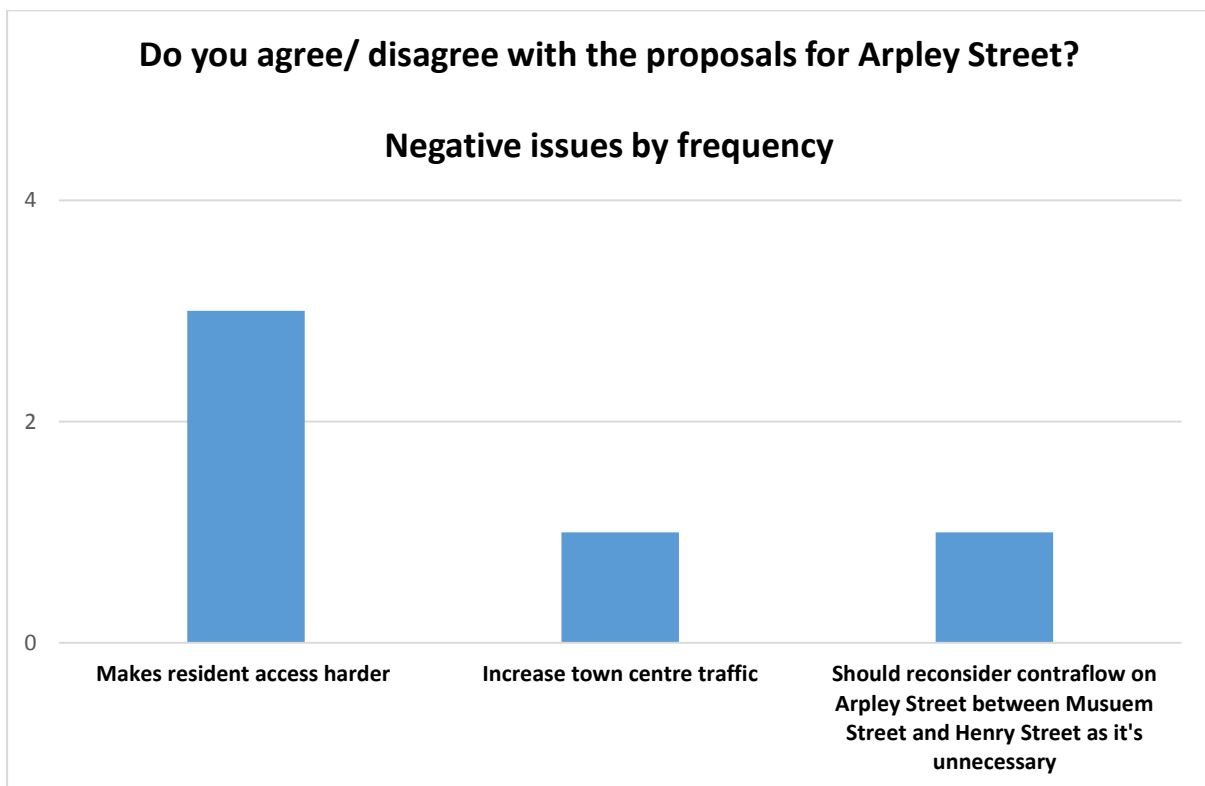
Strongly disagree and disagree comments included:

“Residents will have to go around the one-way system”

Positive issues by frequency



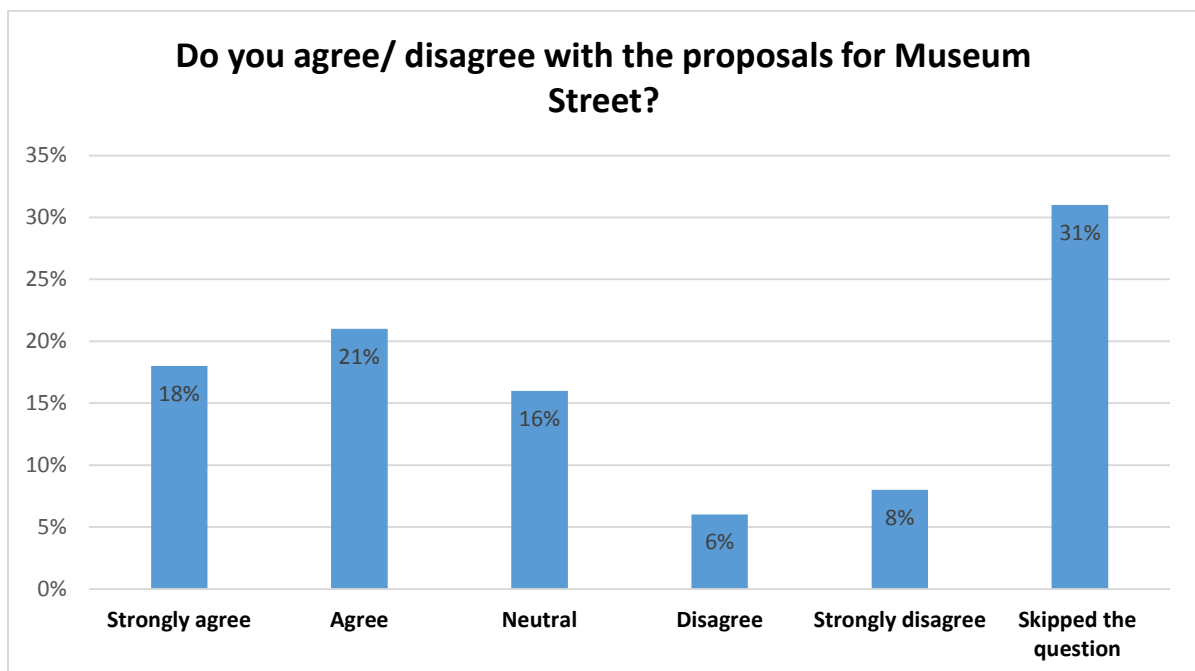
Negative issues by frequency



Q11) Do you agree/ disagree with the proposals for Museum Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree/ disagree with the proposals for Museum Street?” the majority of people (31%) skipped the question with the second highest majorities being agree (21%) and strongly agree (18%).

- 33 people said they strongly agreed
- 39 people said they agreed
- 30 people said they were neutral
- 11 people said they disagreed
- 15 people said they strongly disagreed
- 57 people skipped the question



Strongly agree and agree comments included:

“Only if there is still parking”

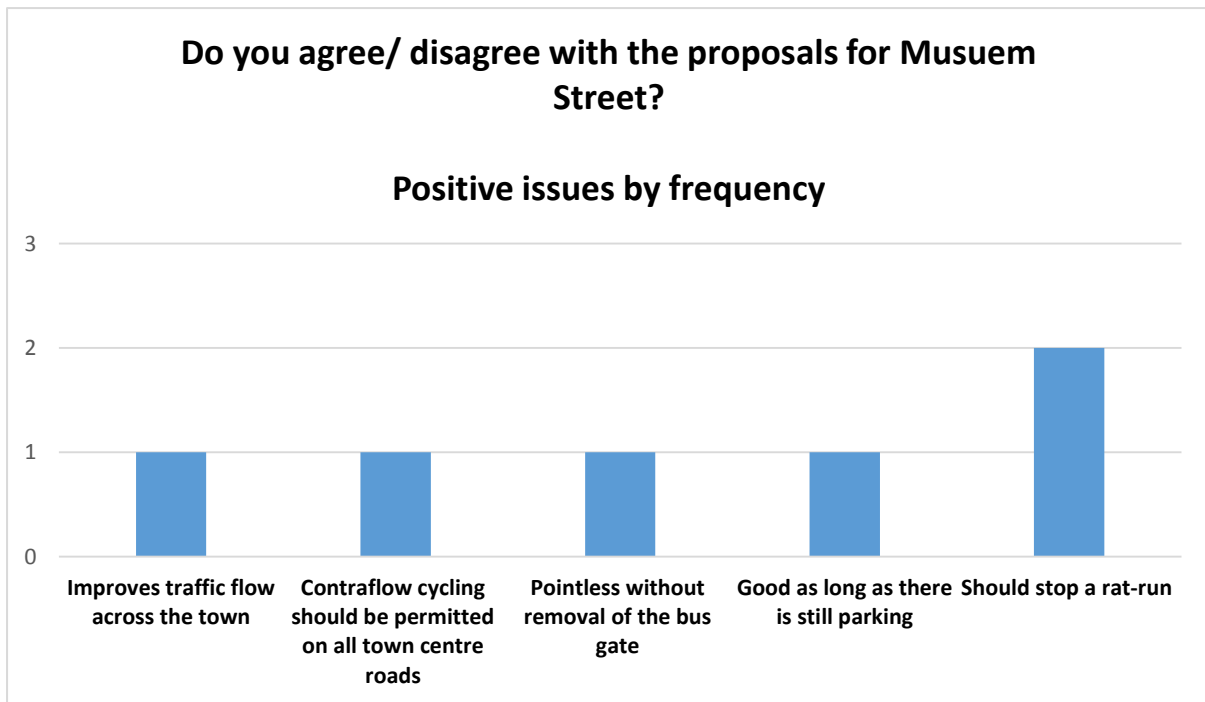
“Needed to avoid rat running which causes high traffic levels in the area.”

Strongly disagree and disagree comments included:

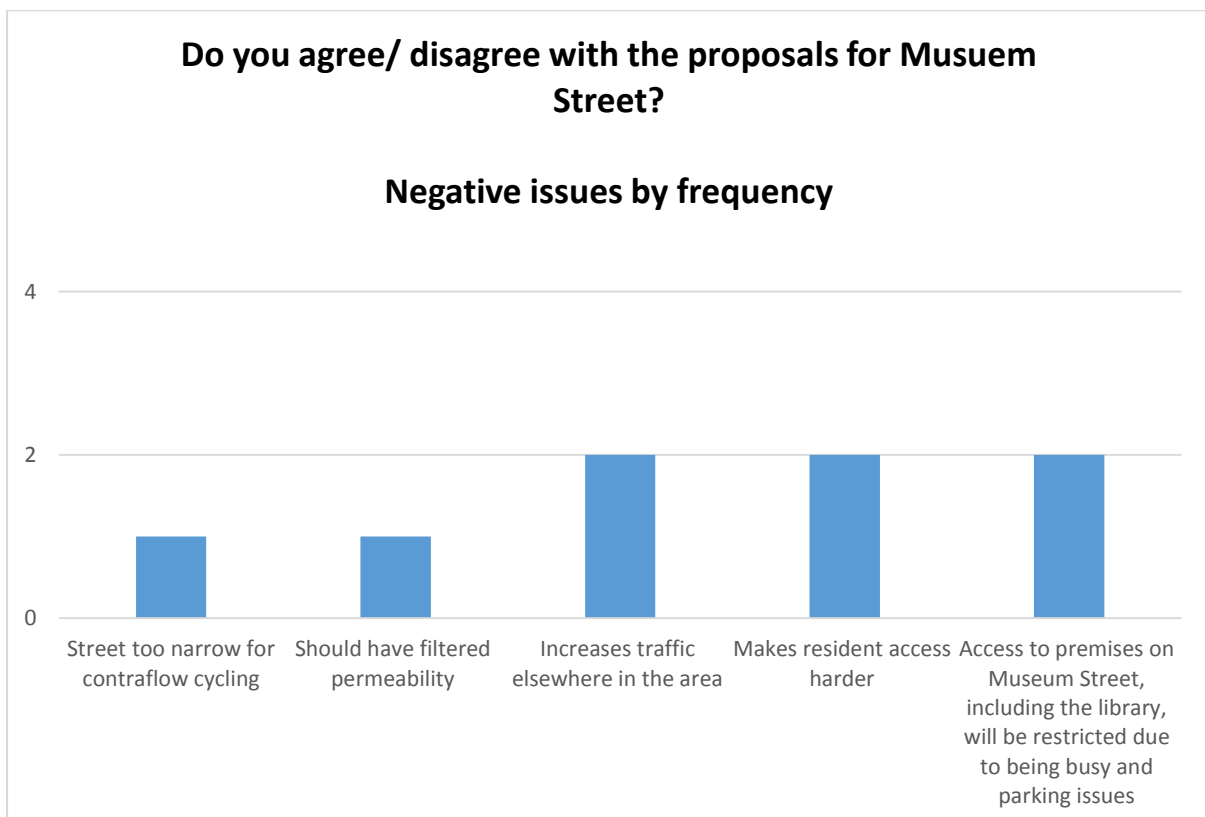
“This just pushes traffic round into the proposed circular route.”

“I often nip to the library or museum with my 1 year old.doubt that will happen going forward due to the hassle and restricted parking”

Positive issues by frequency



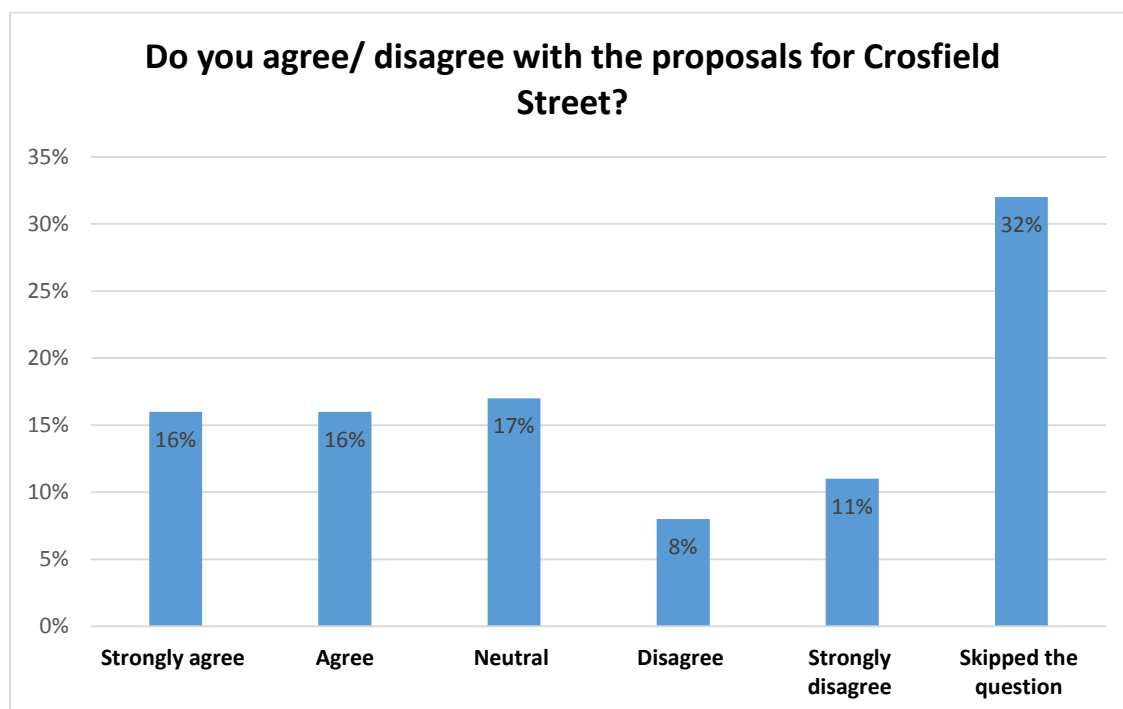
Negative issues by frequency



Q12) Do you agree / disagree with the proposals for Crosfield Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree/ disagree with the proposals for Crosfield Street?” the majority of people (32%) skipped the question with the second highest majorities being neutral (17%) followed by strongly agree and agree (both 16%).

- 30 people said they strongly agreed
- 29 people said they agreed
- 31 people said they were neutral
- 16 people said they disagreed
- 20 people said they strongly disagreed
- 50 people skipped the question



Strongly agree and agree comments included:

“What provisions will there be for cyclists using Crosfield St northbound to join Midland Way and/or cross to Froghall Lane?”

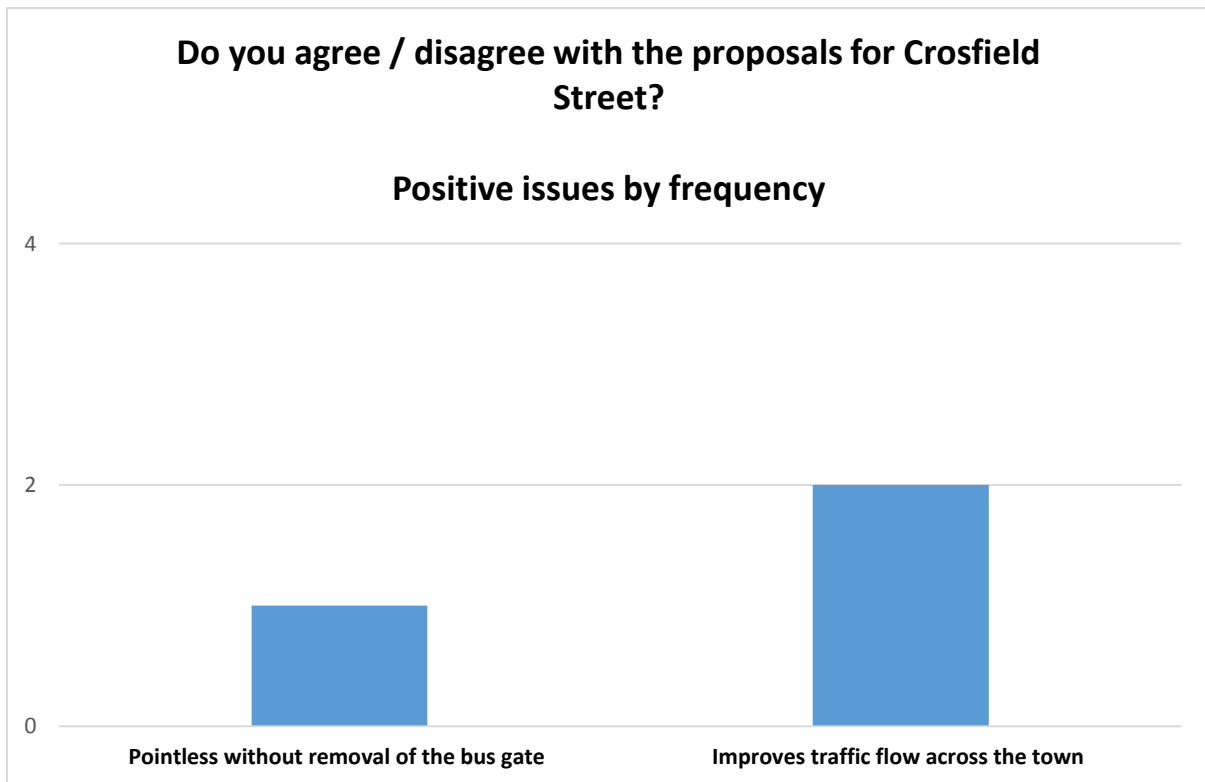
“Consider also opening up link through Bank Park for cyclists”

Strongly disagree and disagree comments included:

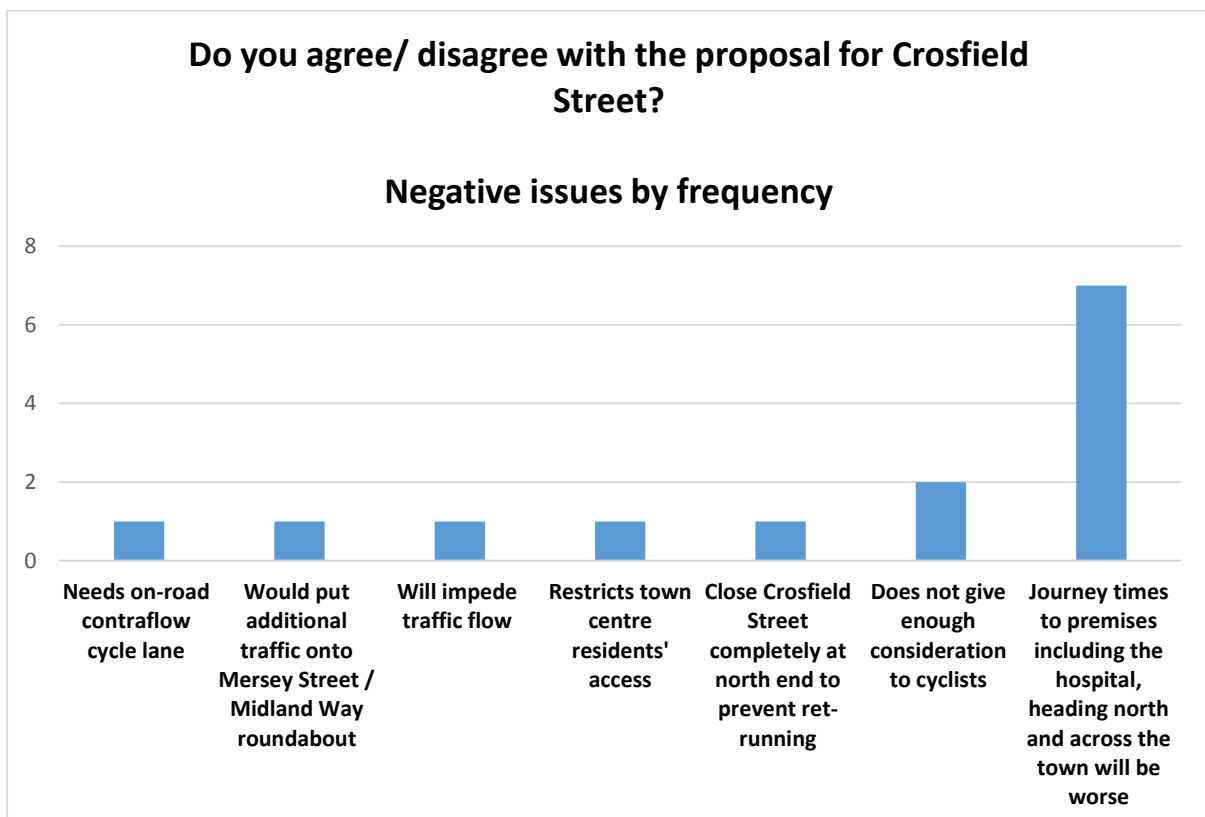
“For those travelling into town from the South, Their Journey time will be a lot longer adding further traffic to Sankey St. etc.”

“I always travel north and south bound on Crossfield street and this will add time and distance to my journey”

Positive issues by frequency



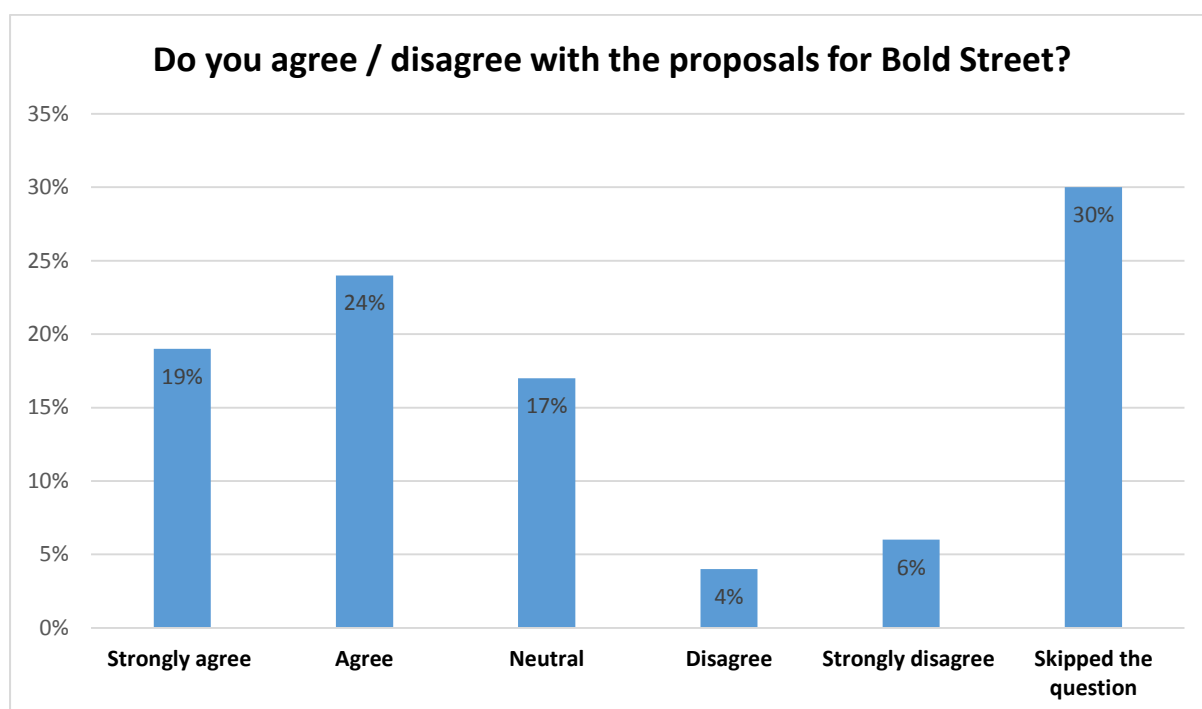
Negative issues by frequency



Q13) Do you agree / disagree with the proposals for Bold Street?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you agree/ disagree with the proposals for Bold Street?” the majority of people (30%) skipped the question with the second highest majorities being agree (24%) followed by strongly agree (19%).

- 35 people strongly agreed
- 44 people agreed
- 31 people were neutral
- 7 people disagreed
- 12 people strongly agreed
- 56 people skipped the question



Strongly agree and agree comments included:

“Seems to give people a chance to get into town and caters for cyclists”

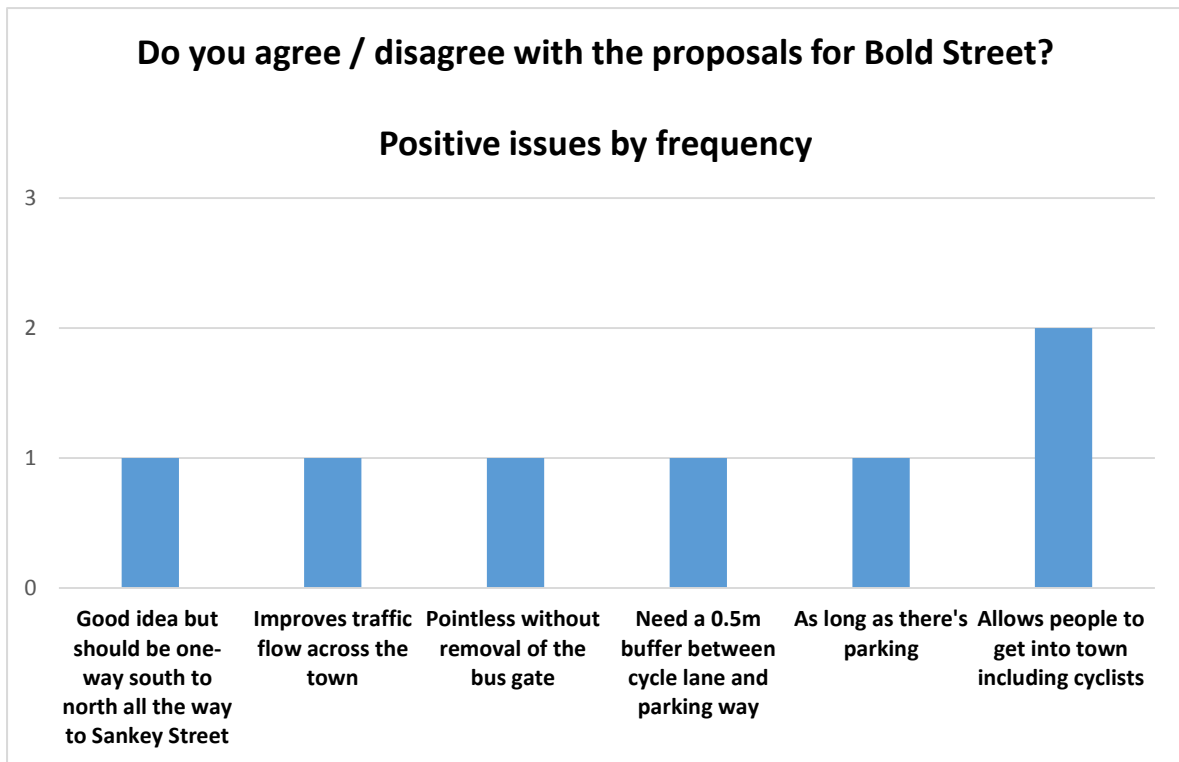
“As long as there is still parking there”

Strongly disagree and disagree comments included:

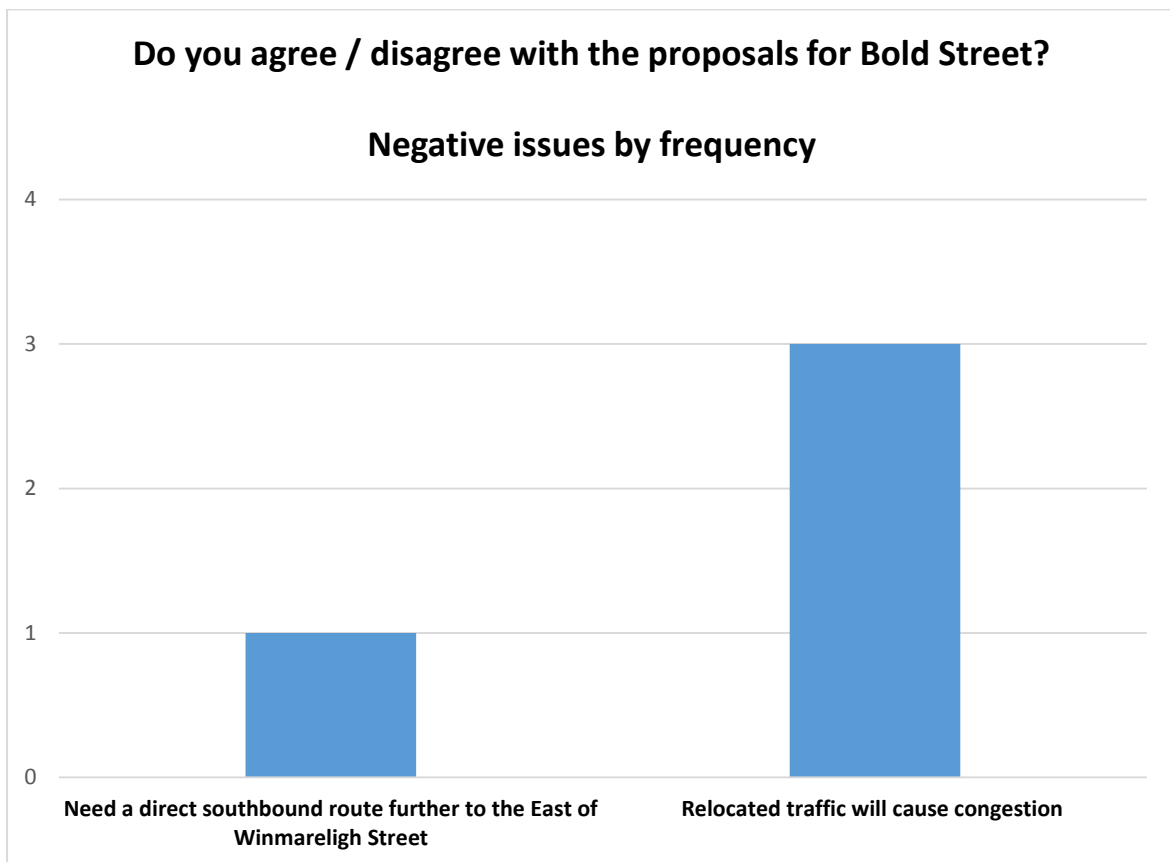
“A lot of traffic comes out here to then turn left for Bridgefoot - this traffic would go on a very wide detour - significant amounts of traffic.”

“Can see no point in this at all. Where would you go in this direction?”

Positive issues by frequency



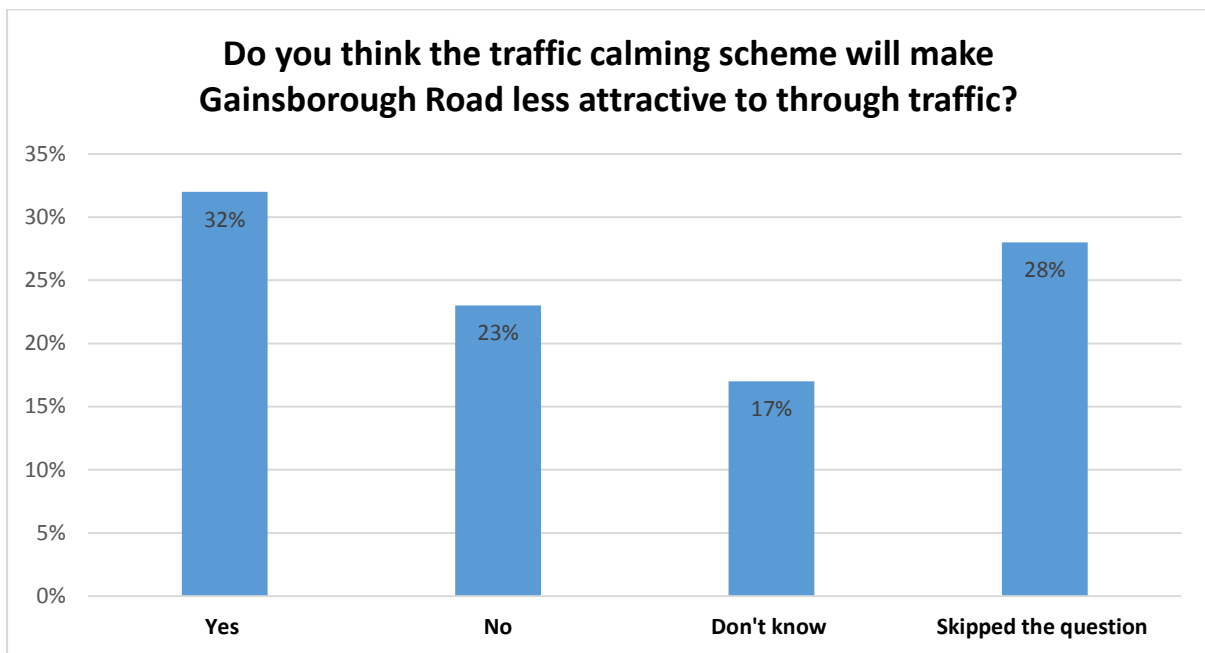
Negative issues by frequency



Q14) Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?” the majority of people (32%) said yes.

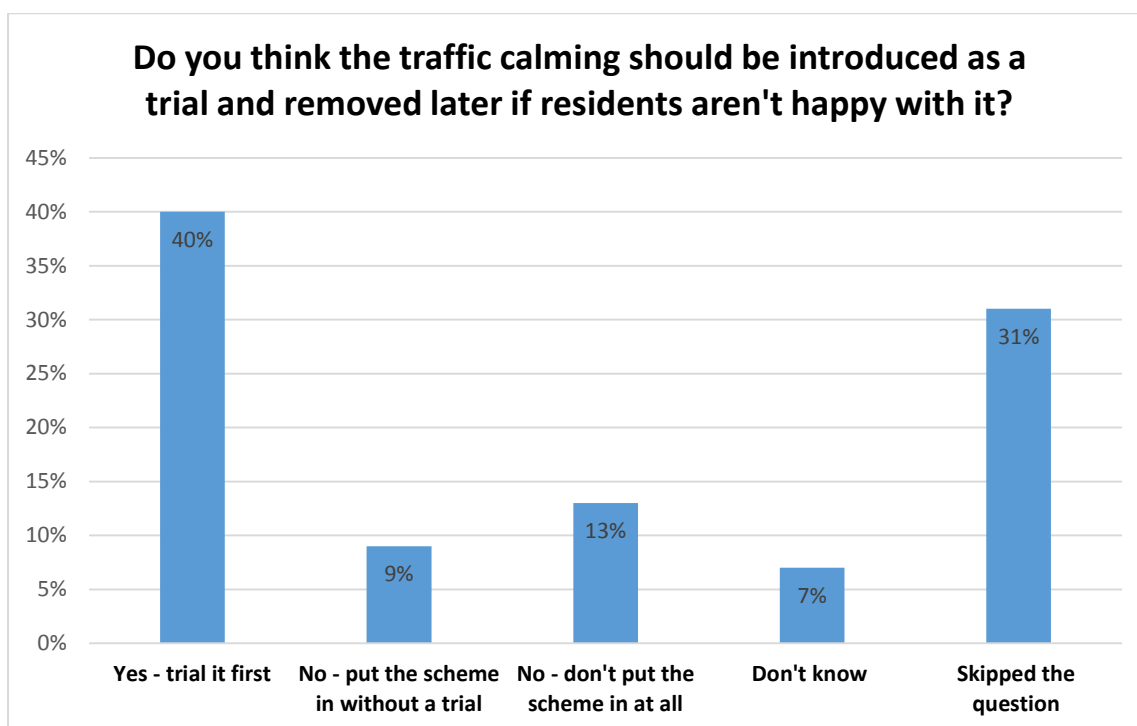
- 59 people said yes
- 43 people said no
- 31 people said don't know
- 52 people skipped the question



Q15) Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?

Of the 185 people who filled in feedback forms either online, at consultation events or in the post, when asked the question “Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?” the majority of people (40%) said yes – the scheme should be trailed first.

- 79 people said yes – trial it first
- 18 people said no – put the scheme in without a trial
- 26 people said no - don't put the scheme in at all
- 13 people said don't know
- 62 people skipped the question



Yes – trial it first comments included:

“I think the residents should have a say on the effectiveness of the system - and also on the aesthetics”

“I think it will slow traffic but not dissuade people from using the route.”

No, put the scheme in without a trial comments included:

“This type of calming is used in many situations and should work here, and make a more pleasant environment”

No, don't put the scheme in at all comments included:

“Busy enough already”

Yes, trial it first - themes

Themes	Frequency
Block off Gainsborough Road at Chester Road and replace with a bus gate	1
Make sure there is not a lot of stationary traffic	1
It needs traffic calming to prevent it becoming more of a rat-run once the bridge is built	1
A trial would help to determine planned impact	1
Ensure the scheme has the capacity to reverse the action	1
It's needed because Gainsborough Road is a rat-run	1
Residents should have a say on the effectiveness	2
Should include a weight restriction for lorries	1
It could create rat-running down the off-roads	1
Concerns over impact on journey times	2
Could hinder access to residents	1
Needs more road signs to stop lorries and HGVs	1
Needs to remember pedestrians	1
A filter lane to turn left to Chester Road from Gainsborough Road is required	1

No, put the scheme in without a trial – themes

Themes	Frequency
Pointless without the removal of the bus gate	1
It will slow down traffic and make a more pleasant environment	2
I live on Gainsborough Road and traffic calming is already needed	1
Need double yellow lines at Chester Road to Silverdale Road to stop obstructions	2
May stop heavy goods vehicles on restricted road	1
Currently many complaints about parking and speeding	1

Don't put the scheme in at all - themes

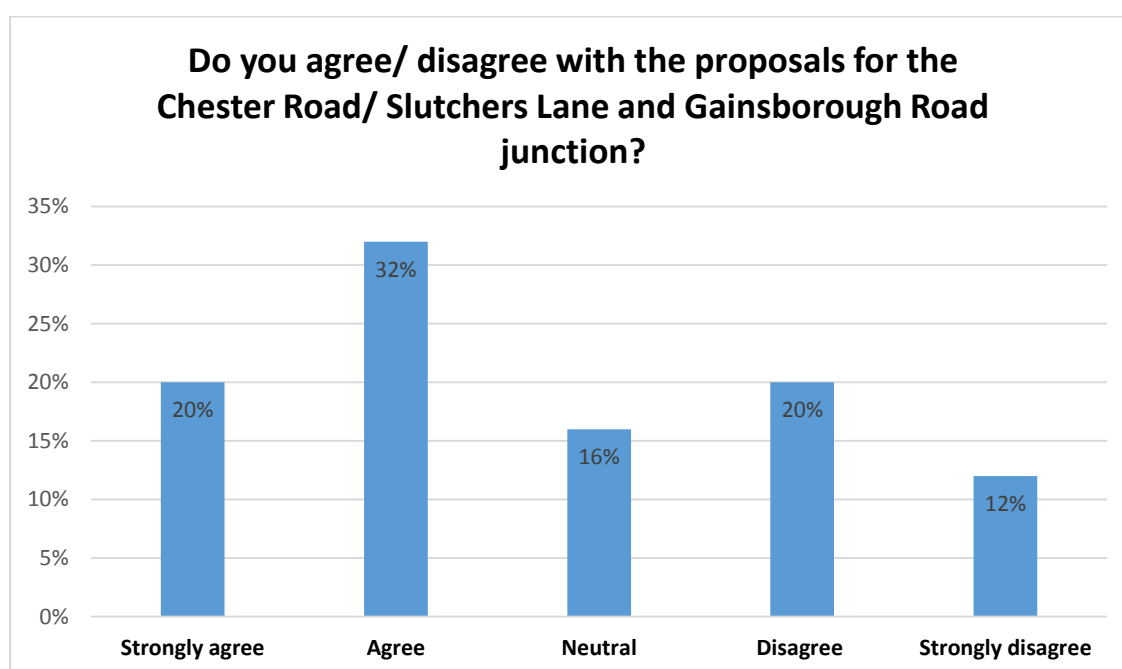
Themes	Frequency
If the aim is to improve traffic flow then restricting Gainsborough Road does not make sense	3
People will not be deterred by traffic calming	2
This will create rat runs down the off-roads	2
Increase in pollution for residents	2
Pinch points are dangerous	1
Preference would be to slow Gainsborough Road to 20mph and introduce speed cameras	1
Keep Gainsborough Road clear as this is an important route when motorways are blocked	1
Speed bumps would work better than chicanes	1

St Werburgh's area feedback

The following section looks at feedback from the drop-in session held at St Werburgh's Community Centre on Wednesday 6th July from 4pm – 7pm. This has been done in order to understand, in isolation, the views of those who could be directly impacted by changes to Gainsborough Road.

Do you agree / disagree with the proposals for the Chester Road/ Slutchers Lane and Gainsborough Road Junction?

- 5 people said they strongly agreed
- 8 people said they agreed
- 4 people said they were neutral
- 5 people disagreed
- 3 people said they strongly disagreed



Strongly agree and agree comments included:

"Because of the traffic on Chester Road and past Bank Quay"

"Absolutely essential. Chester Road and Brian Bevan Island are awful"

"Possibly a signalised junction Gainsborough Road / Chester Road will be needed"

Strongly disagree and disagree comments included:

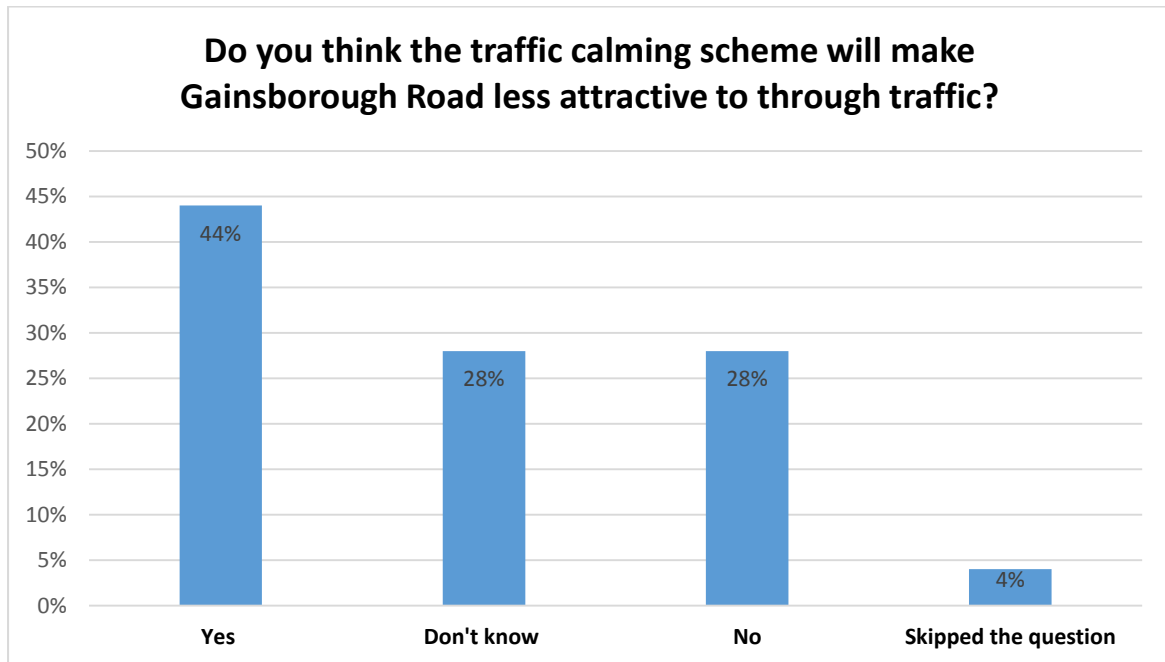
"Not enough thought in this plan for local residents"

"Increase of traffic flow down Gainsborough Road"

"I would make Gainsborough Road closed near to the shops so you can enter Gainsborough from each end but not a through road"

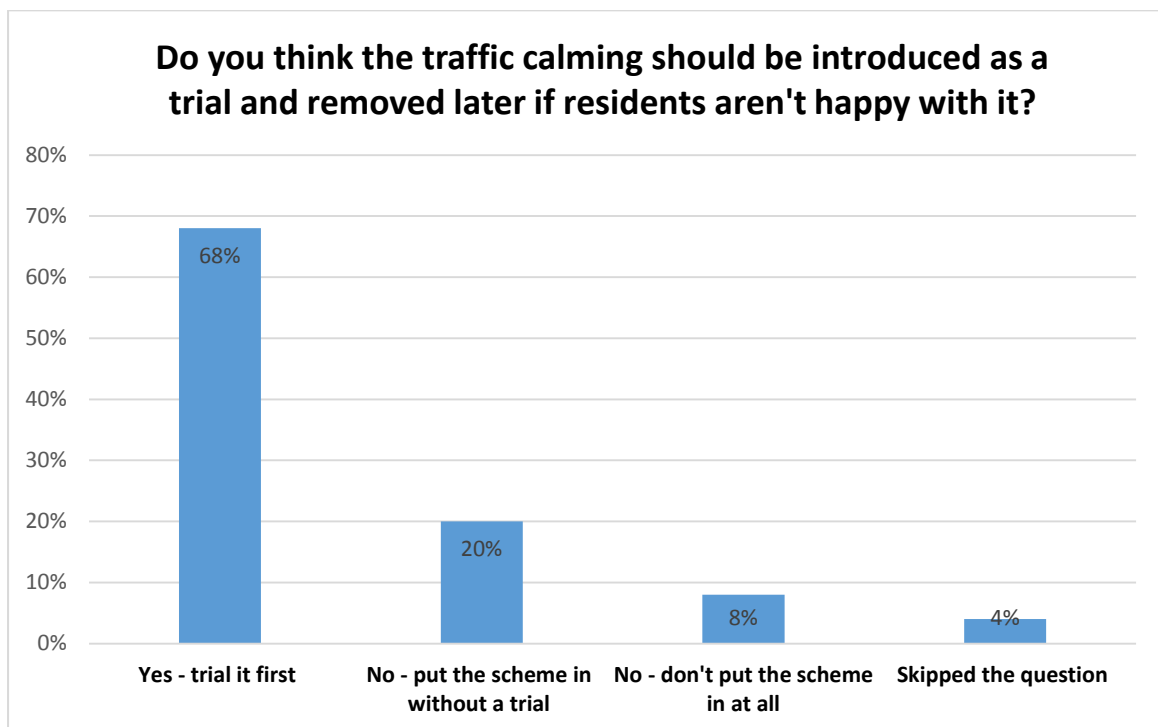
Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?

- 11 people said yes
- 6 people said no
- 7 people said they did not know
- 1 person skipped the question



Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?

- 17 people said yes, trial it first
- 5 people said no, put the scheme in without a trial
- 2 people said no, don't put the scheme in at all
- 1 person skipped the question



'Yes – trial it first' comments included:

"A filter lane to turn left to Chester Road from Gainsborough Road is required".

"Please consider one way Wilderspool to Irwell Road and one way Chester Road to Irwell Road"

"Long queues on Gainsborough Road could encourage people to go through avenues (e.g. Silverdale/ Irwell etc.) to go on to Chester Road and turn left to new bridge"

"Please consider a pedestrian crossing for senior people who don't drive."

"It needs to be seen as working. Needs more road signs to stop speeding, no lorries and HGVs"

'No, put the scheme in without a trial' comments included:

"Whilst canvassing I received many complaints about parking and speeding"

"Close Gainsborough Road at shops - this should stop it becoming a rat-run"

'No, don't put the scheme in at all comments included:

"Busy enough already"

Email feedback

Centre Park Link, Phase 2 – Email responses

Respondents were also able to ask questions about the scheme and have their say via the designated Centre Park Link email address, cpl@warrington.gov.uk. This email address forwarded directly to officers at Warrington Borough Council who were best-placed to respond to in-depth queries and could share emails more widely amongst the project team if further input was required to respond to questions.

The benefit of this mode of feedback was that respondents were able to have their queries answered to directly and quickly, meaning the risk of the scheme information being misinterpreted and disseminated more widely was reduced.

The feedback did not have to follow the standardised format of the questionnaire and therefore responses cannot be evaluated as being positive, negative or do not know.

There were however common and recurring themes which were prevalent throughout.

Gainsborough Road

A number of responses referenced possible issues on Gainsborough Road. One email suggested that the traffic calming measures would be important in slowing down busy traffic currently seen on the road, while another expressed concerns that parking outside their home on the road would be inhibited by the proposed traffic calming measures.

Other issues discussed how proposed calming measures could increase standing traffic and hence generate more pollution and fuel consumption along the road. They also noted that aggressive drivers may make reckless maneuvers to get around the chicanes and increase the risk of accidents. Their suggestion was to introduce average speed cameras along the stretch of road.

A later response expressed a desire to see the safety of cyclists considered in the design Gainsborough Road measures with cars squeezing through chicanes and other traffic calming mechanisms. The same response felt that these measures may push drivers to cutting through Ellesmere Road instead.

Ecology

A further handful of responses were received with concerns over the ecological impact of the proposals. Key points raised were in relation to the treatment and protection of wildlife, including plants and insects, the treatment of toxic materials and the creation of a wildlife corridor for bats and badgers.

Traffic control

Other responses suggested that traffic control in the town was currently dangerous and would need to be carefully managed in the new scheme to avoid further disruption. The junction at Midland Way/Crosfield Street was highlighted as a particular hotspot where the traffic lights were inadequate in making the junction safe, with another responses suggesting that the amount of traffic lights in the new scheme would only increase levels of congestion.

Gyratory

Another common theme was relating to the gyratory, particularly how it might impact journeys to Bank Quay Station. It was felt by some that the extra time it would take to get around the gyratory to the station was a negative factor.

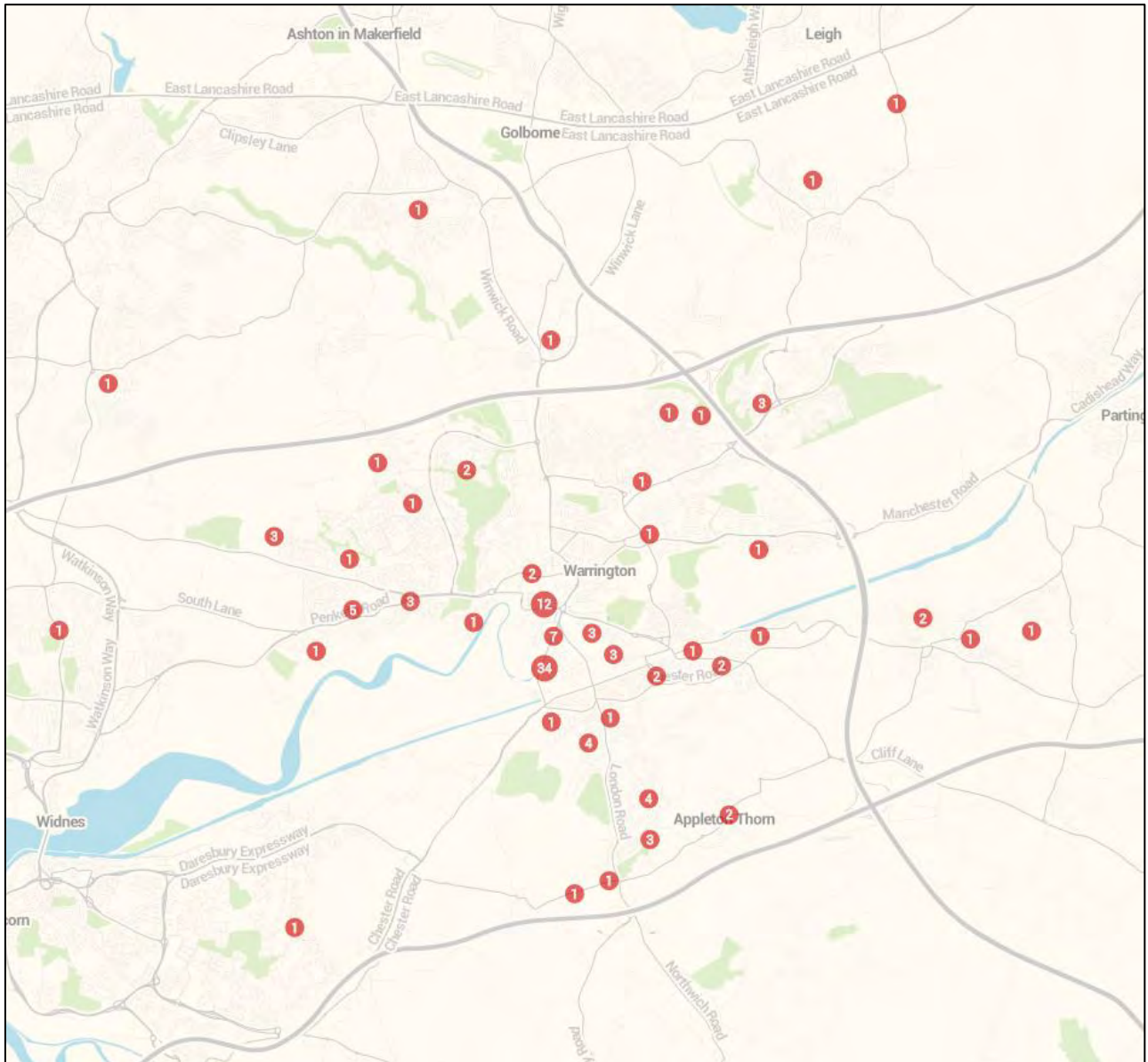
Residents near to Arpley Street

A final prominent concern was relating to residents around Arpley Street, with issues raised over how to access White Street and parking provision along Arpley Street itself with the changes to traffic flow direction. There is a suggestion that residents of this area should have an exclusive route through the one-way system when Wilson Patten Street is congested. Another remark emphasises the need to be conscious of how far people have to go round if they miss the turning.

A copy of all feedback received via the designated email address, via post and at events can be seen in document 'CPL, Phase 2, all feedback'.

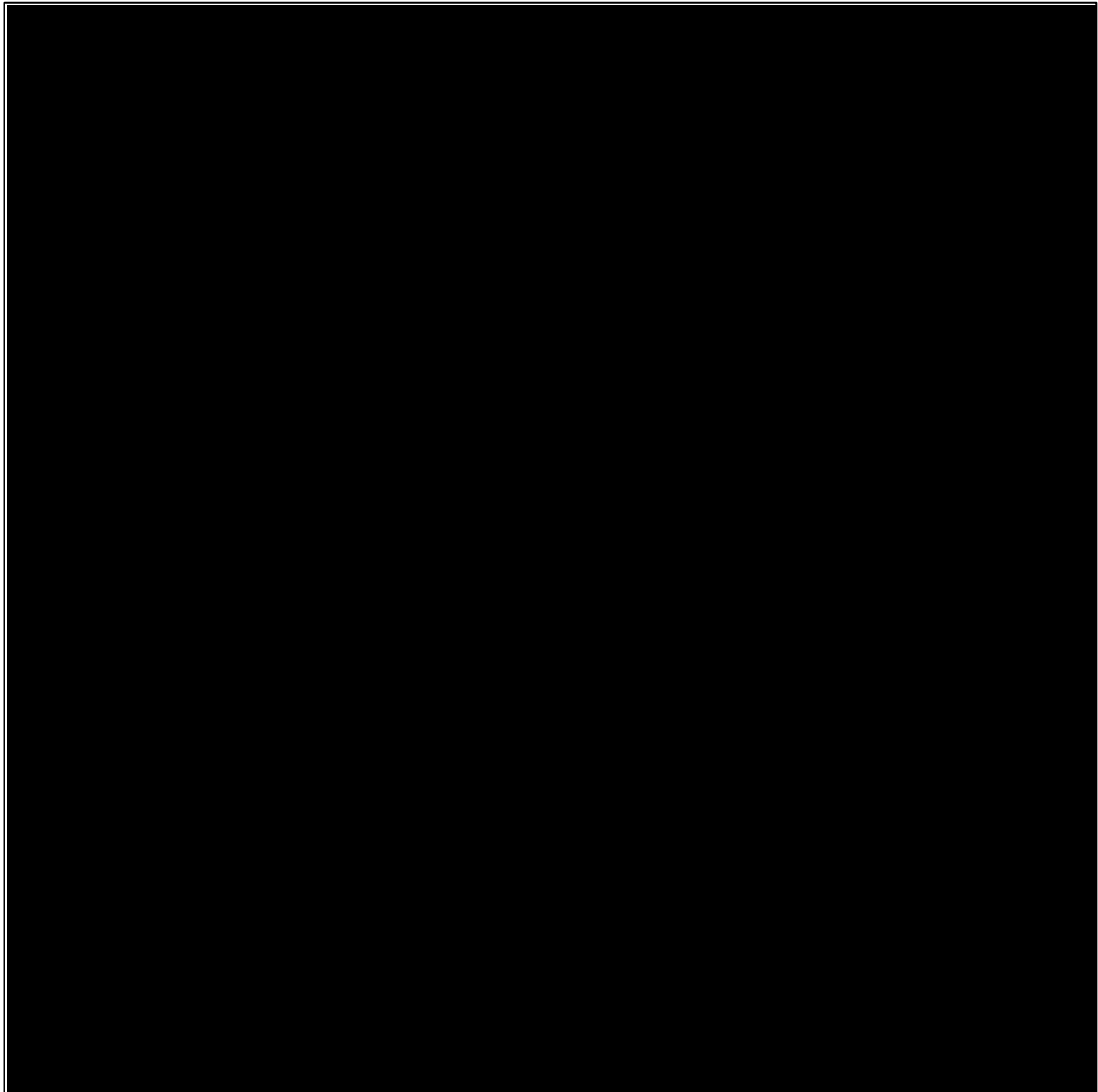
Postcode analysis

The map below demonstrates the locations of postcodes given by respondents when leaving feedback. They are grouped according to density. The map shows that the majority of people who left feedback lived in the Gainsborough Road and town centre areas.



Postcode analysis – town centre

The map below demonstrates the locations of postcodes given by respondents who live in the town centre area. They are grouped according to density.



Conclusion

In conclusion, the second stage of the Centre Park Link consultation was wide-ranging and engaged with more than 750 members of the community and elicited more than 200 responses.

The various opportunities for feedback, spanning over a six-week period and the 7 consultation events held at different locations attracted a high level of publicity both amongst communities and in the media, which in turn generated much debate around the proposals.

This consultation aimed to garner specific feedback on detailed proposals from those most affected by the plans. In delivering the consultation therefore the team asked respondents to focus on those aspects which most impacted them leading to a higher number of 'skipped the question' responses than in the previous consultation. For instance, those who live in Gainsborough Road are more concerned with responding to questions which are related to this area, and may be less concerned with town centre issues.

Overall, for each question that was asked, the most common response was positive or in favour. Online responses had the tendency to be slightly more negative than feedback forms which were filled in by people attended who events, an outcome that was likely due to them not having the opportunity to speak to members of the project team and discuss the scheme and their issues face-to-face.

The consultation process saw the project team return the community with a set of plans based on earlier community feedback. This stage of consultation helped the team to better understand the views and opinions of the community regarding specific issues, all of which will help to inform the application which will be submitted for planning.



Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington Local Enterprise Partnership are exploring plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

We would like your views on whether you think the proposals are a good idea. Take a look at the leaflet and visit the website www.centreparklink.co.uk for more details.

You can then tell us what you think by either:

- completing the questionnaire below
- completing the online questionnaire at www.centreparklink.co.uk
- emailing your comments to cpl@warrington.gov.uk

The consultation will end on Friday 12 August 2016.

To return the paper questionnaire below pop it in an envelope and post it using the FREEPOST address below:

“FREEPOST: YOUR SAY CONSULTATION”

No stamp is required.

Remember that you are not obliged to complete any question that you do not want to - please just complete those that you are happy to answer.

Your response will be confidential and the survey process complies with the Data Protection Act 1998. When we publish results, we do not publish individual details or data, only combined information and overall results (apart from written comments, where given, which **always** remain anonymous). Your details will **only** be used for this consultation.



Centre Park Link Consultation Questions

In total there are 12 questions about the scheme.

The first scheme question is about the new bridge over the River Mersey and new junction with Chester Road. Subsequent questions are about the details of the scheme on a street-by-street basis starting with Slutchers Lane.

Full scheme details and answers to FAQs are on the website:

www.centreparklink.co.uk

Name:

Postcode:

If you would like to be added to the consultation emailing list so we can contact you about any further developments please provide your email address below:

Email Address:

Which of the following best describes you? (tick \surd one option only)

Local resident

Local business owner

Employee in the area

Visitor to Warrington

Other (please specify):

Location	1. New Bridge over the River Mersey and Chester Road/Slutchers Lane and Gainsborough Road Junction
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • New bridge from Chester Rd to an extended Slutchers Lane • New traffic signals and improvements at the junction of Chester Road and the extended Slutchers Lane, and alterations to the junction of Chester Road and Gainsborough Road
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • New bridge and link to Slutchers Lane mean that traffic can avoid Bridgefoot Gyratory • Junction is essential to support the new link to Slutchers Lane • Junction facilitates all required vehicle movements to allow access to the new link • Pedestrian crossings are included • All movements are permitted from Gainsborough Road to Chester Road <p>Cons:</p> <ul style="list-style-type: none"> • The new signals will not eliminate queuing at this location but there will be an overall reduction in traffic on Bridgefoot and reduced overall journey times
Question	<p>Do you agree / disagree with the proposals for the Chester Road/Slutchers Lane/Gainsborough Road junction?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	2. Slutchers Lane extended to the New Bridge
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Two-way traffic flow on the full length of an improved Slutchers Lane between Wilson Patten Street and Chester Road • Left and right-turn approach lanes to the new junction at Chester Road • Pedestrian island to aid crossing the new road • Locations for potential bus stops • Removal of on-street parking on Slutchers Lane • Traffic calming on the approach to the northbound left-hand bend near the railway bridge • New footway and steps down to Wilson Patten Street from Slutchers Lane railway bridge
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Both northbound and southbound traffic movement permitted • Traffic will be able to avoid Bridgefoot Gyratory • Network Rail car park off Slutchers Lane would be accessible from both directions • Businesses off Slutchers Lane would be accessible from both directions <p>Cons:</p> <ul style="list-style-type: none"> • More vehicles will be using the Slutchers Lane junction with Wilson Patten Street, however, crossing facilities have been introduced to help pedestrians and cyclists cross the road • Parking will not be available on-street on Slutchers Lane, but alternative parking is available in nearby car parks
Question	<p>Do you agree / disagree with the proposals for Slutchers Lane?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p style="text-align: center;"> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	3. Bus Gate link to Centre Park
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Widening the bus gate, so that it could potentially be opened to all traffic in the future although, for legal reasons, this cannot be facilitated as part of these works • Enforcement of the bus gate by Automatic Number Plate Recognition
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • The bus gate will be physically capable of being opened to all traffic <u>if</u> negotiations with land owners permit opening in the future • Improved access to Centre Park for Emergency Services • The funding for the scheme is available now, so if we don't do the work now we may not have the funding available to do it in the future <p>Cons:</p> <ul style="list-style-type: none"> • It is not possible to open the bus gate immediately because of legal restrictions regarding the use of the blue bridge, unless these legal restrictions can be removed access through the bus gate will remain limited • The timetable for opening up the bus gate is not currently known and is out of the direct control of the council. Although every effort will be made to enable this aspect of the scheme to proceed, there is a possibility that the legal issues will remain unresolved
Question	<p>Are you in favour of the proposals for the Bus Gate into Centre Park?</p> <p>Yes - widen the gate now so that it can be opened as soon as possible <input type="checkbox"/></p> <p>Yes – but don't do the work until the legal issue are resolved <input type="checkbox"/></p> <p>No – don't widen the bus gate <input type="checkbox"/></p> <p>Don't know <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	4. One-way System: Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street
Proposal	<p>The principles of the one-way include:</p> <ul style="list-style-type: none"> • One-way clockwise traffic flow around Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street • New signalised junctions at Sankey Street/Winmarleigh Street and Winmarleigh Street/Wilson Patten Street • Contra-flow bus lane for buses, cyclists, taxis and Licensed Private Hire vehicles on Sankey Street • Contra-flow for cyclists on Parker Street and alternative routes for other movements
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Improved traffic flow around the town centre • Reduced journey times • Minimises traffic delays at Slutchers Lane junction • A reduction in stationary traffic on Parker Street which can create air pollution problems for nearby homes • New pedestrian crossing facility on Winmarleigh Street • Alternative or contra-flow cyclists routes will be introduced <p>Cons:</p> <ul style="list-style-type: none"> • Will lead to some increase in traffic on Winmarleigh Street but it is a wide road capable of accommodating the additional traffic • Some vehicles may have to travel further to leave the town centre, but this will be offset by reduced congestion and delay at the junctions <p>See later questions for details of each street</p>

Question	<p>Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>
Location	<p>5. Wilson Patten Street (from the junction with Winmarleigh Street to Warrington Bank Quay Station)</p>
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • One-way westbound traffic flow, towards Warrington Bank Quay Station from a new signalised junction with Winmarleigh Street • New 'Toucan' crossing at the junction with Slutchers Lane to enable pedestrians and cyclists to cross the road easily and safely • Two-way cycle lane between Arpley Street and Museum Street on the Patten Arms Hotel side of the road • Extension of the taxi rank from 5 spaces to 14 spaces
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Increases taxi rank provision • Improves public transport facilities at the station • Creates new crossing points for pedestrians and cyclists • Confident cyclists will use the road to access the station from the south, but the adjacent route will be available for less confident cyclists <p>Cons:</p> <ul style="list-style-type: none"> • Use of the two-way cycle lane to travel towards Museum Street will require cyclists to use the 'Toucan' crossing point at Slutchers Lane which is a diversion, but it does allow cyclists to avoid the busy highway area adjacent to the railway station
Question	<p>Do you agree / disagree with the proposals for Wilson Patten Street?</p>

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If you would like to say why you gave this answer please tell us below:				

Location	6. Parker Street (from Warrington Bank Quay Station to the junction with Liverpool Road)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Two lanes for vehicular traffic from Warrington Bank Quay Station to Sankey Street (northbound) • Contra-flow cycle lane from Sankey Street to the 'Toucan' crossing near Warrington Bank Quay Station (southbound) • New parking spaces provided adjacent to the houses between White Street and Sankey Street • Re-modelled junction with Liverpool Road/Crosfield Street/Sankey Street to include: <ul style="list-style-type: none"> ○ New 'Toucan' crossings to enable pedestrians and cyclists to cross the Crosfield Street, Sankey Street and Parker Street arms of the junction ○ Right-turn from Liverpool Street, ahead movement from Crosfield Street and left-turn from Sankey Street are all permitted for cyclists entering Parker Street contra-flow cycle lane.
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Creates new crossing points for pedestrians and cyclists • Creates new parking spaces • Creates a direct route southbound towards Warrington Bank Quay Station for cyclists <p>Cons:</p> <ul style="list-style-type: none"> • Drivers will need to be aware that cyclist will be travelling southbound on Parker Street – particularly at junctions, however, the presence of cyclists will be well signed and road markings will be very clear. • There is insufficient road width to provide northbound dedicated cycle facilities but the council is investigating the possibility of purchasing land to enable widening of the inside lane.
Question	<p>Do you agree / disagree with the proposals for Parker Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p style="text-align: center;"> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	7. Sankey Street (between Parker Street and Winmarleigh Street) and the junction with Winmarleigh Street
Proposal	<p>Introduce:</p> <ul style="list-style-type: none"> • Two lanes for vehicular traffic from Parker Street to Winmarleigh Street (eastbound) leading to 'ahead only' lane and 'right turn only' lane • Contra-flow bus lane for buses, cyclists, taxis and Licensed Private Hire vehicles from Winmarleigh Street to Parker Street (westbound) • Traffic lights at Sankey Street/Winmarleigh Street junction with the potential for pedestrian crossings across Sankey Street and Winmarleigh Street
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Buses, cyclists, taxis and Licensed Private Hire vehicles will have priority when leaving the town centre • Creates crossing points for pedestrians <p>Cons:</p> <ul style="list-style-type: none"> • Regular vehicles will need to follow the one-way system down Winmarleigh Street to ensure the one-way system works efficiently • A signalised junction will be needed at the junction with Winmarleigh Street, but we will use 'conservation area' black posts to minimize the visual impact of the junction
Question	<p>Do you agree / disagree with the proposals for Sankey Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	8. Winmarleigh Street (from Sankey Street to the junction with Wilson Patten Street)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • One-way traffic flow from Sankey Street to Wilson Patten Street (southbound) leading to left and right turn lanes approaching Wilson Patten Street • New signalised junction with Wilson Patten Street • Evening parking but not daytime parking (between 7am to 7pm) on the YMCA side of Winmarleigh Street (western side) to ensure free flow of traffic during the busy daytime hours • Ten minute parking space and five disabled spaces retained near Sankey Street • Two additional one-hour spaces on the approach to the junction with Palmyra Square South • Potential for a new bus stop close to the pedestrian link to the station created by removing six underused one-hour spaces on the approach to Museum Street junction • A new signalised pedestrian crossing near the junction with Museum Street • Space for the right and left turn lanes into Wilson Patten Street created by removing five underused one-hour spaces near to the car park on Wilson Patten Street
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Increases evening parking provision • Facilitates closer public transport access to the station • Creates safe crossing points for pedestrians <p>Cons:</p> <ul style="list-style-type: none"> • Will lead to some increase in traffic on Winmarleigh Street but it is a wide road capable of accommodating the additional impact • Some daytime parking spaces are lost, but these are typically occupied less than half of the day • Confident cyclists will use the road, but alternative quiet and protected routes will be available for less confident cyclists
Question	<p>Do you agree / disagree with the proposals for Winmarleigh Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

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Location	10. Crosfield Street (between Midland Way and Nicholson Street)
Proposal	<p>Introduce:</p> <ul style="list-style-type: none"> • One-way traffic flow from Midland Way to Nicholson Street (southbound) • On-street parking • Widened two-way shared use footway/cycleway on the side of the street nearest the houses
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • The signals on Froghall Lane/Midland Way/Crosfield Street junction will be simplified and this will enable us to give more signal 'green time' to Froghall Lane and Midland Way. This will improve traffic flow through the junction, reduce delay and improve journey times on Midland Way. • Stationary traffic at the north end of Crosfield Street will be removed and residents will have access to on-street parking. • The shared use facility will enable cyclists to legally travel northbound to Midland Way. If this wasn't included in the scheme it is likely that cyclists would be tempted to use the existing narrow footpath illegally – this would be very difficult to enforce and could be a hazard because of the limited space available. <p>Cons:</p> <ul style="list-style-type: none"> • Journey times from certain parts of the town centre may be slightly longer, but the reduced levels of congestion on the alternative routes should compensate for this. • Cyclists generally prefer to use 'on carriageway' measures rather than shared use paths but there was insufficient road width to introduce a separated contra-flow cycle lane.
Question	<p>Do you agree / disagree with the proposals for Crosfield Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	11. Bold Street (between Museum Street and Wilson Patten Street)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Reverse the existing one-way flow on Bold Street so you can travel from Wilson Patten Street to Museum Street • Create a contra-flow cycle gate to allow cyclists to travel in both directions
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Enables access into the town centre business area which would otherwise be hindered by the introduction of the one-way system on Winmarleigh Street • Access routes into much of the town centre business area from Bridgefoot will be shorter • Cyclist routes choices will be unaffected <p>Cons:</p> <ul style="list-style-type: none"> • Properties on Bold Street will need to exit via Museum Street or St Austins Lane, which is a small diversion
Question	<p>Do you agree / disagree with the proposals for Bold Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	12. Gainsborough Rd
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • 'Chicane' style traffic calming, with priority 'pinch-points', along the length of Gainsborough Rd to deter drivers from using this route to access the new Centre Park Link • An option to introduce this traffic calming as a temporary trial when the Centre Park Link is opened to check whether a permanent scheme is supported
Rationale	<p>Pros:</p> <ul style="list-style-type: none"> • Traffic speed will reduce with benefits for residents and pedestrians • The route will be less attractive to through traffic • Option to introduce as a temporary trial when the Centre Park Link is first opened gives residents the opportunity to see whether they are happy with the changes <p>Cons:</p> <ul style="list-style-type: none"> • On-street parking along Gainsborough Road may be affected, and traffic congestion and stationary traffic may build-up up with priority pinch-points in place
Question	<p>Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?</p> <p>Yes: <input type="checkbox"/> No: <input type="checkbox"/> Don't know: <input type="checkbox"/></p> <p>Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?</p> <p style="text-align: right;">Yes – trial it first <input type="checkbox"/></p> <p style="text-align: right;">No – put the scheme in without the trial <input type="checkbox"/></p> <p style="text-align: right;">No – don't put in the scheme at all <input type="checkbox"/></p> <p style="text-align: right;">Don't know <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p> <p>Do you live or work in any of the streets bound by Chester Road, Wilderspool</p>

	Causeway and the Ship Canal? Yes: <input type="checkbox"/> No: <input type="checkbox"/> Don't know: <input type="checkbox"/>
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About You

Warrington Borough Council is committed to promoting equality of opportunity and respect for diversity in the services we provide.

It is not compulsory to answer these questions but by doing so you are helping us to monitor the effectiveness of our services and make improvements to address any barriers to using them.

All answers will be treated in the strictest confidence and protected by the Data Protection Act 1998. Individuals will not be identified.

Thank you for helping us to deliver better quality services to you.

1. Gender (tick ✓ one option only)

Male

Female

Other (please state)

2. Is your gender identity the same as you were assigned at birth? (tick ✓ one option only)

Yes

No

3. How would you describe yourself? (tick ✓ one option only)

Bisexual

Gay man

Gay woman / Lesbian

Heterosexual / straight

Other

Prefer not to say

4. Age. Please indicate which age category you belong to: (tick ✓ one option only)

0 - 16

35 - 44

65 - 74

17 - 24

45 - 54

75 - 84

25 - 34

55 - 64

85 or over

5. Have you ever served in the British Armed Forces? (tick ✓ one option only)

Yes

No

6. Has any member of your immediate family? (tick ✓ one option only)

Yes

No

7. Do you consider yourself to have a disability, or a long-term illness, physical or mental health condition? (tick ✓ one option only)

Yes

No

If yes, please go to Q18. If no, please go to Q19.

8. What is the nature of your disability, long-term limiting condition or health problem?

(tick ✓ all that apply)

Physical disability Learning disability Mental ill health

Visual disability Hearing disability

Other, please specify

9. Caring responsibilities in your personal life. Is there anyone who relies on you for care and attention AND that you assist with their daily routines? (tick one option only)

Yes

No

10. If yes, please indicate the circumstances:

Children Adults (18 or over)

11. To which of these groups do you consider you belong? (tick one option only)

A) White

English / Welsh / Scottish / Northern Irish / British Irish

Gypsy Irish Traveller

Any other white background, please specify:

B) Mixed / Multiple ethnic groups

White and Black Caribbean White and Black African White and Asian

Any other mixed background, please specify:

C) Black / African / Caribbean

Caribbean African

Any other Black / African / Caribbean background, please specify:

D) Asian / Asian British

Indian Pakistani Bangladeshi Chinese

Any other Asian background, please specify:

E) Other ethnic group

Arab Any other ethnic group, please specify:

12. Your religion or belief. Which group below do you most identify with? (tick one option only)

No religion or belief

Christian

Buddhist

Muslim

Hindu

Sikh

Jewish

Other, please specify:

Thank you for taking the time to complete this survey.

All the survey responses will be analysed in August/September 2016 following which the results and next steps will be posted on the Council's website.

Thank you.



Warrington Borough Council, together with Warrington & Co. and Cheshire & Warrington Local Enterprise Partnership are exploring plans to help reduce traffic congestion in the town centre and encourage continued growth and investment across the town.

We would like your views on whether you think the proposals are a good idea. Take a look at the leaflet and visit the website www.centreparklink.co.uk for more details.

You can then tell us what you think by either:

- completing the questionnaire below
- completing the online questionnaire at www.centreparklink.co.uk
- emailing your comments to cpl@warrington.gov.uk

The consultation will end on Friday 12 August 2016.

To return the paper questionnaire below pop it in an envelope and post it using the FREEPOST address below:

“FREEPOST: YOUR SAY CONSULTATION”

No stamp is required.

Remember that you are not obliged to complete any question that you do not want to - please just complete those that you are happy to answer.

Your response will be confidential and the survey process complies with the Data Protection Act 1998. When we publish results, we do not publish individual details or data, only combined information and overall results (apart from written comments, where given, which **always** remain anonymous). Your details will **only** be used for this consultation.



Centre Park Link Consultation Questions

In total there are 12 questions about the scheme.

The first scheme question is about the new bridge over the River Mersey and new junction with Chester Road. Subsequent questions are about the details of the scheme on a street-by-street basis starting with Slutchers Lane.

Full scheme details and answers to FAQs are on the website:

www.centreparklink.co.uk

Name:

Postcode:

If you would like to be added to the consultation emailing list so we can contact you about any further developments please provide your email address below:

Email Address:

Which of the following best describes you? (tick one option only)

Local resident

Local business owner

Employee in the area

—

Visitor to Warrington

Other (please specify):

Locatio n	1. New Bridge over the River Mersey and Chester Road/Slutchers Lane and Gainsborough Road Junction
Questi on	<p>Do you agree / disagree with the proposals for the Chester Road/Slutchers Lane/Gainsborough Road junction?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Locatio n	2. Slutchers Lane extended to the New Bridge
Questi on	<p>Do you agree / disagree with the proposals for Slutchers Lane?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	3. Bus Gate link to Centre Park
Question	<p>Are you in favour of the proposals for the Bus Gate into Centre Park?</p> <p>Yes - widen the gate now so that it can be opened as soon as possible <input type="checkbox"/></p> <p>Yes – but don't do the work until the legal issue are resolved <input type="checkbox"/></p> <p>No – don't widen the bus gate <input type="checkbox"/></p> <p>Don't know <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	4. One-way System: Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street
Question	<p>Do you agree / disagree with the proposal to introduce a one-way system around Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	5. Wilson Patten Street (from the junction with Winmarleigh Street to Warrington Bank Quay Station)
Question	<p>Do you agree / disagree with the proposals for Wilson Patten Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p style="text-align: center;"> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	6. Parker Street (from Warrington Bank Quay Station to the junction with Liverpool Road)
Question	<p>Do you agree / disagree with the proposals for Parker Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p style="text-align: center;"> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	7. Sankey Street (between Parker Street and Winmarleigh Street) and the junction with Winmarleigh Street
Question	<p>Do you agree / disagree with the proposals for Sankey Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	8. Winmarleigh Street (from Sankey Street to the junction with Wilson Patten Street)
Question	<p>Do you agree / disagree with the proposals for Winmarleigh Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Locatio n	9. Arpley Street (between Wilson Patten Street and Museum Street) and Museum Street (between Arpley Street and Winmarleigh Street)
Questi on	<p>Do you agree / disagree with the proposals for Arpley Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p> <p>Do you agree / disagree with the proposals for Museum Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Locatio n	10. Crosfield Street (between Midland Way and Nicholson Street)
Questi on	<p>Do you agree / disagree with the proposals for Crosfield Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

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Location	11. Bold Street (between Museum Street and Wilson Patten Street)
Question	<p>Do you agree / disagree with the proposals for Bold Street?</p> <p>Strongly agree Agree Neutral Disagree Strongly</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

Location	12. Gainsborough Rd
Question	<p>Do you think the traffic calming scheme will make Gainsborough Road less attractive to through traffic?</p> <p>Yes: <input type="checkbox"/> No: <input type="checkbox"/> Don't know: <input type="checkbox"/></p> <p>Do you think the traffic calming should be introduced as a trial and removed later if residents aren't happy with it?</p> <p>Yes – trial it first <input type="checkbox"/></p> <p>No – put the scheme in without the trial <input type="checkbox"/></p> <p>No – don't put in the scheme at all <input type="checkbox"/></p> <p>Don't know <input type="checkbox"/></p> <p>If you would like to say why you gave this answer please tell us below:</p>

	<p>Do you live or work in any of the streets bound by Chester Road, Wilderspool Causeway and the Ship Canal?</p> <p>Yes: <input type="checkbox"/> No: <input type="checkbox"/> Don't know: <input type="checkbox"/></p>
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About You

Warrington Borough Council is committed to promoting equality of opportunity and respect for diversity in the services we provide.

It is not compulsory to answer these questions but by doing so you are helping us to monitor the effectiveness of our services and make improvements to address any barriers to using them.

All answers will be treated in the strictest confidence and protected by the Data Protection Act 1998. Individuals will not be identified.

Thank you for helping us to deliver better quality services to you.

13. Gender (tick ✓ one option only)

Male

Female

Other (please state)

14. Is your gender identity the same as you were assigned at birth? (tick ✓ one option only)

Yes

No

15. How would you describe yourself? (tick ✓ one option only)

Bisexual

Gay man

Gay woman / Lesbian

Heterosexual / straight

Other

Prefer not to say

16. Age. Please indicate which age category you belong to: (tick ✓ one option only)

0 - 16

35 - 44

65 - 74

17 - 24

45 - 54

75 - 84

25 - 34

55 - 64

85 or over

17. Have you ever served in the British Armed Forces? (tick ✓ one option only)

Yes

No

18. Has any member of your immediate family? (tick ✓ one option only)

Yes

No

19. Do you consider yourself to have a disability, or a long-term illness, physical or mental health condition? (tick one option only)

Yes

No

If yes, please go to Q18. If no, please go to Q19.

20. What is the nature of your disability, long-term limiting condition or health problem?

(tick all that apply)

Physical disability

Learning disability

Mental ill health

Visual disability

Hearing disability

Other, please specify

21. Caring responsibilities in your personal life. Is there anyone who relies on you for care and attention AND that you assist with their daily routines? (tick one option only)

Yes

No

22. If yes, please indicate the circumstances:

Children

Adults (18 or over)

23. To which of these groups do you consider you belong? (tick one option only)

F) White

English / Welsh / Scottish / Northern Irish /

Irish

British

Gypsy

Irish Traveller

Any other white background, please specify:

G) Mixed / Multiple ethnic groups

White and Black
Caribbean

White and Black
African

White and Asian

Any other mixed background, please specify:

H) Black / African / Caribbean

Caribbean

African

Any other Black / African / Caribbean background, please specify:

I) Asian / Asian British

Indian Pakistani Bangladeshi Chinese

Any other Asian background, please specify:

J) Other ethnic group

Arab Any other ethnic group,
please specify:

24. Your religion or belief. Which group below do you most identify with?
(tick one option only)

No religion or belief Christian Buddhist
Muslim Hindu Sikh
Jewish Other, please specify:

Thank you for taking the time to complete this survey.

All the survey responses will be analysed in August/September 2016 following which the results and next steps will be posted on the Council's website.

Thank you.

Appendix b – branding



Appendix c – website

The screenshot shows the website for the Centre Park Link project. At the top, the Warrington Borough Council logo is on the left, and a search bar with a 'Go' button is on the right. Below the logo is a navigation menu with links for Services, Jobs, Your Warrington, News and events, Consultations, and Contact Us. An 'Accessibility' link is located in the bottom right corner of the header. The main content area has a breadcrumb trail: Home / Develop Warrington / Warrington waterfront / Centre Park Link. The title 'Centre Park Link' is displayed in a large, bold font. Below the title is a graphic featuring a purple wavy line, silhouettes of cars in red, purple, and orange, a traffic light, a construction cone, and silhouettes of a family (a man, a woman, and a child). A light blue horizontal bar contains four navigation options, each with an icon and a title: a double-headed arrow for 'Centre Park Link' (Background information), a hard hat for 'The project' (More information on the proposals), an information icon for 'FAQs' (Your questions answered), and a document icon for 'Have your say' (Consultation).

WARRINGTON
Borough Council

Search...





Services Jobs Your Warrington News and events Consultations Contact Us [Accessibility](#)

Home / Develop Warrington / Warrington waterfront / Centre Park Link

Centre Park Link

CENTREPARKLINK

Centre Park Link

- 
Centre Park Link
Background information
- 
The project
More information on the proposals
- 
FAQs
Your questions answered
- 
Have your say
Consultation

What is the Centre Park Link project?

We're planning to build a new bridge across the River Mersey that will connect Chester Rd to the town centre via Slutchers Lane. A large public consultation on the scheme principles was undertaken in November - December last year. The results of the consultation were largely positive (see consultation summary below).

Since January, we've been looking at the scheme in more detail to try and address the issues raised at last December's consultation. We've now got a revised scheme and are starting a second, more detailed, round of consultation on the 4 July 2016.

We're seeking your views on the detailed designs of the proposed:

- One-way south bound traffic flow on Crosfield Street (between Midland Way and Nicholson Street)
- One-way clockwise traffic flow around Parker Street/ Sankey Street/ Winmarleigh Street/ Wilson Patten Street, as well as changes to Museum St and Bold St and to kerbside parking and loading restrictions
- Two-way flow on Slutchers Lane between Wilson Patten Street and Chester Road
- New traffic signals at the junction of Chester Road and the new link road and alterations to the junction of Chester Road and Gainsborough Road
- Traffic calming in the Gainsborough Road area

If you'd like to take the opportunity to influence the final scheme design, please attend an event or respond to our [online questionnaire](#).

The events schedule is:

- Mon 4 July, Palmyra, Pyramid (4pm - 7pm)
- Tues 5 July, Centre Park, Village Hotel (4pm - 7pm)
- Wed 6 July, Gainsborough, St Werburghs (4pm - 7pm)
- Thurs 7 July, Crosfield Street, Bank Park Pavilion (4pm - 7pm)
- Fri 8 July, Golden Square Shopping Centre (All day)
- Sat 9 July, Golden Square Shopping Centre (All day)

The closing date for consultation responses will be **Friday 12 August 2016**.

Appendix d – emails to database of contacts

1)

From: Centre Park Link
Sent: 28 June 2016 14:54
To: Centre Park Link
Subject: Centre Park Link Consultation

Dear Sir/Madam

You have shown an interest in transport issues in Warrington Borough Council, so I am writing to advise you that revised plans for a major new road link scheme in Warrington will be unveiled on Monday 4th July, following a positive initial response from the public.

More than 1,000 people gave feedback on Warrington Borough Council's proposed Centre Park Link scheme at the public consultation undertaken in December last year.

The Council has built that feedback into improved plans which would see a new bridge across the River Mersey to connect Chester Road to the town centre via Slutchers Lane and the introduction of a number of one-way streets around the town centre.

A series of **public drop-in sessions are being held across Warrington from Monday 4th July** where people can have their say about the proposals and speak with members of the team. Events are being held at Parr Hall, the Village Hotel, St Werburghs Centre, Bank Park pavilion and Golden Square.

People are being asked for their thoughts on key details including a proposed one-way southbound traffic flow on Crosfield Street, a one-way clockwise traffic flow with complementary improvement measures in the town centre and improvements to the existing two-way flow on Slutchers Lane linked to the new River Mersey crossing from Chester Rd.

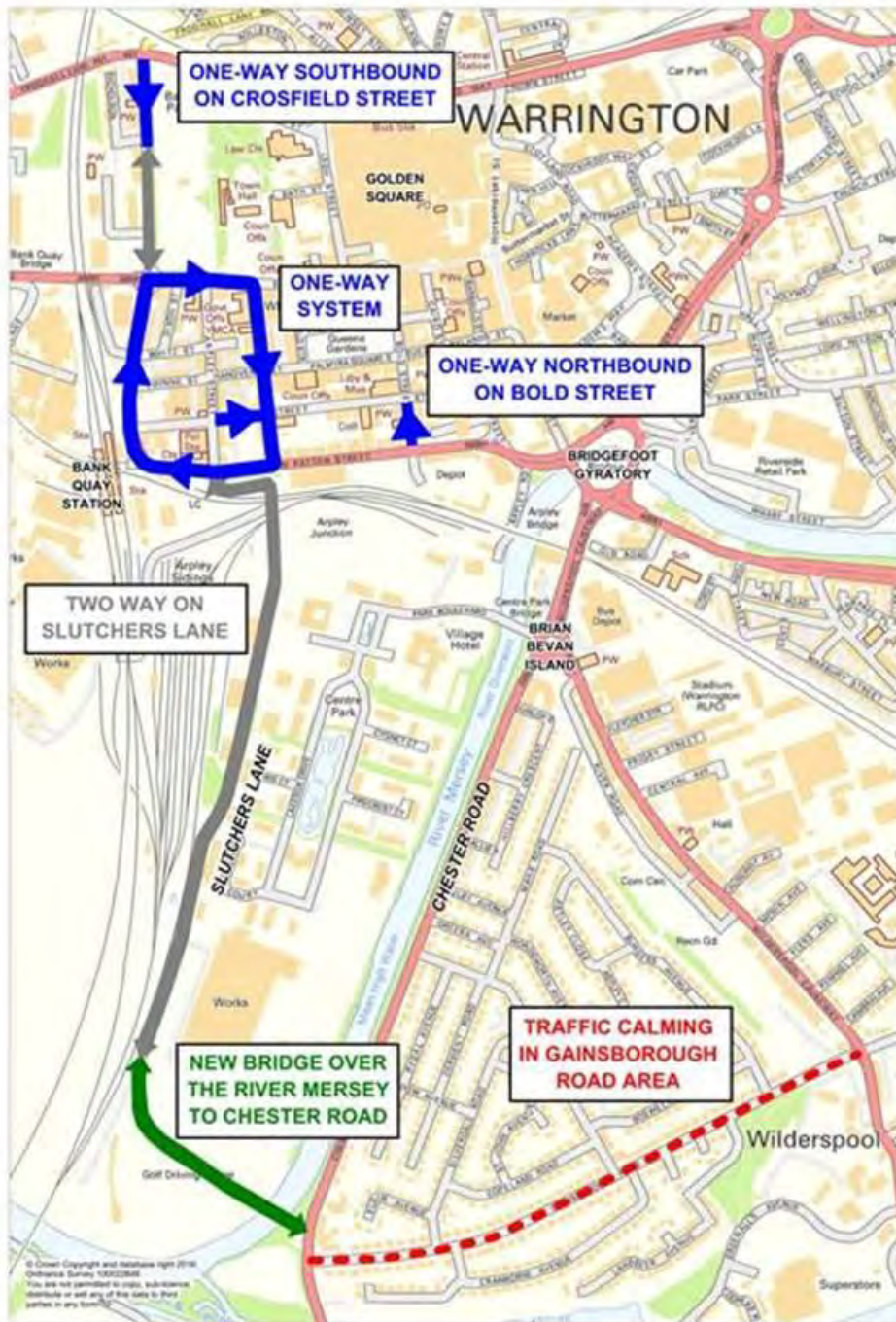
The council is also interested in views on new junction arrangements on Chester Road and traffic calming proposals for the Gainsborough Road area.

A full and up-to-date event timetable is available at www.centreparklink.co.uk, where you will be able to **find out more about the plans and leave feedback online from Monday 4th July**. You can also send your comments to FREEPOST: YOUR SAY CONSULTATION.

The closing date for consultation responses will be Friday 12th August 2016.

Current event timetable:

- Mon 4th July, Palmyra, Pyramid (4pm – 7pm)
- Tues 5th July, Centre Park, Village Hotel (4pm – 7pm)
- Wed 6th July, Gainsborough, St Werburghs (4pm – 7pm)
- Thurs 7th July, Crosfield Street, Bank Park Pavilion (4pm – 7pm)
- Fri 8th July, Golden Square Shopping Centre (All day)
- Sat 9th July, Golden Square Shopping Centre (All day)



If you would prefer to be removed from our list of consultees please respond to this email with the word REMOVE in the subject line.

Kind regards,

The Centre Park Link Project Team

Warrington Borough Council

2)

Centre Park Link – Update

I am writing to let you know that the final public consultation events for the Centre Park Link highways scheme will be today and tomorrow in Golden Square. The display boards will be near to Paperchase and the team will be available to discuss the scheme and answer any questions you may have.

The consultation materials, including plans of all the proposals, will be available on the website for a further 5 weeks along with the consultation questionnaire. Please visit www.centreparklink.co.uk for information and to fill in a questionnaire.

Kind regards,

The Centre Park Link Team

Transport for Warrington

Warrington Borough Council

Economic Regeneration, Growth & Environment

3rd Floor New Town House, Buttermarket Street

Warrington, WA1 2NH

Appendix e – social media

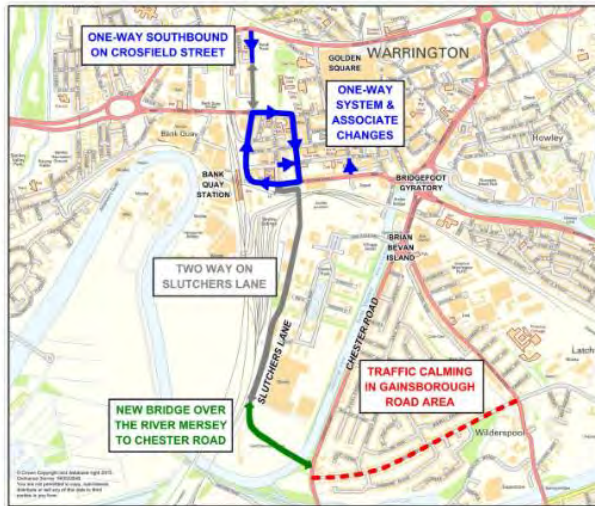
Examples of social media coverage

Monday 27th June



Warrington Council @WarringtonBC - Jun 27

Revised plans for major new road link scheme in Warrington to be unveiled - have your say!: ow.ly/deuR301Fz9j



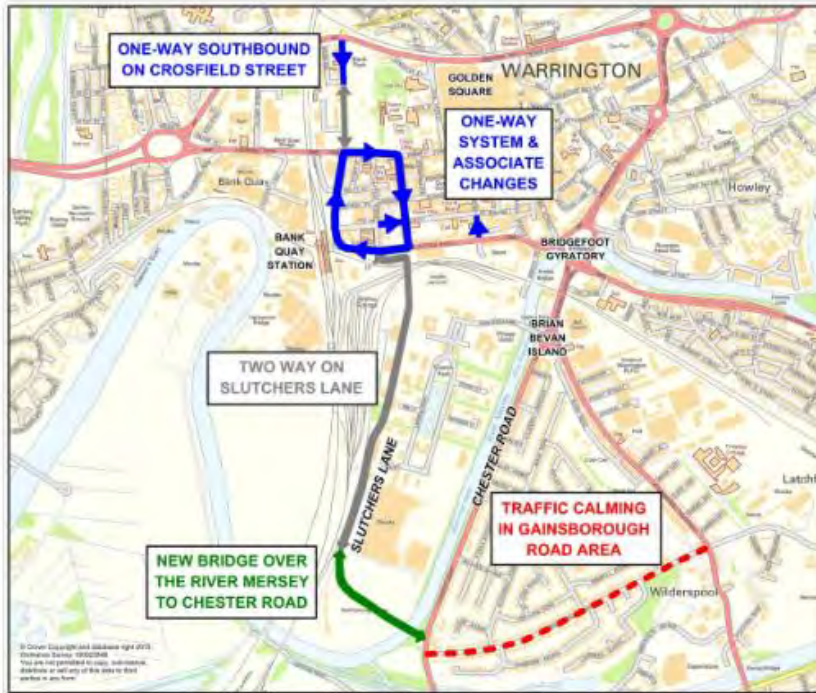
12 4

Develop Warrington Retweeted



Warrington Council @WarringtonBC - Jun 27

Revised plans for major new road link scheme in Warrington to be unveiled - have your say! ow.ly/deuR301Fz9j



12 4

Tuesday 28th June



Warrington Guardian @warringtonnews - 15h

Revised plan for £19.3m Centre Park link scheme to be unveiled on Monday

@WarringtonBC



Revised plan for £19.3m Centre Park link scheme to be unveiled on M...
A REVISED plan for the £19.3 million Centre Park link scheme set to bring the town's traffic nightmare to an end will be unveiled on Monday...
warringtonguardian.co.uk

4 1



thisischeshire @thisischeshire - Jun 28

Latest News: Revised plan for £19.3m **Centre Park link** scheme to be unveiled on Monday: A REVISED plan for the... bit.ly/290vq3N

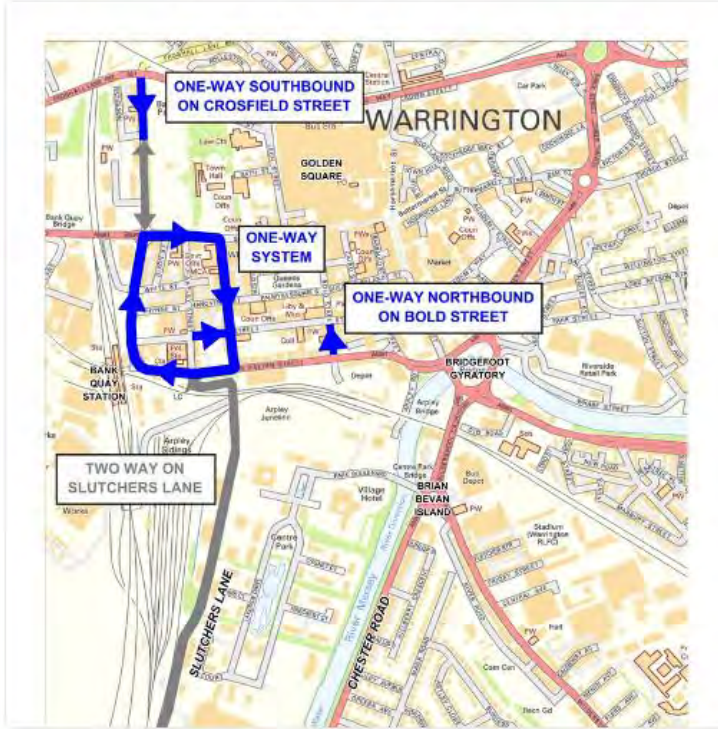
4 1



CHESHIRE @DailyCHESHIRE · Jun 28
 Revised plan for £19.3m **Centre Park link** scheme to be unveiled on Monday
bit.ly/290vq3N #Cheshire



Develop Warrington @WBC_Develop · Jun 28
 Revised plans for major new road link scheme in Warrington to be unveiled - have your say - ow.ly/deuR301Fz9j



Wednesday 29th June



David Mowat MP @mowat4ws · Jun 29
 New consultation from @warringtonbc on **Centre Park Link** and new bridge in #Warrington. Click here to have your say:
warrington.gov.uk/info/201282/ce...

Monday 4th July



Warrington Council @WarringtonBC · 1h

Have your say on exciting plans for major new Warrington road scheme, **Centre Park Link**: ow.ly/JGEZ301Ubx4



← ↻ 1 ❤️ 1 ⋮

Thursday 7th July



Warrington Council @WarringtonBC · Jul 7

Want to find out more about our new Centre Park Link? Look out for our stand in Golden Square Friday and Saturday.



← ↻ 3 ❤️ 5 ⋮

Tuesday 2nd August



made in Warrington @WA_made · Aug 2

Last chance to have a say on **Centre Park Link** bit.ly/2aN5pZY #WAmade #warrington



Wednesday 3rd August



Warrington Guardian @warringtonnews · Aug 3

Final chance to have your say on £19.3m **Centre Park link** scheme bit.ly/2azbpRB



Cheshire Today News @Cheshire_News · Aug 3

Centre Park Link consultation nears end

Centre Park Link consultation nears end

Improved plans for the Centre Park Link scheme were shared at a number of public drop-in events and Warrington Borough Council is keen to hear as much...

cheshire-today.co.uk



Thursday 4th August



warrington-worldwide @warringtonworld · Aug 4

Last chance to have a say on **Centre Park Link** buff.ly/2aUC6VF



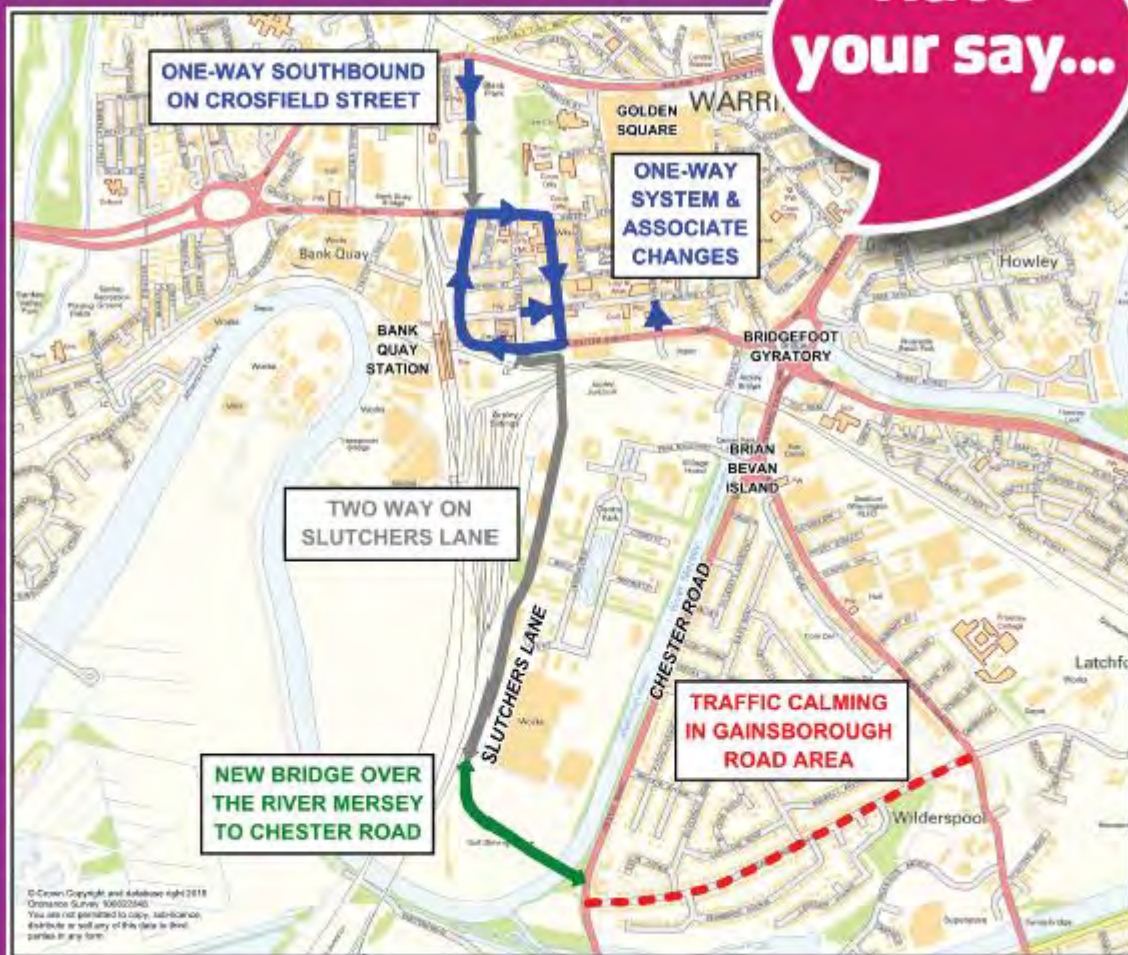
CENTREPARKLINK



Growing a Strong Warrington

Find out more

Have your say...





Get involved

You may be aware that Warrington Borough Council is planning to build a new bridge across the River Mersey that will connect Chester Rd to the town centre via Slutchers Lane. A large public consultation on the scheme principles was undertaken in December last year. The results of the consultation were largely positive and a summary is available at centreparklink.co.uk. The main feedback we received was that the new route on Slutchers Lane should be two-way and that there are concerns about traffic on Gainsborough Road.

Since January, the council has been looking at the scheme in more detail to try and address the issues raised at the December consultation. We have now got a revised scheme and are starting a second, more detailed, round of consultation on the 4th July 2016.

We are seeking your views on the detailed designs of proposed:

- One-way south-bound traffic flow on Crosfield Street (between Midland Way and Nicholson Street)
- One-way clockwise traffic flow around Parker Street/ Sankey Street/ Winmarleigh Street/ Wilson Patten Street, as well as changes to Museum Street and Bold Street and to kerbside parking and loading restrictions
- Two-way flow on Slutchers Lane between Wilson Patten Street and Chester Road
- New traffic signals at the junction of Chester Road and the new link road and alterations to the junction of Chester Road and Gainsborough Road
- Traffic calming in the Gainsborough Road area

We are particularly keen to discuss the details of the scheme with you at one of our public consultation events in July.

Help to influence the final scheme design by attending one of the drop-in events below or use our online questionnaire at

www.centreparklink.co.uk

The events schedule is:

- | | | |
|-----------------------|-----------|-----------------------------------|
| • Mon 4 July | 4pm - 7pm | Parr Hall, Palmyra Square |
| • Tues 5 July | 4pm - 7pm | Village Hotel, Centre Park |
| • Wed 6 July | 4pm - 7pm | St Werburgh's Centre, Irwell Road |
| • Thurs 7 July | 4pm - 7pm | Bank Park Café, Crosfield Street |
| • Fri 8 July | All day | Golden Square Shopping Centre |
| • Sat 9 July | All day | Golden Square Shopping Centre |

The closing date for consultation responses will be Friday 12th August 2016.

If you would like to be added to an email list to receive updates about the scheme, please send an email to cpl@warrington.gov.uk

CENTREPARKLINK



Find out more



Warrington Borough Council and Partners are progressing plans for the Centre Park Link scheme.

This will see the construction of a new highway link between Chester Road and Wilson Patten Street, including a new bridge across the River Mersey and improvements to Slutchers Lane, which will be open to all traffic in both directions. The scheme also includes proposals to introduce (or reverse) a number of one-way streets around the town centre, most with new contra-flow cycle facilities.

The scheme offers a fantastic opportunity to improve journey times.

We consulted with over 1000 people during the first round of consultation last December. The latest plans are based on this initial feedback and we need your views again to help us decide what is now going to be built.

A series of public drop-in sessions are being held across Warrington from Monday 4th July where you can have your say and speak with members of the Council's Highways team.

Drop-in event timetable:

Mon 4 July	• 4pm - 7pm	Parr Hall, Palmyra Square
Tues 5 July	• 4pm - 7pm	Village Hotel, Centre Park
Wed 6 July	• 4pm - 7pm	St Werburgh's Centre, Irwell Road
Thurs 7 July	• 4pm - 7pm	Bank Park Café, Crosfield Street
Fri 8 July	• All day	Golden Square Shopping Centre
Sat 9 July	• All day	Golden Square Shopping Centre

A full and up-to-date event timetable is available at www.centreparklink.co.uk, where you can also find out more about the plans and leave feedback online.

You can also send your comments to FREEPOST: YOUR SAY CONSULTATION.

The closing date for consultation responses will be Friday 12th August 2016.



Appendix h – press releases

REVISED PLANS FOR MAJOR INFRASTRUCTURE SCHEME UNVEILED

Revised plans for a major new road link scheme will be unveiled on **Monday 4th July** following a positive initial response from the public.

More than 1000 people gave feedback on the Council's proposed Centre Park Link scheme at the public consultation undertaken in December last year.

Warrington Borough Council has built that feedback into improved plans which would see a new bridge across the River Mersey to connect Chester Road to the town centre via Slutchers Lane and the introduction of a number of one-way streets around the town centre.

A series of public drop-in sessions are being held across Warrington from Monday 4th July where local people can have their say about the proposals and speak with members of the team. Events are being held at Parr Hall, the Village Hotel, St Werburghs Centre, Bank Park pavilion and Golden Square.

Local people are being asked for their thoughts on key details including a proposed one-way southbound traffic flow on Crosfield Street, a one-way clockwise traffic flow with complementary improvement measures in the town centre and improvements to the existing two-way flow on Slutchers Lane linked to the new River Mersey crossing from Chester Rd.

The council are also interested in views on new junction arrangements on Chester Road and traffic calming proposals for the Gainsborough Road area.

Cllr Hans Mundry, Executive Member for highways, transportation and public realm, said: "The people of Warrington were hugely positive about the Centre Park Link scheme when we shared it with them last year, so we hope these revised plans generate the same response.

"Feedback from the previous consultation was vital in shaping the plans and, by understanding local concerns, we can now deliver a project that not only addresses Warrington's traffic issues and explores the town's huge potential, but minimises its impact on local people."

A full and up-to-date event timetable is available at www.centreparklink.co.uk, where you can also find out more about the plans and leave feedback online. You can also send your comments to FREEPOST: YOUR SAY CONSULTATION.

The closing date for consultation responses will be **Friday 12th August 2016**.

If you would like to be added to an email list to receive updates about the scheme, please send an email to cpl@warrington.gov.uk

Current event timetable:

- Mon 4th July, Palmyra, Pyramid (4pm – 7pm)
- Tues 5th July, Centre Park, Village Hotel (4pm – 7pm)
- Wed 6th July, Gainsborough, St Werburghs (4pm – 7pm)
- Thurs 7th July, Crosfield Street, Bank Park Pavilion (4pm – 7pm)
- Fri 8th July, Golden Square Shopping Centre (All day)
- Sat 9th July, Golden Square Shopping Centre (All day)

ENDS

For further information, please contact the Damian Richards-Clarke, Press Officer, on 01925 443322 or email cpl@warrington.gov.uk

LAST CHANCE TO HAVE YOUR SAY ON CENTRE PARK LINK

The people of Warrington are being urged to have their say on proposals for a major infrastructure scheme before the consultation period closes next week.

Improved plans for the Centre Park Link scheme were shared with the public last month at a number of public drop-in events across Warrington, and the council are keen to hear as much feedback as possible on the plans before the consultation closes on Friday 12th August.

More than 1,000 people commented on the initial Centre Park Link proposals last year and a number of changes were made to the plans based on community feedback.

The updated scheme includes a proposed one-way southbound traffic flow on Crosfield Street, a one-way clockwise traffic flow with complementary improvement measures in the town centre and improvements to the existing two-way flow on Slutchers Lane linked to the new River Mersey crossing from Chester Road.

It also involves a new junction arrangements on Chester Road and traffic calming proposals for the Gainsborough Road area,

Cllr Hans Mundry, Executive Member for highways, transportation and public realm, said: “So far we’ve had a fantastic response to this second consultation for the scheme, but with this being such a significant project we really want to hear from as much as the Warrington community as possible.

“Centre Park Link provides us with a great opportunity to maximise the economic potential of Warrington and help ease traffic so it’s important local people have their input to shape the scheme.”

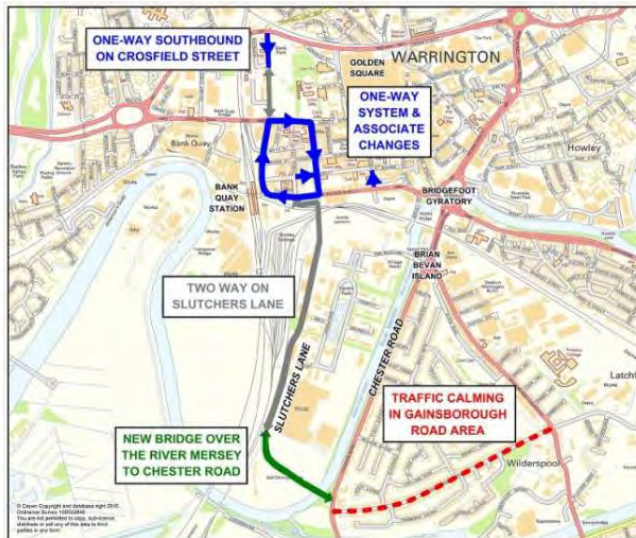
The plans are available to view at the council website and www.centreparklink.co.uk alongside an online questionnaire, and comments are also being encouraged via the cpl@warrington.gov.uk email address and free of charge by post to FREEPOST: YOUR SAY CONSULTATION.

For further information, please contact the Damian Richards-Clarke, Press Officer, on 01925 443322 or email cpl@warrington.gov.uk

Appendix i – coverage

Warrington Guardian – 28 June 2016

Revised plan for £19.3m Centre Park link scheme to be unveiled on Monday



The revised plan will be unveiled on Monday

28 Jun 2016



Don't be the last to know! Get the latest local news straight to your inbox.

Sign up

A REVISED plan for the £19.3 million Centre Park link scheme set to bring the town's traffic nightmare to an end will be unveiled on Monday, July 4.

It follows a positive public response after more than 1,000 residents gave feedback during the consultation stage last December.

The council has 'built' the feedback into the new vision.

A key part of the plan is the construction of a crossing over the River Mersey to connect Chester Road to the town centre via Slutchers Lane – it could be completed by 2018.

A number of one-way streets around the town centre would also be introduced as part of the move.

Public drop-in sessions are being held across Warrington from Monday to give people the chance to have their say about the proposals and speak with members of the team.

Events are being held at Parr Hall, the Village Hotel, St Werburgh's Centre, Bank Park pavilion and Golden Square.

Residents are being asked for their thoughts on key details including a proposed one-way southbound traffic flow on Crosfield Street, a one-way clockwise traffic flow with complementary improvement measures in the town centre and improvements to the existing two-way flow on Slutchers Lane linked to the new River Mersey crossing from Chester Road.

The council is also interested in views on new junction arrangements on Chester Road and traffic-calming proposals for the Gainsborough Road area.

Cllr Hans Mundry, executive board member for highways, transportation and public realm, said: "The people of Warrington were hugely positive about the Centre Park link scheme when we shared it with them last year, so we hope these revised plans generate the same response.

"Feedback from the previous consultation was vital in shaping the plans and, by understanding concerns, we can now deliver a project that not only addresses Warrington's traffic issues and explores the town's huge potential, but minimises its impact on people."

To view the event timetable visit centreparklink.co.uk or to receive updates about the scheme e-mail cpl@warrington.gov.uk

The closing date for consultation responses is August 12.

The current event timetable:

- Mon 4th July, Palmyra, Pyramid (4pm – 7pm)
- Tues 5th July, Centre Park, Village Hotel (4pm – 7pm)
- Wed 6th July, Gainsborough, St Werburghs (4pm – 7pm)
- Thurs 7th July, Crosfield Street, Bank Park Pavilion (4pm – 7pm)
- Fri 8th July, Golden Square Shopping Centre (All day)
- Sat 9th July, Golden Square Shopping Centre (All day)

Warrington Worldwide – 29 June 2016



Improved town centre road scheme to go on show



BY DAVID SKENTELBERY ON 29TH JUNE 2016 7:00 AM

NEWS

REVISED plans for a major new road link scheme in Warrington will be unveiled next week following a positive initial response from the public.

More than 1,000 people gave feedback on Warrington Borough Council's proposed Centre Park Link scheme at a public consultation undertaken in December last year. Council chiefs have built that feedback into improved plans which would see a new bridge across the River Mersey to connect Chester Road to the town centre via Slutchers Lane and the introduction of a number of one-way streets around the town centre.

A series of public drop-in sessions are being held across Warrington from Monday (July 4) where people can have their say about the proposals and speak with members of the team.

Events are being held at Parr Hall, the Village Hotel, St Werburghs Centre, Bank Park pavilion and Golden Square.

People are being asked for their thoughts on key details including a proposed one-way southbound traffic flow on Crosfield Street, a one-way clockwise traffic flow with complementary improvement measures in the town centre and improvements to the existing two-way flow on Sluthers Lane linked to the new River Mersey crossing from Chester Road.

The council is also interested in views on new junction arrangements on Chester Road and traffic calming proposals for the Gainsborough Road area.

Cllr Hans Mundry, the council's lead member for highways, transportation and public realm, said: "The people of Warrington were hugely positive about the Centre Park Link scheme when we shared it with them last year, so we hope these revised plans generate the same response.

"Feedback from the previous consultation was vital in shaping the plans and, by understanding local concerns, we can now deliver a project that not only addresses Warrington's traffic issues and explores the town's huge potential, but minimises its impact on local people."

A full and up-to-date event timetable is available at www.centreparklink.co.uk and feedback can be left online.

Comments can also be sent to FREEPOST: YOUR SAY CONSULTATION.

Closing date for consultation responses will be Friday August 12.

Anyone who would like to be added to an email list to receive updates about the scheme should send an email to cpl@warrington.gov.uk

Current event timetable:

- Mon July 4, Palmyra, Pyramid (4pm – 7pm)
- Tues July 5, Centre Park, Village Hotel (4pm – 7pm)
- Wed July 6, Gainsborough, St Werburghs (4pm – 7pm)
- Thurs July 7, Crosfield Street, Bank Park Pavilion (4pm – 7pm)
- Fri July 8, Golden Square (All day)
- Sat July 9, Golden Square Shopping Centre (All day)

Warrington & Co – 29 June 2016



Centre Park Link consultation

29 June, 2016

CATEGORY: LATEST NEWS  0

Revised plans for a major new road link scheme in Warrington will be made available for consultation on Monday 4th July, following a positive initial response from the public.

More than 1,000 people gave feedback on Warrington Borough Council's proposed Centre Park Link scheme at the public consultation undertaken in December last year.

The Council has built that feedback into improved plans which would see a new bridge across the River Mersey to connect Chester Road to the town centre via Slutchers Lane and the introduction of a number of one-way streets around the town centre.

A series of public drop-in sessions are being held across Warrington from Monday 4th July where people can have their say about the proposals and speak with members of the team. Events are being held at Parr Hall, the Village Hotel, St Werburghs Centre, Bank Park pavilion and Golden Square.

People are being asked for their thoughts on key details including a proposed one-way southbound traffic flow on Crosfield Street, a one-way clockwise traffic flow with complementary improvement measures in the town centre and improvements to the existing two-way flow on Slutchers Lane linked to the new River Mersey crossing from Chester Rd.

The council is also interested in views on new junction arrangements on Chester Road and traffic calming proposals for the Gainsborough Road area.

A full and up-to-date event timetable is available at www.centreparklink.co.uk, where you will be able to find out more about the plans and leave feedback online from the 4th July. You can also send your comments to FREEPOST: YOUR SAY CONSULTATION.

The closing date for consultation responses will be Friday 12th August 2016.

Final chance to have your say on £19.3m Centre Park link scheme



The Centre Park link scheme is set to ease the town's congestion woes

3 Aug 2016 / Aran Dhillon, Reporter / [@arandhillon92](#)

TIME is running out for residents to have their say on the £19.3 million infrastructure plan set to 'improve Warrington's economic potential' and ease congestion woes.

Improvements to the Centre Park link scheme have been shared at a number of public drop-in events.

But council chiefs want to receive further feedback before the consultation closes on August 12.

The updated version includes a proposed one-way southbound traffic flow on Crosfield Street, a one-way clockwise traffic flow, with improvement measures, in the town centre and improvements to the existing two-way flow on Slutchers Lane linked to the new Mersey crossing from Chester Road.

It also involves a new junction arrangements on Chester Road and 'traffic-calming' proposals around Gainsborough Road.

Cllr Hans Mundry, executive member for highways, said: "Centre Park link provides us with a great opportunity to improve the economic potential of Warrington and help ease traffic so it's important Warrington people have their input to shape the scheme."

To see the plans visit centreparklink.co.uk or to submit comments e-mail cpl@warrington.gov.uk

Centre Park Link consultation nears end

Improved plans for the Centre Park Link scheme were shared at a number of public drop-in events and Warrington Borough Council is keen to hear as much feedback as possible before the consultation closes on Friday 12 August.

More than 1,000 people commented on the initial Centre Park Link proposals last year and a number of changes were made to the plans – based on community feedback.

The updated scheme includes a proposed one-way southbound traffic flow on Crosfield Street; a one-way clockwise traffic flow, with improvement measures, in the town centre and improvements to the existing two-way flow on Slutchers Lane linked to the new Mersey crossing from Chester Road.

It also involves a new junction arrangements on Chester Road and traffic calming proposals for the Gainsborough Road area.

Councillor Hans Mundry, executive member for highways, said: “So far we’ve had a fantastic response to this second consultation for the scheme, but with this being such a significant project we really want to hear from as many people as possible.

“Centre Park Link provides us with a great opportunity improve the economic potential of Warrington and help ease traffic so it’s important Warrington people have their input to shape the scheme.”

The plans are available to view at the council website and centreparklink.co.uk

Appendix j - events

Drop-in event timetable:

Mon 4 July	• 4pm - 7pm	Parr Hall, Palmyra Square
Tues 5 July	• 4pm - 7pm	Village Hotel, Centre Park
Wed 6 July	• 4pm - 7pm	St Werburgh's Centre, Irwell Road
Thurs 7 July	• 4pm - 7pm	Bank Park Café, Crosfield Street
Fri 8 July	• All day	Golden Square Shopping Centre
Sat 9 July	• All day	Golden Square Shopping Centre

Appendix k – Briefing notes

Contact centres:

Centre Park Link consultation briefing note – Warrington Borough Council 23/06/2016

Overview

You may be aware that Warrington Borough Council has plans to build a new bridge across the River Mersey to connect Chester Road to the Town Centre via Slutchers Lane. We undertook a public consultation on the scheme principles last December and, following a largely positive response, we have been looking at the scheme in more detail to address the issues that were raised.

We have now got a revised scheme taking into account the comments and are starting a second, more detailed, round of public consultation on the 4th July. We will send some leaflets and posters to you in order to share information relating to the scheme and drive awareness of the upcoming consultation events.

There are a number of key detailed designs we are consulting on in particular, and the main elements are listed in the summary below.

Key proposals

- 1) **New Bridge over the River Mersey and new signalised junction at Chester Road/Slutchers Lane/Gainsborough Road**
- 2) **Two-way Slutchers Lane extended to from Wilson Patten Street to the New Bridge**

This element of the scheme proposes to include:

- Two-way traffic flow the full length of an improved Slutchers Lane between Wilson Patten Street and Chester Street (this is a change requested in the November consultation event)
- 3) **Widen the bus gate into centre park** – so that it is capable of being opened to two-way traffic in the future when legal issues have been resolved
 - 4) **One-way clockwise traffic flow around the town centre (Parker Street - Sankey Street - Winmarleigh Street - Wilson Patten Street)**

The principles of the one-way include:

- One-way clockwise traffic flow around Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street
- New signalised junctions at Sankey Street/Winmarleigh Street and Winmarleigh Street/Wilson Patten Street
- Contra-flow bus lane for buses, cyclists and taxis on Sankey Street
- Contra-flow for cyclists on Parker Street and alternative routes for other movements
- Changes to kerbside parking and loading restrictions

- 5) **Changes to Crosfield Street (between Midland Way and Nicholson Street)**

The proposal includes introducing:

- One-way southbound traffic flow
- On-street parking
- Widened shared use footpath/cycle path on the eastern side

6) **Changes to Museum Street and Bold Street:**

Alterations to Museum Street include:

- Introduction of one-way eastbound traffic flow, between Arpley Street and Winmarleigh Street, to stop rat running through the residential area from the town centre
- Create a contra-flow gate to allow cyclists to travel in both directions
- Move parking spaces to north side of the road

Proposed changes to Bold Street include:

- Reverse the existing one-way flow from southbound to northbound, to enable access into the town centre from Wilson Patten Street
- Create a contra-flow gate to allow cyclists to travel in both directions

7) **Traffic calming in the Gainsborough Road area**

Includes:

- 'Chicane' style traffic calming, with priority 'pinch-points', along the length of Gainsborough Rd to deter drivers from using this route to access the new Centre Park Link
- Option to introduce this traffic calming as a temporary trial when the Centre Park Link is first opened

Consultation events

We are particularly keen to discuss the details of the scheme with people at our public consultation events in July, and there are a number of these across the w/c Monday 4th July in different locations to give people the opportunity to see the plans and speak with the project team, as well as provide feedback.

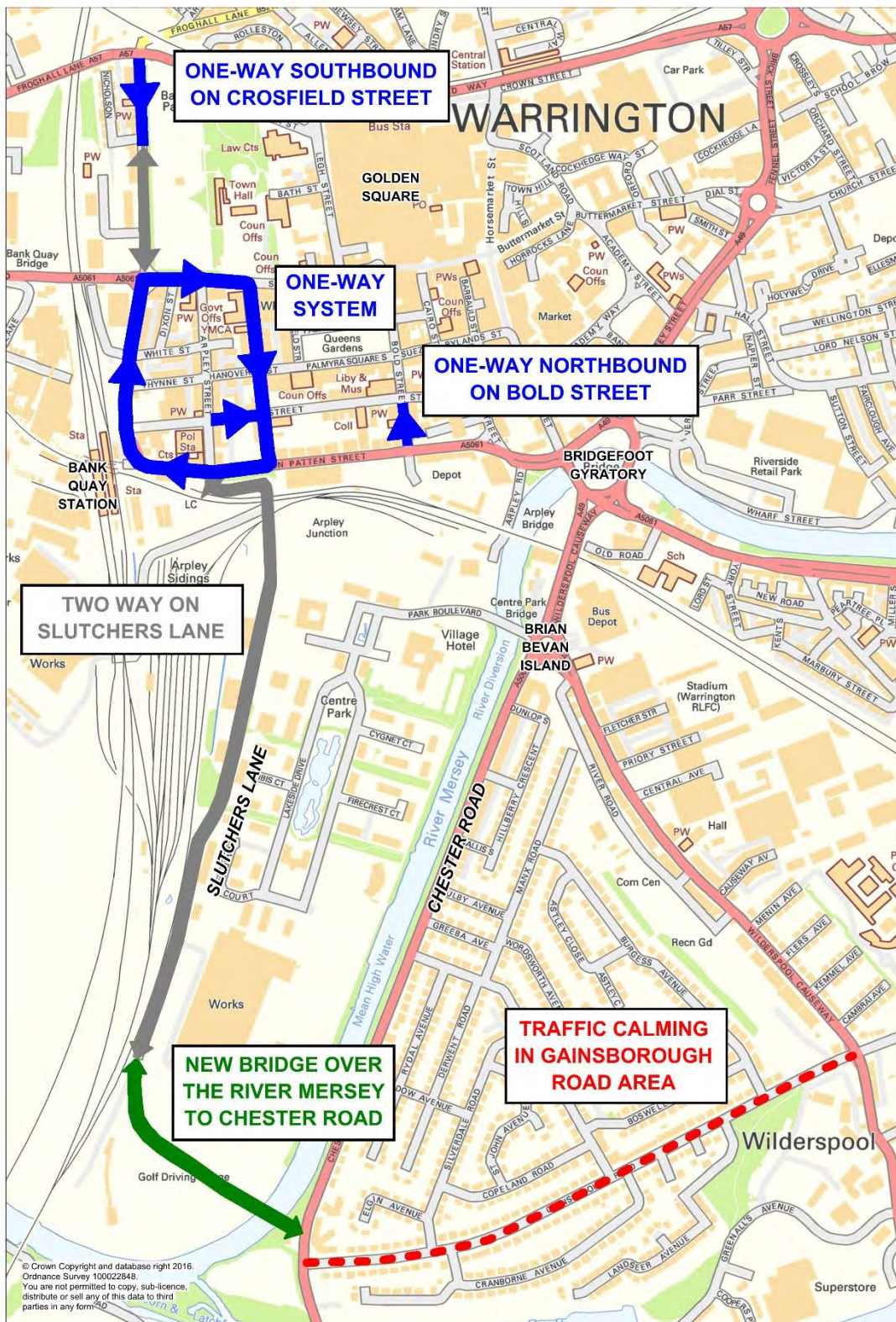
The events schedule is:

Monday 4th July	4pm – 7pm	Parr Hall, Palmyra Square
Tuesday 5th July	4pm – 7pm	Village Hotel, Centre Park
Wednesday 6th July	4pm – 7pm	St Werburgh's Centre, Irwell Road
Thursday 7th July	4pm – 7pm	Bank Park Café, Crosfield Street
Friday 8th July	All day	Golden Square Shopping Centre
Saturday 9th July	All day	Golden Square Shopping Centre

Next steps

The closing date for all consultation responses will be Friday 12th August. Feedback can be submitted prior to this date either by attending a drop-in session, emailing cpl@warrington.gov.uk or submitting an online questionnaire at www.centreparklink.co.uk. Further information regarding the scheme is also available at this web address. You also write to us at FREEPOST: YOUR SAY CONSULTATION.

Should you require any assistance or further information, contacts for the scheme are Jamie Birtles 2687 (project manager) or Mia Crowther 3243 (consultation lead).



Councillors:



Warrington Borough Council is planning to build a new bridge across the River Mersey that will connect Chester Rd to the town centre via Slutchers Lane. A large public consultation on the scheme principles was undertaken in December last year, with a largely positive response. The main feedback we received was that the new route on Slutchers Lane should be two-way and that there are concerns about traffic on Gainsborough Road.

Since January we have been looking at the scheme in more detail to address these issues, and are now consulting the public on a revised set of plans, beginning on 4th July 2016.

An overview of the proposed works includes:

- One-way south bound traffic flow on Crosfield Street (between Midland Way and Nicholson Street)
- One-way clockwise traffic flow around Parker Street/ Sankey Street/ Winmarleigh Street/ Wilson
- Patten Street, as well as changes to Museum St and Bold St and to kerbside parking and loading restrictions
- Two-way flow on Slutchers Lane between Wilson Patten Street and Chester Road
- New traffic signals at the junction of Chester Road and the new link road and alterations to the junction of Chester Road and Gainsborough Road
- Traffic calming in the Gainsborough Road area

Key benefits

Centre Park Link is a significant infrastructure project which aims to support the economic growth and regeneration of Warrington with substantial benefits for the local community. Centre Park Link will aim to:

- Provide enhanced reliability and predictability of journeys on the transport network
- Provide improved journey times at key pinch points
- Provide additional route options and resilience
- Support improvements to quality of life factors (e.g. air quality)
- Unlock potential development land

The remainder of this document will outline the individual components of the proposals in more depth and provide you with an opportunity to comment on the plans.

Location	1. One-way System: Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street
Proposal	<p>The principles of the one-way include:</p> <ul style="list-style-type: none"> • One-way clockwise traffic flow around Sankey Street – Winmarleigh Street – Wilson Patten Street – Parker Street • New signalised junctions at Sankey Street/Winmarleigh Street and Winmarleigh Street/Wilson Patten Street • Contra-flow bus lane for buses, cyclists and taxis on Sankey Street • Contra-flow for cyclists on Parker Street and alternative routes for other movements
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Improved traffic flow around the town centre • Reduced journey times • Enables the new Slutchers Lane access and egress (without the one-way system a junction at this location would cause serious traffic delay due to the volume of traffic) • Reduce vehicle standing traffic on Parker Street which created air pollution problems for nearby homes • New pedestrian and cyclist crossing facility on Winmarleigh Street • Alternative or contra-flow cyclists routes will be introduced <p>Cons:</p> <ul style="list-style-type: none"> • Will lead to some increase in traffic on Winmarleigh Street but it is a wide road capable of accommodating the additional traffic • Some vehicles may have to travel further to leave the town centre, but this will be offset by reduced congestion and delay at the junctions

Location	2. Crosfield Street (between Midland Way and Nicholson Street)
Proposal	<p>Introduce:</p> <ul style="list-style-type: none"> • One-way southbound traffic flow • On-street parking • Widened shared use footpath/cycle path on the eastern side
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • The signals on Froghall Lane/Midland Way/Crosfield Street junction will be simplified and this will enable us to give more signal 'green time' to Froghall Lane and Midland Way. This will improve traffic flow through the junction, reduce delay and improve journey times on Midland Way. • Standing traffic on Crosfield Street will be removed and residents will have access to on-street parking. • The shared use facility will enable cyclist to legally travel northbound. If this wasn't included in the scheme it is likely that cyclists would be tempted to use the existing narrow footpath illegally – this would be very difficult to enforce and could be a hazard because of the limited space available. <p>Cons:</p> <ul style="list-style-type: none"> • Journey times from certain parts of the town centre may be slightly longer, but the reduced levels of congestion on the alternative routes should compensate for this. • Shared use paths for cyclists and pedestrians are not ideal, but there was insufficient road width to introduce a separated contra-flow cycle lane.

Location	3. Sankey Street (between Parker Street and Winmarleigh Street) and the junction with Winmarleigh Street
Proposal	<p>Introduce:</p> <ul style="list-style-type: none"> • Two lanes for vehicular traffic (east to west) leading to 'ahead only' lane and 'right turn only' lane • Contra-flow bus lane (west to east) for buses/taxis/cyclists • Traffic lights at Parker Street/Winmarleigh Junction with north-south pedestrian crossing on the western arm • Possible pedestrian crossing on the southern arm
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system which is essential to create the new bridge to Chester Street • Enables buses/taxis/cyclists to leave the town centre quickly without diversion • Creates crossing points for pedestrians <p>Cons:</p> <ul style="list-style-type: none"> • Regular vehicles will need to follow the one-way system down Winmarleigh Street to ensure the one-way system works efficiently • A signalised junction will be needed at the junction with Winmarleigh Street, but we will keep the signals as set back as far as possible and use 'heritage design' signals similar to those used near to Buckingham Palace.

Location	4. Winmarleigh Street (from Sankey Street to the junction with Wilson Patten Street)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • One-way southbound traffic flow leading to left and right turn lanes at approaching Wilson Patten Street • New signalised junction with Wilson Patten Street • Evening parking but not daytime parking (between 7am to 7pm) on the east side of Winmarleigh Street to ensure free flow of traffic during the busy daytime hours • New ten minute parking space and five disable spaces retained near Sankey Street • Two additional one-hour spaces on the approach to the junction with Palmyra Square South • Create a new bus stop close to the pedestrian link to the station by removing six underused one-hour spaces on the approach to Museum Street junction • Introduce a new Toucan signalised crossing near the junction with Winmarleigh Street for pedestrians and cyclists • Create space for the right and left turn lanes into Wilson Patten Street by removing five underused one-hour spaces near to the car park on Wilson Patten Street
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Increases evening parking provision • Facilitates closer public transport access to the station • Creates safe crossing point for pedestrians and cyclists <p>Cons:</p> <ul style="list-style-type: none"> • Will lead to some increase in traffic on Winmarleigh Street but it is a wide road capable of accommodating the additional impact • Some daytime parking spaces lost, but these were typically occupied less than half the day • Cyclists will need to be confident to use the road, but alternative quiet routes and protected routes will be available for less confident cyclists

Location	5. Wilson Patten Street (from the junction with Winmarleigh Street to Warrington Bank Quay Station)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • One-way westbound traffic flow from a new signalised junction with Winmarleigh Street • A footpath build-out to the west of the junction to guide vehicles to the ahead lane on the approach to Slutchers Lane and to create an easier location for pedestrians to cross the road near to a new set of steps to Slutchers Lane • New 'Toucan' crossings at the junction with Slutchers Lane to enable pedestrians and cyclists to cross the road easily and safely • Extension of the taxi rank • Extension of the bus stop to enable more services to stop at the station and to give more space for rail replacement services. • Wider station entrance plaza
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Increases taxi rank provision • Improves public transport facilities at the station • Creates new crossing points for pedestrians and cyclists <p>Cons:</p> <ul style="list-style-type: none"> • Cyclists will need to be confident to use the road, but alternative quiet routes and protected routes within the town centre will be available for less confident cyclists

Location	6. Parker Street (from Warrington Bank Quay Station to the junction with Liverpool Road)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Two lanes for vehicular traffic (south to north) • New parking spaces provided adjacent to houses north of White Street • Contra-flow cycle lane Sankey Street to the 'Toucan' crossing near Warrington Bank Quay Station • Re-modelled junction with Liverpool Street/Crosfield Street/Sankey Street to include: <ul style="list-style-type: none"> ○ New 'Toucan' crossings to enable pedestrians and cyclist to cross the north, east and southern arms of the junction ○ Cyclist right-turn into Parker Street from Liverpool Street to access contra-flow cycle lane ○ Cyclist ahead movement into Parker Street from Liverpool Street to access contra-flow cycle lane
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Supports the smooth running of the one-way system • Creates new crossing points for pedestrians and cyclists • Creates new parking spaces • Creates a direct route southbound for cyclists in a dedicated protected area. <p>Cons:</p> <ul style="list-style-type: none"> • Drivers will need to be aware that cyclist will be travelling southbound on Parker Street – particularly at junctions, however, the presence of cyclists will be well signed and road markings will be very clear. • There was insufficient road width to provide northbound dedicated cycle facilities but the council will be investigating the possibility of purchasing land to enable us to widen the inside lane.

Location	7. Museum Street (between Arpley Street and Winmarleigh Street)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Introduction of one-way eastbound traffic flow, between Arpley Street and Winmarleigh Street, to stop rat running through the residential area from the town centre • Create a contra-flow gate to allow cyclists to travel in both directions • Move parking spaces to north side of the road
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Will prevent rat running through residential area via Museum Street • Cyclist routes choices will be unaffected <p>Cons:</p> <ul style="list-style-type: none"> • Access to the west end of Museum Street, and the south end of Arpley Street will need to be via Arpley Street, which is a small diversion

Location	8. Bold Street (between Museum Street and Wilson Patten Street)
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Reverse the existing one-way flow from southbound to northbound, to enable access into the town centre from Wilson Patten Street • Create a contra-flow gate to allow cyclists to travel in both directions
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Enables access into the town centre business area which would otherwise be hindered by the introduction of the one-way system • Access routes into the town centre business area will be shorter than previously • Cyclist routes choices will be unaffected <p>Cons:</p> <ul style="list-style-type: none"> • Properties on Bold Street will need to exit via Museum Street or St Austins Lane, which is a small diversion

Location	9. Slutchers Lane and the New Bridge to Chester Road
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Two-way traffic flow the full length of an improved Slutchers Lane between Wilson Patten Street and Chester Street (this is a change requested in the November consultation event) • New footpath and steps down to Wilson Patten Street • Traffic calming and speed cameras on the approach to the sharp left-hand bend for safety • Locations for potential bus stops shown • Pedestrian island to aid crossing the road • Left and right-turn approach lanes to the new junction at Chester Road
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Both northbound and southbound traffic movement permitted • Traffic will be able to avoid Bridgefoot Gyratory • Network Rail car park off Slutchers Lane would be accessible from both directions <p>Cons:</p> <ul style="list-style-type: none"> • More vehicles will be using the Slutchers Lane junction with Wilson Patten Street, however, crossing facilities have been introduced to help pedestrians and cyclists cross the road • Potential for rat running though Gainsborough Road

Location	10. Bus Gate link to Centre Park
Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • Widening the bus gate, so that it could potentially be opened to all traffic in the future although, for legal reasons, this cannot be facilitated as part of these works • Enforcement of the bus gate by CCTV
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • The bus gate will be physically capable of being opened to all traffic <u>if</u> negotiations with land owners permits opening in the future • The funding for the scheme is available now, so if we don't do the work now we may not have the funding available to do it in the future <p>Cons:</p> <ul style="list-style-type: none"> • It is not possible to open the bus gate immediately because of legal restrictions regarding the use of the blue bridge, until these legal restrictions can be removed the bus gate must only be used for buses • The timetable for opening up the bus gate is not currently known and is out of the direct control of the council, although every effort will be made to enable this aspect of the scheme to proceed • There is a possibility that the legal issues won't ever be solved and the work to widen the gate will be redundant

Location	11. Chester Road/Slutchers Lane/Gainsborough Road Junction
Proposal	Includes: <ul style="list-style-type: none"> • New traffic signals and improvements at the junction of Chester Road and the extended Slutchers Lane, and alterations to the junction of Chester Road and Gainsborough Road
Rational	Pros: <ul style="list-style-type: none"> • Junction is essential to support the new link to Slutchers Lane • Junction facilitates all required vehicle movements to allow access to the new link • Pedestrian crossings are included • All movements are permitted from Gainsborough Road to Chester Road Cons: <ul style="list-style-type: none"> • Phasing of the traffic lights means that there will be some queues will still existing at this junction, but this will be offset by the overall reduction in traffic on Bridgefoot and reduced overall journey times

Location	12. Gainsborough Rd
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Proposal	<p>Includes:</p> <ul style="list-style-type: none"> • ‘Chicane’ style traffic calming, with priority ‘pinch-points’, along the length of Gainsborough Rd to deter drivers from using this route to access the new Centre Park Link • Option to introduce this traffic calming as a temporary trial when the Centre Park Link is first opened
Rational	<p>Pros:</p> <ul style="list-style-type: none"> • Traffic speed will reduce with benefits for residents and pedestrians • The route will be less attractive to through traffic • Option to introduce as a temporary trial when the Centre Park Link is first opened gives residents the opportunity to see whether they are happy with the changes <p>Cons:</p> <ul style="list-style-type: none"> • On-street parking along Gainsborough Road may be affected, and traffic flows and standing traffic may build-up up with priority pinch-points in place

Comments

Name: _____

Ward represented: _____

Comments on the scheme:

From: Crowther, Mia
Sent: 11 April 2016 16:22
To: Centre Park Link
Cc: Jones, Alyn; [REDACTED]
Subject: Stakeholder consultation invitation

Dear Sir/Madam,

You may be aware that Warrington Borough Council are planning to build a new bridge across the River Mersey that will connect Chester Rd to the town centre via Slutchers Lane. A large public consultation on the scheme principles was undertaken in December last year. The results of the consultation were largely positive -- a consultation summary is available on the website at https://www.warrington.gov.uk/info/201282/centre_park_link/2194/have_your_say.

Since January, the council has been looking at the scheme in more detail to try and address the issues raised by the December consultation. A broad outline of the scheme that was consulted upon in December is available at https://www.warrington.gov.uk/info/201282/centre_park_link/2192/the_proposals - however, it is worth noting that the preferred scheme has now changed.

As a public transport service provider, it may be that the proposals will impact on your current or future operations – in particular, the scheme may include sections of one-way traffic flow on Slutchers Lane and Crosfield Street, and around Parker St/Sankey St/Winmarleigh St/Wilson Patten St, as well as changes to kerbside parking and loading restrictions.

We are very keen discuss the details of the scheme with you before we undertake a second round of public consultation currently programmed for June.

If you would like to take the opportunity to influence the final scheme design, please reply to this email with a contact name, email address, and telephone number.

All those who would like to attend will then be contacted directly by the transport design consultants working on the scheme to arrange a suitable date/time for a meeting.

Ideally, we would like to conduct these meetings within the next couple of weeks so that we can feed your ideas into the design process – as such, I would be grateful if you could get back to me as soon as possible.

Kind regards,

Mia Crowther

Principal Transport Planner

Centre Park Link

Annex J: Preferred Option Note

Project:	Centre Park Link	Job No/Ref:	60282132
Purpose:	Preferred Option Meeting	Date held:	24.03.16
Held at:	Boardroom, The Base	Made by:	JTB
Present:	[REDACTED] (JTB) AECOM Tom Shuttleworth (TDS) WBC Alan Dickin (AD) WBC [REDACTED] (DD) Mott MacDonald [REDACTED] (DW) Balfour Beatty Mia Crowther (MC) WBC Richard Flood (RF) WBC Stephen Hunter (SH) WBC Mark Tune (MT) WBC Jamie Fisher (JF) WBC Dave Rostron (DR) WBC Alan Jones (AJ) WBC [REDACTED] (FM) AECOM [REDACTED] (IT) AECOM	Distribution:	
Apologies:	Paul Lawrenson (PL)	WBC	

No.	Item	Action By
1	<p>Purpose</p> <p>The purpose of the session was to present and discuss all the latest analysis and assessment of the options for the Centre Park Link Scheme. Working from a position that the location of the Chester Road Bridge is now fixed, it was necessary to work through different options for two aspects of the scheme:</p> <ol style="list-style-type: none"> 1. Slutchers Lane: debating, and deciding upon, the merits and issues associated with one-way and two-way designations for this section of carriageway; and 2. Town Centre: debating, and deciding upon, the merits and issues associated with different traffic management options for the Town Centre in connection with the scheme. <p>The core aim of the session was to decide upon a preferred option and document the reasons for reaching that conclusion.</p>	
2	<p>Discussion</p> <p>JTB gave an overview of progress to date on the scheme and the importance of ensuring the options are assessed against the objectives agreed by Programme Board.</p> <p>JTB highlighted further, more practical considerations that the scheme would need to be assessed against.</p>	

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JTB began the discussion by highlighting the current options under consideration, consisting of 18 combinations of arrangements on Slutchers Lane and traffic management designs around the Town Centre.

JTB proposed that nine of the 18 options could be discounted as they include removal of the bus gate and conversion of the link through to two-way traffic from Brian Bevan Island. This proposal was based on legal advice from Peter Sutton that restrictive covenants on access exist on the 'Blue Bridge' that would prevent opening this route to general traffic. Based on investigations conducted to date, it has been concluded that resolving these covenants within the funding window for the scheme would not be possible.

AJ noted that the CPL bus service, part funded by MARO, will be withdrawn as of April 2016. AJ is investigating commercial alternatives for serving Centre Park from the Town Centre.

AD suggested that the preferred option be taken forward not including the proposal to open the bus gate. As a way to ensure that the scheme does not prevent any future potential for the bus gate to be removed, AD would like this including in the modelling appraisal as a sensitivity and the exclusion of it from the core preferred option explaining as a 'future phase' in any public engagement.

JTB to get an update from Peter Sutton on any progress understanding the legal position at the 'Blue Bridge' and any future potential for resolving these issues.

DD raised the issue of sensitivity around works on Crosfield Street and that the works had been put on hold until a decision had been made on the preferred option.

AJ would like to see a right-turn from Parker Street onto Sankey Street to enable better bus access around the Town Centre and from Bank Quay Station.

FM/IT stated that further refinement of the MMTM modelling is needed, inputting additional outputs from LINSIG as the junction arrangements currently included within the modelling are very simple modelling programme junctions.

3 Key Discussion – Two-Way on Slutchers Lane

The morning session continued with a discussion around the key decision of what changes should be made to Slutchers Lane. The options for Slutchers Lane are:

- One-way northbound
- One-way southbound
- Two-way

It was noted that the option presented in the recent public consultation was the one-way southbound option. This was presented in the public consultation as the current understanding of the road safety concerns restricted the instatement of a two-way or one-way northbound option.

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MT outlined an assessment that needs to be undertaken that balances any potential NB and two-way road safety risk against the potential advantages to traffic flow. The road safety issues that have been presented could have reasonable levels of mitigation undertaken that make them acceptable risks IF the traffic flow advantages are significant enough.

The group debated the merits of a two-way option. JTB highlighted the traffic diversion benefits (quantified simply in total volumes of traffic) presented through the modelling show them to be significant when compared to the one-way options.

DW needs to undertake a piece of work assessing the work/cost of widening the 'S-Bend' at Slutchers Lane. DW will need to liaise with DD to produce a workable option, with some associated costings. DD tabled a plan that showed a swept path analysis of a HGV around the 'S-Bend' and the land required to enable safe two-way movements. This can be used as the basis for this assessment.

DD needs to present some options for improving the advance warning of the issues relating to forward visibility in the northbound direction. This should include warning and speed reduction measures on approach to the Arpley Rail Bridge.

FM/IT to take note of a potential reduction in vehicle speed on less than 20mph in the modelling work. FM/IT to note if this makes any material difference to the modelling results.

JTB to produce an overall summary note that explains the potential benefits of a two-way option against the one-way options. This needs to form the basis of any decision to progress, including a risk appraisal of the road safety issues with an assessment of proposed mitigations.

DD to identify the depth of the bridge deck to understand the range of traffic calming measures that can be employed along this section.

DD to organise a survey of cars/HGV's using the access to the industrial units.

DD to design a revised option for Chester Road junction (at the new bridge) that allows an increased left-turn capacity (or additional lane) to be included and/or future-proofed. This should start from the assumption that any option needs to be included within the land WBC is purchasing at Furness Rigby or be within the existing highway boundary.

Based on discussions above, it was decided that a two-way option should be re-investigated and it should be better understood what mitigations can be utilised to progress this option; given the potentially large traffic benefits that follow a two-way option.

DD outlined the road safety concerns that exist around maintain the two-way arrangement at this location:

- Drivers have limited forward visibility after the apex of Arpley Bridge.

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- Drivers have no advance warning of the 90 degree left-hand turn along the 'S-Bend' after Arpley Bridge. This is further compounded by the lack of forward visibility of highway conditions after the apex of Arpley Bridge.
- Risk of vehicles incurring into the opposing carriageway

4 Key Discussion – Two-Way Options in the Town Centre

The group decided that a two-way option for Slutchers Lane might be feasible but needed to be considered in the context of potential changes to the Town Centre. This relates to the traffic management arrangements around Wilson Patten Street, Parker Street, Sankey Street and Winmarleigh Street. There is a need to consider the impact of the new bridge and changes on Slutchers Lane because they impact on the effectiveness of the junction between Slutchers Lane and Wilson Patten Street. The options considered for the Town Centre include:

1. Base Case: maintaining the highway arrangements as they are currently;
2. Clockwise: changing the highway network so that this network of streets works as a clockwise gyratory;
3. Anti-clockwise: changing the highway network so that this network of streets works as an anti-clockwise gyratory; and
4. Hybrid: an anti-clockwise gyratory option but with a two-way to all traffic section along Sankey Street.

It was decided that the anti-clockwise and hybrid options should not be taken forward as valid options because the junction at Slutchers Lane/Wilson Patten Street would need a signalised arrangement to allow right turning traffic to merge into the westbound flow along Wilson Patten Street. This would significantly reduce the potential capacity of both the link from the new bridge along Slutchers Lane and westbound along Wilson Patten Street.

5 Key Discussion – Northbound One-Way on Slutchers Lane

The group discussed the potential for NB options for Slutchers Lane.

JTB identified from the modelling results that this would provide some re-routing of current traffic movements around Brian Bevan Island and Bridgefoot Gyratory, particularly in the AM peak.

DD outlined the road safety concerns that exist around changing the priority to NB at this location:

- Drivers have limited forward visibility after the apex of Arpley Bridge.
- Drivers have no advance warning of the 90 degree left-hand turn along the 'S-Bend' after Arpley Bridge. This is further compounded by the lack of forward visibility of highway conditions after the apex of Arpley Bridge.
- A one-way NB designation will lead to increased speeds as drivers no longer need to consider the risk of oncoming traffic.
- Risk of vehicles incurring over the highway boundary into the vacant land between Slutchers Lane and Wilson Patten Street.

DD needs to undertake a survey of vehicle mix at Slutchers Lane/Wilson Patten

Street. This will give an indication of the vehicle numbers accessing existing estates that will need to transfer to entering from the south at the new bridge.

The 'no entry' designation, to prevent movements contrary to the one-way designation, should be north of the Virgin car park entrance. This will allow two-way movements from the south only.

A contraflow (footway) cycleway should be included on the south side of Slutchers Lane, rather than the north side, as there is a need for large vehicles to undertake a large turning swing to the north which would incur into oncoming cyclists.

DD needs to undertake a swept path analysis of the HGV turning movements accessing/egressing the industrial estate from Arpley Bridge.

The group discussed the merits of the NB arrangement. It was considered that the potential traffic benefits at Bridgefoot and Brian Bevan mean that some work should be undertaken to assess whether the road safety risks can be sufficiently mitigated.

6 Key Discussion – Northbound Slutchers Lane, Options in the Town Centre

The group discussed the implications of designating Slutchers Lane one-way northbound with the Town Centre traffic system. Referencing previous discussions regarding a two-way designation of Slutchers Lane and its impact on the Slutchers Lane/Wilson Patten Street junction, there would be a need to signalise this junction and this would limit traffic capacity on Slutchers Lane and Wilson Patten Street. It was decided that the anti-clockwise and hybrid options were not feasible and only the clockwise options should be progressed.

7 Key Discussion – Southbound Slutchers Lane

The southbound option was previously the preferred option for the scheme and was presented in the public consultation. Despite being in support of the scheme overall (80% support rate) significantly less support was received for the one-way southbound proposal (47%).

Previous designs for a one-way southbound scheme were based on road safety concerns that have already been covered in these notes. However, further consideration of these road safety concerns has been undertaken and it is considered that from the risks identified sufficient mitigations can be identified to make alternative options work.

The southbound option was previously considered with an assumption that the bus gate would be removed and could be opened to two-way movements. The legal issues surrounding the opening of the bus gate to all traffic (due to restrictive covenants on the 'Blue Bridge') mean that any option including this proposal is undeliverable (at least in the short-term).

The inability to deliver the opening of the bus gate means that a southbound only

options is unworkable as there is nowhere for northbound traffic to divert to on approach to the one-way section of Slutchers Lane. This would mean a requirement for significant advance warning that this is not a through road and a turning head would need to be in-situ. This would lead to significant conflicts and a reduction in the safety and efficiency of the new link.

It is now not considered feasible to deliver a southbound option on Slutchers Lane.

8 Key Discussion – Identifying a Preferred Option

Following the discussions held in the morning, the following two options have been identified as potential preferred options:

- Two-way on Slutchers Lane with a clockwise arrangement in the Town Centre; and
- One-way northbound on Slutchers Lane with a clockwise arrangement in the Town Centre.

The group agreed that the actions listed below need to be completed before making a recommendation on a preferred option.

9 Key Outcomes

- Exclude the proposal to open the bus gate two-way to general traffic from Brian Bevan Island to Slutchers Lane. Opening the bus gate to general traffic to be tested as future scheme sensitivity. Any options including this proposal to be excluded from the assessment.
- Exclude works on Crosfield Street from consideration within the option discussion for the preferred option. Options for altering the traffic management arrangements on Crosfield Street to be included within a future option and decided once the preferred option has been decided.
- A two-way option for Slutchers Lane, with a clockwise option for the Town Centre, is to be designed and the feasibility/cost identified. This should include an assessment of the road safety implications balanced against the traffic benefits, including an assessment of the potential mitigations that are available to WBC to reduce the road safety risks.
- A two-way arrangement on Slutchers Lane is considered feasible but only with a clockwise traffic management system instated within the Town Centre.
- A one-way northbound arrangement on Slutchers Lane is considered feasible but only with a clockwise traffic management system instated within the Town Centre.
- It is not considered feasible to deliver a southbound one-way arrangement on Slutchers Lane. This option has been discounted because it requires the removal of the bus gate through Centre Park which cannot be achieved within the timescale for the funding.
- Works on the traffic management arrangements in the Town Centre can begin as clockwise is the preferred option for both options.

10 Key Actions

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- JTB to produce flow plots for comparison. This will allow an assessment of the level of impact each option will have relative to its potential road safety risk.
- DD to produce two revised drawings of the junction at Chester Road – one showing a short left-turn filter lane using land on Furness Rigby and within the carriageway AND a subsequent long left-turn filter that could be implemented at a later stage once the project is completed.
- DD to look at including a right-turn pocket in the Chester Road Bridge junction to allow southbound movements across the new bridge
- DD to begin a clockwise design for the traffic management around the Town Centre. This should include LINSIG assessments of those junctions proposed for signalisation. This should include a stakeholder engagement plan with relevant contacts.
- AECOM to provide DD with the initial junction flows for the relevant junctions with the Town Centre and along Slutchers Lane from Chester Road.
- DD to provide AECOM with revised junction designs and flows based on the LINSIG's so AECOM can revise the modelling and provide more refined and accurate junction flows for use in the design of the traffic management arrangements.
- DD to produce a road safety risk assessment with potential mitigations for the scheme – initial work should focus on the safety concerns around Slutchers Lane and the 'S-Bend'.
- DD/DW to review the stats plans and inform regarding work required and potential cost
- Need to plan the next stage of consultation on the whole project, discuss next week at meeting.
- JTB to produce a decision matrix that matches the scheme objectives. For the purposes of the business case it is necessary to ensure that decision making is consistent with previously agreed objectives.
- Requirement to consult on Gainsborough Road as it's likely to be affected more significantly by a NB and two-way option on Slutchers Lane. Action to meet with the local councillors first to understand local feeling and raise awareness – AFTER PURDAH.
- DD to undertake an O-D assessment of current traffic movements in the Gainsborough Road residential triangle
- Need to meet with NwR and Virgin as part of the stakeholder engagement process.
- FM/IT - Requirement to model the impacts of any changes to Crosfield Street against the two options as a sensitivity.
- DW needs to cost the option drawings being produced by DD.
- JTB/DD needs to produce a technical note that summarises all the information that has gone into any decision over a preferred option.
- DD to identify the depth of the bridge deck to understand the range of traffic calming measures that can be employed along this section.
- DD to organise a survey of cars/HGV's using the access to the industrial units.
- DD needs to undertake a survey of vehicle mix at Slutchers Lane/Wilson

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- Patten Street.
- DD needs to undertake a swept path analysis of the HGV turning movements accessing/egressing the industrial estate from Arpley Bridge.

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Centre Park Link

Annex K: Low Cost Alternative

Documentation

A Low Cost Alternative (LCA) is intended to show that **no option exists that, for a lower cost, delivers all the scheme objectives.**

It should also demonstrate, beyond reasonable doubt, that the preferred option/s represent the best value for money.

Purpose of the Session

To identify whether any lower cost alternatives exist, that can be delivered over the same time period, and meet all the scheme objectives

In order to assess an LCA, two potential methods for defining one exist:

1. Breakdown existing scheme:
 - Identify distinct component parts that make up the whole scheme
 - Assess whether smaller combination of parts can achieve the same objectives
2. Identify totally new scheme:
 - Review the objectives
 - Assess and identify alternative schemes within the study are that meet objectives

Constraints in the Assessment

A number of constraints to the assessment of LCA options exist, that we need to inform thoughts

A number of constraints to the assessment of an LCA exist:

1. Does it meet the funding rules associated with CWEP funding?
 - Funding window 2015/16 – 2020/21
 - SOBC prioritisation process already undertaken through LTB
2. Is it significantly and realistically cheaper than the preferred option?
3. Do the scheme meet all the objectives?

Objective Setting

Establish SMART objectives that align with WBC's strategic aims

Proposed Objectives *

- Objective #1. Provide enhanced reliability and predictability of journeys on the transport network
 - Indicator #1.1 Reduction in W-S/S-W journey times over Bridgfoot and Brian Bevan Island
 - Indicator #1.2 Reduction in N-S/S-N journey times over Bridgfoot and Brian Bevan Island
- Objective #2. Provide improved journey times at key pinch points
 - Indicator #2.1 Reduce levels of traffic delay at Brian Bevan Island
 - Indicator #2.2 Reduce levels of traffic delay at Bridgfoot Gyratory
 - Indicator #2.3 Reduce levels of traffic delay at Liverpool Road/Parker Street
- Objective #3. Provide additional route options and resilience
 - Indicator #3.1 Provide additional route options
- Objective #4. Support improvements to quality of life factors in Warrington
 - Indicator #4.1: Deliver air quality improvements at Chester Road and Wilson Patten Street
 - Indicator #4.2: Reduce pedestrian severance between town centre and Centre Park
- Objective #5. Enable land to be unlocked that supports economic growth in Warrington
 - Indicator #5.1 Facilitate unlocking of land to provide housing supply on Centre Park
 - Indicator #5.2 Facilitate job growth on Centre Park

* In no order of priority

Project:	Centre Park Link	Job No/Ref:	60282132
Purpose:	Low Cost Alternative Session	Date held:	12.04.16
Held at:	New Town House, Room 14	Made by:	JTB
Present:	(██████████) Alan Dickin (AD) (██████████) Richard Flood (RF)	AECOM WBC Mott MacDonald WBC	Distribution: Stephen Hunter WBC Tom Shuttleworth WBC
Apologies:			

No.	Item	Action By
1	<p>Purpose</p> <p>The purpose of the session was to review potential Low Cost Alternatives (LCA) and evaluate them against both the scheme objectives and further, practical considerations.</p>	
2	<p>Evaluation</p> <p>The identified scheme options were assessed against the following agreed scheme objectives:</p> <ul style="list-style-type: none"> Objective #1. Provide enhanced reliability and predictability of journeys on the transport network Objective #2. Provide improved journey times at key pinch points Objective #3. Provide additional route options and resilience Objective #4. Support improvements to quality of life factors in Warrington Objective #5. Enable land to be unlocked that supports economic growth in Warrington <p>In addition to the scheme objectives, the identified options were assessed against these further considerations:</p> <ul style="list-style-type: none"> Can it be delivered within the CWEP funding window? Is it significantly cheaper than the current preferred option? Is it buildable? Is it realistic? Does it meet all the scheme objectives? <p>Further issues were recorded, noting relevant items against each LCA option.</p>	
3.	<p>Options Identified</p> <p>Through the discussion, the team identified ten potential LCA's highlighted in the table below.</p>	

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Option	CP Bridge	Gyrotary Changes	Bus Gate Removed	Slutchers Lane Direction	Slutchers Lane Through Connection	Brian Bevan Upgrades
1	YES	NO	NO	2Way	YES	NO
2	NO	NO	NO	2Way	NO	NO
3	NO	NO	YES	2Way	NO	NO
4	NO	NO	YES	2Way	NO	YES
5	NO	NO	NO	2Way	NO	YES
6	NO	NO	YES	2Way	NO	YES
7	NO	NO	YES	2Way	NO	NO
8	YES	NO	NO	2Way	NO	YES
9	YES	YES	NO	2Way	NO	YES
10	NO	YES	NO	2Way	NO	YES

4 **Assessment Outcomes**

LCA Assessment Table

LCA Option Description	Objective #1					Objective #2					Objective #3					Objective #4					LCA Conditions					Other Issues / Comments
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	
Phase 1 Gyrotary Phase 2 New 3-way 1 Phase Bridge	No	Neutral	Yes	Neutral	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			
Blue Bridge only No new CPL bridge Connection to Cedra Park South and new housing No upgrades at Brian Bevan	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			
Blue Bridge with removal of bus gate No new CPL bridge Connection to Cedra Park South and new housing Upgrades at Brian Bevan would need to be significant and require land take	No	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			
Blue Bridge with removal of bus gate No new CPL bridge Connection to Cedra Park South and new housing Upgrades at Brian Bevan would need to be significant and require land take	Yes	Yes	Yes	Neutral	Yes	No	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			
Blue Bridge with removal of bus gate No new CPL bridge Connection to Cedra Park South and new housing Upgrades at Brian Bevan would need to be significant and require land take	Neutral	Neutral	No	Neutral	Yes	No	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			
Blue Bridge with removal of bus gate No new CPL bridge Connection to Cedra Park South and new housing Upgrades at Brian Bevan would need to be significant and require land take	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	Yes	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			
CPL bridge with new development through to Slutchers Lane M&B improvements at Brian Bevan	No	No	No	Neutral	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			
CPL bridge with new development through to Slutchers Lane M&B improvements at Brian Bevan M&B gully improvements	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			
Two way Slutchers Connection gully Access road to new housing Upgrades at Brian Bevan would need land take	Neutral	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	Interference at Wilson Park/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane Interference at Slutchers Lane/Slutchers Lane			

5 Further information on the assessment can be found on the attached PDF.
Conclusions

The following conclusions came from the LCA session:

- None of the identified LCA's would meet all five agreed objectives
- All had either issues regarding the lower cost or whether it would realistically resolve the problems identified through the problem setting session
- Some of the LCA options would not meet wider LA priorities and/or would significantly impact on other LA schemes

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Ref	Option Description	Objective #1	Objective #2	Objective #3	Objective #4	Objective #5	Can it be delivered in the CWP funding window	Is it significantly cheaper?	Is it deliverable - buildability?	Is it realistic?	LCA Conditions	Does it meet all the scheme objectives?	Issues to note
1	Remove Gytratory Retain two way Blue Bridge only access No new CPL bridge Connection to Centre Park South and new housing No upgrades at Brian Bevan	No	Neutral	Yes	Neutral	Yes	Yes	No	Yes	No - impact on town centre traffic	No	No	Bottleneck at Wilson Pattern/Sudchers Lane Wilson Pattern benefit cancelled out by Sudchers Lane bottleneck Benefit in air quality terms at Brian Bevan but reduction in Palmryva
2	Blue Bridge with removal of bus gate No new CPL bridge Connection to Centre Park South and new housing No upgrades at Brian Bevan	No	No	No	No	Yes	Yes	Yes	Yes	No - impact on Brian Bevan	No	No	More traffic on the same network, particularly at Brian Bevan Provides no additional routes but local access instead Previous TA's show that Brian Bevan won't stand up to further intensification of development on Centre Park
3	Blue Bridge with removal of bus gate No new CPL bridge Connection to Centre Park South and new housing Upgrades at Brian Bevan would need to be significant and require 4 landtake	No	No	Yes	No	Yes	No	No	No	No - impact on Brian Bevan	No	No	More traffic on the same network, particularly at Brian Bevan Previous TA's show that Brian Bevan won't stand up to further intensification of development on Centre Park Would be a significant junction improvement at Brian Bevan Would need the removal of the fifth arm of the junction and compromise the Southern Gateway scheme Would require significant landtake around Brian Bevan Island
4	Blue Bridge no bus gate removal No new CPL bridge Connection to Centre Park South and new housing Upgrades at Brian Bevan would need to be significant and require 5 landtake	Yes	Yes	Yes	Neutral	Yes	No	Yes	No	No - length of timescale - impact on Southern Gateway	No	No	More traffic on the same network, particularly at Brian Bevan Previous TA's show that Brian Bevan won't stand up to further intensification of development on Centre Park Would be a significant junction improvement at Brian Bevan Would need the removal of the fifth arm of the junction and compromise the Southern Gateway scheme The capacity generated at Brian Bevan will be used up by new jobs and houses on the access

Ref	Option Description	Objective #1	Objective #2	Objective #3	Objective #4	Objective #5	Can it be delivered in the CWP funding window	Is it significantly cheaper?	Is it deliverable - buildability?	Is it realistic?	LCA Conditions	Does it meet all the scheme objectives?	Issues to note
6	Blue Bridge with bus gate removed No new CPL bridge Connection to Centre Park South and new housing Upgrades at Brian Bevan would need to be significant and require handrake	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No - impact on Southern Gateway	Yes	More traffic on the same network, particularly at Brian Bevan Previous TA's show that Brian Bevan won't stand up to further intensification of development on Centre Park Would be a significant junction improvement at Brian Bevan Would need the removal of the fifth arm of the junction and compromise the Southern Gateway scheme The capacity generated at Brian Bevan will be used up by new jobs and houses on the access	
7	Blue Bridge with bus gate removed No new CPL bridge Connection to Centre Park South and new housing No upgrades at Brian Bevan	Neutral	Neutral	Yes	Neutral	Yes	No	Yes	Yes	No - traffic impact	No	Balancing of benefits/dispensities between Brian Bevan and Wilson Pattern Street	
8	CPL bridge only into development No connections through to Stutchers Lane With improvements to Brian Bevan	No	No	No	Neutral	Yes	Yes	No	Yes	No - LA would not fund and provides no wider traffic benefit	No	Scheme would be supported if wholly developer funded Would require further mitigations	
9	CPL bridge only into development No connections through to Stutchers Lane With improvements to Brian Bevan With gyratory With improvements	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No - expensive and likely to be unacceptable to public	No	JT improvements would be minor	
10	Two way Stutchers Clockwise gyratory Access route to housing Upgrades at Brian Bevan also required No bridge	Neutral	No	No	No	Yes	Yes	No	Yes	No - severe impact on Brian Bevan and Bridgford and other council schemes	No	Planning restrictions on single access estates requiring an emergency access	

Option	CP Bridge	Gyratory Changes	Bus Gate Removed	Slutchers Lane Direction	Slutchers Lane Through Connection	Brian Bevan Upgrades
1	YES	NO	NO	2Way	YES	NO
2	NO	NO	NO	2Way	NO	NO
3	NO	NO	YES	2Way	NO	NO
4	NO	NO	YES	2Way	NO	YES
5	NO	NO	NO	2Way	NO	YES
6	NO	NO	YES	2Way	NO	YES
7	NO	NO	YES	2Way	NO	NO
8	YES	NO	NO	2Way	NO	YES
9	YES	YES	NO	2Way	NO	YES
10	NO	YES	NO	2Way	NO	YES

The background is a solid blue color. Three white diagonal lines are present: one from the top-left to the bottom-right, one from the top-right to the bottom-left, and one from the bottom-left to the top-right, creating a grid-like pattern.

Centre Park Link

Annex L: LMVR

CONTENTS

01	Introduction	1
02	Model Development	3
03	Model Calibration and Validation	10
04	Summary	23
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INTRODUCTION

01

INTRODUCTION

This document has been produced to report on the development of the Warrington Town Centre Model for use in appraisal of the Warrington Centre Park Link.

The Centre Park Link has been the subject of scheme development and appraisal work over recent years and is now progressing to a full business case.

Transport modelling work to date has utilised two tools:

- Warrington Multi Modal Transport model (WMMTM); and
- Warrington Town Centre Model (2008).

The WMMTM has a base year of 2008 and was developed as a district wide transport modelling tool. Whilst it was capable of detailed scheme assessment, it is considered that the 2008 base year is now too old for use, and the strategic nature of the model means that it is not sufficiently detailed within the town centre for fine detail assessment of traffic issues and routing.

The town centre model based on the WMMTM also suffers from a base year of 2008. It has also been shown not to cover a sufficiently wide area to capture full diversionary impacts of the scheme.

While the existing tools have been sufficient for early analysis of the scheme, it is considered that for the full business case assessment a more accurate single tool is necessary. This takes the form of the expanded town centre model described in this report.

The report provides details of the processes involved in creating the model including:

- Model Development (Chapter 2); and
- Model Calibration and Validation (Chapter 3).

It describes the results of the process and highlights the strengths and the limits of the model for use within Warrington.

MODEL DEVELOPMENT

02

MODEL DEVELOPMENT

Proposed Uses of the Model and Key Model Design Considerations

The 2015 Town Centre Model (2015TCM) has been developed to test options for the Centre Park Link highway scheme. The need for an updated model to assess this scheme was the main driver of the model specification and development.

The model includes an enhanced level of detail in the town centre, in both network and zone disaggregation to a level at which it may be used for testing circulation patterns within the town.

It is not however capable of reflecting the impacts of schemes on the routing of longer distance traffic, so that any schemes that may result in large scale diversion of through traffic into or out of the town centre should not be tested using this model.

Model Standards

The validation criteria used within this LMVR are those defined by the Department of Transport and documented within WebTAG in Unit M3.1 (January 2014).

The key targets defined within the guidance are for counts and journey time as follows.

Counts

- Differences between modelled flows and counts should be less than 5% of the counts on all or nearly all screenlines and cordons;
- GEH Value should be less than 5.0 for 85% of individual link flow comparisons;
- Individual flows should be within 100 vehicles/hour of counts for less than 700 vehicles/hour;
- Individual flows should be within 15% of counts for flows between 700 and 2,700 vehicles/hour; and
- Individual flows should be within 400 vehicles/hour of counts for flows of more than 2,700 vehicles/hour.

Journey Times

- Modelled times along routes should be within 15% or 1 minute, whichever is greater, of surveyed times on 85% of routes.

Since the model covers a particularly small area, and count data is required for matrix estimation there is necessarily little independent data available for validation.

Thus the calibration is focused primarily on demonstrating that flow levels and observed movements patterns are reflected by the model and that the model reproduces observed travel times and congestion within the town centre.

Convergence Criteria and Standards

The assignment process uses the VISUM process which combines junction delay and blocking back calculations with equilibrium assignment. The LUCE (Linear User Cost Equilibrium) option is used.

Key Features of the Model

The 2015TCM is based on the Warrington Multi Modal Transport Model (WMMTM) which was developed using the VISUM transport modelling software for a consortium led by Warrington BC by WSP Consultants in 2009/10. The WMMTM was validated to a 2008 base year.

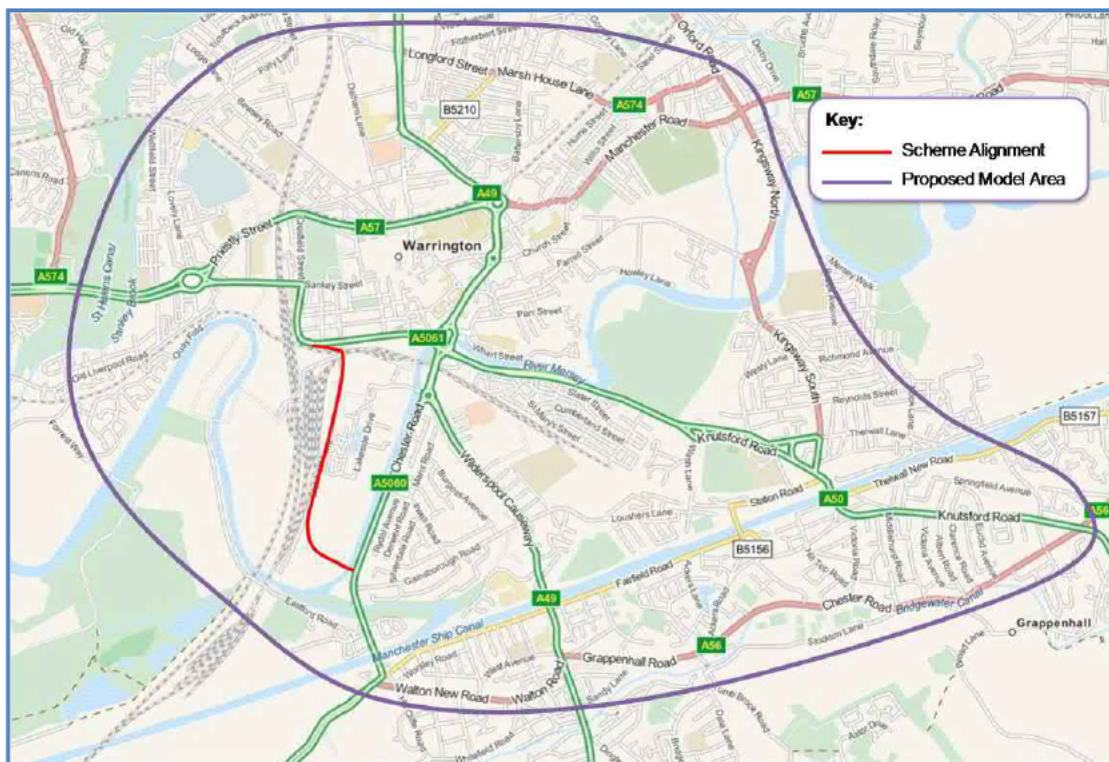
The model has been developed from a cordon extracted from the WMMTM.

Model Area

The modelled area forms a relatively close cordon around the town centre. It extends southwards to just beyond the Manchester Ship Canal and includes east – west routes south of the canal to permit the modelling of traffic transferring between alternative radial routes in this area.

The cordoned area is shown in **Figure 1**.

Figure 1 – Model Cordoned Area



Modelled Year

The original 2008 model has been rebased to a 2015 base year using traffic counts to update the original demand matrices.

Zoning System

Zones are based on the WMMTM zoning system, which have been disaggregated within the town centre for this model. Outside the modelled area zones are a function of the cordoning process and rather than

fixed geographic areas they represent the demand served by each cordon crossing point. Since land use within the disaggregated zones is relatively homogenous the disaggregation has been based on zone area.

A zone plan is shown in Figure 10 in Appendix 1.

Network Structure

The network consists of all major roads within the cordoned area. Minor roads within the town centre are included to allow access between town centre zones and the wider network and to enable tests to be carried out on revised traffic control patterns in the town. All junctions within the modelled area are explicitly coded for delay calculations.

The network is shown in Figure 11 in Appendix 1.

Centroid Connectors

Zone centroids are generally connected to the network at the closest point. For larger zones multiple centroid connectors have been coded to reflect the choice drivers have in leaving zones. Other than where zones have been disaggregated, the centroid connectors are inherited from the WMMTM.

External zones formed by the cordoning process are connected to the network at a single point where the network was cut to create the cordon.

Time Periods

Three time periods are modelled to match the periods which are defined by the WMMTM:

- AM Peak (08:00 – 09:00);
- Average inter peak (10:00 – 16:00); and
- PM Peak (17:00 – 18:00).

User Classes

Modelling is carried out for two classes of vehicle which are defined by the WMMTM:

- Car/ LGV; and
- HGV.

Assignment Methodology

The assignment follows the VISUM process using the LUCE assignment within the ICA junction modelling

Generalised Costs

In accordance with the original WMMTM, costs are based on shortest time distance between OD pairs. This process is retained in the 2015TCM. In general a function including distance and time would be used, however in the case of such a small network with limited choice we consider that there is no loss of accuracy introduced by retaining the original function and thus remaining consistent with the cordoning process.

To ensure that this approach did not cause any issues, a sensitivity test was run using standard time and distance based parameters from WebTAG (December 2015 values):

- Pence per minute of 19.99; and
- Pence per kilometre of 5.44.

The plot shown in **Figure 2** shows the difference in flows between the final AM Peak model and an assignment of the same matrix and network with the generalised cost defined as above.

Within the areas of the network that would be affected by the schemes under consideration there is no significant rerouting between the two cost functions. There is some flipping of traffic around the Mersey Street roundabout but this is not significant in the context of the scheme being assessed.

Figure 2 Comparison of Flows with Time Only and Time & Distance Cost Functions



Junction Modelling and Speed Flow Functions

All junctions are coded for ICA modelling within VISUM. Coding details are inherited from the WMMTM, but all junction layouts and lane configurations within the cordoned model have been reviewed during this current work.

Calibration and Validation data

A data base of counts and journey times has been collected for use in model development. This included:

- ANPR survey data (2013) to provide volumes and journey times for point to point movements across the town centre;
- Manual Traffic Counts (2015) at selected sites;
- Automatic Traffic Counts (2015) from WBC's ongoing monitoring programme; and
- Trafficmaster journey time data for major roads within the town centre.

The Count sites are shown in **Figure 12** in Appendix 1.

Network Development

The VISUM cordoning process retains complete information on links and junctions included within the cordon. Links cut by the cordon are converted to centroid connectors with a single zone representing traffic using the link.

The cordoned model thus forms the basis of the new model. Prior to use comprehensive network coding checks have been undertaken, focusing on the following aspects, which had been identified as problems in the original WMMTM:

- Link free speeds;
- Junction capacities;
- Junction control types; and
- Lane allocation within junctions.

Network Coding and Checking

Link Coding

The MMTM by its nature as a wide area model omits many town centre roads which have a more local importance. To enable the model to better reflect town centre routing and to increase the level of zonal disaggregation, additional network was added in the centre. This in the main will affect the area to the south west of the centre between Palmyra Square and Bank Quay Station.

Links were added interactively within the VISUM process, thus link lengths were determined by coordinates. An appropriate speed flow function was allocated to each road added; values were selected to remain consistent with existing network links.

Junction Coding

All junctions within the modelled area have been coded explicitly to take advantage of the ICA (Intersection Capacity Analysis) which is based on flow-delay functions derived for the US Highway capacity Model.

Modelling requires information on:

- Junction type;
- Major and minor legs;
- Number of lanes entering and leaving;
- Lane allocation for traffic entering and leaving; and
- Signal timings.

The original WMMTM did not explicitly model all junctions. During the development of the 2015TCM, the coding for existing junctions was checked and coding for other junctions added on the basis of aerial photography.

Buses

There are no complete bus routes within the modelled area. Buses are coded as dummy services to represent notional routes and frequencies on the major radial routes and through the town centre.

Link Speed Flow Relationships

The set of speed flow relationships used within the WMMTM have been retained within the cordoned model. A review of the network has been undertaken to ensure that realistic speed flow functions are applied on each link. In most cases this review consisted of adjusting links where speeds had been manually adjusted during calibration of the WMMTM.

The speed flow functions used are based on standard BPR (US Bureau of Public Roads) functions which is one of a number of functional forms allowed within VISUM.

Trip Matrix Development

Cordoning

Trip matrices have been developed by cordoning the WMMTM using the cordoning process implemented within VISUM. This retains internal zones and creates a single new zone at each entry point to the cordon representing trips into and out of the cordoned model at that point.

Disaggregation

The WMMTM uses only three zones to represent the Town Centre. This is an insufficient level of detail to represent circulation within the town centre in the local model.

Internal zones have been disaggregated to represent the major areas of activity using traffic counts within the town centre. Disaggregation was carried out using broad estimates of land use to split the trips within the existing WMMTM and the allocation refined using matrix estimation.

*MODEL CALIBRATION
AND VALIDATION*

03

MODEL CALIBRATION AND VALIDATION

Route Choice Calibration and Validation

Prior to matrix estimation checks were carried out on routing through the network. The flow bundles function in VISUM which produces a select link analysis on a single link was used to examine the routing patterns of through trips within the network.

This was used to ensure that through trips routed on the major highway network, avoiding rat running and other illogical routes. This ensured that the matrix estimation process would not use illogical movements to update the matrices to match counts.

Figures 2 to 4 show typical routes from south to west and north through the town from the model which demonstrate that the main choice route for each movement is on the major route network through the town.

Figure 3 – Route: Chester Road to Winwick Road A49

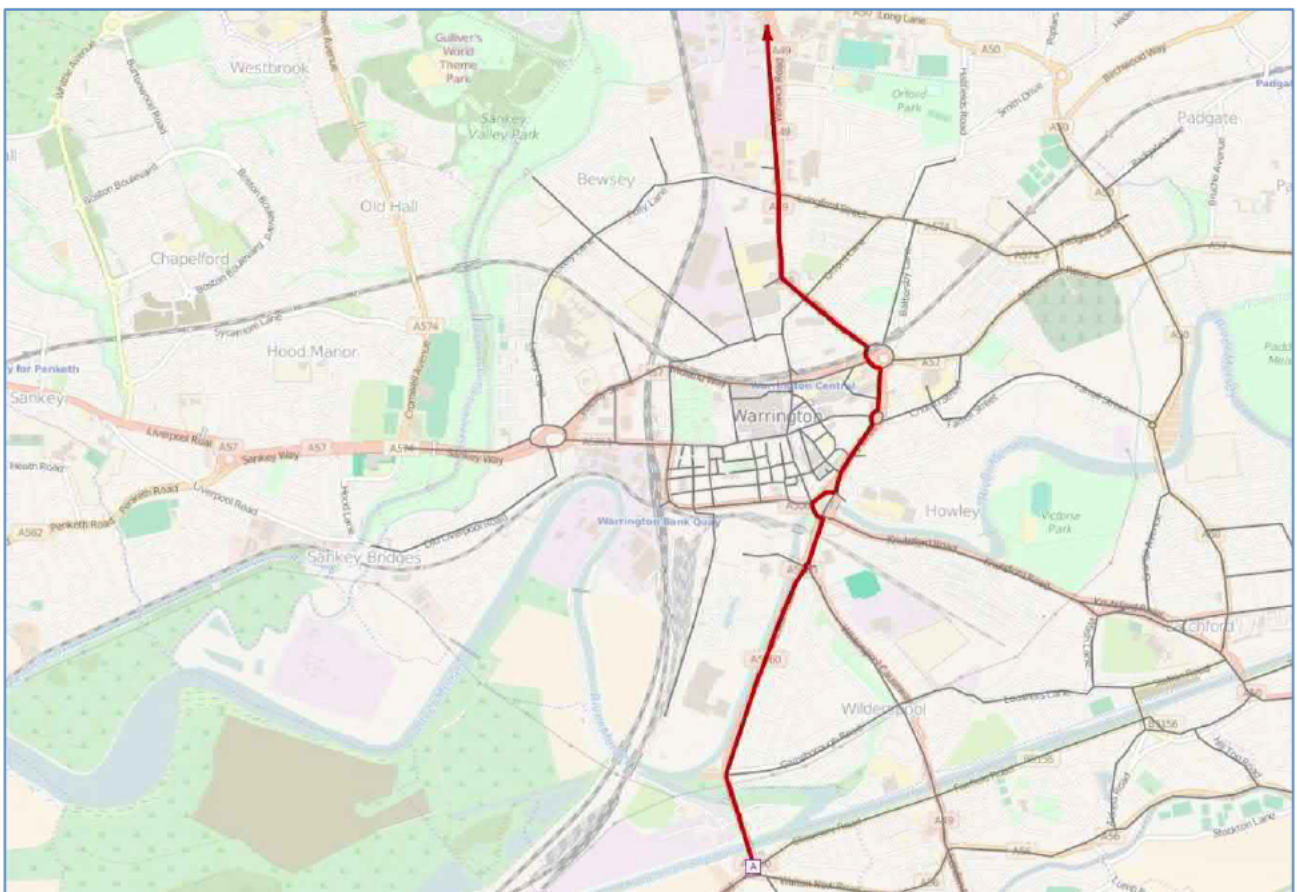


Figure 4 – Route: Wilderspool Causeway to Winwick Road A49

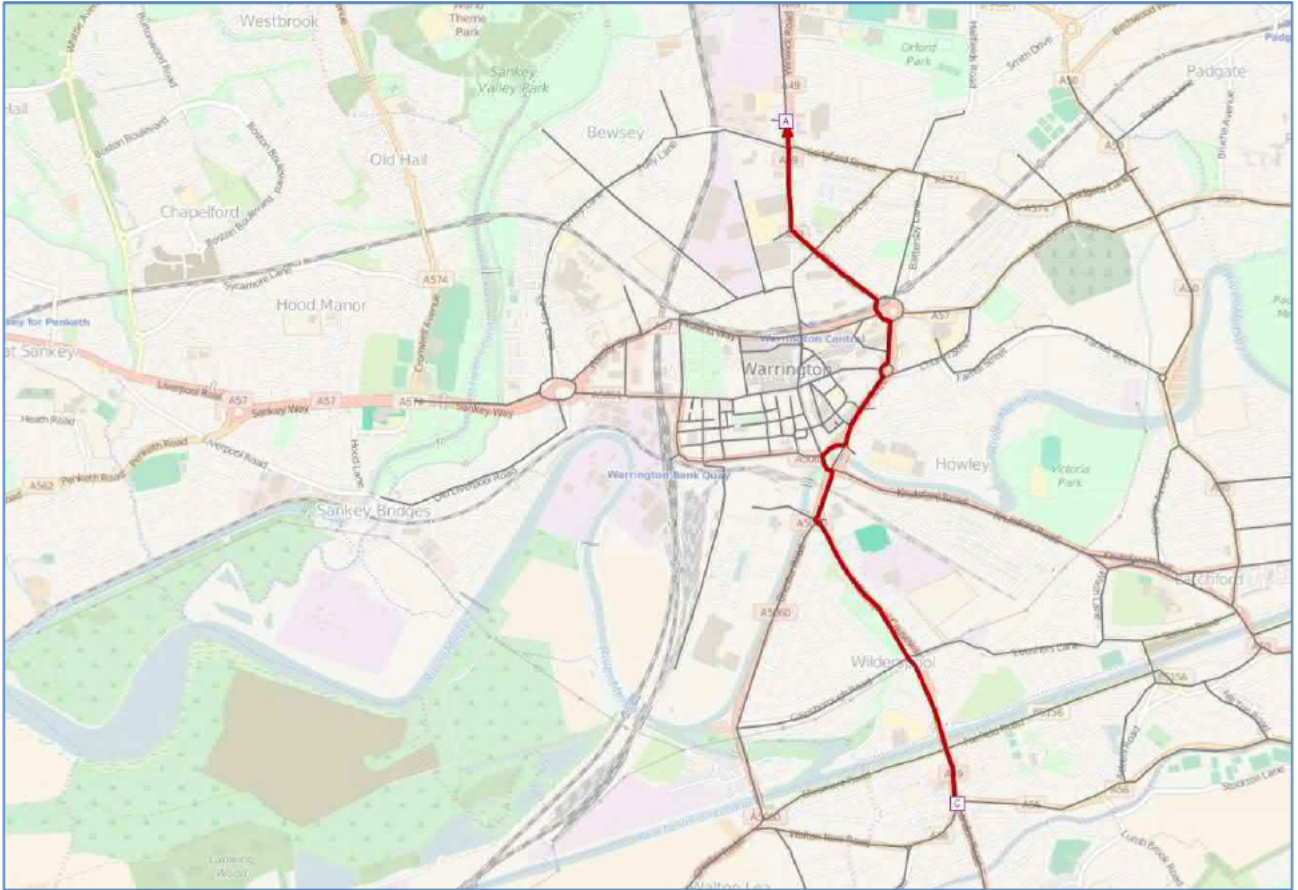
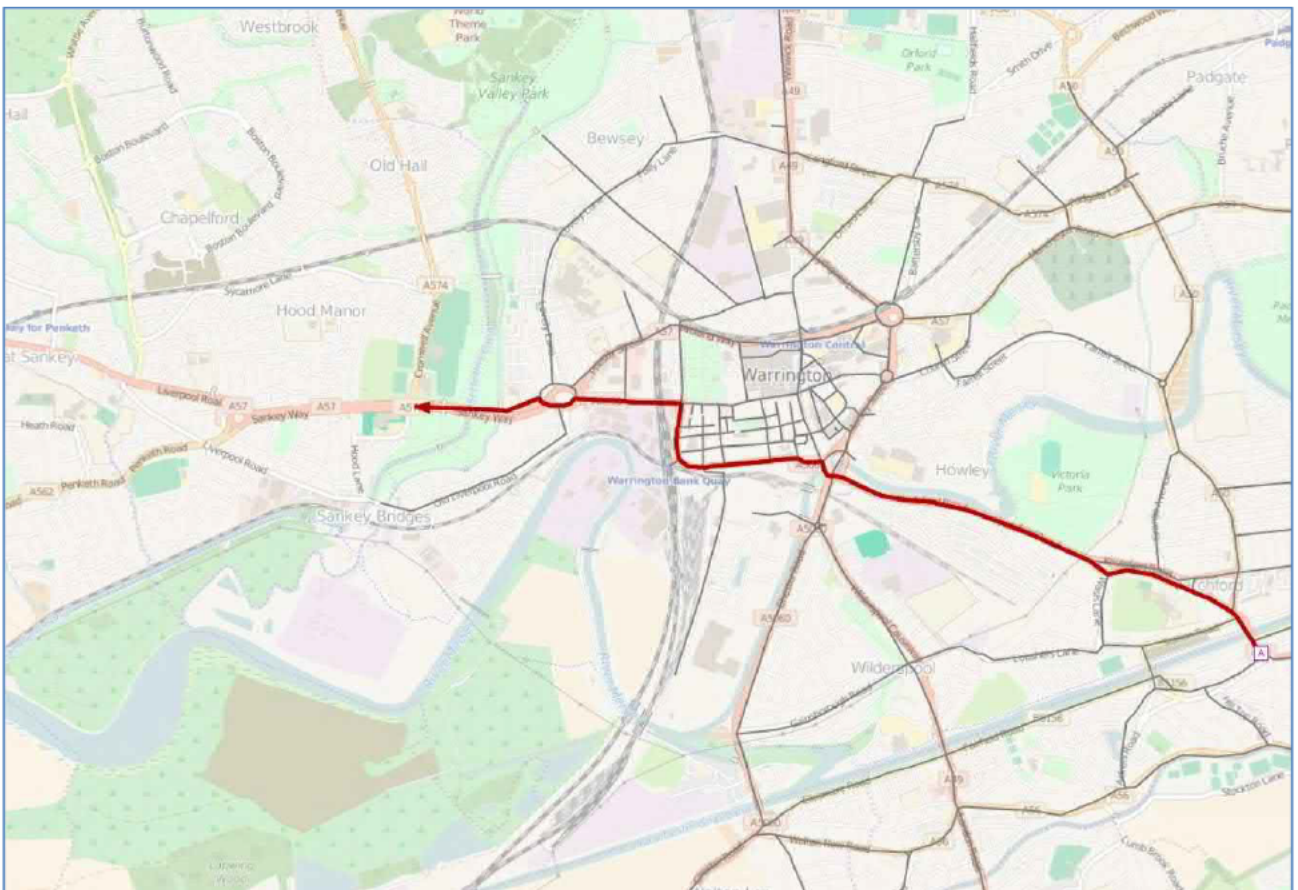


Figure 5 – Route: Knutsford Road to Liverpool Road, A57



Trip Matrix Calibration and Validation

The matrices used as input to the process and extracted as cordoned matrices were validated 2008 matrices.

Since 2008, the traffic patterns within the town centre have remained relatively constant in terms of distribution. There have been no major changes made to the highway network and no significant town centre development during this period.

The validity of the distribution cross town movements within the 2008 matrices was checked against the 2013 ANPR surveys.

It is concluded therefore, that the key changes between 2008 and 2015 are due mainly to changes in overall traffic volumes rather than to significant town centre changes in attractions and productions, thus the matrix estimation process is required only to reflect relative growth across the town centre.

Matrix Estimation

Method

Matrix estimation has been carried out using the standard procedure supplied within VISUM (TFlowFuzzy). The process makes adjustments to the matrix based on origin – destination routes through the network and supplied counts.

The key requirements within WebTAG for matrix estimation are that:

- Comparison of before and after mean trip lengths should be within 5%;
- Correlation of before and after matrix zonal values and trip end totals >0.95;
- Sector to sector matrix totals within 5% of original.

Changes in Trips

The guidance within WebTAG specifies that the matrix estimation process should not significantly alter the trip length distribution within the original matrices and should not significantly change the overall numbers of trips within the matrix, no more than 5% on a sector basis.

The number of trips in the matrices before and after matrix estimation is shown in Table 1. The results for some periods show a reduction in matrix totals. This could be the result of little change in overall traffic volumes through the town centre between 2008 and 2015 which is consistent with traffic growth levels and the levels of congestion experienced within the town, and also would be the result of any inaccuracies in the level of town centre traffic in the original area wide model.

Table 1 – Matrix Changes with Estimation

<i>Period</i>	<i>Vehicle Type</i>	<i>Before ME</i>	<i>After ME</i>	<i>Change</i>
AM	Car	20,822	20,091	-3.5%
	HGV	1,929	961	-50.2%
Inter Peak	Car	18,681	19,502	+4.4%
	HGV	2,031	1,040	-48.8%
PM Peak	Car	24,495	23,118	-5.6%
	HGV	1,186	699	-41.1%

The results show a marked reduction in the numbers of HGV trips. A review of HGV trips within the model suggests that the original WMMTM model appears to overstate the numbers of HGV trips within the town centre. Assigned volumes are greater than values counted both during the original model development and for the current study.

Validation of HGV flows in the original model was good, however count sites used for validation were outside the town centre, and the level of network detail within the town centre was not as great as that in the present model. The review suggests that the numbers of HGVs routing through some areas of the town were overstated in the WMMTM.

The result of the matrix estimation process has thus been to restate the volumes of HGVs on town centre streets to a more realistic level. Within the trip matrices the proportion of HGVs to total is around 5%, which is consistent with classified counts in 2008 and 2015.

Trip Length Distribution

Figure 6 to Figure 8 shows the changes in trip lengths as a result of the matrix estimation. The results show that the process has not changed the overall distribution of trip lengths within the town centre.

Figure 6 – AM Peak Trip Length Distribution

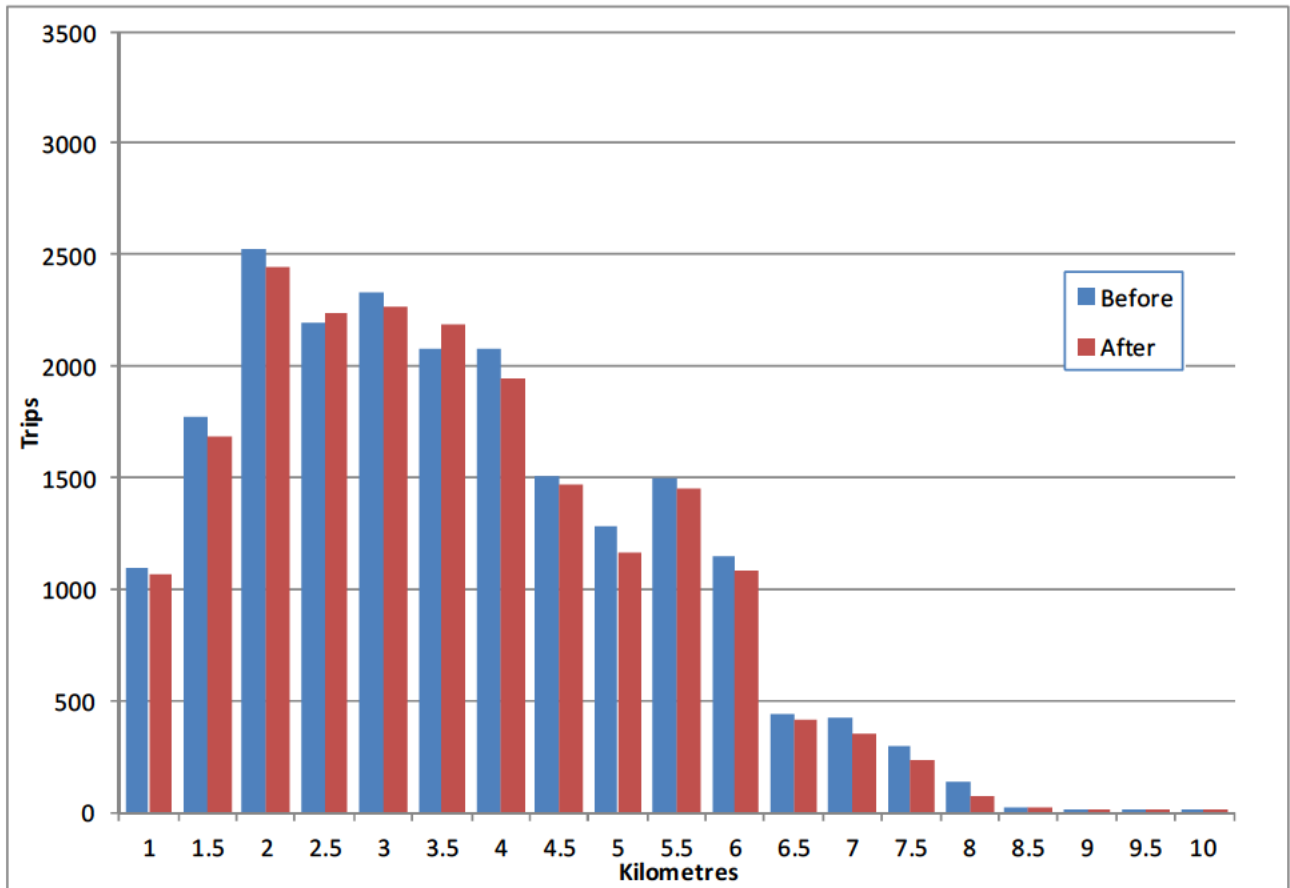


Figure 7 – IP Peak Trip Length Distribution

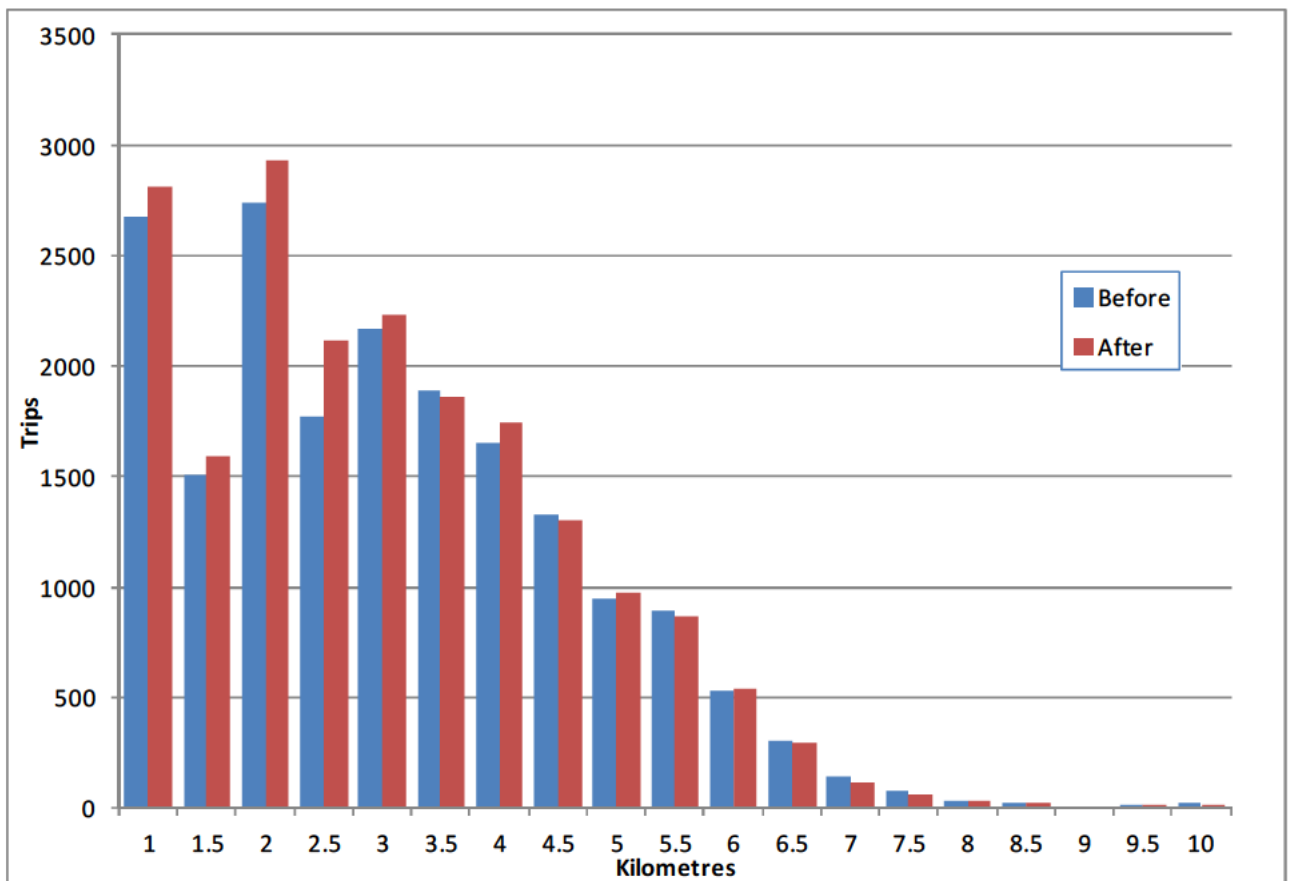
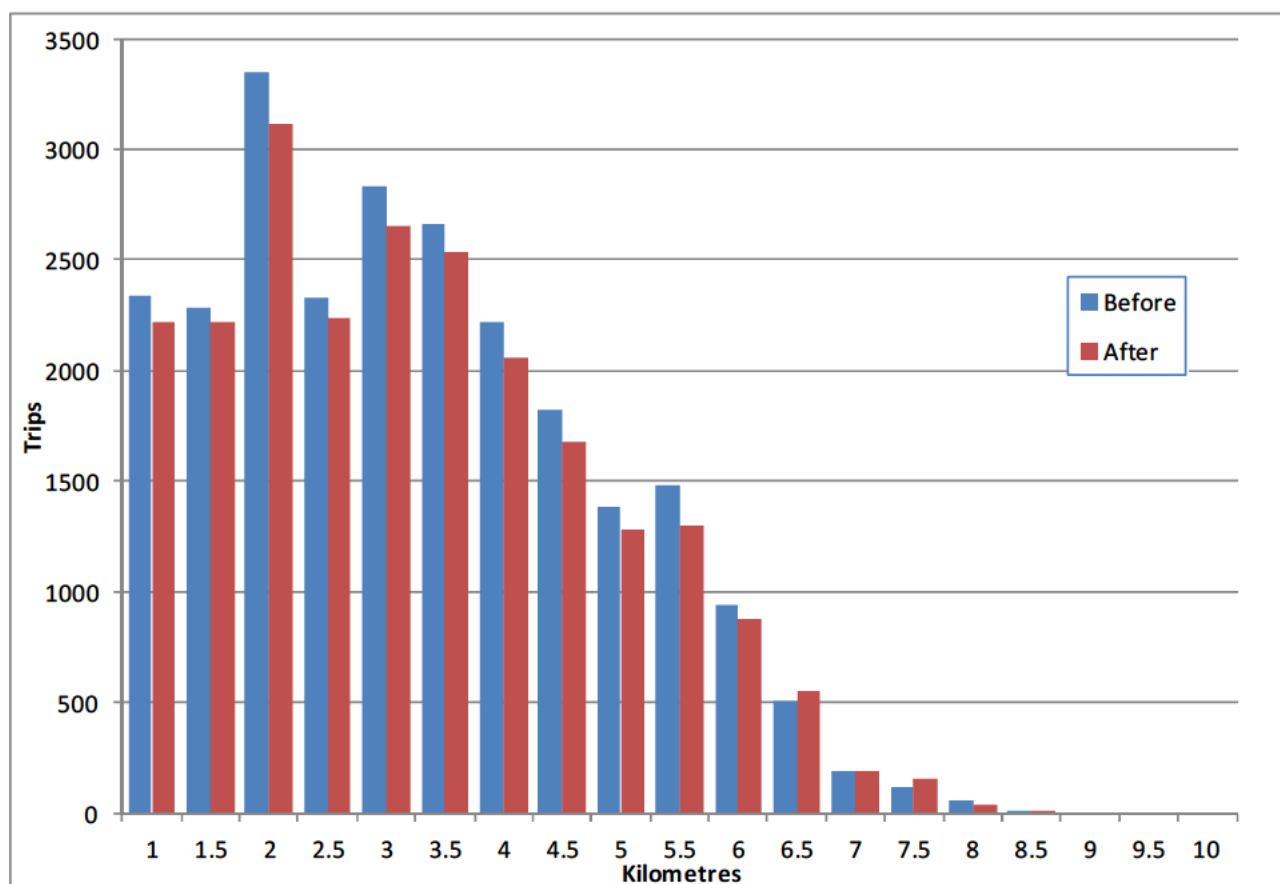


Figure 8 - PM Peak Trip Length Distribution



Matrix Validation

An Automatic Registration Number Recognition (ANPR) survey was carried out on behalf of Warrington BC in 2013 to examine movement patterns within Warrington.

The data from the survey was used to compare through movements across an east west screenline in the town centre against those in the trip matrices. Summary results are presented below; detailed results are included in **Table 15** in Appendix 1.

Table 2 – ANPR Comparison

Period	Direction	Observed Demand	Modelled Demand	GEH
AM Peak	E-W	256	226	1.9
	W-E	422	359	3.2
Inter Peak	E-W	203	175	2.0
	W-E	290	263	1.6
PM Peak	E-W	117	72	4.6
	W-E	227	299	4.4

Assignment Validation

Assignment Validation

Summary validation has been carried out across a cordon around the town centre and across the Manchester Ship canal screenline. f count sites across the modelled area.

Summaries of the overall results are shown below, with fuller details included in Table 11, Table 12 and Table 13 in Appendix 1.

Table 3 – Screenline Results – AM Peak

	<i>Observed Demand</i>	<i>Modelled Demand</i>	<i>% Difference</i>	<i>GEH</i>
Outer Cordon Inbound	8,611	8,570	0%	0.4
Outer Cordon Outbound	6,095	5,742	-6%	4.6
Ship Canal Northbound	3,316	3,306	0%	0.2
Ship Canal Southbound	3,324	3,184	-4%	2.5

Table 4 – Screenline Results – Inter Peak

	<i>Observed Demand</i>	<i>Modelled Demand</i>	<i>% Difference</i>	<i>GEH</i>
Outer Cordon Inbound	4,822	4,955	+3%	1.9
Outer Cordon Outbound	4,493	4,224	-6%	4.1
Ship Canal Northbound	2,113	2,142	+1%	0.6
Ship Canal Southbound	2,448	2,388	-2%	1.2

Table 5 – Screenline Results – PM peak

	<i>Observed Demand</i>	<i>Modelled Demand</i>	<i>% Difference</i>	<i>GEH</i>
Outer Cordon Inbound	6,369	6,075	-5%	3.7
Outer Cordon Outbound	7,538	7,362	-2%	2.0
Ship Canal Northbound	2,719	2,599	-4%	2.3
Ship Canal Southbound	3,458	3,289	-5%	2.9

The results show that the total traffic over each screenline is modelled to within 5% of observed.

The wider cordon was based primarily on existing data sources and attempts to capture all traffic entering and leaving the core modelled area. Parts of the cordon were based on data from the ANPR survey for which some sites to the north of the town centre were found to be inaccurate during calibration and were removed from use. The results for the individual cordon sites show that flows across each cordon crossing point are represented in the model with sufficient accuracy to give confidence in the routing within the model.

The canal crossing screenline demonstrates the accuracy of modelling for traffic from the south. The relationship between flows on Chester Road and Wilderspool are important in testing the Centre Park Link. The overall results show that the demand crossing the canal is modelled to within acceptable levels. The detailed results in Appendix 1 show that the split between Chester Road and Wilderspool are modelled appropriately although there is some degree of error in the split between the swing bridge and high level bridge in Latchford resulting from the congestion levels observed in Latchford village.

Flows for individual sites were compared using the two criteria identified within WebTAG.

The validation results at individual locations are shown in Appendix 1. Overall the levels of GEH achieved and the proportions of comparisons that fit the criteria based on link flows are as shown in Table 6.

In addition, for each time period the correlation was calculated between observed and modelled flows. The R^2 values are reported in Table 6 as are the slopes of the regression between the two. Regression diagrams are included in Appendix 1 as Figure 13, Figure 14 and Figure 15.

Table 6 – Summary of Regression Results

	<i>GEH < 5.0</i>	<i>GEH<10.0</i>	<i>Pass on flow criteria</i>	<i>R²</i>	<i>Slope</i>
AM peak	81%	97%	89%	0.96	0.98
Inter Peak	81%	99%	84%	0.94	0.95
PM Peak	80%	92%	80%	0.88	0.95

Values of R^2 greater than 0.9 and slopes close to unity demonstrate that modelled flows produce a good fit to observed flows at all levels of flow from lightly trafficked roads to busy routes.

The results show that flows within all three peak periods fall slightly below the 85% target for GEH values of 5.0 and below. The AM and Inter peak periods are above or close to the 85% target for the flow based criteria.

On the measure of correlation between the observed and modelled flows the AM and Inter Peak periods are in line with required targets, although the PM peak value falls below requirement. The scatterplots in the appendix show significantly greater scatter of results for the PM peak than for the other periods.

Journey Time Validation

Journey time assessment was carried out along four journey time routes for which times were estimated from Trafficmaster data as reported in the Report “Centre Link Park – Trafficmaster Analysis”, December 2015.

The routes used are listed in Table 7 and route paths are included in Appendix 2. Additional route based journey time plots are also presented in Appendix 2.

Table 7 – Journey Time Routes

<i>Route</i>	<i>Description</i>
1	Liverpool Road – Chester Road (at Gainsborough Road)
2	Liverpool Road – Wilderspool Causeway
3	Liverpool Road – Knutsford Road
4	Mersey Street – Chester Road

The results, shown in Table 8, demonstrate that the modelled and observed journey times are within acceptable criteria of 15% or 1 minute for all routes with the exception of the Chester Road to Mersey Street route in the evening peak period where modelled delays around the Mersey Street junction are significantly greater than observed.

This is further demonstrated in the plots in Appendix 2, which show that for 20 of the 24 comparisons delays are modelled to within $\pm 15\%$ of the measured values. The actual locations of delays are not always accurately modelled and the VISUM time profiles are generally smoother than those observed.

For the purpose of this study we would consider that the overall delays within the network are reflected within the model and thus travel times through the network would be appropriately reflected in cost benefit assessment for any schemes that relieve congestion within the town centre.

Sections of the highway network in the centre of Warrington, in particular Chester Road between Gainsborough Road and Wilderspool and Wilson Patten Street and Parker Street between Bridge Foot and Liverpool Road exhibit very high levels of congestion during the peak periods. It is not generally possible in an average hour model such as that created within VISUM to represent the detailed interactions between vehicles in congested networks and the build-up and decay of queues through a peak period. Thus modelled delays tend to cluster more around junctions than on mid link sections of the network.

Variation

The observed times are averages provided by the Trafficmaster dataset, it was not possible with this dataset to obtain day to day variation in times and any measure of standard deviation. To examine this, Google Maps was used to extract typical minimum and maximum journey times for the route sections for the peak periods. While this gives additional information not obtained from Trafficmaster it should be treated with caution since:

- We have no information on the days included within the average calculations;
- We have no information on the actual start and end points of the route for which times are given – how closely these match the points selected;
- Travel times are spot times in approximately 12 minute intervals, rather than average hourly times; and
- Times are presented rounded to whole minutes.

The Google map results are included in Table 8 under the range column.

The Google maps results show highly variable times within the peak period consistent with the high levels of congestion observed. For each route the Trafficmaster derived times fall within the bandwidths obtained from Google. With the exception of the route from Mersey Street in the PM peak all the modelled times also fall within these bandwidths.

The results obtained are summarised in Table 8.

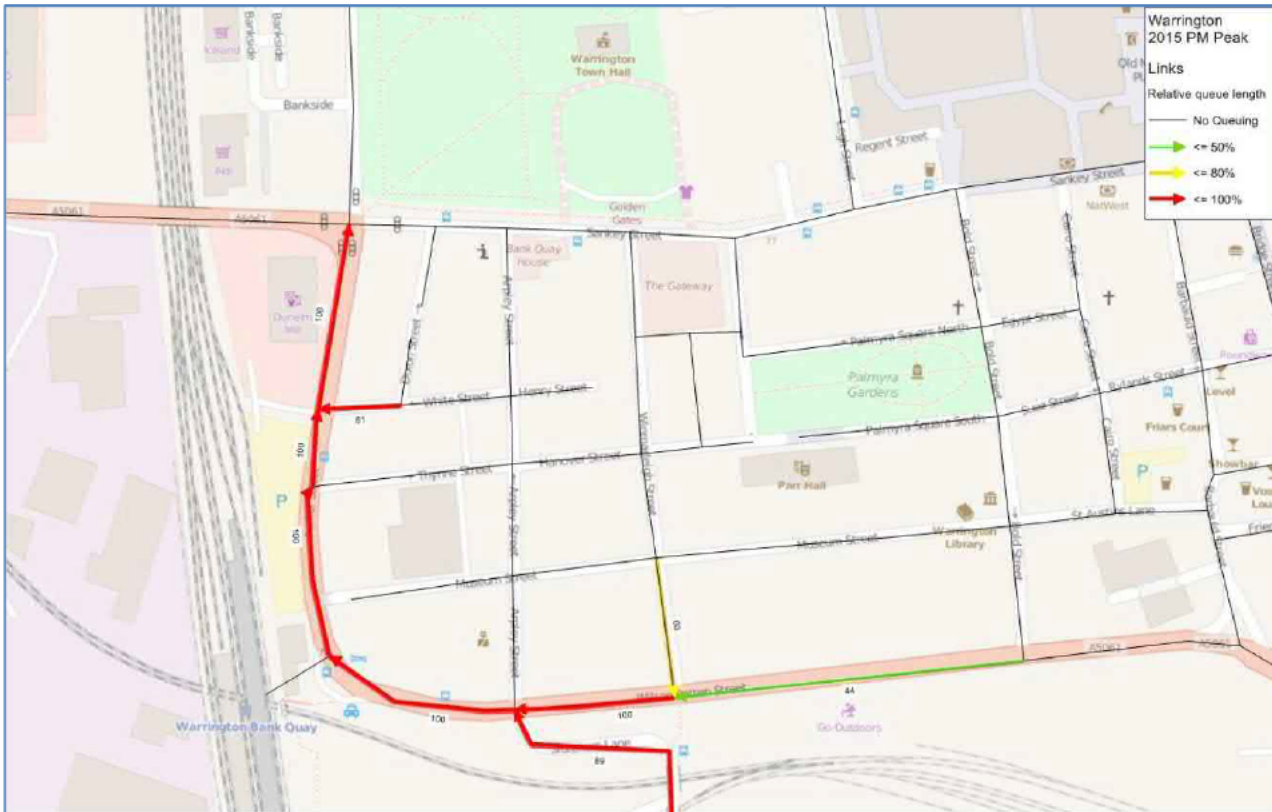
Table 8 – Journey Time Routes (minutes)

<i>Route</i>	<i>Time</i>	<i>Observed</i>	<i>Range</i>	<i>Modelled</i>	<i>Difference</i>	<i>% difference</i>	<i>within criteria</i>
1 North/West	AM	7.7	7-12	7.6	-0.1	-2%	PASS
	IP	6.8		6.5	-0.3	-5%	PASS
	PM	13.8	10-20	13.6	-0.2	-1%	PASS
1 South/East	AM	10.7	8-16	10.9	0.2	2%	PASS
	IP	7.7		8.9	1.2	15%	PASS
	PM	11.5	7-14	12.9	1.4	12%	PASS
2 North/West	AM	7.2	6-9	7.3	0.1	2%	PASS
	IP	6.7		5.9	-0.8	-11%	PASS
	PM	12.8	9-16	12.6	-0.3	-2%	PASS
2 South / East	AM	10.3	8-16	8.9	-1.4	-14%	PASS
	IP	7.7		7.0	-0.6	-8%	PASS
	PM	11.5	7-14	11.1	-0.4	-3%	PASS
3 North/West	AM	7.3	5-8	6.8	-0.5	-7%	PASS
	IP	6.5		5.9	-0.6	-9%	PASS
	PM	10.2	7-14	10.3	0.1	1%	PASS
3 South/ East	AM	8.9	7-14	7.6	-1.3	-14%	PASS
	IP	7.3		7.2	-0.1	-2%	PASS
	PM	9.4	6-12	9.1	-0.2	-2%	PASS
4 North	AM	5.7	5-8	6.3	0.6	11%	PASS
	IP	5.0		4.6	-0.4	-7%	PASS
	PM	9.7	7-16	8.2	-1.4	-15%	PASS
4 South	AM	5.5	4-8	5.4	-0.1	-2%	PASS
	IP	4.5		5.3	0.8	17%	PASS
	PM	5.2	4-6	9.8	4.6	90%	FAIL

Over Capacity Queues

A key feature of the PM peak network is that queues persist beyond the end of the peak period in the town centre suggesting that the network capacity is insufficient for the hourly demand. Locations of overcapacity queues in the network are shown in Figure 9 . Although high levels of delay are also observed in the morning peak period, the model does not identify any overcapacity queueing.

Figure 9 - Over Capacity Queues in PM peak



Convergence

Convergence is tested within the assignment on the basis of proximity and stability measures. These equate broadly to the measures defined within WebTAG, although differ slightly in definition.

The settings used as stopping criteria within the assignment process, and thus the minimum level of convergence achieved, are shown in **Table 9**.

Table 9 VISUM Convergence Stopping Criteria

Criteria	Target Value	Stopping Criteria
The number of turns for which the GEH comparison between the previous assignment and current assignment is	<=1	99%
The GEH between turning flows and smoothed ICA turning flows	<=1	99%
%Gap	0.01%	

These required levels of convergence are achieved in each model after the following number of iterations between the assignment and turn delay calculation process.

Table 10 Number of Iterations required

<i>Time Period</i>	<i>Iterations</i>
AM Peak	19
Inter Peak	8
PM Peak	24

SUMMARY

SUMMARY

Summary of model development

This report has described the development of a new town centre model for Warrington, referred to as 2015TCM. The modelling has been based on previous models of Warrington developed with a 2008 base year with the specific aim of:

- Producing a better representation of town centre circulation; and
- Updating traffic to a 2015 base.

The model has been developed as a specific tool to investigate the impact of the proposed Centre Park Link and associated traffic circulation schemes within the town centre and the bounds of the model and the focus of validation has been determined on this basis.

Summary of Standards Achieved

Given the localised nature of the scheme, and the need for matrix estimation to adjust the existing 2008 based matrices to a 2015, there is little independent data against which to assess the assigned volumes.

Results of the link flow comparisons show that the flows within the model match the assigned flows within reasonable limits reaching 80% in all cases, although the 85% fit suggested within the WebTAG guidelines could not be achieved, except in the case of the morning peak. Comparison with the ANPR data shows that major through traffic movements are well represented within the model. This provides confidence in the routing through the town centre and the split between local and longer distance movements which is important in assessing the impacts of the scheme.

Modelled end to end journey times through the congested network fit the observed times for most movements, with the exception of the PM peak for the route between Chester Road and Mersey Street.

Strengths and Weaknesses

The model builds on the 2008 WMMTM which was developed as a wide area model and was thus not sufficiently detailed in its representation of the town centre for examining a scheme of this nature. The updates to the model here have included a much better representation of the town centre network and a disaggregation of the zoning. The validation results demonstrate that the model accurately represents:

- Overall traffic volumes on the town centre network;
- The distribution of local and through traffic throughout the town centre; and
- Broad levels of town centre delay and congestion.

The town centre is characterised by a number of very congested roads and junctions concentrated around the river crossing which leads to large delays during peak periods. The planned scheme is designed to alleviate this congestion.

The critical area of the model in the peak period is the Wilson Patten Street/ Parker Street section on which travel times are often observed to be very high in the evening peak. The causes of this delay appear to be complex, relating to interactions at a number of controlled and uncontrolled junctions along the route and interference with the queue from the pedestrian crossing by the station. The delay cannot be solely related

to the signal junction at Liverpool Road. In observations undertaken during this model validation process, traffic did not appear to flow along Parker Street sufficiently quickly to utilise the full green times at the signals and thus delay was due to interactions along Parker Street and Wilson Patten Street as much as to the signal junction itself.

The use of an average hour model such as VISUM does not enable these interactions between vehicles and between neighbouring junctions to be modelled with sufficient accuracy and the routing patterns observed in the network are difficult to reproduce in circumstances where rat running can be a frequent alternative to queueing. Whilst the PM peak model appears to validate well we note that routing is relatively unstable and sensitive to network changes. A meso- or micro-scopic modelling tool would be more appropriate to the conditions observed.

As a result the model fails to fully represent the highly congested conditions observed, particularly in the PM Peak period on Wilson Patten Street. Whilst end to end journey times are modelled with reasonable accuracy the distribution of delay along the route is not reflected. The potential impact of underestimating the base delay on this section this would be to underestimate the benefits of any schemes providing relief for this section of the route.

Use in Scheme Testing

The calibration of traffic volumes and routing patterns demonstrate that the overall scope of the model and the assigned demands are realistic for representing the main impacts of the Centre Park Link scheme. Further the routing is realistic and the model would be expected to reflect changes in routing following the implementation of a new scheme.

The key problem identified during model development that would affect scheme evaluation concerns the level of delay that might be observed on Wilson Patten Street and Parker Street in any future year scenario, whether do minimum or do something. Calibration results show that while the model reflects overall journey time well, the specific locations of delay and potentially the causes of delay may not be accurate due to the ability of the software to reflect certain driver characteristics.

The model currently underestimates delays on this route, and routing through the network is sensitive to levels of delay. It is possible that similar underestimates may occur in testing. The impact of this may be to understate benefits of providing an alternative to this route.

In developing tests using the model we would suggest that:

- Queues and delays are checked in LINSIG at the Liverpool Road/ Parker Street junction following each test and that significant differences between results from the model and results from LINSIG should be coded into the model and the model rerun to ensure consistency in junction layout and modelled delays; and
- sense checks of routing should be carried out following each scenario test in the PM peak and the model adjusted if unrealistic diversion flows are observed.

With these provisos, it is concluded that the model may be used to examine the impacts on flow levels and traffic circulation resulting from the development of the Centre Park Link and associated works.

APPENDICES

APPENDIX 1

Figure 10 – Zone Plan

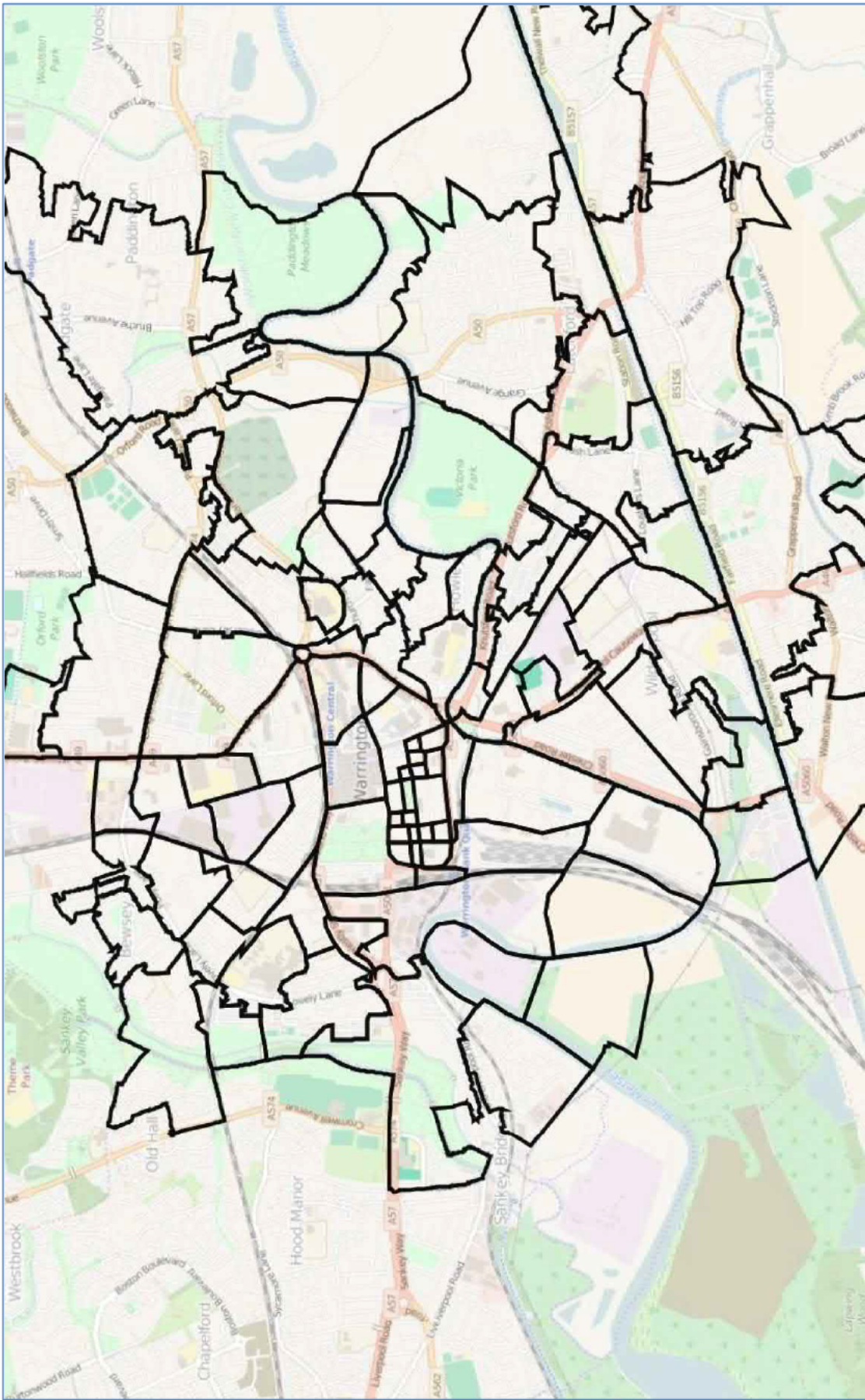


Figure 11 – Cordoned Network

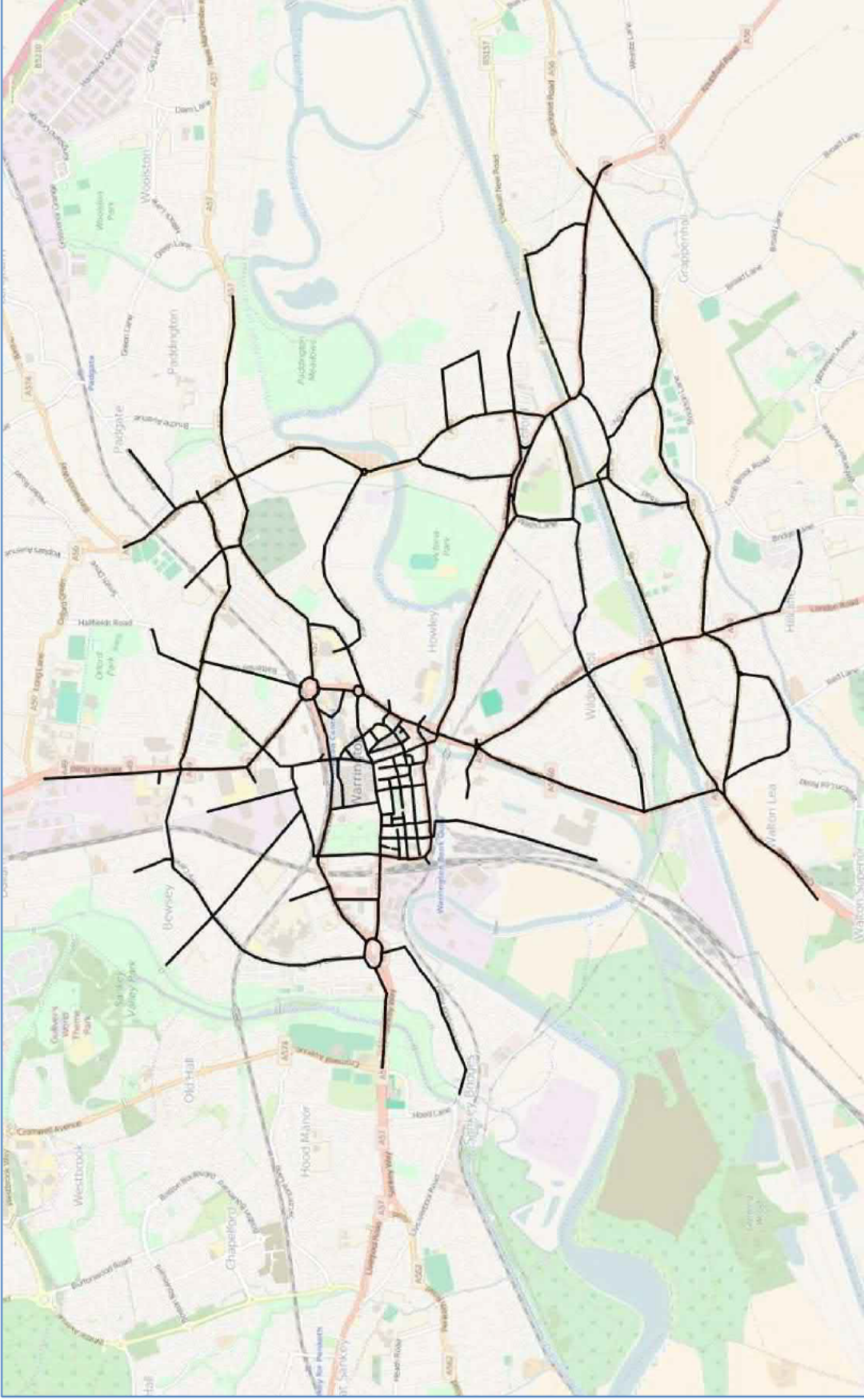


Figure 12 – Count Locations

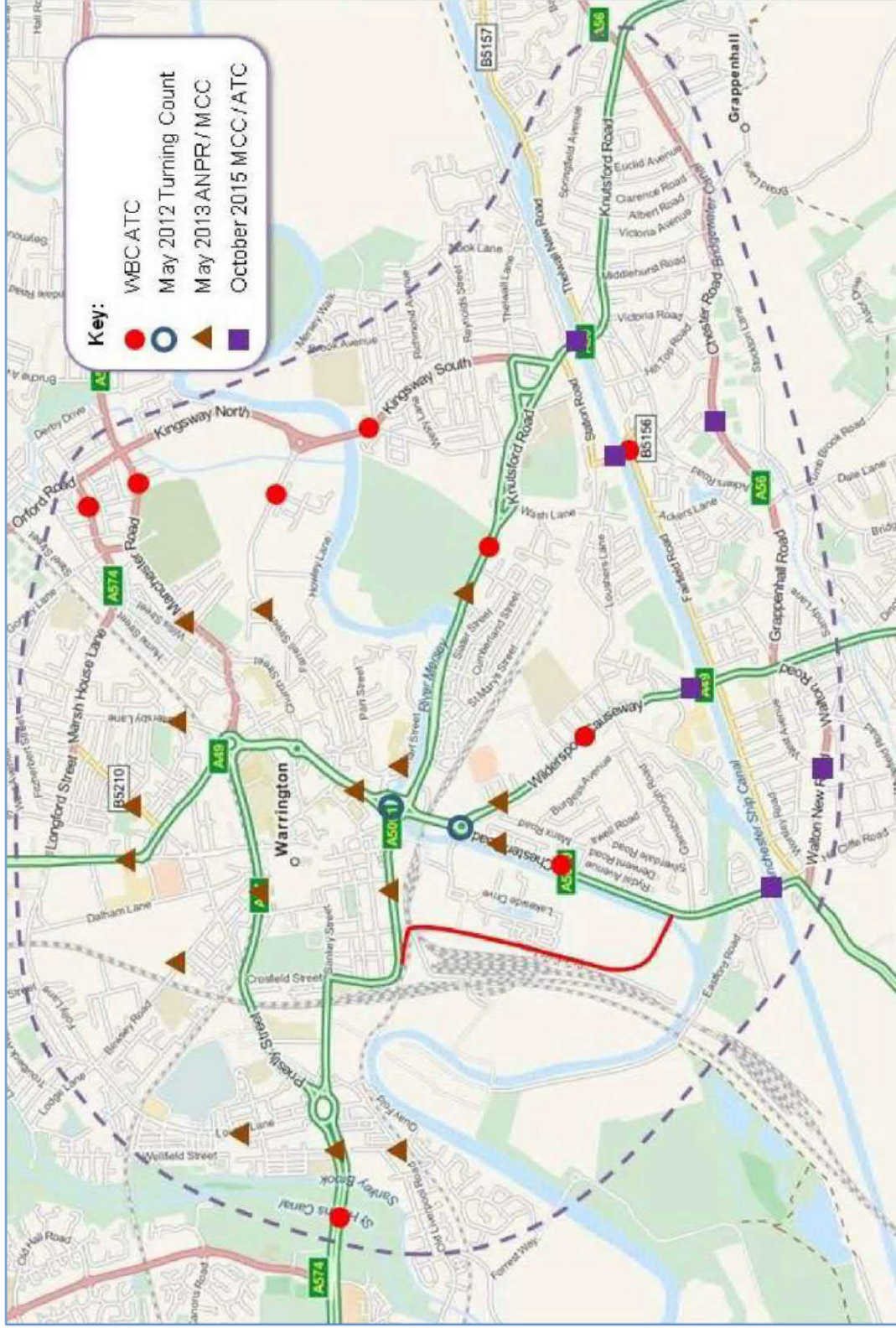


Table 11 – Independent Validation Counts

Site	Direction	AM					IP					PM							
		OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion	OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion	OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion
Sankey Street	WB	147	223	76	52%	5.6	PASS	240	73	-167	-70%	13.4	FAIL	448	532	84	19%	3.8	PASS
Sankey Street	EB	694	567	-127	-18%	5.1	PASS	282	194	-88	-31%	5.7	PASS	233	183	-50	-21%	3.4	PASS
Wilson Patten St (1)	EB	441	572	131	30%	5.8	FAIL	736	738	2	0%	0.1	PASS						
Wilson Patten St (1)	WB	803	783	-20	-3%	0.7	PASS	889	828	-61	-7%	2.1	PASS						
Liverpool Rd	EB	492	450	-42	-9%	1.9	PASS	228	243	15	7%	1.0	PASS	216	221	5	2%	0.3	PASS
Liverpool Rd	WB	173	256	83	48%	5.7	PASS	236	182	-54	-23%	3.7	PASS	223	296	73	33%	4.5	PASS
Sankey Way	EB	2325	2248	-77	-3%	1.6	PASS	1099	903	-196	-18%	6.2	FAIL	1078	1045	-33	-3%	1.0	PASS
Sankey Way	NB	900	1085	185	21%	5.9	FAIL	1005	891	-114	-11%	3.7	PASS						
Lovely Ln	NB	856	837	-19	-2%	0.7	PASS	463	447	-16	-3%	0.8	PASS	474	380	-94	-20%	4.5	PASS
Lovely Ln	SB	430	377	-53	-12%	2.6	PASS	474	393	-81	-17%	3.9	PASS	454	427	-27	-6%	1.3	PASS
Bewsey Rd	NB	101	134	33	33%	3.0	PASS	143	167	24	17%	1.9	PASS	138	140	2	1%	0.2	PASS
Bewsey Rd	SB	170	154	-16	-9%	1.3	PASS	152	99	-53	-35%	4.7	PASS	133	125	-8	-6%	0.7	PASS
Orford Ln	NB	122	100	-22	-18%	2.1	PASS	197	205	8	4%	0.6	PASS	203	278	75	37%	4.8	PASS
Orford Ln	SB	363	199	-164	-45%	9.8	FAIL	219	220	1	0%	0.1	PASS	217	215	-2	-1%	0.1	PASS
Battersby Ln	NB	316	487	171	54%	8.5	FAIL	443	544	101	23%	4.5	PASS	432	460	28	6%	1.3	PASS
Battersby Ln	SB	457	640	183	40%	7.8	FAIL	379	462	83	22%	4.0	PASS	398	552	154	39%	7.1	FAIL
Manchester Rd	NB	416	453	37	9%	1.8	PASS	539	737	198	37%	7.8	FAIL	531	962	431	81%	15.8	FAIL
Manchester Rd	SB	780	915	135	17%	4.6	PASS	599	742	143	24%	5.5	FAIL	563	840	277	49%	10.5	FAIL
Farrell St	EB	325	318	-7	-2%	0.4	PASS	342	290	-52	-15%	2.9	PASS	333	430	97	29%	5.0	PASS
Farrell St	WB	487	479	-8	-2%	0.4	PASS	319	388	69	22%	3.7	PASS	298	508	210	70%	10.5	FAIL

Table 12 – Wider Cordon

Site	Direction	AM					IP					PM							
		OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion	OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion	OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion
Sankey Way	WB	1094	1085	-9	-1%	0.3	PASS	926	891	-35	-4%	1.2	PASS	1773	1728	-45	-3%	1.1	PAS
Sankey Way	EB	2251	2248	-3	0%	0.1	PASS	893	903	10	1%	0.3	PASS	1000	1045	45	5%	1.4	PAS
Padgate Lane	EB	444	370	-74	-	3.7	PASS	401	379	-22	-6%	1.1	PASS	465	456	-9	-2%	0.4	PAS
Padgate Lane	WB	490	498	8	2%	0.3	PASS	432	367	-65	-	3.2	PASS	523	488	-35	-7%	1.6	PAS
Manchester Road	EB	623	593	-30	-5%	1.2	PASS	626	624	-2	0%	0.1	PASS	773	870	97	13%	3.4	PAS
Manchester Road	WB	668	759	91	14%	3.4	PASS	590	665	75	13%	3.0	PASS	645	737	92	14%	3.5	PAS
Knutsford Road	NB	899	788	-111	-	3.8	PASS	578	593	15	3%	0.6	PASS	746	703	-122	-	4.4	PAS
Knutsford Road	SB	610	709	99	16%	3.9	PASS	595	551	-44	-7%	1.9	PASS	825	639	-107	-	4.1	PAS
Wilderspool	SB	689	638	-51	-7%	2.0	PASS	196	254	59	30%	3.9	PASS	414	481	67	16%	3.2	PAS
Wilderspool	NB	611	646	35	6%	1.4	PASS	200	265	65	33%	4.3	PASS	410	479	69	17%	3.3	PAS
Chester Road	NB	815	835	20	2%	0.7	PASS	654	685	31	5%	1.2	PASS	323	936	-38	-4%	1.2	PAS
Chester Road	SB	823	822	-1	0%	0.0	PASS	534	569	35	7%	1.5	PASS	974	384	61	19%	3.3	PAS
Farrell Street	SB	484	401	-83	-	4.0	PASS	420	351	-69	-	3.5	PASS	583	473	-110	-	4.8	PAS
Farrell Street	NB	513	484	-29	-6%	1.3	PASS	363	377	14	4%	0.7	PASS	546	418	-128	-	5.8	FAIL
Kingsway Bridge	NB	1172	1137	-35	-3%	1.0	PASS	639	604	-35	-6%	1.4	PASS	1258	854	-37	-4%	1.2	PAS
Kingsway Bridge	SB	829	666	-163	-	6.0	FAIL	811	799	-12	-1%	0.4	PASS	891	901	-357	-	10.9	FAIL

Table 13 – Canal Cordon

	Site	Direction	AM					IP					PM							
			OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion	OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion	OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion
A5060	17	NB	1003	1006	3	0%	1.0	PASS	633	665	32	5%	1.0	PASS	699	652	-47	-7%	1.8	PASS
A5060	17	SB	1129	1071	-58	-5%	1.7	PASS	817	797	-20	-2%	0.7	PASS	1080	1062	-18	-2%	0.5	PASS
Wilderspool	18	SB	534	574	40	8%	1.7	PASS	525	556	31	6%	1.3	PASS	650	582	-68	-10%	2.7	PASS
Wilderspool	18	NB	898	837	-61	-7%	2.1	PASS	554	557	3	1%	0.1	PASS	723	650	-73	-10%	2.8	PASS
B5156	19	NB	658	370	-288	-44%	12.7	FAIL	131	97	-34	-26%	3.2	PASS	546	499	-47	-9%	2.1	PASS
B5156	19	SB	558	615	57	10%	2.4	PASS	308	308	0	0%	0.0	PASS	691	812	121	17%	4.4	PASS
Knutsford Rd	20	NB	757	1093	336	44%	11.0	FAIL	794	823	29	4%	1.0	PASS	751	798	47	6%	1.7	PASS
Knutsford Rd	20	SB	1104	924	-180	-16%	5.6	FAIL	798	727	-71	-9%	2.6	PASS	1037	833	-204	-20%	6.7	FAIL

Table 14 – Matrix Estimation

	Site	Direction	AM					IP					PM							
			OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion	OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion	OBSERVED	MODELLED	DIFFERENCE	% DIFFERENCE	GEH	Criterion
A56	21	WB	332	305	-27	-8%	1.5	PASS	181	170	-11	-6%	0.8	PASS	214	177	-37	-17%	2.7	PASS
A56	21	EB	182	131	-51	-28%	4.1	PASS	197	156	-41	-21%	3.1	PASS	332	127	-205	-62%	13.5	FAIL
A56	22	EB	339	308	-31	-9%	1.7	PASS	383	340	-43	-11%	2.3	PASS	281	221	-60	-21%	3.8	PASS
A56	22	WB	439	358	-81	-18%	4.1	PASS	388	299	-89	-23%	4.8	PASS	366	314	-52	-14%	2.8	PASS
Gainsborough Rd	15	EB	261	222	-39	-15%	2.5	PASS	166	100	-66	-40%	5.7	PASS	328	274	-54	-16%	3.1	PASS
Gainsborough Rd	15	WB	251	183	-68	-27%	4.6	PASS	258	170	-88	-34%	6.0	PASS	278	204	-74	-27%	4.8	PASS
A5061	2	EB	1087	1127	40	4%	1.2	PASS	817	787	-30	-4%	1.1	PASS	675	711	36	5%	1.4	PASS
A5061	2	WB	658	681	23	4%	0.9	PASS	803	740	-63	-8%	2.3	PASS	1168	1082	-86	-7%	2.6	PASS
Parker St	5	NB	815	754	-61	-7%	2.2	PASS	883	788	-95	-11%	3.3	PASS	1196	834	-362	-30%	11.4	FAIL
Parker St	5	SB	588	651	63	11%	2.5	PASS	732	706	-26	-3%	1.0	PASS	547	557	10	2%	0.4	PASS
Wilson Patten St (2)	11	EB	647	584	-63	-10%	2.6	PASS	793	610	-183	-23%	6.9	FAIL	695	615	-80	-12%	3.1	PASS
Wilson Patten St (2)	11	WB	1119	996	-123	-11%	3.8	PASS	1008	798	-210	-21%	7.0	FAIL	1171	946	-225	-19%	6.9	FAIL
Winwick Rd	13	NB	499	458	-41	-8%	1.9	PASS	903	782	-121	-13%	4.2	PASS	842	861	19	2%	0.7	PASS
Winwick Rd	14	SB	1193	1175	-18	-2%	0.5	PASS	999	1010	11	1%	0.3	PASS	918	984	66	7%	2.1	PASS

Table 15 - ANPR Comparison

	AM				IP				PM			
	OBSERVED	MODELLED	DIFFERENCE	GEH	OBSERVED	MODELLED	DIFFERENCE	GEH	OBSERVED	MODELLED	DIFFERENCE	GEH
Chester Road - Sankey Way	89	66	-23	2.6	75	85	10	1.1	97	86	-11	1.1
Wilderspool - Sankey Way	86	69	-17	1.9	72	40	-32	4.3	83	77	-6	0.7
Manchester Road - Sankey Way	81	91	10	1.1	56	50	-6	0.8	117	72	-45	4.6
Sankey Way - Chester Road	101	88	-13	1.3	80	72	-8	0.9	45	75	30	3.9
Sankey Way - Wilderspool	108	97	-11	1.1	71	54	-17	2.2	67	42	-25	3.4
Sankey Way - Knutsford Road	101	78	-23	2.4	72	58	-14	1.7	49	132	83	8.7
Sakey Way - Manchester Road	112	96	-16	1.6	67	79	12	1.4	66	50	-16	2.1
Chester Road - Sankey Way	89	66	-23	2.6	75	85	10	1.1	97	86	-11	1.1
Wilderspool - Sankey Way	86	69	-17	1.9	72	40	-32	4.3	83	77	-6	0.7
Manchester Road - Sankey Way	81	91	10	1.1	56	50	-6	0.8	117	72	-45	4.6
Sankey Way - Chester Road	101	88	-13	1.3	80	72	-8	0.9	45	75	30	3.9
Sankey Way - Wilderspool	108	97	-11	1.1	71	54	-17	2.2	67	42	-25	3.4
Sankey Way - Knutsford Road	101	78	-23	2.4	72	58	-14	1.7	49	132	83	8.7
Sakey Way - Manchester Road	112	96	-16	1.6	67	79	12	1.4	66	50	-16	2.1

Figure 13 - AM Scatter Plot

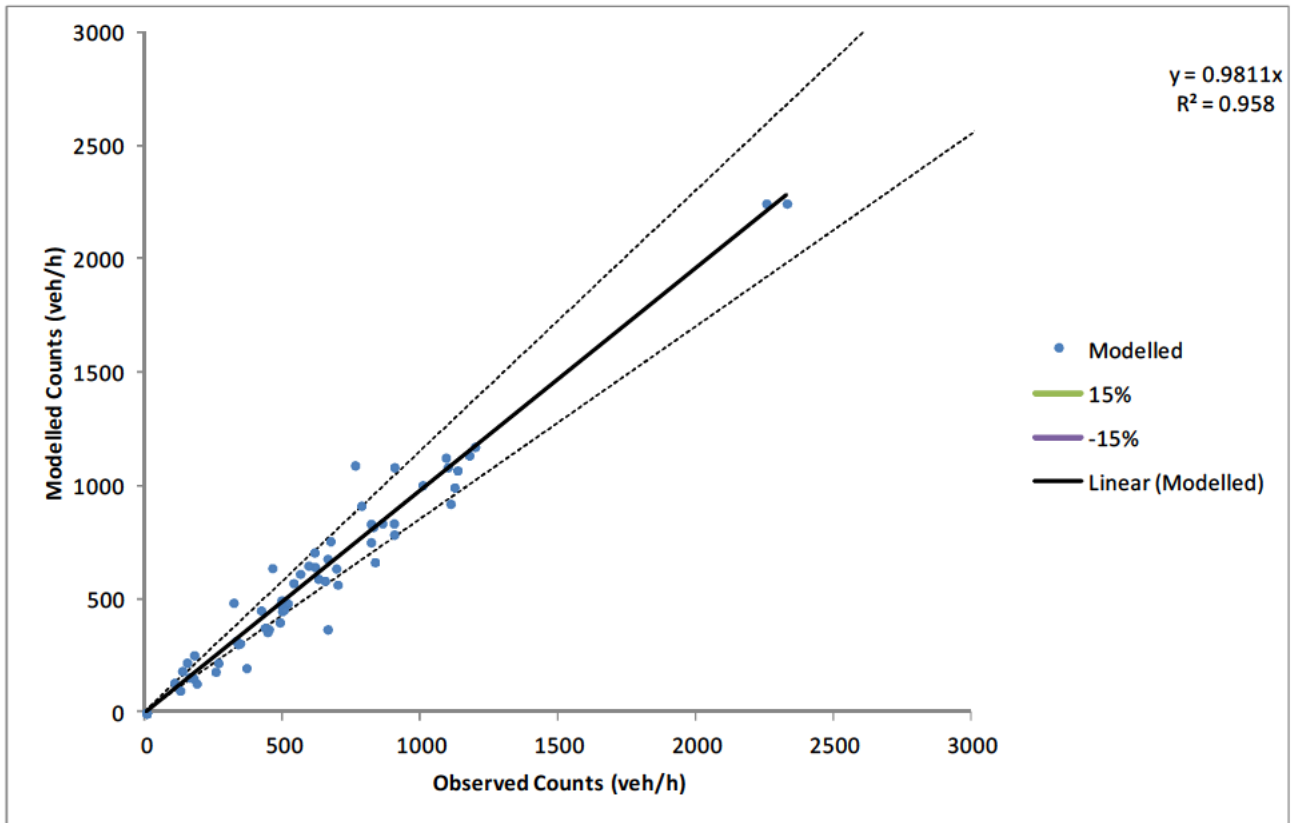


Figure 14 - IP Scatter Plot

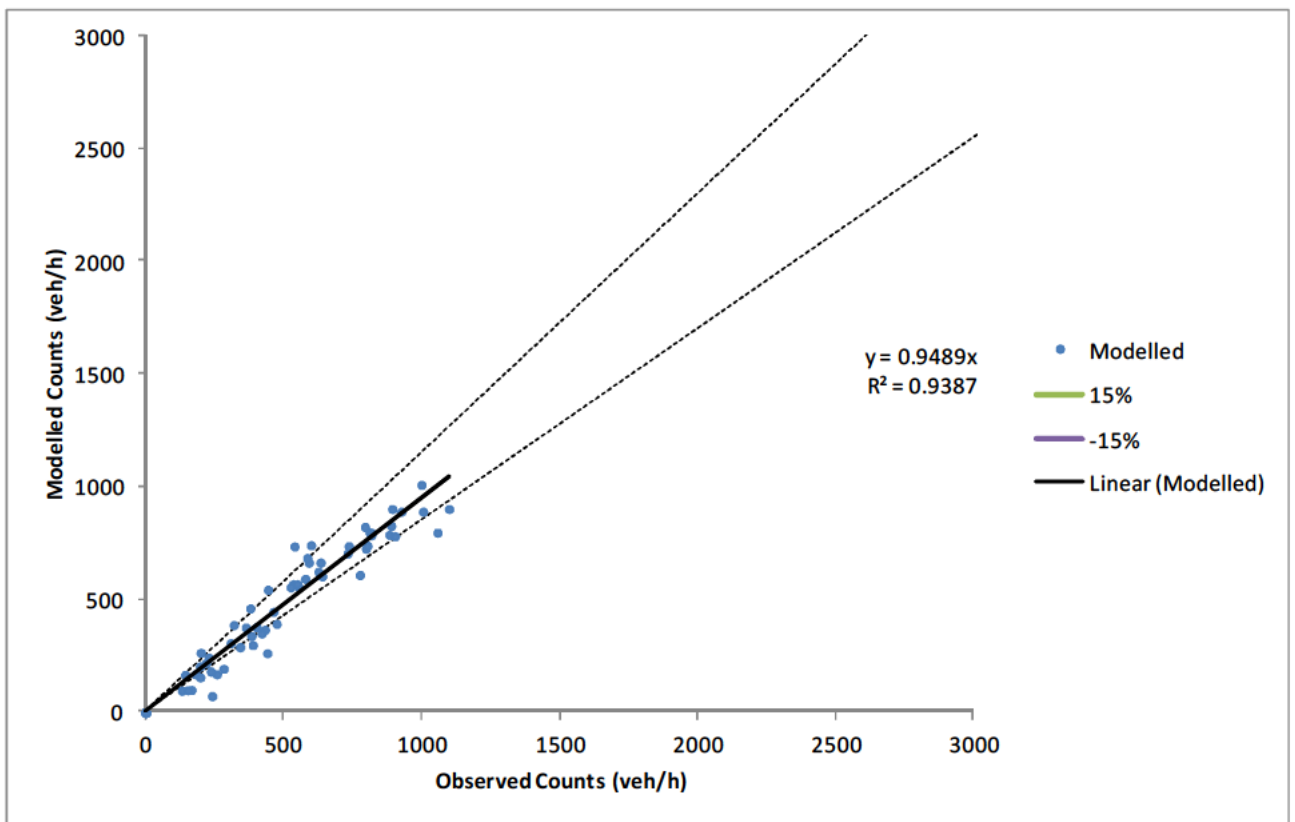
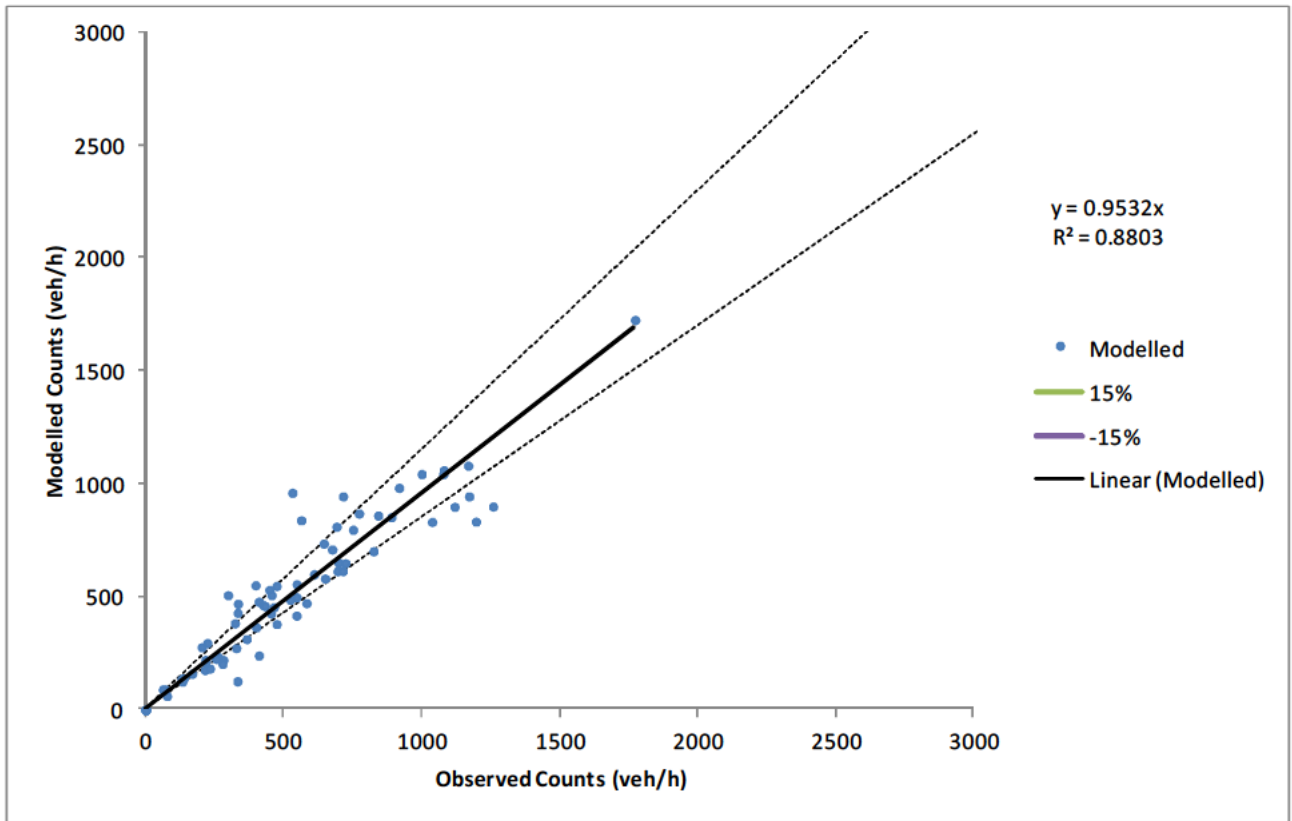


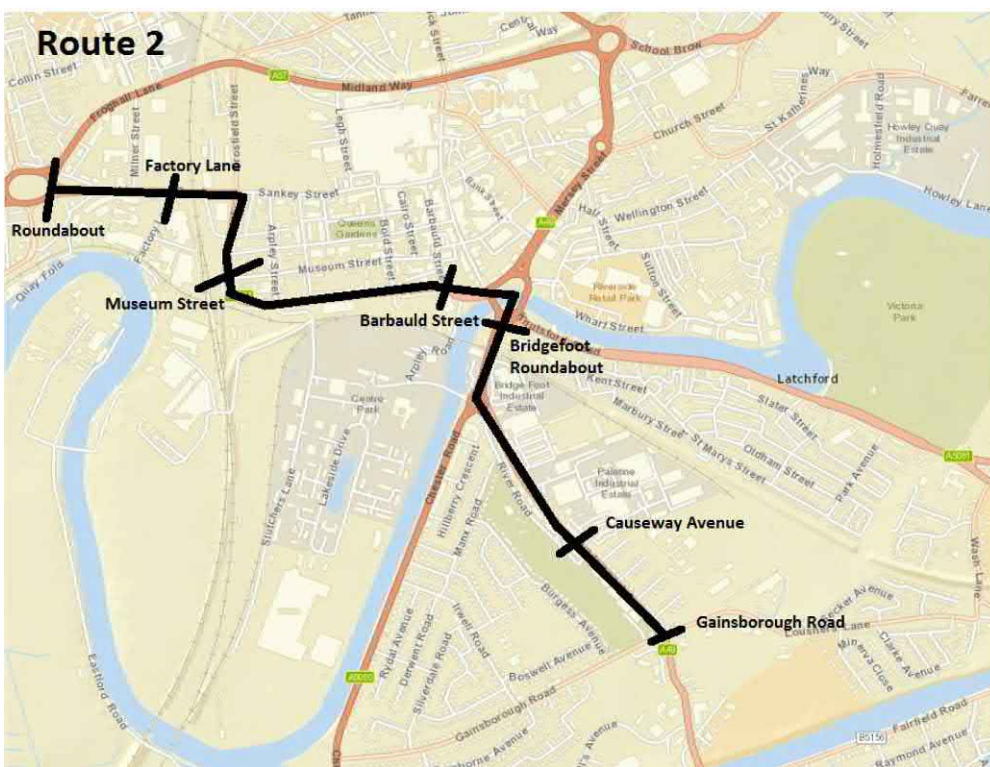
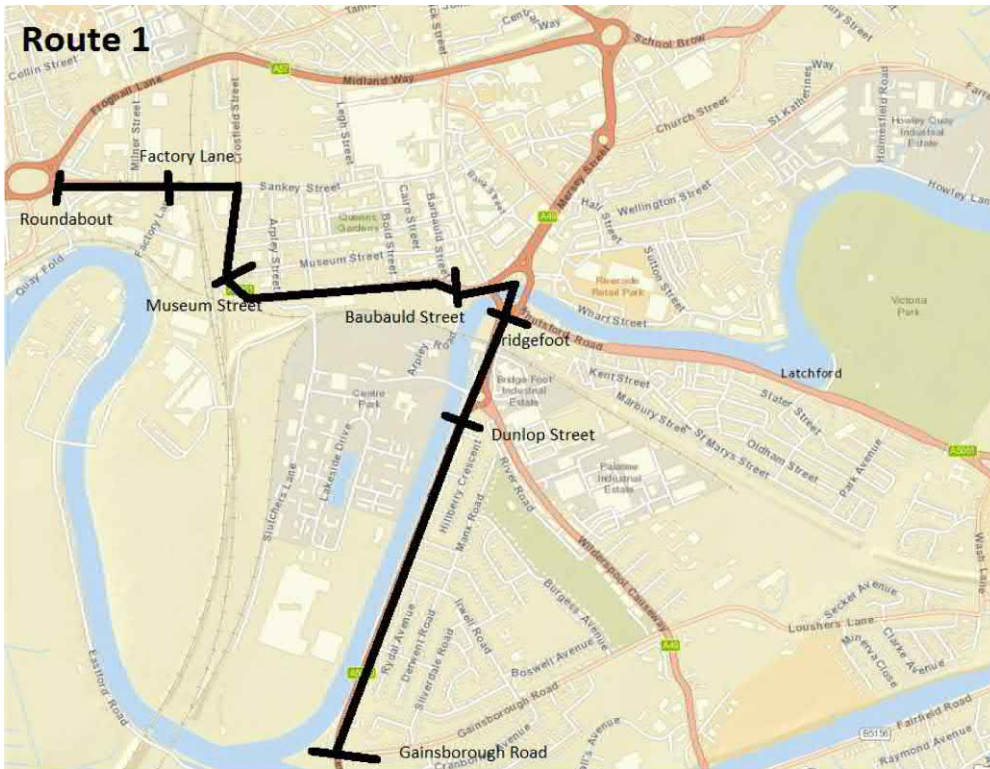
Figure 15 - PM Scatter Plot

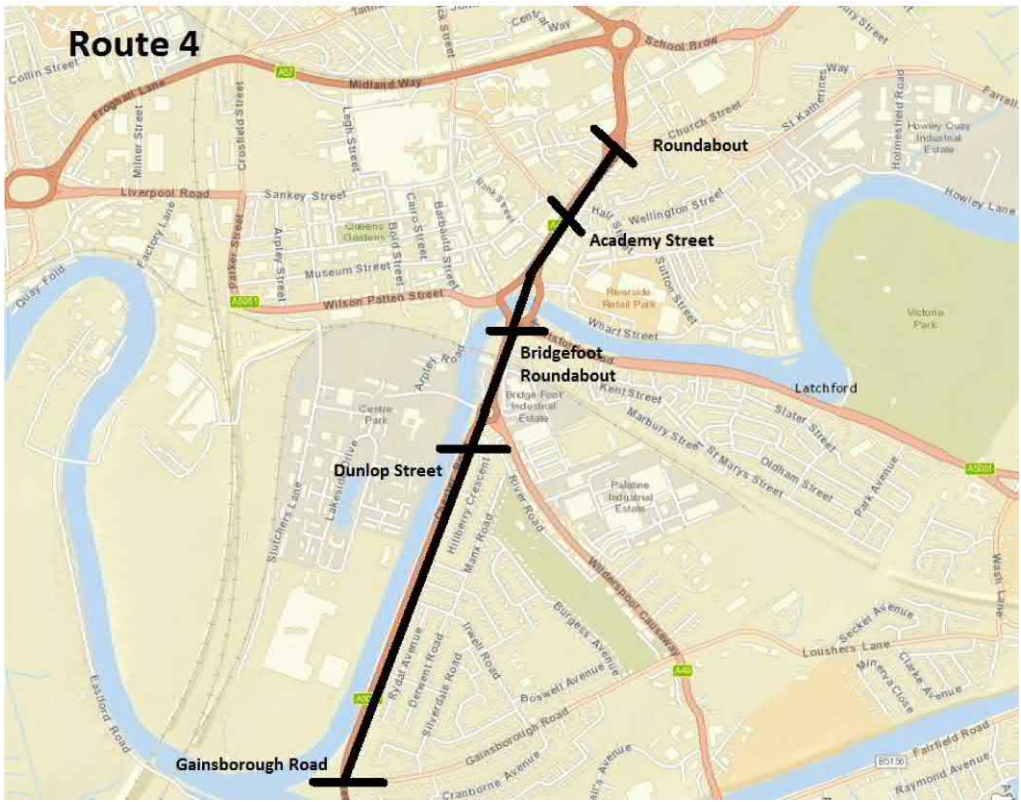
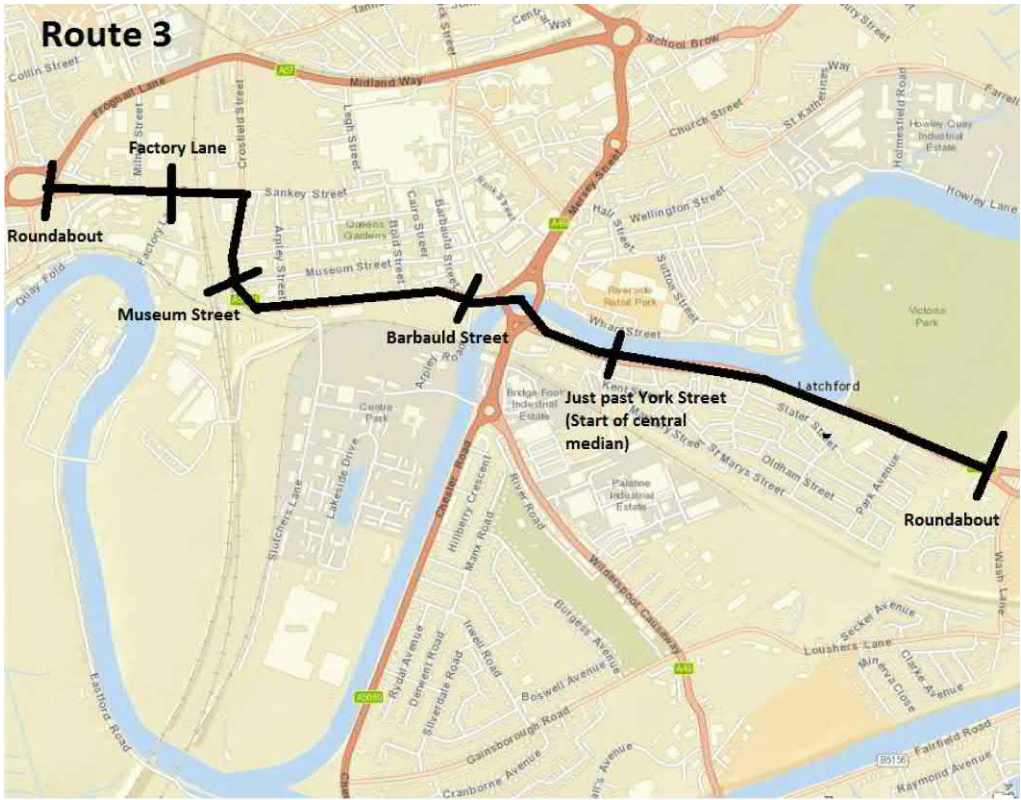


APPENDIX 2

Time – distance diagrams

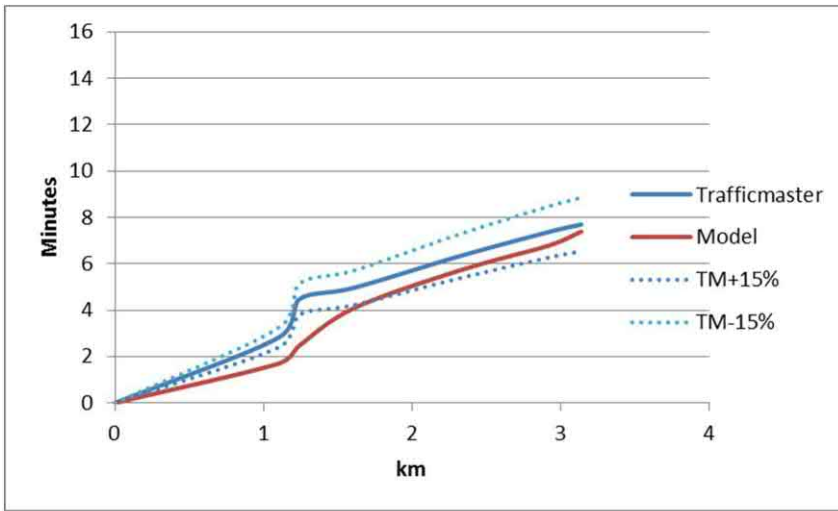
Journey Time Routes



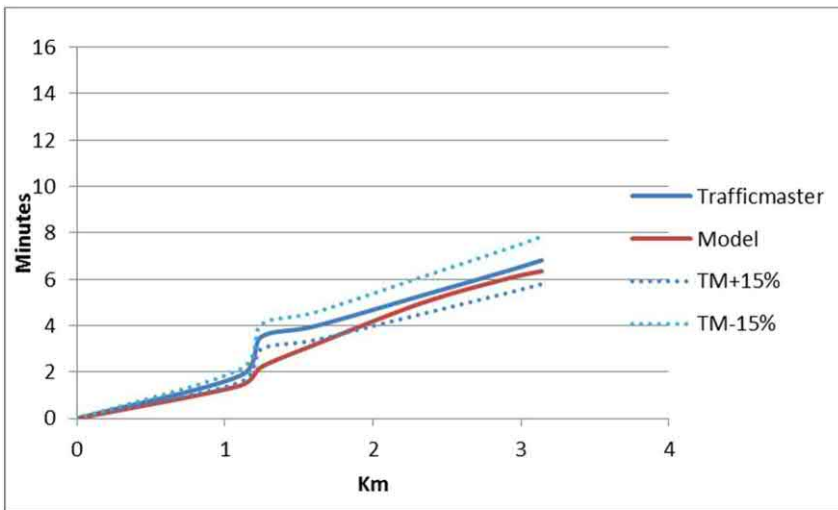


Route 1 Inbound

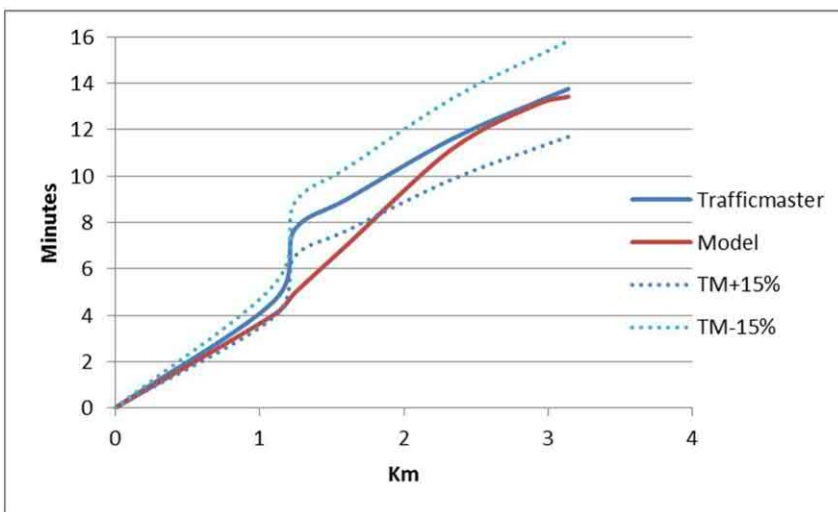
AM Peak



Inter Peak

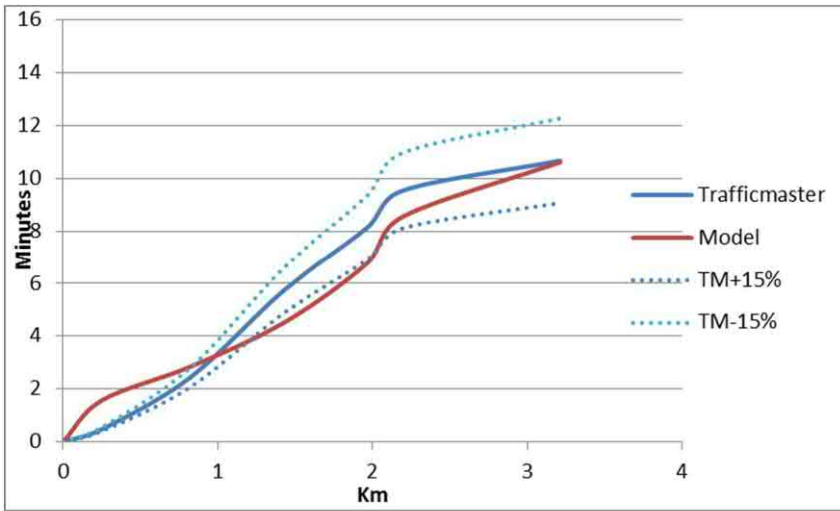


PM Peak

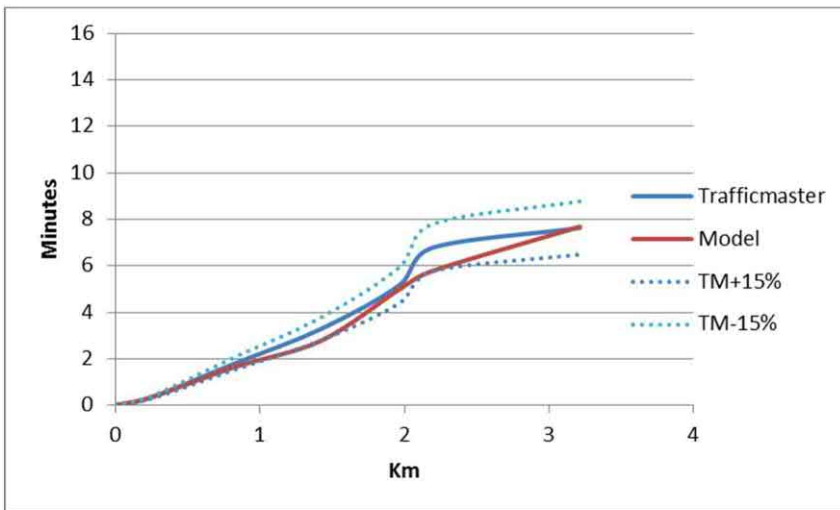


Route 1 Outbound

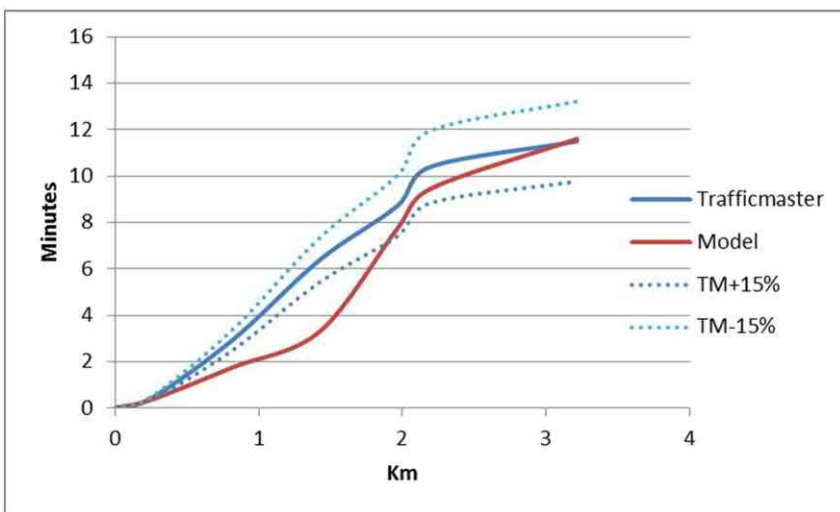
AM Peak



Inter Peak

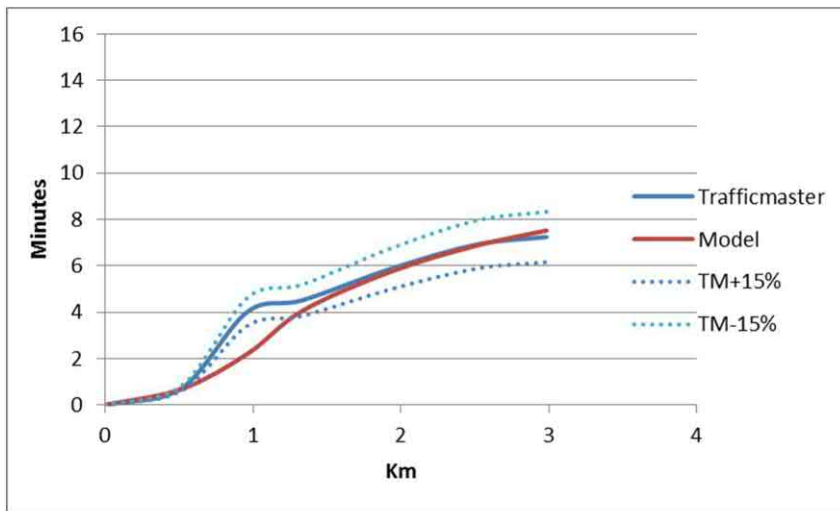


PM Peak

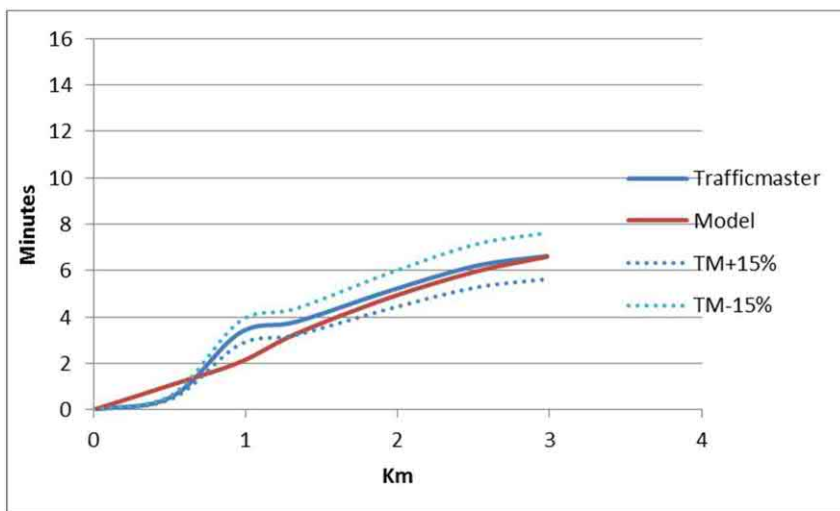


Route 2 Inbound

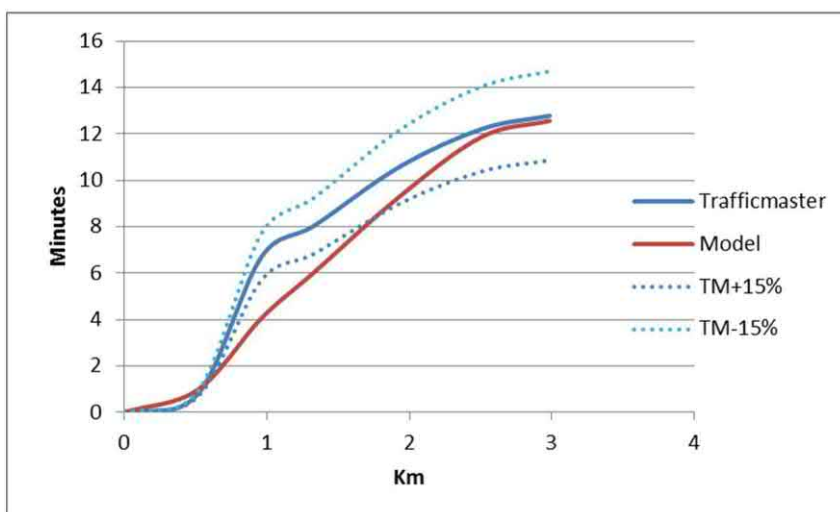
Am Peak



Inter Peak

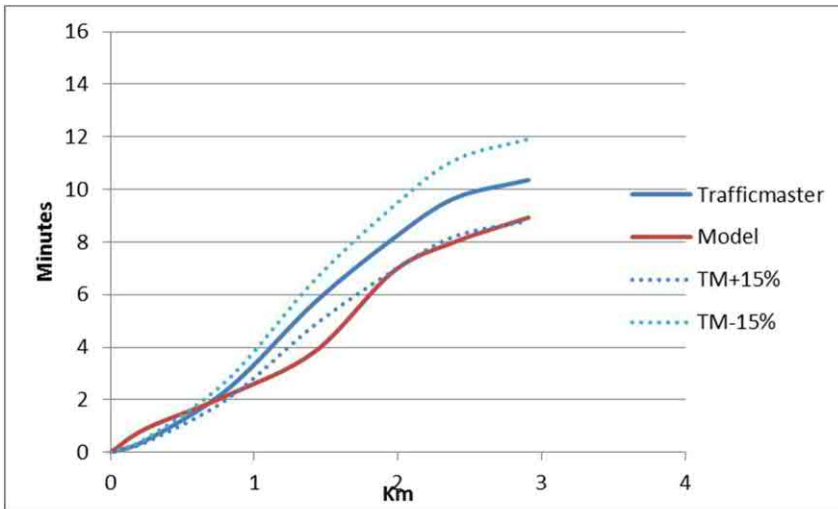


PM Peak

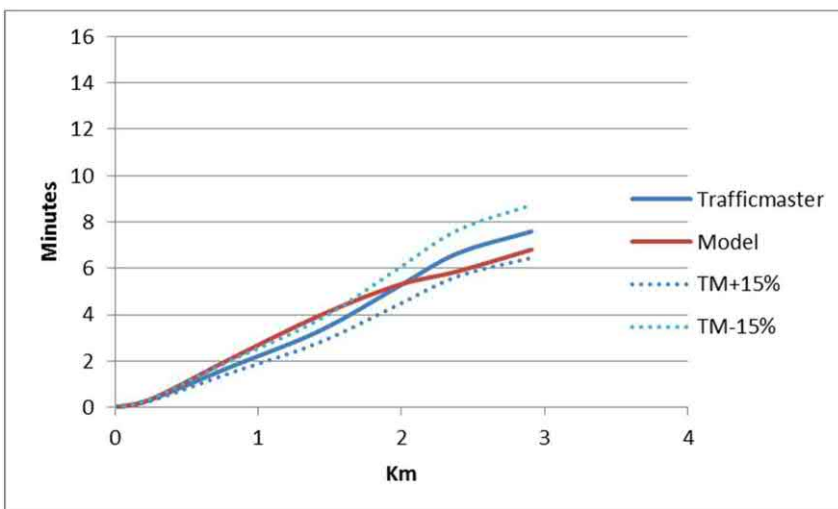


Route 2 Outbound

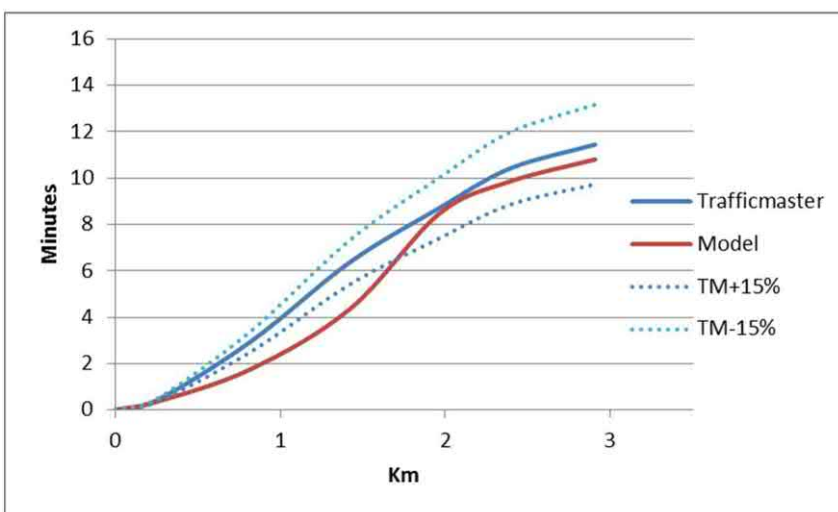
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Inter Peak

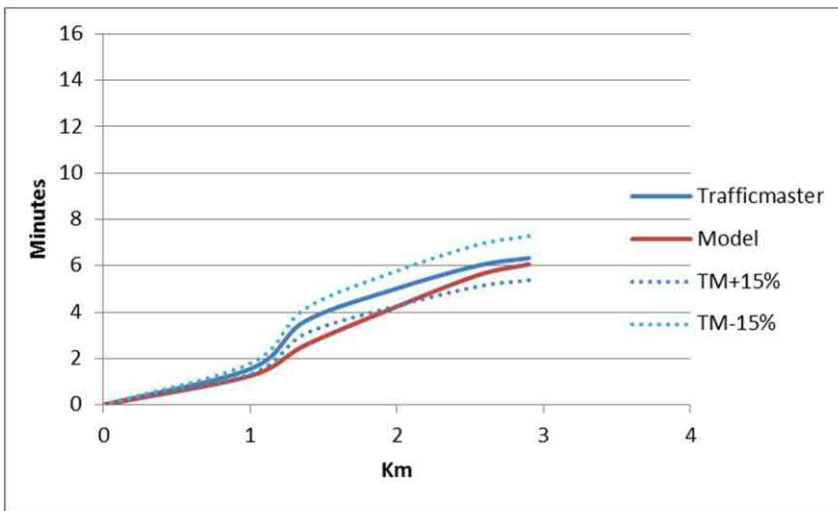


PM Peak

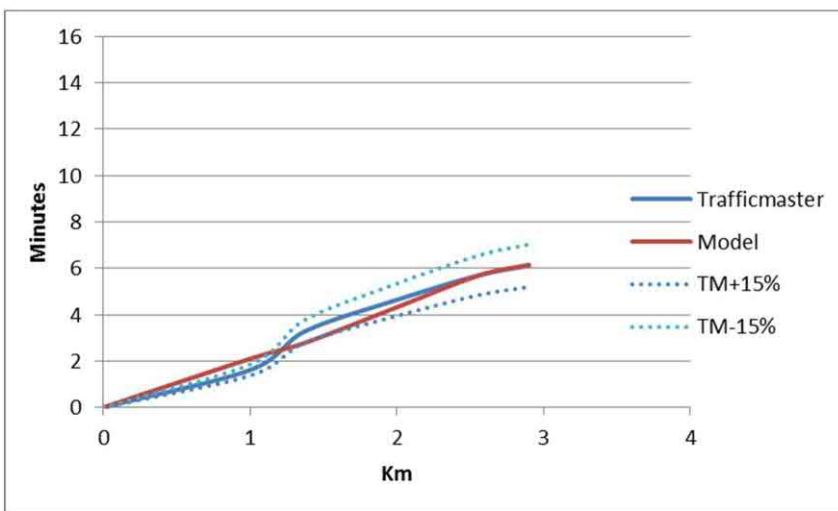


Route 3 Inbound

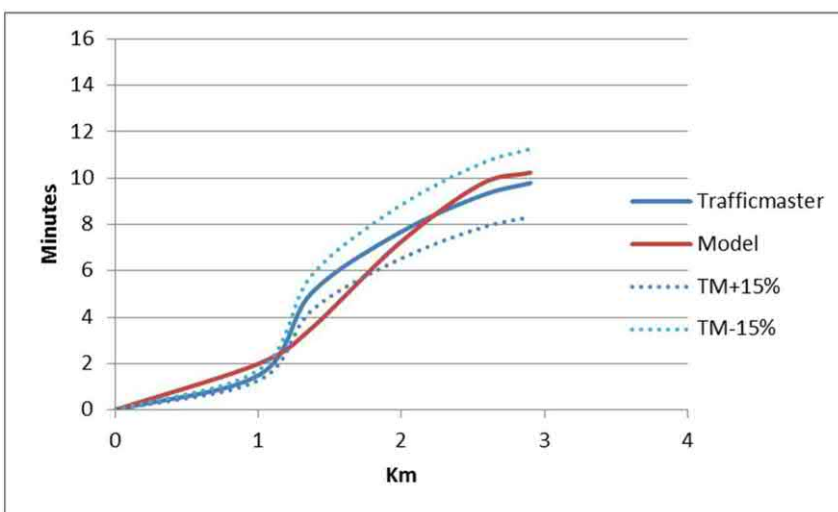
Am Peak



Inter Peak

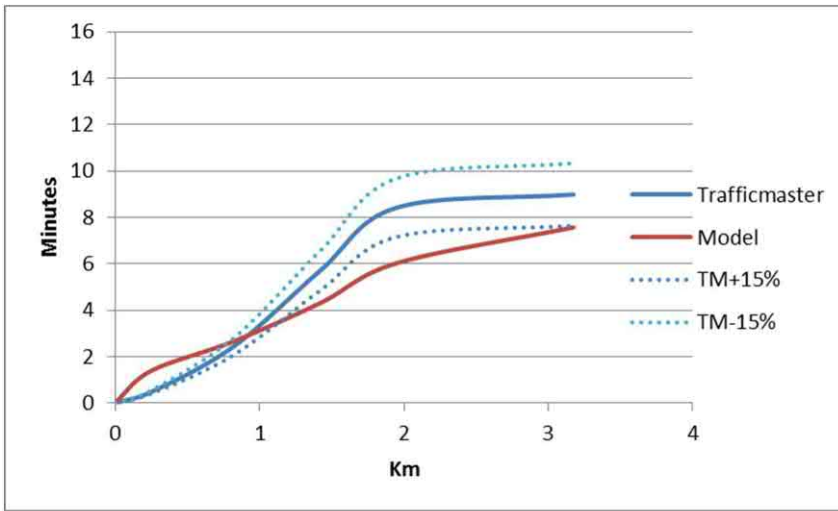


PM Peak

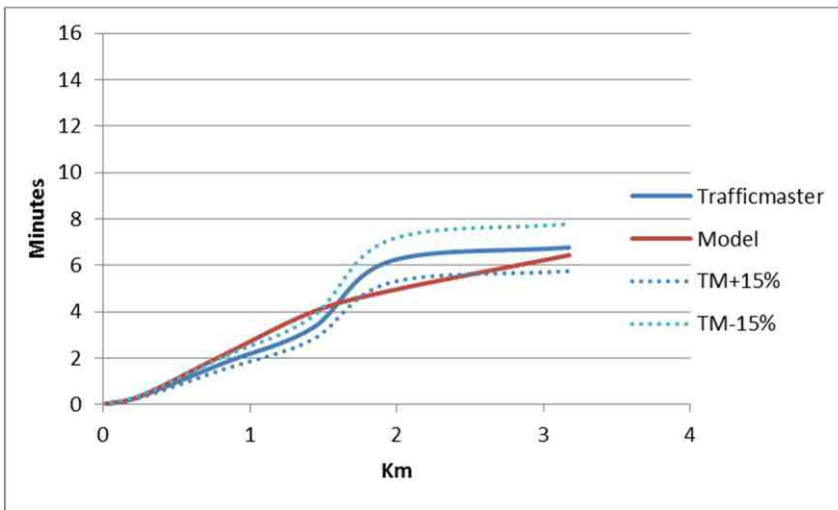


Route 3 Outbound

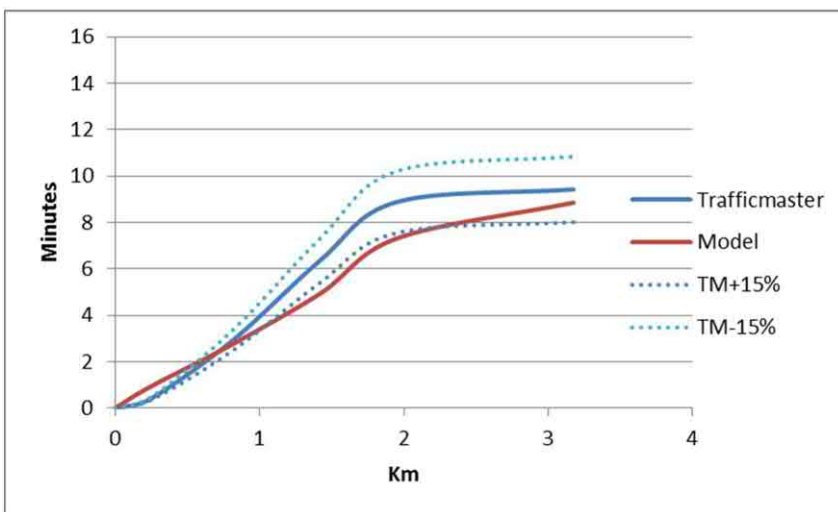
Am Peak



Inter Peak

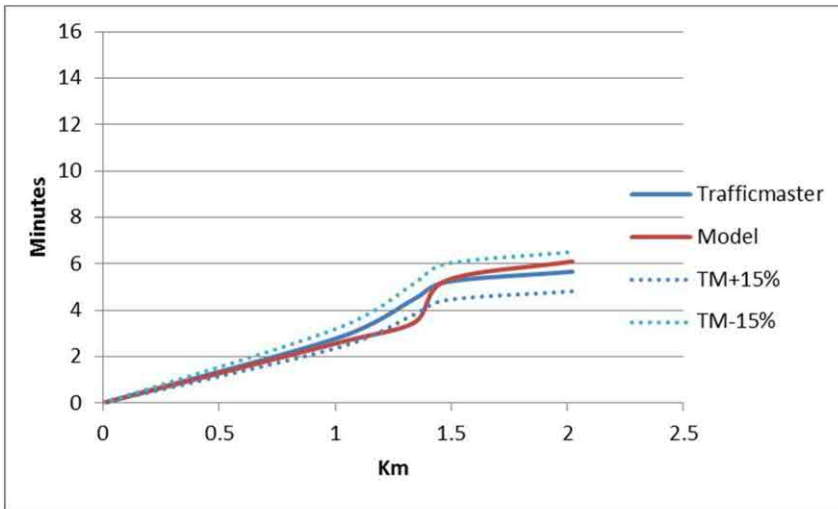


PM Peak

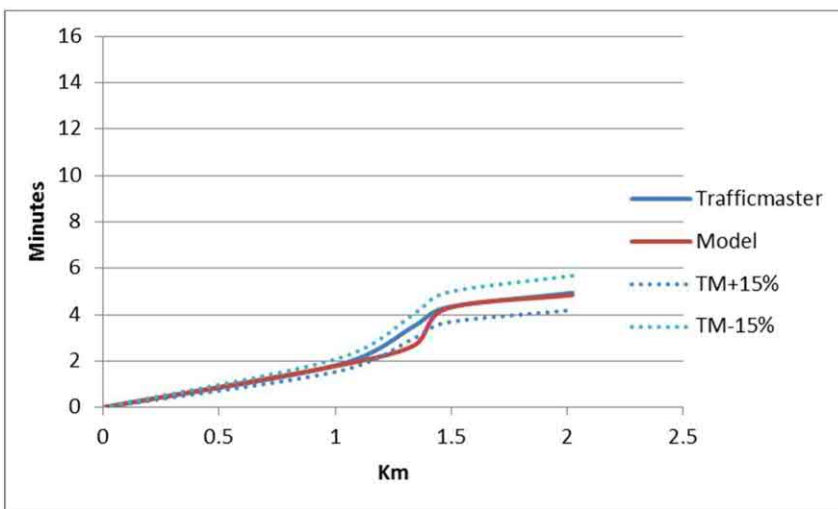


Route 4 Inbound

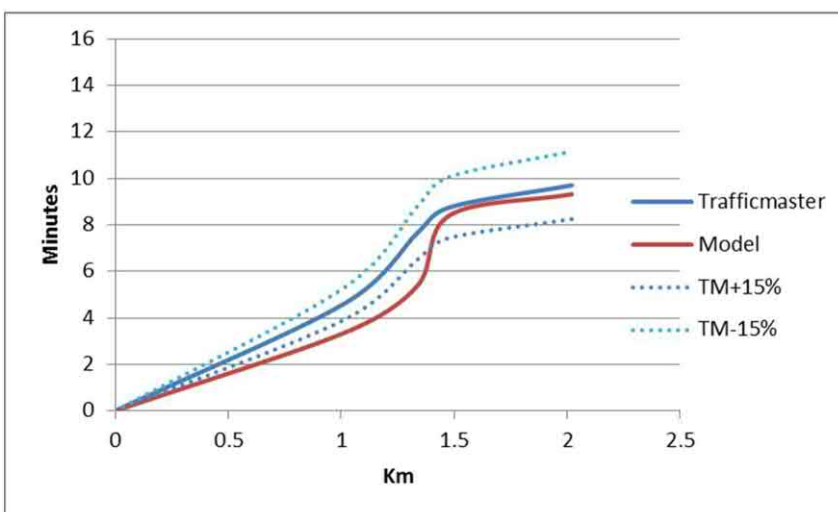
Am Peak



Inter Peak

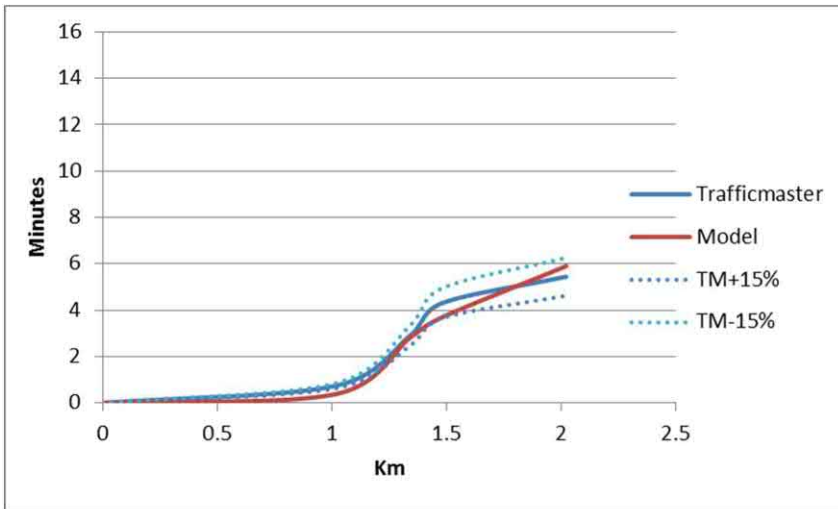


PM Peak

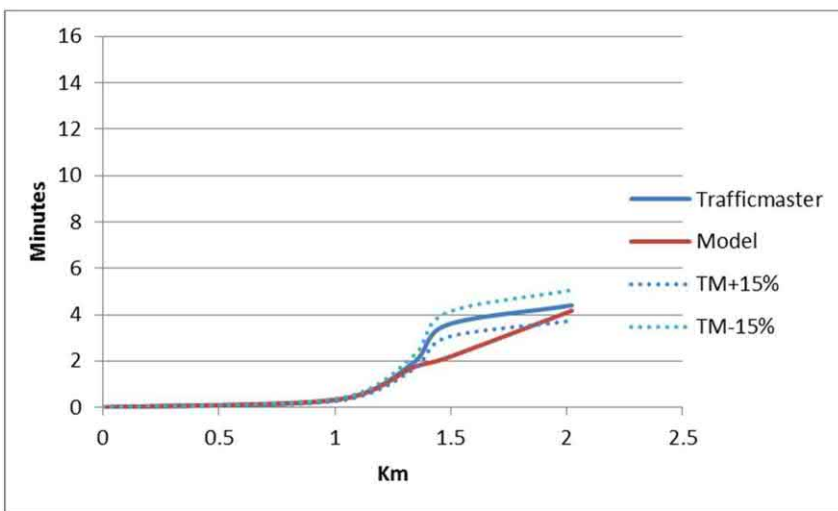


Route 4 Outbound

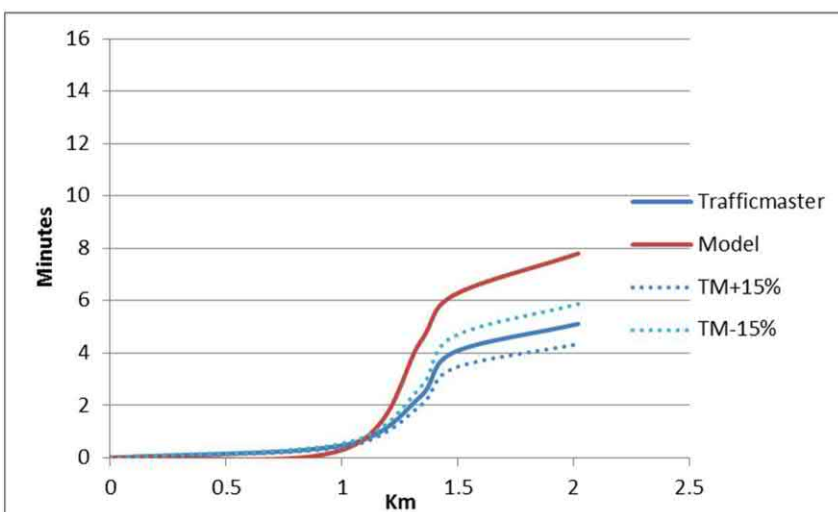
Am Peak



Inter Peak




PM Peak



Centre Park Link

Annex M: ASR

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Checked by: 
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Approved by: 
Regional Director

Centre Park Link - Appraisal Specification Report

Rev No	Comments	Checked by	Approved by	Date
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0	Original draft for internal use only	DA	FM	

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1 Introduction

Capabilities on project:
Transportation

1 Introduction

1.1 Background

Warrington Borough Council (WBC) has employed AECOM to support them in the development of a Full Business Case (FBC) for the Centre Park Link scheme. The FBC will need to be submitted to the Cheshire and Warrington Enterprise Partnership (CWEP) as part of their scrutiny process prior to a final funding award being made for the scheme.

This document sets out the proposed method for appraising the scheme in accordance with the requirements of the Department for Transport (DfT) as set out in the TAG Unit "The Transport Appraisal Process" (January 2014). In line with that guidance the remainder of this report contains the following:

- Chapter 2, the proposed approach to modelling and forecasting; and
- Chapter 3, the proposed methodology for assessing each of the sub-impacts presented within the AST.

1.2 The Scheme

The council, through its development arm Warrington & Co, is investing in a highways infrastructure plan to improve traffic flow to the south of the town centre and open a substantial area of land with close proximity to Warrington Town Centre and Bank Quay railway station for residential development.

The scheme includes a new road bridge from the A5060 Chester Road which will join with Slutchers Lane and open up the land on Centre Park. The plans will help ease problematic congestion around Bridgefoot Gyratory and the Brian Bevan roundabout, Chester Road and Wilson Patten Street area, improve traffic flow at peak times and maximise the potential of this area. The scheme is illustrated in **Figure 1**.

The bridge between Chester Road and Slutchers Lane is one of a broader aspiration of WBC to help relieve Warrington's enduring traffic problems and unlock key economic growth in the currently under-utilised Waterfront area.

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Figure 1: Centre Park Link, Indicative Scheme¹



¹ Mott MacDonald drawing 355173_PH1_PRE_005 Option 1 Sheet 2

2 Modelling and Forecasting

Capabilities on project:
Transportation

2 Modelling and Forecasting

2.1 Overview

The assessment to date has been carried out using the Warrington Multi Modal traffic Model (WMMTM). The original model was developed in 2009 – 2010 using Version 9 of the VISUM transport modelling package, The base year for the traffic volumes is 2008 and forecasts were prepared for 2016 and 2026.

This model is not suitable for scheme assessment a Full Business Case, since the base year is now too old, and the forecast years are inconsistent with current developments and development plans within Warrington. It is necessary therefore to prepare a new model for assessment of the scheme.

The objectives of the scheme are:

- To provide access to new development land south of Centre Park;
- To provide additional access to the existing development at Centre Park; and
- To provide a limited alternative route between the Town Centre and the A56 southbound.

Thus the impacts of the scheme are localised within the town centre and relate primarily to local access than to strategic movements. It is therefore considered proportionate to the scheme to create a local town centre model than to update the whole borough wide model.

It is intended therefore that transport modelling for the assessment will be carried out using a highway model developed from a cordoned version of the WMMTM. The original WMMTM model was developed with a 2008 traffic base; the cordon will require updating for the present study. It is proposed to create a new 2015 base cordon model. The model will be developed using the latest version of VISUM, currently version 14.

Cordoning will also minimise the level of model noise within the strategic model, and to allow a more detailed level of zoning and network representation to be included within the Town Centre in the area most affected by the proposed scheme.

Separate models will be developed for typical AM Peak, PM Peak and inter peak periods. Assignment will be carried out using a multi routing VISUM process with route choice based on travel time consistent with the existing matrices.

The model will include delay modelling for each junction within the network and will reflect the interaction between junctions using the VISUM blocking back function.

2.2 Modelled Area

In order to determine the appropriate geographic scope, the wider strategic WMMTM) has been used to investigate the likely area of influence of the scheme.

The WMMTM does suggest a small volume of redistribution on the wider strategic network as a result of the scheme; however it is considered likely that this is more a function of over sensitivity within the model and its routing parameters rather than a realistic reassignment. The impact of this diversion would be small on the local traffic network and it is not intended to include the impact of this reassignment in the assessment.

The flow difference plot from the WMMTM is shown in **Figure 2** and suggests that the main impacts of the provisional scheme are limited to route choice between the major arterials leading into the town centre, and the distribution of traffic over the routes linking these radials to the north and the south of the town.

The extent of the proposed cordon, shown in **Figure 3** has been defined by reference to these WMMTM forecast impacts together with our own experience of route choice in the area.

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Figure 2 WMMTM Flow Difference² Due to Scheme

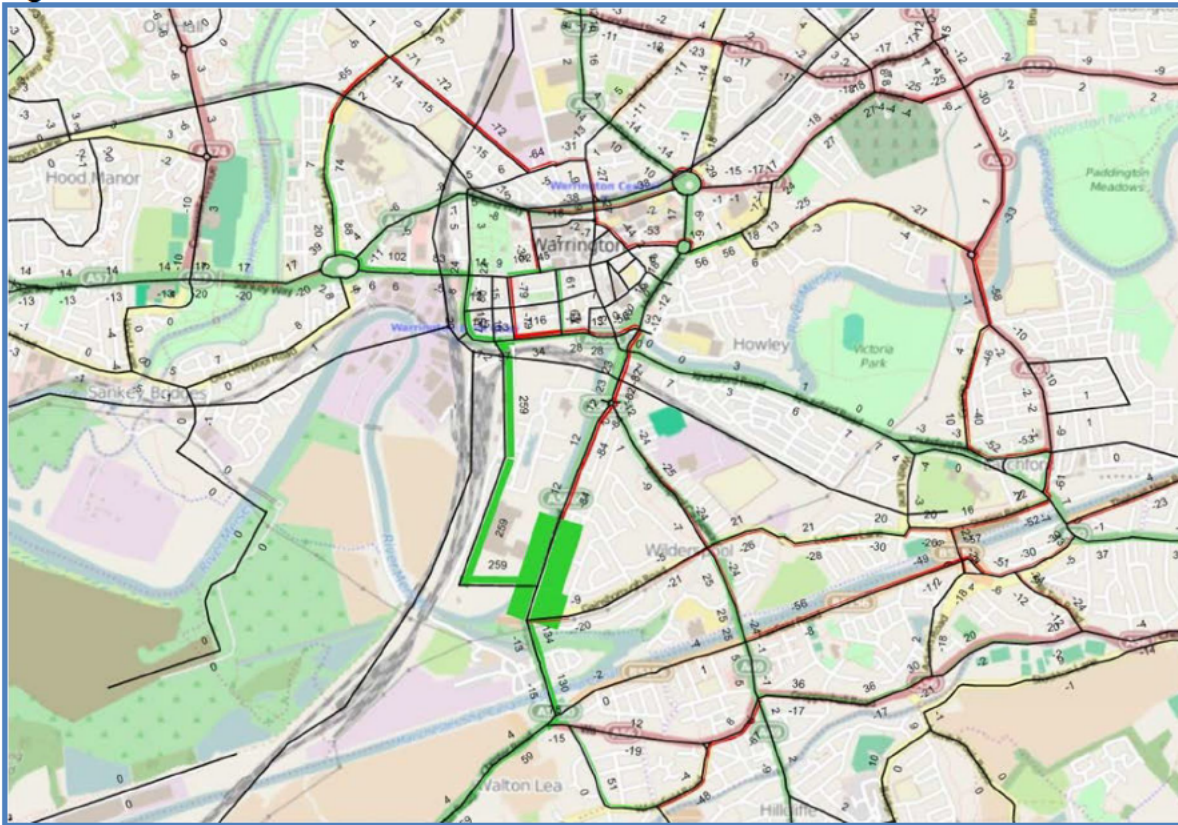
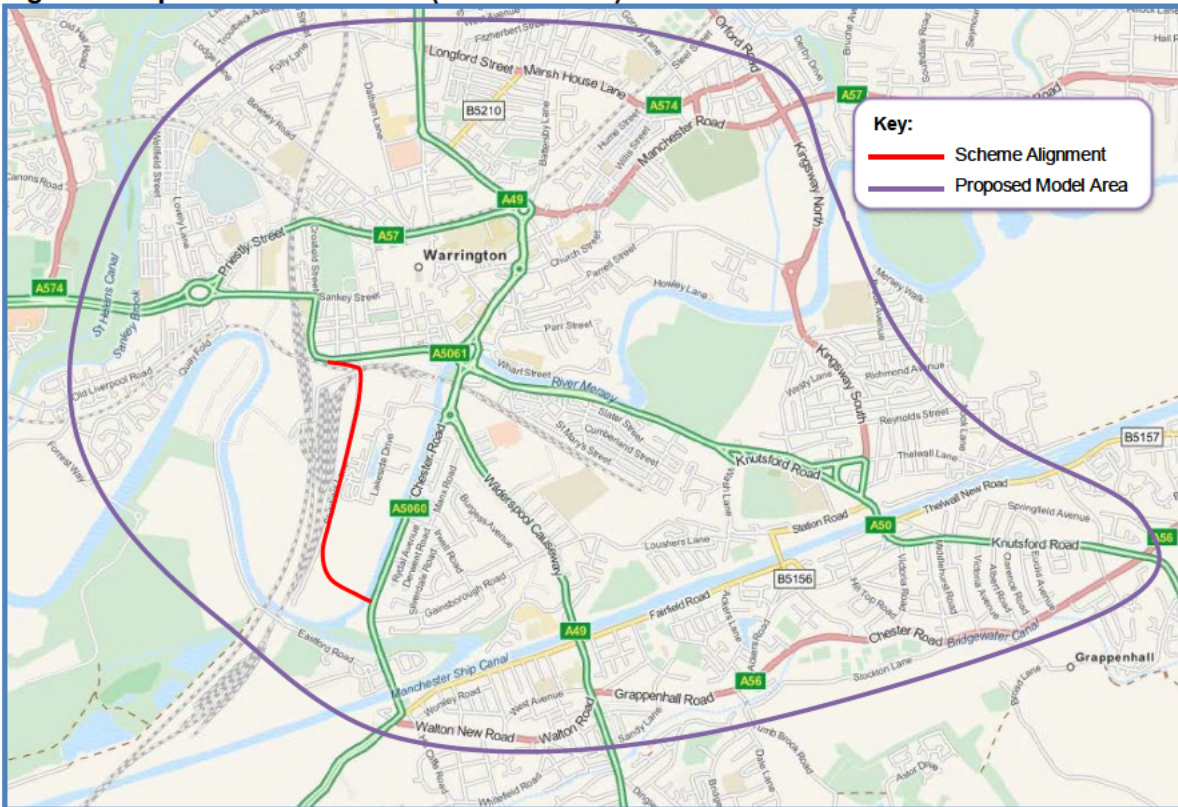


Figure 3 Proposed Model Cordon (from WMMTM)



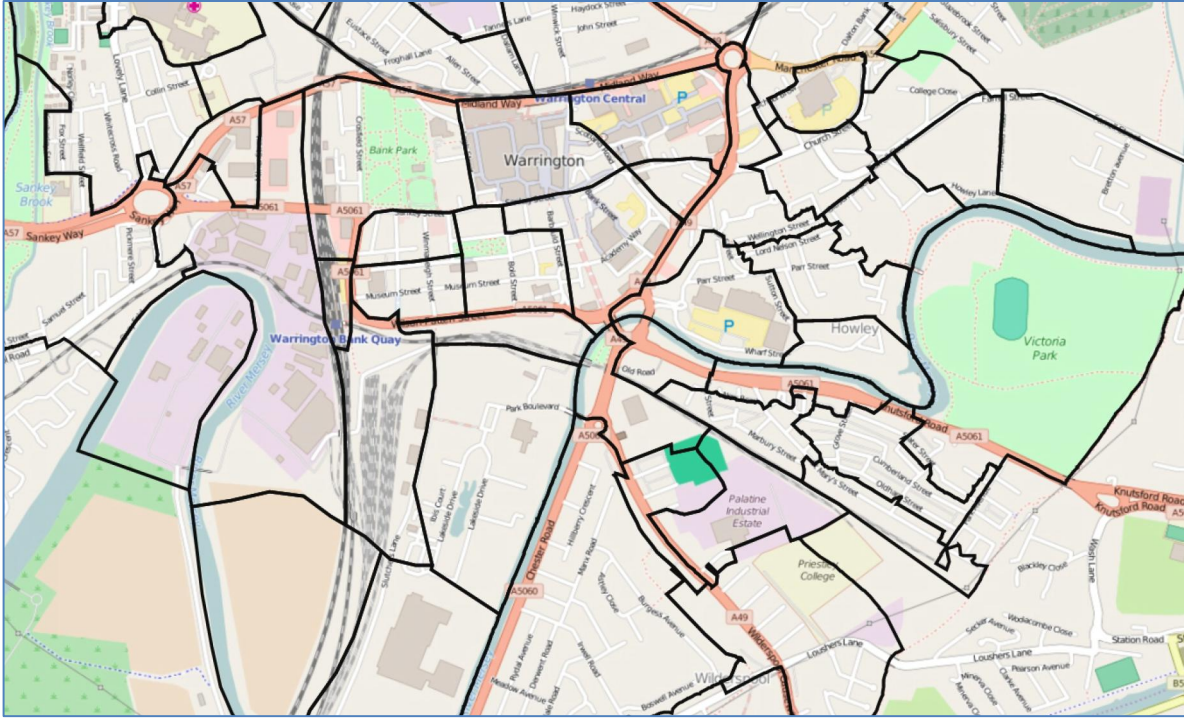
² Based on 2016 AM Peak Assignment; PM peak results similar.

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2.3 Model Zoning

The model zoning will be reviewed during the cordoning process. Zones within the area wide model will be disaggregated within the town centre. It is probable that the level of zoning will be similar to that used in the earlier Town Centre model which is shown in Figure 4.

Figure 4 Existing Town Centre Model Zoning



2.4 Model Structure

2.4.1 Overview

The need for a model to reflect demand response has been considered in accordance with guidelines in WebTAG Module M2. Whilst the scheme provides an additional river crossing it is only in one direction, and is not intended to provide a significant new route through the town. Its benefits would be seen in terms of network resilience rather than significant reduction in regular congestion. Thus we do not consider it proportionate to develop a demand model for this assessment.

2.4.2 Trip Frequency / Redistribution

An initial assessment has been made of the levels of change in travel time through the network for existing traffic using the strategic WMSTM. Percentage changes in total journey time are relatively small, thus it is considered unlikely that significant redistribution of traffic through the town centre would result as an effect of the scheme.

2.4.3 Mode Choice

TUBA results from the WMSTM show that the majority of benefits arise from time savings of 0 to 2 minutes with a smaller proportion in the 2 to 5 minute band. There are virtually no movements in the network that gain a travel time saving over 5 minutes. WebTAG Unit M2 suggests that, in general, a four minute time saving for movements with a car mode share of 85% and above should be an indicator of the need to model mode choice.

We do not therefore propose to model mode choice.

2.5 Travel Demand

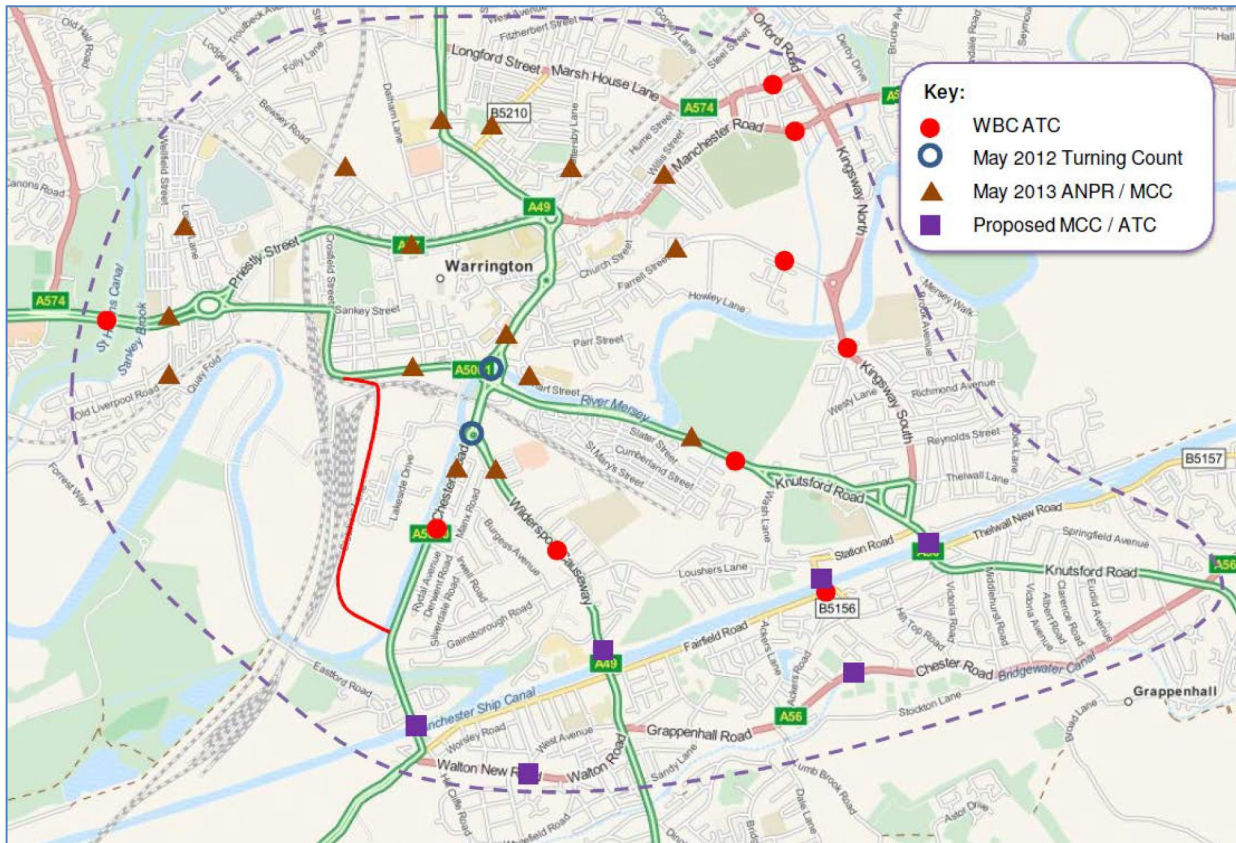
There have been no major land use changes in central Warrington since 2008 and recent ANPR surveys have shown that the 2008 WMSTM matrix structure remains accurate for the proposed model area. It will be necessary to take account of changes in overall traffic volumes in the intervening period. A set of traffic monitoring counts undertaken in 2015 will form the basis of a matrix estimation process to derive 2015 matrices from the 2008 base model.

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Locations of existing count sites as shown in Figure 4. Additional automatic and manual traffic counts have been carried out in October 2015 to infill gaps in the existing data set, the locations of these sites are shown in Figure 5.

The modelled user classes will be car/LGV and HGV in agreement with the parent model.

Figure 5. Count Sites Used for Matrix Adjustment



2.6 Model Calibration and Validation

Since the model covers a relatively small area the majority of the available count data will be used for matrix estimation. There will be little independent count data for validation.

The particular issues that will affect the benefits of the scheme to existing traffic are:

- Transfer of trips to the new route; and
- Travel time savings due to the new route.

Independent data exists to verify routing and times in the base year network, namely

- An ANPR Survey of major OD movements within the town centre; and
- TrafficMaster data on vehicle speeds in the town centre.

These data sources will be used to validate the base model and to provide confidence that it is suitable for the assessment.

2.7 Model Parameters and Convergence

The user classes for assignment purposes within the cordoned model are restricted by those in the WMMTM, namely cars and goods vehicles. There is no local data readily available to create a more detailed breakdown for demand.

Route choice within the WMMTM is dependent on vehicle travel time only, and a multi routing assignment approach is used to balance costs to all users. Given that all movements within the cordoned model will be relatively short and to retain consistency with the wider area model it is intended to use the same approach.

Capabilities on project:
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The convergence processes provided in VISUM will be checked to ensure that the assignment is fully converged and cross referenced with the sensitivity calculations given in TUBA to ensure that model noise does not affect the BCR calculations.

2.8 Model Forecasting

2.8.1 Overview

Traffic forecasts will be produced using the model for two future years, 20xx (TBC) to represent the scheme opening year and 20xx (TBC) representing a period 15 years after opening. For each year do minimum and do something models will be developed on the following basis.

2.8.2 Network

There are no do minimum network changes anticipated within the cordoned area. Committed network changes outside the cordoned area which could impact on the scheme are limited to the Mersey Gateway.

The impact of this will be modelled using the strategic model with the results being reflected in the local model by changes to the cordoned matrices.

The Do Something network will be the Do Minimum plus the Centre Park Link.

2.8.3 Demand

An uncertainty log will be developed to represent all major developments within Warrington and neighbouring areas to reflect major housing and employment sites. Trip rates will be derived on the basis of land use and numbers of units and included within the model. Overall growth will be controlled to NTEM growth rates for the local area.

Routing for trips to and from developments around the town through the town centre will be determined by reference to the strategic model with the results being reflected in the local model by changes to the cordoned matrices.

The scheme is being developed to provide access to additional development land, however since this development is wholly dependent on the scheme no additional demand will be modelled in the do something network in accordance with WebTAG guidance.

Assessment of the impact of additional demand will be carried out using the processes described in WebTAG Unit A2-3.

From the assessment of the area of influence of the scheme it is assumed that the scheme would not affect the total demand within the cordon and hence the assessment would be carried out on the basis of a fixed matrix in each time period.

2.9 Economic Assessment

The economic assessment of the scheme will be carried out using the Department for Transport's TUBA program using standard WebTAG parameters and a 60 year assessment. Trip costs will be supplied from the new cordon model with WebTAG default trip purpose and vehicle type splits applied to the demand matrices.

All new development is assumed to be dependent since the scheme is being developed to provide access. Economic assessment will be carried out accordingly using the method given in WebTAG Unit A2-3.

To enable the assessment to take account of the impacts of varying values of operating cost and time by purpose, the national purpose splits included as TUBA defaults will be applied to the car matrices.

Since the stated aims of the scheme are to provide access to development land and to improve traffic flows at peak times it is assumed that the majority of the benefit will be accrued during weekdays. It is not intended to model weekend periods or to make allowance for additional time savings at weekends in the cost benefit calculations. This will be indicated in the Value for Money statement to suggest that the Cost/Benefit Ratio thus represents a conservative estimate in terms of benefits to existing traffic.

Changes in accident costs will be calculated in a spreadsheet based on standard COBALT parameters.

2.10 Sensitivity Tests

Sensitivity tests will be carried out and reported to demonstrate the robustness of the economic assessment to variations in growth and network assumptions. The high and low growth scenarios will be derived following the guidance set out in WebTAG Unit M4.

Capabilities on project:
Transportation

A test will be carried out to examine the impact of other potential highway schemes within Warrington. Appropriate additional sensitivity tests would be carried out if necessary to examine the impacts on the BCR of proposed changes to value of time guidance as specified by the Department for Transport in the Note - Values of Travel Time Savings – Impact on the Economic Case (November 2015).

3 Assessment of Sub-Impacts

Capabilities on project:
Transportation

3 Assessment of Sub-Impacts

3.1 Introduction

This section sets out the proposed approach to quantifying each of the sub-impacts set out in the standard Appraisal Summary Table (AST).

The impacts are grouped according to the five high level objectives and set out in a tabular fashion identifying whether quantitative or qualitative measures will be used and the source of those measures.

3.2 Economy

Table 1 Assessment of Economy Sub-Impacts

Sub-impact	Estimated Impact in OAR	Justification	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output
Business users & transport providers	Large Positive	Previous modelling results	TUBA analysis from traffic modelling	WebTAG A1-1	Monetary
Reliability impact on Business users	Large Positive	Previous modelling results	Spreadsheet analysis from traffic modelling	WebTAG A1-3	Monetary
Regeneration	Large Positive	Scheme purpose	TAG Regeneration worksheet / Housing impacts ³	WebTAG A2-2	Qualitative / Quantitative
Wider Impacts	Neutral	Scale of scheme			

3.3 Environmental

Table 2 Assessment of Environmental Sub-Impacts

Sub-impact	Estimated Impact in OAR	Justification	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output
Noise	Neutral				Qualitative
Air Quality	Small positive	level of reduction in congestion from previous modelling	Reference to traffic modelling		Qualitative
Greenhouse gases	Small positive	Previous modelling results	TUBA analysis from traffic modelling	WebTAG A1-1	Monetary

³ Further detail on methodology included in Section 3.6

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Sub-impact	Estimated Impact in OAR	Justification	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output
Landscape	Neutral				
Townscape	Small positive		Reference to traffic modelling		
Heritage of Historic resources	Neutral				
Biodiversity	?				Qualitative
Water Environment	?				Qualitative

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3.4 Social

Table 3 Assessment of Social Sub-Impacts

Sub-impact	Estimated Impact in OAR	Justification	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output
Commuting and Other users	Large positive	Previous modelling results	TUBA analysis from traffic modelling	WebTAG A1-1	Monetary
Reliability impact on Commuting and Other users	Large positive	Previous modelling results	spreadsheet analysis from traffic modelling	WebTAG A1-3	Monetary
Physical activity	Small positive	Scheme design increases walking and cycling routes into town			Qualitative
Journey quality	Small positive	level of reduction in congestion from previous modelling	Reference to traffic modelling		Qualitative
Accidents	Small positive	Forecast level of rerouting	Based on traffic modelling and WebTAG values		Monetary
Security	Neutral	No impact			
Access to services	Neutral	No impact			
Affordability	Neutral	No impact			
Severance	Neutral	scheme design and forecast level of rerouting	Reference to traffic modelling		
Option values					

3.5 Public Accounts

Table 4 Assessment of Public Accounts

Sub-impact	Estimated Impact in OAR	Justification	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output
Cost to Broad Transport Budget					Monetary
Indirect Tax Revenues	Small negative	Previous modelling results	TUBA analysis from traffic modelling	WebTAG A1-1	Monetary

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3.6 Estimating Development Benefits

In addition to the assessment of the transport benefits associated with the scheme, there is a requirement to consider the associated development benefits generated by the scheme. In the context of this assessment, these will cover three key metrics:

- Total Additional Jobs: this is an estimate of the total number of additional jobs created (that would not otherwise be created) by the development associated with the Centre Park Link;
- Gross Value Added (GVA): this is an estimate of the general additional value added to the economy through the development associated with the Centre Park Link; and
- Land Value Uplift: this is a calculation of the estimated land value uplift from the current use of the land to its planned future use.

3.6.1 Employment/Jobs

The direct and indirect employment creation will be estimated based on the following guidance:

- Homes and Communities Agency (HCA) (2014); 'Additionality Guide', 4th Edition, Homes and Communities Agency, London; and
- HM Treasury, (2003, updated 2011); 'Green Book: Appraisal and Evaluation in Central Government', London

The calculation of jobs created will be a factor of the total gross output per employee in the north-west (by type of activity) against the construction value and predicted construction period. This will include the use of the standard assumptions for leakage (33%), displacement (39%) and multiplier effects (133%).

3.6.2 Gross Value Added

Estimations of GVA are considered a standard metric in the assessment of economic growth across a defined geography. In order to estimate the increase in GVA created by the delivery of the Centre Park Link, the total development value of the contingent development will be estimated based on benchmarking of regional development values. This will include the net GVA per annum generated from the following:

- Construction of the highway;
- Construction of any residential development;
- Construction of any commercial development; and
- And operation GVA from employment once the development is complete.

The GVA calculations are fed by the estimations of employment/jobs and the total gross output per employee in the north-west.

3.6.3 Land Value Uplift

Communities and Local Government advice is currently to include a calculation of the land value uplift generated by development schemes. This is a basic metric involving estimating the difference between the current land use/value and the estimated value of the proposed development.

Business Case Screening Report

Capabilities on project:
Transportation

4 Business Case Screening Report

4.1 Purpose

The purpose of this chapter is to provide a specification for the proposed contents in the Centre Park Link Full Business Case (FBC). This will utilise the DfT 'Transport Business Cases'⁴ guidance to identify all the potential areas that could be included within the FBC. Following the identification of these items, an assessment will be made under each of items of the following:

- Is the item relevant to the analysis and/or the overall scheme proposal?
- If the item is considered relevant, what level of detail is required from the analysis? This should be commensurate with the scale of the scheme and the local context.

Once each of the items has been 'screened', the report will be submitted to Atkins and the CWEP for agreement. This could lead to further iterations of the report.

WBC has moved straight to the production of an FBC, bypassing the initial Scoping and Outline Business Case (OBC) stages. The scheme is under the £20m funding threshold where DfT reserve the option to review the business case and it is currently proposed to have the FBC reviewed at the CWEP level, with a decision on funding made at the CWEP Board level.

This document also includes a summary of the key business case milestones, in addition to an outline of the key risks associated with the development of the business case.

4.2 Business Case Screening

Table 5 presents the business case screening – this considers the components of the DfT Business Case guidance and an outline of the proposed work to be undertaken with respect to each, including reference to key data and information sources. The screening has also considered the requirements of the Cheshire and Warrington LEP Assurance and Accountability Framework, the majority of which are covered by the DfT guidance.

Table 5: Business Case Screening

Section	Comments	Provisional Assessment
Executive Summary		
Strategic Case		
Project Definition	Provide an update of the work undertaken at the Strategic Outline Business Case stage	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ No SOBC was completed for an earlier gateway stage of the project development ▪ Include a summary of the work that was undertaken as part of the previous LTB funding submissions ▪ Include summary on process, scheme options and development assumptions
Business Strategy	Provide the context for the business case by describing the strategic aims and responsibilities of the organisation responsible for the proposal	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Outline WBC's responsibilities, including maintaining the highway network and duties under the Traffic Management Act regarding securing the expeditious movement of traffic. Identify planning and economic development responsibilities e.g. meeting housing targets etc. Outline context in relation to key policies e.g. Local Transport Plan and Local Plan.

⁴ DfT (2013) 'The Transport Business Cases'

Capabilities on project:
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Section	Comments	Provisional Assessment
Problem Identified	Describe the problems including the evidence base underpinning this? Justification for intervention?	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Identification of traffic issues, drawing on a range of data sources, including Trafficmaster journey time data, MMTM modelling data, existing surveys at key junctions. Include analysis of accident and air quality data in the area. ▪ Identification of underutilised land assets close to the town centre – mapping of land to be brought forward, statement of housing targets and local plan. Potential contribution to overall predicted housing need from SHLAA.
Impact of not changing	What is the impact of not changing?	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Lost jobs/growth/GVA assessment. ▪ Forecast congestion on the highway network without the scheme in place, including identification of hotspots. ▪ Detriment to quality of life factors – qualitative discussion regarding impacts on air quality, noise, GHG and social distributional impact.
Internal drivers for change	What is the driving need to change e.g. improved technology, new business/ service development as a result of policy? (Non-compulsory)	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Commentary on W&Co, along with the growth aspirations of the town, contribution towards housing targets etc.
External drivers for change	What is the driving need to change e.g. legislation, pressure from public/ other departments? (Non-compulsory)	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Outline the current economic remit of the LEP's, the devolved funding arrangements, focus on investment projects linked to unlocking development.
Objectives	Establish specific, measurable, achievable, realistic and time-bound objectives that will solve the problem identified. Ensure that they align with the organisation's strategic aims	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Objectives to be informed by analysis of problems and issues and will feed into the monitoring and evaluation plan. ▪ Produce a logic map demonstrating links between 'Inputs – Outputs – Outcomes' for both transport and wider economic, environmental and social impacts. ▪ The objectives need agreement with WBC. ▪ Two core strategic objectives have previously been defined for the scheme: <ol style="list-style-type: none"> 1. Network Resilience: add additional resilience to the highway network so that in the event of an incident, traffic has more routing options.

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Section	Comments	Provisional Assessment
		Using the MMTM model, demonstrate the change in journey times. 2. Land Development: opening up land that otherwise would not develop. Identify loss in jobs and GVA terms of development not being progressed.
Measures for success	Set out what constitutes successful delivery of the objectives	INCLUDE <ul style="list-style-type: none"> ▪ The logic map will identify the anticipated 'outcomes' – achievement of these will constitute successful delivery of the project objectives. ▪ Needs to link effectively to the monitoring and evaluation plan in the Management Case.
Scope	Explain what the project will deliver and also what is out of scope	INCLUDE <ul style="list-style-type: none"> ▪ Clarify the scope of the scheme with the overall programme for Warrington Waterfront. ▪ Define the physical scope of the scheme using agreed scheme concept plan. ▪ Provide a red line boundary, maintain distinct separation from development. ▪ Provide information on areas that are new highway construction, basic maintenance and grades of treatment/improvement.
Constraints	High level internal/external constraints e.g. technological environment, capability to deliver in-house major contracts with provider, etc	INCLUDE <ul style="list-style-type: none"> ▪ Internal constraints – resourcing, skills ▪ External constraints – timeframe, sub-regional funding, construction industry pressure.
Inter-dependencies	Internal/ External factors upon which the successful delivery of project are dependent	INCLUDE <ul style="list-style-type: none"> ▪ Include critical path diagram from the programme ▪ Identify a list of external dependencies including: supply chain, design team support, key gateway milestones, contractors involvement, planning application and approvals.
Stakeholders	Outline the main stakeholder groups and their contribution to the project. Note any potential conflicts between different stakeholder groups and their demands	INCLUDE <ul style="list-style-type: none"> ▪ Produce stakeholder map that identifies key stakeholder groups and their interests. ▪ Identify any relevant previous engagement history. ▪ Stakeholder engagement plan should show influence stakeholders have had in influencing the scheme outcomes. Refer to Statement of Community Involvement for the planning application. ▪ External stakeholder groups likely to include –

Capabilities on project:
Transportation

Section	Comments	Provisional Assessment
		<p>MARO Developments, local residents, Network Warrington, WIRE Regeneration, Network Rail and Environment Agency.</p> <ul style="list-style-type: none"> ▪ Internal stakeholder groups likely to include – Transport for Warrington, Warrington & Co, Warrington Education, Development Management and Planning Policy and Plans.
Options	Set out all the options identified (including Do-Minimum) and evaluate their impact on the proposal’s objectives and wider public policy objectives. Risks associated with each option should be identified as should any risks common to all options	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Produce a comparison summary table of options, identifying their relative impact. Provide initial assessment of options, informed by the DfT EAST tool. Criteria likely to include: transport impact, cost, engineering feasibility, local impact, junction efficiency, land issues, statutory process issues and stakeholder issues. ▪ Review options and evaluate against the project objectives ▪ Produce a risks table for each option – qualitative risks only
Economic Case		
Introduction	Outline approach to assessing value for money	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Include details of methodology for undertaking assessment. ▪ Specification of the proposed model development work sent to Gary Rowland – comments awaited and agreement on the modelling approach required. ▪ Provide justification for approach with respect to scheme, including list of items not assessed. ▪ Provide justification for use of quantitative or qualitative assessments/metrics in relation to appraisal criteria ▪ Relate to relevant WebTAG and CLG guidance.
Options appraised	A list of options (set out in The Strategic Case) that have been appraised	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ List the options as described in the Strategic Case. ▪ Identify the ‘do minimum’ and ‘Low Cost Alternative’.
Assumptions	WebTAG sets out assumptions that should be used in the conduct of transport studies. List any further assumptions supporting the analysis.	<p>INCLUDE</p> <ul style="list-style-type: none"> ▪ Detail core assumptions used in the analysis. ▪ Detail agreements reached with Atkins regarding the assumptions and approach. ▪ Identify all data sources, potentially including –

Centre Park Link

Annex N: Forecasting Report

Quality information

Prepared by



Associate Director

Checked and Verified by



Regional Director

Approved by



Regional Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
Full Business Case (Iteration 1)	19.06.2018	Issue 2 FBC Forecasting Update Note			Associate Director
Outline Business Case for Conditional Approval	16.03.2017	Issue 1			Associate Director

Distribution List

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1. INTRODUCTION

- 1.1.1 The Centre Park Link scheme has been the subject of scheme development and appraisal work over recent years and is now progressing to a Full Business Case.
- 1.1.2 A new model has been developed to assess the impact of the scheme on traffic circulation within the town and to assess the economic benefits of the scheme. This model is a cordoned version of the 2008 Warrington Multi Modal transport Model. The development of the model has been fully described in the Warrington Town Centre Model Local Model Validation Report (LMVR).
- 1.1.3 This document has been produced to report on the development of traffic forecasts for the Warrington Town Centre Model and the development of the test networks for use in appraisal of the Warrington Centre Park Link.
- 1.1.4 The report provides details of:
- The forecasting process;
 - Traffic conditions on the base network in the forecast years; and
 - Traffic conditions on the test network in the forecast years.
- 1.1.5 This report presents the results of the core forecast scenario. Additional scenarios are also presented to demonstrate the traffic impact of the scheme under differing traffic growth scenarios. These include:
- Growth at a higher than core assumption level;
 - Growth at a lower than core assumption level; and
 - Additional demand associated with a proposed housing development within Centre Park.
- 1.1.6 Additionally, tests are presented showing the impact of allowing traffic access to the existing bus route through Centre Park.
- 1.1.7 These results were used for the assessment of the proposed traffic schemes at Outline Business Case for Conditional Approval.

Update

This Forecasting report was first prepared in 2017 in support of the Outline Business Case for Conditional Approval. Content within section 2 to 4 and Appendix 1 to 4 reflects this work.

In advancing the scheme towards the Full Business Case, the forecasting has been reviewed in consultation with the Independent Reviewer. This was undertaken to take account of revisions to the NTEM database, correction factors in the WebTAG databook and changes in WBC's planning information, to determine the potential impact on the Full Business Case. A summary of the outcome of this review, examining how changes may impact forecasts is included within section 5, with the supporting note included at Appendix 5.

2. FORECASTING APPROACH

2.1 Proposed Uses of the Model and Key Model Design Considerations

- 2.1.1 The traffic model used represents a cordon around the central area of Warrington which has been calibrated for 2015 as a tool to study traffic circulation around the Town Centre. The development and calibration of the model is described in the LMVR. The model is implemented using the VISUM software package.
- 2.1.2 The traffic forecasts reported here have been prepared for use in the model to test the Centre Park Link scheme and associated development. The scheme lies within the town centre and its major impacts fall within the area covered by the traffic model.
- 2.1.3 Traffic forecasts have been produced for three future years:
- 2018;
 - 2028; and
 - 2033.
- 2.1.4 These years have been chosen to represent the forecast opening year for the scheme (2018), the year covered by the Warrington Local Plan for forecasting (2028) and the design year for the scheme (2033).

2.2 Methodology

- 2.2.1 Traffic forecasts have been developed in accordance with the guidelines set out in WebTAG Unit M4.
- 2.2.2 A database of planning data has been obtained from Warrington Borough Council (WBC) which identifies all employment and residential proposals that may affect traffic demand in Warrington during the forecast period. Each proposal has an expected year of opening and a likelihood of occurring by that year, based on the stage it has reached in the planning process.
- 2.2.3 For each proposal the ground area has been used to generate peak and off peak traffic generations and attractions. Each proposal has also been allocated to a model zone. The other end of each new trip has been synthesised using the distribution of existing trips to and from the town.
- 2.2.4 Overall growth has been controlled to NTEM (version 6.2) forecasts for the town centre area. The scheme affects traffic circulation within the town centre and is not anticipated to lead to additional demand or change in mode, so no account has been taken of variable demand modelling. This approach was agreed at an early stage in the project and NTEM 6.2 was the dataset recommended for general use at the time.
- 2.2.5 Forecasts have been prepared for a core (most likely) scenario and for an optimistic (high traffic growth) scenario and pessimistic (low traffic growth) scenario.

2.3 Core Scenario

- 2.3.1 The Core Scenario is deemed to be the most likely growth scenario. This is used to form the basis for the Appraisal Summary Table (AST) and is developed to represent the best basis for decision making given current evidence. WebTAG requires that the core scenario should be:
- Based on published plans;
 - Unbiased;
 - Coherent and self-consistent; and
 - Realistic and plausible.
- 2.3.2 The core scenario was developed using the following assumptions.

Network Changes

- 2.3.3 There is one network change associated with developments at Time Square and Bridge Street. The junction between Mersey Street and Bank Street is changed from a give way to a signalised intersection and one way streets around Bank Lane./Academy Way/Moulden Street are revised. This scheme is included in all future year networks with and without the Slutchers Lane scheme.

Traffic Growth

- 2.3.4 Traffic growth has been applied separately to the two assignment matrices which represent light and heavy vehicles. The light matrix inherited from the Warrington Multi Modal model includes both cars and LGVs. For the purpose of applying growth factors this has been treated as a car only matrix, analysis shows that this results in a reasonable approximation to the result that would have been achieved if separate car and LGV factors were applied and this is considered a proportionate approach.
- 2.3.5 Traffic forecasts were developed in 2016 - overall growth was controlled to NTEM (version 6.2). The factors are shown in Table 1. WebTAG requires that when NTEM is being used with a model representing highway traffic only, the growth forecasts should be modified by two factors to represent:
- Changes over time in average income relative to inflation; and
 - Changes over time in fuel costs relative to inflation.
- 2.3.6 The factors published in the WebTAG Data book, December 2015 were used. These factors assume a growth in wages and fuel prices at the mid-point of national forecasts for the forecasting period. The factors were obtained by combining these two elements are shown in Table 2 and the final growth factors are shown in Table 3.

Table 1: NTEM 6.2 Growth Rates

Year	AM Peak % growth	Inter Peak % growth	PM Peak % growth
2018	1.7	2.0	1.7
2028	7.1	9.2	7.4
2033	9.9	12.9	10.4

Table 2: Adjustment Factors

Year	Adjustment Factor
2018	1.029
2028	1.064
2033	1.086

Table 3: Growth Factors

Year	AM Peak % growth	Inter Peak % growth	PM Peak % growth
2018	1.046	1.050	1.046
2028	1.140	1.162	1.143
2033	1.194	1.226	1.199

- 2.3.7 In recent weeks (December 2016) NTEM7.1 has been completely released. A review has been undertaken of the growth rates based on NTEM6.2 and the equivalent rates calculated from the new version of NTEM 7.1. The comparison of results is set out in Table 4.
- 2.3.8 Comparing the original and the updated growth factors, it can be seen that overall the differences in levels of growth are relatively small. In 2018 the NETM 6.2 values are higher than the NTEM 7.1 values while in later years NTEM7.1 represents the higher growth levels.

Table 4: Comparison of NTEM 6.2 and NTEM 7.1

Year	Period	NTEM 6.2 Growth	NTEM 7.1 Growth	Difference
2018	AM	1.046	1.036	1.0%
	IP	1.05	1.039	1.1%
	PM	1.046	1.036	1.0%
2028	AM	1.14	1.161	-1.8%
	IP	1.162	1.186	-2.0%

Year	Period	NTEM 6.2 Growth	NTEM 7.1 Growth	Difference
	PM	1.143	1.164	-1.8%
2033	AM	1.194	1.213	-1.6%
	IP	1.226	1.249	-1.8%
	PM	1.199	1.218	-1.6%

2.3.9 WebTAG stresses the need for proportionality in deciding whether to revise existing work in line with changes in factors - given the relatively small changes it was decided to continue to use the existing NTEM 6.2 factors.

2.3.10 The planning data was used to identify demands from specific developments that would affect traffic patterns in the town centre. Developments were selected from the planning data which were near certain to be in place within each of the forecast years. The developments included the forecasts for each of the forecast years are shown in Appendix 1.

Development of Demand Matrices

2.3.11 Traffic from all developments was added to the demand matrices and the implied growth from the base year calculated. Overall growth was made up to the NTEM forecasts by factoring the base year trips until the overall matrix growth matched NTEM. The 2015 base year and resulting forecast year car matrix totals are shown in Table 5.

Table 5: Car Matrix Totals for Forecast Years (do minimum scenario)

Year	AM Peak		Inter Peak		PM Peak	
	Matrix total	% growth	Matrix total	% growth	Matrix total	% growth
2015	20389		20084		22896	
2018	21345	5%	21083	5%	23976	5%
2028	23228	14%	23325	16%	26156	14%
2033	24328	19%	24623	23%	27452	20%

HGV Growth Rates

2.3.12 HGV growth rates were taken from the Department for Transport's Road Transport Forecasts (2015). Matrix totals for HGVs in the base and forecast years are shown in Table 6.

Table 6: HGV Matrix Totals for Forecast Years

	AM Peak		Inter Peak		PM Peak	
	Matrix total	% growth	Matrix total	% growth	Matrix total	% growth
2015	961		1040		699	
2018	982	2%	1063	2%	714	2%
2028	1039	8%	1124	8%	756	8%
2033	1070	11%	1157	11%	778	11%

Generalised Costs

2.3.13 Since the assignment process is based on time only, as discussed in the LMVR, there was no requirement to change the generalised cost parameters input to the future year models.

Traffic Flow Factors

2.3.14 The model represents three hourly time periods through the day:

- AM Peak (0800-0900);
- Inter Peak (average 1000-1600); and

- PM Peak (1700-1800).

2.3.15 To convert model period flows to 12 hour totals, automatic traffic counts (ATC) at seven locations across the town centre have been used to create conversion factors. The 12 hour AAWT flows are calculated as:

$$2.7 * \text{AM Peak} + 6 * \text{Inter Peak} + 2.9 * \text{PM Peak}$$

Test Scenario

2.3.15 Forecasting for the do something scenario is carried out for two options, with and without the additional development opened up within Centre Park by the provision of the new link. This enables analysis of the highway impact of the new link to be separated from the impact of the development.

2.3.16 For cases where the development is included, it is assumed to be fully in place by 2028. It is treated as additional demand above the TEMPRO constraints for the purpose of this assessment.

2.3.17 The development trips are discussed in the “with development” scenario and are set out in Table 17. HGV matrices are unchanged by the additional housing development.

3. TRAFFIC FORECASTS

3.1 Introduction

3.1.1 This section describes the forecast traffic flows and delays within the network for each of the three forecast years.

3.2 Do Minimum Scenario

Flows

3.2.1 Do minimum traffic forecasts were carried out for the three forecast years. Changes in traffic flows from the base year are shown in the Table 7 and flow plots are included in Appendix 4.

3.2.2 In the LMVR AECOM stressed the necessity to sense checking routes and flows through the network in future year assignments. Checks were made to determine routes through the town centre to ensure that routing remained on the strategic network.

3.2.3 The primary changes in the area of interest in terms of 12 hour two way traffic volumes are shown in Table 7. Site locations are shown in Figure 1.

Table 7 Table of 12 hour Demand flows, 12hour

		2015	2018		2028		2033	
			Flow	Growth	Flow	Growth	Flow	Growth
1	Chester Road (A5060)	20100	21200	5%	23300	16%	24700	23%
2	Wilderspool Causeway (A49)	11000	11700	6%	13000	18%	14900	35%
3	Knutsford Road (A50)	15200	14900	-2%	16300	7%	17200	13%
4	Gainsborough Road	4100	4800	17%	5400	32%	6100	49%
5	Wilderspool Causeway Bridge	27100	28600	6%	31100	15%	33000	22%
6	Wilson Patten Street	18500	20200	9%	22500	22%	25300	37%
7	Parker Street	18900	20300	7%	22000	16%	25800	37%
8	Mersey Street	28100	28200	0%	29500	5%	31900	14%
9	Liverpool Road	20400	21500	5%	23700	16%	25200	24%
10	Midland Way	17000	17900	5%	19800	16%	20500	21%
11	Slutchers Lane	2300	2400	4%	2500	9%	2600	13%

Figure 1: Comparison Site Locations



3.2.4 Flow levels for 12 hour periods and peak hours for 2018, 2028 and 2033 are shown in Appendix 4.

3.2.5 The results show that traffic flows on some town centre routes in the area of the scheme are forecast to grow at a rate slightly higher than the overall growth in the matrices. Growth on Gainsborough Road, which may act as a rat run between radials would experience growth at a much higher rate reflecting the impact of congestion on routing in the town centre.

Travel Times

3.2.6 Four journey time routes were used in the LMVR. Journey times on these four routes were investigated in the forecasting model to show how levels of congestion might be expected to change within the town centre in future years. Journey time routes are shown in Appendix 3.

3.2.7 The results are shown in Table 8. This shows that the model forecasts significant growth in delay on most routes around the town centre in future years, with journey times 20% to 90% higher by 2033.

Table 8: Travel Times (minutes)

		2015	2018		2028		2033	
		Time	Time	Change	Time	Change	Time	Change
Route 1 N	AM	8.8	9.2	5%	11.7	33%	13.2	50%
	PM	15.5	15.3	-1%	17.8	15%	20.2	30%
Route 1 S	AM	11.5	12.2	6%	14.2	23%	15.4	34%
	PM	13.8	14.7	7%	16	16%	22.5	63%
Route 2 N	AM	7.8	8	3%	10.6	36%	12.4	59%
	PM	14.8	14.8	0%	16.8	14%	19.3	30%
Route 2 S	AM	10.2	10.9	7%	13	27%	14.1	38%
	PM	12.5	13	4%	14.5	16%	21	68%
Route 3 N	AM	7.4	7.6	3%	8.2	11%	8.6	16%
	PM	10.8	9.4	-13%	10.9	1%	13.1	21%
Route 3 S	AM	8.5	9	6%	11	29%	12	41%
	PM	10	10.9	9%	12.1	21%	18.5	85%
Route 4 N	AM	5.2	5.3	2%	7.6	46%	10	92%
	PM	10.7	12.1	13%	14.6	36%	20.2	89%
Route 4 S	AM	6.5	7	8%	7.6	17%	8.8	35%
	PM	8.8	10.5	19%	11.7	33%	11.4	30%

3.2.8 Traffic growth in the town centre is shown to be limited by the capacity of the junctions controlling traffic into the town centre, particularly at Bridge Foot. The model results show the continuing increase in over capacity queues, particularly in the PM Peak on the approaches to the Liverpool Road / Parker Street junction and the Bridge Foot junction from Wilson Patten Street. Comparative queues are shown in Figure 2 and Figure 3, which show an expansion of queueing around Bridgefoot, Wilson Patten Street and Mersey Street.

Sense Check

3.2.9 It was suggested in the LMVR that there was the potential for routing issues, particularly in the PM peak period as a result of excessive levels of congestion in the Town centre during this period. A recommendation was made to check routing in the forecast models. The model has been examined to confirm that:

- Delays at major signalised junctions change in line with those forecast by independent LINSIG modelling; and
- Significant unexpected routing changes do not occur within the model

Discussion

3.2.10 The Do minimum core scenario assumes that traffic demand within the town centre will grow in line with local NTEM 6.2 traffic growth rates during the forecasting period 2018 – 2033.

3.2.11 The central area of Warrington experiences significant levels of congestion during peak periods, particularly the PM Peak hour, at present. With no additional highway schemes to provide additional capacity, the model demonstrates that traffic levels and travel times will continue to grow with average peak period travel times increasing by around 50% by 2033.

3.2.12 The model identifies limited rerouting of traffic to roads outside the immediate town centre to avoid some congestion; however the available routes do not provide a realistic alternative for the prevailing movements through the centre to the west.

Figure 2: 2015 PM Peak Over Capacity Queues



Figure 3: 2033 PM Peak Over Capacity Queues



Model Convergence

3.2.13 The convergence of the assignment process is monitored by the parameters permitted within the VISUM program. These measures and the values set for the Warrington model are shown in Table 9

Table 9 Measures of Convergence

	Condition	Share of links for which condition is fulfilled
1	GEH between the link volume of the previous assignment and the current assignment is <+1	0.99
2	GEH between turning flows in previous assignment and current assignment is <+1	0.99
3	GEH between turning flows in current assignment and smoothed ICA turning volumes is <=1	0.99
4	Relative gap between blocking back wait time and VDF wait time of links is <+0.05	0.95
5	Relative gap between blocking back wait time and VDF wait time at turns is <+0.05	0.9
6	Maximum deviation of the mean value of absolute difference between the queue lengths of all links with congestion between the previous and current assignment	1

3.2.14 The number of iterations and levels reached for each condition are for each time period are shown in Table 10. The results show that the do minimum PM Peak networks for future years were experiencing convergence issues due to the highly congested nature of the network. A thorough review of the areas of the network failing to converge has been undertaken, through comparisons of flow changes between successive iterations. It is concluded that the main areas affected are towards the south east of the model. It is considered that, although the convergence level is not ideal it does not affect the reporting of flows within the area directly affected by the scheme.

Table 10 Iterations for Convergence (Do Minimum)

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2018	AM	86	1.000	1.000	0.998	0.963	0.994	0.036
	IP	29	1.000	0.998	1.000	0.993	0.984	0.038

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2028	PM	840	1.000	1.000	1.000	0.959	0.997	0.078
	AM	49	1.000	0.997	0.998	0.958	0.994	0.027
	IP	62	1.000	0.998	1.000	0.958	0.991	0.165
2033	PM	1132	1.000	0.998	1.000	0.900	0.997	0.048
	AM	151	1.000	0.995	1.000	0.953	0.997	0.069
	IP	78	1.000	1.000	1.000	0.952	0.995	0.015
	PM	332	0.997	0.995	0.998	0.902	0.998	0.104

Conclusion

3.2.15 There are known congestion problems in the south of the town centre area during peak periods. The forecasting results show that with additional traffic growth and no additional network, the existing problems will continue to occur with:

- Flow volumes in the town centre limited by the capacity at key junctions;
- Increasing travel times through the town centre; and
- Increasing queues extending into the post evening peak period.

Do Something Scenarios

3.2.16 The model has been used to test the effects of the Centre Park Link and associated circulatory patterns on traffic flows in the town centre. The main scheme (DS1) consists of three elements:

- A new bridge link between Chester Road and Slutchers Lane;;
- Improvements in highway standard on Slutchers Lane; and
- Creation of signalised junctions at Slutchers Lane/ Chester Road and Slutchers Lane/ Wilson Patten Street.

3.2.17 Scheme layout plans are included in Appendix 2.

3.2.18 Signal timings were provided from a LINSIG model to input to the assignment. The network was tested with and without the additional development proposed for the southern section of Centre Park.

3.2.19 Comparisons were made between the queues and delays at the two new signalised junctions in the model output with the equivalent results from a LINSIG assessment. Given that the LINSIG approach is much more detailed it was concluded that the model delays and queues were realistic and that the model accurately represented delays at the new junctions.

Assignment Results

3.2.20 Assignments were carried out for each of the three forecast years. This section contains a discussion of the changes in traffic flow on main routes as a result of the scheme and changes in journey time through the network.

Flows

3.2.21 The flows on the new route on Slutchers Lane are shown in Table 11. The changes in flow on the main links in the town centre network are shown in Table 12. The locations of sites referred to in tables are shown in Figure 1.

3.2.22 Comparison plots for all scenarios are provided in Appendix 4.

3.2.23 The results shown in Appendix 4 and Table 12 show that the 12 hour flow on Chester Road south of the junction with the new bridge would increase slightly suggesting a diversion from other southern radial routes. A small increase would also occur on Liverpool Road to the north west of the scheme also suggesting that the scheme would draw together south to north west movements into a single corridor.

3.2.24 The results show that Slutchers Lane would attract about 13000 vehicles (12 hour, two way) in the opening year rising to around 16000 by 2033. The flow on Wilderspool Causeway Bridge and Wilson Patten Street would drop by about 30% - 40% demonstrating the impact of the scheme in bypassing this central area of the town.

3.2.25 Overall the traffic flows confirm that the scheme is fulfilling its role as a town centre bypass and improving traffic flows for this particular movement.

Table 11: Slutchers Lane Flows

		AM	IP	PM	12 Hour
2018	NB	610	380	710	6000
	SB	530	490	870	6900
	Total	1140	870	1580	12900
2028	NB	630	410	850	6600
	SB	590	550	950	7600
	Total	1220	960	1800	14200
2033	NB	730	430	910	7200
	SB	620	570	1000	8000
	Total	1350	1000	1910	15200

Table 12: Flow Changes 2018, 12hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	21200	22400	1200	6%
2	Wilderspool Causeway (A49)	11700	11900	200	2%
3	Knutsford Road (A50)	14900	14500	-400	-3%
4	Gainsborough Road	4800	3400	-1400	-29%
5	Wilderspool Causeway Bridge	28600	19900	-8700	-30%
6	Wilson Patten Street	20200	10700	-9500	-47%
7	Parker Street	20300	20700	400	2%
8	Mersey Street	28200	28900	700	2%
9	Liverpool Road	21500	20100	-1400	-7%
10	Midland Way	17900	18800	900	5%
11	Slutchers Lane	2400	12900	10500	438%

Table 13: Flow Changes 2028 12hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	23300	24400	1100	5%
2	Wilderspool Causeway (A49)	13000	13200	200	2%
3	Knutsford Road (A50)	16300	15600	-700	-4%
4	Gainsborough Road	5400	3900	-1500	-28%
5	Wilderspool Causeway Bridge	31100	21700	-9400	-30%
6	Wilson Patten Street	22500	12900	-9600	-43%
7	Parker Street	22000	22700	700	3%
8	Mersey Street	29500	32700	3200	11%
9	Liverpool Road	23700	22400	-1300	-5%
10	Midland Way	19800	20400	600	3%
11	Slutchers Lane	2500	14300	11800	472%

Table 14: Flow Changes 2033 12hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	24700	25500	800	3%
2	Wilderspool Causeway (A49)	14900	14500	-400	-3%
3	Knutsford Road (A50)	17200	15800	-1400	-8%
4	Gainsborough Road	6100	4000	-2100	-34%
5	Wilderspool Causeway Bridge	33000	23500	-9500	-29%
6	Wilson Patten Street	25300	14100	-11200	-44%

		DM	DS1	Change	% Change
7	Parker Street	25800	24600	-1200	-5%
8	Mersey Street	31900	35000	3100	10%
9	Liverpool Road	25200	23800	-1400	-6%
10	Midland Way	20500	21200	700	3%
11	Slutchers Lane	2600	15200	12600	485%

Travel Times

3.2.26 A comparison of travel times on the main routes is given in Table 15. The results show that the scheme would lead to a reduction in journey times on the major routes through the town centre. In 2018 there would be an average 18% reduction in peak journey times. Definitions of journey time routes are included in Appendix 3. In 2033 the average reduction over the central network would be 22%.

3.2.27 While the scheme would lead to journey time improvements over the do minimum scenario it should be noted that increasing demand through the network would lead to further congestion and with scheme journey times by 2033 would be at levels similar to the 2018 do minimum.

Table 15: Journey Time Changes

		2018			2028			2033		
		DM (min)	DS (min)	Diff	DM (min)	DS (min)	Diff	DM (min)	DS (min)	Diff
Route 1 N	AM	9.2	8.6	-6.5%	11.7	9.1	-22.2%	13.2	9.3	-29.5%
	PM	15.3	12.2	-20.3%	17.8	13.6	-23.6%	20.2	14.4	-28.7%
Route 1 S	AM	12.2	10.6	-13.1%	14.2	12.0	-15.5%	15.4	13.0	-15.6%
	PM	14.7	10.9	-25.9%	16.0	14.3	-10.6%	22.5	19.7	-12.4%
Route 2 N	AM	8.0	7.6	-5.0%	10.6	7.9	-25.5%	12.4	8.3	-33.1%
	PM	14.8	11.7	-20.9%	16.8	14.0	-16.7%	19.3	15.8	-18.1%
Route 2 S	AM	10.9	9.4	-13.8%	13.0	10.6	-18.5%	14.1	11.7	-17.0%
	PM	13.0	9.2	-29.2%	14.5	12.0	-17.2%	21.0	17.6	-16.2%
Route 3 N	AM	7.6	7.3	-3.9%	8.2	7.6	-7.3%	8.6	7.7	-10.5%
	PM	9.4	9.9	5.3%	10.9	11.3	3.7%	13.1	11.9	-9.2%
Route 3 S	AM	9.0	8.8	-2.2%	11.0	10.0	-9.1%	12.0	10.7	-10.8%
	PM	10.9	8.9	-18.3%	12.1	11.5	-5.0%	18.5	16.8	-9.2%
Route 4 N	AM	5.3	5.1	-3.8%	7.6	5.4	-28.9%	10.0	5.7	-43.0%
	PM	12.1	9.3	-23.1%	14.6	12.4	-15.1%	20.2	13.8	-31.7%
Route 4 S	AM	7.0	5.2	-25.7%	7.6	5.3	-30.3%	8.8	5.7	-35.2%
	PM	10.5	5.6	-46.7%	11.7	6.6	-43.6%	11.4	7.1	-37.7%

3.2.28 Convergence statistics for each model run are shown in Table 16. All model runs achieved the required level of convergence for these tests.

Table 16: Iterations for Convergence (Do Something)

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2018	AM	24	1.000	0.991	0.998	0.957	0.995	0.041
	IP	276	1.000	0.992	0.998	0.972	0.992	0.086
	PM	95	1.000	0.998	1.000	0.953	0.997	0.025
2028	AM	49	1.000	0.995	1.000	0.953	0.997	0.053
	IP	91	0.996	0.991	0.998	0.973	0.994	0.065
	PM	261	1.000	0.995	1.000	0.953	1.000	0.033
2033	AM	53	1.000	0.998	0.998	0.951	0.995	0.104
	IP	858	1.000	0.991	0.998	0.954	0.991	0.134
	PM	399	1.000	1.000	1.000	0.950	0.995	0.050

Development Traffic (DS2)

3.2.29 A new development within Centre Park with access to Slutchers Lane is proposed once the scheme is in place. This would provide an additional 558 houses within the town centre. Trips generated from the development have been calculated on the basis of site area and TRICS trip rates. Demand generated from the site is shown in Table 17.

Table 17 Centre Park Development Trips

	AM	IP	PM
Inbound	70	86	168
Outbound	178	79	97

3.2.30 Although the development is not expected to be fully open on the opening of the scheme, assignments have been carried out with development for 2018 to provide a comparison. Additional network flows are shown in Table 18 to Table 20..

Table 18: Traffic Flows with Centre Park Development, 2018 12hour

		Scheme without development (DS1)	Scheme with development (DS2)	Change	% Change
1	Chester Road (A5060)	22400	22200	-200	-1%
2	Wilderspool Causeway (A49)	11900	11600	-300	-3%
3	Knutsford Road (A50)	14500	15300	800	6%
4	Gainsborough Road	3400	3600	200	6%
5	Wilderspool Causeway bridge	19900	19100	-800	-4%
6	Wilson Patten Street	10700	10400	-300	-3%
7	Parker Street	20700	20700	0	0%
8	Mersey Street	28900	26400	-2500	-9%
9	Liverpool Road	20100	19700	-400	-2%
10	Midland Way	18800	19900	1100	6%
11	Slutchers Lane	12900	14500	1600	12%

Table 19: Traffic Flows with Centre Park Development, 2028 12hour

		Scheme without development (DS1)	Scheme with development (DS2)	Change	% Change
1	Chester Road (A5060)	24400	24600	200	1%
2	Wilderspool Causeway (A49)	13200	14500	1300	10%
3	Knutsford Road (A50)	15600	16100	500	3%
4	Gainsborough Road	3900	4300	400	10%
5	Wilderspool Causeway bridge	21700	22600	900	4%
6	Wilson Patten Street	12900	13800	900	7%

7	Parker Street	22700	23000	300	1%
8	Mersey Street	32700	31100	-1600	-5%
9	Liverpool Road	22400	24200	1800	8%
10	Midland Way	20400	20800	400	2%
11	Slutchers Lane	14300	15600	1300	9%

Table 20: Traffic Flows with Centre Park Development 2033 12hour

		<i>Scheme without developm't (DS1)</i>	<i>Scheme with developm't (DS2)</i>	<i>Change</i>	<i>% Change</i>
1	Chester Road (A5060)	25500	25600	100	0%
2	Wilderspool Causeway (A49)	14500	14600	100	1%
3	Knutsford Road (A50)	15800	15900	100	1%
4	Gainsborough Road	4000	4600	600	15%
5	Wilderspool Causeway bridge	23500	23700	200	1%
6	Wilson Patten Street	14100	13300	-800	-6%
7	Parker Street	24600	26000	1400	6%
8	Mersey Street	35000	35800	800	2%
9	Liverpool Road	23800	24000	200	1%
10	Midland Way	21200	21300	100	0%
11	Slutchers Lane	15200	17000	1800	12%

3.2.28 Convergence statistics for each model run are shown in Table 21 All model runs achieved the required level of convergence with the exception of the PM Peak 2028. Assessment of the level of convergence on traffic flows was carried out to ensure that this did not affect reported traffic volumes.

Table 21: Iterations for Convergence (With Development)

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2018	AM	19	1.000	0.995	0.998	0.950	0.995	0.061
	IP	29	1.000	0.992	1.000	0.995	0.991	0.009
	PM	80	1.000	1.000	1.000	0.951	0.997	0.026
2028	AM	35	0.996	0.998	1.000	0.956	0.997	0.032
	IP	23	1.000	0.998	1.000	0.964	0.992	0.062
	PM	178	1.000	0.998	1.000	0.902	0.997	0.134
2033	AM	23	1.000	0.994	0.997	0.953	0.991	0.132
	IP	36	1.000	1.000	1.000	0.953	0.994	0.064
	PM	173	1.000	0.995	1.000	0.951	0.992	0.129

Conclusion

3.2.31 Forecasting has been carried out for the Centre Park Link scheme. The results demonstrate that the scheme would provide a realistic alternative route to the existing river crossing and that journey times on cross town results would be reduced.

4. ALTERNATIVE SCENARIOS

4.1 Introduction

4.1.1 Alternative high and low growth scenarios have been defined to test the sensitivity of the economics of the scheme to variations in the growth of the economy. The method set out in WebTAG Unit M4 has been used to define two alternative scenarios:

- High growth – increase Tempro plus additional less likely development; and
- Low growth – decrease Tempro and only include absolutely certain development.

4.1.2 Since no levels of likelihood were presented with the developments, all were taken as committed during the lifetime of the scheme, the high and low growth scenarios have been developed using the standard percentage variations to Tempro explained in WebTAG Unit M4.

4.1.3 An additional test has been carried out to examine the impacts of Warrington BC’s ambition to open up the existing bus only link between Centre Park and Slutchers Lane to through traffic.

4.2 Low and High Growth Scenario Development

4.2.1 The low and high growth scenarios have been developed by adding or subtracting a proportion, p , of the base year demand to the demand from the core scenario to represent the upper and lower bounds of expected traffic growth during the forecasting period. The proportion is multiplied by a scaling factor which varies in relation to the square root of the number of years into the future for which the forecasts are prepared.

4.2.2 The current WebTAG guidance indicates that the proportion, p , should be 2.5% for highway schemes, thus the proportions of the base year matrices added were:

- For 2018 – $1.73 * 2.5\% = 4.3\%$;
- For 2028 – $3.61 * 2.5\% = 9.0\%$; and
- For 2033 – $4.24 * 2.5\% = 10.6\%$.

4.2.3 All the developments used in the core scenario were retained, but overall growth scaled to the low and high growth levels by adjusting the background growth as described. The resulting matrix totals are shown in Table 22 and Table 23.

Table 22: Low Growth Matrices (do minimum scenario)

	AM Peak		Inter Peak		PM Peak	
	Matrix total	% growth	Matrix total	% growth	Matrix total	% growth
2015	20389		20084		22896	
2018	20468	0.4%	20219	0.7%	22991	0.4%
2028	21393	4.9%	21517	7.1%	24096	5.2%
2033	22167	8.7%	22494	12.0%	24892	8.7%

Table 23: High Growth Matrices (do minimum scenario)

	AM Peak		Inter Peak		PM Peak	
	Matrix total	% growth	Matrix total	% growth	Matrix total	% growth
2015	20389		20084		22896	
2018	22221	9.0%	21946	9.3%	24960	9.0%
2028	25063	22.9%	25132	25.1%	28217	23.2%
2033	26489	29.9%	26752	33.2%	29746	29.9%

Network

4.2.4 No changes were made to the highway network to represent the alternative scenarios.

4.3 Low and High Growth Scenario Assignment Results

4.3.1 The low and high growth matrices were assigned to the do minimum and to the do something networks. Do minimum traffic flows from the low growth assignments are shown in Table 24. Changes in traffic flow as a result of the bridge construction in each of the three forecast years at low growth are shown in Table 25 to Table 27. The convergence statistics provided in Table 28 and Table 29 show that all model runs achieved the required level of convergence for the low growth scenario.

Table 24: Do minimum network – Low Growth 12hour

		2015	2018		2028		2033	
			Flow	Growth	Flow	Growth	Flow	Growth
1	Chester Road (A5060)	20100	20200	0%	22000	9%	23100	15%
2	Wilderspool Causeway (A49)	11000	11100	1%	11900	8%	12900	17%
3	Knutsford Road (A50)	15200	14900	-2%	15600	3%	16200	7%
4	Gainsborough Road	4100	4400	7%	4900	20%	5100	24%
5	Wilderspool Causeway Bridge	27100	27100	0%	29300	8%	31200	15%
6	Wilson Patten Street	18500	18500	0%	20400	10%	21900	18%
7	Parker Street	18900	18700	-1%	20300	7%	22000	16%
8	Mersey Street	28100	27500	-2%	29000	3%	29400	5%
9	Liverpool Road	20400	19900	-2%	21600	6%	22700	11%
10	Midland Way	17000	17100	1%	18400	8%	19800	16%
11	Slutchers Lane	2300	2200	-4%	2300	0%	2400	4%

Table 25: Flow Changes 2018 – Low Growth 12hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	20200	21000	800	4%
2	Wilderspool Causeway (A49)	11100	10800	-300	-3%
3	Knutsford Road (A50)	14900	14100	-800	-5%
4	Gainsborough Road	4400	2900	-1500	-34%
5	Wilderspool Causeway bridge	27100	18700	-8400	-31%
6	Wilson Patten Street	18500	9200	-9300	-50%
7	Parker Street	18700	18500	-200	-1%
8	Mersey Street	27500	26500	-1000	-4%
9	Liverpool Road	19900	18700	-1200	-6%
10	Midland Way	17100	18400	1300	8%
11	Slutchers Lane	2200	11700	9500	432%

Table 26: Flow Changes 2028 – low Growth 12hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	22000	22900	900	4%
2	Wilderspool Causeway (A49)	11900	11800	-100	-1%
3	Knutsford Road (A50)	15600	15400	-200	-1%
4	Gainsborough Road	4900	3100	-1800	-37%
5	Wilderspool Causeway bridge	29300	20700	-8600	-29%
6	Wilson Patten Street	20400	11100	-9300	-46%
7	Parker Street	20300	20900	600	3%
8	Mersey Street	29000	30000	1000	3%
9	Liverpool Road	21600	20600	-1000	-5%
10	Midland Way	18400	19400	1000	5%
11	Slutchers Lane	2300	12800	10500	457%

Table 27: Flow Changes 2033 – Low Growth 12hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	23100	23800	700	3%
2	Wilderspool Causeway (A49)	12900	12800	-100	-1%
3	Knutsford Road (A50)	16200	15500	-700	-4%
4	Gainsborough Road	5100	3700	-1400	-27%
5	Wilderspool Causeway bridge	31200	21700	-9500	-30%
6	Wilson Patten Street	21900	10900	-11000	-50%
7	Parker Street	22000	20800	-1200	-5%
8	Mersey Street	29400	30300	900	3%
9	Liverpool Road	22700	21200	-1500	-7%
10	Midland Way	19800	20200	400	2%
11	Slutchers Lane	2400	13800	11400	475%

Table 28: Iterations for Convergence - Low Growth (Do Minimum)

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2018	AM	37	1.000	0.997	0.998	0.952	0.994	0.075
	IP	18	1.000	1.000	0.998	0.972	0.994	0.015
	PM	86	1.000	1.000	1.000	0.951	0.995	0.014
2028	AM	42	1.000	0.995	0.998	0.956	0.995	0.047
	IP	53	1.000	0.998	1.000	0.951	0.991	0.074
	PM	226	1.000	1.000	1.000	0.951	0.998	0.153
2033	AM	89	1.000	0.997	0.998	0.957	0.991	0.101
	IP	55	1.000	0.997	0.998	0.954	0.998	0.072
	PM	189	1.000	1.000	1.000	0.951	0.998	0.020

Table 29: Iterations for Convergence - Low Growth (Do Something 1)

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2018	AM	17	1.000	0.997	0.998	0.950	0.995	0.131
	IP	26	1.000	0.998	1.000	0.955	0.991	0.072
	PM	87	1.000	0.992	0.997	0.953	0.987	0.019
2028	AM	26	1.000	0.997	0.998	0.961	0.998	0.083
	IP	37	1.000	0.995	1.000	0.972	0.985	0.029
	PM	576	1.000	0.992	1.000	0.952	0.986	0.223
2033	AM	89	1.000	0.997	0.998	0.957	0.991	0.101
	IP	31	1.000	0.992	1.000	0.954	0.958	0.064
	PM	189	1.000	1.000	1.000	0.951	0.998	0.020

4.3.2 The corresponding do minimum traffic flows from the high growth assignments are shown in Table 30 - changes in traffic flow as a result of the bridge construction in each of the three forecast years at low growth are shown in Table 31, Table 32 and Table 33.

4.3.3 A key finding from the high growth assignments was the instability of assignments and overcapacity of the networks. The convergence statistics, in

Table 34 and Table 35, show that the PM Peak scenarios fall very short of the required criteria. Given the current levels of peak period congestion we consider that high growth traffic volumes would not realistically be achievable without further network improvements. As such, the high growth results have not been taken forward to the economic analysis.

Table 30: Do minimum network – High Growth, 12 hour

		2015	2018		2028		2033	
			Flow	Growth	Flow	Growth	Flow	Growth

1	Chester Road (A5060)	20100	21100	5%	25200	25%	26700	33%
2	Wilderspool Causeway (A49)	11000	11600	5%	15400	40%	16800	53%
3	Knutsford Road (A50)	15200	14500	-5%	18200	20%	20100	32%
4	Gainsborough Road	4100	6100	49%	6400	56%	6800	66%
5	Wilderspool Causeway Bridge	27100	26400	-3%	33800	25%	36700	35%
6	Wilson Patten Street	18500	19800	7%	24200	31%	25700	39%
7	Parker Street	18900	20400	8%	24500	30%	27200	44%
8	Mersey Street	28100	24600	-12%	31800	13%	36600	30%
9	Liverpool Road	20400	18200	-11%	26900	32%	27300	34%
10	Midland Way	17000	19300	14%	20900	23%	21000	24%
11	Slutchers Lane	2300	2500	9%	2700	17%	2900	26%

Table 31: Flow Changes 2018 – High Growth, 12 hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	21100	23400	2300	11%
2	Wilderspool Causeway (A49)	11600	12700	1100	9%
3	Knutsford Road (A50)	14500	14900	400	3%
4	Gainsborough Road	6100	3700	-2400	-39%
5	Wilderspool Causeway bridge	26400	20500	-5900	-22%
6	Wilson Patten Street	19800	12300	-7500	-38%
7	Parker Street	20400	21700	1300	6%
8	Mersey Street	24600	30500	5900	24%
9	Liverpool Road	18200	20700	2500	14%
10	Midland Way	19300	20500	1200	6%
11	Slutchers Lane	2500	13500	11000	440%

Table 32: Flow Changes 2028 – High Growth 12hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	25200	26400	1200	5%
2	Wilderspool Causeway (A49)	15400	14900	-500	-3%
3	Knutsford Road (A50)	18200	17900	-300	-2%
4	Gainsborough Road	6400	5100	-1300	-20%
5	Wilderspool Causeway bridge	33800	23000	-10800	-32%
6	Wilson Patten Street	24200	13800	-10400	-43%
7	Parker Street	24500	24200	-300	-1%
8	Mersey Street	31800	33700	1900	6%
9	Liverpool Road	26900	24200	-2700	-10%
10	Midland Way	20900	21800	900	4%
11	Slutchers Lane	2700	16200	13500	500%

Table 33: Flow Changes 2033 – High Growth 12hour

		DM	DS1	Change	% Change
1	Chester Road (A5060)	26700	29300	2600	10%
2	Wilderspool Causeway (A49)	16800	16500	-300	-2%
3	Knutsford Road (A50)	20100	16400	-3700	-18%
4	Gainsborough Road	6800	6700	-100	-1%
5	Wilderspool Causeway bridge	36700	23300	-13400	-37%
6	Wilson Patten Street	25700	13300	-12400	-48%
7	Parker Street	27200	25200	-2000	-7%
8	Mersey Street	36600	32100	-4500	-12%
9	Liverpool Road	27300	25300	-2000	-7%
10	Midland Way	21000	23500	2500	12%

11	Slutchers Lane	2900	19600	16700	576%
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Table 34: Iterations for Convergence - High Growth (Do Minimum)

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2018	AM	79	1.000	0.998	0.998	0.951	0.994	0.132
	IP	16	1.000	0.995	1.000	0.941	0.989	0.194
	PM	309	1.000	1.000	1.000	0.951	0.995	0.047
2028	AM	1565	1.000	1.000	1.000	0.951	0.995	0.018
	IP	55	1.000	0.995	1.000	0.895	0.989	0.055
	PM	1000	1.000	0.995	1.000	0.845	0.990	0.100
2033	AM	256	1.000	1.000	1.000	0.903	0.997	0.030
	IP	70	1.000	0.995	1.000	0.952	0.988	0.086
	PM	3000	0.997	0.995	0.998	0.836	0.998	0.096

Table 35: Iterations for Convergence - High Growth (Do Something)

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2018	AM	25	1.000	0.995	0.995	0.951	0.991	0.044
	IP	83	0.997	0.991	0.998	0.902	0.991	0.079
	PM	278	1.000	0.998	1.000	0.957	0.998	0.039
2028	AM	789	1.000	1.000	1.000	0.950	0.997	0.077
	IP	100	1.000	0.997	0.998	0.960	0.989	0.022
	PM	343	1.000	1.000	1.000	0.902	0.995	0.094
2033	AM	249	1.000	0.998	1.000	0.908	0.992	0.099
	IP	310	1.000	0.998	1.000	0.916	0.997	0.071
	PM	3000	0.943	0.902	0.986	0.755	0.931	0.729

4.4 Bus Gate Scenario (DS3)

- 4.4.1 A further sensitivity test has been undertaken to investigate the opening of the existing bus gate between Centre Park and Slutchers Lane to all traffic. This would require the widening of the current short bus only section to provide a single carriageway all vehicle link. It would provide an additional route between Brian Bevan Roundabout on Chester Road and Slutchers Lane.
- 4.4.2 Traffic volumes on the new link resulting from this scheme are shown in Table 36. Flow changes on the local network, compared against the scheme without bus gate (DS1) scenario are shown in Table 37 to Table 39 and in Appendix 4. The results show that the bus gate link would attract 12 hour traffic volumes of about 6000 to 7000 two way vehicles.
- 4.4.3 The network plots show that the link would reduce the traffic on the Chester Road Bridge, though increase demand on Slutchers Lane north of the bus gate. There would be a further reduction in demand on Wilson Patten Street and an increase in demand on Wilderspool Causeway between the Brian Bevan Roundabout and Stockton Heath.
- 4.4.4 Convergence statistics for the bus gate scenario are shown in Table 40, The results show satisfactory convergence for the majority of time periods, although once again for the PM Peak in later years the measures fall slightly short of the targets. Analysis of the iteration to iteration change in flows in these scenarios shows that the flows on key links affected by the scheme remain constant.

Table 36: Bus Gate Link Flows

		AM	IP	PM	12 Hour
2018	Wb	170	220	160	2200
	Eb	580	340	340	4600
	Total	750	560	500	6800
2028	Wb	90	260	130	2200
	Eb	570	350	390	4800
	Total	660	610	520	7000
2033	Wb	100	260	120	2200
	Eb	590	380	120	4200
	Total	690	640	240	6400

Table 37: Flow Changes Due to Bus Gate Opening (2018, 12 hour)

		DS1	DS3	Change	% Change
1	Chester Road (A5060)	22400	21700	-700	-3%
2	Wilderspool Causeway (A49)	11900	12900	1000	8%
3	Knutsford Road (A50)	14500	13200	-1300	-9%
4	Gainsborough Road	3400	3000	-400	-12%
5	Wilderspool Causeway Bridge	19900	18300	-1600	-8%
6	Wilson Patten Street	10700	7800	-2900	-27%
7	Parker Street	20700	20700	0	0%
8	Mersey Street	28900	28600	-300	-1%
9	Liverpool Road	20100	19700	-400	-2%
10	Midland Way	18800	19200	400	2%
11	Slutchers Lane (s of Bus Gate)	12900	12100	-800	-6%

Table 38: Flow Changes Due to Bus Gate Opening (2028, 12 hour)

		DS1	DS3	Change	% Change
1	Chester Road (A5060)	24400	23900	-500	-2%
2	Wilderspool Causeway (A49)	13200	14000	800	6%
3	Knutsford Road (A50)	15600	15000	-600	-4%
4	Gainsborough Road	3900	3500	-400	-10%
5	Wilderspool Causeway Bridge	21700	20200	-1500	-7%
6	Wilson Patten Street	12900	9500	-3400	-26%
7	Parker Street	22700	23100	400	2%
8	Mersey Street	32700	32500	-200	-1%
9	Liverpool Road	22400	22000	-400	-2%
10	Midland Way	20400	20900	500	2%
11	Slutchers Lane (s of Bus Gate)	14300	13000	-1300	-9%

Table 39: Flow Changes Due to Bus Gate Opening (2033, 12 hour)

		DS1	DS3	Change	% Change
1	Chester Road (A5060)	25500	25300	-200	-1%
2	Wilderspool Causeway (A49)	14500	15400	900	6%
3	Knutsford Road (A50)	15800	14300	-1500	-9%
4	Gainsborough Road	4000	3800	-200	-5%
5	Wilderspool Causeway Bridge	23500	21300	-2200	-9%
6	Wilson Patten Street	14100	9700	-4400	-31%
7	Parker Street	24600	24500	-100	0%
8	Mersey Street	35000	32900	-2100	-6%
9	Liverpool Road	23800	24500	700	3%
10	Midland Way	21200	21600	400	2%

		<i>DS1</i>	<i>DS3</i>	<i>Change</i>	<i>% Change</i>
11	Slutchers Lane (s of Bus Gate)	15200	14600	-600	-4%

Table 40: Iterations for Convergence – Bus Gate Scenario

Year	Peak	Iterations	Condition					
			1	2	3	4	5	6
2018	AM	22	1.000	0.992	0.998	0.950	0.992	0.079
	IP	30	1.000	0.995	0.998	0.955	0.983	0.032
	PM	157	1.000	1.000	1.000	0.951	0.998	0.016
2028	AM	48	1.000	1.000	1.000	0.977	0.997	0.042
	IP	35	1.000	0.992	0.998	0.962	0.989	0.233
	PM	225	1.000	0.990	0.994	0.906	0.989	0.041
2033	AM	715	1.000	1.000	1.000	0.953	0.997	0.015
	IP	42	1.000	0.997	0.997	0.960	0.994	0.051
	PM	592	1.000	0.998	1.000	0.901	0.994	0.023

5. FBC FORECASTING UPDATE

- 5.1.1 In advancing the scheme towards the Full Business Case, the forecasting as discussed in section 2 to 4 of this report were reviewed by AECOM in consultation with the Independent Reviewer (Atkins). This was undertaken to take account of revisions to the NTEM database, adjustment factors in the WebTAG databook and changes in WBC's planning information.
- 5.1.2 The analysis indicates planning changes in Warrington since the original forecasting work was carried out have changed significantly in terms of employment sites in the town centre. This is mainly due to changes in the assumptions made in developing forecasts with regard to the size and development mix of sites, as well as permission for one site lapsing. It is anticipated that the sites included in the developing Masterplan would be expected to lead to levels of demand similar to or greater than those used in the original forecasts. However since these sites are yet to receive full planning permission they are excluded from the modelling process.
- 5.1.3 The key findings from the analysis are that it is anticipated that development demand in the assessment period would be approximately half the levels used in the initial forecasts.
- 5.1.4 However, the select link analysis has demonstrated that the volume of development traffic on the Centre Park Link is limited, representing around 13% in the morning peak and 6% during other periods of the total traffic on the new link. A reduction in development traffic would remove no more than 50 to 60 vehicles from the scheme during peak periods, which would not significantly affect flow levels on the scheme.
- 5.1.5 The desire line plots show that the assumptions made with regard to trip patterns for development traffic sees the traffic distributed relatively evenly across routes out of town, thus it is not predominantly southbound, where the main benefits of the scheme arise. Removing this traffic would not significantly affect the distribution of traffic across the town.
- 5.1.6 While the updated development assumptions have some significant variations from those used in 2017 when developing the original forecasts (to support the Outline Business Case for Conditional Approval) it is considered that given:
- The majority of traffic using the new link and benefiting from the scheme is not generated by the developments used in creating the forecasts;
 - The distribution of traffic from the development sites is spread across the borough and does not focus on the corridors around the development; and
 - Any changes that might be made to the demand to account for changes in development levels would be offset by controlling overall demand to NTEM thus the overall matrix size, and the demand in the town centre around the scheme would be unchanged.
- 5.1.7 Therefore the conclusions drawn from the original forecasting were considered to be consistent with those that could be drawn from any updated set of forecasts. The forecasts were therefore not updated as part of the Full Business Case.

6. SUMMARY

- 6.1.1 This Forecasting Report discusses the traffic forecasts for the Centre Park Link project and associated development. Do minimum assignments demonstrate high levels of congestion around the river crossing in Warrington in the base year, which are forecast to grow with traffic growth during the forecasting period. The do something assignments demonstrate that the scheme alleviates the levels of congestion observed in the areas it affects.

APPENDIX 1

Table 41: Planning Data used in Core Scenario

Ref	Site	Area (Ha)	Use	Included		
				2018	2028	2033
Omega	Omega remainder	131.40	Emp			
2710	Land to the West of Higher Walton	124.50	Res			
Omega	Omega remainder (under construction)	61.30	Emp	✓	✓	✓
1506	Peel Hall	59.45	Res			
Omega	Omega remainder (with Planning permission)	45.43	Emp		✓	✓
1633	Arpley Meadows (most western parcel)	29.46	Res			
1541	Arpley Meadows (mid parcel immediately abutting the west coast mainline)	19.57	Res			
1629	Expanse of land to the west of Penketh Hall Farm	18.82	Res			
1630	Penketh Hall Farm Site C	17.47	Res			
1715	Spectra Building & Drivetime golf range ** With development scenario only	16.65	Res		✓	✓
Omega	Omega 1A & 1B	14.38	Emp	✓	✓	✓
1201	New World Ltd	13.91	Res	✓	✓	✓
PS13	Crosfield's South Bank	10.03	Emp			
2676	Causeway Park	9.65	Res			
324	Land at Cameron Court / Colville Court / Chetham Court	9.42	Emp			✓
PS1	Bridge Street / Time Square Development Area	7.85	Emp		✓	✓
1563	Arpley Meadows (southern former landing stage)	7.79	Res			
309	Forrest way Business Park	7.50	Emp		✓	✓
2671	Land south of Chester Road, Walton	7.36	Res			
1092	Farrell Street South	7.08	Res	✓	✓	✓
PS56	Capitol Park	6.57	Emp			
1521	Alcan Factory	5.87	Res			
2677	Riverside Retail Park	5.43	Res			
347	Former FIAT Warehouse	5.31	Emp	✓	✓	✓
2482	Wharf Industrial Estate	4.86	Res			
1440	G & J Greenalls Site	4.78	Res	✓	✓	✓
2602	Land at Thelwall Lane East	4.24	Res			
15631	Land at Hillside Farm	4.22	Res			
PS48	Pierpoint & Bryant Lagoon	3.45	Emp			
1756	Pierpoint & Bryant Lagoon	3.45	Res			
1411	Former timber planning mill off Chester Road,	3.40	Res	✓	✓	✓
1401	Land at Winwick Street	3.00	Res		✓	✓
1544	Warrington Town Football Club Ground	2.98	Res			
PS60	PDC / St Werburghs	2.90	Emp			
PS26	Warrington Town Football Club	2.89	Emp			
1603	Warrington RUFC Site	2.75	Res			
1178	Cardinal Newman High School	2.72	Res		✓	✓
1178	Cardinal Newman High School	2.72	Res		✓	✓
1091	Manchester Ship Canal	2.54	Res		✓	✓
330	Wireworks Employment Element	2.52	Emp		✓	✓
1543	Knutsford Road	2.48	Res			
PS72	Former G&J Greenalls Depot	2.45	Emp			

2450	Land adjacent Colas, Loushers Lane	2.44	Res			
2672	Land South of Wislon Patten Street (inc former Mr Smiths)	2.38	Res			✓
PS37	Land east of Victoria park	2.37	Emp			
2603	Land at Thelwall Lane West	2.36	Res		✓	✓
PS66	Land at eastern end of Thelwall Lane	2.28	Emp			
2182	PDC Irwell Road	2.28	Res		✓	✓
2583	Disused Railway Line (Parcel 2)	2.09	Res		✓	✓
2471	Pinner's Brow Retail Park	1.98	Res			✓
1752	Former Wilderspool Stadium	1.90	Res		✓	✓
PS11	Former Troutdale Properties Land	1.81	Emp			
2675	Colas Ltd	1.69	Res			
2682	Land bounded by Winwick Road, Orford Lane and Bluecoat Street	1.61	Res			✓
355	Perstorp UK Ltd	1.51	Emp		✓	✓
1090	Beers Building Co	1.48	Res		✓	✓
PS42	Beers Timber yard	1.48	Emp			
1710	Dalton Bank Council Depot	1.45	Res		✓	✓
1710	Dalton Bank Council Depot	1.45	Res		✓	✓
348	Plot R, Centre Park	1.41	Emp	✓	✓	✓
PS19	Warrington Central Trading Estate	1.40	Emp			
2466	Warrington Central Trading Estate	1.40	Res		✓	✓
PS24	Land at Thomas Lockers Site	1.38	Emp			
PS41	Warrington Bus depot	1.34	Emp			
PS46	George Howard Scrap Yard	1.33	Emp			
PS14	Clinical waste treatment site	1.12	Emp			
PS70	Land at Thelwall Lane	0.93	Emp			
PS64	South Section of Lockers Site	0.87	Emp			
PS54	Former Crosfield Theatre	0.84	Emp			
1029	Land at John St/Winwick Street	0.84	Res		✓	✓
PS43	Land at John Steet / Winwick Street	0.84	Emp			
1802	Site of former Crossfields Theatre	0.84	Res			
PS55	Site along Owen Street	0.74	Emp			
2582	Disused Railway Line (Parcel 1)	0.71	Res		✓	✓
2464	Crosfield Street ALDI	0.65	Res			✓
PS9	Plot 18 Centre Park	0.63	Emp			
PS49	Howley Quay	0.62	Emp			
1755	Garven Place Clinic	0.56	Res		✓	✓
362	Former Dallam Day Centre, Dallam Lane	0.48	Emp		✓	✓
364	Land at Kerfoot Street	0.48	Emp	✓	✓	✓
PS34	Mr Smiths Night club	0.47	Emp			
PS28	Warrington Road Maintenance Depot	0.47	Emp			
PS53	Bank Quay Station	0.43	Emp			
1261	Ford Farm	0.42	Res	✓	✓	✓
2474	Site of former Andrew Harris furniture	0.42	Res			✓
1746	Site of former Kwik Save	0.39	Res			✓
2681	Land bounded by Haydock Street, Ashton Street and John Street	0.38	Res		✓	✓
2478	General Street Metal Works	0.34	Res			✓
PS8	Plot 2 Centre Park	0.33	Emp			
2480	Former K&N works	0.32	Res			✓
1719	Furnish with Flair Site	0.31	Res			✓
352	Bank Park depot	0.30	Emp	✓	✓	✓
363	Novelis UK, Latchford Locks	0.30	Emp		✓	✓

2472	Former Cabinet Works and Vicinity	0.28	Res		✓	✓
336	Land of Bewsey Road	0.28	Emp	✓	✓	✓
2256	Beers Building Co - Retirement Community	0.27	Res	✓	✓	✓
PS65	Site adj to Beers Timber Yard	0.27	Emp			
2154	Bank Park Council Depot Site	0.25	Res			
2477	Crossley Street	0.25	Res			✓
1705	Land adjacent to Warrington Motor Parts	0.24	Res			
PS61	Pyramid / Parr Hall Car Park	0.21	Emp			
345	Allied Cables	0.19	Emp		✓	✓
346	Unit 8B Palatine Industrial Estate	0.19	Emp	✓	✓	✓
2468	Warrington Car Wash and Car Sales	0.19	Res			✓
PS58	18-20 Dallam Lane & 51-53 Bewsey Street	0.18	Emp			
1322	Brook Place	0.16	Res		✓	✓
1758	Land at junction of Wilson Patten Street / Winmarleigh Street	0.16	Res			✓
1835	Land at Orford Rd north west of TP rail line	0.16	Res			
2465	Crosfield Street Petrol Filling Station	0.15	Res		✓	✓
1736	224 - 228 Wilderspool Causeway	0.15	Res		✓	✓
PS4	55 Wilson Patten Street	0.15	Emp			
1817	Bathroom & Tile Showroom	0.10	Res			✓
PS17	Edward Cheshire	0.09	Emp			
1653	Scotland Rd - Adjacent to south-western cockhedge bridge	0.08	Res			✓
1550	Land adjacent Lord Street, Latchford	0.07	Res			✓
1790	97 Buttermarket Street	0.07	Res	✓	✓	✓
1725	Land adjacent Magistrates Court	0.05	Res		✓	✓
360	Land at Stanley Street	0.05	Emp		✓	✓
1571	Rostherne Close, Sankey Bridges	0.05	Res			
2693	Crown Chambers	0.04	Res		✓	✓
2404	24, Museum Street,	0.03	Res	✓	✓	✓
PS57	35-37 Bewsey Street	0.02	Emp			
2649	27 & 29 Bold Street, Warrington	0.01	Res	✓	✓	✓

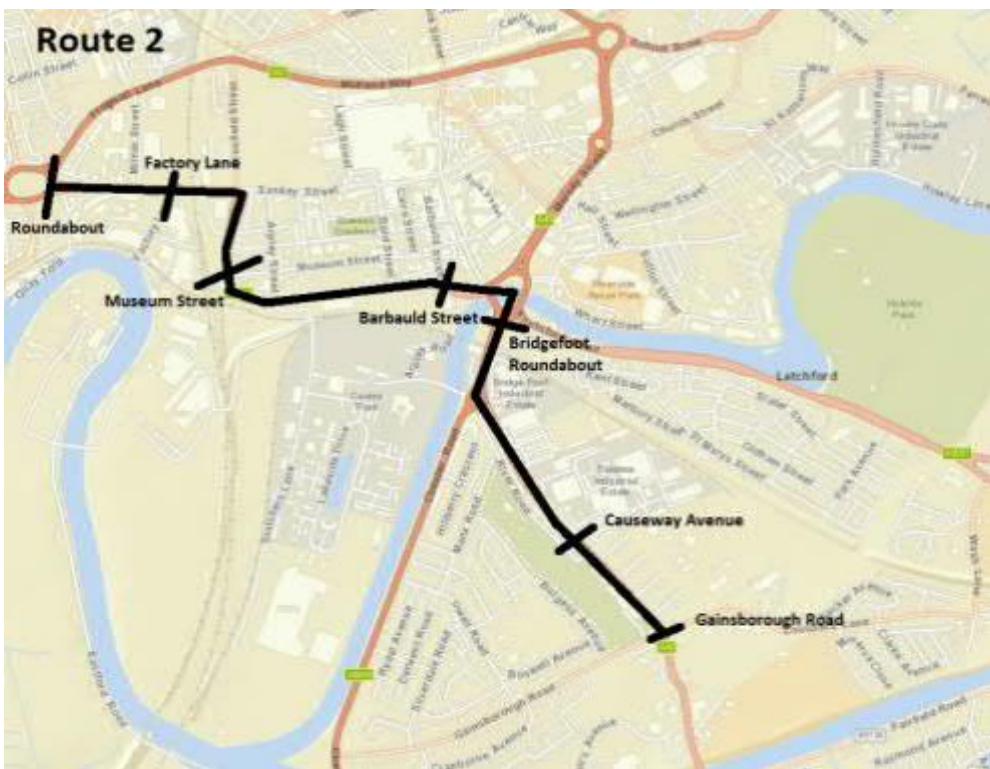
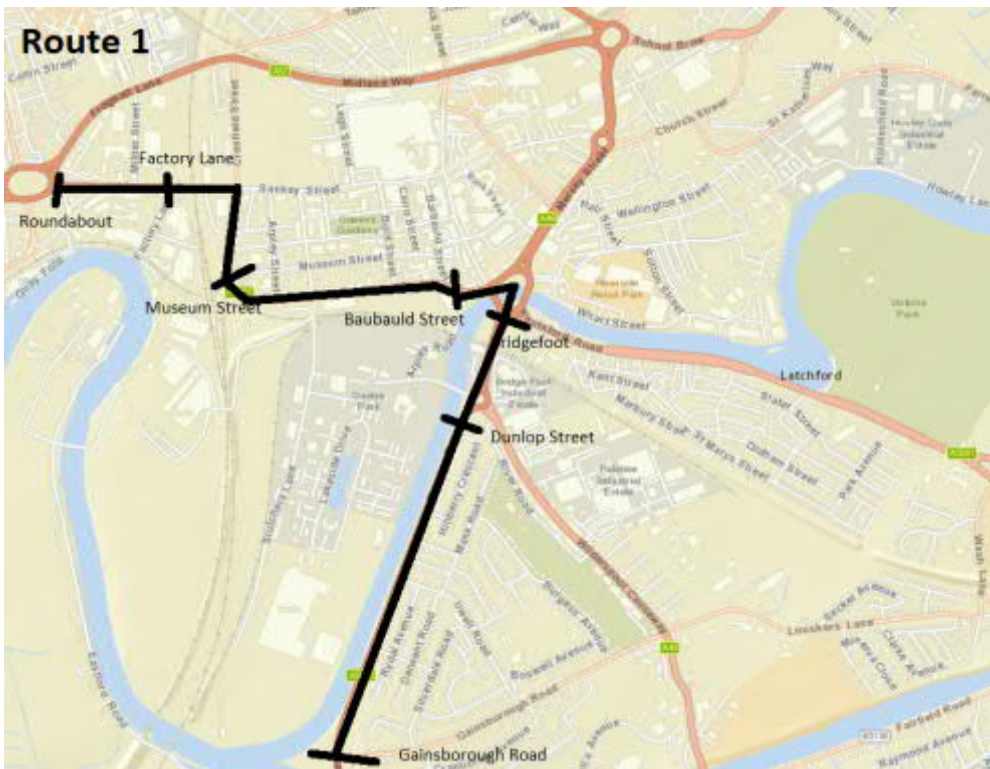
APPENDIX 2

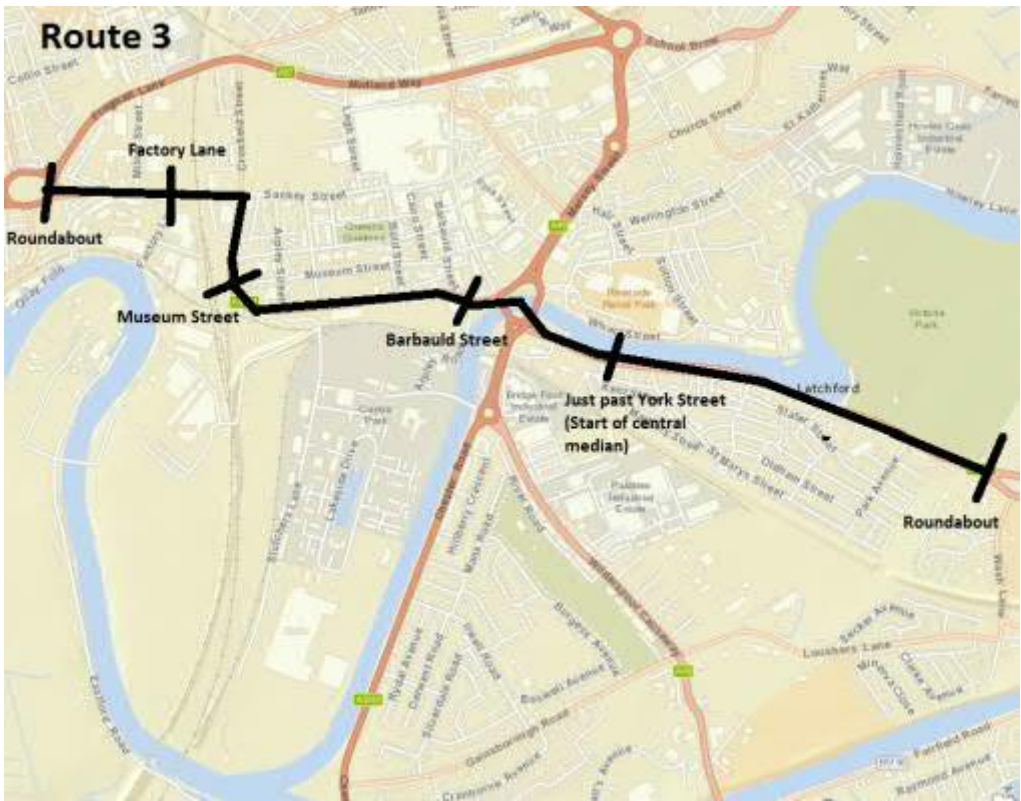
Scheme layout



APPENDIX 3

Journey Time Routes





APPENDIX 4

Traffic Flow Forecasts

Contents

Plot	Year	Peak	Description
1	2015	AM	Base
2	2015	IP	Base
3	2015	PM	Base
4	2015	12hour	Base
5	2018	AM	Do Minimum (DM)
6	2018	IP	Do Minimum (DM)
7	2018	PM	Do Minimum (DM)
8	2018	12hour	Do Minimum (DM)
9	2018	AM	With Scheme (DS1)
10	2018	IP	With Scheme (DS1)
11	2018	PM	With Scheme (DS1)
12	2018	12hour	With Scheme (DS1)
13	2018	AM	Difference : DS1 - DM
14	2018	IP	Difference : DS1 - DM
15	2018	PM	Difference : DS1 - DM
16	2018	12hour	Difference : DS1 - DM
17	2018	AM	With Development (DS2)
18	2018	IP	With Development (DS2)
19	2018	PM	With Development (DS2)
20	2018	12hour	With Development (DS2)
21	2018	AM	Difference : DS2 - DM
22	2018	IP	Difference : DS2 - DM
23	2018	PM	Difference : DS2 - DM
24	2018	12hour	Difference : DS2 - DM
25	2018	AM	Difference : DS2 – DS1
26	2018	IP	Difference : DS2 – DS1
27	2018	PM	Difference : DS2 – DS1
28	2018	12hour	Difference : DS2 – DS1
29	2018	AM	With Bus Gate Open (DS3)
30	2018	IP	With Bus Gate Open (DS3)
31	2018	PM	With Bus Gate Open (DS3)
32	2018	12hour	With Bus Gate Open (DS3)
33	2018	AM	Difference : DS3 – DS1
34	2018	IP	Difference : DS3 – DS1
35	2018	PM	Difference : DS3 – DS1
36	2018	12hour	Difference : DS3 – DS1

Figure 1 2015 Base Year – AM Peak



Figure 2 2015 Base Year – Inter Peak

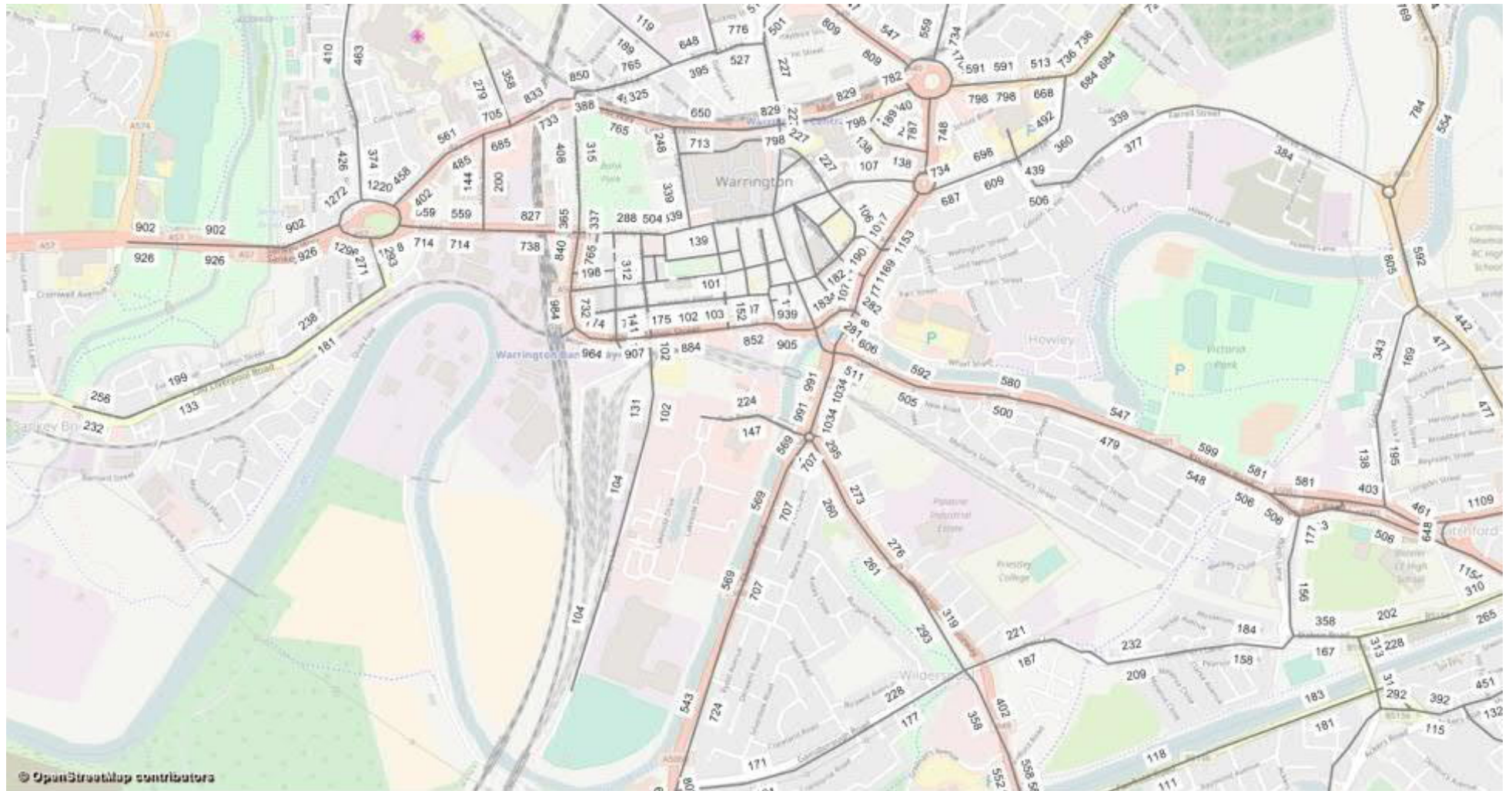


Figure 3 2015 Base Year – PM Peak



Figure 4 2015 Base Year - 12 hour



Figure 5 2018 Do Minimum – AM Peak



Figure 6 2018 Do Minimum – Inter Peak



Figure 7 2018 Do Minimum – PM Peak



Figure 8 2018 Do Minimum - 12 Hour

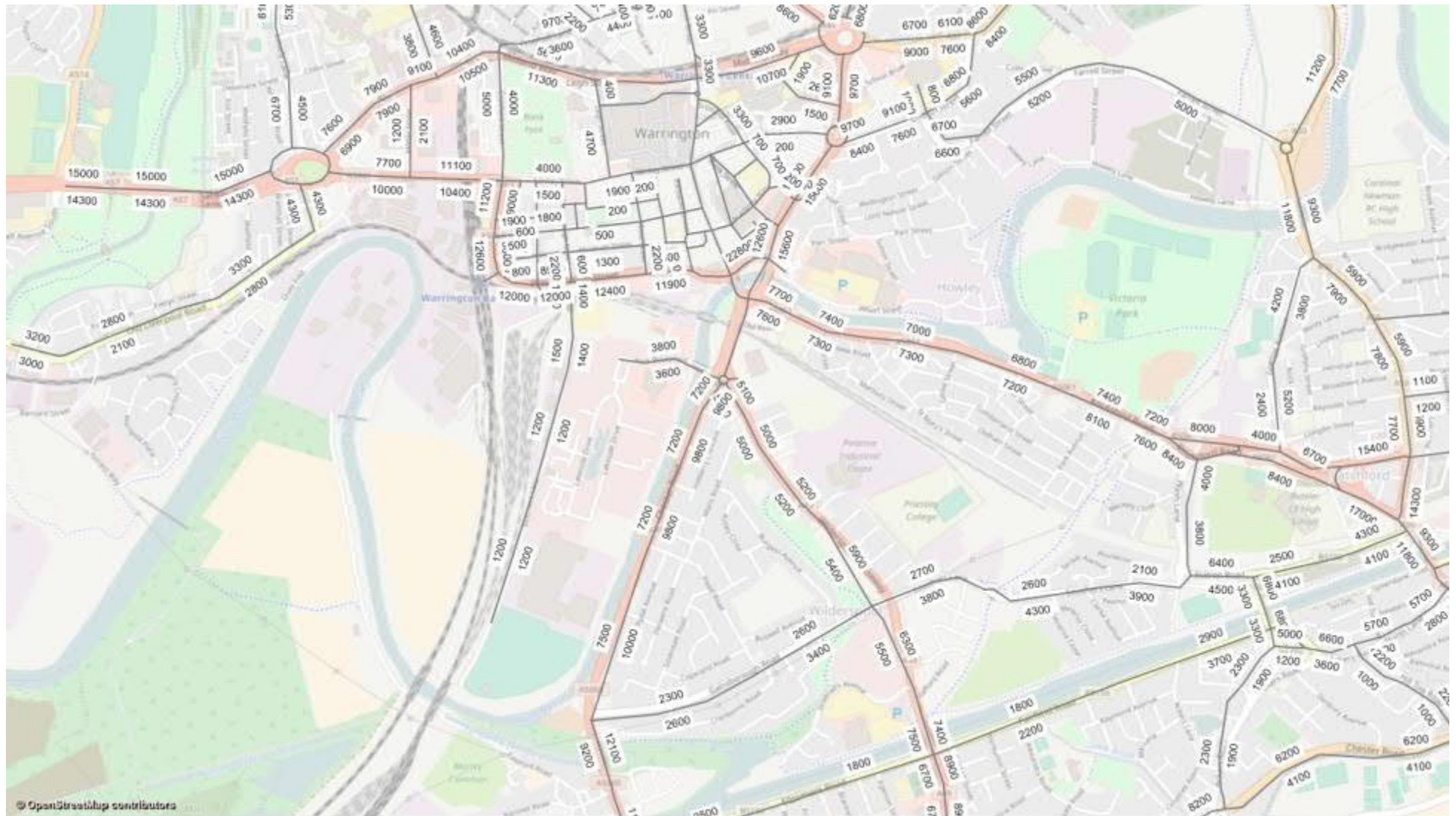


Figure 9 2018 Do Scheme, without development (DS1) – AM Peak



Figure 10 2018 Do Scheme, without development (DS1) – Inter Peak



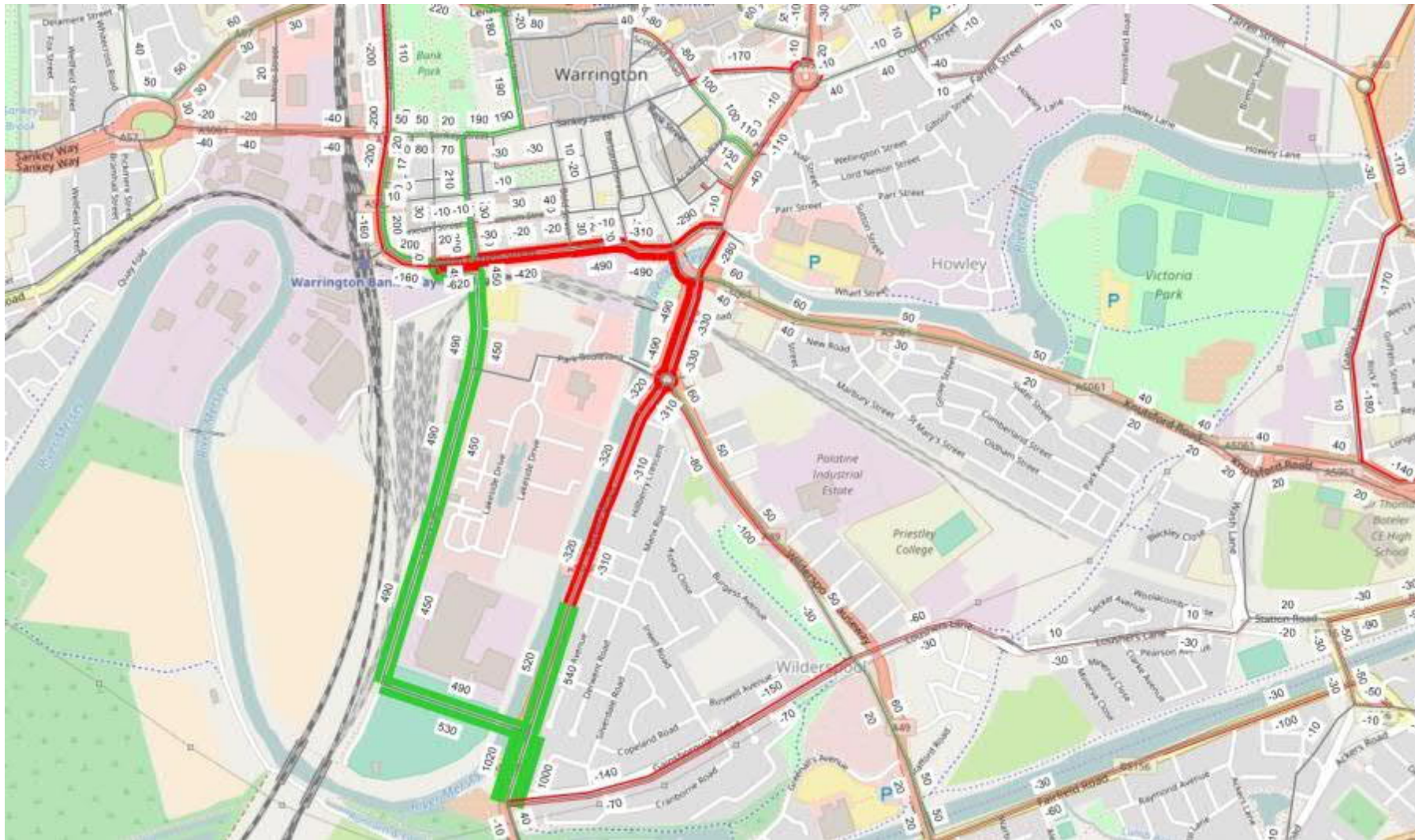
Figure 11 2018 Do Scheme, without development (DS1) – PM Peak



Figure 12 2018 Do Scheme, without development (DS1) - 12 Hour



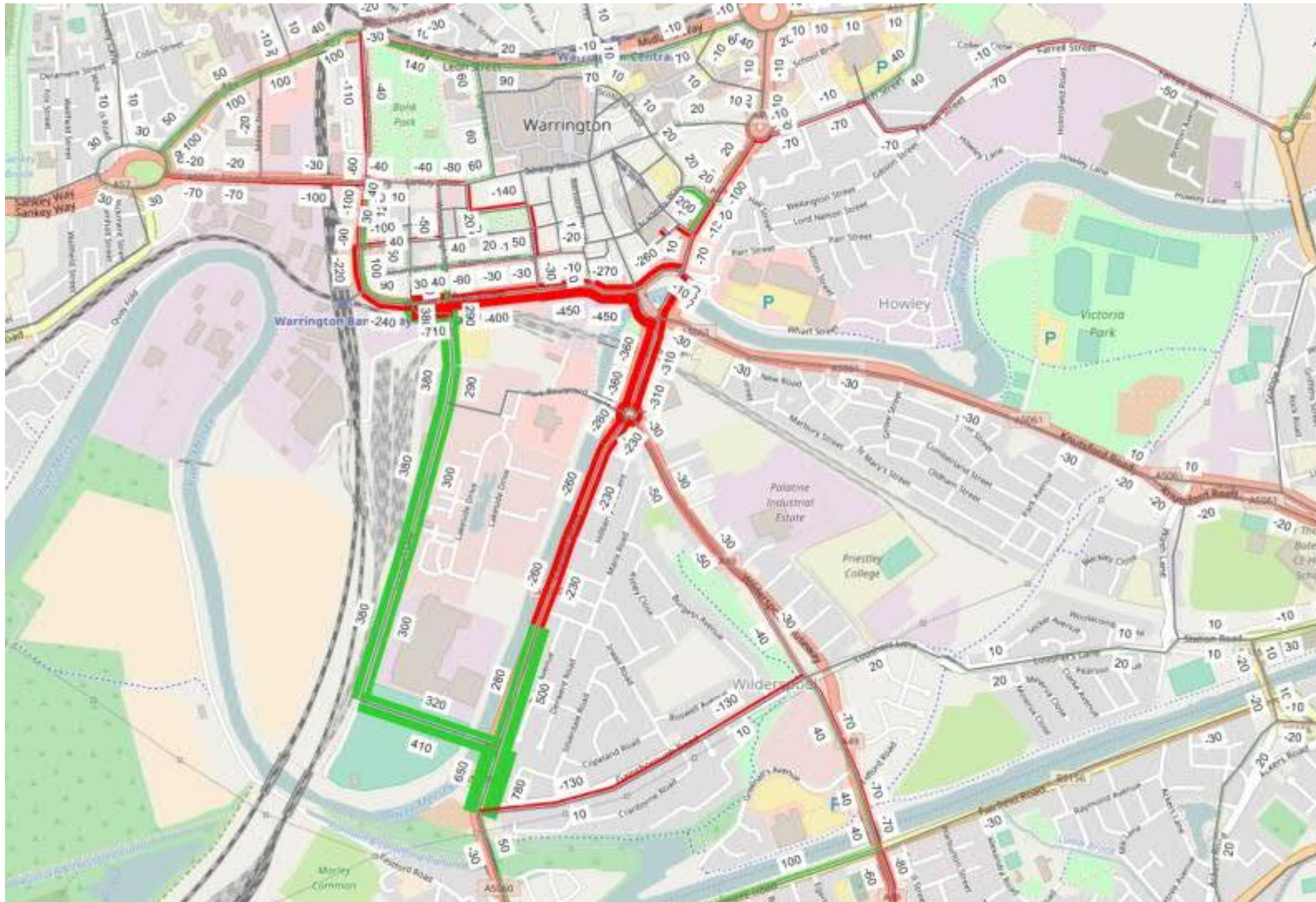
Figure 13 2018 Difference: DS1 - DM - AM Peak



Green bands denote flow increases – red bands denote flow reductions

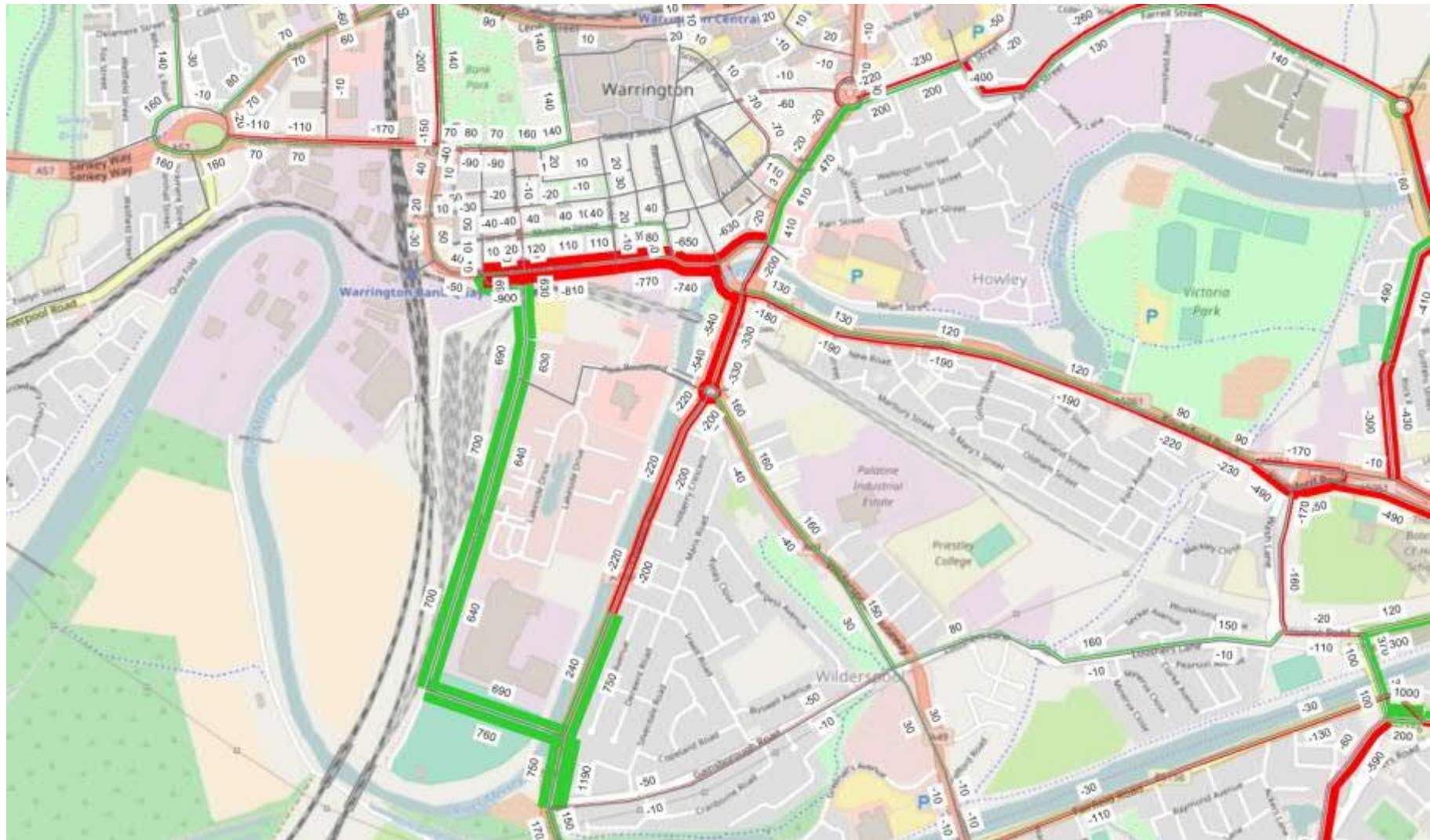
(note: apparent flow increases on Chester Road area function of network coding changes rather than actual flow increases)

Figure 14 2018 Difference: DS1 - DM - Inter Peak



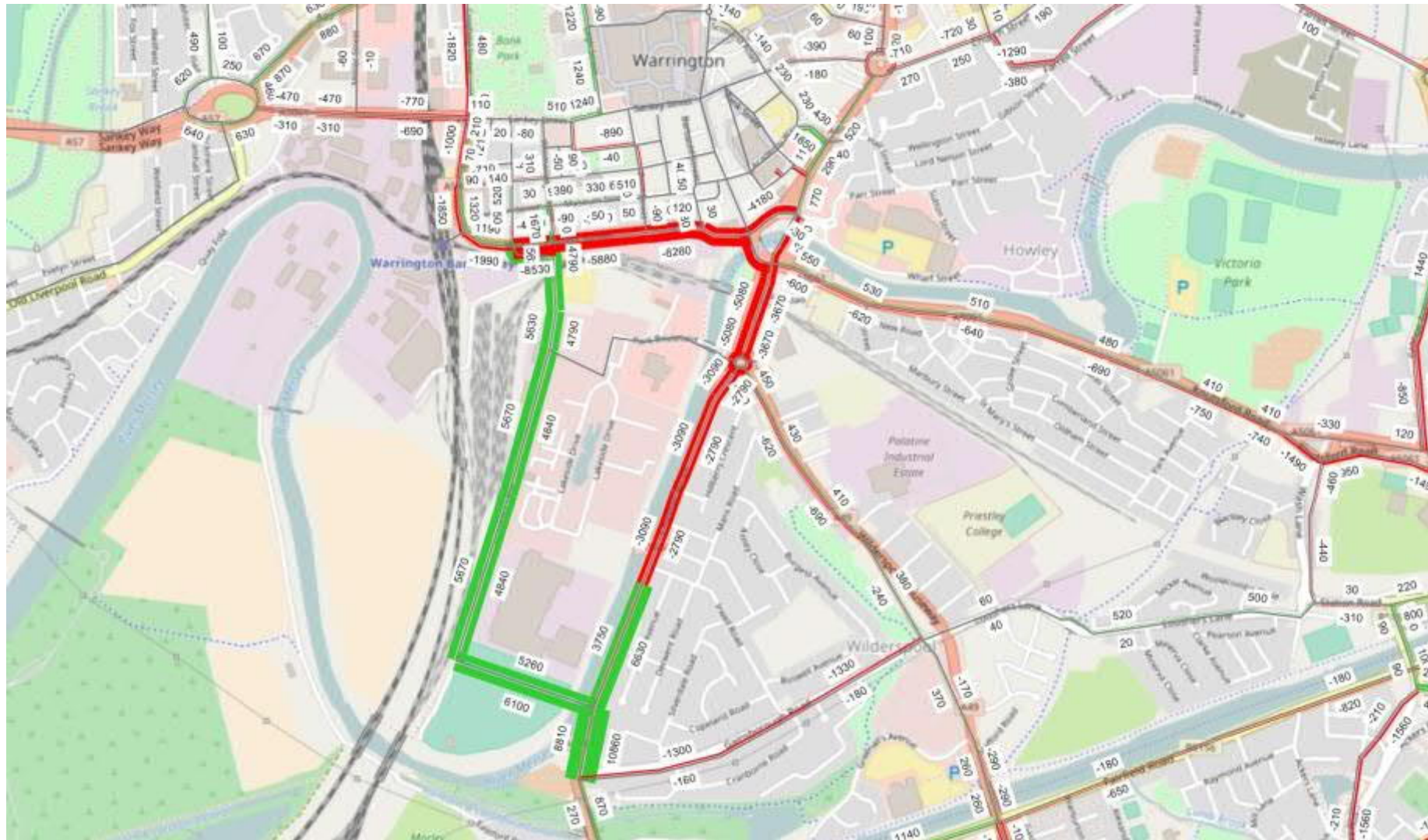
Green bands denote flow increases – red bands denote flow reductions (note: apparent flow increases on Chester Road area function of network coding changes rather than actual flow increases)

Figure 15 2018 Difference: DS1 - DM - PM Peak



Green bands denote flow increases – red bands denote flow reductions (note: apparent flow increases on Chester Road area function of network coding changes rather than actual flow increases)

Figure 16 2018 Difference: DS1 - DM - 12 hour



Green bands denote flow increases – red bands denote flow reductions (note: apparent flow increases on Chester Road area function of network coding changes rather than actual flow increases)

Figure 17 2018 Do Scheme, with development (DS2) – AM Peak



Figure 18 2018 Do Scheme, with development (DS2) – Inter Peak



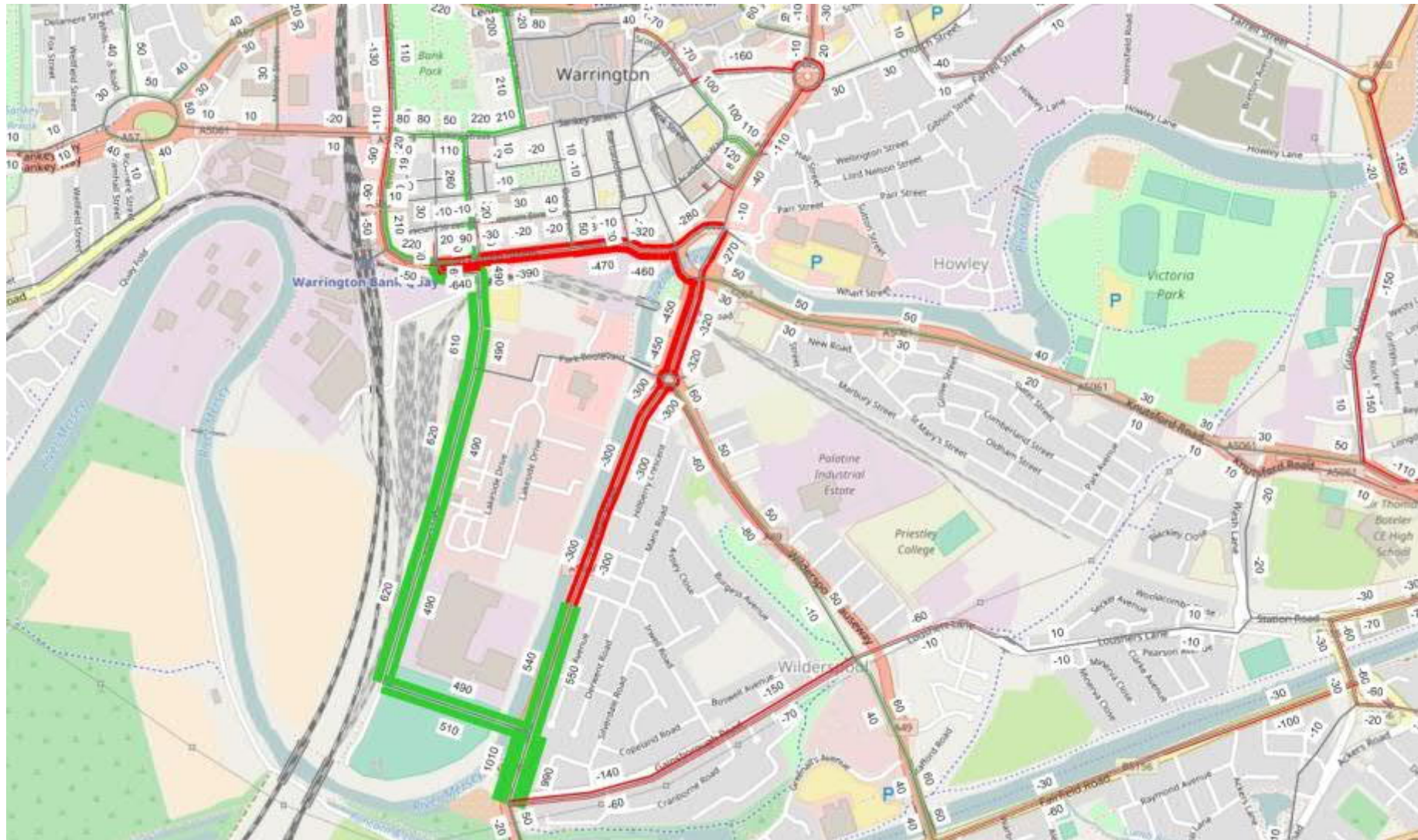
Figure 19 2018 Do Scheme, with development (DS2) – PM Peak



Figure 20 2018 Do Scheme, with development (DS2) – 12 Hour

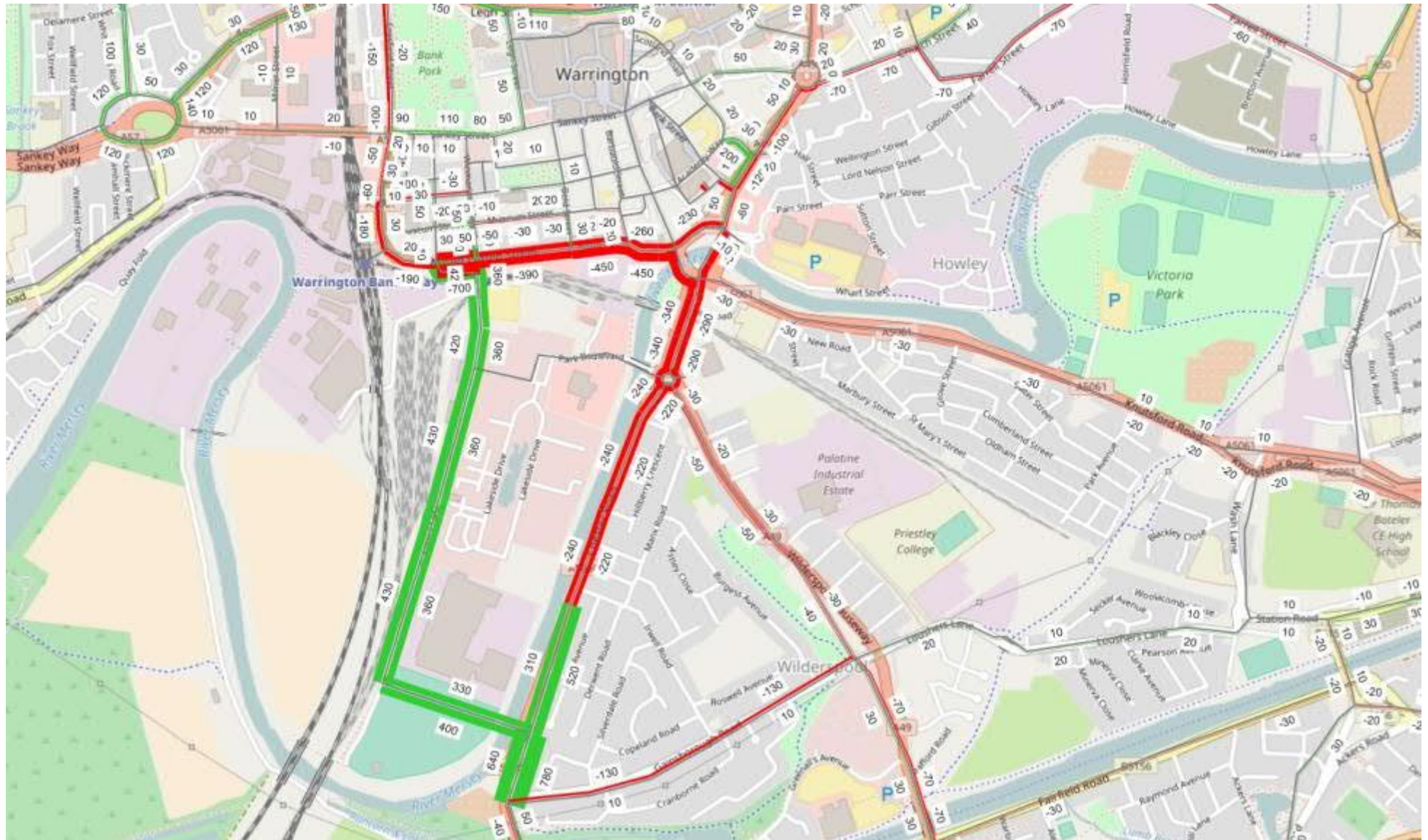


Figure 21 2018 Difference: DS2 - DM - AM Peak



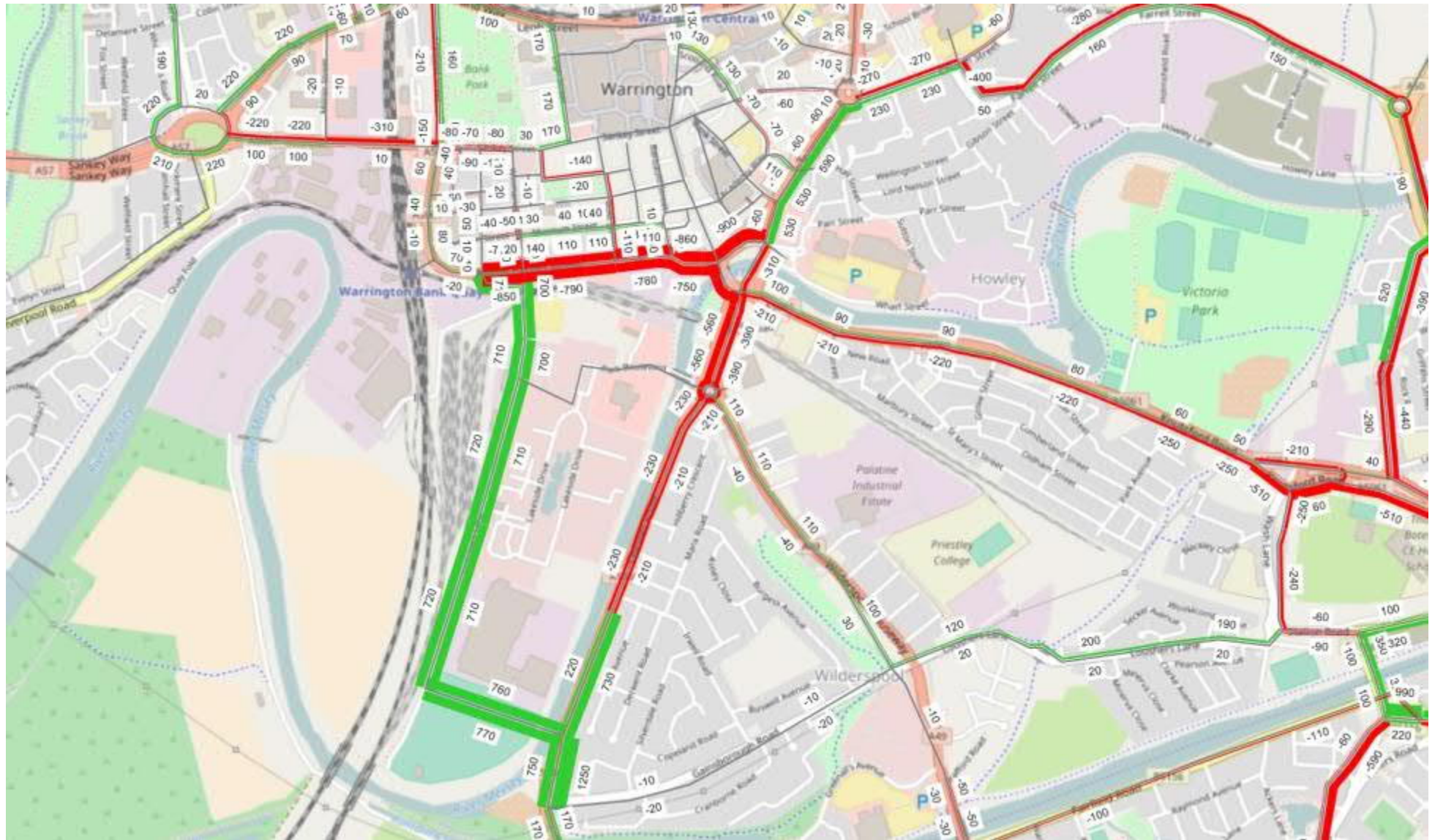
Green bands denote flow increases – red bands denote flow reductions (note: apparent flow increases on Chester Road area function of network coding changes rather than actual flow increases)

Figure 22 2018 Difference: DS2 - DM - Inter Peak



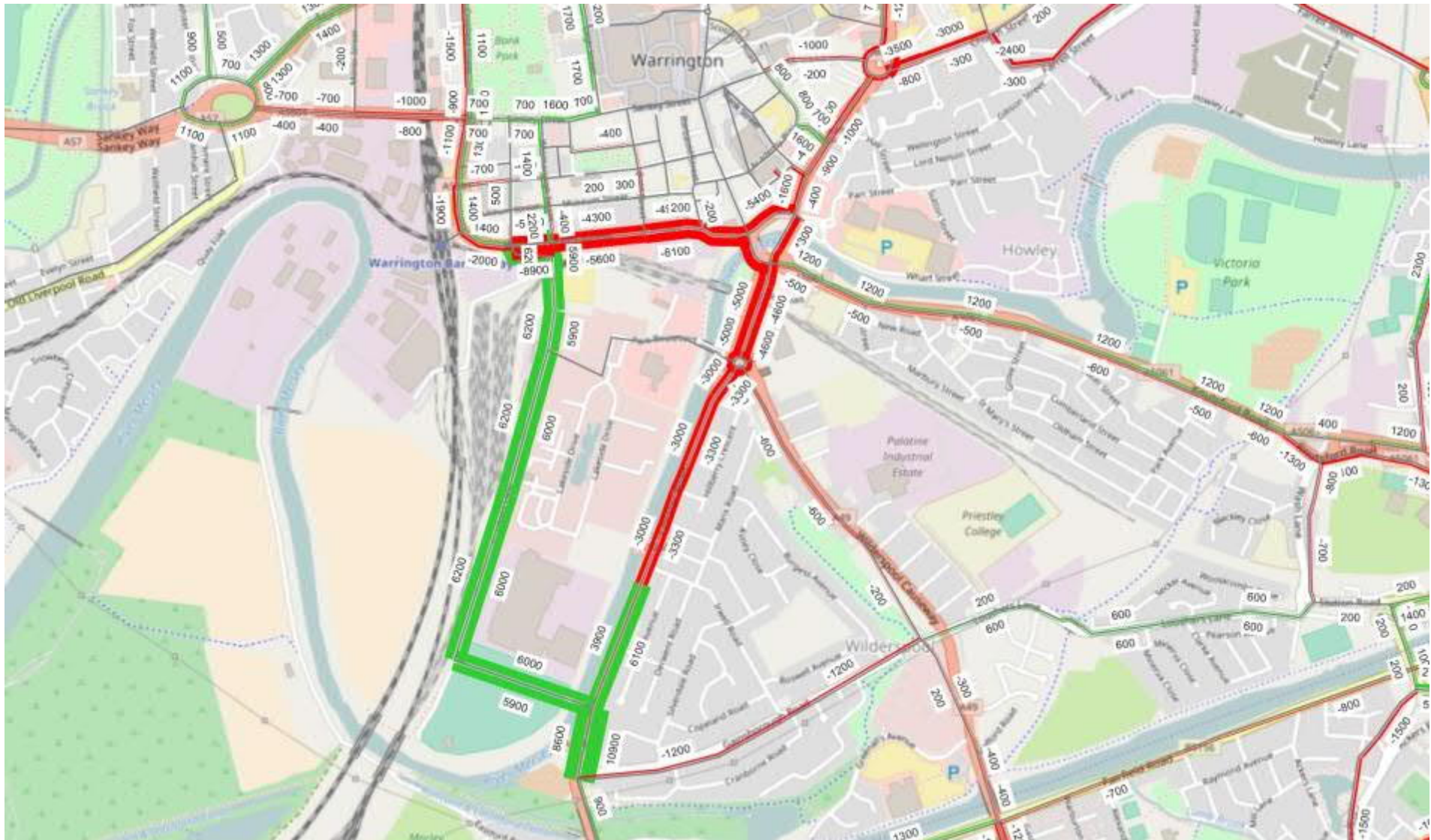
Green bands denote flow increases – red bands denote flow reductions (note: apparent flow increases on Chester Road area function of network coding changes rather than actual flow increases)

Figure 23 2018 Difference: DS2 - DM - PM Peak



Green bands denote flow increases – red bands denote flow reductions (note: apparent flow increases on Chester Road area function of network coding changes rather than actual flow increases)

Figure 24 2018 Difference: DS2 - DM - 12 hour



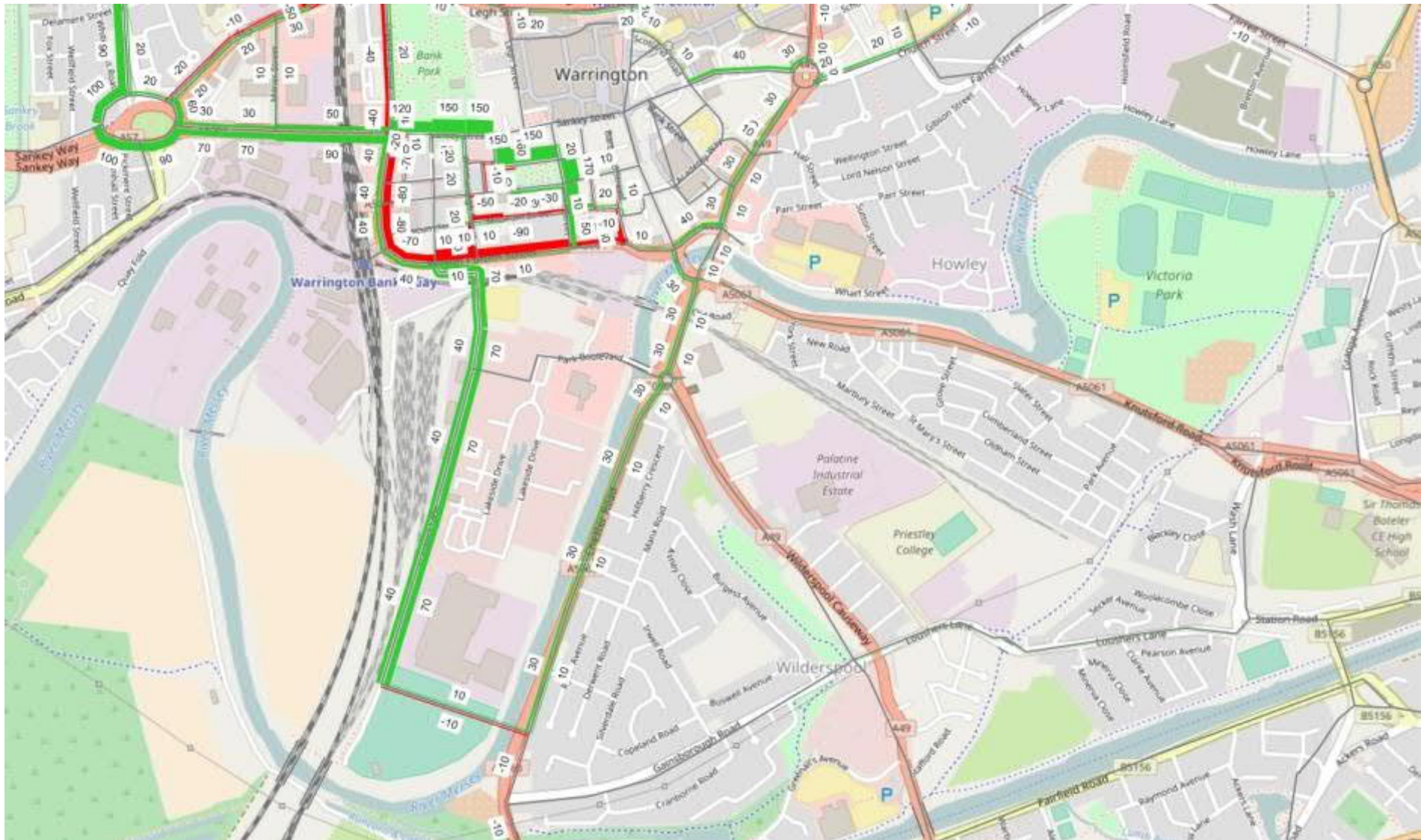
Green bands denote flow increases – red bands denote flow reductions (note: apparent flow increases on Chester Road area function of network coding changes rather than actual flow increases)

Figure 25 2018 Difference: DS2 – DS1 – AM Peak



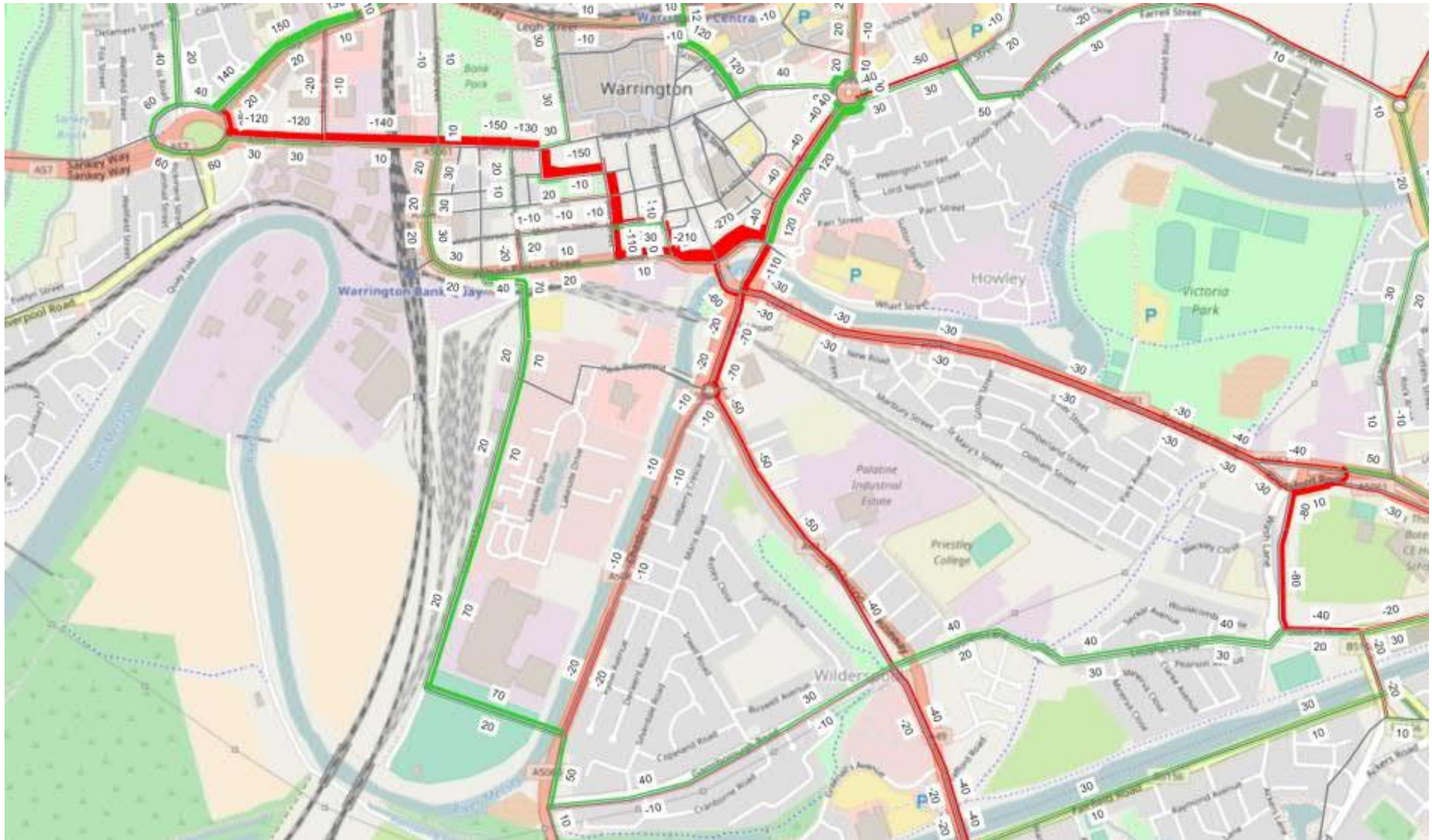
Green bands denote flow increases – red bands denote flow reductions

Figure 26 2018 Difference: DS2 – DS1 – Inter Peak



Green bands denote flow increases – red bands denote flow reductions

Figure 27 2018 Difference: DS2 – DS1 – PM Peak



Green bands denote flow increases – red bands denote flow reductions (

Figure 28 2018 Difference: DS2 – DS1 – 12 hour



Green bands denote flow increases – red bands denote flow reductions

Figure 29 2018 Do Scheme, with Bus Gate open (DS3) – AM Peak



Figure 30 2018 Do Scheme, with Bus Gate open (DS3) – Inter Peak

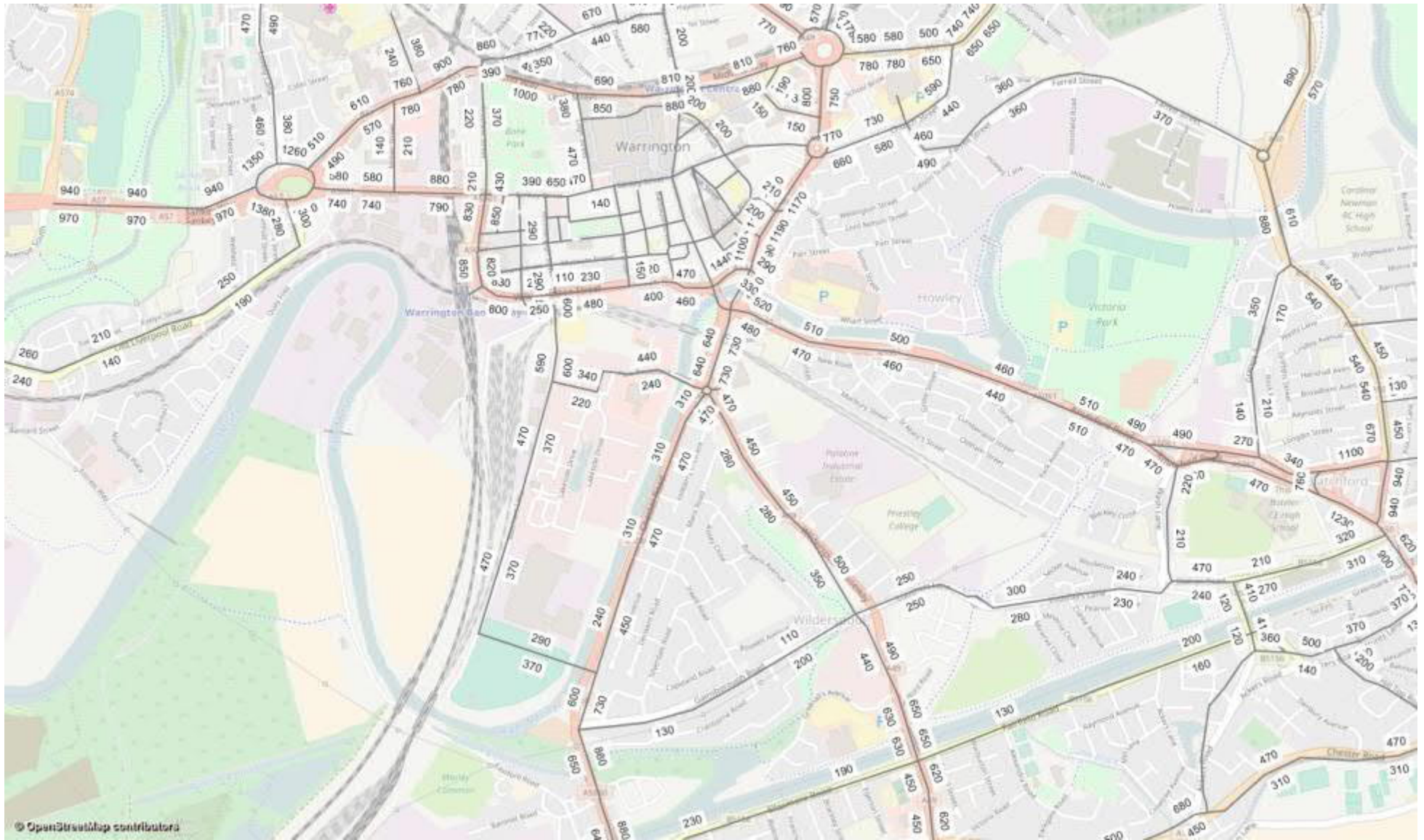


Figure 31 2018 Do Scheme, with Bus Gate open (DS3) – PM Peak



Figure 32 2018 Do Scheme, with Bus Gate open (DS3) – 12 Hour

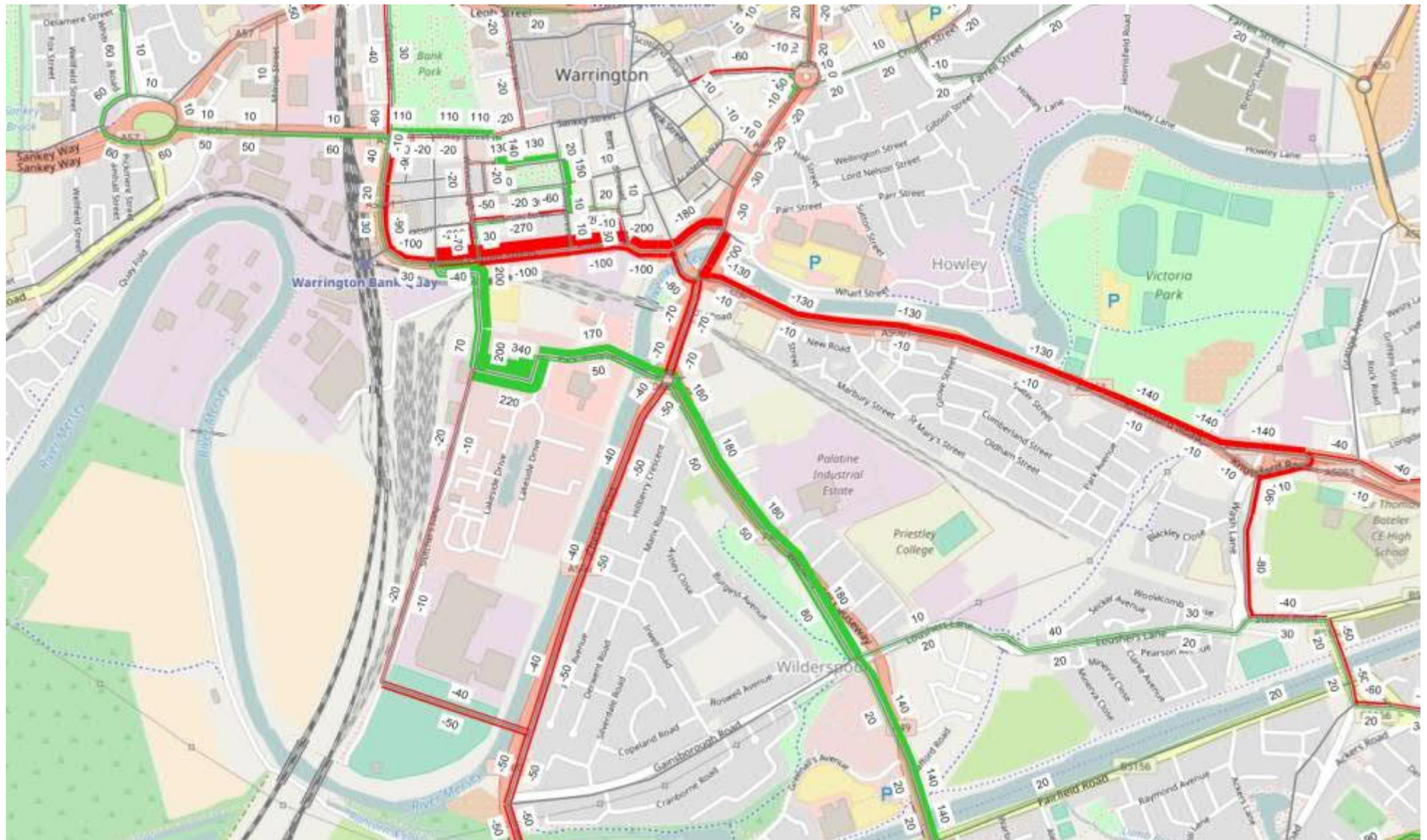


Figure 33 2018 Difference: DS3 – DS1 – AM Peak



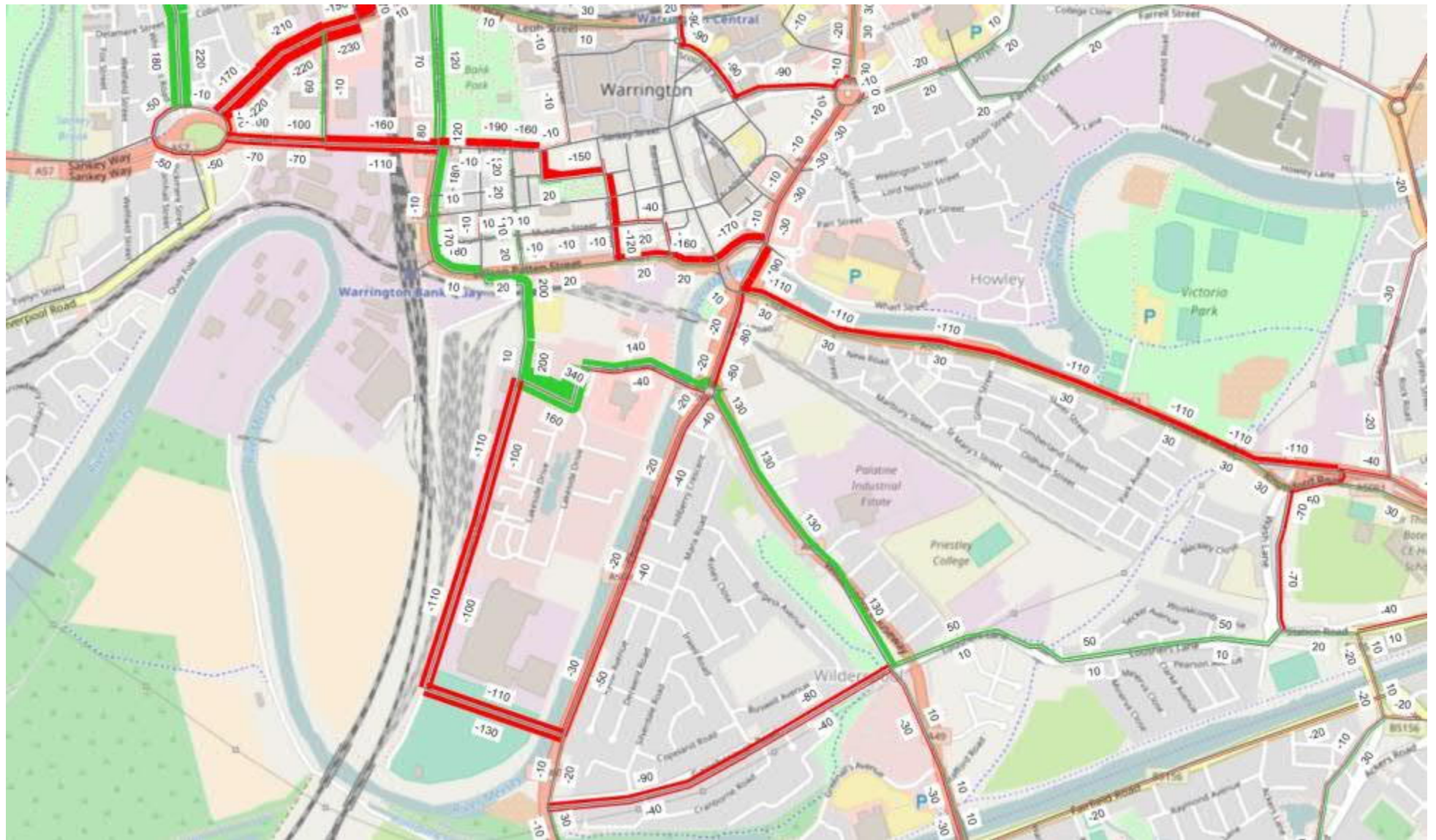
Green bands denote flow increases – red bands denote flow reductions

Figure 34 2018 Difference: DS3 – DS1 – Inter Peak



Green bands denote flow increases – red bands denote flow reductions

Figure 35 2018 Difference: DS3 – DS1 – PM Peak



Green bands denote flow increases – red bands denote flow reductions

Figure 36 2018 Difference: DS3 – DS1 – 12 hour



Green bands denote flow increases – red bands denote flow reductions

APPENDIX 5

Warrington Centre Park Link FBC Forecasting Update

A5.1 Overview

- A5.1.1 The forecast demand in the Warrington Town Centre model (used for testing the Centre Park Link scheme) was calculated in 2016 using development forecasts and the growth parameters current at that time. These forecasts were used in the Outline Business Case (OBC), which was submitted for Conditional Approval in April 2017.
- A5.1.2 The forecasts made use of an uncertainty log which provided details of the major developments expected during the lifetime of the scheme which would have an impact on town centre traffic volumes. Once the development trips were added to the matrices overall growth levels were constrained to the National Trip End Model (NTEM) forecasts for Warrington Borough. Traffic forecasts were prepared for three future years, 2018, 2028 and 2033 based on a validated base year model of 2015.
- A5.1.3 Since then significant revisions have been made to the NTEM database, and the correction factors in the WebTAG databook have been updated. In addition WBC’s planning information has been thoroughly reviewed and updated.
- A5.1.4 The purpose of this note is to examine the changes that have occurred that might influence the local traffic forecasts between 2016 and 2018 and to identify whether the forecasting should be updated for the Full Business Case.

A5.2 Comparison of NTEM Growth Rates

- A5.2.1 The NTEM growth rates to which the overall demands are controlled are estimated by reference to two factors:
 - Local and regional trip ends derived from the National Trip End Model and based on forecasts of future population and employment; and
 - Correction factors to account for changes in trip making resulting from changes to fuel costs and income levels.
- A5.2.2 Final growth rates are the product of the two.
- A5.2.3 Growth rates for were calculated using the following factors in the table below. These are derived from NTEM version 6.2 and the WebTAG Databook current in 2016.

Table A5.42 Derivation of Growth Rates for Warrington Town Centre Model

Year	Peak	NTEM	Adjustment	Growth
2018	AM	1.017	1.029	1.046
	IP	1.020	1.029	1.050
	PM	1.017	1.029	1.046
2028	AM	1.071	1.064	1.140
	IP	1.092	1.064	1.162
	PM	1.074	1.064	1.143
2033	AM	1.099	1.086	1.194
	IP	1.129	1.086	1.226
	PM	1.104	1.086	1.199

- A5.2.4 In March 2018, the current version of NTEM is version 7.2 and the WebTAG databook version is from December 2017. Using the values obtained from those sources the growth rates can be recalculated as shown in

Table A5.43.

Table A5.43 Derivation of Growth Rates Using March 2018 Factors

Year	Peak	NTEM	Adjustment	Growth
2018	AM	1.016	1.028	1.044
	IP	1.014	1.028	1.042
	PM	1.013	1.028	1.042
2028	AM	1.089	1.055	1.148
	IP	1.099	1.055	1.159
	PM	1.082	1.055	1.141
2033	AM	1.116	1.073	1.198
	IP	1.133	1.073	1.216
	PM	1.109	1.073	1.190

A5.2.5 The growth rates applied relate to the whole of Warrington Borough within TEMPRO. Although the detailed modelled area is focussed on the town centre it contains a significant proportion of through traffic and thus these growth rates are considered reasonable. A comparison between the Borough wide TEMPRO growth forecasts and the town centre TEMPRO forecasts (based on growth to the six MSOA areas that cover the central modelled area) is presented in Table A5.44 below. The results show that were the Town Centre factors to be used then growth rates would be slightly higher in the later year, although the differences are relatively small.

Table A5.44: Comparison between Borough wide and Town Centre NTEM Growth Factors

Year	Peak	Borough	Centre	Difference
2018	AM	1.02	1.02	1.00
	IP	1.01	1.02	1.00
	PM	1.01	1.02	1.00
2028	AM	1.09	1.10	1.01
	IP	1.10	1.11	1.01
	PM	1.08	1.10	1.01
2033	AM	1.12	1.14	1.02
	IP	1.13	1.15	1.01
	PM	1.11	1.13	1.02

A5.2.6 The relative changes between the two sets of rates are shown in Table A5.45. The results show that the effects of the new parameters on the overall growth rates are minimal with no factor changing by more than 1% between the two sets of data.

Table A5.45: Comparison between 2016 and 2018 growth Rate Forecasts

Year	Peak	2016 Forecast	2018 Forecast	Change
2018	AM	1.046	1.044	-0.2%
	IP	1.050	1.042	-0.7%
	PM	1.046	1.042	-0.4%
2028	AM	1.140	1.148	0.8%
	IP	1.162	1.159	-0.3%
	PM	1.143	1.141	-0.1%
2033	AM	1.194	1.198	0.4%
	IP	1.226	1.216	-0.8%
	PM	1.199	1.190	-0.7%

A5.2.7 We conclude that the changes in growth factors that would be applied to trips within Warrington are small and that the proportionate response would be to retain the existing factors unless a more wide ranging update of the forecasting process were to be undertaken.

A5.3 Development Changes

- A5.3.1 The Forecasting Report for the OBC was produced in February 2017 on the basis of development plans provided by WBC during 2016. In the two years since that date Warrington BC have refined considerably their Development Plans and in addition it is inevitable that changes in the status of individual developments will have occurred. We have obtained updated copies of WBCs employment and residential land allocations and development timelines. These have been reviewed to examine the scale of changes between those used in the original forecasts and the current projections.
- A5.3.2 In the analysis two sets of data have been considered:
- SHLAA land allocations and currently allocated employment sites
 - Town centre Master Plan development proposals
- A5.3.3 Only the former were used in the development of the initial forecasts. The following analysis considers changes in these data since the forecasting was undertaken.
- A5.3.4 The major development sites included within the forecasting process (site area greater than 2ha) represented by internal zones within the model are shown in Table A5.46 below.
- A5.3.5 The comments reflect on changes in planning information provided since the original forecasting process was developed.
- A5.3.6 Of the sites included in the 2018 forecasts three are now complete and one is continuing to be developed. It is considered that no further changes to the 2018 forecasts are necessary.
- A5.3.7 Of the sites included in the 2028 forecasts 7 are retained in the most recent plans provided. However two sites have changed significantly:
- Wireworks Employment Site – this was originally coded as a 2.52 Ha office development. Since the development of the forecasting the employment approval has now lapsed. The Warrington masterplan however continues to include development in this zone as a mixture of mixed use, employment and residential. We would consider it likely that some level of development would occur before the 2033 Forecast year and that this should be retained within the forecasts.
 - This scheme is located to the north of Midland Way and does not directly affect traffic on the scheme.
 - Bridge St / Time Square – this was originally included as a 7Ha office development site with associated car parking. Since the original forecasting, use has changed and this site is now under development as a mixed use retail/office (new Council office)/entertainment complex with a smaller employment content. There is potential for a significant change in trip attraction and production at this site. The complex does however include a new 1100 space car park so it is realistic to assume that there will be significant levels of peak period demand at this zone.
- A5.3.8 A Transport Assessment for the Bridge St/Time Square development (Bridge Street Quarter Warrington. Transport Statement Aug 2014) prepared by WSP for the retail and leisure elements only forecast Friday PM peak generation of 218 trips. The TA argued that since the office trips were being relocated from elsewhere in the town centre (i.e. replacement of existing Council office with new Council office) then they were already on the town centre network and need not be included in the forecasts for the TA, and were thus not quantified. The existing Council office building, New Town House, has been allocated for future residential use and is reflected in the original model forecasts.
- A5.3.9 The forecasting for Centre Park Link for the development assumed an AM Peak trip generation of 580 trips and a PM peak generation of 640 trips (inbound and outbound). This is in excess of what the Bridge St./Times Square development is predicted to generate. However, for the purposes of the Centre Park Link it is important that these trips should be included since the change in production zone to the Time Square area would affect the routing of these trips through the town centre. Thus the inclusion of this additional trip production at the zone is realistic for this analysis.
- A5.3.10 Thus while the development projections at this zone have changed, we would consider it a proportionate response at this stage to retain the existing forecast matrices.
- A5.3.11 This scheme is located towards the east of the Town Centre and does not directly access the proposed scheme.
- A5.3.12 Only one major site was included in the 2033 forecasts and this remains within the planning database.
- A5.3.13 Beside these major sites there are a large number of smaller sites, less than 2Ha. Since the original forecasting report was produced there have been changes to many sites, with some deleted and others

added. Since total numbers of trips to any given site tend to be small (less than 10 trips / hour) and given that overall demand is controlled to NTEM growth rates, it is considered a proportionate response to retain the existing forecast matrices in respect of these sites.

A5.3.14 No new developments in excess of 2Ha that would directly affect the modelled area have been added to the development database.

A5.3.15 The main employment sites within the immediate town centre are shown in Figure A5.4 as referenced in the table below. Residential sites are largely unchanged.

A5.3.16 The key changes that might affect the forecasts are the changes in size of the Time Square development in zone 2021 and the Forrest Way development in zone 29, and the removal of the Wireworks Site in zone 219.

Table A5.46 Major Development Sites used in Forecasting

Year	Zone	Site Name	Size (Ha)	Type	Comments
2018	1201	New World Cookers Site	13.91	Res	No Change – on going
	1092	Farrell St S	7.08	Res	Now complete (Site 2 in Figure A5.1)
	1440	G & J Greenalls	4.78	Res	Now complete (Site 5 in Figure A5.1)
	1411	Timber Mill off Chester Rd	3.4	Res	Now Complete (Site 4 in Figure A5.1)
2028	2021	Bridge St / Time Sq	7.85	Office	Retained – size and mix different to original model input (Site 3 in Figure A5.1)
	29	Forrest Way Bus Park	7.5	Office	Retained (3ha) (Site 6 in Figure A5.2)
	219	Land at Winwick St	3.0	Res	Retained
	196	Cardinal Newman HS	2.72	Res	Retained
	230	Mcr Ship Canal	2.54	Office	Retained
	219	Wireworks Empl Site	2.52	Office	Removed – although remains in Masterplan for mixed residential/employment use (Site 1 in Figure A5.1)
	197	Thelwall Lane West	2.36	Res	Retained (Site 7 in Figure A5.2)
	156	PDC Irwell Rd	2.28	Res	Retained
2033	215	Disused railway parcel 2	2.09	Res	Retained
	221	Land S of Wilson Patten St (Mr Smiths)	2.38	Res	Retained

Figure A5.4 Employment Sites (>2 Ha) Used for Original Forecasting (Complete)

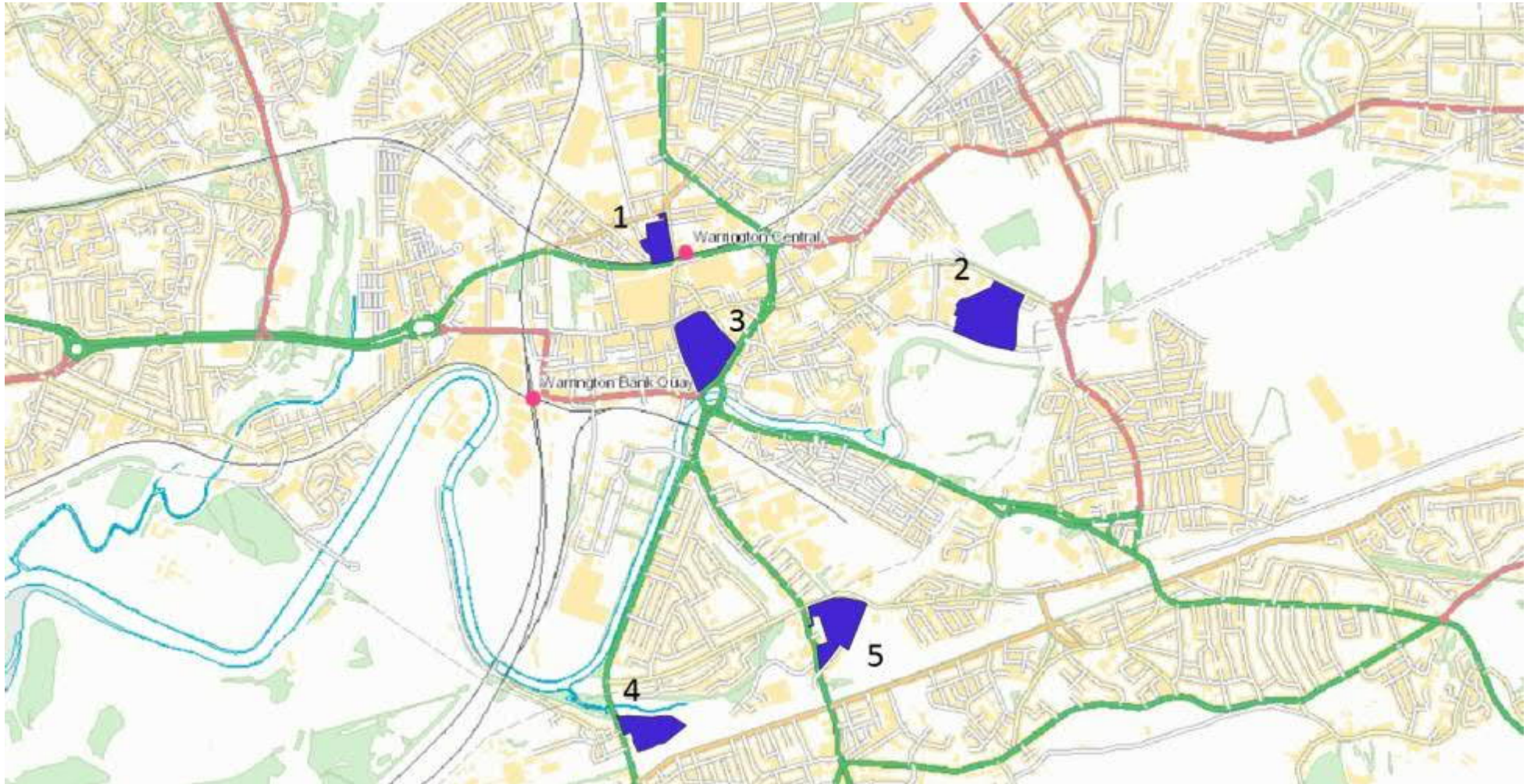
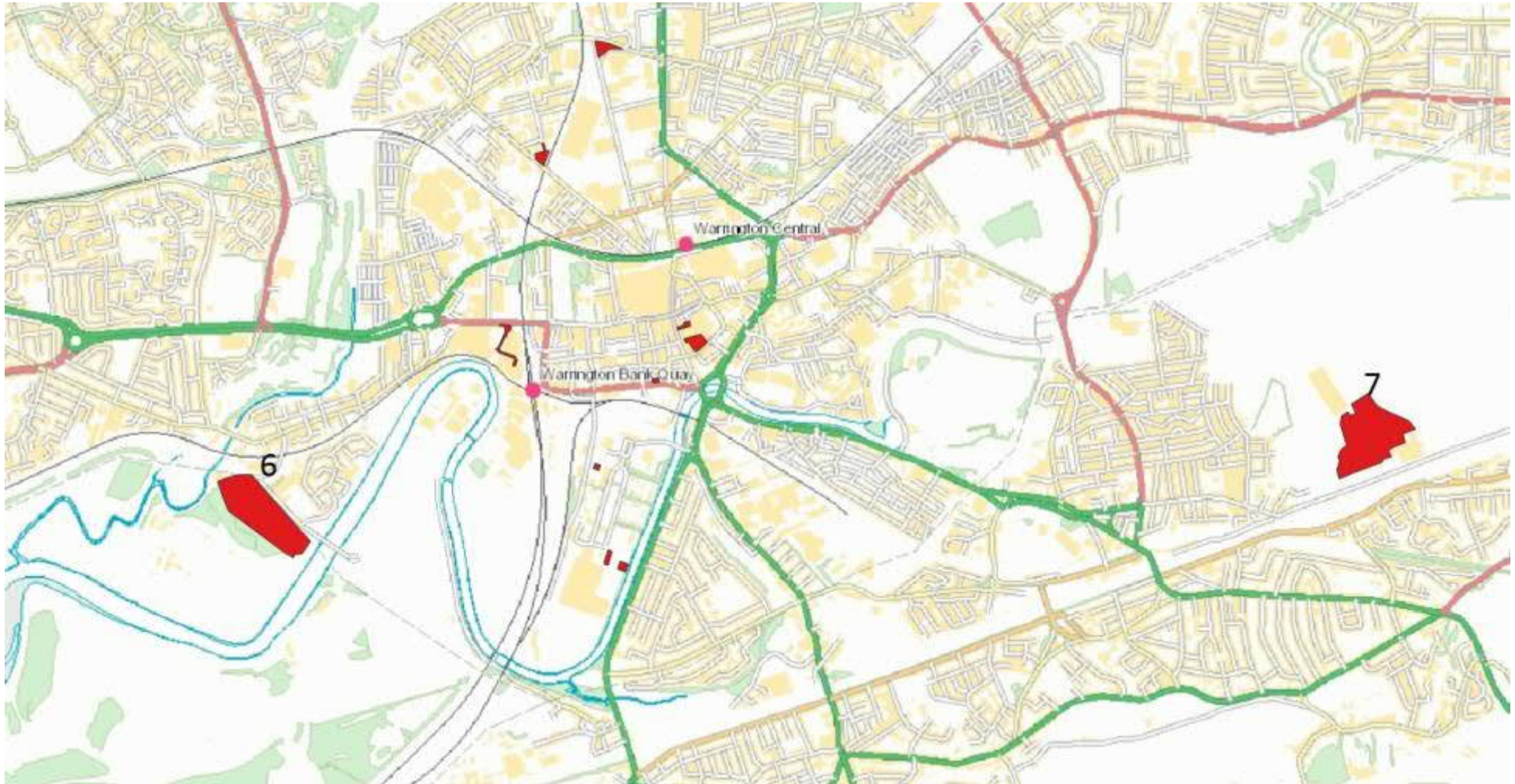


Figure A5.5 Employment Sites 2017



A5.4 Impact of Changes on Trip Volumes

- A5.4.1 An assessment has been made of the impact of the changes to the development log on trip productions and attractions in the core modelled area. The analysis compares the production and attraction totals used in the original model with values derived from the data used for the new Warrington model forecasting.
- A5.4.2 The original model was based on housing data from SHLAA and from known development. The data provided for the Warrington model included revised SHLAA estimates and committed development together with an indication of the land allocations included within the new Town Centre masterplan. While the latter does not fully represent committed development it may be considered representative of what might reasonably be expected. Consequently comparisons are made for both the base committed and the Masterplan data
- A5.4.3 Comparisons are presented below for 2028. The model makes use of 2018 and 2033 forecasts also, 2018 forecasts were made but the majority of developments in these forecasts are now complete. The certainty of development between 2028 and 2033 is lower given the time frame. The development to 2028 represents the majority of the growth, and a comparison of the three scenarios for 2028 is given in Table A5.47, Table A5.48 and Table A5.49.
- A5.4.4 In terms of SHLAA sites there is very little difference between the forecasts used in the model and those based on current inputs. Including the Master Plan sites adds significantly to the overall level of development.
- A5.4.5 In terms of employment sites the new forecasts based on planned developments are lower than those used in the model. This is mainly due to changes in land use, with some previous employment sites being either reallocated to housing in the Master Plan, or purposes changed from office to mixed use with lower trip rates.
- A5.4.6 Although the Master Plan anticipates significant levels of additional growth within the town centre, the analysis is restricted to the SHLAA and accepted employment sites, since these represent the most likely developments to occur during the lifetime of the assessment.

Table A5.47 Forecast trip ends – housing 2028

	AM Peak		Inter Peak		PM Peak	
	Production	Attraction	Production	Attraction	Production	Attraction
Previous Centre Park Link Forecasting	340	134	152	165	186	323
Revised SHLAA	343	135	153	166	188	326

Table A5.48 Forecast trip ends – employment 2038

	AM Peak		Inter Peak		PM Peak	
	Production	Attraction	Production	Attraction	Production	Attraction
Previous Centre Park Link Forecasting	60	1349	618	584	1561	110
Revised	119	748	187	173	643	81

Table A5.49 Forecast trip ends – All sources 2038

	AM Peak		Inter Peak		PM Peak	
	Production	Attraction	Production	Attraction	Production	Attraction
Previous Centre Park Link Forecasting	400	1483	770	749	1747	433
Revised	462	884	340	339	831	407

A5.4.7 Given that there are some significant differences between the development trips used for the initial assessment, and those forecast from the current information, further analysis has been undertaken to investigate the impact of these changes on likely scheme forecasts.

A5.4.8 Three key issues have been investigated

- The locations of the developments with regard to the scheme,
- numbers of development trips using the scheme, and
- The impact of flow changes on the traffic network in the area of the scheme.

A5.5 Traffic Demand on the Scheme

A5.5.1 A select link analysis was undertaken for all three modelled time periods for the 2033 do something scenario to identify the origins and destinations of trips using the Centre Park Link route, in particular the numbers of trips to and from the modelled development sites.

A5.5.2 Origin destination plots for the select link analyses are shown in Figure A5.6 to Figure A5.15. The results suggest that the new route primarily attracts traffic origins and destinations to the west of the town. In the south the primary traffic source is the A56 Chester Road from Daresbury. To the north there is a much greater spread of trip ends, with trips to all zones within the town centre. A main traffic source is the A562 Sankey Way. Between 11% and 20% of traffic on the route is termed as through traffic as defined by the extent of the local model.

A5.5.3 The following analysis examines the contribution made by development traffic to the traffic demand on the Centre Park Link (Slutchers Lane). All analysis has been undertaken for the 2033 forecast year, and demand represents car trips only.

A5.5.4

Table A5.50 shows the existing trip productions and attractions within each zone to which development traffic was added during the forecasting process. It shows the number of additional trips assumed to be generated by the development and thus the proportion of the total demand within that zone that may be attributed to the development.

A5.5.5 The locations of each zone and their proximity to the Centre Park Link are shown in Figure A5.6.

A5.5.6 Table A5.51 then shows the total number of trips to and from each development zone that have been assigned to Centre Park Link. Assuming the proportions of base and development traffic, the flow on Centre Park Link have been split into development and non-development generated trips from each zone.

(Note that the totals have been calculated separately by direction and aggregated to two way values in these two tables, thus comparing the applying the proportions in

Table A5.50 directly to the flows in table 10 would not give a direct match)

A5.5.7 Table A5.52 takes the total assigned flow on the Centre Park Link and identifies the proportion that may be assumed to be derived from the development traffic included in the model.

Table A5.50 Contribution of Development Assumptions to trip Ends

Development zone	Base year trip productions and attractions in zone			Development trip productions and attractions in zone			Proportion of origins and destinations in zone due to developments		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
29	117	212	223	607	447	680	83.8%	67.8%	75.3%
86	436	224	273	15	11	17	3.4%	4.8%	5.9%
91	187	178	261	15	14	18	7.6%	7.1%	6.5%
127	113	132	166	11	14	16	9.1%	9.8%	8.8%
138	117	96	184	122	90	137	51.2%	48.5%	42.6%
156	191	223	208	24	27	32	11.0%	10.9%	13.3%
195	358	447	460	20	20	25	5.3%	4.3%	5.2%
196	144	65	117	43	54	60	22.9%	45.6%	34.1%
197	92	84	123	22	27	30	19.7%	24.2%	19.7%
209	181	72	118	16	20	22	8.1%	21.3%	15.8%
215	471	256	661	35	44	49	6.9%	14.7%	6.9%
217	316	560	441	36	45	51	10.2%	7.5%	10.3%
219	694	799	736	337	262	384	32.7%	24.7%	34.3%
221	68	201	235	35	24	38	34.1%	10.5%	13.9%
230	203	158	195	20	25	28	9.0%	13.8%	12.6%
2001	76	57	45	1	1	2	1.9%	1.7%	3.5%
2004	90	22	51	2	2	3	2.6%	6.8%	4.8%
2006	25	17	36	0	0	1	1.5%	2.8%	1.5%
2014	41	58	92	4	3	5	9.0%	4.9%	4.7%
2018	374	454	359	1	1	1	0.3%	0.2%	0.4%
2019	472	593	487	6	4	7	1.3%	0.7%	1.4%
Total	4765	4908	5469	1376	1135	1606	22.4%	18.8%	22.7%

Table A5.51 – Contribution of Development Traffic to flow on Centre Park Link (Car Trips)

Development zone	Total Trips to and from zone on Centre Park Link			Development Trips to and from zone on Centre Park Link		
	AM	IP	PM	AM	IP	PM
29	96	32	32	82	32	32
86	11	0	0	0	0	0
91	54	2	5	3	2	5
127	0	0	0	0	0	0
138	65	10	34	32	10	34
156	12	0	3	1	0	3
195	2	0	0	0	0	0
196	0	0	0	0	0	0
197	0	0	0	0	0	0
209	0	0	0	0	0	0
215	0	0	0	0	0	0
217	28	2	4	3	2	4
219	84	10	30	34	10	30
221	0	0	1	0	0	1
230	0	0	0	0	0	0
2001	33	0	1	2	0	1
2004	7	0	1	0	0	1
2006	9	0	0	0	0	0

Development zone	Total Trips to and from zone on Centre Park Link			Development Trips to and from zone on Centre Park Link		
	AM	IP	PM	AM	IP	PM
2014	14	0	3	1	0	3
2018	88	0	0	0	0	0
2019	0	0	0	0	0	0
Total	504	57	115	159	57	115

Table A5.52 – Contribution of Development Traffic to total Centre Park Link Flow

	AM	IP	PM
Total Demand on Link	1264	907	1837
Trips from Developments	159	57	115
Proportion from developments	12.6%	6.2%	6.3%

A5.6 Desire Line Plots

A5.6.1 Further plots have been produced which show the distribution of trip origins for trips to the major development sites. These are shown for the Time Square site in Figure A5.13 and Figure A5.14 and for the Forrest Way site in Figure A5.15 and Figure A5.16 and in Figure A5.17 and Figure A5.18 for the Wireworks Site. Both sets of figures show a wide distribution of trip origins, suggesting that the routes from the south, which would benefit most from the Centre park Link are not over represented within the distributions.

A5.7 Conclusion

A5.7.1 The analysis has shown that planning changes in Warrington since the original forecasting work was carried out has changed significantly in terms of employment sites in the town centre. This is mainly due to changes in the assumptions made in developing forecasts with regard to the size and development mix of sites, as well as permission for one site lapsing. It is anticipated that the sites included in the developing Masterplan would be expected to lead to levels of demand similar to or greater than those used in the original forecasts. However since these sites are yet to receive full planning permission they are excluded from the modelling process.

A5.7.2 The purpose of this note has been to explore the extent to which the assessment of the scheme is dependent upon the assumptions made with regard to development, and whether, with the changes in development assumptions whether the original forecast are valid.

A5.7.3 The key findings from the analysis are that it is anticipated that development demand in the assessment period would be approximately half the levels used in the initial forecasts.

A5.7.4 However, the select link analysis has demonstrated that the volume development traffic on the Centre Park Link is limited, representing around 13% in the morning peak and 6% during other periods. A reduction in development traffic would remove no more than 50 to 60 vehicles from the scheme during peak periods, which would not significantly affect flow levels on the scheme.

A5.7.5 The desire line plots show that the assumptions made with regard to trip patterns for development traffic sees the traffic distributed relatively evenly across routes out of town, thus it is not predominantly southbound, where the main benefits of the scheme arise. Removing this traffic would not significantly affect the distribution of traffic across the town.

A5.7.6 While the development assumptions now current have some significant variations from those used in developing the forecasts it is consider that given:

- The majority of traffic using the new link and benefiting from the scheme is not generated by the developments used in creating the forecasts;
- The distribution of traffic from the development sites is spread across the borough and does not focus on the corridors around the development; and

- Any changes that might be made to the demand to account for changes in development levels would be offset by controlling overall demand to NTEM thus the overall matrix size, and the demand in the town centre around the scheme would be unchanged.

A5.7.7 The conclusions drawn from the original forecasting would be consistent with those that could be drawn from any updated set of forecasts.

Figure A5.6 Locations of Development Zones

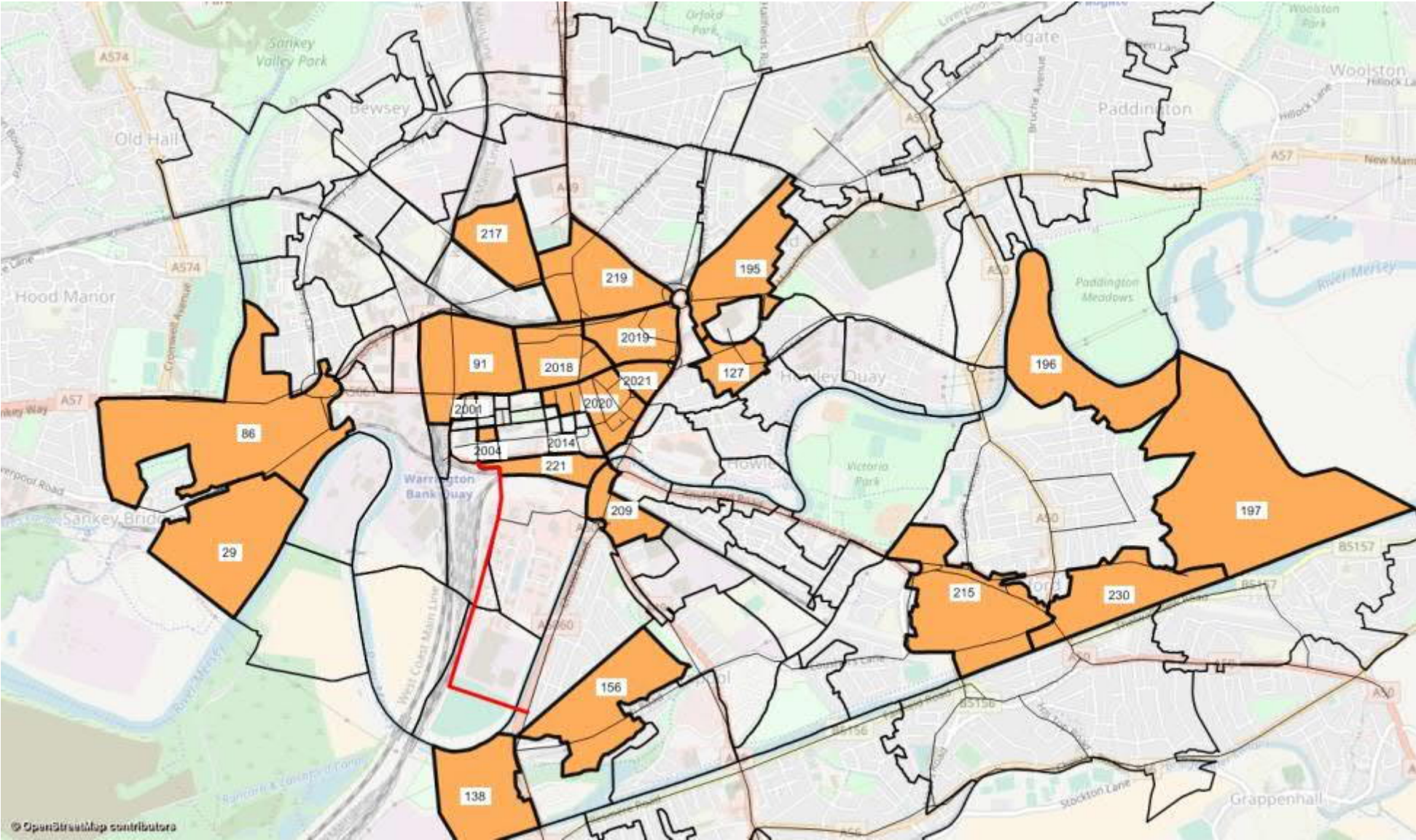
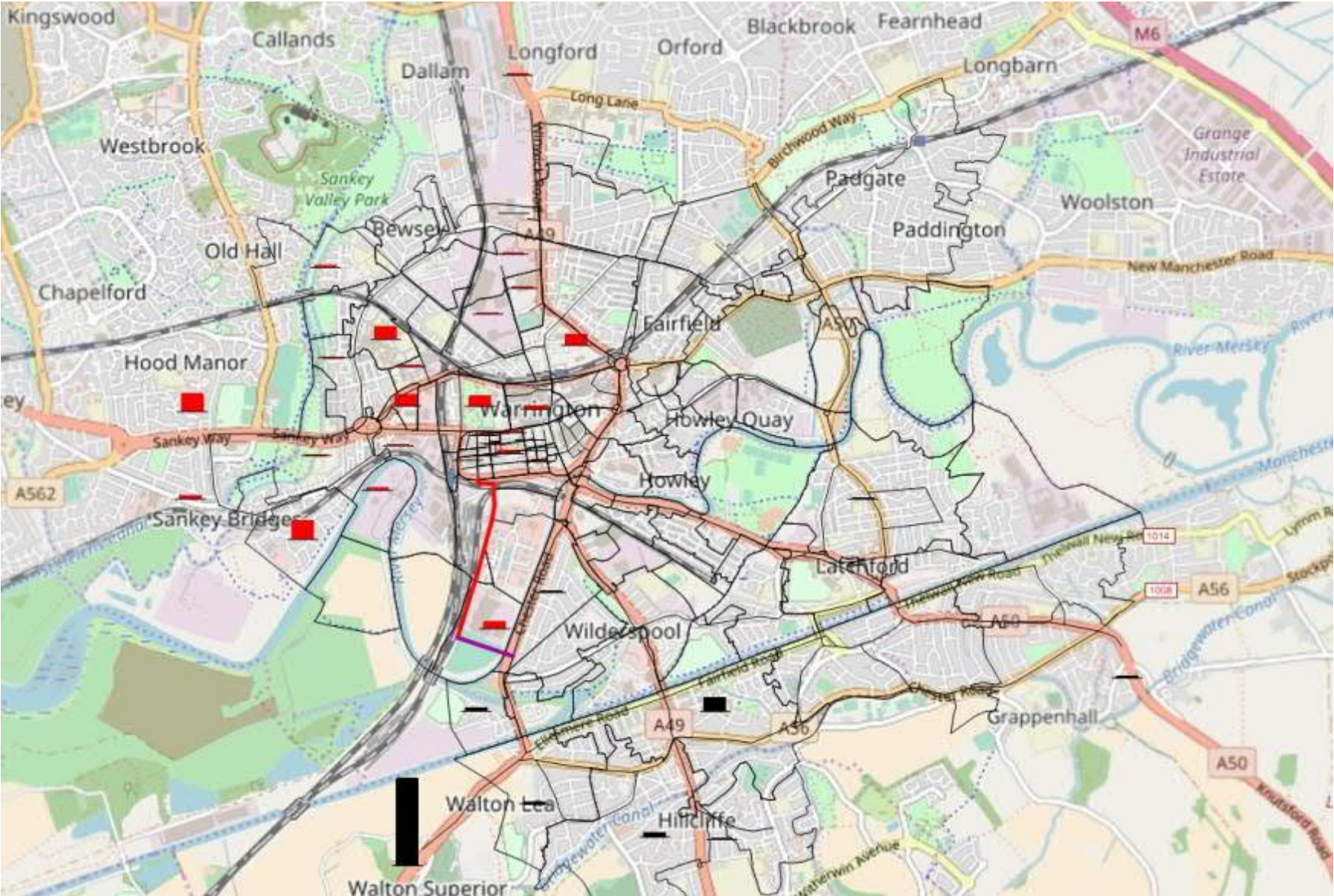
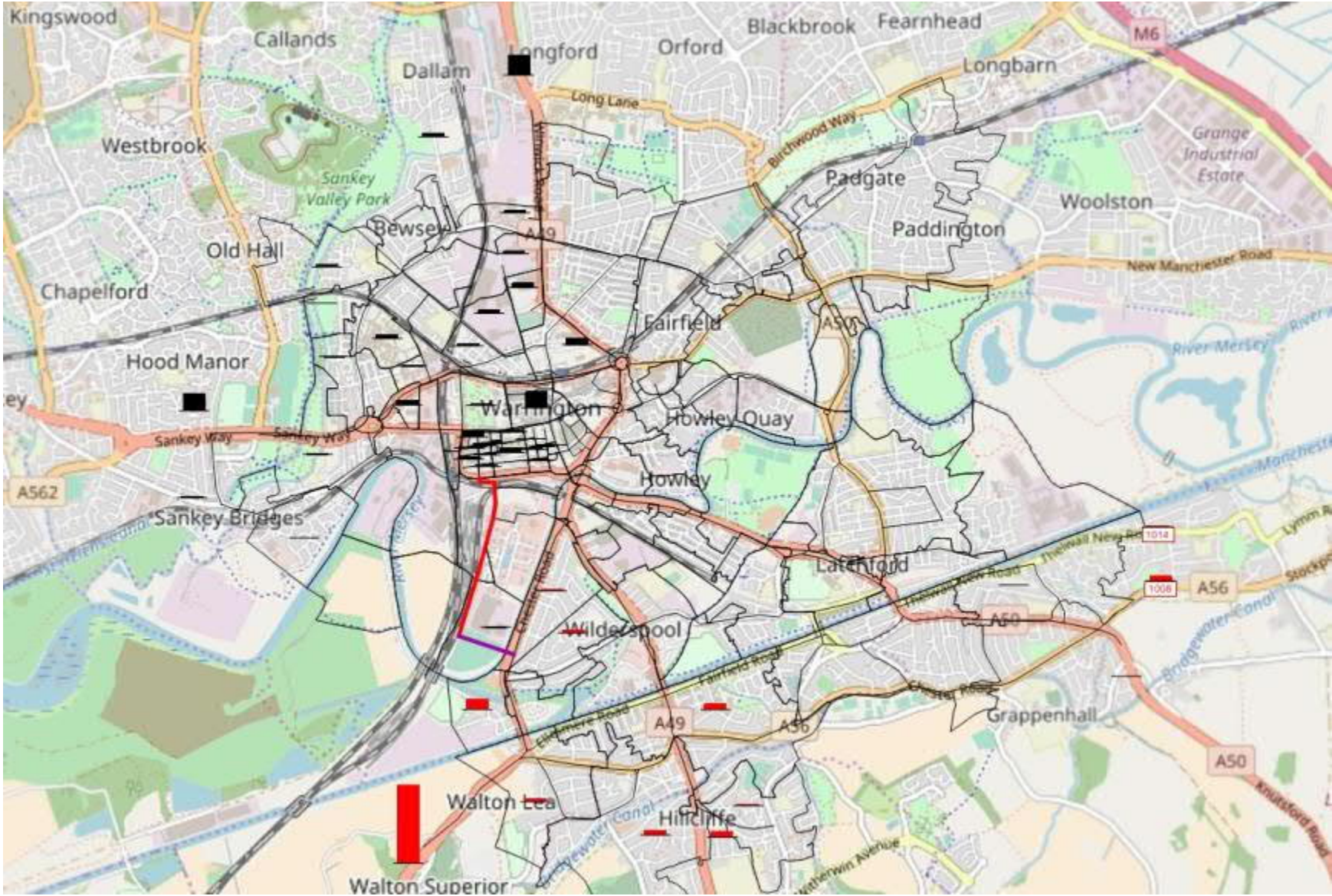


Figure A5.7 Select Link Northbound AM Peak



(Black blocks represent trip origins – red blocks represent trip destinations)

Figure A5.8 Select Link Southbound AM Peak



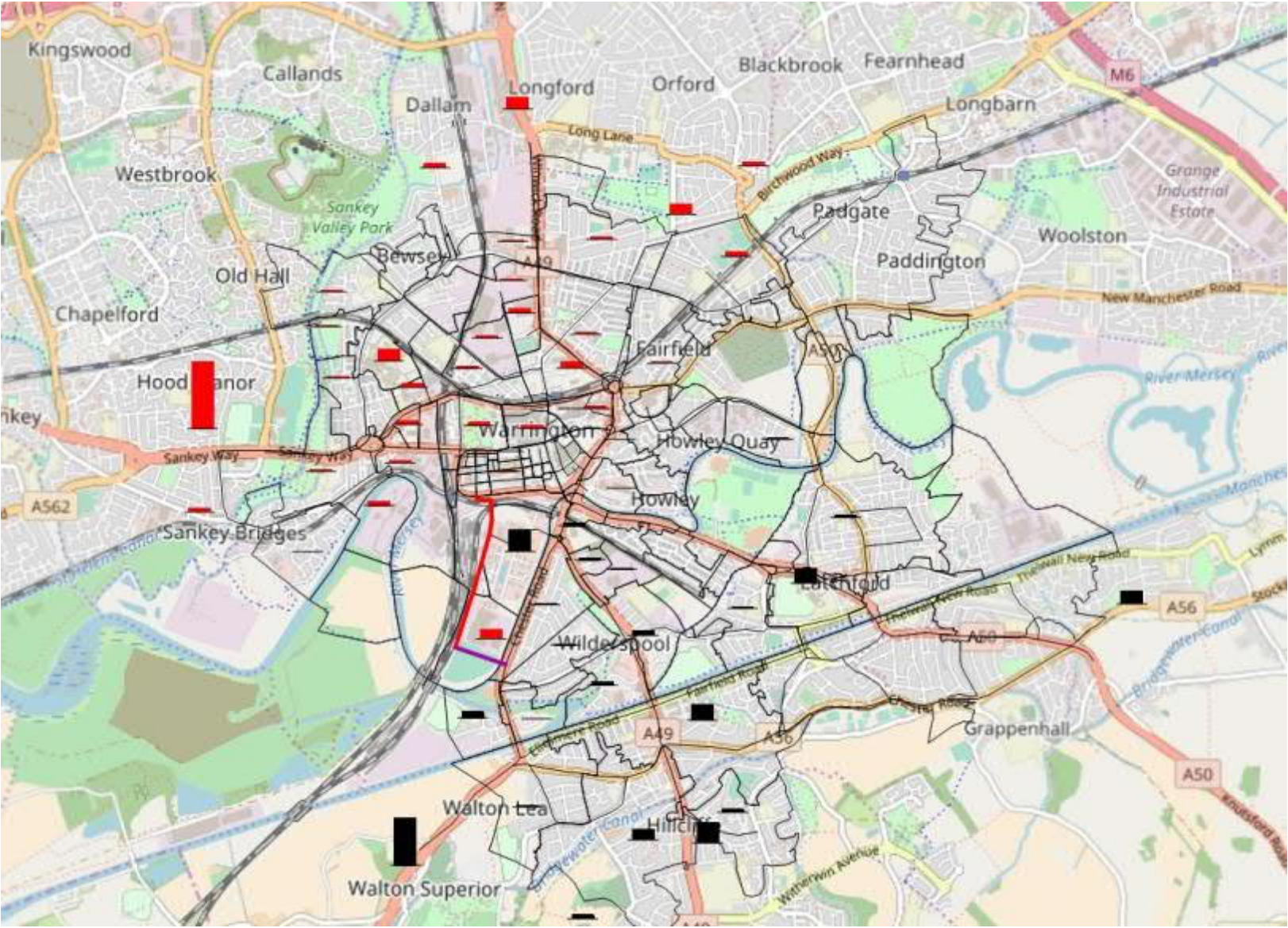
(Black blocks represent trip origins – red blocks represent trip destinations)

Figure A5.9 Select Link Northbound Inter Peak



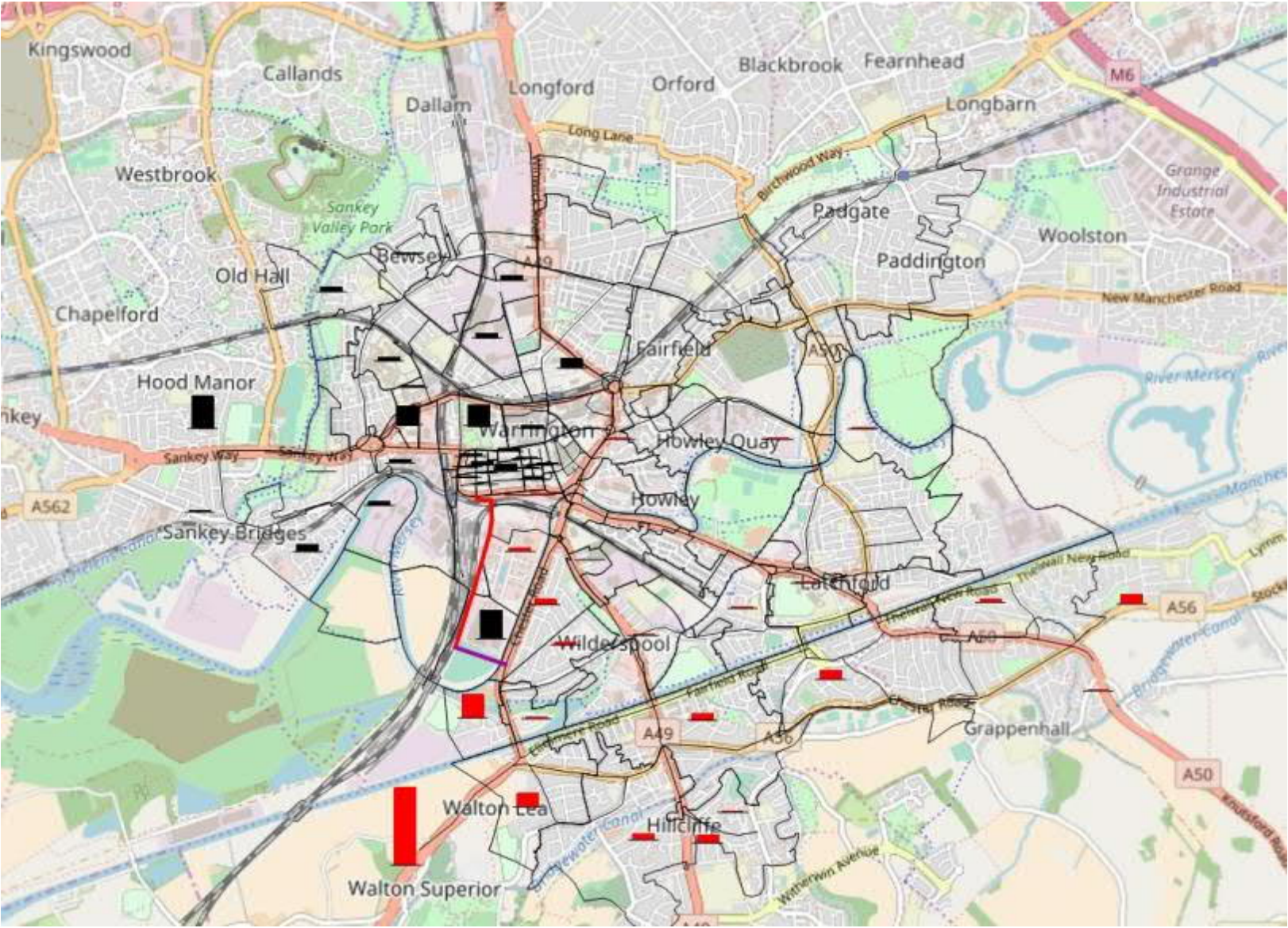
(Black blocks represent trip origins – red blocks represent trip destinations)

Figure A5.11 Select Link Northbound Inter Peak



(Black blocks represent trip origins – red blocks represent trip destinations)

Figure A5.12 Select Link Southbound PM Peak



(Black blocks represent trip origins – red blocks represent trip destinations)

Figure A5.13 Time Square Development Site – AM Peak Origins

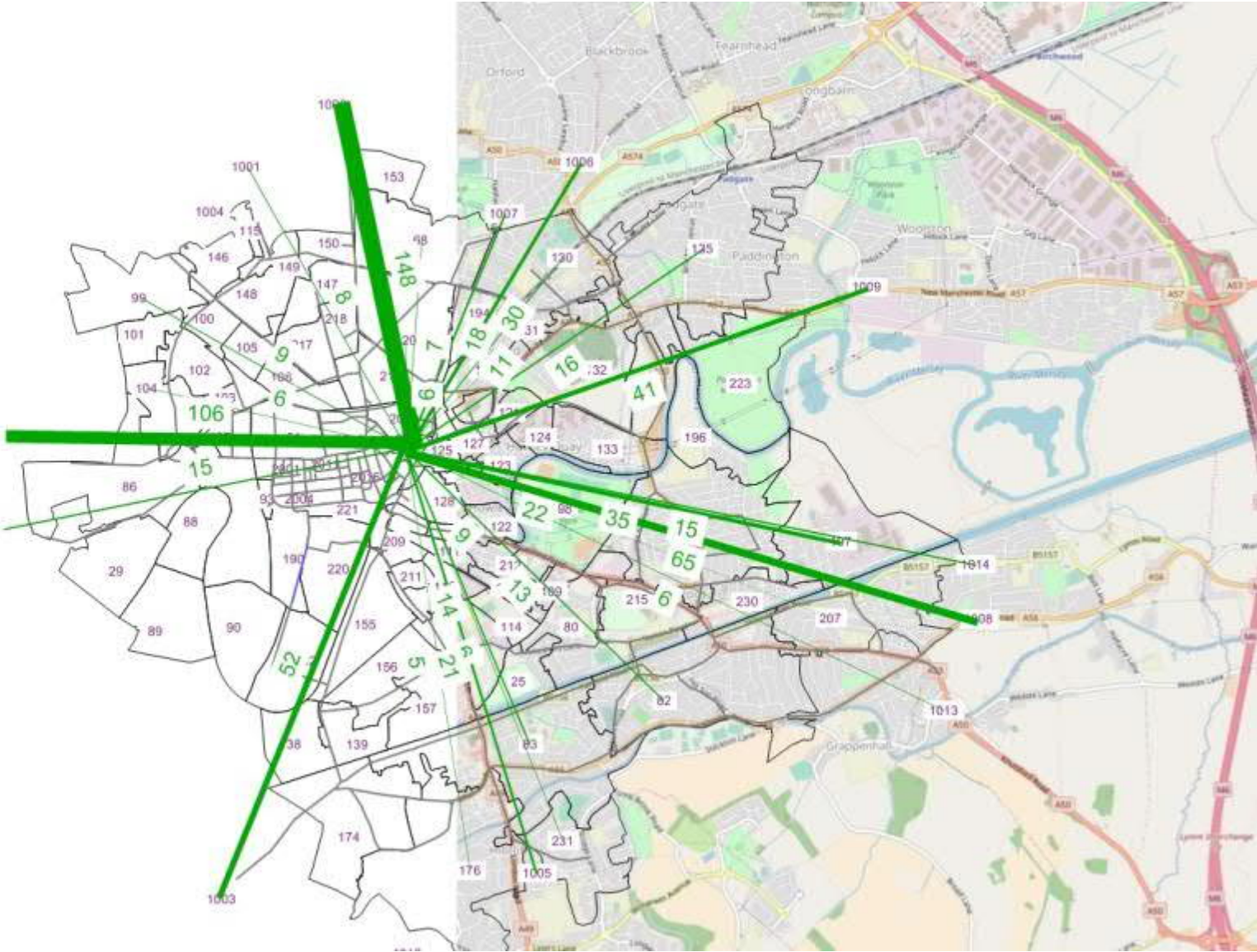
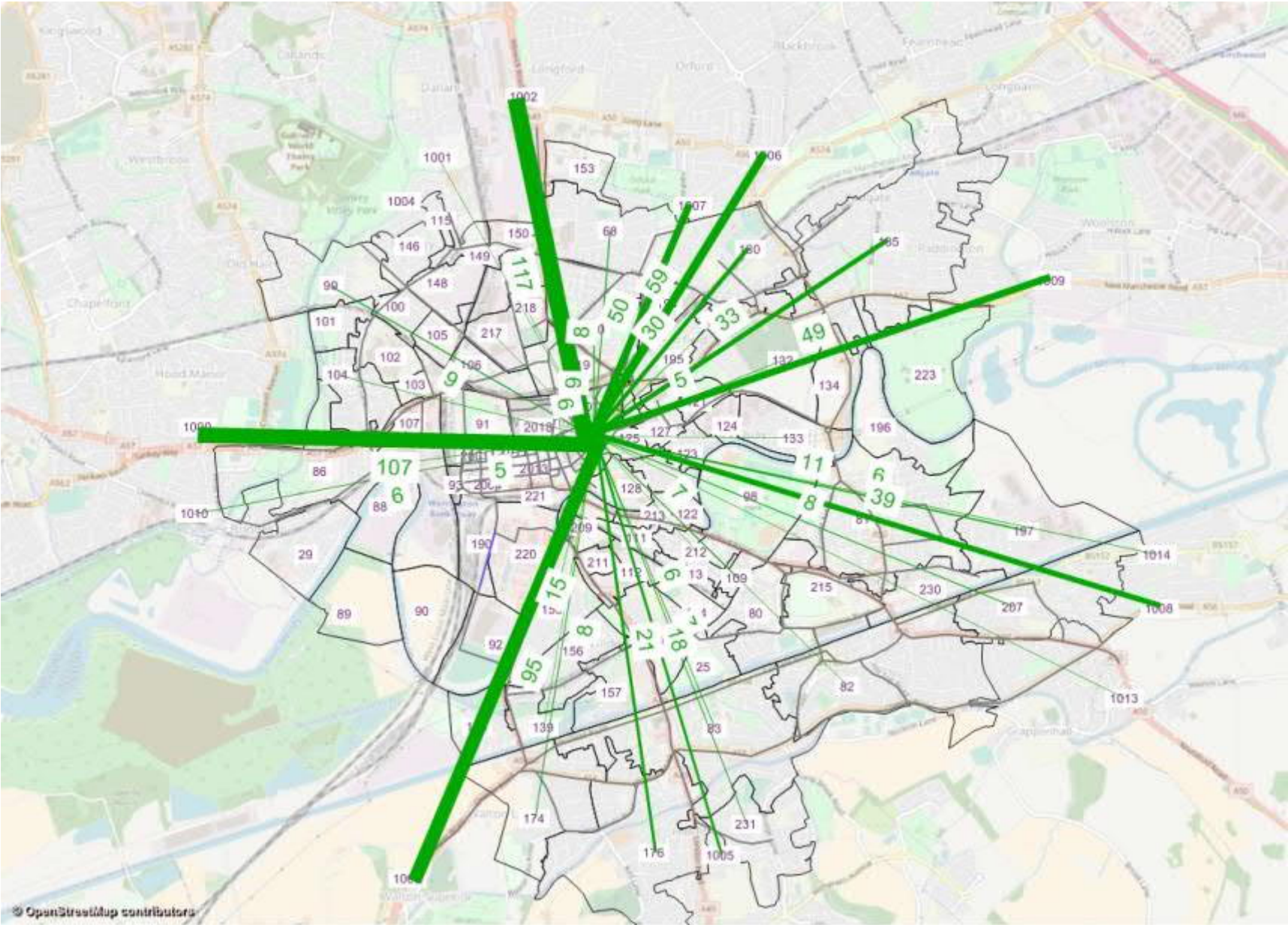


Figure A5.14 Time Square Development Site – PM Peak Destinations



© OpenStreetMap contributors

Figure A5.16 Forrest Way Development Site – PM Peak Destinations

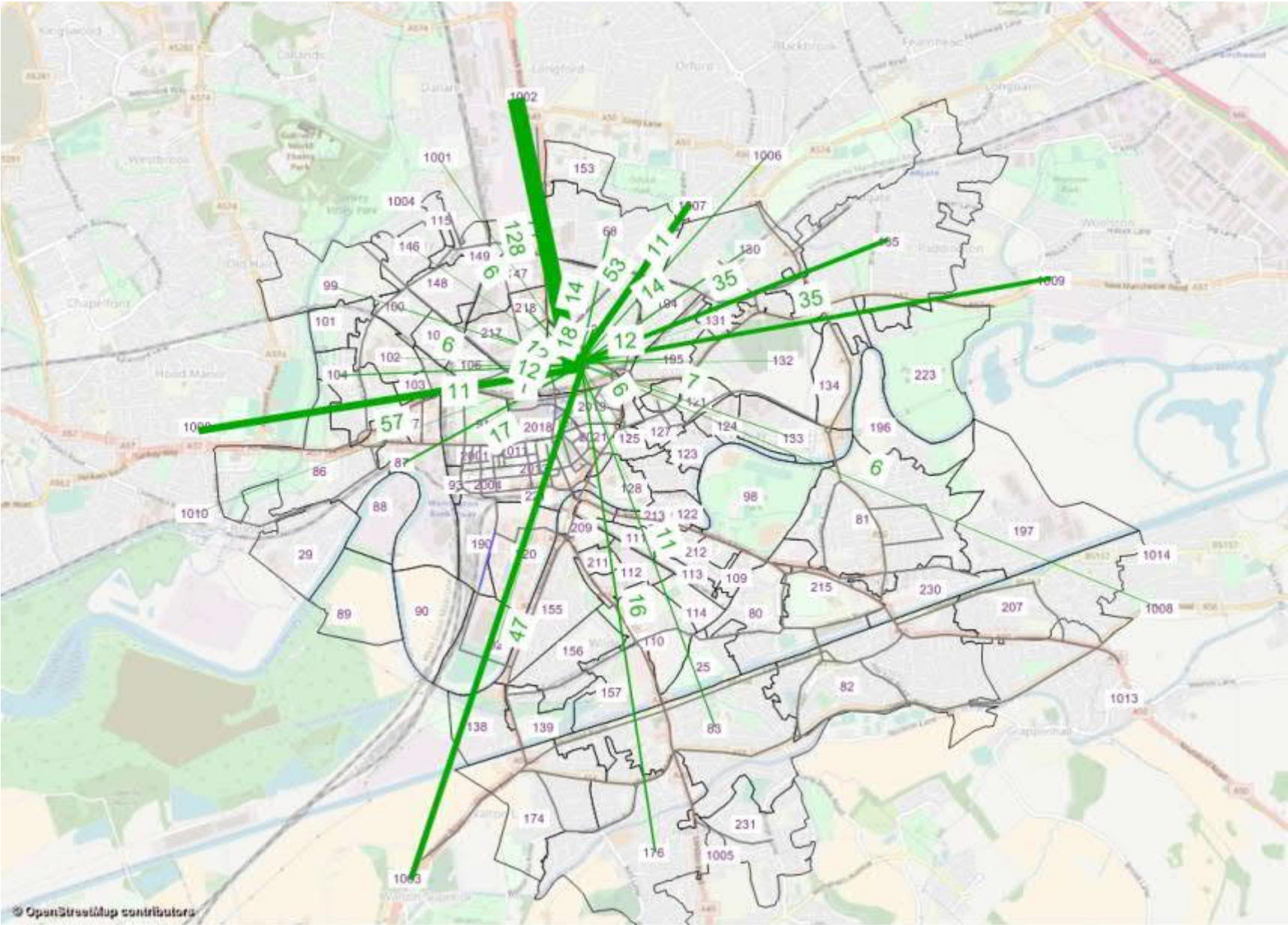


Figure A5.17 Wireworks Development Site – AM Peak Origins

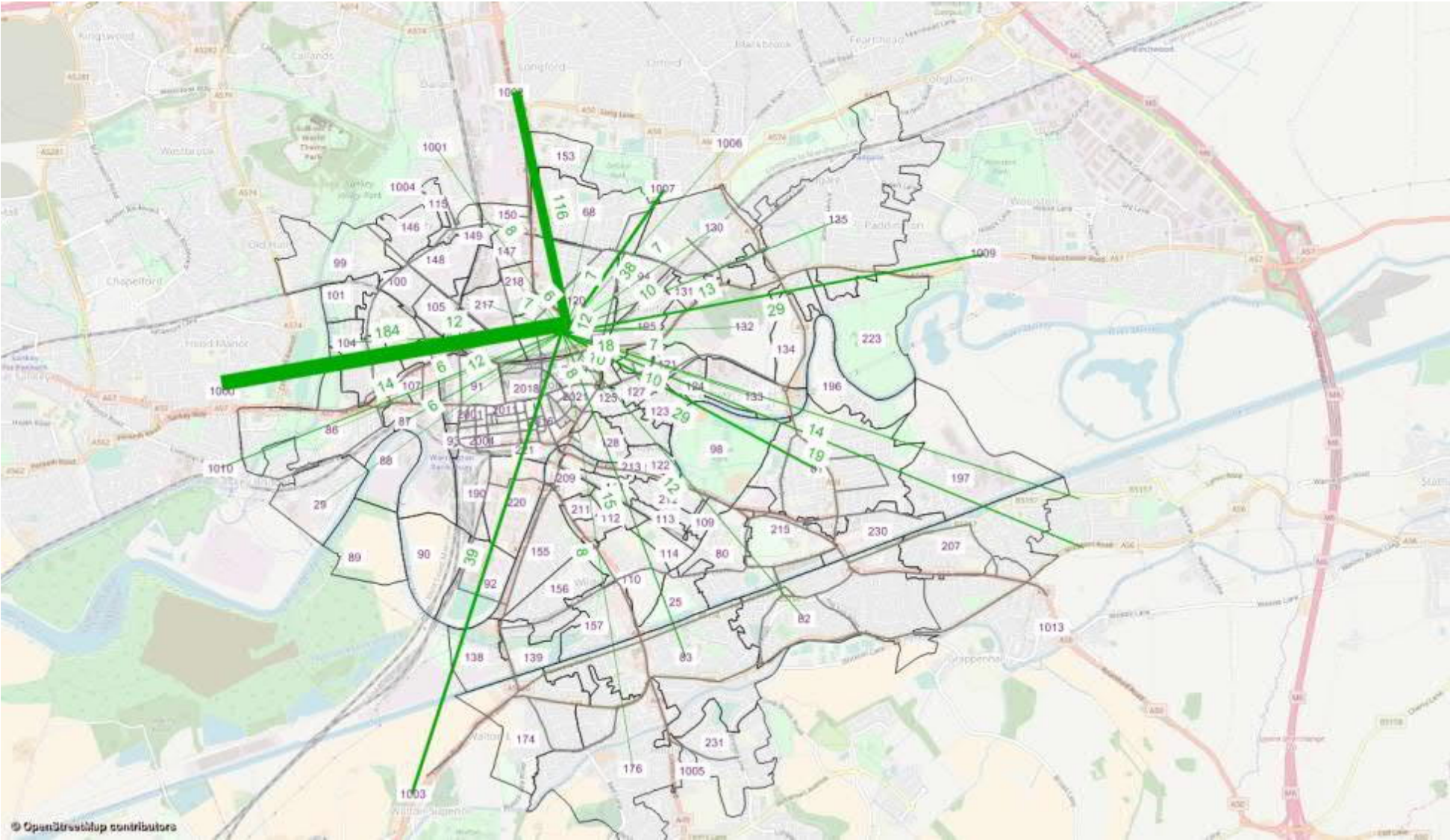
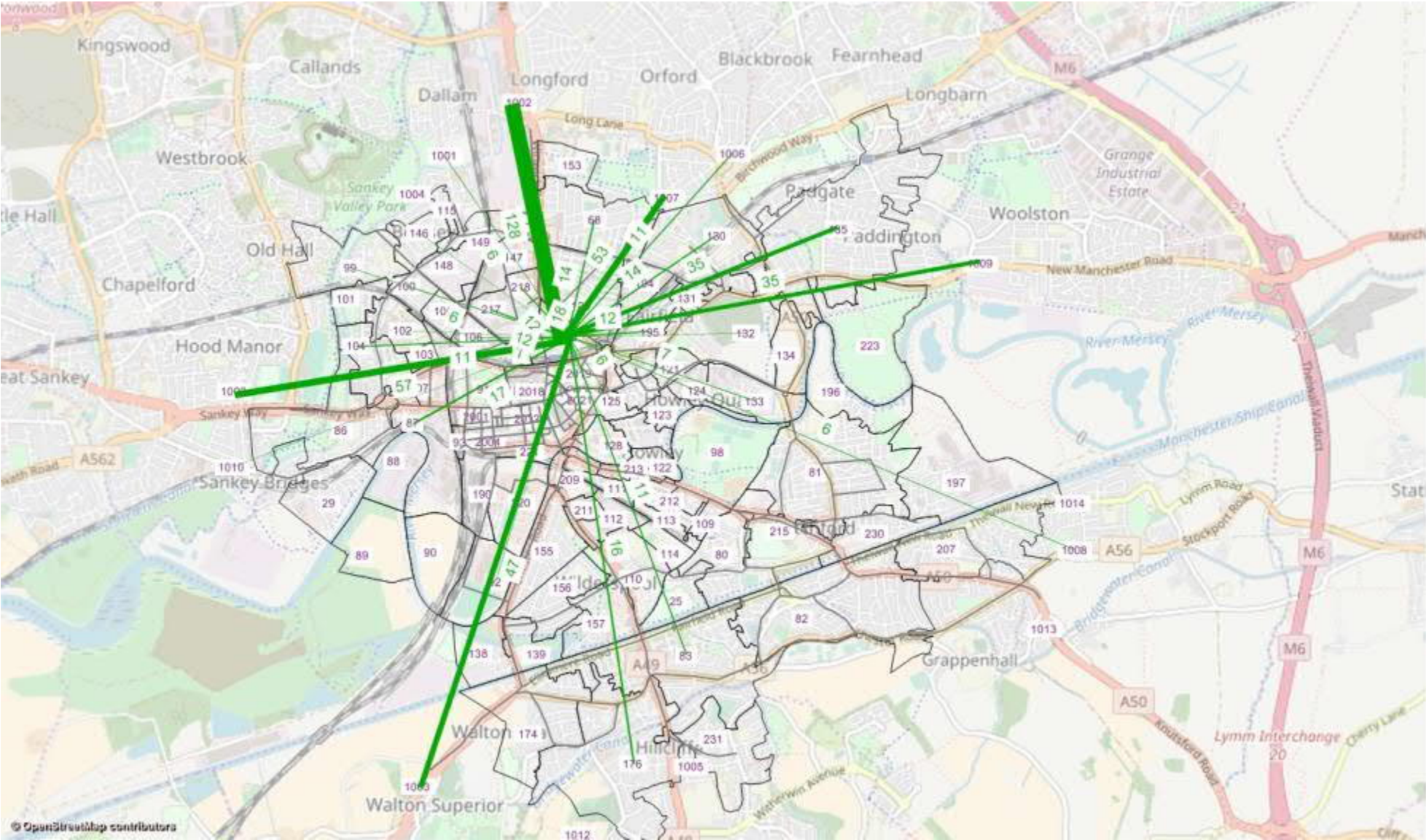


Figure A5.18 Wireworks Development Site – PM Peak Destinations



Centre Park Link – Development Assumptions Review

1. Introduction

In generating the demand forecasts for the Warrington Centre Park Link scheme in 2015 a list of potential developments was provided by Warrington BC and used to generate the forecasts. At the time no uncertainty log was developed and all developments were used in creating the forecasts.

Since that date some of the site proposals have changed and a more detailed picture of the degree of certainty with which any of these might occur has been developed.

The impact of changes to the larger sites was discussed in an earlier note Warrington Centre Park Link Forecasting prepared in June 2018. The main conclusion was that the scheme was not primarily dependent on demands from the specific developments and thus changes in levels of development at these sites would not significantly affect scheme forecasts.

This note widens the scope of this to identify the levels of demand generated by all the development sites considered and the split between higher and lower levels of certainty of development. Development forecasts were prepared for three future years – 2018, 2028 and 2033. Each of these is considered in turn.

2. 2018 Development Forecasts

The developments used to create the 2018 forecast matrices and their current status are identified below:

Table 1 - 2018 Uncertainty Log

Location	Area (ha)	Site Use	Certainty
Land at Kerfoot Street	0.48	Industrial Unit	Complete
Unit 8B Palatine Industrial Estate	0.19	Industrial Unit	Complete
Plot R, Centre Park	1.41	Office	Complete
Bank Park depot	0.3	Office	Complete
Land of Bewsey Road	0.28	Industrial Unit	Complete
24, Museum Street,	0.03	Residential	Alternative consent for HMO implemented (7 rooms)
27 & 29 Bold Street, Warrington	0.01	Residential	Near certain
97 Buttermarket Street	0.07	Residential	Complete
Farrell Street South	7.08	Residential	Complete
G & J Greenalls Site	4.78	Residential	Complete
Ford Farm	0.417	Residential	Complete
Former timber planning mill off Chester Road,	3.4	Residential	Complete
New World Ltd	13.91	Residential	Complete
Beers Building Co - Retirement Community	0.27	Residential	More than likely

Thus all sites included in the forecasting for the 2018 matrices are now either complete or more than likely to be complete. All should have been included in the 2018 core forecasts.

3. 2028 Development Forecasts

The sites included in the 2028 matrices and their certainty level as expressed in September 2018 is as shown in the table below.

As may be expected at this distance into the future there is a wide spread of high and lower level certainty surrounding the forecasts.

Table 2 - 2028 Uncertainty Log

Location	Area (ha)	Site Use	Certainty
Forrest way Business Park	7.5	Office	Remove
Wireworks Employment Element	2.52	Office	Complete - alternative consent for residential implemented (108 units)
Allied Cables	0.19	Office	Complete
Perstorp UK Ltd	1.51	Office	Complete
Land at Stanley Street	0.05	Office	Reasonable foreseeable
Former Dallam Day Centre, Dallam Lane	0.48	Office	Complete
Novelis UK, Latchford Locks	0.3	Industrial Unit	Complete
Bridge Street / Time Square Development Area	7.85	Office	Near certain
Garven Place Clinic	0.56	Residential	Near certain
Land adjacent Magistrates Court	0.05	Residential	Hypothetical
Former Cabinet Works and Vicinity	0.28	Residential	Reasonable foreseeable
Crown Chambers	0.04	Residential	Alternative consent implemented (Part of Bridge St Redevelopment) for B1 office
Land at Winwick Street	3	Residential	Reasonable foreseeable
Land at John St/Winwick Street	0.84	Residential	Near certain
Land bounded by Haydock Street, Ashton Street and John Street	0.38	Residential	Reasonable foreseeable
Warrington Central Trading Estate	4.57	Residential	Reasonable foreseeable
Crosfield Street Petrol Filling Station	0.15	Residential	Reasonable foreseeable
Dalton Bank Council Depot	1.45	Residential	More than likely
Dalton Bank Council Depot	1.45	Residential	More than likely
Cardinal Newman High School	2.72	Residential	More than likely
Brook Place	0.16	Residential	Reasonable foreseeable
Former Wilderspool Stadium	1.9	Residential	Near certain
PDC Irwell Road	2.28	Residential	Reasonable foreseeable
224 - 228 Wilderspool Causeway	0.15	Residential	More than likely
Land at Thelwall Lane West	2.36	Residential	Reasonable foreseeable

Location	Area (ha)	Site Use	Certainty
Disused Railway Line (Parcel 2)	2.09	Residential	Remove - Not happening
Beers Building Co	1.48	Residential	More than likely
Disused Railway Line (Parcel 1)	0.71	Residential	Remove - Not happening
Manchester Ship Canal	2.54	Residential	complete

By site area (hectares) 53% of land falls within the complete, near certain or more than likely categories. The hectares for office and industrial sites with the higher levels of generation have a higher degree of certainty than the residential areas with a lower trip generation rate.

Of the demand added to the matrices approximately 60% was from sites now considered complete, near certain and more than likely while 40% from the sites with lower levels of certainty.

The impacts of the changes to some major sites – Forrest Way Business Park and Winwick St Wireworks site were reviewed in the previous note – Warrington Centre Park Link Forecasting (June 2018)

The conclusion for the 2028 forecasts is in line with that drawn in the previous note.

Had the sites with lower levels of confidence been removed from the analysis:

- The growth in the matrices would have been drawn from NTEM forecasts and overall demand within the model would have been the same.
- Forecast demand on the scheme is not dependent on the developments assumed within the forecasting process and would be similar if NTEM growth rates had been applied.

4. 2033 Development Forecasts

The sites included in the 2033 matrices and their certainty level as expressed in September 2018 are shown in the table below. As would be expected all sites at this distance into the future are regarded as either hypothetical or reasonably foreseeable

Table 3 - 2033 Uncertainty Log

Location	Area (ha)	Site Use	Certainty
Land South of Wilson Patten Street (inc former Mr Smiths)	2.38	Residential	Hypothetical
Land at junction of Wilson Patten Street / Winmarleigh Street	0.16	Residential	Hypothetical
Bathroom & Tile Showroom	0.1	Residential	Hypothetical
Site of former Kwik Save	0.39	Residential	Near certain
Scotland Rd - Adjacent to south-western cockhedge bridge	0.08	Residential	Hypothetical
Site of former Andrew Harris furniture	0.42	Residential	Hypothetical
Warrington Car Wash and Car Sales	0.19	Residential	Reasonable foreseeable
Land bounded by Winwick Road, Orford Lane and Bluecoat Street	1.61	Residential	Hypothetical
Pinner's Brow Retail Park	1.98	Residential	Hypothetical
Former K&N works	0.32	Residential	reasonable foreseeable
Crosfield Street ALDI	0.65	Residential	Hypothetical
Crossley Street	0.25	Residential	Hypothetical

Location	Area (ha)	Site Use	Certainty
General Street Metal Works	0.34	Residential	Hypothetical
Land adjacent Lord Street, Latchford	0.07	Residential	Hypothetical
Furnish with Flair Site	0.31	Residential	Hypothetical

Under current WebTAG guidelines all these sites would be excluded from the core forecast, and all growth between 2028 and 2033 would be generated using standard NTEM factors.

The key issues to note are that all sites are residential and the majority are relatively small. The additional trips added to the matrices from each of these sites relative to the trips from the corresponding zones in the base year are shown in **Table 4**. Zone locations are shown in **Figure 1**.

Table 4 - Development Trips 2033

Site	Zone	Development Trips		Base Year Trips		Development Impact	
		AM	PM	AM	PM	AM	PM
Land South of Wilson Patten Street (inc former Mr Smiths)	221	35	38	68	235	52.0%	16.2%
Land at junction of Wilson Patten Street / Winmarleigh Street	2004	2	3	90	51	2.6%	5.0%
Bathroom & Tile Showroom	2001	1	2	76	45	2.0%	3.6%
Site of former Kwik Save	2020	6	6	281	350	2.1%	1.8%
Scotland Rd - Adjacent to south-western cockhedge bridge	2018	1	1	374	359	0.3%	0.4%
Site of former Andrew Harris furniture	2019	6	7	472	487	1.3%	1.4%
Warrington Car Wash and Car Sales	219	61	66	694	736	8.8%	8.9%
Land bounded by Winwick Road, Orford Lane and Bluecoat Street							
Pinner's Brow Retail Park							
Former K&N works							
Crosfield Street ALDI	91	10	10	117	223	8.3%	4.7%
Crossley Street	195	9	9	358	460	2.5%	2.0%
General Street Metal Works							
Land adjacent Lord Street, Latchford	209	1	1	181	118	0.6%	0.9%
Furnish with Flair Site	156	5	5	191	208	2.4%	2.4%
TOTAL		138	148	2902	3272	4.7%	4.5%

The total additional demand added to the matrices to represent growth between 2028 and 2033 was 1100 trips (AM Peak) and 1296 trips (PM Peak). The proportion of this due to developments was around 12%, thus 88% of the growth is spread across the whole modelled area.

Overall, the developments represent less than 5% of the trips from the zones in which they are included, and developments are evenly spread across the central area.

The largest percentage impact is for zone 221, land south of Wilson Patten St. This is close to the proposed scheme. The site adds 35 trips in the AM peak and 38 trips in the PM peak so its impact on the scheme would be expected to be minimal.

5. Conclusion

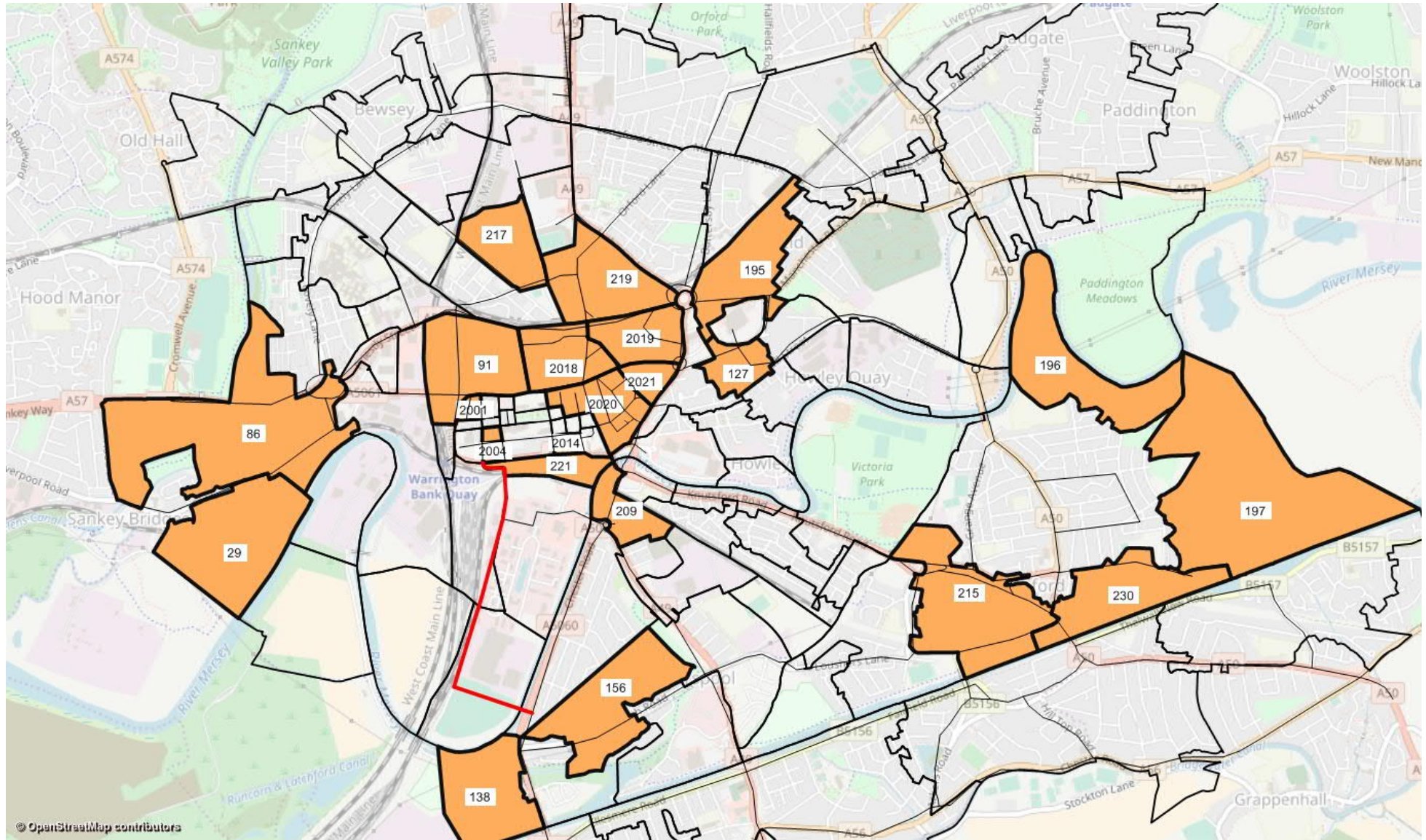
The analysis has examined the impacts of changes to the levels of certainty in developments used for the Centre Park Link forecasts.

The conclusions vary by forecast year as follows:

- For the 2018 forecasts all developments used had a high level of certainty and should be included in the forecasts.
- For the 2028 forecasts the developments represent the highest proportion of total growth and there is a wider spread of levels of certainty. The effects of changing forecasts to reflect the current planning data would be greatest in the 2028 scenario. The analysis presented previously focussed specifically on the 2028 forecasts and conclude that although there were some large differences between the information used in developing the forecasts and current planning data, these differences would not have a significant impact on overall demand on the scheme since this was not dependent on specific developments.
- For the 2033 forecasts all developments have a low level of certainty and would be excluded from modelling for a core scenario. However the scale of development represented is small in proportion to the overall demand growth to 2033 and spread across the network. This would be replaced by additional NTEM growth and would not have a significant impact on the scheme.

From this and the previous analysis we conclude that although results would be different, any change in forecasting approach would not materially affect the conclusions regarding value for money of the scheme.

Figure 1: Development Zone Locations



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Centre Park Link Assessment – Impact of Non committed Schemes

1. Overview

A further assessment has been undertaken to assess the impact of the inclusion of development schemes with an uncertainty ranking of reasonably foreseeable and hypothetical in the model.

When the modelling work was carried out no levels of certainty were attached to the developments used in forecasting. Standard WebTAG practise is to allocate developments to one of a set of certainty levels, namely:

- Near Certain;
- More than likely;
- Reasonably foreseeable; and
- Hypothetical.

In general, developments falling into one of the first two categories should be included in the central case forecasts, while those in the latter two categories used for the optimistic or higher growth forecasts only.

Subsequently Warrington BC has allocated likelihoods to these developments, the implications of this were discussed in the note; Centre Park Link – Development Assumptions Review (October, 2018).

2. Analysis

The schemes identified with likelihoods in the latter two categories are listed below:

Table 5 Developments With Lower Certainty Rankings

Location	Model Zone	Site Use	Date of opening assumed
Forrest Way Business Park	29	Office	2028
Land at Stanley Street	2014	Office	2028
Land adjacent Magistrates Court	2006	Residential	2028
Former Cabinet Works and Vicinity	2020	Residential	2028
Land at Winwick Street	219	Residential	2028
Land bounded by Haydock Street, Ashton Street and John Street	219	Residential	2028
Warrington Central Trading Estate	217	Residential	2028
Crosfield Street Petrol Filling Station	91	Residential	2028
Brook Place	215	Residential	2028
PDC Irwell Road	156	Residential	2028
224 - 228 Wilderspool Causeway	156	Residential	2028
Land at Thelwall Lane West	197	Residential	2028
Disused Railway Line (Parcel 2)	215	Residential	2028
Disused Railway Line (Parcel 1)	215	Residential	2028

Location	Model Zone	Site Use	Date of opening assumed
Land South of Wilson Patten Street (inc former Mr Smiths)	221	Residential	2033
Land at junction of Wilson Patten Street / Winmarleigh Street	2004	Residential	2033
Bathroom & Tile Showroom	2001	Residential	2033
Site of former Kwik Save	2020	Residential	2033
Scotland Rd - Adjacent to south-western cockhedge bridge	2018	Residential	2033
Site of former Andrew Harris furniture	2019	Residential	2033
Warrington Car Wash and Car Sales	219	Residential	2033
Land bounded by Winwick Road, Orford Lane and Bluecoat Street	219	Residential	2033
Pinners Brow Retail Park	219	Residential	2033
Former K&N works	219	Residential	2033
Crosfield Street ALDI	91	Residential	2033
Crossley Street	195	Residential	2033
General Street Metal Works	195	Residential	2033
Land adjacent Lord Street, Latchford	209	Residential	2033
Furnish with Flair Site	156	Residential	2033

The zones containing these developments and their relationship to the scheme are shown in **Figure 2**.

An analysis was undertaken of the numbers of car trips added to each zone as a result of the assumptions made regarding these developments and the total numbers of trips generated by these zones in the final matrices. This demonstrates the proportion of the trips to and from these zones that is dependent on the development assumptions.

The number of two way trips or each development zone and the number of trips in the final 2033 matrices are shown in **Table 6**.

Table 6 – Development Trips (Non Committed Sites) Contribution to Full Matrix

Zone	Development Trips			2033 Demand Total			Development Proportion		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
29	607	448	680	758	708	947	80.1%	63.2%	71.9%
91	5	10	8	266	236	343	2.0%	4.3%	2.2%
156	18	33	24	233	288	260	7.7%	11.4%	9.2%
195	4	8	6	429	540	545	0.9%	1.4%	1.0%
197	16	30	22	364	277	406	4.5%	10.8%	5.4%
209	0	1	1	210	105	149	0.2%	0.8%	0.4%
215	21	37	27	549	351	765	3.8%	10.7%	3.6%
217	32	58	42	392	696	544	8.1%	8.3%	7.8%
219	51	95	70	1100	1187	1209	4.7%	8.0%	5.8%
221	16	30	22	114	257	298	14.1%	11.8%	7.5%
2001	1	1	1	82	65	50	0.8%	1.9%	1.9%
2004	1	2	2	98	26	57	1.1%	7.8%	2.7%
2006	0	1	0	27	20	39	1.3%	3.2%	1.2%

Zone	Development Trips			2033 Demand Total			Development Proportion		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
2014	5	1	5	48	68	104	10.4%	1.6%	5.3%
2018	1	1	1	404	517	390	0.1%	0.2%	0.2%
2019	3	5	4	518	678	534	0.5%	0.8%	0.7%
2020	3	5	4	318	463	388	0.8%	1.1%	0.9%
Total	785	766	918	5913	6481	7026	13.3%	11.8%	13.1%

To understand how many of these development trips use the Centre Park Link a select link analysis was carried out for each direction and in each peak. The total number of trips assigned to the link to and from each of the above zones was extracted.

The numbers of car trips from the new developments using the select link was calculated by applying the development proportions identified in **Table 6** to the total numbers from the zone in the select link.

The results of this calculation are shown in **Table 7**.

Table 7: Development Generated Trips Using Centre Park Link

Zone	Development generated trips		
	AM	IP	PM
29	76.7	30.2	27.8
86	0.0	0.0	0.0
91	1.1	0.6	1.9
92	0.0	0.0	0.0
127	0.0	0.0	0.0
138	0.0	0.0	0.0
156	0.9	0.3	1.3
195	0.0	0.0	0.0
196	0.0	0.0	0.0
197	0.0	0.0	0.0
209	0.0	0.0	0.1
215	0.0	0.0	0.1
217	2.3	1.7	3.4
219	3.9	2.5	5.2
221	0.1	0.3	0.3
230	0.0	0.0	0.0
2001	0.3	0.2	0.3
2004	0.1	0.1	0.3
2006	0.1	0.1	0.1
2014	1.4	0.1	0.8
2018	0.1	0.1	0.1
2019	0.0	0.0	0.1
2020	0.0	0.0	0.0
2021	0.0	0.0	0.0
Total	87.0	36.1	41.9
Matrix Total	1264.1	906.9	1837.2
% demand from dev	6.9%	4.0%	2.3%

3. Discussion

The results show that between 2.3% and 6.9% of the traffic during each peak assigned on the Centre Park Link is generated by the developments considered in the uncertainty log and not committed. This would equate to an average of 4% over the course of the average weekday.

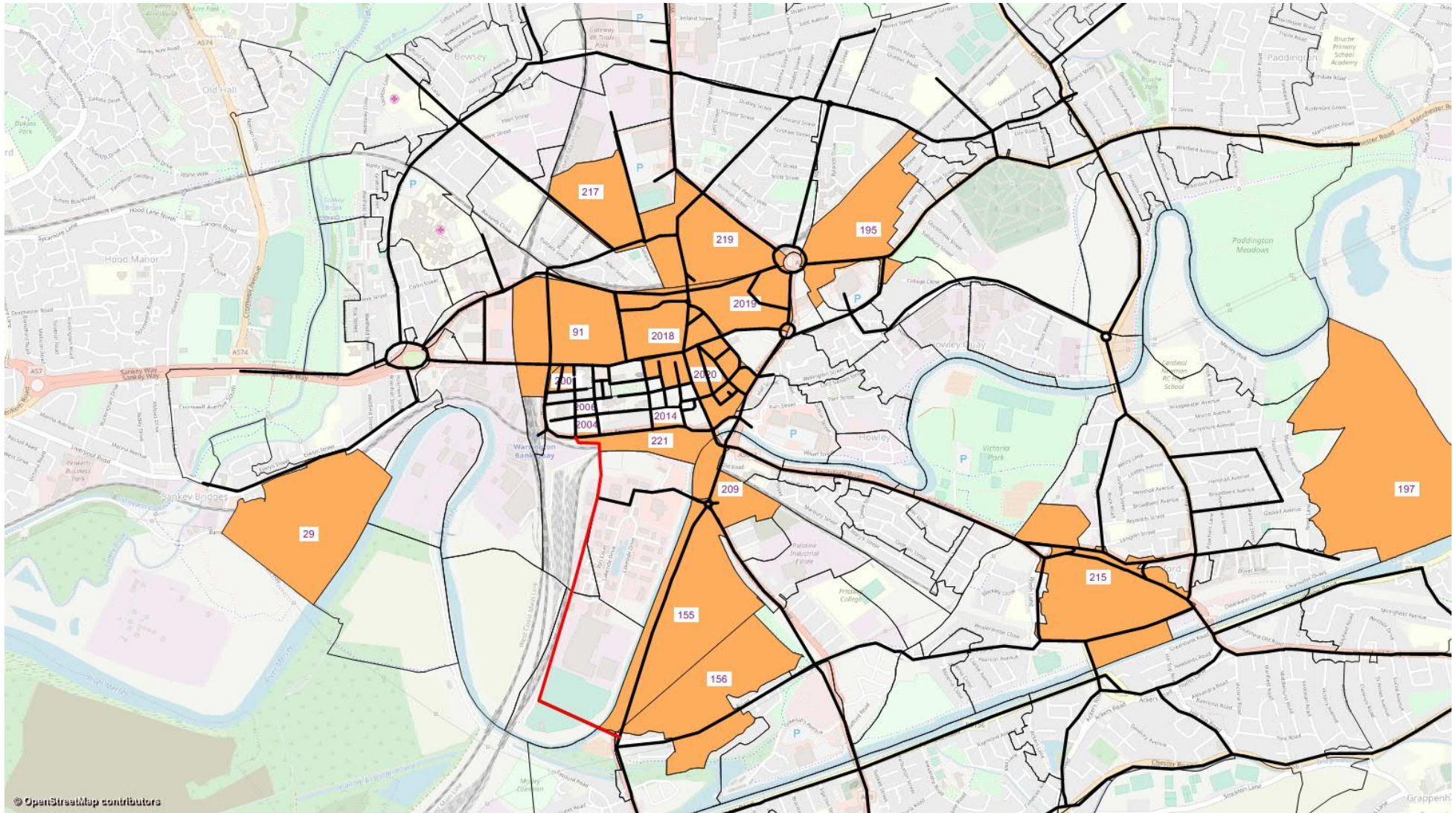
This is consistent with the earlier analysis reported in the note Warrington Centre Park Link Forecasting (June 2018) which concluded that the contribution of all development trips to the total assignment flow on the link was relatively small.

This further analysis supports the original conclusions reported in that note, which are:

- The majority of traffic using the new link and benefiting from the scheme is not generated by the developments used in creating the forecasts;
- The distribution of traffic from the development sites is spread across the borough and does not focus on the corridors around the development;
- Any changes that might be made to the demand to account for changes in development levels would be offset by controlling overall demand to NTEM thus the overall matrix size, and the demand in the town centre around the scheme would be unchanged.

Given the above, it was therefore be concluded that any further cost benefits analysis undertaken without the non-committed developments would be expected to produce a very similar outcome.

Figure 2: Zone Locations



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Centre Park Link

Annex O: AST

Appraisal Summary Table

Date produced: 20 6 2018

Contact: A. Dickin
Warrington B.C
Promoter/Official

Name of scheme:	Centre Park Link Scheme
Description of scheme:	New highway link across the Mersey, connecting Gainsborough Road and Stutchers Lane - providing access to Centre Park South

Impacts	Summary of key impacts	Assessment	Quantitative	Qualitative	Monetary £000s(NPV)	Distributional 7-pt scale/ vulnerable grp
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Business users & transport providers	Considerable uplift in business user time saving benefits as a result of the two-way traffic arrangement on Stutchers Lane.	Value of journey time changes(£000s)	26,753	Moderate Beneficial	32,243		
			Net Journey time changes (£000s)				> 5min
			<0 min				0 to 2 min

Reliability impact on Business users	Provides enhanced reliability and predictability for vehicle journeys on the transport network, particularly a reduction in journey times over Bridgetoot and Brian Bevan. The scheme enhances the resilience of the network to accidents and congestion as drivers will have the opportunity to 'escape' from incidents on the highway network. Improvement in journey times through the town centre and on local roads relieved by the new route, particularly in the AM/PM peaks.	-15,290	12,132	22,276	7,635	Moderate Beneficial
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Regeneration	Unlocks/releases brownfield land at Centre Park South for residential development through the provision of appropriate transport access. The development of this site is dependent on the scheme being delivered.	LSH Assessment: 360 Pessimistic; 480 Likely; 600 optimistic (new homes)		Moderate Beneficial		
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Wider Impacts	Provides enhanced access to Warrington Town Centre and Centre Park Business Park, contributing to enhanced effective density of economic activity with increased accessibility between firms and workers, supporting economic growth.	Total Jobs within C&W: 372; outside C&W: 186; Total: 558		Slight Beneficial		
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Noise	Potential noise and vibration sources are likely to be construction and operation (i.e. road traffic noise) from the scheme. It is likely that the receptors located in Chester Road will experience a short term effect during the construction phase but will have a net benefit during operation as the scheme will divert traffic off Chester Road.			Slight Beneficial		
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Air Quality	The scheme may result in a net benefit to the receptors along Chester Road through the diversion of traffic to the new highway link. Receptors include residential properties on Chester Road, Businesses (Centre Park) and designated sites (i.e. Woolston Eye Site of Scientific Interest located to the north east). Given the scale of the current estimates of traffic changes, the scheme is expected to have a local impact rather than regional air quality impact.			Slight Beneficial		
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Greenhouse gasses	Net present monetary value - total change in the non-traded fuel consumption related CO2 emissions between the 'with scheme' and 'without scheme' cases over the whole appraisal period.	Change in non-traded carbon over 60y (CO2e)		Slight Beneficial	1,855	
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Landscape	The route crosses the River Mersey and is then proposed to be on embankment across an existing golf driving range. The scheme then crosses rough, disused land before lying into the existing Stutchers Lane. At a national level, the landscape character of the area is classified under Natural England's National Character Area 60, Mersey Valley.			Neutral		
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Townscape	There are no key community facilities, such as schools, within close proximity to the scheme. There would be no impacts on local communities with regards to access to key facilities.			Neutral		
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Historic Environment	There are not likely to be significant setting impacts given localised screening and the urban setting.			Neutral		
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Biodiversity	Temporary construction and ongoing effects to be avoided where possible through a combination of scheme design which avoids or reduces ecological effects and additional mitigation. Significant short to medium term residual impacts as a result of the link are limited to the loss of woodland and this would reverse to beneficial effects in the long term (ten years or more post-construction) as replacements planting establishes.			Neutral		
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Water Environment	To mitigate the impact on the Mersey River, a single span structure with no piers or intrusive elements is to be delivered. The bridge will be constructed on a low embankment to accommodate the varying topography allowing the scheme and future residential development adjacent the new link to mitigate the effects of flood risk in the area.			Neutral		
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Commuting and Other users	Observed to offer commuting and other users journey time savings. The scheme provides an alternative to Bridgetoot roundabout and Brian Bevan Island for vehicle movements through the town centre.	Value of journey time changes(£000s)	83,485	Moderate Beneficial	87,958	
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		<0min	0 to 2 min	2 to 5min	> 5min	
		-63,723	42,999	76,540	27,669	

Social						
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Appraisal Summary Table

Date produced:

20

6

2018

Contact:

Name A. Dickin

Organisation Warrington B.C

Role Promoter/Official

Impacts	Summary of key impacts	Assessment			
		Quantitative	Qualitative	Monetary £000s(NPV)	Distributional 7-pt scale/ vulnerable grp
Reliability impact on Commuting and Other users	Delivers enhanced reliability and predictability for vehicle journeys on the transport network, particularly a reduction in journey times over Bridgeton and Brian Bevan. The scheme enhances the resilience of the network to accidents and congestion.		Moderate Beneficial		
Physical activity	The scheme is a critical enabling piece of infrastructure that in time will lead to the development of new residential dwellings within close proximity to the city centre and Warrington Bank Quay station promoting active travel.		Slight Beneficial		
Journey quality	The scheme includes good design and layout principles contributing to road safety improvements. Appropriate signage would be included to promote route certainty.		Moderate Beneficial		
Accidents	Removal of traffic from a severely congested roads in the town centre area may reduce the numbers of sight accidents and thus provide an additional benefit value to the scheme. The scheme promotes a reduced fear of potential accidents due to improved road standards. This includes increased sight distances, a widened carriageway and controlled access on to the carriageway.	No COBAL T assessment was deemed necessary. A road safety audit has been undertaken of the scheme design, together with review of historic accidents.	Slight Beneficial		
Security	The scheme includes provision for new street lighting as well as maintenance to existing lighting. There are no proposed changes to security for bus/ public transport users as part of the scheme (no additional wait time at stop or walk penalty attributed).		Neutral		
Access to services	The scheme enables land at Centre Park South to be developed, facilitating the development of new residential dwellings with strong links to the town centre.		Slight Beneficial		
Affordability	The scheme includes no provision to change or the intention to introduce parking charges, road user charges, public transport fare changes, or public transport concession availability which may affect affordability.		Neutral		
Severance	Pedestrian connectivity to Centre Park Business Park is important to connect the workforce with services and amenities. The implemented scheme will alter vehicular movement and invariably lead to a reduction in pedestrian severance, as congested roads can often act as the deterrent.		Slight Beneficial		
Option and non-use values	There will be insignificant change to the availability of transport services for the study area. The assessment determined that this classification area was not required to be assessed and as such assessed as Neutral.		Neutral		
Cost to Broad Transport Budget	Scheme is financially viable with WBC maintenance budget covering ongoing maintenance and operation requirements		-	18,203	
Indirect Tax Revenues	There will be a slight change in fuel taxation revenue from implementation of the scheme.		-	-4,005	

Public Account

Centre Park Link
**Annex P: Distributional Impact
Appraisal**

Prepared by: [Redacted] Checked by: [Redacted]
 [Redacted] Consultant, Transportation [Redacted] Regional Director, Transportation

Approved by: [Redacted]
 [Redacted] Associate Director, Transportation

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Distributional Impact Appraisal	60447289	Warrington Council	[Redacted]	15.06.2018	[Redacted]

Revision history

Revision	Revision date	Details	Name	Position
0.4	15.06.2018	Issue 2: Full Business Case for Conditional Approval	[Redacted]	Senior Consultant
0.3	02.04.2016	Issue 1: Outline Business Case for Conditional Approval	[Redacted]	Associate Director
0.2	01.04.2016	Review 1	[Redacted]	Principal Consultant
0.1	27.01.2017	Draft	[Redacted]	Senior Consultant

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1. INTRODUCTION

1.1 Introduction

- 1.1.1 This report analyses the distributional impact of the proposed Centre Park Link Scheme, which is now a mandatory requirement of WebTAG, to support the Centre Park Link Business Case.
- 1.1.2 The appraisal has been undertaken in accordance with WebTAG guidance, published by DfT in TAG Unit A4.2 (Distributional Impact Analysis).
- 1.1.3 The purpose of this report is to identify the impact of the Centre Park transport scheme across different social groups, with a particular reference to the impact on equality through comparison of the impacts upon vulnerable groups compared to the majority of the population.

1.2 Background

- 1.2.1 The January 2014 update of WebTAG replaced Unit 3.17 (Guidance on Social and Distributional Impacts) with two separate units, with Unit A4.1 (Social Impact Appraisal) and A4.2 (Distributional Impact Appraisal). Unit A4.2 is now the guidance used to undertake distributional impacts and is the basis of this report. The latest issued was published 23 December 2015.
- 1.2.2 Distributional impacts relate to the extent to which there are differences in the way impacts affect different groups in society. The distributional impact appraisal acknowledges that different groups will experience different beneficial and/or adverse impacts from a scheme.

1.3 Overview of Distributional Impact Appraisal Process

- 1.3.1 The approach outlined in DfT's guidance ensures the distributional impact appraisal is proportionate to the scale of the issue and with the initial step identifying whether a full appraisal is required. **Table 1.1** outlines the full appraisal approach to be undertaken and the expected outputs for the eight distributional impact indicators. This report specifically addresses step 1 and 2.

Table 1.1: Overview of the Distributional Impact Appraisal Process

Step	Description	Output
1	Screening Process: Identification of likely impacts for each indicator	Screening Proforma
2	Assessment: Confirmation of the area impacted by the transport intervention (impact area); Identification of social groups in the impact area; and Identification of amenities in the impacts.	Distributional impacts social groups statistics and amenities affected within the impact area
3	Appraisal of Impacts: Core analysis of the impacts Full appraisal of the distributional impacts and input into AST	Appraisal Worksheets and AST inputs

1.4 Scheme Overview

1.4.1 The Centre Park Link scheme is located within Warrington, the most northerly of the local authorities in the Cheshire area, and within the responsibilities of the Cheshire and Warrington Local Enterprise Partnership (C&W LEP) area.

1.4.2 The high level scope of the Centre Park Link scheme includes:

- A new bridge structure across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern site of Centre Park;
- A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge;
- A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane;
- A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street; and
- A package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. The definition of the scheme scope has been agreed following an extensive process of problem identification, data analysis and objective setting.

1.5 Scheme Objectives

1.5.1 The Centre Park Link Scheme is predicted to alleviate a number of transportation issues and unlock potential development land to bring benefits to the local population and businesses and to the wider economy. The high level objectives are underpinned by a set of specific, measurable second tier indicators as described below:

Table 1.1: Centre Park Link Scheme Objectives

No.	Objective
1	Provide enhanced reliability and predictability of journeys on the transport network
1.1	Reduction in journey times over Bridgefoot and Brian Bevan Island (W-S)
1.2	Reduction in journey times over Bridgefoot and Brian Bevan Island (N-S)
2	Provide improved journey times at key pinch points
2.1	Reduce levels of traffic delay at Brian Bevan Island
2.2	Reduce levels of traffic delay at Bridgefoot Gyratory
2.3	Reduce levels of traffic delay at Liverpool Road/Parker Street
3	Provide additional route options and resilience
3.1	Provide additional route options
4	Support improvements to quality of life factors in Warrington
4.1	Deliver air quality improvements at Chester Road and Wilson Patten Street
4.2	Reduce pedestrian severance between town centre and Centre Park

5	Enable land to be unlocked that supports economic growth in Warrington
5.1	Facilitate unlocking of land to provide housing supply on Centre Park
5.2	Facilitate job growth on Centre Park

1.6 Report Structure

1.6.1 Following on from this introduction, the remaining report is structured as follows:

- Chapter 2: Initial Distributional Impact Pro-forma outlining the key findings of the Step 1 screening process; and
- Chapter 3: Social group profiling and amenities presenting analysis of Census and Indices of Multiple Deprivation (IMD) datasets for key social groups for the area surrounding the scheme. The number of amenities within the area that could be affected are also detailed.

2. STEP 1 (INITIAL SCREENING)

2.1 Step 1 Assessment Approach

2.1.1 The initial screening assessment considers the likely potential impact (positive or negative) of the eight distributional impact indicators with regard to:

- vulnerable children;
- older people;
- people living with a disability;
- black and minority ethnic (BME) communities;
- people without access to a car; and
- people on low incomes.

Initial Screening Pro-forma and Key Findings

2.1.2 The distributional impact pro-forma below provides conclusions from this screening process, with recommendations on whether a full assessment or qualitative assessment is required as part of the full Distributional Impact appraisal. Table 2.1 presents the overall pro-forma, while Table 2.2 provides the high level summary of the initial screening process.

Table 2.1: Distributional Impact Appraisal Screening Pro-forma

Indicator	(a) Appraisal output criteria	(b) Potential impact (yes / no, positive/negative if known)	(c) Qualitative Comments	(d) Proceed to Step 2
User benefits	The TUBA user benefit analysis software or an equivalent process has been used in the appraisal; and/or the value of user benefits Transport Economic Efficiency (TEE) table is non-zero.	Yes There is likely to be a positive net user benefit, accrued to all users including commuters, business travelers and other travelers.	TUBA has been used in the appraisal undertaken for the scheme.	The Economic Case provides includes quantitative detail for User benefits only.
Noise	Any change in alignment of transport corridor or any links with significant changes (>25% or <-20%) in vehicle flow, speed or %HDV content. Also note comment in TAG Unit A3.	Yes	An assessment against noise has been carried out as part of the Environmental work package to support the approvals process.	An Environment Impact Assessment was undertaken to satisfy planning requirements for the scheme only.
Air quality	Any change in alignment of transport corridor or any links with significant changes in vehicle flow, speed or %HDV content: <ul style="list-style-type: none"> • Change in 24 hour AADT of 1000 vehicles or more • Change in 24 hour AADT of HDV of 200 HDV vehicles or more • Change in daily average 	Yes	Analysis needs to be undertaken to assess whether the key vulnerable groups will experience better or worse air quality as a result of the scheme. An assessment	An Environment Impact Assessment was undertaken to satisfy planning requirements for the scheme only.

Indicator	(a) Appraisal output criteria	(b) Potential impact (yes / no, positive/negative if known)	(c) Qualitative Comments	(d) Proceed to Step 2
	<p>speed of 10kph or more</p> <ul style="list-style-type: none"> • Change in peak hour speed of 20kph or more • Change in road alignment of 5m or more 		against air quality has been carried out as part of the Environmental work package to support the approvals process.	
Accidents	Any change in alignment of transport corridor (or road layout) that may have positive or negative safety impacts, or any links with significant changes in vehicle flow, speed, %HGV content or any significant change (>10%) in the number of pedestrians, cyclists or motorcyclists using road network.	Yes The model will be used to identify significant changes to vehicle flow, and speed. A qualitative assessment will be required to understand any potential changes to accidents.	The option assessment process, reported separately has considered changes in vehicular flow and speed, providing qualitative assessment of the impact on accident levels in the catchment. Existing accident/collision data has been reviewed.	The option assessment report provides plots and commentary without the need for a COBAL assessment.
Security	Any change in public transport waiting/interchange facilities including pedestrian access expected to affect user perceptions of personal security.	Yes The scheme consists mainly of highway improvement measures and will have no direct or indirect impact on the current provision for public transport or the way it is accessed. The new link is to be designed to accommodate the safe passage of pedestrians. It includes provision for new street lighting as well as maintenance to existing lighting which would enhance the safety for road users.		The scheme which has no adverse impact on public transport users or pedestrians. No further assessment is proposed in this respect.
Severance	Introduction or removal of barriers to pedestrian movement, either through changes to road crossing provision, or through introduction of new public transport or road corridors. Any areas with significant changes (>10%) in vehicle flow, speed, %HGV content.	TAG Unit A4 defines severance as either separation of residents from their facilities due to major change in transport infrastructure or by changes in traffic flows. The issue of	Initial options considered introduction of a gyratory within the town centre. Through the option assessment process this was	No further assessment of severance is proposed.

Indicator	(a) Appraisal output criteria	(b) Potential impact (yes / no, positive/negative if known)	(c) Qualitative Comments	(d) Proceed to Step 2
		<p>severance mainly concerns non-motorised transport users such as cyclists and pedestrians who can be impeded by both physical barriers to or significant traffic flows.</p> <p>The current levels of provision for cyclists and pedestrians at Centre Park Business Park / Centre Park South will not be adversely affected by the proposed scheme.</p>	<p>discounted. The preferred scheme is not considered to have an adverse impact on the pedestrian movement between Centre Park / Wilson Patten Street and the town centre.</p>	
<p>Accessibility</p>	<p>Changes in routings or timings of current public transport services, any changes to public transport provision, including routing, frequencies, waiting facilities (bus stops / rail stations) and rolling stock, or any indirect impacts on accessibility to services (e.g. demolition & re-location of a school).</p>	<p>Likely to be negligible</p>	<p>Accession plot to assess impact.</p>	<p>The proposed scheme has no effect on provision and the quality of public transport delivered to the local residents.</p> <p>A qualitative assessment is to be carried out using Accession and reported through the Evidence Review document.</p>
<p>Affordability</p>	<p>In cases where the following charges would occur;</p> <ul style="list-style-type: none"> • Parking charges (including where changes in the allocation of free or reduced fee spaces may occur); • Car fuel and non-fuel operating costs (where, for example, rerouting or changes in journey speeds and congestion occur resulting in changes in costs); • Road user charges (including discounts and exemptions for different groups of travelers); • Public transport fare changes (where, for example premium fares are set on new or existing modes or where multi- 	<p>There is no user charges, parking charges or public transport fare changes associated with this scheme.</p>	<p>User costs are spread over a relatively wide geographic area.</p>	<p>The Economic Case provides a satisfactory level of detail. A full assessment is not proposed. This is considered appropriate and proportionate considering the type and scale of the scheme.</p>

Indicator	(a) Appraisal output criteria	(b) Potential impact (yes / no, positive/negative if known)	(c) Qualitative Comments	(d) Proceed to Step 2
	<p>modal discounted travel tickets become available due to new ticketing technologies); or</p> <ul style="list-style-type: none"> Public transport concession availability (where, for example concession arrangements vary as a result of a move in service provision from bus to light rail or heavy rail, where such concession entitlement is not maintained by the local authority). 			

Table 2.2: Summary of Proforma

Indicator	Likely Distributional Impact	Recommendations
User benefits	Yes	Economic appraisal
Noise	Yes	Assess as part of the Planning Permit requirements
Air quality	Yes	Assess as part of the Planning Permit requirements
Accidents	Yes	Assess as part of the Transport Assessment and Road Safety Audit
Security	No	Qualitative Assessment only
Severance	Yes	Qualitative Assessment only
Accessibility	Negligible	Qualitative Assessment only
Affordability	Yes	Qualitative Assessment only

3. ASSESSMENT – STEP 2

3.1 Step 2 Assessment Approach

3.1.1 Following the initial screening (Step 1), as outlined in Table 1.1 of this report, the steps to complete Step 2 of the distributional impact appraisal includes:

- a) Confirmation of the area impacted by the transport intervention (impact area) (section 3.2);
- b) Identification of social groups in the scheme study area (section 3.3); and
- c) Identification of amenities in the impact area.

3.2 Stage 2a: Confirmation of the Scheme Study Area

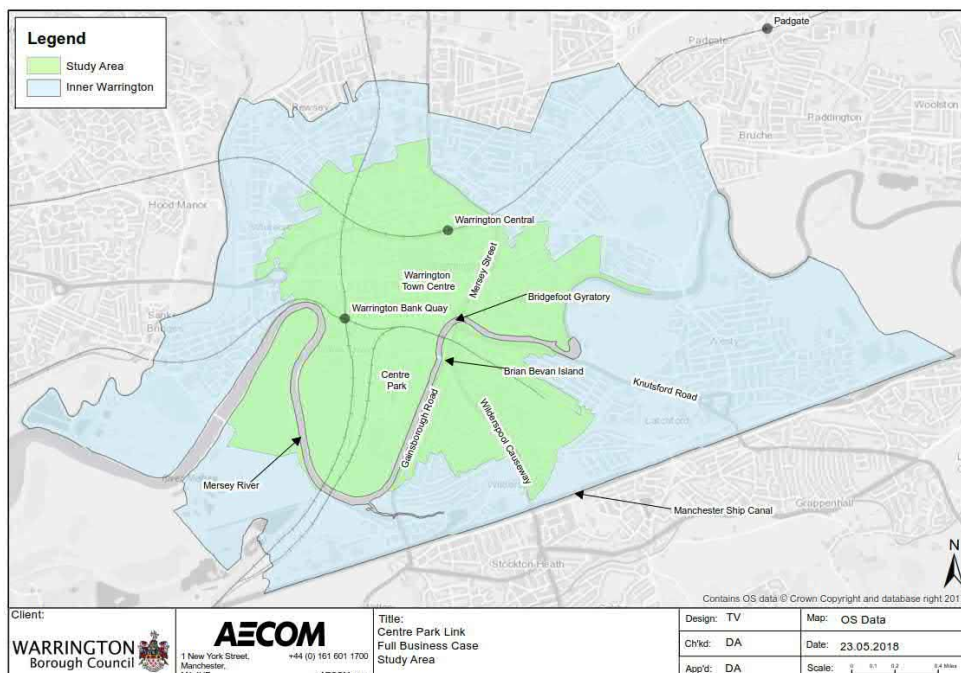
3.2.1 The scheme impact area (see Figure 3.1) has been defined at two distinct levels for analysis:

- Inner Warrington (blue) and
- Scheme specific area of influence – study area (green).

3.2.2 In general, both areas are defined using the ONS Lower Super Output Area (LSOA) level, with Inner Warrington defined broadly consistent with the Local Plan strategic framework and the specific scheme area of influence defined by the approaches to Bridgefoot junction via the Knutsford Road, Wilderspool Causeway, and the A5060; Centre Park Business Park; the Palmyra Cultural Quarter and Bank Quay train station. The scheme specific area of influence is considered the most appropriate impact area for analysis; however acknowledging that the impact area is likely to vary depending on the individual distributional impact indicator being appraised, the mapping presents both boundaries for reference.

3.2.3 The area as defined in Figure 3.1 was agreed by the Project Programme Board on 23 November 2015.

Figure 3.1: Scheme Impact Area



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3.3 Stage 2b: Identification of the target social groups with the impact area

3.3.1 Step 2b requires the analysis of socio-economic, social and demographic characteristics to develop a profile of:

- The **transport users** that will experience changes in travel generalised costs resulting from the intervention; and
- The **people living in areas** who may experience impacts of the intervention even if they are not users; and
- The **people travelling in areas** identified as likely to be affected by the intervention.

3.3.2 **Table 3.1** sets out the groups of people to be identified in the analysis for each of the eight indicators. Analysis has been undertaken using a common set of recent data consistent with WebTAG Unit A4.2 Table 3.

Table 3.1 Scope of Socio-Demographic Analysis for Distributional Impacts

Dataset / Social Group (Ticks indicate analysis required for each impact)	User Benefits	Noise	Air Quality	Accidents	Security	Severance	Accessibility	Affordability
Income Distribution	✓	✓	✓				✓	
Children: proportion of population aged <16		✓	✓	✓	✓	✓	✓	
Young adults: proportion of population aged 16-25				✓			✓	
Older people: proportion of population aged 70+				✓	✓	✓	✓	
Proportion of population with a disability					✓	✓	✓	
Proportion of population of Black and Minority Ethnic (BME) origin					✓		✓	
Proportion of households without access to a car						✓	✓	
Carers: proportion of households							✓	

3.3.3 The following section identifies the spread of social groups across the impact area through the development of profiling maps. The eight social groups outlined above (see Table 3.1) are mapped as follows:

Income Distribution

Figure 3.2: Income Deprivation Domain of the Indices of Multiple Deprivation 2015 – Percentage Quintiles

Figure 3.3: Income Deprivation Domain of the Indices of Multiple Deprivation – 20% Most Deprived Only

Figure 3.4: Job Seekers September 2015 – Count

Children

Figure 3.5: Residents aged under 16 (children) – Percentage within each LSOA

Young People

Figure 3.6: Residents aged 16-25 (young people) – Percentage within each LSOA

Older People

Figure 3.7: Residents aged 70+ - Percentage within each LSOA

BME

Figure 3.8: Black and Minority Ethnic residents - Percentage within each LSOA

Figure 3.9: Black and Minority Ethnic residents – Top 20% LSOAs in Warrington

Disability

Figure 3.10: Residents with day-to-day activities limited due to Long term Health/Disabilities

Figure 3.11: Residents day-to-day activities limited due to Long term Health/Disabilities – Top 20% LSOAs in Warrington

Carers

Figure 3.12: Households with dependent children - Percentage within each LSOA

Figure 3.13: Households with dependent children – Top 20% LSOAs with highest % Households with dependent children

Households without access to a car

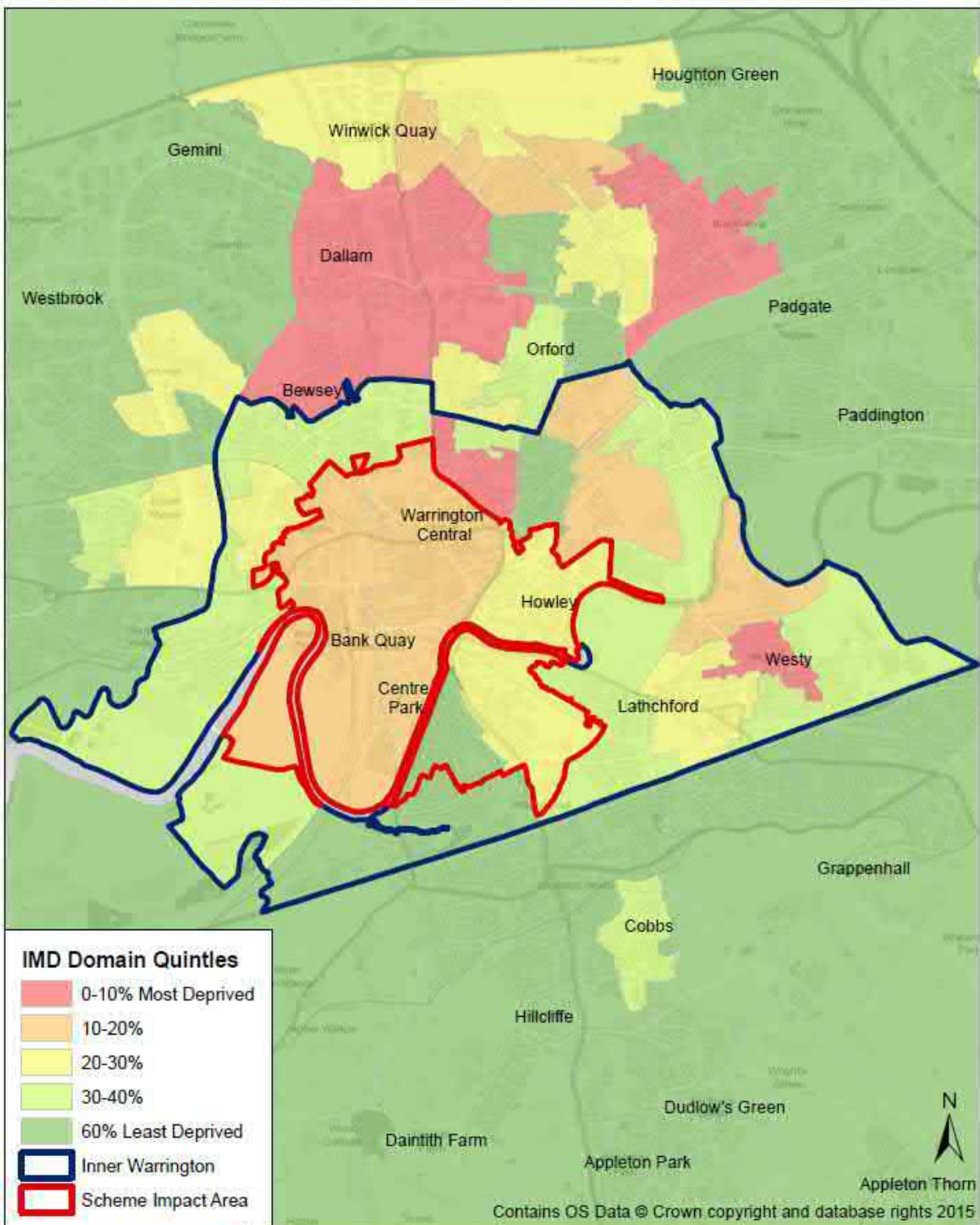
Figure 3.14: Households without access to a car/van - Percentage within each LSOA

Figure 3.15: Households without access to a car/van – Top 20% LSOAs with least access to car/van

3.3.3 The area bound in blue shown on each plan identifies broadly the Inner Warrington area, while the area bound by red shows the rough extents of the Centre Park Scheme impact area (defined by LSOA). The dataset covers the Warrington local borough level to enable comparison against the local authority average.

Figure 3.2: Income Deprivation Domain of the Indices of Multiple Deprivation 2015 – Percentage Quintiles

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IMD Domain Quintiles

- 0-10% Most Deprived
- 10-20%
- 20-30%
- 30-40%
- 60% Least Deprived
- Inner Warrington
- Scheme Impact Area

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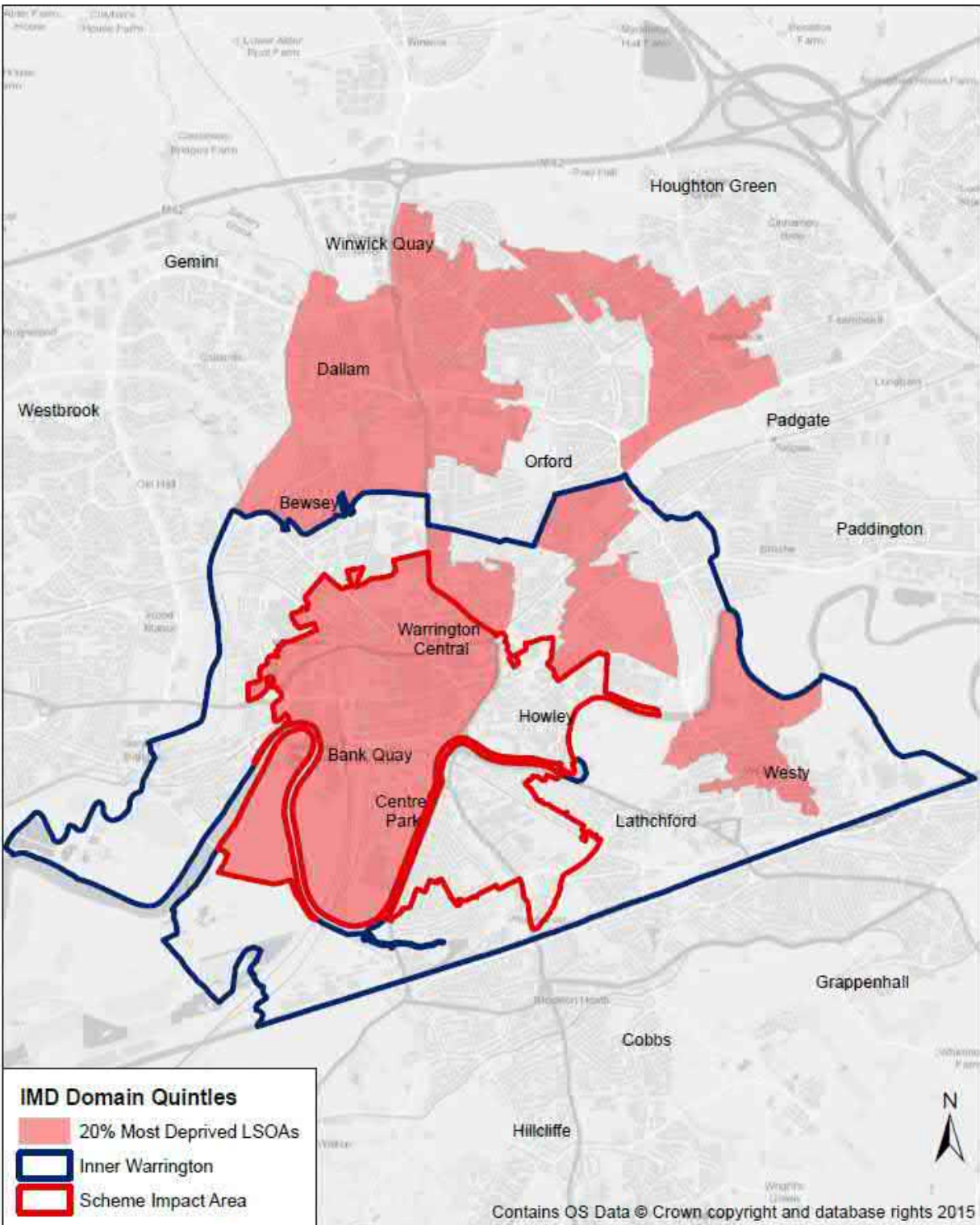
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Figure 3.3: Income Deprivation Domain of the Indices of Multiple Deprivation – 20% Most Deprived Only

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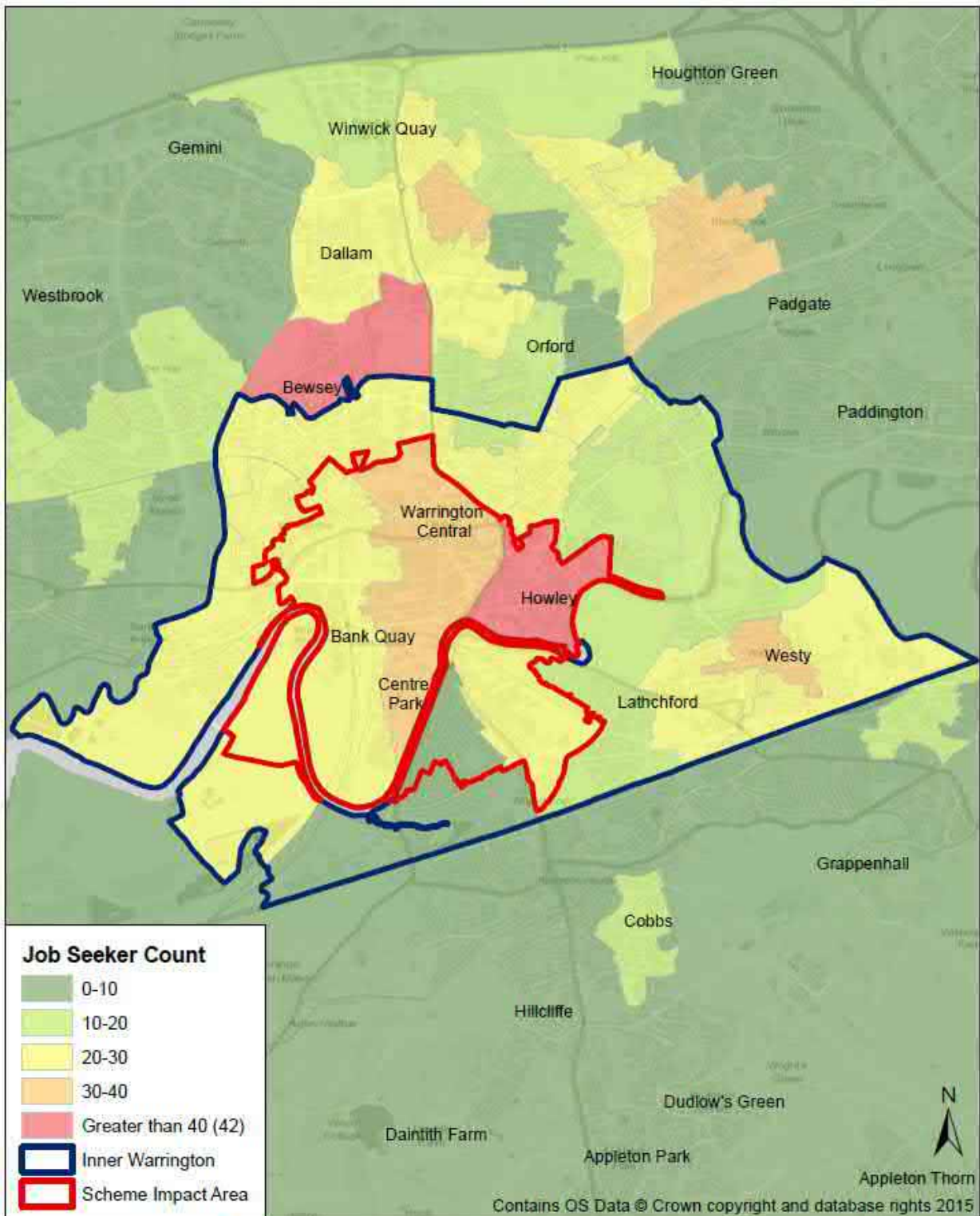
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Figure 3.4: Job Seekers September 2015 – Count

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Figure 3.5: Residents aged under 16 (children) – Percentage within each LSOA

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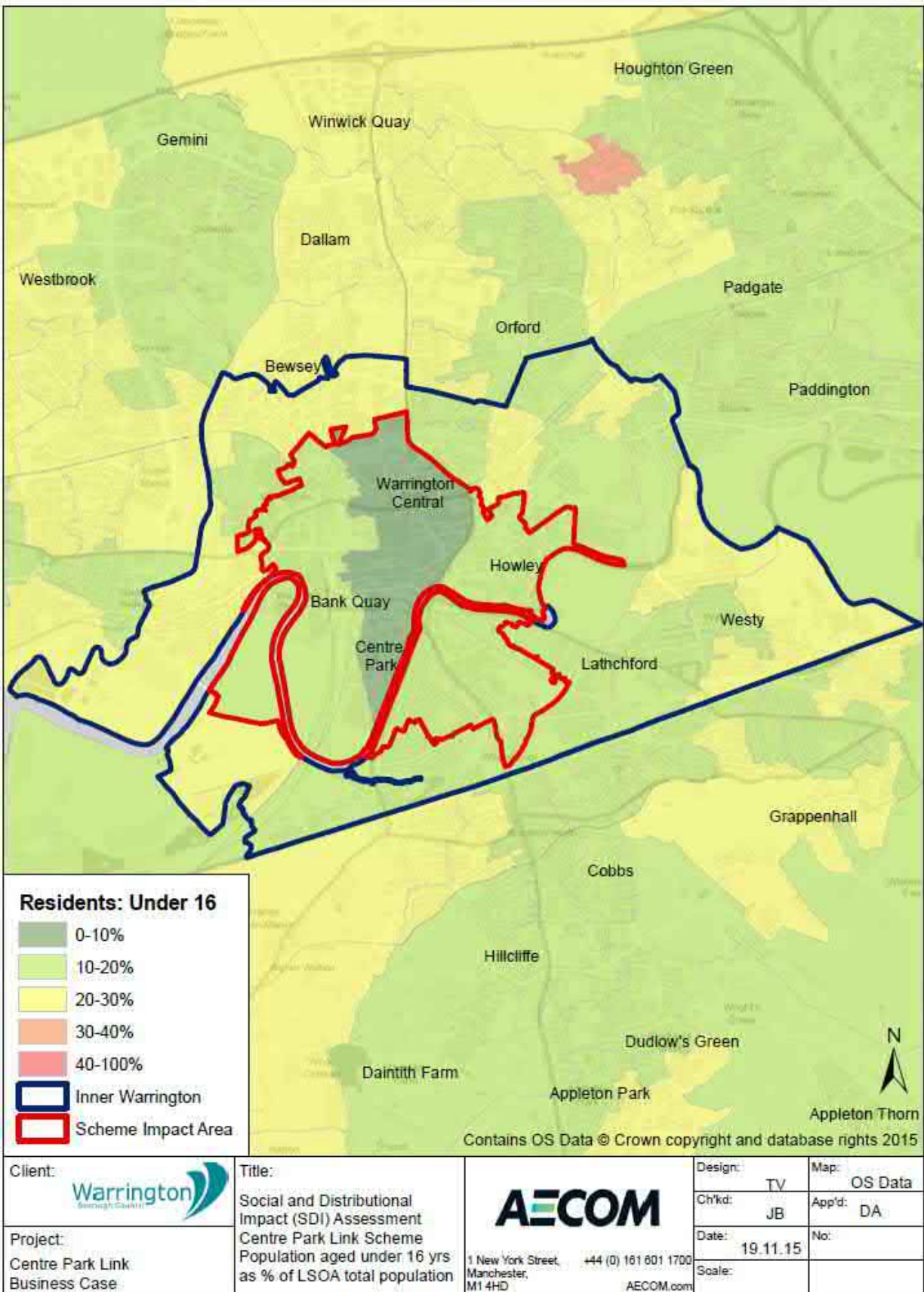
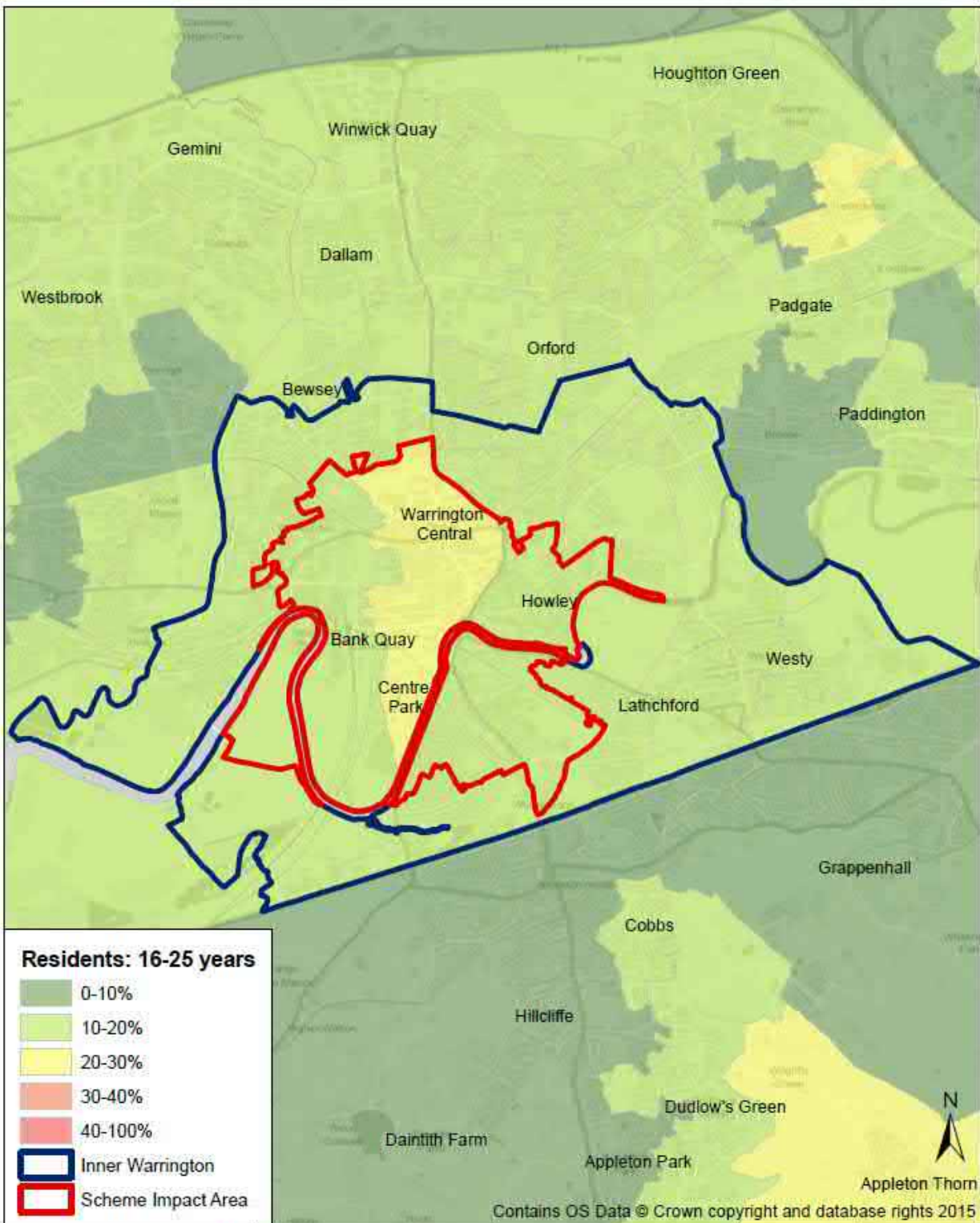


Figure 3.6: Residents aged 16-25 (young people) – Percentage within each LSOA

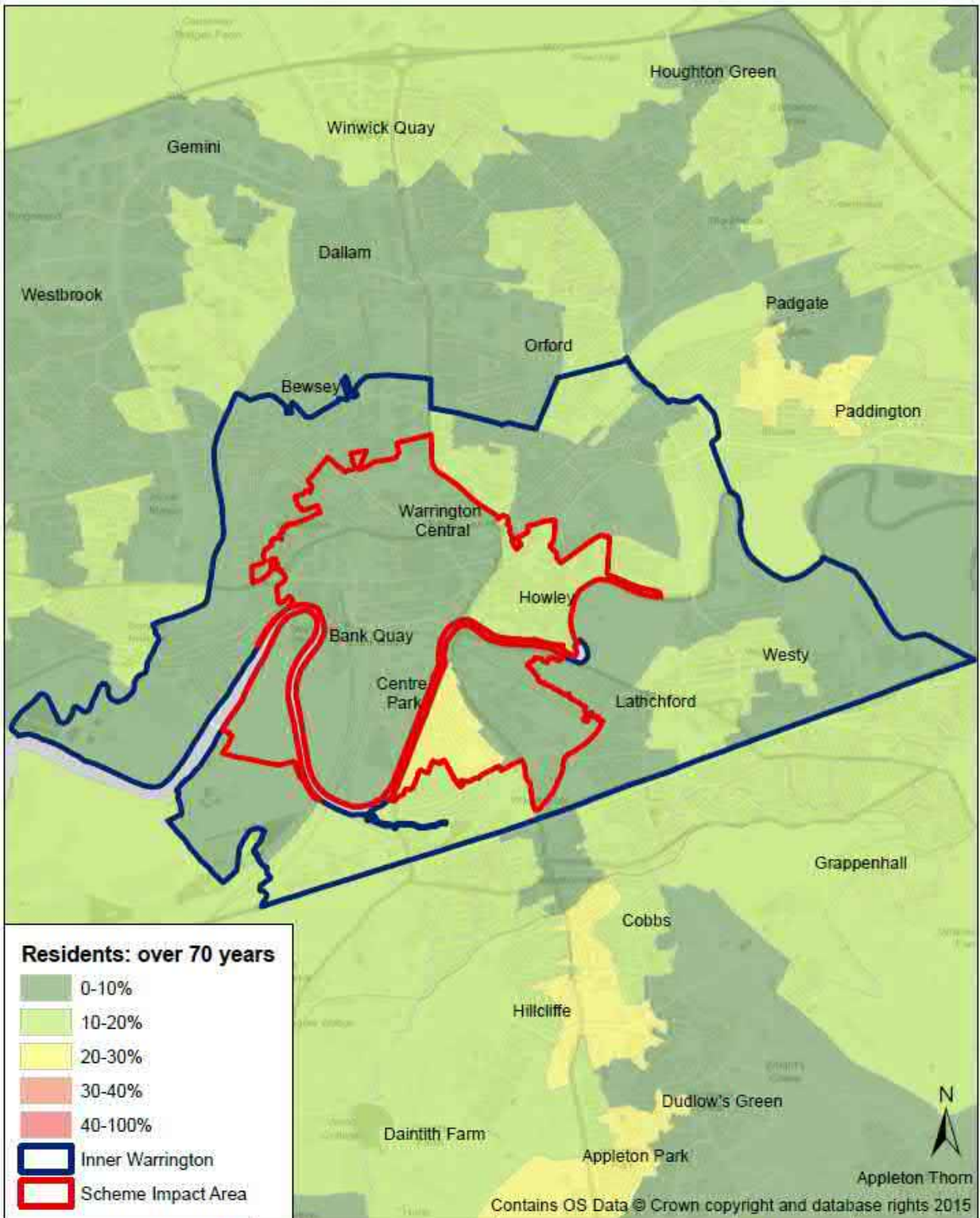
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Figure 3.7: Residents aged 70+ - Percentage within each LSOA

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Figure 3.8: Black and Minority Ethnic residents - Percentage within each LSOA

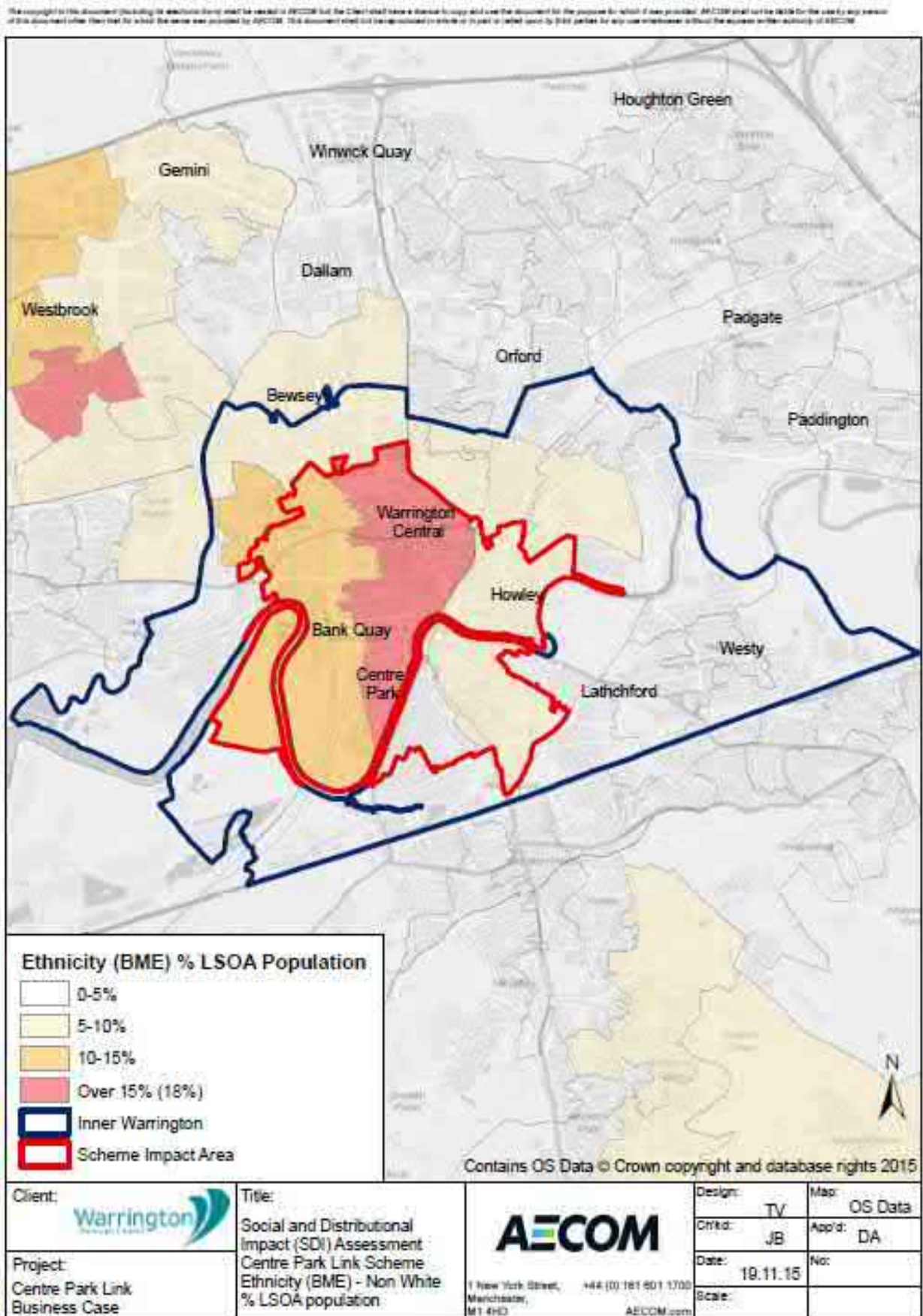


Figure 3.9: Black and Minority Ethnic residents – Top 20% LSOAs in Warrington

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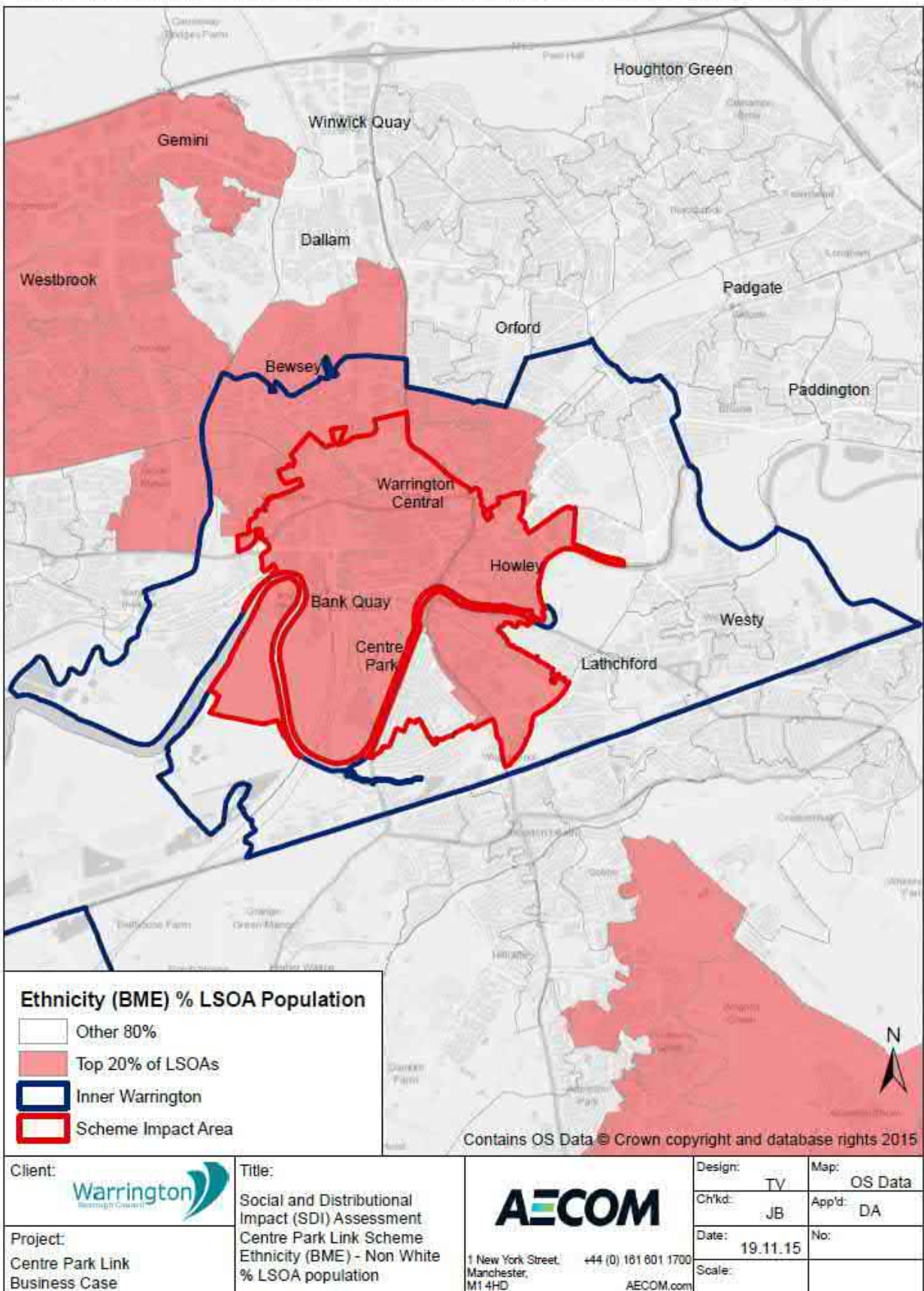


Figure 3.10: Residents with day-to-day activities limited due to Long term Health/Disabilities

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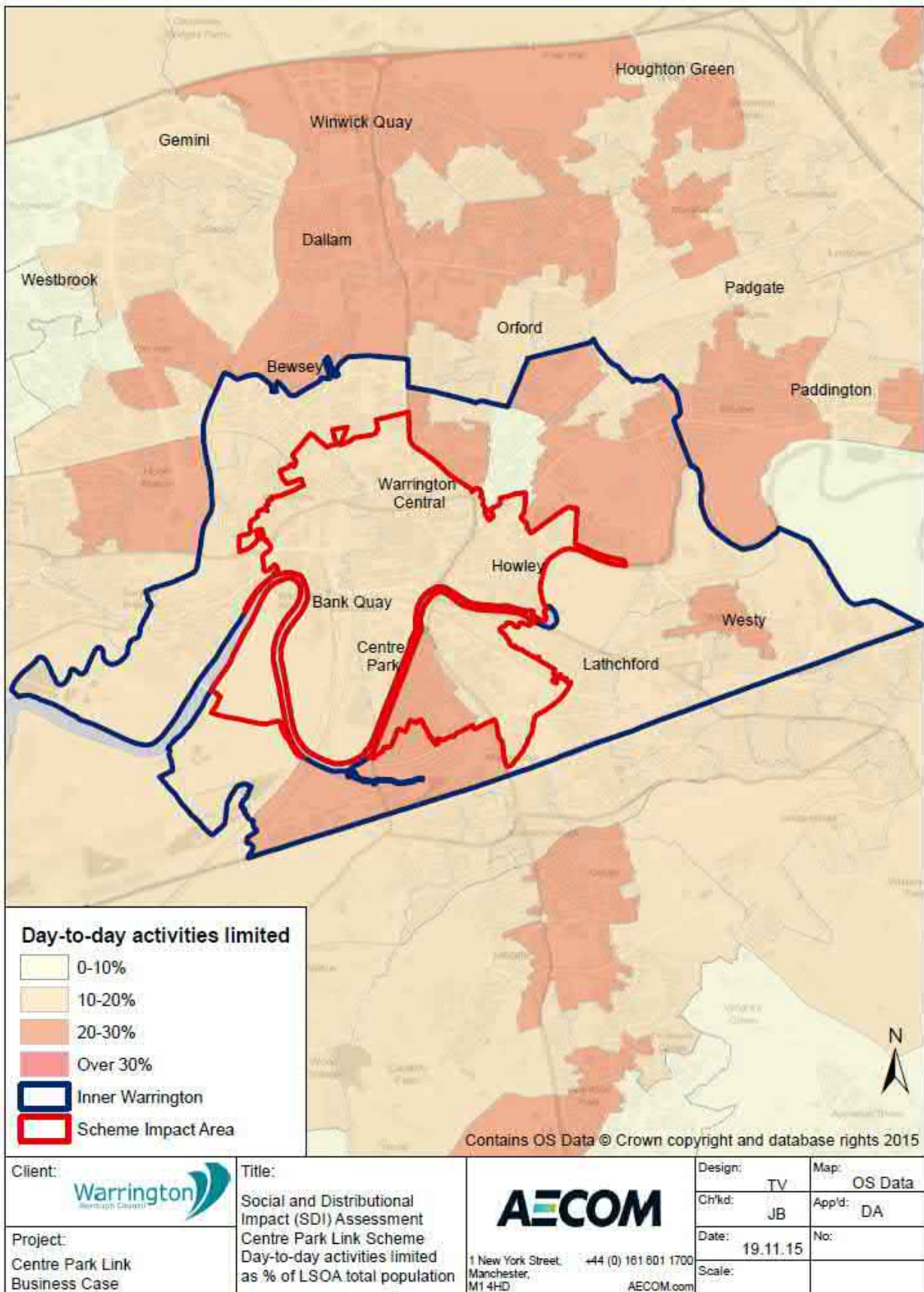
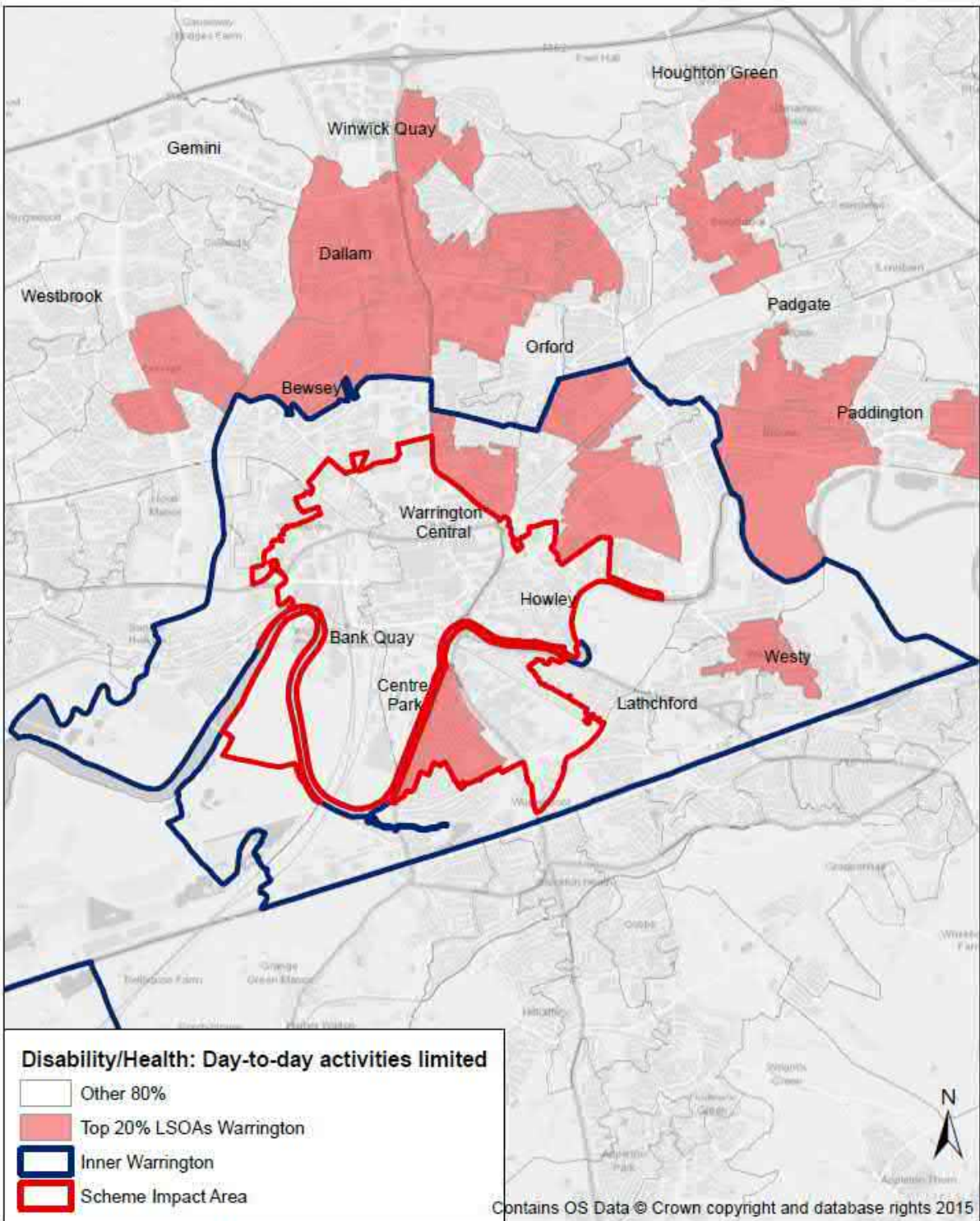


Figure 3.11: Residents day-to-day activities limited due to Long term Health/Disabilities – Top 20% LSOAs in Warrington

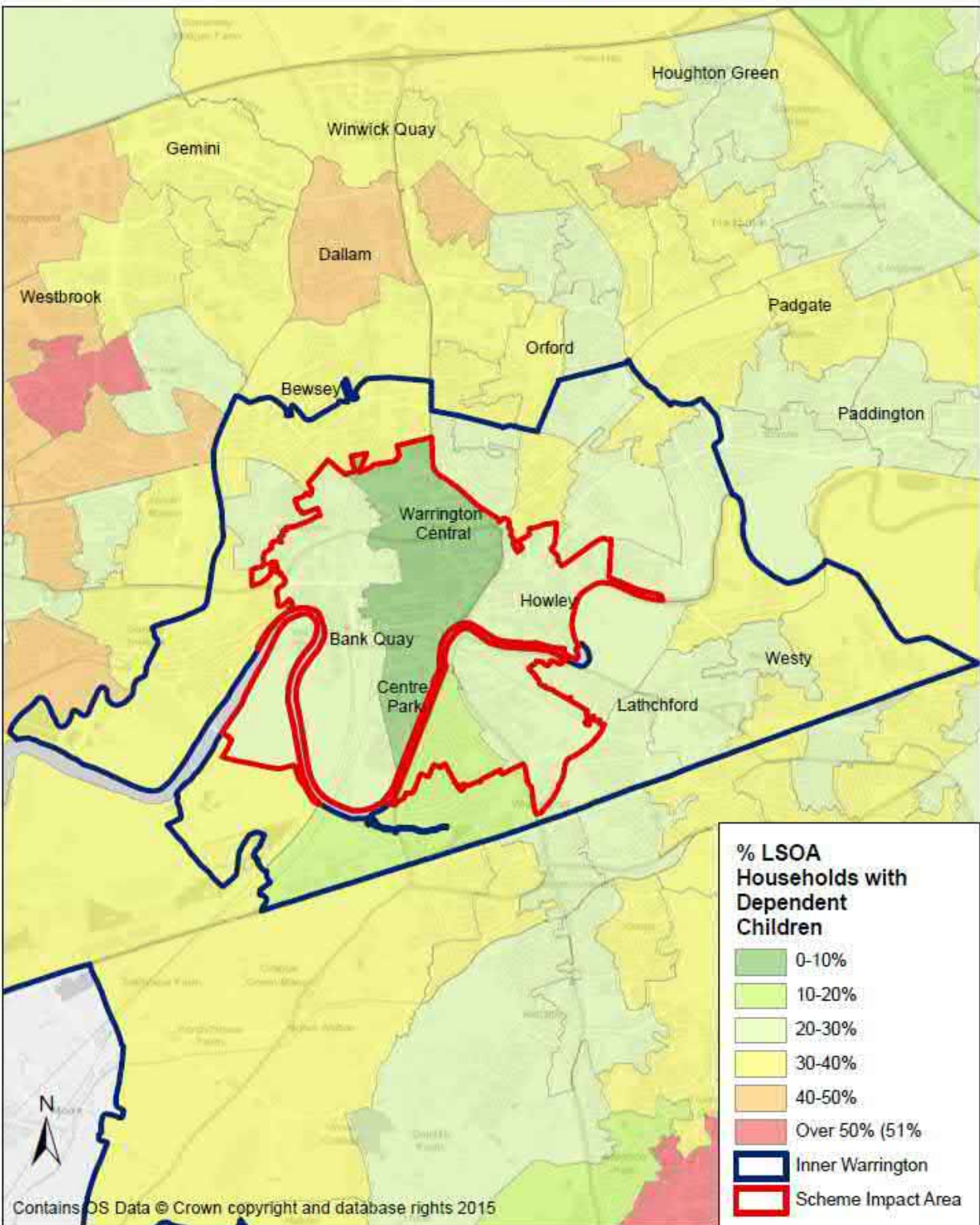
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Figure 3.12: Households with dependent children - Percentage within each LSOA

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Figure 3.13: Households with dependent children – Top 20% LSOAs highest % Households with dependent children

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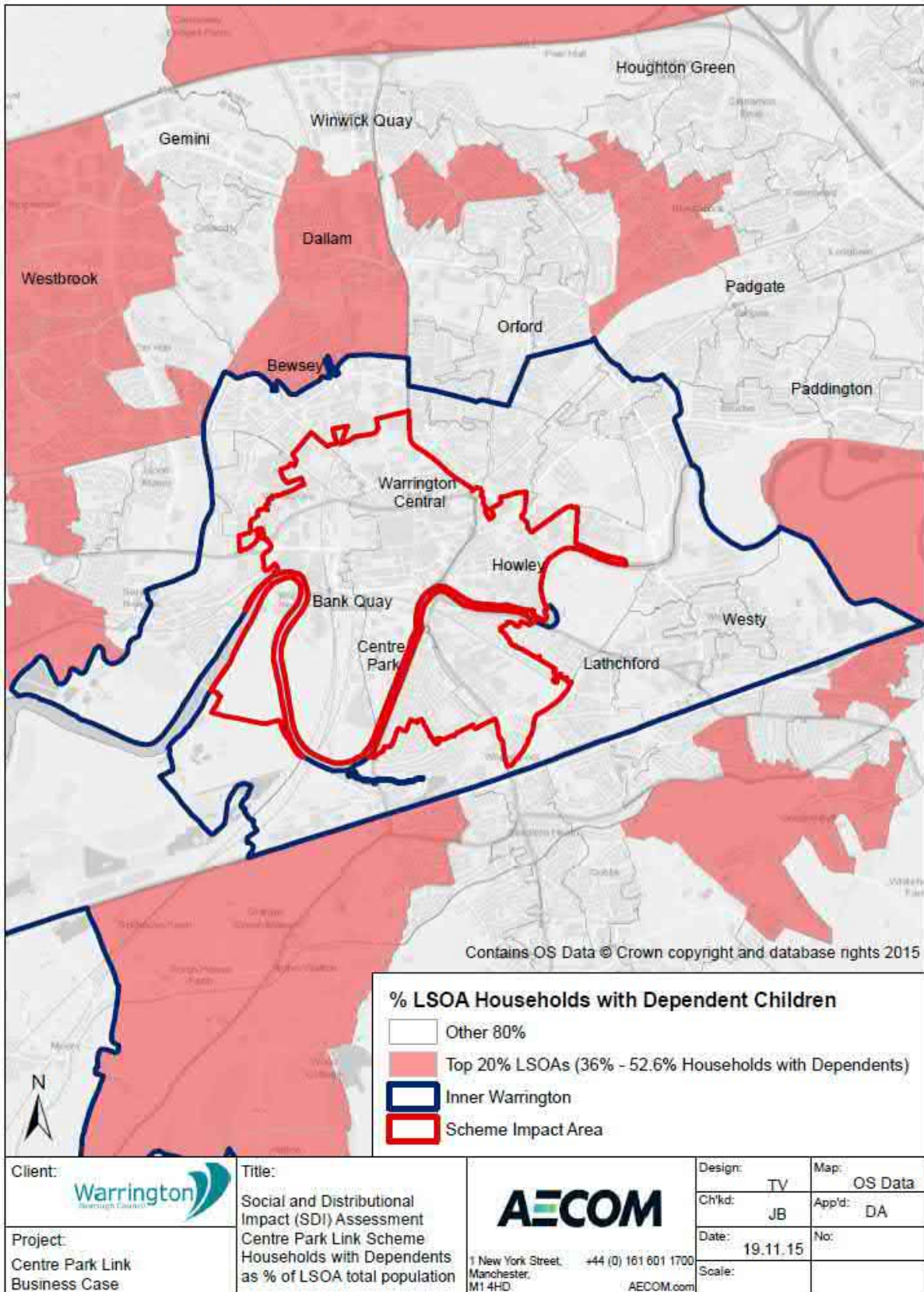


Figure 3.14: Households without access to a car/van - Percentage within each LSOA

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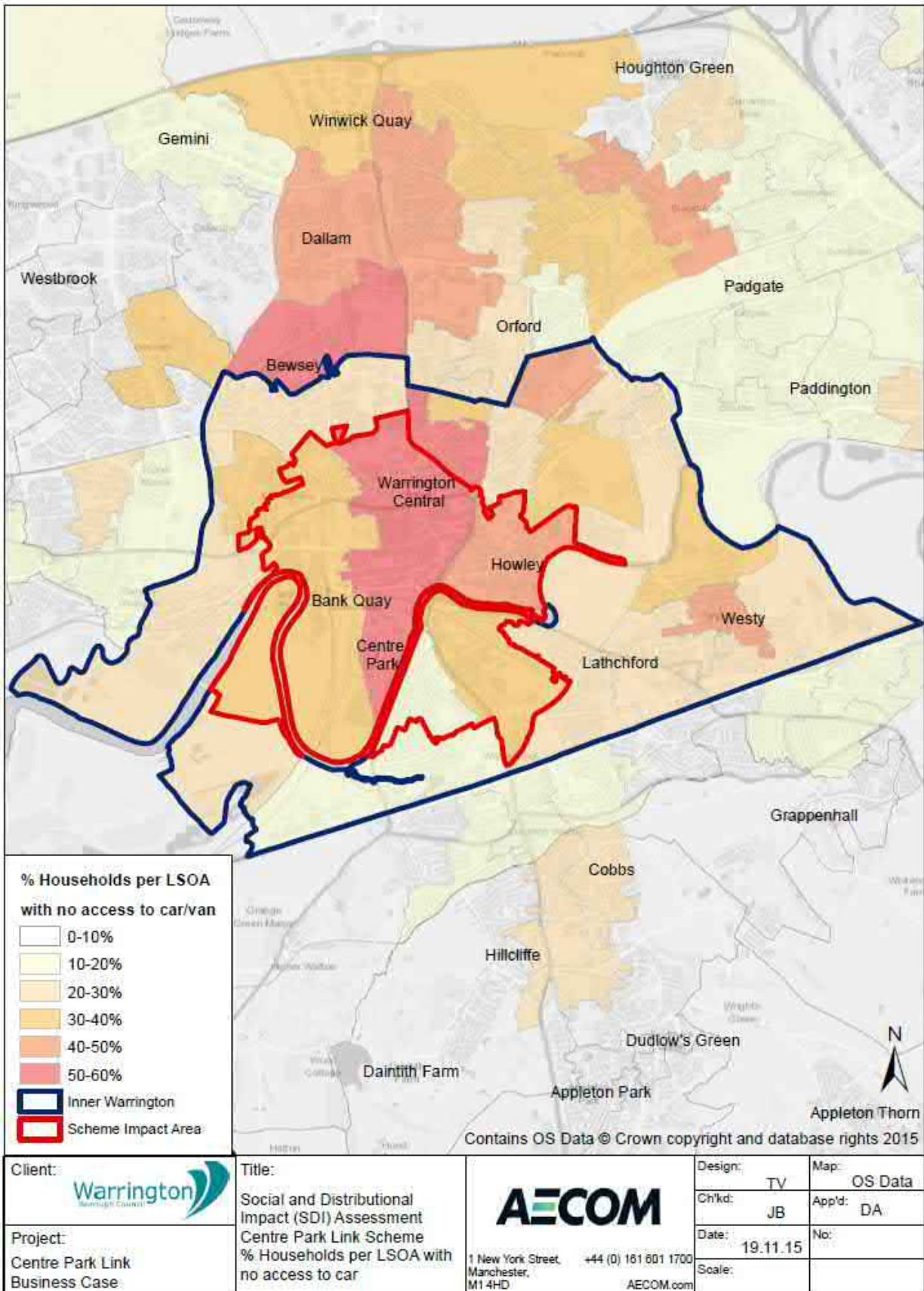
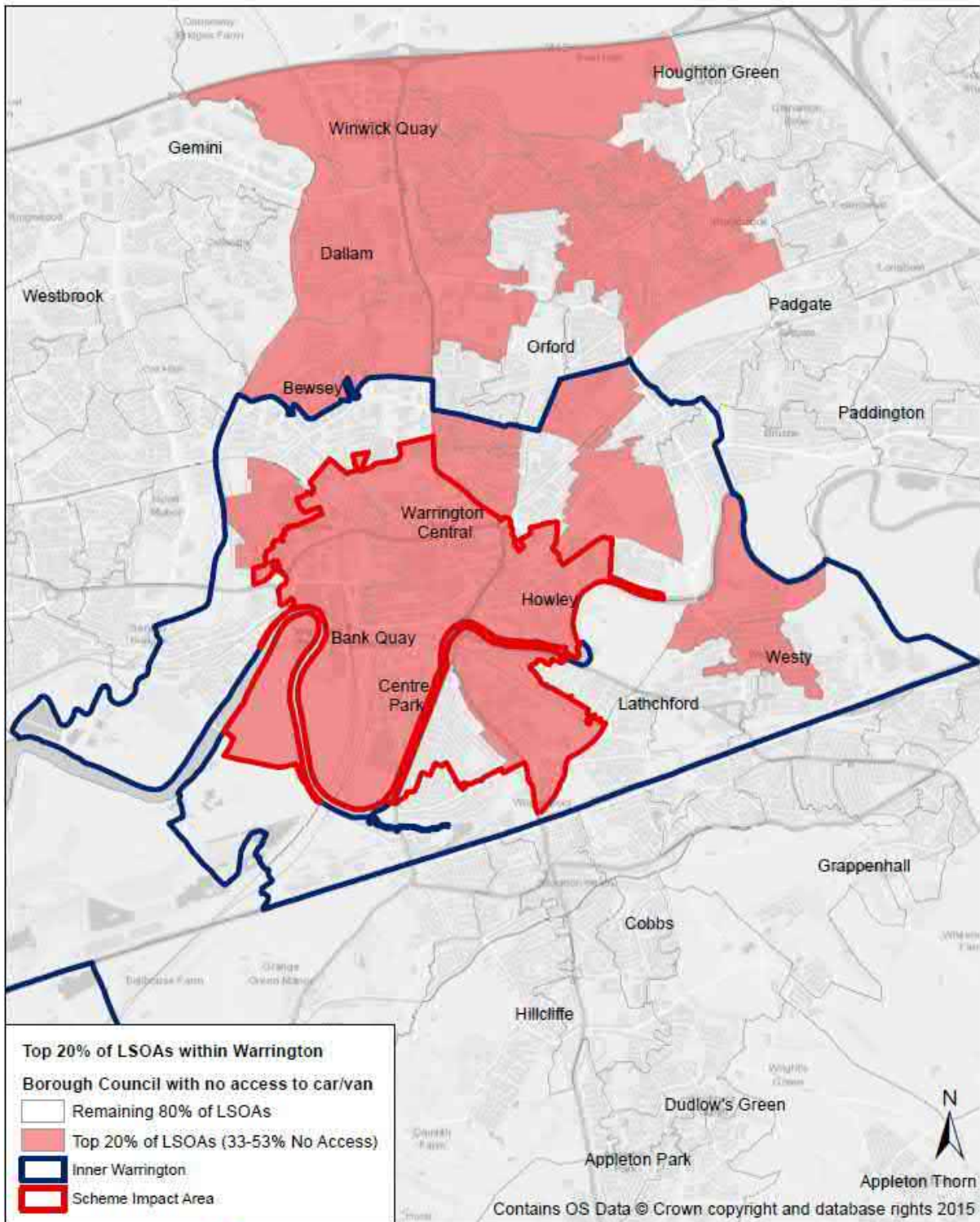




Figure 3.15: Households without access to a car/van – Top 20% LSOAs with least access to car/van

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Client: 	Title: Social and Distributional Impact (SDI) Assessment Centre Park Link Scheme Top 20% LSOAs - Households with no access to car	 1 New York Street, Manchester, M1 4HD +44 (0) 161 601 1700 AECOM.com	Design: TV Ch'kd: JB Date: 19.11.15 Scale:	Map: OS Data App'd: DA No:
Project: Centre Park Link Business Case				

Social Groups: Scheme/Warrington/C&W LEP/National Comparison

3.3.4 The total 2011 population of the scheme impact area was 7,896, representing approximately 20% of Inner Warrington and 4% of Warrington Borough Council total population.

Table 3.2: Population

Area	2001	2011	Population Change	% Change 2001-2011
Study Area	6,205	7,896	1,691	27%
Inner Warrington	30,913	36,609	5,696	18%
Warrington B.C	191,080	202,228	11,148	6%
C&W LEP	864,868	901,963	37,095	4%
North West	6,729,764	7,052,177	322,413	5%
England	49,138,831	53,012,456	3,873,625	8%

Source: Census 2011

Table 3.3: Age Profile

Age Profile (%) – 2011							
Area	0-14	15-24	25-44	45-59	60-74	75-89	90+
Scheme Study Area	13%	14%	36%	17%	13%	7%	1%
Inner Warrington	17%	14%	34%	17%	12%	6%	1%
Warrington B.C	18%	12%	27%	21%	15%	6%	1%
C&W LEP	17%	12%	25%	21%	17%	8%	1%
England	18%	13%	28%	19%	15%	7%	1%

Source: Census 2011

Table 3.4: Access to car/van

Geography	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household
Scheme Study Area	36%	45%	16%	3%	0%
Inner Warrington	33%	46%	18%	2%	1%
Warrington B.C	19%	42%	31%	6%	2%
C&W LEP	18%	41%	32%	7%	2%
England	26%	42%	25%	5%	2%

Source: Census 2011

Table 3.5: Economic Activity

Geography	Economically Active					Economically Inactive				
	Part-time	Full-time	Self-employed	Unemployed	Full-time student	Retired	Student (including full-time students)	Looking after home or family	Long-term sick or disabled	Other
Scheme Study Area	11%	48%	6%	6%	3%	12%	3%	3%	6%	3%
Inner Warrington	14%	46%	6%	6%	3%	11%	3%	4%	6%	2%
Warrington	15%	43%	8%	4%	3%	15%	4%	3%	4%	2%
C&W LEP	15%	40%	9%	4%	3%	16%	4%	3%	4%	2%
England	14%	39%	10%	4%	3%	14%	6%	4%	4%	2%

Source: Census 2011

- 3.3.5 The following paragraphs summarise the social profile maps and comparative geography tables presented in this chapter for the eight indicators identified with WebTAG.

Income Deprivation

- 3.3.6 The 2015 Indices of Multiple Deprivation - Income Deprivation indicator identifies a large proportion of the scheme impact area is considered within the 10%-20% most deprived LSOAs within the country. This includes the area covering Warrington Town Centre, Palmyra Quarter, Bank Quay and Centre Park.
- 3.3.7 As the scheme may facilitate residential development, the uptake of office space at Centre Park with increased employment opportunities, improved accessibility both to Centre Park itself and through the town centre, there is expected to be high user benefits for the scheme impact area relating to income deprivation.

Children

- 3.3.8 Figure 3.5 highlights the percentage of residents aged under 16 within each LSOA. With 13% of the scheme impact area considered under 16, this is comparatively low compared to the Warrington Borough Council, Cheshire and Warrington Local Enterprise Partnership and England average (4-5% less across geographies).
- 3.3.9 This social group should benefit with a reduction in accidents and noise, improved air quality, and enhanced accessibility including to key services (education, health etc.).

Young People

- 3.3.10 Figure 3.6 illustrates the spread of 16-25 year olds across the scheme impact area, Inner Warrington and the surrounding Warrington Borough Council area. Within the scheme impact area, there is a higher percentage of young people around Centre Park and the town centre when compared to the Bank Quay area and south of the Mersey River. Young people represent approximately 14% of the scheme impact area which is comparable with the wider borough and national averages.
- 3.3.11 The largest differential in age profile between the scheme impact area and borough and national averages lies within the 25-44 age profile, at approximately 7%.
- 3.3.12 The young people social demographic will benefit from improved accessibility between Wilson Patten/Centre Park and the town centre, access to training/employment and reduced accidents.

Residents aged 70+

- 3.3.13 The scheme impact area contains a low percentage of residents aged over 70+ with a majority of the older population choosing not to live within the town centre.
- 3.3.14 This social group will benefit from improvements to accessibility and security, improved access to healthcare, a reduction in accident numbers, and improvements to severance issues.

Black and Minority Ethnic Residents

- 3.3.15 Across the Warrington Borough Council area, non-white ethnic groups account for approximately 4% of the population (this includes Mixed/Multiple Ethnic, Asian/Asian British, Black/African/Caribbean/Black British and other categories). Within the scheme impact area there is a higher proportion, with majority of the area considered within the top 20% LSOAs within Warrington Borough Council.
- 3.3.16 This social group will benefit from improved accessibility and severance considerations relating to key services including health and educational services.

Persons living with a Disability

- 3.3.17 Figure 3.10 presents the spread of residents whose day to day activities are limited due to long term health/disabilities. The majority of the scheme impact area fall within the 10-20% range, reflected in not featuring within the top 20% of LSOAs within Warrington Borough Council. However the area south of the Mersey River between Chester Road and Wilderspool Causeway is within the 20-30% range and within the top 20% of LSOAs within the borough for this category. The scheme impact

area overall is typical of Warrington as a whole (average 14% of residents with day to day activities limited due to long term health/disabilities).

- 3.3.18 Table 3.5 also notes that 6% of the population is economically inactive due to long term sick or disabilities; compared to 4% at borough and national level.

Dependent Children

- 3.3.19 Across Warrington Borough Council, approximately 31% of households include a dependent child. LSOA's within the scheme impact area reflect a low percentage of households with dependent children (less than 30%, lower around the town centre). Figure 3.12 demonstrates the majority of households with dependent children are located outside the Inner Warrington area. This is reflected with no LSOA's within the scheme impact area or Inner Warrington geography comprised with the top 20% of LSOA's within Warrington in terms of percentage of population with dependent children. This is consistent with a higher concentration of young people residing within the central Warrington area.

- 3.3.20 This social group will benefit from improved accessibility to health and educational services.

Access to Car/Van

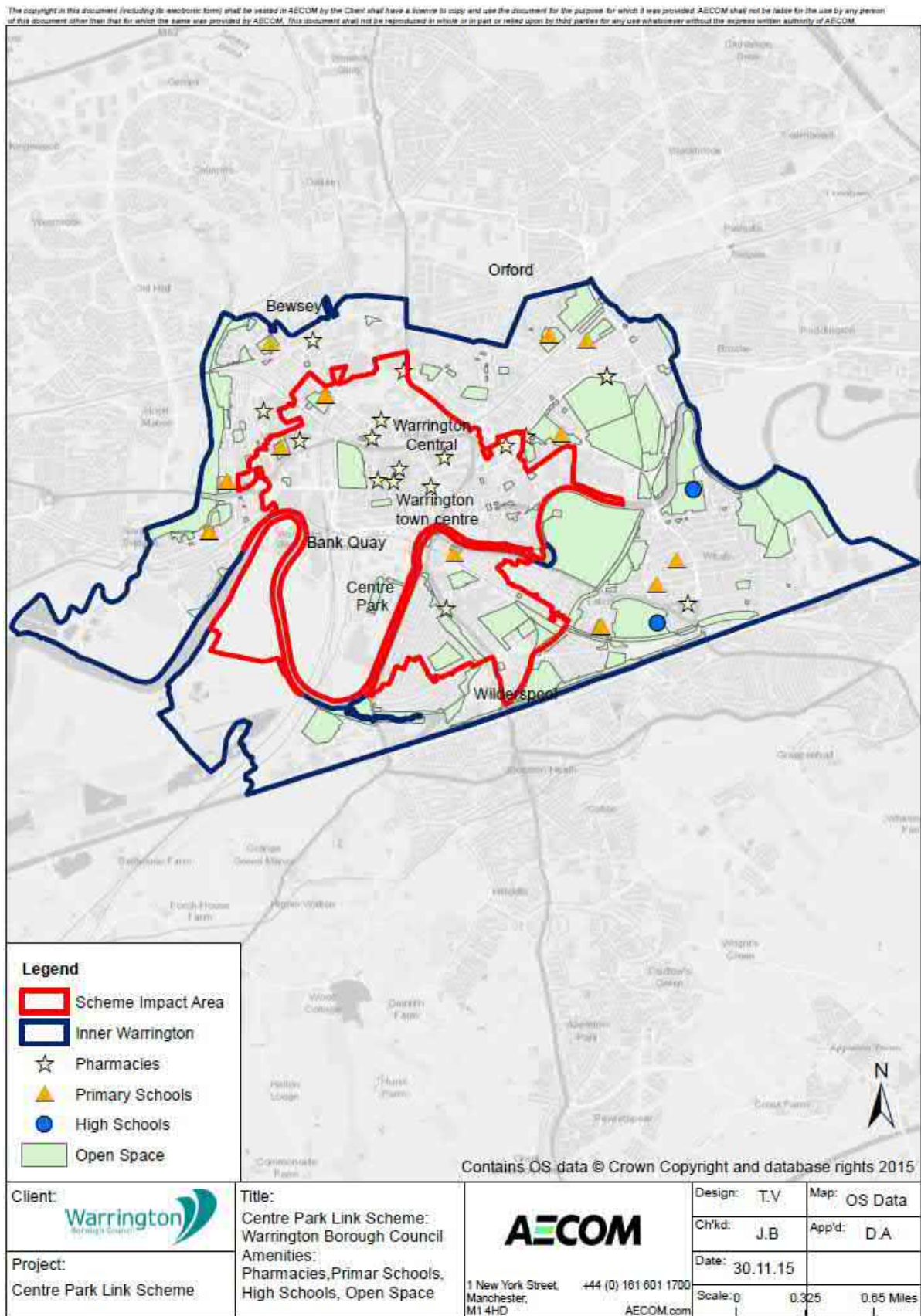
- 3.3.21 Consistent with many town centres across the UK, there is a high proportion of residents within the scheme impact area without access to a car/van. The Centre Park, town centre area is identified within the 50-60% range of households with no access to a car; overall 36% of households within the scheme impact area do not have access to a car. This is significantly higher than the Warrington Borough Council (19%), Cheshire and Warrington Local Enterprise Partnership (18%) and National (26%) averages. This is reflected with scheme impact area largely within the top 20% of LSOAs for this indicator within Warrington (Figure 3.15).

- 3.3.22 This social group will benefit from an improved pedestrian environment associated with improvements to accessibility, severance, accidents, air quality and security, resultant from the introduction of the new highway link.

3.4 Stage 2c: Identification of the Amenities within the Impact Area

- 3.4.1 A range of amenities (including open space, primary and secondary schools, pharmacies etc.) have been identified for Warrington from a dataset provided by Warrington Borough Council. Figure 3.16 shows the location of these amenities in relation to the scheme impact area.

Figure 3.16: Amenities within Scheme Impact Area / Inner Warrington



Source: Warrington Borough Council

3.4.2 Table 3.6 below provides a summary of the numbers of each amenity located within the scheme impact area.

Table 3.6: Amenities within Scheme Impact Area (count)

Amenity Records	Number located within Inner Warrington Area	Number located within scheme impact area
Open Space	149	43
Primary Schools	12	3
High Schools	2	0
Pharmacies	17	11

Source: Warrington Borough Council, 2016

3.4.3 Despite a large amount of records identified across the scheme impact area and Inner Warrington, there will be limited impact on parks and open space as the scheme impact area specifically around Centre park South does not interact with these amenities. Amenities within close proximity may experience a benefit due to improvements in transport options and a reduction in congestion.

3.5 Next Steps

3.5.1 Further assessment has been undertaken and collated as follows:

- Accessibility: Accession plots for public transport and walking from Centre Park Business Park are reported in the Evidence Review;
- Traffic counts / Traffic flows: Trafficmaster and model outputs are reported in the Option Assessment Report and Evidence Review;
- Air quality: plots for NO₂ and NO_x are presented in the Evidence Review;
- TUBA outputs: to be incorporated within the Economic Case appraisal; and
- Accident/Collision data: reported within the Evidence Review, Strategic Case and Road Safety Audit.

3.5.2 Wider assessment of key indicators including Noise and Air Quality is to be undertaken as part of the Environment Assessment to support the planning and approvals process.

3.5.3 Outputs from the Step 1 and 2 activities; as well as the additional analysis and reporting outlined above is to be included as summary text within the AST in the Business Case.

Centre Park Link

Annex Q: Social Impact Appraisal

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The following provides a brief update on the changes made to the social impact appraisal between the Outline Business Case for Conditional Approval and the Full Business Case for Conditional Approval:

- Trafficmaster assessment: updated with 2015-16 values (changes to Chapter 5 Security and Chapter 7 Journey Quality); and
- Accidents data: STATS 19 data (latest values) (changes to Chapter 3 Accidents).

1. INTRODUCTION

1.1 Introduction

- 1.1.1 “Social impacts cover the human experience of the transport system and its impact on social factors, not considered as part of economic or environmental impacts.¹” The Centre Park Link scheme, like all transport initiatives, will have social impacts. These impacts may be experienced by those people living or working within close proximity to the scheme, as well as road users within Inner Warrington and those whom specifically use the new highway link.
- 1.1.2 This report aims to provide a proportionate assessment of the eight social impacts identified through the Department of Transport (DfT) WebTAG Unit A4.1 guidance including:
- Accidents;
 - Physical activity;
 - Security;
 - Severance;
 - Journey quality;
 - Option Values and Non-Use Values;
 - Accessibility; and
 - Personal affordability.
- 1.1.3 The purpose of this Appraisal is to evaluate, and in some cases quantify, these social impacts in order that they can be considered relative to other outcomes. The outputs are provided as an input into the Appraisal Summary Table (AST).

1.2 Scope of Assessment and Methodology

- 1.2.1 The WebTAG guidance recommends that the social impact assessment methodology be scoped out before further appraisal and described in the Appraisal Specification Report (ASR). The ASR covers includes high level commentary of the social impacts within Chapter 3 – Assessment of Sub-Impacts. Table 1.1 presents the social impact scoping process undertaken for the Centre Park Link Full Business Case.

Table 1.1: Centre Park Social Impact Scope of Assessment

<i>Indicator</i>	<i>Assessment</i>
Accidents	An assessment of historic accident data to be undertaken. No COBALT assessment is proposed for this scheme.
Physical Activity	A qualitative assessment to be undertaken.
Security	A qualitative assessment to be undertaken.
Severance	A qualitative assessment to be undertaken.
Journey Quality	A qualitative assessment to be undertaken.
Option Values and Non-Use Values	Not applicable – Assessment not required
Accessibility	A qualitative assessment to be undertaken.
Personal Affordability	A qualitative and quantitative assessment (TUBA outputs) to be undertaken.

¹ TAG Unit A4.1 Social Impact Appraisal, November 2014, p1

- 1.2.2 Following the scoping exercise, where appropriate methods prescribed in WebTAG Unit A4.1 have been utilised to determine any beneficial or adverse social impacts of the Centre Park Link Scheme. Qualitative commentary is the predominant method of assessment within this report.
- 1.2.3 Each Social Impact is assessed on a seven point scale of beneficial, neutral or adverse impacts with the results summarised in the AST within **Chapter 11**. The seven point scale is set out below in **Table 1.2**:

Table 1.2: Impact Scale

<i>Impact</i>	<i>Scale</i>
Large Beneficial	✓✓✓
Moderate Beneficial	✓✓
Slight Beneficial	✓
Neutral	-
Slight Adverse	x
Moderate Adverse	xx
Large Adverse	xxx

1.3 Distributional Impact Appraisal Interface

- 1.3.1 The social impacts appraisal links closely with the distributional impacts (DI) appraisal. The DI appraisal assesses the extent to which different groups in society are affected by the Centre Park Link scheme. In fact, some of the indicators in the social impacts appraisal are also key DI indicators, as shown in **Table 1.3**. This assessment addresses impacts for the whole population within the identified impact area; whilst the DI appraisal focuses on the impacts for vulnerable population groups.

Table 1.3: Centre Park Social Impact Scope of Assessment

<i>Indicator</i>	<i>Assessed in Distributional Impact Appraisal</i>
Accidents	✓
Physical Activity	
Security	✓
Severance	✓
Journey Quality	
Option Values and Non-Use Values	
Accessibility	✓
Personal Affordability	✓

1.4 Report Structure

1.4.1 Following on from this introduction, the remaining report is structured as follows:

- Scheme Overview (Chapter 2)
- Accidents (Chapter 3)
- Physical Activity (Chapter 4)
- Security (Chapter 5)
- Severance (Chapter 6)
- Journey Quality (Chapter 7)
- Option Values and Non-Use Values (Chapter 8)
- Accessibility (Chapter 9)
- Personal Affordability (Chapter 10)
- Conclusions (Chapter 11)

2. SCHEME OVERVIEW

2.1 Scheme Scope

2.1.1 The Centre Park Link scheme is located within Warrington Borough Council, the most northerly of the local authorities in the Cheshire area, and within the responsibilities of the Cheshire and Warrington Local Enterprise Partnership (CWEP) area.

2.1.2 The high level scope of the Centre Park Link scheme includes:

- A new bridge structure across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern site of Centre Park;
- A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge;
- A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane;
- A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street; and
- A package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. The definition of the scheme scope has been agreed following an extensive process of problem identification, data analysis and objective setting.

2.2 Scheme Objectives

2.2.1 The Centre Park Scheme will alleviate a number of transportation issues and unlock potential development land to bring benefits to the local population, businesses and to the wider economy. The high level objectives are underpinned by a set of specific, measureable second tier indicators as described below:

Table 1.1: Centre Park Link Scheme Objectives

No.	Objective
1	Provide enhanced reliability and predictability of journeys on the transport network
1.1	Reduction in journey times over Bridgefoot and Brian Bevan Island (S-W)
1.2	Reduction in journey times over Bridgefoot and Brian Bevan Island (N-S)
2	Provide improved journey times at key pinch points
2.1	Reduce levels of traffic delay at Brian Bevan Island
2.2	Reduce levels of traffic delay at Bridgefoot Gyratory
2.3	Reduce levels of traffic delay at Liverpool Road/Parker Street
3	Provide additional route options and resilience
3.1	Provide additional route options
4	Support improvements to quality of life factors in Warrington
4.1	Deliver air quality improvements at Chester Road and Wilson Patten Street
4.2	Reduce pedestrian severance between town centre and Centre Park
5	Enable land to be unlocked that supports economic growth in Warrington
5.1	Facilitate unlocking of land to provide housing supply on Centre Park
5.2	Facilitate job growth on Centre Park

2.3 Impact Area

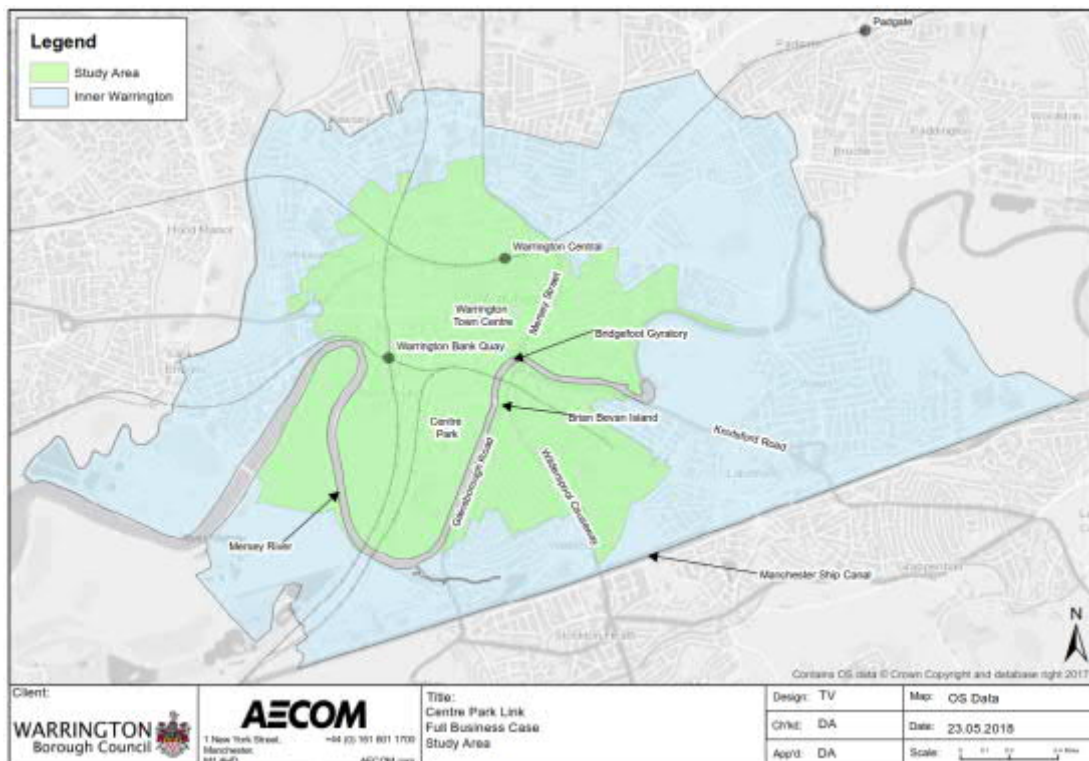
2.3.1 The scheme impact area (see **Figure 2.1**) has been defined at two distinct levels for analysis:

- Inner Warrington (blue); and
- Scheme specific area of influence (green).

2.3.2 In general, both areas are defined using the ONS Lower Super Output Area (LSOA) nomenclature, with Inner Warrington defined broadly consistent with the Local Plan strategic framework and the specific scheme area of influence defined by the approaches to Bridgefoot junction via the Knutsford Road, Wilderspool Causeway, and the A5060; Centre Park Business Park; the Palmyra Cultural Quarter and Bank Quay train station. The scheme specific area of influence is considered the most appropriate impact area for analysis; however acknowledging that the impact area is likely to vary depending on the individual social impact indicator being appraised, the mapping presents both boundaries for reference.

2.3.3 The area as defined in **Figure 2.1** was agreed by the Project Programme Board on 23 November 2015.

Figure 2.1: Scheme Impact Area



Source: OS Data © Crown copyright and database rights 2015

3. ACCIDENTS

3.1 Introduction

3.1.1 Transport interventions may alter the risk of individuals being killed or injured as a result of accidents. Accidents occur across all modes of transport and affect non-users as well as users with the types of impacts outlined below in Table 3.1. These form the key quantitative measures for appraisal.

Table 3.1 Accident impacts of transport

<i>Related to number of casualties</i>	<i>Related to number of accidents</i>
Pain, grief and suffering	Material damage
Lost economic output	Police costs
Medical and healthcare costs	Insurance administration
	Legal and court costs

3.2 Assessment Guidelines

3.2.1 COBALT assessment has not been undertaken for this scheme. In preparing the Evidence review, an assessment of the existing conditions relating to Accidents has been undertaken and is reported below in section 3.3.

3.3 Qualitative Comments

3.3.1 Traffic accidents are generally associated with roads that include higher traffic speeds, heavier traffic flows, roads utilised by more commercial vehicles such as HGVs, and where merging and/or queueing is common.

3.3.2 **Figure 3.1** identifies road accident data for Warrington town centre between 2012 and 2016. Key accident findings for the study area include:

- A high proportion of accidents occurred during in the PM Peak (period of high traffic volumes);
- 85% of accidents (between 2012 and 2016) were categorised as 'Slight' severity - where at least one person is slightly injured but no person is killed or seriously injured;
- The majority of accidents occurred on single carriageway roads with a speed limit of 30 MPH;
- The weather, visibility and road surface was not the determining factor in the majority of accidents with approximately:
 - 80% of accidents occurring during fine weather conditions;
 - 72% of accidents occurring in the light; and
 - 66% of accidents occurring on dry road conditions; and
- 3 fatal accidents: Forest Way, Farrell Street, Pinners Brow/Winwick Street roundabout and of most relevance Gainsborough Road. The accident on Gainsborough Road occurred mid-week during the PM peak.

Figure 3.1: Warrington Town Centre Accident Data 2013-2015

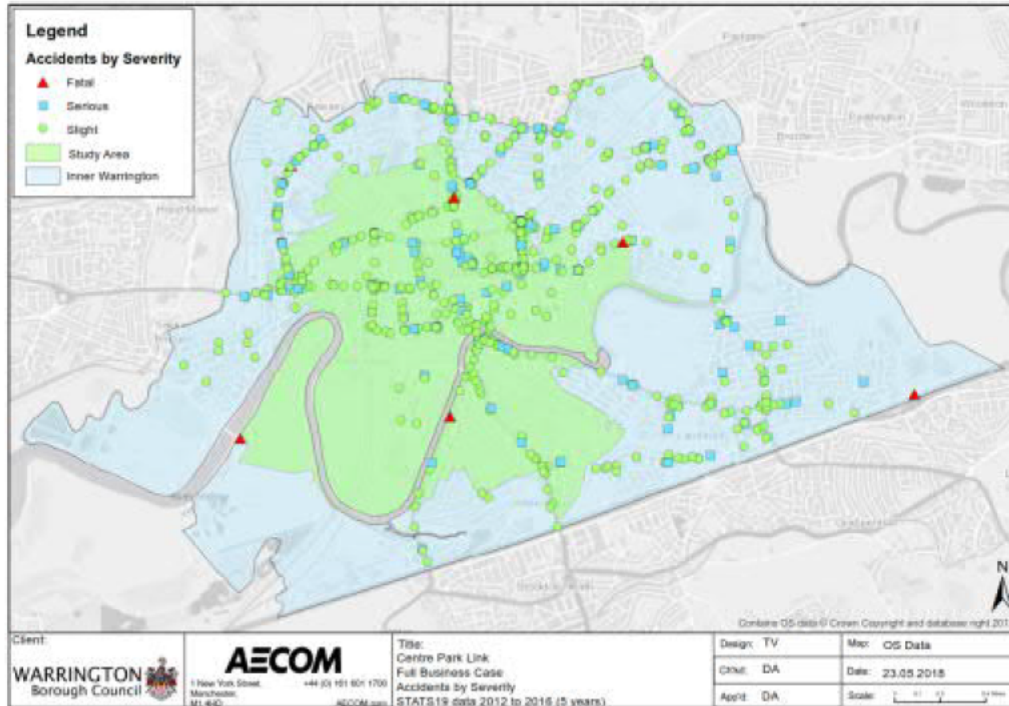


Table 3.2: Accident / Casualty Type 2012-16

Accident Severity	2012	2013	2014	2015	2016	Total
Fatal	-	-	-	1	3	4
Serious	19	10	9	7	9	54
Slight	71	64	72	62	51	320
Total	90	74	81	70	63	378

Source: Warrington Borough Council, 2016

3.3.3 Further assessment of accidents has been undertaken through the Road Safety Audit which provides a more focused analysis of the accidents within the scheme impact area.

3.4 Assessment Score

3.4.1 It is expected that the improvements to traffic flow through Brian Bevan and Bridgefoot roundabout, supported by the provision of a new highway link over the Mersey River will have a positive impact on reducing accidents for the scheme impact area. The assessment summary score is: **Slight Beneficial/Small Positive**.

4. PHYSICAL ACTIVITY

4.1 Introduction

- 4.1.1 It is recognised that transport and the physical environment of cities both play a major role in the amount of physical activity that people do on a day-to-day basis. The physical activity impact is concerned with the impacts of changes in physical activity – cycling and walking - on health.
- 4.1.2 Transport can affect levels of physical activity both through the promotion of active modes over motorised transport but also through the provision of facilities at public transport access points and the provision of infrastructure to promote walking and cycling.

4.2 Assessment Guidelines

- 4.2.1 Where walking and cycling measures are important to an intervention, forecasting tools or methods should be used to estimate the extent of walking and cycling for inclusion of a monetary value within the AST in accordance with WebTAG Unit A5.1 – Active Mode Appraisal.
- 4.2.2 With regard to Centre Park Link, the scope of the scheme and impact on walking and cycling is not considered substantial enough to warrant a quantitative approach. The guidance identifies inter-urban road building as an example where the impact on physical activity may be relatively insignificant. Therefore this appraisal includes a qualitative assessment only. In accordance with the guidance, where a schemes impact is considered insignificant on physical activity, the qualitative assessment is to be recorded as neutral, or in some case, slight.

4.3 Qualitative Comments

- 4.3.1 Fundamentally, the Centre Park Road Scheme is a road infrastructure project, with a focus on providing a vehicular transport option across the Mersey River to Centre Park, offering congestion relief for vehicular trips through the town centre. It is noted that cycling and pedestrian facilities will be provided as part of the carriageway. However, as there is no significant improvement in pedestrian and cycling facilities, the scheme is only envisaged to contribute to a small positive in active mode trips.
- 4.3.2 Although minor, improvement to pedestrian severance may lead to a net increase in physical activity. This relates primarily to potential that local employees at Centre Park may increase propensity to walk and cycle into the town centre, as well as when connecting with Warrington Bank Quay railway station.
- 4.3.3 The Centre Park Link scheme will facilitate the development of new residential housing on land at Centre Park South. Therefore the scheme is also critical as an enabling piece of infrastructure that in time will lead to the development of new residential dwellings within close proximity to the city centre and Warrington Bank Quay station which will promote active travel. The physical activity assessment has taken a conservative approach; and therefore benefits from the residential development associated with this indicator have not been included.

4.4 Assessment Score

- 4.4.1 After considering the pedestrian and cycling infrastructure within the Centre Park Link, and reviewing the potential impact on severance between Centre Park and the town centre, it has been determined that the scheme improvements may result in a **slight beneficial/small positive** impact for physical activity.

5. SECURITY

5.1 Introduction

- 5.1.1 Transport interventions may affect the level of security experienced by transport users. This chapter outlines a qualitative assessment with regard to the change in personal safety/security impact.
- 5.1.2 This report notes that there is a potential for overlap with the journey quality impacts assessment (**Chapter 7**). Therefore to avoid the potential double counting, some considerations have only been included in the journey quality impacts assessment.
- 5.1.3 A separate qualitative assessment of security impacts is also included within the Distribution Impact Appraisal which considers the impact of the scheme on women, younger people, older people, people with disabilities and Black and Minority Ethnic communities.

5.2 Assessment Guidelines

- 5.2.1 WebTAG Unit A4.1 states there are no formal guidelines for road users to assess security impacts. There are, however guidelines, as outlined in **Table 5.1** which relate to public transport uses. Whilst these indicators are more pertinent to rail developments and new station builds, in accordance with the guidance, wherever possible, these have been used to assess the new highway link.

Table 5.1: Security Indicators for Public Transport Passengers Guidelines

<i>Security Indicator</i>	<i>Poor</i>	<i>Moderate</i>	<i>High</i>
Site perimeters, entrances and exits	Unmarked or poorly marked site perimeters, exits etc. Use of solid walls or similar.	Attention to boundary and exit marking, but otherwise unfavourable use of materials.	Clearly marked site perimeters/exits. Use of open fencing rather than solid walls.
Formal surveillance	No CCTV system in place. Design discourages staff surveillance and isolates passengers.	CCTV system in place, but number, location of system not optimal. Poor design, which discourages staff surveillance.	Effective CCTV system in place. Design to encourage staff surveillance and group passengers.
Informal surveillance	Poor use of materials (fencing etc.) and design. Poor visibility from site surrounds. Very isolated from retailers or other human activity.	Unfavourable use of materials (fencing etc.) but reasonable proximity of retailers or other activity.	Positive use of materials (fencing etc.) and design to encourage open visibility from site surrounds. Encouragement or proximity of retailers or other activity.
Landscaping	Landscaping features (design, plants etc.) inhibits visibility and encourages intruders.	Evidence of some positive use of landscaping features (design, plants etc.), but more measures needed to contribute to visibility and deter intruders.	Positive use of landscaping features (design, plants etc.) to contribute to visibility and deter intruders.
Lighting and visibility	Poor design including recesses, pillars, obstructions etc., which hinder camera/monitor view. Poor or no lighting	Design includes some recesses but not problematical to camera/monitor view. Lighting in passenger	Good design to avoid recesses and facilitate camera/monitor view. Lighting to daylight standard in passenger

<i>Security Indicator</i>	<i>Poor</i>	<i>Moderate</i>	<i>High</i>
	in passenger areas at night when facility open. No or poor lighting on any signing, information or help points.	areas at some, but not all times when facility open. Lighting not to daylight standard. Attention to lighting on signing, information and help points.	areas when facility open. Attention to lighting on signing, information and help points.
Emergency call	No or very poor provision of emergency phones, help points and public telephones. Little provision or information on emergency help procedures.	Basic provision of emergency phones, help points and public telephones. Improvements to these and on emergency help procedures needed.	Good provision of emergency phones, help points, public telephones and information on emergency help procedure.

5.2.2 The guidance highlights the following points to note when considering security indicators in relation to road users:

- road users are more vulnerable to crime in circumstances where they are required to stop their vehicles or travel at slow speeds, such as at the approaches to signals or in congested conditions;
- road users are more vulnerable to crime at locations where they are required to leave their vehicles, such as at service stations, car parks and so on; and
- the importance of each indicator is likely to vary according to the location and nature of the road; for example: emergency call facilities are likely to be more important than surveillance when considering a rural road.

5.3 Security Worksheet

5.3.1 A qualitative assessment for security has been undertaken using the published WebTAG Security Impacts Worksheet and included below, see **Table 5.2**.

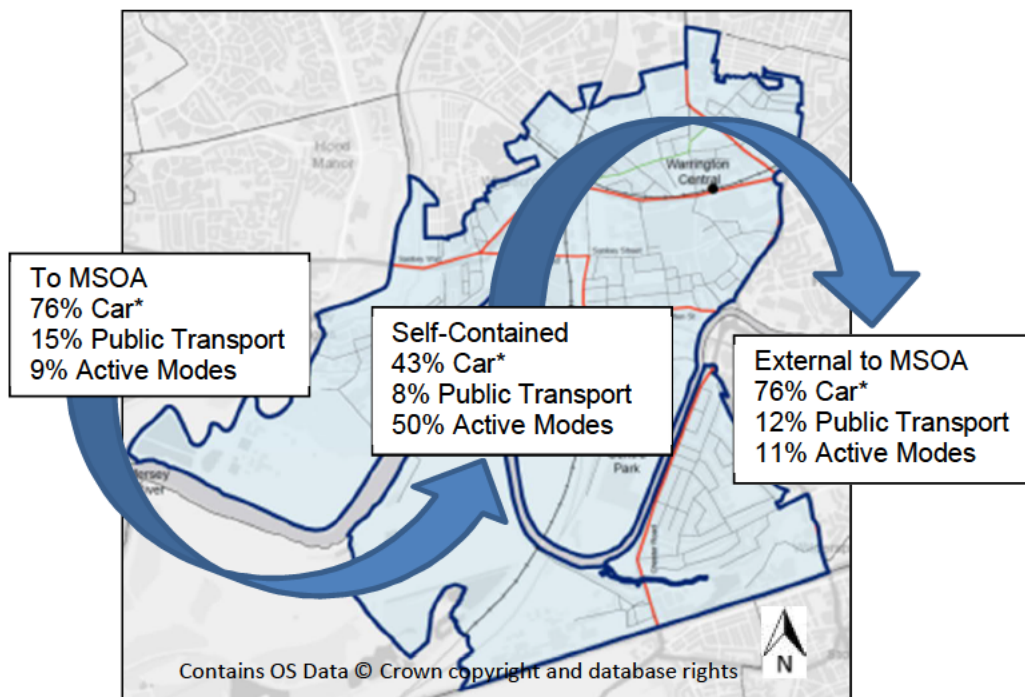
Table 5.2: Security Impacts Worksheet

<i>Security Indicator</i>	<i>Relative importance (High/Medium/Low)</i>	<i>Without scheme (Poor/Moderate/High)</i>	<i>With scheme (Poor/Moderate/High)</i>
Site perimeters, entrances and exits	Low	Moderate	Moderate
Formal surveillance	Low	n/a	n/a
Informal surveillance	Low	Moderate	Moderate
Landscaping	Low	n/a	n/a
Lighting and visibility	Low	Moderate	Moderate
Emergency call	Low	n/a	n/a

5.4 Qualitative Comments

5.4.1 To inform the assessment, 2011 Journey to work data has been reviewed for MSOA: E02002607 which covers Centre Park Business Park, Warrington Bank Quay railway station, Palmyra Cultural Quarter, Warrington Central railway station and Warrington town centre (see **Figure 5.1**). The vast majority of those travelling to this area (destination within MSOA) use the car (67% Driver; 8% Passenger; 1% Taxi); while a further 15% use public transport and 9% active modes (pedestrian and cycle). Furthermore, journey to work data for those originating in this area, with an external destination indicates 76% of journeys are made by car; while 12% utilise public transport and 11% active modes. For those trips, considered self-contained within the area (origin and destination – E02002607), active transport modes rise to almost 50% of all trips to work. Many of these trips will be associated with employment opportunities in the town centre. In terms of journey to work numbers, road traffic user movements are the most prominent experienced in the area, reflected in the existing level of traffic congestion.

Figure 5.1: MSOA – E02002607 – Central Warrington Area



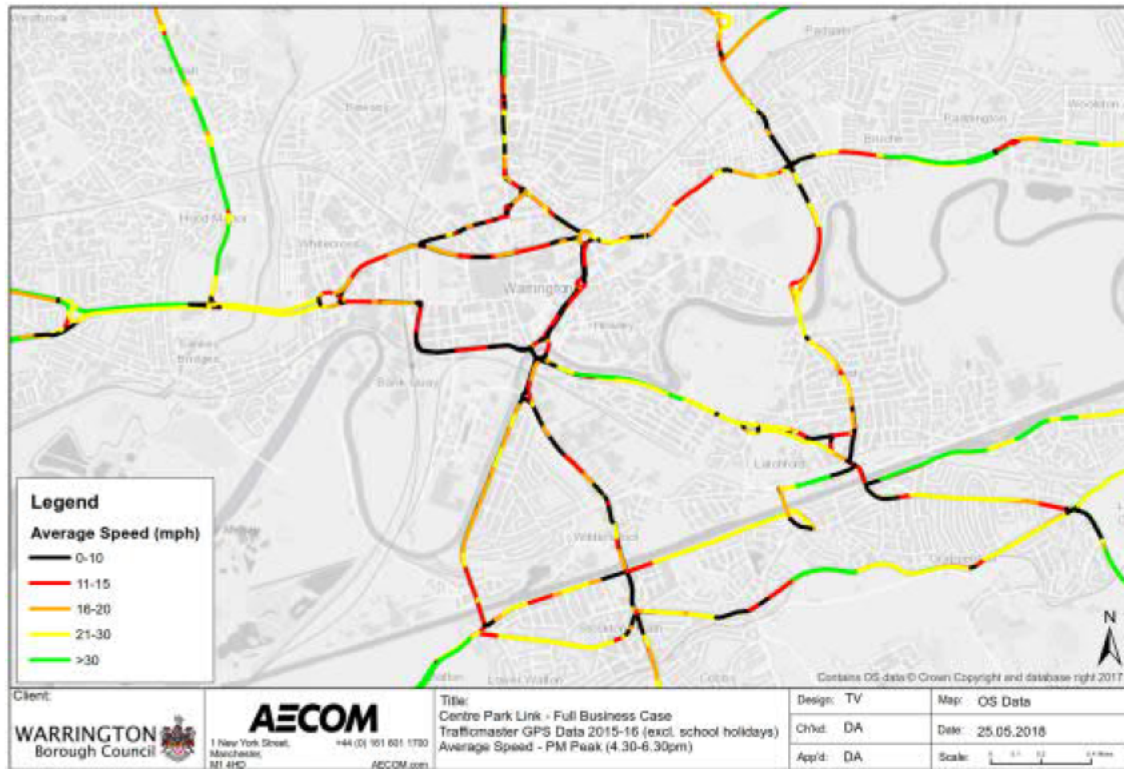
Source: Census 2011 (MSOA: E02002607) (excludes work from home)

*Car defined as Car, Passenger, Motorcycle and Taxi

5.4.2 The following provides a summary of the security impact considerations for road traffic users identified through the assessment:

- Generally, increased free flowing traffic conditions are considered to reduce the risk of crime to which vehicle drivers are exposed. However, while road users are typically more vulnerable to crime when vehicles are standing or slow-moving, there is no evidence to suggest the existing traffic routes via Brian Bevan Island and Bridgefoot roundabout, where a large proportion of existing congestion is experienced, are dangerous;
- Transport modelling data suggests there is a large amount of road users at all times of the day, heightening passive surveillance, but also leading to slower speeds – average speeds for Inner Warrington are shown in **Figure 5.2** highlighting slower speeds (less than 10mph) in the PM peak surrounding Bridgefoot roundabout and Wilson Patten Street;
- Improvements and inclusion of new street lighting may result in a slight security benefit for the area;
- The scheme maintains access to existing Network Rail car park off Slutchers Road; however there is no new provision of services/locations where road users will be required to leave their car (e.g. car park) avoiding this potential security constraint; and
- Improvements experienced by road traffic users associated with decreased frustration/stress due to reductions in congestion, although leading to heightened perception of safety, are considered within the Journey Quality chapter.

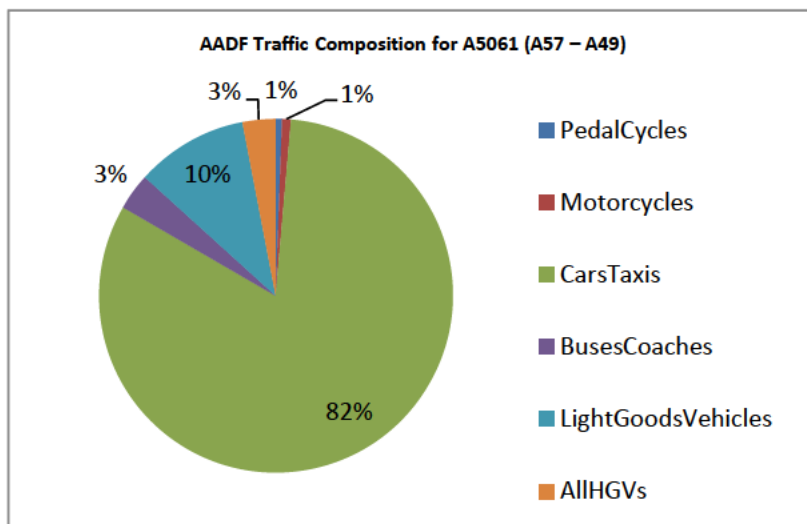
Figure 5.2: Trafficmaster GPS Data 2015-16: Average Speed MPH – PM Peak



5.4.3 The following provides a summary of the security impact considerations for pedestrian users identified through the assessment:

- To further assess the potential impacts for pedestrians and cyclists, AADF traffic data for the A5061 between the A57 and A49 has been reviewed. This indicates, 1% of trips are at the count location were undertaken by walking and cycling. Traffic modifications to the Palmyra Cultural Quarter will have a slight positive benefit for this minority trip generator.

Figure 5.3: AADF Traffic Composition for A5061 (A57 – A49)



Source: Department of Transport

- Warrington Local Plan identifies a desire to provide a safe, well-marked and attractive pedestrian connection between Wilson Patten Street, the Town Centre and Bank Quay West Coast Mainline railway station. Overall, although negligible, this scheme will contribute toward security improvements that will support this policy directive, with pedestrian and cycling infrastructure on Slutchers Lane maintained and improved pedestrian crossing facilities across Wilson Patten Street reducing severance issues;

- Furthermore, the Centre Park Link scheme will enable and support the future development of new residential housing on land at Centre Park South. Although the residential development outcomes are not considered within this appraisal, it is important to note that this piece of infrastructure is critical to increase the resident population in the local area which will invariably lead to amenity enhancements, increases in formal and passive surveillance, and improvements to the overall security of the area connecting it within Inner Warrington for pedestrians; and
- Elements of the new bridge design over the Mersey River will inevitably impact the level of existing natural surveillance; however this will be mitigated as far as reasonably practical during detailed design phase and eventual delivery of the scheme.

5.4.3 The following provides a summary of the security impact considerations for bus users identified through the assessment:

- The existing bus stop at Warrington Bank Quay railway station is to be maintained with no proposed changes to service frequency on route 101. Existing bus stops on Sankey Street to be remain. Therefore, there is no proposed change to security for bus /public transport users as part of the scheme (no additional wait time at stop or walk penalty attributed).

5.5 Assessment Score

5.5.1 The Centre Park Link is not expected to have a material impact on security issues in the area (**Neutral**). This supports the justification to only undertake a qualitative assessment as part of the Distributional Impact Appraisal.

6. SEVERANCE

6.1 Introduction

- 6.1.1 Severance is defined in WebTAG Unit 4.1 as “the separation of residents from facilities and services they use within their community caused by substantial changes in transport infrastructure or by changes in traffic flows.” Severance is an issue where vehicle flows “significantly impede pedestrian movement or where infrastructure presents a physical barrier to movement.”
- 6.1.2 Severance primarily concerns non-motorised modes, including travel by cyclists and pedestrians. In accordance with the WebTAG guidance, this assessment is based on pedestrians only and assessed qualitatively in the AST.
- 6.1.3 A separate assessment of severance impacts is also included within the Distribution Impact Appraisal. This considers the impact of the scheme on no-car households, older people, children and people with disabilities.

6.2 Assessment Guidelines

- 6.2.1 This assessment considers the without-scheme and with-scheme scenario according to the following four broad levels.
 - None: Little or no hindrance to pedestrian movement.
 - Slight: All people wishing to make pedestrian movements will be able to do so, but there will probably be some hindrance to movement.
 - Moderate: Pedestrian journeys will be longer or less attractive; some people are likely to be dissuaded from making some journeys on foot.
 - Severe: People are likely to be deterred from making pedestrian journeys to an extent sufficient to induce a reorganisation of their activities. In some cases, this could lead to a change in the location of centres of activity or to a permanent loss of access to certain facilities for a particular community. Those who do make journeys on foot will experience considerable hindrance.
- 6.2.2 **Table 6.1** outlines how each broad classification level (None, Slight, Moderate, Severe) is examined in order to identify the scale of social impact against the seven point scale (**Table 1.2**).

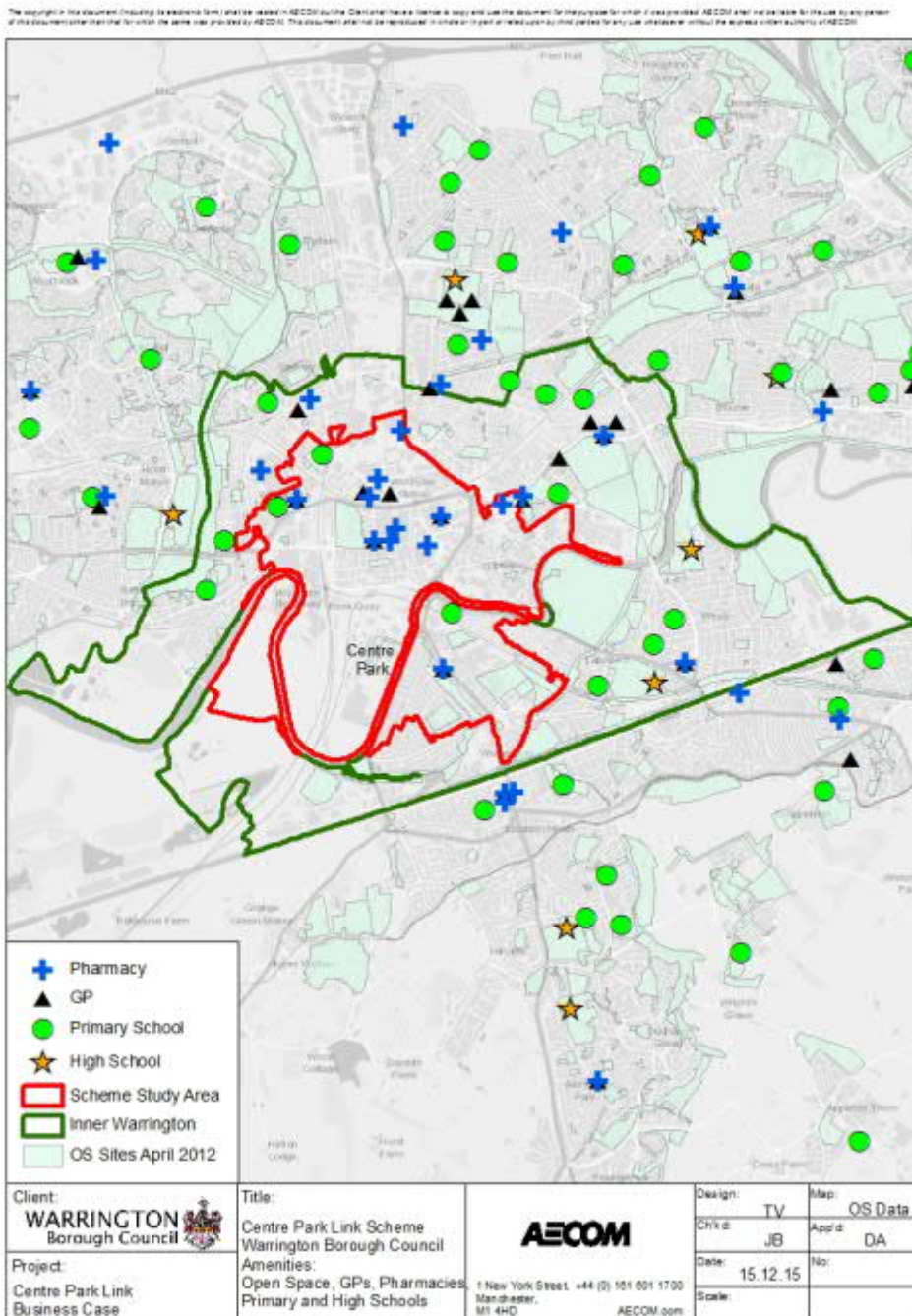
Table 6.1: Assessment of Change in Severance Scoring

<i>Without-scheme severance scoring</i>	<i>With-scheme severance scoring</i>			
	<i>None</i>	<i>Slight</i>	<i>Moderate</i>	<i>Severe</i>
None	None	Slight Negative	Moderate Negative	Large Negative
Slight	Slight Positive	None	Slight Positive	Moderate Negative
Moderate	Moderate Positive	Slight Positive	None	Slight Negative
Severe	Large Positive	Moderate Positive	Slight Positive	None

6.3 Qualitative Comments

- 6.3.1 Current congestion levels through the town centre combined with the amount of vehicles per day along key routes and a lack of safe pedestrian crossing facilities contributes to pedestrian severance issues between Centre Park and the town centre. The implemented scheme will alter vehicular movement within the scheme impact area and invariably lead to a reduction in pedestrian severance; as congested roads can often act as the deterrent.
- 6.3.2 The Scheme will also deliver traffic improvements including improved junctions along Wilson Patten Street to assist the movement of pedestrians.
- 6.3.3 Pedestrian connectivity to Centre Park Business Park is important to connect the existing workforce with services and amenities as outlined in **Figure 6.1**.

Figure 6.1: Amenities within Inner Warrington and the scheme study area



Source: Warrington Borough Council, 2015

- 6.3.4 Centre Park South currently has poor pedestrian connectivity with land south of the Mersey River. Centre Park South is currently accessible to pedestrians via the Blue Bridge to east and via Slutchers Lane from the North.

For residents south of Gainsborough Road, seeking to access Centre Park Business Park, or further north to Warrington Bank Quay railway station via walking, existing pedestrian infrastructure does not represent the ultimate direct route.

6.4 Assessment Score

6.4.1 The Centre Park Link scheme will have a **Slight Beneficial** impact on severance.

7. JOURNEY QUALITY

7.1 Introduction

7.1.1 WebTAG Unit A4.1 defines journey quality as ‘a measure of the real and perceived physical and social environment experienced while travelling’. It can be affected both by travellers and by network providers and operators.

7.1.2 When making travel choices, journey quality for many is a very important factor. For instance, a poor road journey quality (i.e. severe congestion, lack of route options, bad surface repair etc.) may dissuade travellers from making the potential journey; while a positive experience (i.e. free flowing traffic; direct routes etc.) may promote the mode of travel.

7.2 Assessment Guidelines

7.2.1 The assessment undertaken for journey quality has been prepared against the three main categories identified within the guidance including:

- Traveller care (cleanliness, facilities, information);
- Travellers' views; and
- Traveller stress (frustration, fear of accidents and route uncertainty).

7.3 Qualitative Comments

7.3.1 Qualitative comments were considered to be appropriate and have been prepared comparing the without-scheme and with-scheme scenario to assess the potential change for journey quality. Design Manual for Roads and Bridges Volume 11 Section 3 Part 9.2 View from the Road and 9.3 Driver Stress have been used to inform the assessment

7.3.2 Table 7.1 presents the qualitative assessment.

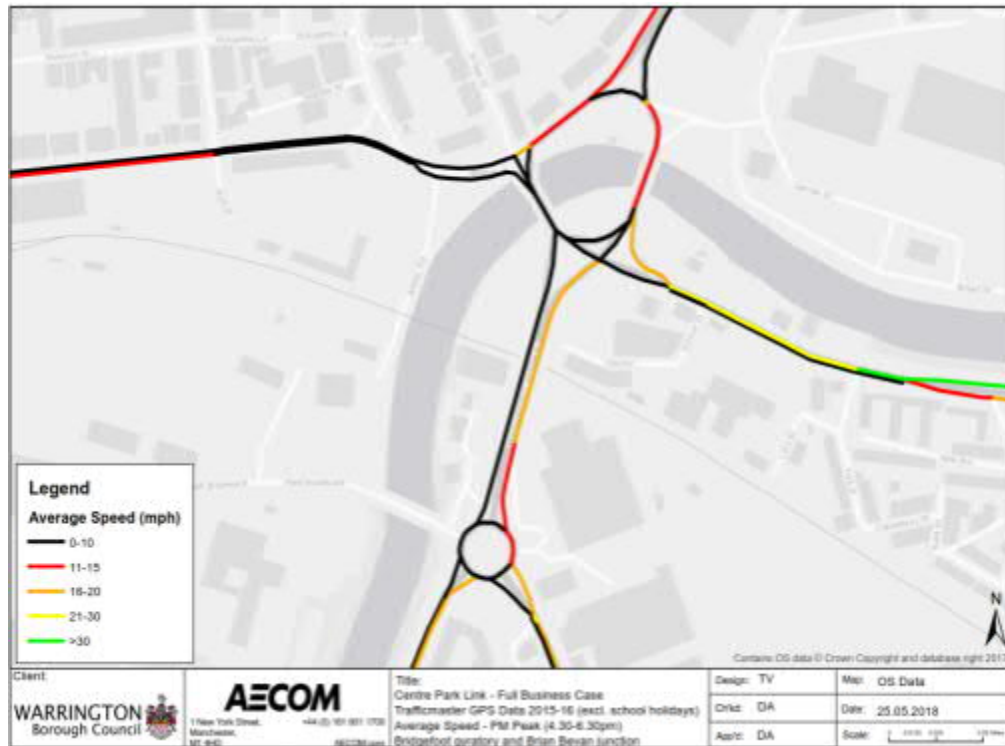
Table 7.1 Journey Quality Impacts Worksheet

Factor	Sub-Factor	Examples as per guidance	Impact Assessment
Traveller Care	Cleanliness	Internal and external cleanliness and graffiti; the condition of the seats; tables; brightness of internal lighting.	The scheme will have no material impact on this aspect of journey quality. Neutral
	Facilities	Types of seats, handles, luggage racks and storage, toilets, buffet/restaurant facilities and level of staff customer service, presence of service stations and facilities for motorists.	The scheme will have no material impact on this aspect of journey quality. Neutral
	Information	Audibility, frequency and usefulness of on-board PA announcements; the provision of general travel information and customer magazines; and the condition of advertising posters.	The scheme will have no material impact on this aspect of journey quality. Neutral

Factor	Sub-Factor	Examples as per guidance	Impact Assessment
	Environment	Extent of overcrowding, ventilation; temperature; noise; overall condition and smoothness of ride, motor vehicle condition and driver capability.	There is likely to a slight benefit in the vehicle journey environment with a redistribution of traffic movements travelling through the town centre leading to a more reliable and predictable journey.
Travellers' Views	-	Depth of cuttings or natural/artificial barriers, the presence of which may block views of the surrounding countryside or townscape.	<p>There are no proposed cuttings for the road; rather for this scheme views of the Mersey River with the construction of a new bridge are to be altered. The new link is expected to include open and intermittent views. Impact to be minimised through detailed design.</p> <p>The new bridge offers the opportunity to appreciate the distinctive landscape features of the Mersey River from a new vantage point. Views out from the road provide interest which may alleviate driver stress.</p> <p>There are potential negative views with the new link adjacent a business park (warehousing), vacant underutilised land and sidings (adjacent Slutchers Lane). Note that the new link enables development of land at Centre Park South for residential which will also provide a view impact.</p> <p>Slight Adverse</p>
Traveller Stress	Frustration	Road layout and geometry; condition of the road network; ability to make good progress along a route.	<p>Congestion is a major contributor to driver stress and frustration. This stems from slow journey times and speeds. The scheme objectives identify slow north-south and west-south journey times through Bridgefoot roundabout and Brian Bevan Island; and slow progression through Liverpool Street/Parker Street junction. This frustration is compounded by the lack of route options available to choose through Warrington town centre. Figure 7.2 and 7.2 demonstrate the existing slow average speeds through Bridgefoot roundabout and Brian Bevan Island; as well as the Liverpool Road/Parker Street junction during the PM Peak. This is further emphasised with it taking almost 7min longer during the PM versus the Inter Peak to travel between Chester Road (Gainsborough Road) and Liverpool Road (Sankey Way).</p> <p>Moderate Beneficial</p>
	Fear of potential accidents	Presence of other vehicles, inadequate sight distances, possibility of pedestrians stepping into the road,	Traveller stress relating to fear of potential accidents to reduce, influenced by improved journey conditions and likely reduction in congestion. Provision of an additional route

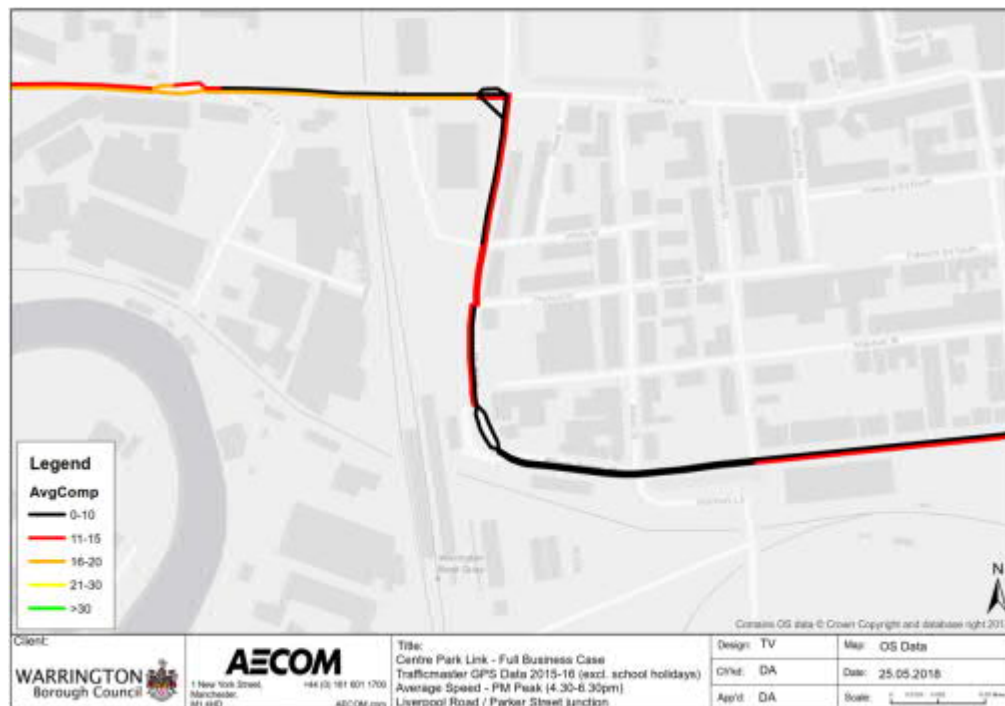
Factor	Sub-Factor	Examples as per guidance	Impact Assessment
		<p>presence of central reservation or safety barriers (or not); inadequate lighting; the width of the road/ carriageway/lane; presence of roadworks; the absence of lane markings, cats eyes, and hard shoulders.</p>	<p>option across the Mersey River/through town centre to support network resilience.</p> <p>Project includes suitable pedestrian crossing facilities to minimise likelihood of pedestrians stepping onto the road at inappropriate locations.</p> <p>Accident impact assessment (chapter 3) identifies reduction in accident numbers associated with the scheme. This reinforces likely beneficial impact against this indicator.</p> <p>Moderate Beneficial</p>
	Route uncertainty	<p>Timetables and network maps (e.g. available in public places, or on the Internet), provision of in-vehicle route signs. (NB actual time savings through better information should be assessed as a TEE benefit).</p>	<p>Beneficial impact for traffic routing – reduction of inappropriate traffic on key routes.</p> <p>Good design and layout of signs as part of the scheme will support the elimination of this cause of stress.</p> <p>Moderate Beneficial</p>

Figure 7.1: Trafficmaster GPS Data 2013-14: Average Speed MPH – Bridgefoot /Brian Bevan - PM Peak



Source: Trafficmaster data 2013-14

Figure 7.2: Trafficmaster GPS Data 2013-14: Average Speed MPH – Liverpool Rd/Parker Street - PM Peak



Source: Trafficmaster data 2013-14

7.3 Assessment Score

- 7.3.1 The qualitative assessment identifies that the Centre Park Link scheme will have on balance a **Moderate Beneficial/Medium positive impact** in terms of overall journey quality, driven by improvements to traveller stress.

8. OPTION VALUES AND NON-USE VALUES

8.1 Introduction

- 8.1.1 The WebTAG Unit A4.1 guidance states, option and non-use values should be assessed if the scheme being appraised includes measures that will substantially change the availability of transport services within the study area (e.g. the opening or closure of a rail service, or the introduction or withdrawal of buses serving a particular rural area).
- 8.1.2 Option and non-use values are often associated with rail services, particularly rail station closures, but in principle are equally applicable to other public transport modes (bus, coach, LRT, underground, air), road infrastructure and to freight facilities.
- 8.1.3 Option and Non-Use Values are defined within the guidance as follows:
- An option value is the willingness-to-pay to preserve the option of using a transport service for trips not yet anticipated or currently undertaken by other modes, over and above the expected value of any such future use.
 - Non-use values are the values that are placed on the continued existence of a service (i.e. transport facility), regardless of any possibility of future use by the individual in question.

8.2 Assessment

- 8.2.1 The initial scoping exercise determined that this social impact classification was not required to be assessed for the Centre Park Link scheme. There will be insignificant change to the availability of transport services within the scheme impact area (i.e. no opening or closure of a rail service, or introduction or withdrawal of a bus services etc.) and therefore an assessment has not be undertaken. The AST table records a value of '**Neutral**' for this criteria.

9. ACCESSIBILITY

9.1 Introduction

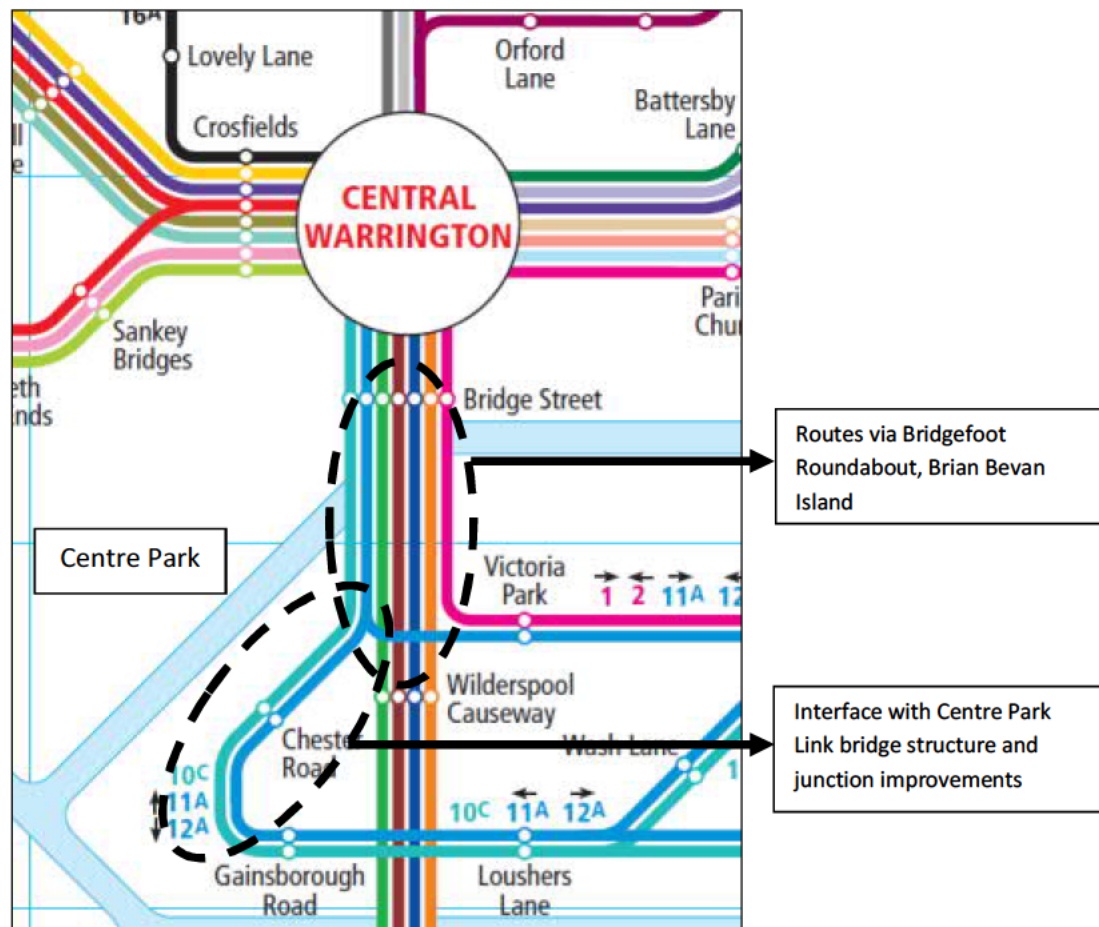
- 9.1.1 This chapter assesses the localised accessibility impacts that affect the social wellbeing of people in the Centre Park Scheme impact area.
- 9.1.2 Accessibility links closely with severance; however the appraisal focusses mainly on public transport accessibility with specific reference to the impact of the scheme on an individual's ability to access key employment areas, healthcare facilities, educational institutions and services within Warrington town centre.
- 9.1.3 Accessibility is also considered a key distributional impact. The distributional impacts are assessed as part of a separate Distributional Impact Appraisal report.

9.2 Qualitative Comments

Existing Public Transport Services

- 9.2.1 A large number of bus services currently operate along Bridge Street providing connectivity to the town centre. Many of these services operate via the congested Bridgefoot roundabout and Brian Bevan Island, with various operating routes south of the Mersey River via Knutsford Road, Wilderspool Causeway and Chester Road (see Figure 9.1).
- 9.2.2 Bus routes 10C, 11A and 12A directly interface with the proposed new highway scheme, operating along Chester Road and Gainsborough Road. Changes and the redistribution of traffic on key routes including through Brian Bevan Island and Bridgefoot roundabout may provide a positive impact in terms of transport efficiencies for public transport vehicles.

Figure 9.1: Existing Bus Routes

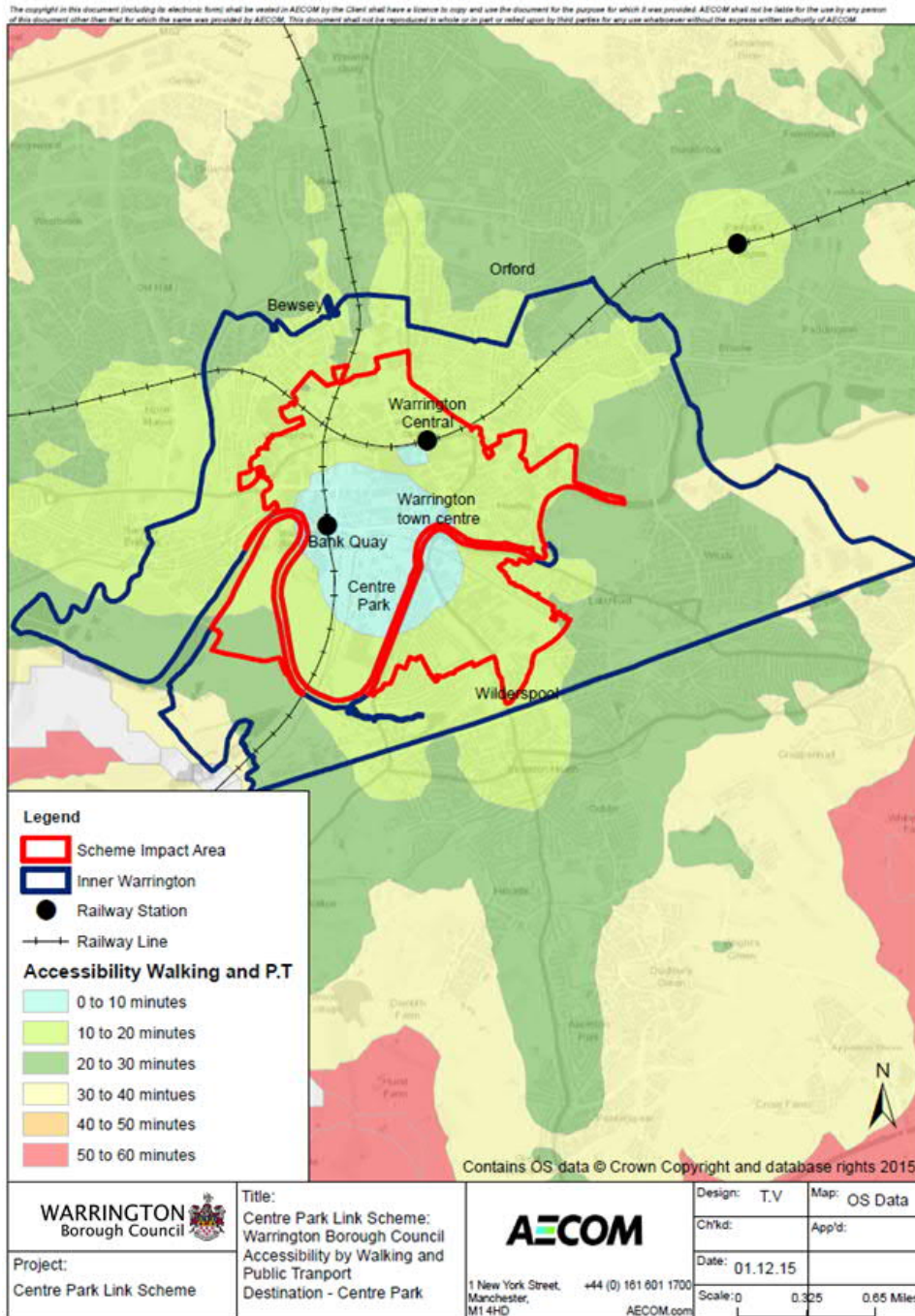


Source: Network Warrington, 2014

Accessibility by Public Transport and Walking

- 9.2.3 Public transport accessibility analysis has been undertaken for Centre Park Business Park using Accession Software (2014 data). **Figure 9.2** displays journey time by public transport, (including walk time), in 10 minutes isochrones up to an hour on a weekday between 7-9am.
- 9.2.4 The town centre is accessible within 10 minutes; with the 101 local bus route also facilitating the potential to reach Warrington Central within this time period. Furthermore, it can be seen that the vast majority of the scheme impact area, including additional parts of Inner Warrington, is accessible from Centre Park within 20 minutes.
- 9.2.5 As this is a traffic based highway scheme, there is unlikely to be any material change within the scheme impact area with regard to accessibility when assessed against journeys undertaken by walking and public transport.

Figure 9.2: Accessibility from Centre Park by walking and public transport



Source: Accession, 2014 (Monday 7-9am)

9.3 WebTAG Assessment Criteria

9.3.1 WebTAG Unit A4.1 outlines five key barriers to accessibility, which forms the basis of the impact assessment. Table 9.1 presents a summary assessment of accessibility in this context.

Table 9.1: Accessibility Impact Assessment

<i>Barriers to accessibility</i>	<i>Description</i>	<i>Assessment</i>
The availability and physical accessibility of transport	For some people in isolated urban and rural areas there are limited or no public transport services or the services are unreliable, or do not go to the right places or at the right times	Centre Park Business Park is currently serviced by a local bus route (101) that connects to Warrington Central, Warrington Bank Quay, the Bus Interchange and the town centre. Accessibility overall to Centre Park via bus is unlikely to be impacted significantly by this project. This project does not intend to materially alter the existing provision of public transport services supporting Centre Park. Centre Park Link maintains existing pedestrian infrastructure, with severance issues discussed in Chapter 6.
Costs of travel	Some people find the costs of personal or public transport very high or unaffordable;	No significant impact. There will be no impact for existing public transport users – no changes to fare structure. There are no road user charges planned for this project.
Services and activities located in accessible places	Developments including housing, hospitals, business and retail are often located in areas not easily accessible to people without a car	The accessibility plot (Figure 9.3) highlights that Warrington town centre including its essential services are accessible from Centre Park within 10minutes via walking and public transport. Centre Park Link is unlikely to lead to changes in this regard. It is noted however; that the new highway link enables land at Centre Park South to be developed, facilitating the potential for new residential dwellings within close proximity to the town centre.
Safety and security	Some people will not use public transport or walk to key services because of the fear of crime or anti-social behaviour	No significant impact.
Travel horizons	Some people are unwilling to travel long journey times or distances, or may not know about or trust transport services	Centre Park Link provides an additional river crossing of the Mersey, providing enhanced accessibility via car. In terms of public transport, there is no significant impact leading to new travel horizons and opportunities for residents to access employment opportunities.

9.4 Assessment Score

9.4.1 Accessibility has been given a **Slight Beneficial** assessment score.

10. PERSONAL AFFORDABILITY

10.1 Introduction

- 10.1.1 Affordability is of key importance in the operation of the transport system. WebTAG Unit A4.1 emphasises this importance, noting that “*monetary costs of travel can be a major barrier to mobility for certain groups of people, with particularly acute effects on their ability to access key destinations.*”
- 10.1.2 As outlined in **Chapter 2**, the Centre Park Link scheme is focussed on delivery of improved reliability and predictability of journeys on the road network, improved journey times at key pinch points and enhanced network resilience through provision of an additional route option through the town centre. Personal affordability impacts, whether positive or negative, generally arise as indirect consequences of transport interventions. This section of the appraisal assesses personal affordability issues,

10.2 Distributional Impact and Assessment Guidance

- 10.2.1 Personal Affordability is considered primarily a distributional issue. Therefore, assessment guidance and methodology to derive an appraisal score for this indicator is set out in WebTAG Unit A4.2.
- 10.2.2 This indicator is of particular relevance to young and old people, and low income households, particularly when travelling to employment or education. Furthermore, people with disabilities may also suffer significant disbenefit when faced with higher costs, due to limited transport choices.
- 10.2.3 The screening process as part of the Distributional Impact process considers the following monetary transport charges:
- Parking charges (including where changes in the allocation of free or reduced fee spaces may occur);
 - Car fuel and non-fuel operating costs (where, for example, rerouting or changes in journey speeds and congestion occur resulting in changes in costs);
 - Road user charges (including discounts and exemptions for different groups of travellers);
 - Public transport fare changes (where, for example premium fares are set on new or existing modes or where multi-modal discounted travel tickets become available due to new ticketing technologies); and
 - Public transport concession availability (where, for example concession arrangements vary as a result of a move in service provision from bus to light rail or heavy rail, where such concession entitlement is not maintained by the local authority).

10.3 Qualitative and Quantitative Assessment

- 10.3.1 With regard to **section 10.2.3**, it is important to note that there are no changes or intention to introduce parking charges, road user charges, public transport fare changes, or public transport concession availability. Therefore these have been identified within the worksheet below as not applicable.
- 10.3.2 Following the screening process, it was considered there may be an indirect positive impact resulting from the rerouting and changes to journey speeds and congestion as a result of the Centre Park Link scheme with regard to car fuel and non-fuel operating costs.
- 10.3.3 TUBA outputs have been used to quantify car fuel and non-fuel cost benefits associated with the scheme and are reported in the Economic Case of the main business case.

Table 10.1: Personal Affordability Assessment

<i>Mode</i>	<i>Cost Change</i>	<i>Cost Change Expected?</i>	<i>Change captured in TUBA?</i>	<i>Quantified Impact</i>
Car	Car fuel and non-fuel cost	Yes	See Economic Case of main Business Case	Neutral
	Road user charges	No	n/a	n/a
	Public Parking charges – management	No	n/a	n/a
	Other car charges/costs	No	n/a	n/a
Public Transport	Bus Fares	No	n/a	n/a
	Rail Fares	No	n/a	n/a
	Rapid Transit Fares	No	n/a	n/a
	Mode Shift between public transport modes due to change in supply	No	n/a	n/a
	Ticket / Interchange discounts	No	n/a	n/a
	Concessionary fares	No	n/a	n/a
	Other public transport charges/costs	No	n/a	n/a
Non-Motorised Modes	Walking costs	No	n/a	n/a
	Cycling costs	No	n/a	n/a

10.4 Assessment Score

10.4.1 Across the various considerations, Personal Affordability has been given a **Neutral** assessment score, with the overall impact on personal affordability to be insignificant.

11. CONCLUSION

11.1 Social Impact Summary

11.1.1 Table 11.1 shows the conclusions of the social impact assessments for each indicator to be included within the AST table within the Full Business Case.

Table 11.1: AST: Social Impact Summary

Impacts		Summary of Key Impacts	Quantitative	Qualitative
Social	Physical Activity	Will facilitate the development of new residential housing on land at Centre Park South close to the city centre and Warrington Bank Quay station promoting active travel. Increase physical activity for local employees at Centre Park Business Park.	n/a	Slight Beneficial
	Journey Quality	Provision of an additional route option across the Mersey River/through town centre/to Centre Park, traffic improvements to Slutchers Road to support network resilience. Benefits to users with reduced frustration/stress relating to fear of potential accidents, influenced by improved journey conditions and reduction in congestion on key routes.	n/a	Moderate Beneficial
	Accessibility	The scheme enables land at Centre Park South to be developed, facilitating the development of new residential dwellings with strong links to the town centre.	n/a	Slight Beneficial
	Personal Affordability	No significant effect	n/a	Neutral
	Severance	Pedestrian severance improvements between Wilson Patten Street, the Town Centre and Bank Quay West Coast Mainline railway station. Overall slight beneficial impact.	n/a	Slight Beneficial
	Open Values and Non-Use Values	No significant change to the availability of transport services within the scheme impact area (i.e. no opening or closure of a rail service, or introduction or withdrawal of a bus services etc.)	n/a	Neutral
Safety	Accidents	Positive impact on accidents due to improvements to traffic flow through Brian Bevan and Bridgefoot roundabout, facilitated by the provision of a new highway link over the Mersey River.	Historic accident data assessed	Slight Beneficial
	Security	No significant effect	n/a	Neutral

Centre Park Link

Annex R: WebTAG Tables

Analysis of Monetised Costs and Benefits

Core

Noise		(12)
Local Air Quality		(13)
Greenhouse Gases	1855	(14)
Journey Quality		(15)
Physical Activity		(16)
Accidents		(17)
Economic Efficiency: Consumer Users (Commuting)	41620	(1a)
Economic Efficiency: Consumer Users (Other)	46338	(1b)
Economic Efficiency: Business Users and Providers	32243	(5)
Wider Public Finances (Indirect Taxation Revenues)	-4005	- (11) - sign changed from PA table, as PA table represents costs, not benefits

Present Value of Benefits (see notes) (PVB)

118051	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
--------	--

Broad Transport Budget

18203	(10)
-------	------

Present Value of Costs (see notes) (PVC)

18203	(PVC) = (10)
-------	--------------

OVERALL IMPACTS

Net Present Value (NPV)

99848	NPV=PVB-PVC
-------	-------------

Benefit to Cost Ratio (BCR)

6.5	BCR=PVB/PVC
-----	-------------

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Economic Efficiency of the Transport System (TEE)

Core

Non-business: Commuting		ALL MODES		ROAD		BUS and COACH		RAIL		OTHER	
<i>User benefits</i>		TOTAL		<i>Private Cars and LGVs</i>		<i>Passengers</i>		<i>Passengers</i>		<i>Passengers</i>	
Travel time	39834				39834						
Vehicle operating costs	1786				1786						
User charges	0				0						
During Construction & Maintenance	0				0						
NET NON-BUSINESS BENEFITS: COMMUTING	41620				41620						
<i>(1a)</i>											
Non-business: Other		ALL MODES		ROAD		BUS and COACH		RAIL		OTHER	
<i>User benefits</i>		TOTAL		<i>Private Cars and LGVs</i>		<i>Passengers</i>		<i>Passengers</i>		<i>Passengers</i>	
Travel time	43649				43649						
Vehicle operating costs	2689				2689						
User charges	0				0						
During Construction & Maintenance	0				0						
NET NON-BUSINESS BENEFITS: OTHER	46338				46338						
<i>(1b)</i>											
Business		Goods Vehicles		Business Cars & LGVs		Passengers		Freight		Passengers	
<i>User benefits</i>		10214	16540								
Travel time	26754										
Vehicle operating costs	5489	3058	2431								
User charges	0	0	0								
During Construction & Maintenance	0	0	0								
Subtotal	32243	13272	18971								
<i>(2)</i>											
Private sector provider Impacts											
Revenue											
Operating costs											
Investment costs											
Grant/subsidy											
Subtotal	0										
<i>(3)</i>											
Other business Impacts											
Developer contributions											
Subtotal	0										
<i>(4)</i>											
NET BUSINESS IMPACT	32243										
<i>(5) = (2) + (3) + (4)</i>											
TOTAL	120201										
<i>(6) = (1a) + (1b) + (5)</i>											

Present Value of Transport Economic Efficiency Benefits (TEE)

Notes: Benefits appear as positive numbers, while costs appear as negative numbers. All entries are discounted present values, in 2010 prices and values.

Public Accounts (PA) Table

Core

	ALL MODES				
	TOTAL	ROAD INFRASTRUCTURE	BUS and COACH	RAIL	OTHER
Local Government Funding					
Revenue	0	0			
Operating Costs	789	789			
Investment Costs	17414	17414			
Developer and Other Contributions	0	0			
Grant/Subsidy Payments	0				
NET IMPACT	18203				
	(7)				
Central Government Funding Transport					
Revenue	0				
Operating costs	0				
Investment Costs	0				
Developer and Other Contributions	0				
Grant/Subsidy Payments	0				
NET IMPACT	0				
	(8)				
Central Government Funding Non-Transport					
Indirect Tax Revenues	4005	4005			
	(9)				
TOTALS					
Broad Transport Budget	18203				
	(10) = (7) + (8)				
Wider Public Finances	4005				
	(11) = (9)				

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.
All entries are discounted present values in 2010 prices and values.

Economic Efficiency of the Transport System (TEE)

Sensitivity Test 1 - Low Growth Scenario

Non-business: Commuting		ALL MODES		ROAD		BUS and COACH		RAIL		OTHER	
<i>User benefits</i>		TOTAL		<i>Private Cars and LGVs</i>		<i>Passengers</i>		<i>Passengers</i>		<i>Passengers</i>	
Travel time	39073				39073						
Vehicle operating costs	1769				1769						
User charges	0				0						
During Construction & Maintenance	0				0						
NET NON-BUSINESS BENEFITS: COMMUTING	40842				40842						
<i>(1a)</i>											
Non-business: Other		ALL MODES		ROAD		BUS and COACH		RAIL		OTHER	
<i>User benefits</i>		TOTAL		<i>Private Cars and LGVs</i>		<i>Passengers</i>		<i>Passengers</i>		<i>Passengers</i>	
Travel time	23364				23364						
Vehicle operating costs	1454				1454						
User charges	0				0						
During Construction & Maintenance	0				0						
NET NON-BUSINESS BENEFITS: OTHER	24818				24818						
<i>(1b)</i>											
Business		Goods Vehicles		Business Cars & LGVs		Passengers		Freight		Passengers	
<i>User benefits</i>											
Travel time	15958		5890		10068						
Vehicle operating costs	3450		1971		1479						
User charges	0		0		0						
During Construction & Maintenance	0		0		0						
Subtotal	19408		7861		11547						
<i>(2)</i>											
Private sector provider Impacts											
Revenue											
Operating costs											
Investment costs											
Grant/subsidy											
Subtotal	0										
<i>(3)</i>											
Other business Impacts											
Developer contributions											
Subtotal	0										
<i>(4)</i>											
NET BUSINESS IMPACT	19408										
<i>(5) = (2) + (3) + (4)</i>											
TOTAL	85068										
<i>(6) = (1a) + (1b) + (5)</i>											

Present Value of Transport Economic Efficiency Benefits (TEE)

Notes: Benefits appear as positive numbers, while costs appear as negative numbers. All entries are discounted present values, in 2010 prices and values.

Public Accounts (PA) Table

Sensitivity Test 1 - Low Growth Scenario

	ALL MODES				ROAD		BUS and COACH		RAIL		OTHER	
	TOTAL				INFRASTRUCTURE							
Local Government Funding												
Revenue	0				0							
Operating Costs	789				789							
Investment Costs	17414				17414							
Developer and Other Contributions	0				0							
Grant/Subsidy Payments	0											
NET IMPACT	18203											
	(7)											
Central Government Funding Transport												
Revenue	0											
Operating costs	0											
Investment Costs	0											
Developer and Other Contributions	0											
Grant/Subsidy Payments	0											
NET IMPACT	0											
	(8)											
Central Government Funding Non-Transport												
Indirect Tax Revenues	2776				2776							
	(9)											
TOTAL S												
Broad Transport Budget	18203											
	(10) = (7) + (8)											
Wider Public Finances	2776											
	(11) = (9)											

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.
All entries are discounted present values in 2010 prices and values.

Analysis of Monetised Costs and Benefits

Sensitivity Test 1 - Low Growth Scenario

Noise		(12)
Local Air Quality		(13)
Greenhouse Gases	1285	(14)
Journey Quality		(15)
Physical Activity		(16)
Accidents		(17)
Economic Efficiency: Consumer Users (Commuting)	40842	(1a)
Economic Efficiency: Consumer Users (Other)	24818	(1b)
Economic Efficiency: Business Users and Providers	19408	(5)
Wider Public Finances (Indirect Taxation Revenues)	-2776	(11)

- (11) - sign changed from PA table, as PA table represents costs, not benefits

Present Value of Benefits (see notes) (PVB)

83577	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
-------	--

Broad Transport Budget

18203	(10)
-------	------

Present Value of Costs (see notes) (PVC)

18203	(PVC) = (10)
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OVERALL IMPACTS

Net Present Value (NPV)

65374	NPV=PVB-PVC
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Benefit to Cost Ratio (BCR)

4.6	BCR=PVB/PVC
-----	-------------

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Economic Efficiency of the Transport System (TEE)

Sensitivity Test 2 - Opening the Bus Gate

Non-business: Commuting		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
<i>User benefits</i>		TOTAL	Private Cars and LGVs	Passengers	Passengers	Passengers
Travel time	64770		64770			
Vehicle operating costs	2863		2863			
User charges	0		0			
During Construction & Maintenance	0		0			
NET NON-BUSINESS BENEFITS: COMMUTING	67633		67633			
<i>(1a)</i>						
Non-business: Other		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
<i>User benefits</i>		TOTAL	Private Cars and LGVs	Passengers	Passengers	Passengers
Travel time	70732		70732			
Vehicle operating costs	4528		4528			
User charges	0		0			
During Construction & Maintenance	0		0			
NET NON-BUSINESS BENEFITS: OTHER	75260		75260			
<i>(1b)</i>						
Business		Goods Vehicles				
<i>User benefits</i>		Business Cars & LGVs	Passengers	Freight	Passengers	
Travel time	37777	13449	24328			
Vehicle operating costs	7763	4149	3614			
User charges	0	0	0			
During Construction & Maintenance	0	0	0			
Subtotal	45540	17598	27942			
<i>(2)</i>						
Private sector provider impacts		Freight				
Revenue						
Operating costs						
Investment costs						
Grant/subsidy						
Subtotal	0					
<i>(3)</i>						
Other business impacts		Passengers				
Developer contributions						
Subtotal	0					
<i>(4)</i>						
NET BUSINESS IMPACT	45540					
<i>(5) = (2) + (3) + (4)</i>						
TOTAL	188433					
<i>(6) = (1a) + (1b) + (5)</i>						

Present Value of Transport Economic Efficiency Benefits (TEE)

Notes: Benefits appear as positive numbers, while costs appear as negative numbers. All entries are discounted present values, in 2010 prices and values.

Public Accounts (PA) Table

Sensitivity Test 2 - Opening the Bus Gate

	ALL MODES				ROAD INFRASTRUCTURE	BUS and COACH	RAIL	OTHER
	TOTAL							
Local Government Funding								
Revenue	0				0			
Operating Costs	789				789			
Investment Costs	17414				17414			
Developer and Other Contributions	0				0			
Grant/Subsidy Payments	0							
NET IMPACT	18203							
	(7)							
Central Government Funding Transport								
Revenue	0							
Operating costs	0							
Investment Costs	0							
Developer and Other Contributions	0							
Grant/Subsidy Payments	0							
NET IMPACT	0							
	(8)							
Central Government Funding Non-Transport								
Indirect Tax Revenues	6161				6390			
	(9)							
TOTALS								
Broad Transport Budget	18203							
	(10) = (7) + (8)							
Wider Public Finances	6161							
	(11) = (9)							

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.
All entries are discounted present values in 2010 prices and values.

Analysis of Monetised Costs and Benefits

Sensitivity Test 2 - Opening the Bus Gate

Noise		(12)
Local Air Quality		(13)
Greenhouse Gases	2901	(14)
Journey Quality		(15)
Physical Activity		(16)
Accidents		(17)
Economic Efficiency: Consumer Users (Commuting)	67633	(1a)
Economic Efficiency: Consumer Users (Other)	75260	(1b)
Economic Efficiency: Business Users and Providers	45540	(5)
Wider Public Finances (Indirect Taxation Revenues)	-6161	(11)
		- (11) - sign changed from PA table, as PA table represents costs, not benefits

Present Value of Benefits (see notes) (PVB)

185173	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
--------	--

Broad Transport Budget

18203	(10)
-------	------

Present Value of Costs (see notes) (PVC)

18203	(PVC) = (10)
-------	--------------

OVERALL IMPACTS

Net Present Value (NPV)

166970	NPV=PVB-PVC
--------	-------------

Benefit to Cost Ratio (BCR)

10.2	BCR=PVB/PVC
------	-------------

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Centre Park Link

Annex S: Independent Cost Review

WARRINGTON BOROUGH
COUNCIL

Centre Park Link

Draft Independent Cost Review

21 November 2016

Contains *private* information



Document status					
Revision	Date	Status or comment	Prepared by	Checked by	Authorised by
0	21/11/16	Draft	██████	██████	██████

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1.0 EXECUTIVE SUMMARY

- 1.1 Faithful+Gould (F+G) have been instructed by Warrington Borough Council (WBC) to undertake an independent commercial review of traffic enhancements to Warrington Town Centre under the project name of Centre Park Link
- 1.2 The works have been procured through Scape under an infrastructure framework which is nationally managed and delivered locally. The estimate costs of the works has been carried out by Balfour Beatty as a "feasibility budget." and consist of m, m2 and m3 unit rates and lump sum costs. The feasibility budget has been priced with a base date of May 2015 and inflation added to the midpoint of construction January 2018.
- 1.3 During the course of our report we have split the review into two areas:
- i) Methodology review – involving a review of the commercial processes undertaken in the generation of the cost plans, i.e. QRA, utilities, fees.
 - ii) Cost review – involving the review of data used to populate the budget and an analysis of the output as a whole.
- 1.4 Costs used in the estimates have been reviewed with areas of divergence being detailed in the body of the report.
- 1.5 Prominent points from the review and findings include.
- .1 Land acquisition costs have been estimated by LSH, these costs can be problematic to assess as the worth of the land is based on an agreement from both the seller and the buyer. It is unlikely that both parties agreed to the same figure making the process of buying land challenging and lengthy. LSH in their report provided three options on the cost of the land, they are "best case," "worst case" and "most likely," as recommended by LSH the "most likely" option values have been included in the estimate. We note from our review of the plan, some of the costs transferred from the most likely option are lower than included in the summary. As the financial summary is a WBC document we have assumed that WBC are aware of these increases and the costs have been agreed.
 - .2 Utilities costs have been determined by C3 estimates as prepared by the statutory authorities, due to their expertise and in depth knowledge these estimates are generally derived with a level of cost accuracy. We have checked the transfer of the utilities costs from the report to the main financial summary, during our checking we were unable to locate where the United Utilities cost of £52,000 had been included. From the monies in the summary and monies included in the QRA utilities items, we believe based on current information that there is an adequate level of cost included for the utilities works.
 - .3 From the QRA spreadsheet, we believe that the items included are comprehensive and risks have been mitigated where possible and monies and probabilities have been allocated to each item. The percentage cost of the risk is 17% when calculated against the construction cost, we consider this percentage to be adequate and reasonable for this stage of estimating. We observed that some of the risk items have not been allocated an owner, this may still be under discussions. We also observed that one of the items under the

programme section had different risk monies attributed to the item, a further review of this item may be requires to clarify the cost.

- .4 In line with our scope we have been ask to review BB budget construction costs. To carry out this exercise F+G would check individual cost items against cost data to measure competitiveness and value for money. For this project F+G were given the BB cost plan which listed the items of work and unit quantities without the related rates, the only cost data included was the series totals. To review the rates, it was agreed that F+G would input cost data into the cost plan and the comparison would be based on the series totals which would be used to demonstrate competitiveness and value for money.

The finding from this exercise concluded that the F+G overall construction total was approximate 5% above BB construction total. In line with estimating guidelines this difference falls within the range of estimating latitude attributed to budget estimate and suggested that the cost plan did show value for money when compared to cost data. Reviewing each section individually, there were differences between F+G costs and BB costs and we have provided further details regarding the differences in Section 4.6.

When comparing the cost information issued on the BB feasibility budget to values stated in WBC financial summary, the figures are different and we are unclear from the information issued how the figures are calculated. We have in line with the comments on the financial summary added the on costs of 9% and 2.5% to cover working area and direct fee overheads onto the BB feasibility total and increased the cost for inflation, but the figure still do not calculate. Due to the fact that the financial summary is a live document we have assumed that the figures included in the financial summary are correct and that the costs included in BB feasibility budget may require updating or F+G are not aware of other costs which may have been added to the financial summary.

2.0 INTRODUCTION

- 2.1 Faithful+Gould (F+G) have been appointed by Warrington Borough Council (WBC) to compile an independent cost review on a feasibility budget for Centre Park Link. The scope of works including the construction of a new bridge structure from Chester Road to the southern side of Centre Park, with new highway from the bridge structure to Slutchers Lane. Works for the rearrangement of traffic management to the north end of Slutchers Lane and creation of one-way southbound link with traffic management to a number of adjacent streets.
- 2.2 Our review is based on a meeting with WBC held on 28th September 2016, which discussed scope and contents of the independent cost review. A follow on meeting was arranged for 18th October where we discussed what information would be issued to F+G in order for us to carry out our review. A full breakdown of the information issue can be found in Appendix A.
- 2.3 As determined in the meeting, we have split the report into two main areas, the first area of review is with regards to the commercial methodology which is covered in Section 3. The second part of our review focuses on the costs contained in the Balfour Beatty feasibility budget, the findings from our review can be found in Section 4.

3.0 METHODOLOGY

During the course of our review, we have examined specific project costs which are additions to the construction value and make up the project total price, these include costs such as, fees, land acquisitions and utilities.

To review the methodology of the project costs we have use the headings as taken from document 001w Waterfront Main Totals 17th October 2016. This document include all budget and actual costs associated with the project and is a WBC prepared document. This document is considered live and is regularly updated as costs are changed and actual costs are determined.

3.1 Fees

From discussions with WBC, we are aware that the majority of consultants working on the Centre Park Link have been procured under framework contracts, Curtins are the only consultant who have tendered specifically for the project.

When estimating fees we would include a percentage uplift in the region of 7% to 15% depending on the complexity of the project. For Centre Park Link the total cost of the fees is £1,098,973 which equates to 6% of the project cost. This is slightly under the percentage F+G would normally include in an estimate, however as the works is carried out under a framework agreement where fees are generally discounted at more competitive rate, we would consider the fees to be expected.

3.2 Land Acquisitions

Land acquisitions costs can be hard to determine and require specialist knowledge from experts, to assess the value of the land, relocation costs if applicable, and compensation for missed opportunities to the seller. With all land acquisitions, the value figure is changeable due to the fact that the buy figure calculated by LSH may be different from what the seller believes the land to be worth and this could be the start of stressful and prolonged negotiation to derive a cost which satisfies both parties. Due to the specialism of these costs we have not commented on the values determined by LSH and have only reviewed the methodology of the costs included in their report and transferred to the budget.

As part of LSH commission they have assessed the land value into three options "best case," "worst case" and "most likely," we understand from WBC that the costs included in the budget are the "most likely" figures. It may be viewed that the "worst case" option figures should be included in the budget costs, however in doing this it may promote the over budgeting which can increase the end cost, possibly making the scheme unviable.

Using the “best case” option may cause the scheme to be under budgeted and cost saving may need to be found to correct this. Due to this it is prudent to use the “most likely” option when compiling the budget, especially in relation to land acquisition costs which are constantly fluctuating.

When we checked the transfer of the information from the land acquisition report prepared by LSH to the financial summary, some of the figures included were above the “most likely” costs. As the document is prepared by WBC we have assume that WBC are aware of the increases and are in agreement with the figures.

3.3 Legal fees

As part of the project total, legal fees have been budgeted for and as actual costs have become known they have be incorporated into the live document. The cost of the legal fees especially with regards to the land acquisitions can be difficult to estimate as the negotiations can be uncertain and prolonged. If land is to be compulsory purchased this will increase the cost of the legal fees due to the timescales involved in the process. The legal fees for Centre Park Link as a percentage of the land acquisition costs is 12%, we consider this to be reasonable and within the expected norms associated with land acquisition.

3.4 Utilities Costs

It is our understanding from the budget pricing notes and from conversations with WBC that no utility costs have been included in the Balfour Beatty (BB) cost plan and that direct payment and procurement would be through WBC to take advantage of the Council discount. From the scheme financial summary, costs for diversions and new works have been estimated and incorporated into the cost plan, also costs have been included within the QRA figure.

The figures included in the cost plan have been derived from the statutory undertakers report and based on C3 estimating, we note from discussions with WBC that regular meetings between the Statutory Authorities, WBC and BB have taken place to ascertain scope of works, site constraints and conditions, which may have an effect on pricing. From the figures included in the report, the cost of works to the Utilities including services diversion etc. is approximately £533,000 a further £590,000 have been included in the QRA following joint risk workshops. These costs equate to 6% of the scheme total of £18,667,192. It is difficult to state if 6% is within the expected range as the cost is dependent on the project specifics and constraints which cannot be judged against other projects.

On review of the scheme financial summary, the majority of the utilities costs have been transferred from the statutory undertakers report and included in the summary. However we are unable to locate where the United Utilities cost in the sum of £52,000 is included and we would recommend the inclusion of this cost into the summary.

As a whole it is clear from communications with WBC that regular meetings have occurred between the Authorities, WBC and BB and that C3 estimates have been prepared using the expert knowledge from both the statutory authorities and Contractor. Possible risks associated with the project have been accounted for in the QRA and based on the above we believe at this stage of estimating that the cost included are adequate.

3.5 Works Affected Compensation Costs

It is likely due to the location of the development that the works may effect businesses, not just adjacent to the works but also within the proximity of the development. These costs are sometimes only considered as the construction commences and the effect of the works becomes apparent. From review of the QRA there does not appear to be costs included for this risk and we would therefore recommend discussion in the next QRA meeting.

3.6 QRA

The QRA items are defined by the project and are generally consist of Client and Contractor risks, these risks are bespoke to the project and are generally discuss by all parties during risk workshops/meetings which to be affective should take place on a regular basis and under the NEC Contract should be continued when construction commences.

On review of the QRA information associated with the Centre Park Link, we know from WBC that the meetings are jointly held with BB present at all meetings. The register is regularly updated with the last meeting taking place on 9th August 2016. From F+G review of the register we notice that there are a number of risks which do not have an owner allocated to the risk as yet. The choice of ownership may still be under discussions, however it may be prudent to allocate owners in order that mitigation strategies can be thought about independently.

We note an item under the programme section of the QRA "delays to approval of WBC executive board meeting," that the figures inserted in the monetary columns are different, with one column stating £15,000 and other column £67,500. The cost included in the QRA figure amounts to £37,500 as stated at 50% of £67,500. We are unclear why there is a difference for one column to the other as all other column figures are the same.

When estimating we would add in the region of 15% to 20% to the construction total to make allowance for risk items, when calculated this way the Centre Park Link is 17% of the Construction total. Based on this and our review of the risk items we consider at this stage of estimating that the costs included are reasonable.

3.7 Communications and ECI

One of the benefits of using the Scape framework is the practice of Early Contractor Involvement (ECI) this provides the Council from an early stage in the projects' development to obtain expertise and knowledge from a Contractor. From discussions

with WBC we are aware that there are regular meetings with Balfour Beatty to develop the works, not just on a cost and risk basis but also with regards to construction methodology.

These early meetings provide the Contractor with the benefit of fully understanding the works and aspirations of the Client and also enabling the Contractor time to obtain market tested rates and also commence early negotiations with their suppliers and subcontractors. Early involvement enables effective planning and programming of the works, integrating critical events into the programme, enabling ordering of long-lead items and procurement of supplier chain members.

4.0 RATES REVIEW & ANALYSIS

- 4.1 As part of our scope of service we have been requested to review Balfour Beatty feasibility budget cost plan for competitiveness. In order to conduct the review, we would check unit rates attributed to the scope of works against similar cost data. Over the course of our meetings with WBC, we understand that there was a reluctance to release BB rates to F+G for review. It was agreed during one of the meetings that F+G would be issued with BB feasibility cost plan with rates removed and only the series totals would be issued. F+G would then insert rates taken from the appropriate cost data and the totals from both F+G and BB cost plans would be used as a determinate of competitiveness and value for money. This exercise was carried out and the findings from each of the highway series are listed below in section 4.6.
- 4.2 Following issue of the budget plan, F+G prepared the estimate using cost data, due to estimating stage and the level of information issued we have used generic quantity rates to determine the cost and made appropriate assumptions when pricing the plan. In line with external estimating guidelines we have priced the cost plan with a degree of pricing latitude allowed for at this estimating stage. Based on guidelines criteria we have categorised the estimate as a "Class 2 (Budget/Control)" this is based on 70% project definition and the format of the estimate which included defined construction quantities. Under the guideline for a Class 2 this allows an estimating accuracy range of between -15% to +15%.
- 4.3 To make allowance for BB in depth knowledge of the project constraints, specification and understand the construction methodology and temporary works associated, F+G have included a 5% uplift to each of the construction series totals. We have included in Appendix B a table showing the Series totals as priced by BB and F+G.
- 4.4 We are aware from liaison with WBC, that as part of their budget preparation BB have liaised with Sub-contractors and suppliers to obtain robust market rates, where possible BB have obtained three quotations for the scope of works. Some items within the plan include lump sum allowances which is not unusual at estimating stage. F+G have included a cost which has been valued on the information issued to us.
- 4.5 Due to the time constraints we have not checked quantities and have assumed all measures included are correct and all construction works, temporary works and other associated construction costs have been included within BB series totals.

4.6 **Rates and Cost Summaries**

.1 **Preliminaries**

Preliminaries are usually derived from a list of items required by the Contractor to enable delivery of the works and include items such as accommodation, welfare and staff costs. Under BB cost plan these cost have been included elsewhere and do not form the basis of BB Feasibility Budget in document NWC15007 Centre Park Link. Under the Scape agreement these costs are added to the construction cost as on cost percentages and for this project have been agreed as 9% working area overhead and 2.5% direct fee.

It can be difficult to assess and compare preliminaries items as they are project specific and are calculated based on the location, scope of works and site constraints. Due to this we have compared the preliminaries as a percentage and for the Centre Park Link we have included the cost of the 9% working area, 2.5% direct fee and a further cost of 2% for the preliminaries costs included in the Feasibility Budget, to bring the project preliminaries total as a percentage to 13.5%.

In comparison as a percentage against cost data we would expect the preliminaries percentage to be approximately 7% to 11% for works to the road and around 20% to 30% preliminaries cost for works to the Bridge. In relation to the percentage included in the Feasibility Budget this would suggest the BB costs are low in comparison. It can be the case that the preliminaries costs associated with plant and labour could be absorbed within the construction rates. Another reason the preliminaries cost is low maybe to do with the Scape framework and the benefits this frameworks offers the Client.

F+G are unaware of what preliminaries items have been included in the percentage and we cannot confirm if any traffic management items/costs included in the feasibility are also included in the 9% on costs.

From review of the Balfour Beatty feasibility budget the preliminaries section items attributed to this project centre around the traffic management requirement for the project which approximately equates to 2% of the overall construction cost. From our cost data and what we believe would be required for a project of this nature we consider the percentage to be reasonable and when we have included our rates within the cost plan our total for this section is higher than BB total suggesting that BB rates are at the lower end of the cost data.

.2 **Site Clearance**

Following the input of cost data into the site clearance section F+G total cost is above the BB total by a variance of 12%. Although we are unclear of the individual pricing of the items, in comparison the series total stated by BB appears to conclude that the rates for the items are comparable with cost data.

.3 **Fencing**

With this section, the cost inserted by F+G is higher to the costs prepared by BB with a variance of approximately 16% between F+G costs and BB costs, which suggests that the items are priced within the expected norms.

.4 **VRS**

As with the fencing the cost included in this series appear to be similar to the rates inserted by BB with a variance percentage between the cost totals of 9%. The difference suggests that BB rates are competitive and within the expected norms.

.5 **Drainage**

In compiling the cost data into this series F+G total is lower than BB total by a variance of -9%. The reason for this may be due to design and specification of the ground which is unknown to F+G and has not been described in the drawings or work descriptions in the cost plan. It is possible that there may be issues with the soil stability which require temporary support and due to the location of the works proximity to the river, the ground water may be high and requires control through pumping. Also the inclusion of the lump sum item "Outfall into the Mersey River," may also have a bearing on the difference between BB total and F+G total with implications of this item of work not fully known by F+G. Without a breakdown of the rates from BB, F+G cannot fully analyse this series and discuss where the differences occur.

.6 **Earthworks**

With regards to this series of works F+G total cost for this section is higher than BB with a variance of 23%, suggesting that the rates included by BB to be comparable with cost data and possibly below the expected pricing norms.

.7 **Pavements**

F+G total was above the BB total by a variance of 15%, the rates included by F+G have made allowance for the thickness of the material and specification as stated in the Pricing Notes. We assume based on BB series total that the rates are reasonable when based against cost data.

.8 **KFPA**

In comparison of BB totals against cost data the costs were similar with a variance of 5%. Based on this we anticipate that the series rates are priced competitively and within the expected pricing norms.

.9 **Traffic Signs**

The cost data for the traffic signs is very varied due to the specification, for example if the sign is to be lit and therefore requires solar connections and associated ducting. When estimating the budget we have priced with the assumption that the signs will be lit and will require posts and foundations. In comparison of the series totals F+G cost is above the total cost of BB by a variance of 8% uplift and we therefore consider the total cost of this series to be reasonable and have assumed the individual rates are comparable with cost data.

.10 **Traffic Signals**

With regards to this series F+G total is lower than the BB total by a variance of -22%. A reason for this may be due to specification of the crossing and the number of temporary reinstatements required during the carrying out of these works. As the work is to be constructed over the weekend a further premium would be added to the rates, for working outside of normal hours. F+G have made an allowance of 5% uplift added to the series total for the restrictive workings. However without knowing the construction methodology and resource value it is difficult to assess if the 5% is adequate and without knowing the individual rates we are unable to see where the differences occur.

.11 **Road Markings**

With regards to this series F+G total was below BB total by a variance of -18%. The methodology of how the series has been priced maybe a possible reason for the difference. As the item is priced as a day rate, it does not stipulate the number of operatives or machinery contained within the rate and therefore the perceptions of what makes up in terms of equipment and resource is likely to be different for BB and F+G. The cost difference may also relate to the programming of the road marking, due to the nature of the works, this type of construction is normally carried out outside of normal working hours and work may be programmed to take place on a weekend or night working basis, which would attribute a higher premium rate. The cost differences between the totals is approximately £3,600, and for the reason above although F+G total was lower we do not consider the cost for the Road Markings to be excessive.

.12 **Street Lighting**

In comparison of the totals, BB summary cost is above the cost data estimate prepared by F+G for this series, with a percentage variance of -28%. Without the inclusion of BB individual item rates it is unclear where the differences may occur and this series may need to be discussed with BB.

.13 **Structures**

Due to the stage of design development and information received we have priced this work on an m2 basis, in comparison with the BB costs which contain a number of structural items, the variance of the total is just 3%. F+G cost without the 5% risk allowance included is slightly lower and this is possible due to the m2 unit rate of calculation which only provides a generic cost of the bridge construction and does not contain detailed specification which BB would of included in their rates, such as the capping beams. From the information received by F+G we would consider that Balfour Beatty costs are competitive and within the expected norm of pricing.

.14 **Accommodation Works and Stats**

The rates we have incorporated into the cost plan are higher than BB total with a variance of 33% when the totals are compared. Without knowledge of the unit rates it is difficult to ascertain the difference. Based on the totals of the series we consider the pricing to be competitive.

.15 **Landscaping**

The figures included in the F+G cost plan are above the BB summary total, without the breakdown of unit rates it is impossible to view where the difference occurs. We have assumed from the items that the difference may occur due to the specification of the landscape planting. This said if WBC are satisfied with the specification of planting then we consider the costs to appear competitive.

4.7 Inflation Costs

As part of the estimation of the works, it is common practice to include a percentage uplift which is calculated against and added to the project total, this is to take into account any increases to plant costs, material costs and labour rates. Inflation is usually calculated from the based date of the estimate (date the estimate was generated) to the mid-point of construction. With regards to this cost plan, BB have used this method and included an uplift of 5.46%.

When F+G calculated the inflation for the same period using the General Civils Indices, the results were 7.4%. The differences between BB and F+G percentages is due to the day on which the inflation is calculated as the indices are constantly updated, these updates move the index figures, changing the indices percentage.

4.8 Budget Pricing Documents

On review of the Balfour Beatty pricing notes which are in conjunction with Balfour Summary we make the following observations:

BB have assumed that an order will be placed with Scottish Power in October 2016 for the diversion to take place. If an order has not been placed BB may increase the programme and costs to compensate.

It has been assumed by BB that all costs associated with the land acquisitions are costs covered by WBC, however it is also assumed that works will be completed to BB programme. As discussed in sections 3.4 land acquisition negotiations can be lengthy and difficult to agree, if the process is drawn out this may increase programme and by default costs.

BB have not included for any cost for the removal of debris, obstructions and heavy vegetation from the river bank, we acknowledge that a cost for obstruction to river bank have been included in the QRA but this only mentions timber piles, it may be prudent to include an additional cost for other obstructions, debris etc. into the QRA.

5.0 SUMMARY OF OBSERVATIONS

- 5.1 Following our review of the information issued to F+G and based on our understanding of the project methodology we make the following observations.
- 5.2 When comparing the individual elements of the cost plans, the associated differences in percentage terms between F&G rate input and BB estimate, we can see there is an overall swing of between +33% and -28% (as shown in Appendix B). This swing may appear to be worrying, however we believe there are principle reasons behind the differences which can be attributed to some of the following:
- .1 Allowances for various construction components may have been grouped / added / omitted within other associated elements which give rise to the differences.
 - .2 Based on the issued information BB rates may have additional uplifts contained within for site specific items, which F+G are not aware of.
 - .3 BB's detailed knowledge of the site and its constraints (ground constraints etc) will automatically lead the Contractor to either upgrade the component costs with the necessary risk factor or indeed reduce the 'normal' risk allowance associated. Without sight of the applied rates this part cannot be commented on with any certainty.
 - .4 BB's cost difference may also be reflected by program advantages, by including weekend / extended hours working, which may attract a premium and increase the costs, but monies could be saved with reduced plant hire, traffic management and preliminaries.
- 5.3 When the budget is reviewed as a whole value the overall percentage difference is 5%. This value sits within the estimating parameters expected and gives WBC a scheme which has been valued by a Contractor and is within the F+G cost data budget. Further clarity and refinement of F+G cost data estimate could be continued with the release of the BB costs to give a further detailed cost / quantity

analysis. However, F+G accept the commercial sensitivity around the scheme rates.

- 5.4 Following review of the costs included in the WBC financial summary, some of the values contained in the summary are above the values included in the additional information and report prepared by others such as the land acquisition costs and QRA. As this is a live document which is regularly updated and reviewed as information is received, we believe at the current costs included are reasonable.

APPENDICES

- APPENDIX A - Schedule of Information Received from Warrington BC**
- APPENDIX B - Table showing BB and F+G Construction Totals**

**Appendix A
Schedule of Information Received**

Contains *private* information

Below is a schedule of information received from Warrington MBC which were referred to when conducting our review.

Information Received on 26th September

Budget Pricing Notes – Centre Park Link

Balfour Beatty Budget Costs as at 12th September 2016

355173/PH1/PRE/008 – Waterfront Phase 1 Option 4 Sheet 1 of 2

355173/PH1/PRE/008 – Waterfront Phase 1 Option 4 Sheet 2 of 2

Information received on 1st November 2016

001w Waterfront Main Totals as 17th October 2016

355173-PH1-PRE-008 Option 4 Costing 1BB Comment

355173-PH2-PRE-008 Option4 Costing 2BB Comment

Centre Park Link Budget Pricing Notes

Summary of Balfour Beatty Budget Costs at 120916

Temp – 001w Waterfront Ph1 Budget Costs 17/10/16 main scheme

Waterfront Budget Costs as of 17th October

CPL-RAM-XX-ZZ-DR-J-0002

CPL-RAM-XX-ZZ-DR-J-0003

CPL-RAM-XX-ZZ-DR-J-0000

CPL-RAM-XX-ZZ-DR-J-0001

Scape Access Agreement

Introduction to Scape

Land Estimates

EB Report App CICE

Warrington Waterfront CPO

CPL-RAM-ZZ-ZZ-DPJ-0002

Statutory Undertakers Report & Risk Assessments

Warrington Centre Park & Link Construction

Centre Park Budget Pricing Notes.

Contains *private* information

Appendix B
Table showing BB Construction Totals and F+G Construction Totals

Capital Cost comparisons held by WBC

Contains *private* information

Centre Park Link

Annex T: QRA

Centre Park Link (Dec 17 Revised Budget)

Opportunity & Risk (O&R) Risk workshop

Ref	Work Area / Location / Level	Eradication Level	Category	Risk event	Cause	Consequence	Probability Impact (PI) matrix					Probability Impact (PI) matrix					Risk Owner	Current Status and Actions	Current Cost (£)	By When	Change from last period														
							Delivery	Safety	Cost	Reputation	Liability	Probability %	Severity	Mitigation	Delivery	Safety						Cost	Reputation	Liability	Probability %	Severity									
8				Working around existing underground services	Underground services encountered	Additional costs delays	3	3	200 000	3	3	200 000	3	3	200 000	3	3	200 000	1	10%	Yellow	WMC		0											
9				Change to Underpass Services	Writing services into ground rig or tunneling over existing services	Accident Injury Ill Health Work Stopped Delay & Litigation cost of repairs	3	4	2 000 000	3	4	2 000 000	3	4	2 000 000	3	4	2 000 000	1	25%	Change	WMC		20 000											
10				Change to deal with access issues	Underpass tunnel or paths	Trade light cut and rework/roads of working to be stopped, delays and additional costs	2	2	1 000 000	3	2	1 000 000	3	2	1 000 000	3	2	1 000 000	1	10%	Yellow	WMC		10 000											
11				Change to deal with access issues	Fish, China, Water Vases, Bridges, Great Chest bed, Mural, my's postcard	Change date to handing to deliver	2	1	80 000	3	2	80 000	3	2	80 000	3	2	80 000	1	10%	Green	WMC		0											
12				Change to deal with access issues	Trade, road filling is out of date or done not deal with report of delay	New traffic model has to be changed out	3	1	30 000	3	2	30 000	3	2	30 000	3	2	30 000	1	10%	Yellow	WMC		0											
13				Change to deal with access issues	Trade, road filling is out of date or done not deal with report of delay	Trade light cut and rework/roads of working to be stopped, delays and additional costs	2	1	1 800 000	4	2	1 800 000	4	2	1 800 000	4	2	1 800 000	1	50%	Orange	WMC		450 000											
14				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	40 000	3	2	40 000	3	2	40 000	3	2	40 000	1	10%	Green	WMC		0											
15				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	125 000	4	2	125 000	4	2	125 000	4	2	125 000	1	20%	Yellow	WMC		0											
16				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	30 000	3	2	30 000	3	2	30 000	3	2	30 000	1	10%	Yellow	WMC		0											
17				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	40 000	3	2	40 000	3	2	40 000	3	2	40 000	1	10%	Green	WMC		0											
18				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	1 800 000	4	2	1 800 000	4	2	1 800 000	4	2	1 800 000	1	50%	Orange	WMC		450 000											
19				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	40 000	3	2	40 000	3	2	40 000	3	2	40 000	1	10%	Green	WMC		0											
20				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	1 000 000	3	2	1 000 000	3	2	1 000 000	3	2	1 000 000	1	10%	Yellow	WMC		0											
21				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	40 000	3	2	40 000	3	2	40 000	3	2	40 000	1	10%	Green	WMC		0											
22				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	40 000	3	2	40 000	3	2	40 000	3	2	40 000	1	10%	Green	WMC		0											
23				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	75 000	3	2	75 000	3	2	75 000	3	2	75 000	1	10%	Green	WMC		0											
24				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	1 000 000	3	2	1 000 000	3	2	1 000 000	3	2	1 000 000	1	10%	Yellow	WMC		0											
25				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	1 000 000	3	2	1 000 000	3	2	1 000 000	3	2	1 000 000	1	10%	Yellow	WMC		0											
26				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	1 000 000	3	2	1 000 000	3	2	1 000 000	3	2	1 000 000	1	10%	Yellow	WMC		0											
27				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	1 000 000	3	2	1 000 000	3	2	1 000 000	3	2	1 000 000	1	10%	Yellow	WMC		0											
28				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	1 30 810	3	2	1 30 810	3	2	1 30 810	3	2	1 30 810	1	10%	Yellow	WMC		0											
29				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	50 000	3	2	50 000	3	2	50 000	3	2	50 000	1	10%	Yellow	WMC		0											
30				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	2 000 000	3	2	2 000 000	3	2	2 000 000	3	2	2 000 000	1	10%	Yellow	WMC		0											
31				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	25 000	4	2	25 000	4	2	25 000	4	2	25 000	1	25%	Green	WMC		4250											
32				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	25 000	4	2	25 000	4	2	25 000	4	2	25 000	1	25%	Green	WMC		4250											
33				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	500 000	3	2	500 000	3	2	500 000	3	2	500 000	1	10%	Yellow	WMC		75 000											
34				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	40 000	4	2	40 000	4	2	40 000	4	2	40 000	1	25%	Green	WMC		10 000											
35				Change to deal with access issues	Change to deal with access issues	Change to deal with access issues	2	1	125 000	4	2	125 000	4	2	125 000	4	2	125 000	1	20%	Yellow	WMC		0											

Centre Park Link (Dec 17 Revised Budget)

Opportunity & Risk (O&R) Risk workshop

Ref	Work Area / Location	Excursion Level	Category	Risk event	Cause	Consequence	Probability Impact and P(I) matrix					Severity	Mitigation	Probability Impact (P) matrix					Severity	Risk Owner	Current Status and Actions	Current Cost (£)	Last review date	Next review date	Changes from last period		
							Delivery	Safety	Cost	Reputation/ Govt	Health			Probability	Delivery	Safety	Cost	Reputation/ Govt								Health	Probability
1		High	High	road traffic accidents	People interacting with moving plant, fall into to comply with company procedures.	Accident harm, injury, death, prosecution, damage to reputation, suspension of works	3	4	4	500 000	3	25.0	Orange	Ensure construction traffic on public road is minimised and that all plant, cranes and all plant operatives are in the road at all times. All plant operatives to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All plant operatives to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All plant operatives to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client.	3	4	4	500 000	1	1%	Yellow			5000	15/06/2018	19/06/2018	
2		High	High	road traffic accidents	Interaction between construction traffic and travelling public	Accident harm, injury, death, prosecution, damage to reputation, suspension of works	3	4	4	500 000	3	25.0	Red	Ensure construction traffic on public road is minimised and that all plant, cranes and all plant operatives are in the road at all times. All plant operatives to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All plant operatives to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client.	3	4	4	500 000	1	1%	Orange			5000			
3		High	High	Damage to existing services underground	Heavy plant on site while excavating or travelling over existing services	Accident harm, injury, III health, Work Stopped, Delay & Litigation cost of repairs	3	4	4	200 000	3	25.0	Orange	All excavation operations carried out under supervision of competent person (CP) and under supervision by an appointed supervisor (AS) and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All excavation operations to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client.	3	4	4	200 000	1	1%	Yellow			2000			
4		High	High	Ground Collapse	Unsupervised excavations	Accident harm, injury, death, prosecution, damage to reputation, suspension of works	3	4	4	500 000	3	20.0	Orange	All excavations to be assessed by the temporary Works Coordinator (TWC). Temporary works to be supported designed and independently checked where identified by TWC. TWC to inspect temporary works installed before first use after any amendments and support of the start of each day. All excavations to be supported by an appointed supervisor (AS) and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All excavations to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client.	3	4	4	500 000	1	1%	Yellow			5000			
5		High	High	Lifting Operations	Drop of loads, lifting operations, equipment failure, hand to crane, with jacking equipment	Accident harm, injury, III health, Work Stopped, Delay & Litigation	3	4	4	500 000	3	20.0	Orange	Approved by the project management (PMO) Plan (PMO) and approved by the client. All lifting operations to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All lifting operations to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client.	3	4	4	500 000	1	1%	Yellow			5000			
6		High	High	Working in live traffic	Public traffic enters site through TM	Accident harm, injury, death, prosecution, suspension of works	2	4	3	100 000	3	13.0	Orange	Ensure traffic management is well signalled and well controlled. All traffic management to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All traffic management to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client.	2	4	3	100 000	1	5%	Yellow			5000			
7		High	High	Construction of infectious diseases (before period)	Working near or in one of the other buildings	Accident harm, injury, III health, Work Stopped, Delay	2	3	2	10 000	3	10.0	Yellow	Ensure that the surrounding area for the period of construction is well signalled and well controlled. All construction to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All construction to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client.	2	3	2	10 000	1	5%	Yellow			500			
9		High	High	Manual handling	Manual lifting operations	Personal injury, long term health issues, changes to methods, safety of access	1	2	2	1 000	3	10.0	Yellow	Ensure operations have not started or are not started until the lifting team is in place and all lifting operations are planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client. All lifting operations to be planned and approved (SOPM) by the project management (PMO) Plan (PMO) and approved by the client.	1	2	2	10 000	1	5%	Green			500			

Centre Park Link (Dec 17 Revised Budget)													Opportunity & Risk (O&R) Risk workshop															
Ref	Work Area / Location	Eradication Level	Category	Risk event	Cause	Consequence	Probability Impact (P) Index					Severity	Mitigation	Probability Impact (R) Index					Risk Owner	Current Status and Address	Current Cost (£)	Next Review Date	Changes from last period					
							Delivery	Safety	Cost	Reputation/Env	Health			Probability	Delivery	Safety	Cost	Reputation/Env						Health	Probability			
11			REG	Disruption to access to residents and businesses	Works and traffic management during access	congestion, claims change of working methods	2	1	2	20 000	3	20.0	20.0	Yellow	Issue at traffic management is agreed in advance. No safety business and residents through WBC communication in Plan	2	1	2	20 000	3	20.0	20.0	Green	88		2000		
13			REG	Walls into the river	Working over a river	Accident, Harm, Injury, Ill Health, Death, Work Stopped, Delay & Disruption	3	4	4	500 000	3	20.0	Orange	Risks of working over a river taken into account in method statements and briefings. Hazards identified and likelihoods wherever safe working over or adjacent to the river	4	4	4	500 000	1	15%	Yellow	88		5000				
14			REG	pollution of the river	Working over and adjacent to the river	Delay to works, poor location	2	3	3	100 000	3	15.0	Yellow	Method statements for all works over or adjacent to the river or water course to include detail of how the works are to be undertaken and how the risks are to be managed. All works over or adjacent to the river or water course to be included in daily briefing when working over or adjacent to river or water course.	2	3	3	100 000	1	15%	Yellow	88		1000				
15			REG	Temporary Works failure	Partial (Temporary) pedestrian failure, collapse (adequate design)	Failure of Temporary Works (Minor - Clean top/slip), Accident, Injury/Death, Damage to assets in proximity, Program delay & cost	3	4	4	500 000	3	15.0	Orange	All temporary works to be assessed by the Temporary Works Coordinator (TWC). Temporary works designed and in dependent checked where identified by TWC. TWC to inspect temporary works installed before first use after any amendments and sign-off at the start of each day. All pedestrians to be subject to bearing capacity test and to be designed by approved temporary works engineer. All works over or adjacent to the river or water course to be inspected and sign-off by TWC prior to loading.	3	4	4	500 000	1	15%	Yellow	88		5000				
18			Design	Design error	Design requirements incorrect during construction	Delay	2	1	3	450 000	4	75.0	Yellow	Target of at bridge board on early to report into site	2	1	3	450 000	1	75%	Yellow	88		180 000				
29			Design	Contractor works to bridge	Contractor Member not as per required	Additional costs and delay	2	1	2	80 000	4	75.0	Yellow		2	1	2	80 000	1	50%	Yellow	88		40000				
38			Cost	Third Party Claims	Claims from travelling public	Increased costs	1	1	2	20 000	3	10.0	Yellow		1	1	2	20 000	1	15%	Green	88		10000				
39			Cost	Additional works required at the site	Works or not as construction at site in not as and/or	Additional works and costs	1	1	2	10 000	4	10.0	Yellow	Check topographic of survey and if change design to include	1	1	2	10 000	1	20%	Green	88		2000				
40			Cost	Cost Safety Audit Stage 2 identify additional works	Cost Safety audit identify additional works	Additional works and costs	1	1	2	20 000	4	75.0	Yellow		1	1	2	20 000	1	50%	Green	88		0				
44			Cost	Under estimate of design scope or cost							1										88		0					
52			Cost	Items in Quantities	Items of quantities is incorrect	Additional works and costs	1	1	3	100 000	4	75.0	Yellow	For large cost items a spreadsheet company carry out a check	1	1	3	100 000	1	75%	Yellow	88		10000				
64			Programme	Delay in adding planning	Objections received during planning process	Delay to works	1	1	2	10 000	3	20.0	Yellow		1	1	2	10 000	1	10%	Green	88		0				
69			Programme	Works delayed due to advance weather and/or 1 in 10	Weather causes stops work and delays works	Additional costs and delay	1	1	2	80 000	4	80.0	Yellow		1	1	2	80 000	1	60%	Green	88		120000				
72			Programme	Works delayed due to bad weather	Check road build built over a bad day	Delay to works	1	1	2	100 000	4	100.0	Yellow		1	1	2	100 000	1	5%	Green	88		5000				
73			Quality	Poor Workmanship		Re-work and additional costs	1	1	1	10 000	1	10.0			1	1	1	10 000	1	5%	Green	88		500				
76			Quality	Additional surveys or works required	Good survey in formation of poor quality or wrong	Additional works and costs	1	1	1	20 000	1	10.0			1	1	1	20 000	1	5%	Green	88		1000				
78			Quality	Contractor Design Elements	Does the design meet the Employers Requirements		1	1	1	10 000	1	10.0			1	1	1	10 000	1	5%	Green	88		0				
							WBC Risk										79750		BB Risk 499500									
							Total Issue 5.17 Feb 2017					£1,210,250																
							Total Issue 4.9 Aug 2016					£2,718,420																
							Total Part Issue 15 Oct 2015					£3,361,670																

Centre Park Link

Annex U: C&W LEP OBC Conditional Offer



4th April 2017

Andy Farrall
 Executive Director
 Warrington Borough Council
 3rd Floor New Town House
 Buttermarket Street
 Warrington,
 WA1 2NH.

Dear Andy

Local Growth Fund (LGF) Conditional Grant Offer Letter (the "Grant Offer Letter")

1. I am pleased to tell you that, subject to all the pre-conditions listed in paragraph 2 being satisfied, the Cheshire and Warrington Local Enterprise Partnership (also referred to as "We" or "Us" or "Our" or "LEP" in this Grant Offer Letter) will give [Recipient] (also referred to as "You" or "Your" or the "Organisation" or the "Recipient" in this Grant Offer Letter) a conditional grant of up to £5,300,000 (five million three hundred thousand pounds) (the "Grant") under Section 31 of the Local Government Act 2003 to help implement the Warrington Centre Park Link Bridge project, as more fully described at Schedule 2 attached (the "Project"). This offer of the Grant is subject to the conditions set out in this Grant Offer Letter and Schedules 1, 2, 3, 4, and 5.

Preliminary conditions

2. The availability of the Grant will be subject to Us concluding in Our absolute discretion that each of the following conditions has been satisfied:

- a. Final approval from the LEP to the Project Full Business Case and detailed costs;
- b. Where legally required, that the Recipient has received State Aid clearance from the European Commission or legal advice that there are no State Aid implications to the Project;
- c. Receipt by Us of an up-to-date Project Delivery Plan provided by You which covers (at a minimum) the issues set out in Schedule 1, which demonstrates that You will be able to achieve the milestones set out in Schedules 2 and 3 and complete the Project, and the form and content of which is otherwise satisfactory to Us;
- d. Confirmation from Your S151 Officer or equivalent that the Project offers value for money, and that the Recipient has approved funding in place to finance the Project;
- e. Confirmation that planning permission has been granted
- f. Confirmation that the necessary land and access rights to complete the scheme have been acquired.

3. The preliminary conditions set out in paragraphs 2a in this Grant Offer Letter must be satisfied before We can agree the terms of Your Final Grant Offer Letter. If those preliminary conditions are satisfied on or

before 31st October 2017, We shall issue a Final Grant Offer Letter substantially on the terms of this Grant Offer Letter which will supersede this Grant Offer Letter.

4. This offer of the Grant will automatically lapse on 1st November 2017 from the date of this Conditional Grant Offer Letter if any of the preliminary conditions set out in paragraphs 2 of this Grant Offer Letter have not been satisfied by You by that date.

Timetable for agreeing this offer

5. In order to take up Your offer You will need to work to the following timeline:

- a. You must agree the terms of this Grant Offer Letter by the date set out in Paragraph 30;
- b. We must receive a draft Full Business Case agreed by You, no later than 1st October 2017;
- c. You must agree the terms of Your Final Grant Offer Letter no later than 15th November 2017.

Monitoring and reporting

6. Throughout the Monitoring Period (as defined in paragraph 3 of Schedule 3) the LEP's Programme Manager will liaise with you on a regular basis. From time to time We may inspect the Project and may require additional information from You to enable Us to monitor its progress.

7. We will require a quarterly Claim Form and Monitoring Report (**Appendix 1**) (as defined in paragraph 1 of Schedule 4) each quarter during the Monitoring Period (as defined in paragraph 3 of Schedule 3) to update Us on high level progress with respect to Your Project. We will also require a detailed monthly project progress report (**Appendix 2**).

8. We also require a report confirmed by an independent auditor confirming that for a period of 3 years from the date on which the investment comprising the Project has been completed (the "Post Completion Monitoring Period"):

- (a) the conditions of this Grant Offer Letter have been complied with;

Conditions for making claims and how to claim

9. The Grant will be paid in instalments as set out in Schedule 2. **Table A1** of Schedule 2 sets out the dates by which You must submit Your claims. It is in Your financial interests to make regular claims in accordance with these dates and the LEP cannot guarantee that grant unclaimed in one financial year can be rolled over into the next. Payment against claims will be processed on the LEP's behalf by Cheshire East Council acting as the LEP's Accountable Body.

10. Schedule 4 sets out the information which must be included with each claim. Claims must be submitted on a Quarterly Claim Form and Monitoring Report and You are required to supply a confirmatory report from an independent auditor on an annual basis in the form set out in that Schedule. We normally pay each grant instalment, or tell You why the claim cannot be accepted, within 30 calendar days of receiving a fully documented claim. Regardless of whether You are making a claim, You must submit a Quarterly Claim Form and Monitoring Report each quarter during the Monitoring Period (as defined in paragraph 3 of Schedule 3).

11. Before the final claim can be paid, We will require You to complete a Final Project Claim Report Form. Your contact at the LEP will liaise with You on the completion of this Report.

Procurement

12. The Recipient must when purchasing goods and services which are to be included in any claims for reimbursement of the Local Growth Fund Grant, comply with EU procurement directives (2014/23/EU and 2014/24/EU), the provisions of the Treaty of the Functioning of the European Union and the Public Contracts Regulations 2015 together with any other legislation or guidance relating to public procurement issued from time to time ("Public Procurement Legislation").

Document Retention

13. In common with other programmes, records for capital projects should be kept for the economic life of the project. You must ensure that all original documents relating to the project and its implementation and financing are retained for 6 years from the date of the final payment and/or the contract has expired, whichever is the later (in addition to the year it is paid in i.e. it is complete financial years).

Amendments to the Grant Agreement

14. This Grant Agreement and Grant Offer letter and schedules set out the entire agreement between the parties. They replace all previous negotiations, agreements, understandings and representations between the parties, whether oral or in writing.

15. Any amendments to this Grant Agreement shall only be valid if they are in writing and signed by an authorised representative of both parties.

Variation, withholding and repayment of grant

16. Schedule 5 sets out the circumstances in which We have the right to vary, withhold and/or require repayment of part or all of the Grant. If any of the circumstances set out in Schedule 5 occurs or may occur, You must tell Us immediately.

17. If You decide to withdraw from Your offer of the Grant at any time prior to payment of Your first claim, You must notify Us in writing of Your intention, and give some indication as to the reason for doing so. Where You have already drawn down some or all off Your Grant, You must on demand repay all payments of Grant already paid to the Organisation.

Other assistance

18. You must advise Us immediately if other sources of funding for the project change from those advised at the time of bidding.

Freedom of Information

19. Nothing in this Grant Offer Letter and the Schedules to it shall prevent Us from disclosing any information whether or not relating to the Project which We in Our absolute discretion consider that We are required to disclose in order to comply with information requests from the National Audit Office, with the Freedom of Information Act 2000, as amended, the Data Protection Act and/or the Environmental Information Regulations and/or any other statutory requirements whether or not existing at the date of this Conditional Grant Offer Letter.

Publicity and Evaluation

20. You agree to participate in any publicity or advertisement organised by the LEP or the LEP's representatives and to the name of the Director or Project Manager and relevant contact information being included in such publicity material or on relevant Websites.

21. Without prejudice to paragraph 18, You shall at all times comply with any current publicity requirements (including any identity guidelines for the CWLEP Growth Deal) for the Local Growth Fund. You will be notified of these identity guidelines.

22. You will not make or issue any press releases or make any announcement in relation to this Project, unless You (i) agree with Us the contents first and (ii) unless notified by Us not to do so, include in the press release / announcement a reasonably prominent statement that the Project is being supported by the LEP utilising Government's Local Growth Fund.

23. You must provide such information, participate in such surveys or other opinion gathering, and engage in such discussions, as We from time to time require in order to evaluate the outcomes of the Project and / or to assist Us in evaluating the outcomes of the Local Growth Fund more generally.

24. You must provide such information as We from time to time require in order to answer questions (including Parliamentary Questions and ministerial correspondence) on topics including, but not solely limited to, the operation of the Fund and its beneficiaries and the sectors the Fund supports, and information that We are required to supply to support the development and monitoring of Government policy.

25. For the avoidance of doubt, paragraphs 19, 20, 21, 22, 23 and 24 will continue to apply in full force and effect for 2 years after the end of the Monitoring Period (as defined in paragraph 3 of Schedule 3).

European Union

26. Government is obliged to give the European Union schedules of information on offers in certain industrial sectors. Very occasionally the European Union queries an offer, in which case We are obliged to give Government Information about the case. You may be required to co-operate with the Us in the provision of such information.

27. The European Union law governing State Aid is currently in a period of modernization and the outcome of that modernization is uncertain in a number of respects. Having regard to that uncertainty, Government may require Us to amend the terms of this Grant Offer Letter if and to the extent required in order to comply with European Union law.

Entire agreement

28. This Grant Offer Letter and the Schedules to it and any non-contractual obligations arising out of or in connection with them constitute the entire agreement and understanding between Us and You with respect to all matters which are referred to and shall supersede any previous arrangement(s) between Us and You in relation to the matters referred to in this Grant Offer Letter.

Governing law and jurisdiction

29. This offer of the Grant is and all documents made under or in connection with it shall be governed by, and construed in accordance with, the laws of England. You hereby irrevocably submit to the jurisdiction of the Courts of England and Wales and Our address for service in England is Richmond House, Gadbrook Business Park, Rudheath, Northwich, CW9 7TN, Your address for service is New Town House, Buttermarket Street, Warrington, WA1 2NH.

How to accept

30. You, a Director or equivalent authorised officer, of the Recipient should sign, date the Acceptance of this Grant Offer Letter and return the whole document to me by 23:59 on 7th April 2017. Please keep a copy

for Yourself. If You do not accept Your Grant Offer Letter by this date, this offer of the Grant will lapse automatically and Your funding allocation will be lost.

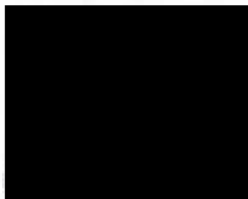
31. If You do have any queries on this Grant Offer Letter or the Schedules, contact the CWLEP Programme Manager who will be pleased to advise You.

32. Please note that variations to this Grant Offer Letter will be effective only if We agree them in writing.

33. Please acknowledge receipt of this Grant Offer Letter within 3 working days from the receipt of this letter.

I look forward to receiving Your Acceptance and wish You every success with the Project.

Yours sincerely



Deputy Chief Executive
On behalf of the Cheshire and Warrington Local Enterprise Partnership

[Faint, illegible handwritten text]

Centre Park Link

Annex V: March 2018 Executive Board

WARRINGTON BOROUGH COUNCIL

EXECUTIVE BOARD – 12 March 2018

Report of Executive Board Member:	Councillor H Mundry, Executive Board Member, Highways, Transportation and Public Realm	
Executive Director:	Andy Farrall, Executive Director, Economic Regeneration, Growth and Environment	
Senior Responsible Officer:	Tom Shuttleworth, Infrastructure Delivery Service Manager	
Contact Details:	Email Address: x-tshuttleworth@warrington.gov.uk	Telephone: 01925 442353
Key Decision No.	040/17	
Ward Members:	Councillors M McLaughlin & L Morgan (Latchford West) Councillors S Hall, T Jennings & S Wright (Bewsey & Whitecross)	

TITLE OF REPORT: PRIORITY TRANSPORT INFRASTRUCTURE, CENTRE PARK LINK – FUNDING AND MAIN CONTRACT AWARD

1. PURPOSE

1.1 The purpose of the report is:

- (a) To update the Executive Board on the progress in delivering this priority transport infrastructure project.
- (b) To obtain approval from the Executive Board to underwrite the proposed funding package.
- (c) To update the Executive Board on progress in obtaining land and property interests required to deliver the project and seek approval for a revised Land Cost Estimate to take this through to completion.
- (d) To obtain approval from the Executive Board to award the construction contract.

2. CONFIDENTIAL OR EXEMPT

2.1 Part 2 of the report (agenda item 16) is to be considered as a Part 2 item being exempt by virtue of category 3 Local Government Act 1972, schedule 12A.

3. INTRODUCTION AND BACKGROUND

- 3.1 The Centre Park Link is one of three new major road schemes which, together, seek to tackle congestion, enhance network resilience, and improve air quality in Warrington Town Centre, as well as providing access to serve the development of brownfield and underused sites in the Town Centre and Warrington Waterfront. The three schemes are Centre Park Link, Waterfront West Link and the Bridgefoot Link. All three provide a 'ladder' of new roads in an integrated approach. No single scheme provides the full answer to the challenges of the wider town centre – but together they do. All three schemes are outlined in Warrington Means Business, Warrington Town Centre Masterplan and Warrington Air Quality Action Plan.
- 3.2 Centre Park is the first of these schemes to move into its implementation stage and is now fully funded. The Waterfront Western Link's business case is currently being considered by Government for funding. The Bridgefoot Link is at a less advanced stage of design and development.
- 3.3 During 2013, the council submitted a large number of potential major transport schemes to the Local Enterprise Partnership (LEP) to request funding from the newly devolved Department for Transport Major Scheme funding allocation. In July 2014 the Cheshire and Warrington Growth Deal was announced and confirmed an indicative allocation of £5.3m from 2016/17 onwards towards the cost of this scheme, see Appendix B.
- 3.4 The scheme was then included within the Strategic Economic Plan (SEP) prepared by Cheshire and Warrington LEP which was submitted to Government in March 2014. In July 2014 a Growth Deal was signed between the Cheshire and Warrington LEP and the Government which included a funding allocation for Centre Park Link (previously referred to as Warrington Waterfront Phase 1) as part of an award of Local Growth Funding. This was alongside funding for other Priority Transport Infrastructure schemes in Warrington, namely Birchwood Pinchpoint, M62 Junction 8 and Warrington West Station all of which are now either complete or are being constructed.
- 3.5 This funding is administered by the Cheshire & Warrington Local Enterprise Partnership and is awarded subject to the approval by the LEP of an updated and validated business case for the scheme, which received conditional approval in March 2017.
- 3.6 The council has also recently been successful in securing £3.686m of additional financial support for this project through the government's Housing Infrastructure Fund (Marginal Viability) - see Section 6 of this report for further details.
- 3.7 The Centre Park Link (previously referred to as Warrington Waterfront Phase 1) scheme is designed to provide additional highway capacity for the local road

network, specifically to offer relief to the heavily congested A5060 Chester Road, the Bridgefoot gyratory and Brian Bevan Island roundabout junctions.

- 3.8 The scheme is also intended to support development in the wider Warrington Town Centre area, most notably the extension to the existing Centre Park employment site. This development area which lies to the south of the existing office complex is constrained by the lack of suitable infrastructure and therefore to bring the scheme forward as an opportunity is essential to remedy this.
- 3.9 Table 1 below outlines the projected economic benefits that the scheme will support the delivery of:

Table 1: Economic benefits

Scheme	Scheme will support the delivery of:
Centre Park Link	<p>Circa 500 new homes over 5-7 years post scheme completion</p> <p>Enhanced access to Warrington Town Centre and Centre Park Business Park, leading to the creation of 372 jobs within Warrington and Cheshire.. Temporary jobs during construction.</p> <p>Increased utilisation of office space in Centre Park Business Park.</p> <p>Journey time savings for commuters, business users and Transport Providers</p> <p>Increased resilience and reliability of the highway network.</p> <p>Reduced pedestrian and cyclist severance between the Town Centre and Centre Park Business Park</p> <p>As part of a 'ladder' of new roads, enabling the development of new homes and jobs in Warrington Town Centre and its broader economic and physical regeneration.</p>
<p>Note: Gross Value Added (GVA) and Benefit Cost Ratio (BCR) will be re-calculated as part of the updated business case.</p>	

- 3.10 In addition to the economic benefits listed above, it is anticipated that the council would benefit from increased council tax returns as a result of the significantly improved transport network stimulating development and investment in the area.
- 3.11 The work undertaken to date has included:
 - The development of the original concept and options for the scheme through to Detailed Design.

- A detailed and extensive value engineering process to finalise the preferred design option to achieve the most cost effective solution.
- Development of a robust scheme budget, risk management process and delivery programme.
- Negotiations with land owners to obtain the land and access rights required to deliver the project, the majority of which have now been brought to a successful conclusion. An updated Land Cost Estimate is contained within the report appearing in Part 2 of this agenda.
- Consultation with the public and stakeholders the results of which are set out in **Section 9** of this report.
- A full planning application for the revised scheme has been developed, which resulted in planning permission being granted on 17 May 2017.
- The making of a scheme under S106 of the Highways Act 1980 on 20 December 2017 to obtain consent to bridge the River Mersey which has navigable status at the preferred location.

3.12 Further to this the current preferred scheme consists of the following and is illustrated in more detail on the drawing contained within Appendix A;

- A new bridge across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern end of Centre Park.



- A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge, as shown below.



- A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane, and
- A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street, as shown below.



- Finally, the scheme will include a package of measures to mitigate the predicted impact of the scheme on Gainsborough Road.

- 3.13 Details of the scheme (including plans and further visuals) can be found on the scheme webpage:

https://www.warrington.gov.uk/info/201282/centre_park_link

4. SCHEME CONSTRUCTION AND TIMESCALES

- 4.1 Following completion of the previous stage of scheme development and gaining of planning consent for the project there is now a requirement to seek approval to progress the construction of the works.
- 4.2 It is proposed that the construction phase of the scheme commences in late Summer 2018 for a period of 16 months, the commencement date being subject to the successful conclusion of the S106 Navigable Waterways scheme making, as reported to Executive Board in July 2017 (Key Decision EB38) and the acquisition of all remaining land and interests in land to enable construction.
- 4.3 Therefore practical completion of the construction phase is currently scheduled for Winter 2019, subject to no change to the scope of the scheme or unforeseen events occurring whilst on site.
- 4.4 Further to the above the Council needs to enter in to a formal agreement with Network Rail to enable the transfer to the Council of the existing Slutchers Lane Railway Bridge. This is required due to the change in classification of that highway brought about by the scheme. Officers have been in extended dialogue with Network Rail and a commuted sum figure (payable by Network Rail to the Council) has been agreed which will cover the future inspection and maintenance of the structure for a period of 20 years. It is anticipated that within this time period other infrastructure investment in this area and the decommissioning of the railway beneath the bridge will make this structure redundant and hence can be demolished, therefore leaving the Authority with minimal liability.
- 4.5 Following opening of the new link road a period of post scheme monitoring and evaluation will be undertaken by Officers to assess the success of the project against its original objectives and forecast benefits, the results of which will be reported back to the Executive Board in due course.

5. PROCUREMENT CONSIDERATIONS

- 5.1 The project will be delivered through the Scape Civils and Infrastructure Framework. This procurement route has been scrutinised by the Council's Procurement Team and they are happy with delivering the project in this way. Approval to follow this procurement route was given by the Executive Board in a previous report on this project in October 2015 (key decision EB62).

- 5.2 The Framework consists of a sole provider in Balfour Beatty who has an excellent track record of delivery for the Authority and recently delivered Warrington East Phase 1 works within time and budgetary constraints. All works are openly tendered to an agreed sub-contractors list with fixed fee uplifts applied to those work packages. As with many of the previous schemes Balfour Beatty have been engaged through the Framework to provide Early Contractor Involvement (ECI).
- 5.3 Promoting ECI together with the adoption of a collaborative working relationship between the Council as client, third party designers and approval organisations removes a significant liability from the Authority as the majority of risks associated with the design, 'buildability' and outputs are highlighted at an earlier stage of scheme development. Using a traditional procurement route, the Authority would be underwriting all of these risks.
- 5.4 The procurement process which has been followed in developing the project cost is set out below:
- Throughout the development and design phase of the project and as part of the procurement process, cost and risks have been reviewed at appropriate intervals by Officers, Balfour Beatty and other key stakeholders.
 - Balfour Beatty have subsequently provided a Construction Pricing Document and Programme which identified the full 100% market tested Target Cost and timescale for the delivery of the scheme. This is the maximum construction contract value, as outlined in Section 6.9 of this report.
- 5.5 The Contractor will be appointed under a call off contract form from the Framework which is a New Engineering Contract 3 (NEC3) Option C Target Cost. These contract forms have been used successfully by the Authority on a number of occasions most recently on Warrington West Station and M62J8 Improvement projects which are of a comparable to scale.

6. FINANCIAL CONSIDERATIONS

- 6.1 A report to Executive Board in October 2015 identified a funding package amounting to £19.350m for the Centre Park Link scheme (EB62). This included a private sector contribution from the development of the adjacent site.
- 6.2 In the development and detailed design stage that has followed that approval the cost and risks associated with the scheme have been reviewed and refined at regular intervals and have now been finalised as deliverable within a worst case budget of **£19.891m**, broken down as follows:

- Construction- £ 13.973m
- Site surveys, business case, investigations and design - £ 2.092m
- Land, Property Acquisitions (including all disbursements, professional and legal fees associated with CPO)- £ 1.380m
- Statutory Undertakers diversions - £ 0.702m
- Client fees - £ 0.673m

The remaining risks associated with scheme construction and which the Authority are the owners of are underwritten by a **£ 1.071m** quantified risk fund which are accounted for separately within the overall forecast budget.

- 6.3 A report setting out the updated Land Cost Estimate for the acquisition of all land and property rights required to deliver the scheme is contained within **Part 2** of the agenda.
- 6.4 Following submission of the full business case (for conditional approval) to the Cheshire and Warrington LEP a conditional offer letter has been received awarding **£5.3m** (Local Growth Fund) towards the scheme, see Appendix B.
- 6.5 In addition, Council officers submitted a bid in September 2017 to the Ministry of Housing Community and Local Government's / Homes & Communities Agency's Housing Infrastructure Fund (Marginal Viability) for a further **£3.686m**, which following an announcement in early February has been successful.
- 6.6 This marginal viability fund has been designed to bring forward schemes that apart from a funding gap are well progressed in development terms with statutory process such as planning and CPO well progressed. Centre Park Link was an ideal candidate for this funding and the funding has been secured specifically for the highways element – and specifically to replace the need for a private sector contribution where development viability was proving difficult.
- 6.7 The funding in this case was bid for on the basis of enabling the highway scheme due to the lack of confirmed developer funding contributions which would have otherwise been derived from the adjacent residential development. This was coupled with an additional funding ask to cover any inflationary costs caused by delays to scheme delivery due to the potential for one or more of the landowners contesting the CPO process. This funding award is saving circa £148.9k per annum in council borrowing costs associated with the project.

- 6.8 The use of HIF funding to fund the highway works has the benefit of decoupling the issues of developer contribution to the highway works and the planning application process for the residential development. It also enables the separated planning application process to maximise (subject to appraisal) the developments contribution to associated community infrastructure (education, health, affordable homes etc) in line with the Council’s Planning Obligations Supplementary Planning Document (2017), as is normal.
- 6.9 Taking in consideration of the above points **Table 2** highlights the proposed funding package for this scheme:

Table 2 –Proposed Funding Package

Source	£m	% Contribution*
Approved Funding		
LEP/LGF grant	5.300	27%
Council Capital Borrowing (approved October 2015)	10.905	55%
Funding to be Approved		
Housing Infrastructure Fund	3.686	18%
Total of budget (£m)	19.891	100%

*All % figures rounded

- 6.10 The total cost of borrowing to the Council is £17.204m over 40 years, being Principle £10.905m and Interest £6.299m which is already contained within the Authority’s Medium Term Financial Plan.
- 6.11 Whilst it can be seen that the overall budget for the project has increased it should be noted that the scheme funding mix remains consistent with the previous budgets reported and the scheme also retains a strong business case with the forecast benefits delivered rated as offering **very good value for money**, indicated by a benefit to cost ratio of 5:1.
- 6.12 In conclusion and noting that, subject to approval of the recommendations set out in this report and the conclusion of all necessary land and property acquisitions, the funding is in place to cover the whole scheme costs hence it is proposed that the Council moves forward with the award of the contract to construct the scheme.

- 6.13 The maximum construction works cost of the scheme as tendered by Balfour Beatty is **£ 13.973m**.

7. RISK ASSESSMENT

- 7.1 The recent success in obtaining the HIF contribution to the funding of the project has had the effect of reducing some of the original risks involved. The remaining key risks to the Council's ability to deliver the project to its current programme centre around acquisition of the remaining land and property interests. To mitigate this risk the Council has secured from the Executive Board resolution to utilise its Compulsory Purchase Order statutory powers (EB71, October 2016) and subsequently as a first course of action all remaining land interests will be acquired using these powers whilst negotiations for voluntary acquisition continue alongside.
- 7.2 The technical complexity of the project has necessitated a comprehensive quantified risk assessment to be maintained throughout the development of the project up to this point. This has looked at key areas of risk, notably health and safety, cost, programme, design, environmental and reputational. This risk register has been regularly reviewed and updated throughout the previous phases of scheme development.
- 7.3 Considering the development works carried out to date and the parties engaged to deliver the project the overall level of risk of project failure is considered to be low.
- 7.4 As a result of the above the current risk allocation against the conclusion of the land and property acquisitions and then construction phase of the project equates to £1.071m. Due to the technical nature of the scheme and its complex interfaces with both existing and proposed infrastructure and developments it is necessary to retain this capital funding as a separate risk fund pot. Some, none or all of this may be expended during the course of the construction phase dependant on the degree of change encountered.
- 7.5 Further reference should be made to the remaining risks to land and property acquisitions to be completed to enable the delivery of the scheme contained in the Part 2 report.

8. EQUALITY AND DIVERSITY / EQUALITY IMPACT ASSESSMENT

- 8.1 The new highway and supporting infrastructure will be designed to be fully accessible for all from the outset.

8.2 All crossing facilities to be provided will be fully compliant with the disability provisions in the Equality Act 2010.

9. CONSULTATION

9.1 Three stages of consultation were undertaken between 2015 and 2017 at various stages of development of the proposals:

- The first stage in summer 2015 addressed the broad principles of the scheme
- The second stage in spring 2016 sought more detailed comments on each element of revised proposals.
- The third stage update in Dec 2016-Jan 2017 presented the final scheme after all consultation revisions.

9.2 During stages 1 and 2 of the consultation, consultees were asked to complete a feedback questionnaire, a summary of the feedback is given below:

- In stage 1, 82% (330) of respondents thought another bridge over the River Mersey was a good idea.
- In stage 2:
 - 71% (110) respondents agreed with the proposals for the Chester Road / Slutchers Lane/ Gainsborough Road junction.
 - 80% (117) agreed with the proposals for Slutchers Lane

9.3 Stage 3 of the consultation presented the preferred scheme option. Details of the preferred option were provided on the Council's webpage and emailed to all contacts on the Centre Park Link mailing list. A wider press release was also undertaken.

9.4 Regular communication with neighbouring residents, Centre Park Businesses, travelling public and project stakeholders will be maintained during the construction phase.

10. REASONS FOR RECOMMENDATION

10.1 The project will provide traffic relief and network resilience for both Brian Bevan and Bridgefoot junctions and the wider highway network consequently allow further development within these areas, particularly the Southern Gateway.

- 10.2 The project will promote a residential housing scheme of circa 500 homes in a location close to the Town Centre encouraging use of the Town Centre and complementing other town centre regeneration projects.
- 10.3 This project is the first step in the development of the overall waterfront programme and indicates to our partners that the Council is capable of delivering strategic infrastructure aligned to the overall development of Warrington.
- 10.4 To meet the current programme for the delivery of the Centre Park Link project it is necessary to progress and complete the acquisition of all necessary land and property interests.
- 10.5 Contract Procedure Rule CR60 requires the Executive Board to approve tenders greater than £250,000. The values associated with the various levels of funding, agreements and contract awards for which approval is sought is above this figure.

11. RECOMMENDATION

11.1 The Executive Board is recommended to:

- (i) Approve and accept the conditional offer of **£5.3m** of Local Growth Fund monies awarded via Cheshire and Warrington LEP towards the delivery of the scheme.
- (ii) Approve and accept the award of **£3.686m** of Housing Infrastructure Fund awarded by the Department for Communities and Local Government as a contribution towards the delivery of the scheme with delegated approval to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and the Head of Legal and Democratic Services and Monitoring Officer, to the Council to enter in to the necessary agreements to secure these monies.
- (iii) Reconfirm that the primary route to secure all outstanding land interests will be via the previously authorised Compulsory Purchase Order. However, negotiations will continue with the land owners concerned. Should prior agreement be reached within the framework of this report, then Members grant delegated authority to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, to enter in to all necessary Agreements. This is to ensure that the project can progress to programme and the associated costs of a contested CPO are minimised.

- (iv) Accepts the construction price up to a maximum of **£13.973m** from Balfour Beatty to deliver the scheme, with delegated approval to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, the Executive Board Member, Highways, Transportation and Public Realm, to award the construction contract on this basis.
- (v) Approves the retention of a total of **£ 1.071m** of risk funding within the project budget, as a Warrington Borough Council contingency to cater for changes and unforeseen events encountered whilst constructing the scheme.
- (vi) Approve the acquisition of all necessary outstanding legal interests required to implement the Centre Park Link project within the scope of the revised total cost (worst case scenario) as detailed in the Revised Land Cost Estimate shown in Appendix B and contained within Part 2 of this report. That the associated terms and conditions of acquisition (including the financial terms with a tolerance of 10% of the land cost estimate or £100,000 (whichever is the greater) be determined by the Executive Director, Economic Regeneration, Growth and the Environment in consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council.
- (vii) To grant delegated authority to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, to enter in to all necessary Agreements with Network Rail relevant to the delivery of the project, including the transfer of the Slutchers Lane bridge and accept the agreed **£327k** commuted sum payment from Network Rail.

12. BACKGROUND PAPERS

- Warrington Waterfront – Centre Park Link – Construction of Bridge over Navigable Waterways report, July 2017
- Warrington Waterfront – Centre Park Link – Compulsory Purchase Order, October 2016
- Priority Transport Infrastructure, Centre Park Link – Design and Development, October 2015
- Funding for Major Transport Projects, WBC Executive Board Report, October 2014
- Funding for Major Transport Projects Update, WBC Executive Board Report, October 2015

Cheshire and Warrington Growth Deal 2014 announcement and papers available at:

<https://www.gov.uk/government/publications/cheshire-and-warrington-enterprise-partnership-growth-deal>

Contacts for Background Papers:

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Paul Lawrenson	plawrenson@warrington.gov.uk	01925 442699

2. Regeneration
3. Revenue generation
4. CO2 emissions reduction
5. Security of supply
6. Sustainability

EB 163 Priority Transport Infrastructure, Centre Park Link – Funding and Main Contract Award (Forward Plan No 040/17)

The Executive Board considered a report of Councillor H Mundry, Executive Board Member, Highways, Transportation, and Public Realm, which updated the Executive Board on the progress in delivering this priority transport infrastructure project, and sought to obtain approval from the Executive Board to underwrite the proposed funding package. It also updated the Executive Board on progress in obtaining land and property interests required to deliver the project and seek approval for a revised Land Cost Estimate to take this through to completion, and sought to obtain approval from the Executive Board to award the construction contract.

Decision – That the Executive Board:

- (i) Approved and accept the conditional offer of **£5.3m** of Local Growth Fund monies awarded via Cheshire and Warrington LEP towards the delivery of the scheme.
- (ii) Approved and accept the award of **£3.686m** of Housing Infrastructure Fund awarded by the Department for Communities and Local Government as a contribution towards the delivery of the scheme with delegated approval to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and the Head of Legal and Democratic Services and Monitoring Officer, to the Council to enter in to the necessary agreements to secure these monies.
- (iii) Reconfirmed that the primary route to secure all outstanding land interests will be via the previously authorised Compulsory Purchase Order. However, negotiations will continue with the land owners concerned. Should prior agreement be reached within the framework of this report, then Members grant delegated authority to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, to enter in to all necessary Agreements. This is to ensure that the project can progress to programme and the associated costs of a contested CPO are minimised.
- (iv) Accepted the construction price up to a maximum of **£13.973m** from Balfour Beatty to deliver the scheme, with delegated approval to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, the Executive Board Member, Highways, Transportation and Public Realm, to award and enter the construction contract on this basis.

- (v) Approved the retention of a total of **£ 1.071m** of risk funding within the project budget, as a Warrington Borough Council contingency to cater for changes and unforeseen events encountered whilst constructing the scheme.
- (vi) Approved the acquisition of all necessary outstanding legal interests required to implement the Centre Park Link project within the scope of the revised total cost (worst case scenario) as detailed in the Revised Land Cost Estimate shown in Appendix B and contained within Part 2 of this report. That the associated terms and conditions of acquisition (including the financial terms with a tolerance of 10% of the land cost estimate or £100,000 (whichever is the greater)) be determined by the Executive Director, Economic Regeneration, Growth and the Environment in consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council.
- (vii) Granted delegated authority to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, to enter in to all necessary Agreements with Network Rail relevant to the delivery of the project, including the transfer of the Slutchers Lane bridge and accept the agreed **£327k** commuted sum payment from Network Rail.

Reason for Decision: The project will provide traffic relief and network resilience for both Brian Bevan and Bridgefoot junctions and the wider highway network consequently allow further development within these areas, particularly the Southern Gateway. It will promote a residential housing scheme of circa 500 homes in a location close to the Town Centre encouraging use of the Town Centre and complementing other town centre regeneration projects. It is the first step in the development of the overall waterfront programme and indicates to our partners that the Council is capable of delivering strategic infrastructure aligned to the overall development of Warrington. To meet the current programme for the delivery of the Centre Park Link project it is necessary to progress and complete the acquisition of all necessary land and property interests. Contract Procedure Rule CR60 requires the Executive Board to approve tenders greater than £250,000. The values associated with the various levels of funding, agreements and contract awards for which approval is sought is above this figure.

EB 164 Bewsey and Dallam, Grey to Green, Highway/Environmental Improvements Phase 2 – Construction Contract Award (Forward Plan No 041/17)

The Executive Board considered a report of Councillor H Mundry, Executive Board Member, Highways, Transportation, and Public Realm, which advised Executive Board Members on the progress of the project, and the recent procurement undertaken for the construction contract.

Decision – That the Executive Board:

- (i) Noted the success in delivering the first phase of the Grey to Green scheme and the proposed Phase 2 scope and timescales.

Centre Park Link

Annex W: October 2015 Executive Board

WARRINGTON BOROUGH COUNCIL

EXECUTIVE BOARD – 12 October 2015

Report of Executive Board Member: Councillor H Mundry, Executive Board Member, Highways, Transportation, and Public Realm

Executive Director: Andy Farrall, Executive Director, Economic Regeneration, Growth and Environment

Senior Responsible Officer: Steve Hunter, Transport for Warrington Service Manager

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Key Decision No. 025/15

Ward Members: Councillors S Parish, P Wright and J Richards, Bewsey and Whitecross
Councillors M McLaughlin and L Morgan, Latchford West

TITLE OF REPORT: PRIORITY INFRASTRUCTURE, CENTRE PARK LINK – DESIGN AND DEVELOPMENT

1. PURPOSE

1.1 The purpose of the report is:

- (a) To update the Executive Board on the progress in delivering this priority transport infrastructure project.
- (b) To update the Executive Board on the preferred location of the new bridge of the River Mersey from A5060 Chester Road to Centre Park, the intended alignment of the new link and the implications for Town Centre traffic routing.
- (c) To seek approval to undertake consultation on this preferred route option.
- (d) To inform members of the procurement route proposed to be adopted to ensure the successful delivery of the project.
- (e) To obtain approval from the Executive Board to commit funding of approximately £1.8m towards further Design and Development costs associated with the Centre Park Link scheme.

2. CONFIDENTIAL OR EXEMPT

2.1 For the reasons given in Section 7, no Part 2 report needs to be considered for this project (with reference to category 3 Local Government Act 1972, schedule 12A).

3. INTRODUCTION AND BACKGROUND

- 3.1 Centre Park Link is one piece of the infrastructure designed to support the wider Warrington Waterfront development area and is a strategic element of the Warrington Means Business programme. A report to the Executive Board in May 2015 titled “Warrington Waterfront Phase 1 Strategic Regeneration Scheme” outlined the aspirations and future programme of works to develop this key project.
- 3.2 The Centre Park Link (previously referred to as Warrington Waterfront Phase 1) scheme is designed to provide additional highway capacity for the local road network, specifically to offer relief to the heavily congested A5060 Chester Road, the Bridgefoot gyratory and Brian Bevan Island roundabout junctions.
- 3.3 The scheme is also intended to support development in the wider Warrington Town Centre area, most notably the extension to the existing Centre Park employment site. This development area which lies to the south of the existing office complex is constrained by the lack of suitable infrastructure and therefore to bring this forward as an opportunity it is essential to remedy this.
- 3.4 Table 1 outlines the projected economic benefits that the scheme will support the delivery of.

Table 1: Economic benefits

Scheme	Scheme will support the delivery of:
Centre Park Link	630 new homes over 5-7 years post scheme completion Temporary jobs during construction. Current empty office space in Centre Park will be better utilised thereby creating additional jobs in the area.
Note: The land owner originally indicated that the land would be used for office development, but has since advised that the intention is for housing development. GVA and BCR will be re-calculated as part of the updated business case.	

- 3.5 In addition to the economic benefits listed above, it is anticipated that the council would benefit from increased council tax returns as a result of the scheme. A full ‘investment balance sheet’ is included in the **Appendix**.
- 3.6 Therefore, in order to deliver the aforementioned benefits the Council, working as part of the Cheshire and Warrington Local Enterprise Partnership submitted a bid to government for Local Growth funding for this project.

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- 3.7 This bid was successful and in July 2014 the Cheshire and Warrington Growth Deal was announced and confirmed an indicative allocation of £5.3m from 2016/17 onwards towards the cost of the scheme.
- 3.8 In the intervening 14 months Council officers have undertaken a review of the original design proposals included with the Growth Deal bid. This process has included:
- The development of an updated traffic model to re-assess the case for the scheme and the delivered highway network benefits
 - A value engineering process to finalise the preferred design option to achieve the most cost effective solution.
 - Investigations in to the wider environmental constraints which the scheme must cater for.
 - Development of a robust scheme budget, risk management process and delivery programme.
 - Negotiations with land owners.
- 3.9 In addition there have also been changes made which increase the scope of the scheme and further to this the opportunity is to be taken to undertake other essential work to the road network (such as carriageway and footway maintenance and street lighting improvements) as part of the delivery of the scheme. This is intended to include:
- Complementary improvements to traffic routing in the Town Centre to ensure the benefits of the scheme are maximised by removing as much traffic as possible from the heavily congested Bridgefoot Gyratory and Brian Bevan Island roundabout.
 - A new two way link in to Centre Park from Slutchers Lane and linking to the “Blue Bridge” using the current bus gate alignment.
 - The incorporation of planned highway maintenance and street lighting replacement work on both Slutchers Lane and within the town centre. The opportunity is to be taken to incorporate this work into the scheme and to use monies allocated in the capital programme to fund these elements of the scheme. As this work was planned on the roads affected by this scheme it will not impact on the amount of schemes delivered by these investment programmes.
- 3.10 The additional improvements outlined above (which were not included in the original bid for Local Growth Fund monies) have increased the cost of the scheme beyond the original estimate included in this bid. Further details of this are set out in a report which is also being put to the Executive Board for

approval at the 12 October 2015 meeting, entitled Funding of Major Transport Projects Update.

3.11 Further to this the current preferred scheme consists of the following and is illustrated in more detail on the appended drawing 355173/PH1/PRE/006;

- A new bridge across the River Mersey from the A5060 Chester Road to the north of Gainsborough Road at the location of the previous Furness Rigby car dealership, spanning across to the southern end of Centre Park.
- A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge.
- A new section of single carriageway link road connecting the bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane, and the new two way link to Centre Park using the bus gate alignment and improvements to town centre routes as described above.
- Finally, the scheme will include a package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. As part of the public consultation for the scheme residents and businesses in this area will be asked for their view on options such as traffic calming and/or other traffic management measures.

3.12 It should be noted that the proposed new link will be open to through traffic in a southbound direction only. This is due to the constraints that the existing road alignment at the northern end of Slutchers Lane impose. The northbound traffic will be stopped at the existing rail station car park entrance. Following an extensive traffic modelling exercise it has been demonstrated that this arrangement (rather than the alternative option of making Slutchers Lane one way northbound) offers maximum benefit in terms of alleviating traffic congestion in the town centre.

4. SCHEME DESIGN & DEVELOPMENT

4.1 Now the concept of the scheme has been revalidated, a number of key tasks are required over the next 12 months in advance of the implementation of the works. The scheme needs to be developed from concept to detailed design, consultation is required with residents and key stakeholders and the procurement route for the scheme needs to be established.

4.2 It is proposed to engage Balfour Beatty through the national Scape Civils Framework to develop and deliver the scheme, thus employing Early Contractor Involvement in a design and build approach. The next stages of

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this process require a Pre-Construction agreement to be entered into whereby Balfour Beatty engages a design partner to develop the detailed design for the scheme. This process also includes and is informed by a number of surveys and site investigations, which will accurately inform both the design and a forthcoming major planning application for the scheme.

- 4.3 The estimated cost of the Pre-construction stage, leading up to the point where a Target Cost for the construction of the scheme is confirmed is approximately £1.8m, to be expended over the next 12-18 months.
- 4.4 As per the May 2015 report to the Executive Board the scheme will be subject to a resolution to use CPO powers, which provisionally is to be included for within a future report to the Executive Board seeking authorisation for this.
- 4.5 Indicative milestones leading to the delivery of the Centre Park Link scheme are as follows:

- Pre-Construction Agreement October 2015
- Site surveys and design process November 2015 onwards
- Public Consultation October to December 2015
- Confirmed funding from LEP Spring 2016
- Start on site early 2017
- Scheme complete mid 2018

5. PROCUREMENT CONSIDERATIONS

- 5.1 It is proposed to deliver the project the Scape Civils Framework. This is a national framework available to all public sector bodies, which has been competitively tendered and complies with all procurement legislation. This route has been scrutinised by the Council's Procurement Team and they are happy with delivering the project in this way.
- 5.2 The principal benefits of this approach for this scheme is that there would be significant financial and time savings achieved by not having to carry out a protracted OJEU procurement exercise. The successful contractor appointed to the Framework in January 2015 is Balfour Beatty, a nationally recognised construction company. This method of procurement is therefore recognised as being able to deliver projects quicker throughout all phases of development as well as achieving a potentially more "efficient" design.
- 5.3 Encouraging early contractor involvement (ECI) to take the scheme forward will remove a significant liability from the Authority as the majority of risks associated with the design, 'buildability' and outputs are then borne by the

contractor. Using a traditional procurement route, the Authority would be underwriting all of these risks.

- 5.4 The conclusion is that the Scape Procurement Framework should be used to deliver the Centre Park Link scheme. Balfour Beatty have recently proven that they are keen to work with Warrington Borough Council on other schemes to ensure their successful delivery and have brought added value to the scheme delivery process.

6. FINANCIAL CONSIDERATIONS

- 6.1 On 13 October 2014 the Executive Board approved a Transport Capital Programme for a range of transport improvements commencing in 2014/15 (Minute No. EB77). The funding would enable the authority to deliver the following transport programmes.

- Development and delivery of Local Growth Fund Priority Transport Infrastructure schemes (Warrington East Phase 1, Warrington West Railway Station, M62 Junction 8 and Warrington Waterfront Phase 1); and
- Local Transport Plan Integrated Transport Block and Sustainable Transport Schemes.

- 6.2 Following further development of the scheme since the initial report in 2014 it has become obvious that the initial budget will not be sufficient to deliver the project. This has been primarily due to an increase in the scope of the scheme (as set out in sections 3.8 and 3.9), significant ecological constraints not previously considered and a more robust cost estimate being developed in conjunction with Balfour Beatty.

- 6.3 The current scheme cost estimate is £19.35m which consists of the following:

- Construction - £ 11.78m
- Site surveys, investigations and design - £ 1.97m
- Land, Property & Compensation - £ 0.605M
- Client professional fees - £ 0.935m (including spend to date)

- 6.4 The risks associated with scheme delivery are underwritten by a £3.06m risk fund plus an allowance of £1m to deal with interactions with Network Rail, which are at this time not clearly understood. Both of these along with the list shown above in section 6.3 are included within the current scheme estimate of £19.35m. It is anticipated that during the course of the next stage of scheme development and further information gathering that these risk allowances will reduce, hence reducing the overall scheme cost.

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- 6.5 The methods in which it is proposed to fund the scheme are set on in detail within the complimentary report titled “Funding of Major Transport Update”, also put forward for consideration by the Executive Board in October 2015. In summary the sources of funding for the Centre Park Link scheme (total estimated cost of £19.35m) are as follows:
- Local Growth Fund (via Cheshire and Warrington LEP - £5.30m)
 - Council capital programme – £10.19m
 - Highway Maintenance / Street Lighting capital funding - £1.45m
 - Developer funding - £2.41m
 - This project is dependent upon the provision of the private sector contribution.
- 6.6 It is proposed to bring forward and utilise part of this previously approved £5.7M (which was approved at the 13 October 2014 Executive Board meeting, which is referred to in section 6.1 above), to fund this next stage of scheme development, prior to the indicative LGF grant becoming available to contribute to the scheme’s development and delivery in financial years 2016/17 onwards.
- 6.7 It is anticipated that once this next stage work has been completed a further report will be put before Executive Board providing an update on progress and requesting approval to deliver the construction phase of the scheme.
- 6.8 A full ‘investment balance sheet’ is included in the **Appendix**.

7. RISK ASSESSMENT

- 7.1 The key risk at this stage of the process is that the Pre-construction activities undertaken are done so without the guarantee of budgetary approval for the full project cost and with the LEP allocation being provisional at this stage. Should the scheme not proceed these cost could be considered as abortive.
- 7.2 However, conversely a robust cost for the scheme will not be known until the next stage of site investigation and design work has been carried out to accurately inform the estimation process.
- 7.3 If during the process of carrying out the Pre-Construction activity it is clear that the scheme cannot be implemented due to budgetary or other reasons, the contract with Balfour Beatty has break points whereby the work can be halted and the anticipated cost of £1.8m to complete this next stage of development may not be expended.

8. EQUALITY AND DIVERSITY / EQUALITY IMPACT ASSESSMENT

- 8.1 A key aim of the junction improvement scheme is to make the junctions more accessible and easier to negotiate by all road users, irrespective of the mode of transport or any other characteristic.
- 8.2 All crossing facilities to be provided will be fully compliant with the disability provisions in the Equality Act 2010.

9. REASONS FOR RECOMMENDATION

- 9.1 Contract Procedure Rule CR60 requires the Executive Board to approve tenders greater than £250,000. The value of the Pre-Construction works proposed for the Centre Park Link exceeds that value.

10. RECOMMENDATION

- 10.1 The Executive Board is recommended to:
 - (i) Approve the alignment of the new link including the location of the new bridge crossing of the River Mersey and a review of the improvements to the town centre traffic routing to ensure maximum traffic benefits are delivered by this new route.
 - (ii) Authorise officers to undertake consultation on this preferred scheme.
 - (iii) Approve the appointment of Balfour Beatty under the Scape Civils Framework as the delivery partner to commence Pre-Construction activity outlined in Section 4.3 at an approximate cost of £1.8m.

11. BACKGROUND PAPERS

Funding for Major Transport Projects, WBC Executive Board Report, Oct 2014

Warrington Waterfront Phase 1 Strategic Regeneration Scheme, WBC Executive Board Report, May 2015

Cheshire and Warrington Growth Deal 2014 announcement and papers available at:

<https://www.gov.uk/government/publications/cheshire-and-warrington-enterprise-partnership-growth-deal>

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Investment Balance Sheet			
Scheme	Outputs	Capital Inputs	Revenue Implications (Over 40 year period)
Centre Park Link	<ul style="list-style-type: none"> 630 new homes over 5-7 years post scheme completion Temporary jobs during construction. Current empty office space in Centre Park will be better utilised thereby creating additional jobs in the area. <p>Note: The land owner originally indicated that the land would be used for office development, but has since advised that the intention is for housing development.</p> <p>GVA and BCR will be re-calculated as part of the updated business case.</p>	<p>Total Cost of Project: £19.350m</p> <ul style="list-style-type: none"> LEP / Govt contribution: £5.300m (27%) Private sector contribution: £2.407m (12%) Council contribution: £11.643m (60%) (of which £10.193m is borrowing) 	<p>Total Interest on borrowing: £17.0m</p> <p>Total principal repayment: £10.2m</p> <p>Total cost: £27.2m</p> <p>Council income generated</p> <p>New Homes Bonus: £4.5m</p> <p>Business Rates: n/a</p> <p>Council Tax: £23.8m</p> <p>CIL: n/a</p> <p>Income Total: £28.3m</p> <p>Net Revenue: £1.1m</p>

Notes:

Additional maintenance costs for new infrastructure are not included in the calculations.

Borrowing costs are calculated 3.4% interest rate.

Council tax income based on Band D value per unit of £1,182 in the first year of borrowing. This is equivalent to the UK average council tax rate.

Housing build out rate assumptions vary between schemes and ranges between 8-10 years to achieve full build-out.

Rateable value based on equivalent values for businesses in Birchwood and Centre Park of £135 per sqm and estimated floorspace. No discounts have been applied. It is assumed the council retains 24% of business rates and that development takes 10 years to achieve full build-out.

The table does not include the borrowing cost of 'Integrated Transport Block Top Up', 'Pipeline' or 'Birchwood Access for All' funding approvals.

WARRINGTON BOROUGH COUNCIL

EXECUTIVE BOARD – 12 October 2015

Report of Executive Board Member: Councillor H Mundry, Executive Board Member, Highways, Transportation and Public Realm

Executive Director: Andy Farrall, Executive Director, Economic Regeneration, Growth and Environment Directorate

Senior Responsible Officer: Steve Hunter, Transportation Service Manager

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Key Decision No. 024/15

Ward Members: All

TITLE OF REPORT: FUNDING OF MAJOR TRANSPORT PROJECTS UPDATE

1. PURPOSE

1.1 To update the Executive Board on the financial position of major transport projects approved at the 13 October 2014 Executive Board (Key Decision 008/14) for:

- Major transport schemes (where part funding has been secured by the Local Enterprise Partnership, this consists of Local Growth Fund monies awarded via a 'Growth Deal' with Government).
- Pipeline funding commitments to enable development work to continue on future major transport schemes.
- Local Transport Plan (LTP) Integrated Transport Block (ITB) top-up allocations.

1.2 To seek Executive Board approval to re-allocate £5.036m of the total £36.13m allocation agreed at the 13 October 2014 Executive Board, to ensure continued delivery of priority transport infrastructure schemes.

- 1.3 To seek Executive Board approval to allocate funding from the highways maintenance and street lighting renewal funding programmes to help deliver relevant elements of each major transport scheme.

2. CONFIDENTIAL OR EXEMPT

- 2.1 The report is not confidential or exempt.

3. INTRODUCTION AND BACKGROUND

- 3.1 In March 2014, the council submitted a large number of potential major transport schemes to the Local Enterprise Partnership (LEP) to request funding from the Local Growth Fund (LGF). From this submission the council was successful in securing funding for four schemes, namely: Birchwood Pinch Point; M62 Junction 8; Warrington West Station; and Waterfront Centre Park Link (previously known as Waterfront East Phase 1 in the October 2014 report).
- 3.2 Due to the limited amount of time available, each scheme was at a very early stage of development at the time of bid submission and outline estimates for scheme costs and private sector contributions were used. Schemes with a greater local contribution had a greater chance of success in the competitive process – this influenced the amount of funding requested.
- 3.3 Having received LEP / LGF indicative funding allocations, council funding was approved at the October 2014 Executive Board to deliver these major transport projects. Of the £36.13m approved in 2014, £13.690m was borrowing for these four major transport schemes.
- 3.4 **Table A1** and **Table A2** in **Appendix A** replicate the approvals in the October 2014 report. The figure in **Appendix B** illustrates the location of the major transport schemes.
- 3.5 Each of these schemes has a crucial role to play in the delivery of Warrington Means Business, and will help secure Warrington's future as a major driver of economic growth in the Atlantic Gateway and in the north-west.
- 3.6 **Table 1** lists the schemes that were successful in gaining a funding commitment via the LEP/LTB and sets out the range of economic benefits that are anticipated to arise from this investment. Figures for Gross Value Added (GVA) and the Benefits Cost Ratio (BCR) of schemes are included where known. Overall, it is expected that these four schemes will support the creation of up to 27,000 jobs and 3,000 new homes.

Table 1: Economic benefits

Scheme	Scheme will support the delivery of:
Birchwood Pinch Point	<ul style="list-style-type: none"> • 75 new homes • 1,000 jobs created from this scheme, 7,000 potential for later phases • 11.7 GVA • 8.46 BCR
M62 Junction 8	<ul style="list-style-type: none"> • 750-2,050 new homes over the next 10 years • 7,750 jobs created from this scheme. Overall, 19,750 jobs at Omega and Lingley Mere supported. • £522.6m GVA for the wider north west Warrington Area • 3.21 BCR
Warrington West Station	<ul style="list-style-type: none"> • Homes, jobs, GVA, as per M62 Junction 8 scheme • 4.72 BCR
Centre Park Link	<ul style="list-style-type: none"> • 630 new homes over 5-7 years post scheme completion • Temporary jobs during construction. • Plus current empty office space in Centre Park will be better utilised thereby creating additional jobs in the area. • Note: The land owner originally indicated that the land would be used for office development, but has since advised that the intention is for housing development • GVA and BCR will be re-calculated as part of the updated business case
Total	<ul style="list-style-type: none"> • 1,500-2,800 new homes • 9,000-27,000 new jobs supported

3.7 In addition to the economic benefits listed above, it is anticipated that the council would benefit from increased council tax returns and business rates of up to £7.8 million per year and up to £14.2 million new homes bonus over 6 years. A summary 'investment balance sheet' is included in **Table 4** in the 'Financial Considerations' section with full details in **Appendix C**.

3.8 The Birchwood Pinch Point scheme is in the construction phase and is being delivered by Balfour Beatty via the Scape Civils Framework. Executive Board approval for the delivery of this scheme was secured in June 2015 (Key Decision 073/14). The other three schemes are currently at an earlier stage of development (pre-construction).

4. SCHEME UPDATE & FUNDING OPTIONS

4.1 Since the original schemes were submitted for Local Growth Fund approval in March 2014 there have been changes to scheme costs. The current costs shown in **Table 2** are based on additional work undertaken to prepare more detailed scheme designs and develop a quantified evaluation of risks. The costs also use current market tested rates, which have (since the time of the bid submissions) been affected by greater than anticipated highways construction inflation. The costs for Warrington West Station are not as refined as other projects and may be subject to change as scheme development work

continues in conjunction with Network Rail who are delivering this scheme on the Council's behalf.

Table 2: Current project costs

Funding source	Birchwood Pinch Point (£m)	M62 Junction 8 (£m)	Warrington West Station (£m)	Waterfront Centre Park Link (Ph1) (£m)	Total (£m)
CURRENT PROJECT COST (September 2015)	5.230	12.767	13.044	19.350	50.391

4.2 The confirmed and proposed funding sources to help deliver these projects are set out in **Table 3**. A full breakdown of funding sources is set out in **Table A4** in **Appendix A**.

Table 3: Confirmed and proposed funding sources

Funding source	Birchwood Pinch Point (£m)	M62 Junction 8 (£m)	Warrington West Station (£m)	Waterfront Centre Park Link (£m)	Total (£m)
Confirmed funding:	4.130	7.500	12.394	13.421	37.445
- Local Growth Fund / LEP	2.140	5.000	6.530	5.300	18.970
- Council capital borrowing	1.690	2.500	4.010	8.121	16.321
- Capital other funding sources	0.300	0.000	1.854	0.000	2.154
Funding reallocations to be approved:	0.000	4.017	0.350	3.522	7.889
- Reallocation of council capital borrowing	0.000	2.964	0.000	2.072	5.036
- Reallocation of other funding sources	0.000	1.053	0.350	1.450	2.853
Additional borrowing request	0.000	0.000	0.300	0.000	0.300
Proposed private sector funding (under negotiation)	1.100	1.250	0.000	2.407	4.757
Total Project Budget	5.230	12.767	13.044	19.350	50.391

4.3 **Table 3** includes the following items:

- The confirmed funding allocations for each of the four schemes (£37.445m),
- The proposed reallocation of previously approved funding from the council's capital programme (£5.036m),
- The proposed reallocation other funding sources including DfT Integrated Transport Block grant, Highways and Street Lighting maintenance, and S106 budgets (£2.853m),

Agenda Item 5

- The request for additional funding (£0.300m) for Warrington West Station to contribute to a higher station design specification; and
 - Proposed developer contributions (£4.757m).
- 4.4 Each of these (apart from the confirmed funding) is described in more detail in the following paragraphs.
- 4.5 It is proposed to reallocate some £7.889m of previously approved capital programme funding to support the delivery of these major schemes. This is to be taken from the following areas:
- Some £5.036m to be moved from previously approved funding for minor and pipeline schemes (a full breakdown is provided in **Table A4** in the appendix).
 - A £0.350m contribution from DfT Integrated Transport Block grant funding.
 - A £1.600m contribution to the M62 J8 and Centre Park schemes from highway maintenance funding and a £0.903m contribution from street lighting renewal funding. This funding is to be used for necessary maintenance / street lighting work needed in the areas affected by the schemes and will not impact on the amount of schemes delivered by these programmes.
- 4.6 An additional £0.300m of funding is required for Warrington West Station to contribute to a higher station design specification.
- 4.7 Finally, some £4.757m of developer contributions towards the schemes are currently in the process of being negotiated with developers. The projects are dependent upon the provision of these private sector contributions.
- 4.8 It should be noted that a number of steps will continue to be taken to seek to reduce the council's contribution towards the cost of these schemes. These include the following:
- Seek additional funding from the LEP via its Local Growth Fund allocation.
 - Seek additional funding from government programmes (e.g. submit a bid for an upcoming DfT New Stations Fund for Warrington West Station – this was announced in the Budget in July 2015).
 - Seek additional funding for the M62 J8 Omega scheme via Highways England's Growth and Housing Designated Fund. This fund was announced in the Road Investment Strategy: Investment Plan in 2015 to help unlock major housing and key economic growth areas.
 - Seek additional developer contributions for all of the schemes.
 - Specifically to re-evaluate the deliverability of the Waterfront Centre Park Link scheme if insufficient developer funding is available.

- 4.9 In addition to the four schemes referred to in **Table 1**, the delivery of the Birchwood Station Access for All project is nearing completion. This scheme (which is part funded by the Department for Transport) will provide a new footbridge and lifts to make the station fully accessible for everyone who uses it. There is a need to reallocate £0.500m minor schemes funding to cover the full cost of this scheme.
- 4.10 It should be noted that the reallocation of these monies does require some minor re-profiling of the programme based on the dates where funding is needed being brought forward in some cases. **Table A5** in the appendix sets out the re-profiled funding based on the funding proposals in **Table 3**.
- 4.11 Aside from an additional £0.300m additional borrowing to contribute to the station building at Warrington West, the existing total capital funding approved in October 2014 is sufficient to cover the increased costs of major transport schemes – no additional borrowing is being requested.

5. PROCUREMENT

- 5.1 For highway schemes the intention is to procure the infrastructure work via the Scape Civils Framework. This is a national framework available to all public sector bodies which has been competitively tendered and complies with all procurement legislation. This route has been scrutinised by the Council's Procurement Team and they are happy with delivering the project in this way. This procurement process is already being used for the Birchwood Pinch Point and M62 Junction 8 projects. For Warrington West Station procurement is likely to be split between the Scape Civils Framework for the access road and car park and Network Rail for the station infrastructure.

6. FINANCIAL CONSIDERATIONS

- 6.1 Overall, the total borrowing for the four schemes will be £21.657m. The increase in borrowing requested in this report is £0.300m which will result in an associated yearly borrowing cost of approximately £0.024m. Aside from this, no additional borrowing is being requested; however, existing borrowing approval would need to be re-profiled to enable early delivery. This has minimal impact on previously estimated and approved borrowing costs.
- 6.2 If the project fails to deliver a tangible asset (e.g. the scheme is withdrawn during a pre-construction stage), the development spend to-date would need to be funded through the revenue budget.
- 6.3 There is also a risk that the private sector fail to develop the sites linked to the projects and the expected uplift in council tax and business rates fails to materialise.
- 6.4 **Table 4** sets out a summary investment balance sheet, which includes total estimated costs of £57.8m and estimated income of £247.8m, for the four

major transport schemes. A full 'investment balance sheet' is included in **Appendix C**.

Table 4: Summary Investment Balance Sheet

Scheme	Outputs	Capital Inputs	Revenue implications (Over 40 year period)
Total	1,455-2,750 new homes 8,750-26,750 new jobs supported	Total Cost of Project: £50.391m <ul style="list-style-type: none"> • LEP / Govt contribution: £18.970m (38%) • Private sector contribution: £6.611m (13%) • Council contribution: £24.810m (49%) (of which £21.657m is borrowing) 	Total interest on borrowing: £36.1m Total principal repayment: £21.7m Total cost: £57.8m (average annual repayment £1.445m over 40 years) Council income generated New Homes Bonus: £14.2m Business Rates: £160.9m Council Tax: £72.6m Community Infrastructure Levy: n/a Income Total: £247.8m Net Revenue: £190m

7. RISK ASSESSMENT

- 7.1 Figures in **Appendix C** and **Table 4** are provided for illustration purposes and based on assumed rates of interest, business rates and council tax. These rates can change over the period of the project and duration of borrowing. It is also acknowledged within the calculations that the developments will take between 8-10 years to reach full build-out.
- 7.2 Further escalation of project costs is a risk that has been mitigated, as far as possible, by the preparation of a 'quantified risk assessment' which places a value on risks that may occur and uses this value to estimate the overall project costs. This process has been undertaken for three of the priority infrastructure schemes and there is now much greater certainty of total project costs. The 'quantified risk assessment' is underway for Warrington West Station and final estimated costs will be confirmed in a report to the Executive Board when available.
- 7.3 Each LEP/LGF funded priority infrastructure scheme listed will be supported by an associated business case with full quantified risk assessment that will be appended to the detailed submission to the council's Capital Investment Planning Group.
- 7.4 As outlined in **Section 6**, in terms of programme risk, if any of the projects fail to deliver a tangible asset the development spend to-date would need to be transferred to a revenue budget as a pressure.

7.5 Reallocation of funding approved for pipeline projects will mean that the development of future transport infrastructure schemes may be at risk or delayed.

7.6 Reallocation of funding approved for smaller transport schemes will mean a reduction in the delivery of these schemes – although it should be noted that within the scope of each of the major schemes, improvements are made which improve sustainable transport provision.

8. EQUALITY AND DIVERSITY / EQUALITY IMPACT ASSESSMENT

8.1 There are no equality and diversity issues identified.

9. CONSULTATION

9.1 Public and member consultation would be undertaken as part of the development of each scheme listed.

10. REASONS FOR RECOMMENDATION

10.1 Reallocation of Capital Investment Programme funding (approved in October 2014 – Key Decision 008/14) is required to ensure the continued delivery of the priority infrastructure scheme needed to support Warrington's ambitious growth and development plans.

10.2 Coordination/acceleration of specific highways maintenance and street lighting renewal budgets and programmes will enable efficient delivery of these elements of the highways major schemes.

10.3 The reallocation of monies previously approved in the capital programme will enable the option of continued delivery should the council fail to achieve additional funding from the LEP.

11. RECOMMENDATION

11.1 To enable continued delivery of the major transport schemes programme, the Executive Board is recommended to approve:

(i) The reallocation/contribution of £7.889m from other programmes as set out in the report.

(ii) An additional £0.300m CIPG borrowing for Warrington West Station.

(iii) The reallocation of £0.500m to support the Birchwood Access for All project.

12. BACKGROUND PAPERS

Funding for Major Transport Projects, WBC Executive Board Report, Oct 2014

Cheshire and Warrington LEP website <http://www.871candwep.co.uk/>

Cheshire and Warrington SEP available to download via

<http://www.871candwep.co.uk/inside-871/downloads/>

Contacts for Background Papers:

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Appendix A

Table A1: October 2014 CIPG programme summary

Theme	CIPG Programme					
	2014/15	2015/16	2016/17	2017/18	2018/19+	Total*
LGF/LTB Priority Transport infrastructure schemes	0.68	5.67	1.32	5.01	1.01	13.69
Pipeline investment	0.74	1.92	2.07	1.02	10.17	15.91
LTP Integrated Transport Block top-up	-	1.58	1.58	1.58	1.80	6.53
Total	1.42	9.16	4.97	7.60	12.98	36.13

Totals may not equal the sum of components due to rounding.

* Total includes cost through to 2024.

Table A2: October 2014 CIPG Detailed programme summary

CIPG PROGRAMME	2014/15	2015/16	2016/17	2017/18	2018/19+	Total
LGF/LTB Priority infrastructure schemes						
Birchwood Pinch Point	0.20	1.28	0.00	0.00	0.00	1.48
M62 Junction 8	0.20	1.25	0.00	1.05	0.00	2.50
Warrington West Station	0.28	1.27	1.27	1.20	0.00	4.01
Waterfront East (Phase 1)*	0.00	1.86	0.06	2.76	1.01	5.70
Sub-total	0.68	5.67	1.32	5.01	1.01	13.69
Pipeline Investment						
Warrington Waterfront pipeline						
- MMTM model update	0.00	0.30	0.90	0.00	0.00	1.20
- Phases 1-3 of East (Bridgefoot, Arpley Chord)	0.59	1.36	0.62	0.62	2.97	6.15
- Phase 4 Warrington Waterfront West (Sankey Valley Way & MSC High Level Bridge)	0.11	0.11	0.40	0.40	7.20	8.21
Wider Warrington pipeline	0.05	0.15	0.15	0.00	0.00	0.35
Sub-total	0.74	1.92	2.07	1.02	10.17	15.91
Integrated Transport Block 'top-up'						
ITB Allocation 'top-up'	0.00	0.60	0.60	0.60	1.80	3.60
ITB Smaller/LSTF schemes 'top-up'	0.00	0.98	0.98	0.98	0.00	2.93
Sub-total	0.00	1.58	1.58	1.58	1.80	6.53
Total	1.42	9.16	4.97	7.60	12.98	36.13

Totals may not equal the sum of components due to rounding.

* Development costs incorporated into pipeline projects funding

Table 5: Original and current project costs

Funding source	Note	Birchwood Pinch Point (£m)	M62 Junction 8 (£m)	Warrington West Station (£m)	Waterfront Centre Park Link (£m)	Total (£m)
ORIGINAL PROJECT COST (Oct 2014)		3.620	7.500 (10.8 inc OB)	12.360	11.000	34.480
CURRENT PROJECT COST (September 2015)	1	5.230	12.767	13.044	19.350	50.391

Table 6: Approved and proposed funding sources

Funding source	Note	Birchwood Pinch Point (£m)	M62 Junction 8 (£m)	Warrington West Station (£m)	Waterfront Centre Park Link (Ph1) (£m)	Total (£m)
Confirmed funding		4.130	7.500	12.394	13.421	37.445
LGF / LTB		2.140	5.000	6.530	5.300	18.970
CIPG funding approved EB Oct 2014		1.480	2.500	4.010	5.700	13.690
Highway Maintenance		0.210				0.210
Street Lighting Renewal		0.300				0.300
CIPG pipeline funding approved EB Oct 2014	2	-	-	-	2.421	2.421
S106 contributions	3	-	-	1.854	-	1.854
Funding to be approved		-	4.017	0.650	3.522	8.189
DfT LTP-ITB (Active Travel) funding	4	-	-	0.350	-	0.350
Reallocate CIPG-ITB Top-Up (LST Small Schemes element)	5	-	0.970	-	-	0.970
Reallocate Wider Warrington Pipeline	6	-	-	-	0.337	0.337
Reallocate Phase 2-3 Pipeline	6	-	1.994	-	1.735	3.729
Highway Maintenance	7	-	0.600	-	1.000	1.900
Street Lighting Renewal	7	-	0.453	-	0.450	0.903
Additional CIPG funding	8	-	-	0.300	-	0.300
Proposed private sector funding		1.100	1.250	-	2.407	4.757
Anticipated Developer Funding	9	1.100		-	-	1.100
	10	-	1.250	-		2.407
	11	-		-	2.407	1.250
Total Project Budget		5.230	12.767	13.044	19.350	50.391

Notes

Note	Comments
1	<p>Constructions costs have increased due to:</p> <ul style="list-style-type: none"> • Higher than anticipated cost of utility diversions [BPP] • Unexpected costs of asbestos removal, earthworks and drainage [BPP] • Omission of 44% Optimism bias in LEP Growth Deal submission (figure of £7.5m used rather than £10.8m) [M62 J8] • Higher specification than originally envisaged [Warrington West Station] • Additional design costs due to changes of land availability [M62 J8] • Changes to the bridge alignment (wider span and greater highway requirements) [WCPL] • Wider project scope includes, improvements to Slutchers Lane Bridge and opening of Centre Park Bus Gate [WCPL]. • Contractor involvement for detailed design (Quantified Risk Assessments undertaken) [All] • Use of full market tested rates (highways construction inflation – since the time the bids were submitted economic recovery and increase in scheme delivery have driven up rates and construction inflation) [All] <p>Warrington West Station costs are being reviewed in conjunction with Network Rail. Any changes – either cost savings or cost increases – will be brought back to the Executive Board for approval along with a summary of potential funding options.</p>
2	<p>The feasibility budget for the Waterfront Centre Park Link was originally included within the “Pipeline Investment” calculations. This budget has been moved to the “live” project budget.</p>
3	<p>S106 agreements: David Wilson Homes (£0.520m) and Gemini 16 (£1.334m).</p>
4	<p>DfT LTP-ITB capital grant ‘Active Travel’ allocation (£0.350) to be used to enhance cycle facilities at (and on the approaches to) Warrington West Station as part of the project.</p>
5	<p>CIPG-ITB Top-Up (LST Small Schemes) funding of £2.93m was approved by the Exec Board in October 2014 to enable the continuation of Local Sustainable Transport type projects up to 2017/18. This is investment in walking and cycling infrastructure to release highway capacity, help avoid congestion and have positive benefits for health and quality of life. It is now proposed that the Local Sustainable Transport funds will contribute towards the sustainable elements of each priority scheme.</p> <p>Reallocating fund from this programme fund will mean:</p> <ul style="list-style-type: none"> • A potential reduction in capital salary recharge for teams with staff working on LST projects • CIPG borrowing would need to be re-profiled i.e. borrowing brought forward.
6	<p>The October 2014 Executive Board report allocated pipeline funding for the development of transport schemes to support Phases 2-3 of the Waterfront (£3.729m) and future schemes in Wider Warrington (£0.337m).</p> <p>Reallocating this funding would:</p> <ul style="list-style-type: none"> • Not involve any increase in CIPG funding – rather budget would be reallocated and re-profiled. • It is proposed that the original allocation for Phase 4 is utilised in part to develop Phases 2 and 3 elements of the Waterfront. • CIPG borrowing would need to be re-profiled i.e. borrowing brought forward. <p>NOTE – it is not proposed to reallocate any funds from the pipeline allocation for Warrington Waterfront Phase 4 (Waterfront Western Link), as it is expected that this allocation will be required to be retained and re-profiled (brought forward) to allow accelerated development work to take place.</p>
7	<p>Highway maintenance funding to be used to deliver highways surfacing for the schemes, while street lighting elements to be delivered by coordinating funding with the street lighting renewal programme. The opportunity has been taken with all four schemes to ensure that planned maintenance and street lighting work is delivered as an integral part of each scheme.</p>

8	An additional £0.300m CIPG borrowing is requested to contribute to Warrington West station building.
9	Should developer funding not be realised for the Birchwood Pinchpoint scheme, Executive Board agreed in June 2015 to only deliver Parts 1 and 2, but not Part 3 of the scheme. This would reduce the scheme costs by approximately £700,000 and would increase the WBC funding requirement by approximately £400,000. The planning application relating to this contribution has been approved. The funding will be confirmed once associated legal agreements are completed.
10	Anticipated funding from Omega development
11	Should developer funding not be realised for Warrington Waterfront Centre Park Link (Ph1), a further £2.407 million will be needed to support the scheme. In particular, if contributions from landowners of Centre Park (which the scheme enables to be developed) are insufficient, the scheme deliverability would need to be re-evaluated.

Table A5: CIPG borrowing programme summary re-profile

Theme	CIPG Programme					
	2014/15	2015/16	2016/17	2017/18	2018/19+	Total ¹
LGF/LTB Priority Transport infrastructure schemes	0.962	5.582	6.605	4.930	3.578	21.657
Pipeline investment	0.124	0.550	2.900	1.750	4.099	9.423
LTP ITB top-up		0.600	0.600	1.850	1.800	4.850
Contribution Birchwood AfA ²		0.500				0.500
Revised total CIPG borrowing³	1.086	7.232	10.105	8.530	9.477	36.430
Profile agreed October 2014	1.420	9.160	4.970	7.600	12.980	36.130

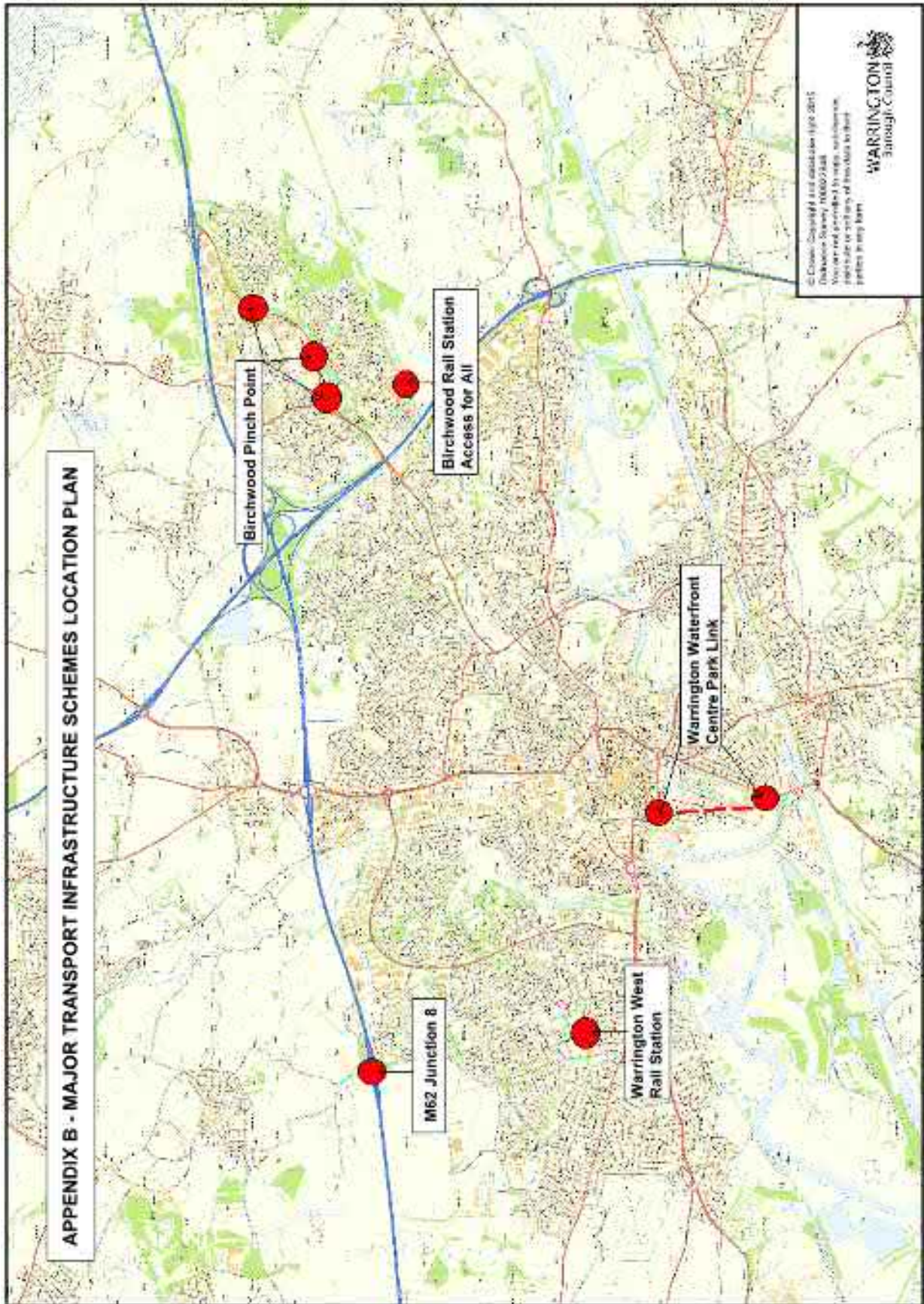
Totals may not equal the sum of components due to rounding

¹Total includes cost through to 2024.

²The £0.500m contribution to Birchwood Access for All is dependent on the outcome of the Network Rail Fee Funding Claim.

³Includes the additional £0.300m CIPG borrowing

Appendix B



Agenda Item 5

Appendix C

Investment Balance Sheet

Scheme	Outputs	Capital Inputs	Revenue implications (Over 40 year period)
Birchwood Pinch Point	<ul style="list-style-type: none"> 75 new homes 1,000 jobs created from this scheme, 7,000 potential for later phases 11.7 GVA 8.46 BCR 	<ul style="list-style-type: none"> Total Cost of Project: £5.230m LEP / Govt contribution: £2.140m (41%) Private sector contribution: £1.100m (21%) Council contribution: £1.990m (38%) (of which £1.690m is borrowing) 	<p>Total interest on borrowing: £2.8m</p> <p>Total principal repayment: £1.7m</p> <p>Total cost: £4.5m</p> <p>Council income generated:</p> <p>New Homes Bonus: £0.53m</p> <p>Business Rates: £31.7m</p> <p>Council Tax: £2.7m</p> <p>CIL: n/a</p> <p>Income Total: £34.9m</p> <p>Net Revenue: £30.4m</p>
M62 Junction 8	<ul style="list-style-type: none"> 750-2,050 new homes over the next 10 years (a figure of 1,300 units has been used in calculations) 7,750 jobs created from this scheme. Overall, 19,750 jobs at Omega and Lingley Mere supported. £522.6m GVA for the wider north west Warrington Area 3.21 BCR 	<ul style="list-style-type: none"> Total Cost of Project: £12.767m LEP / Govt contribution: £5.000m (39%) Private sector contribution: £1.250m (10%) Council contribution: £6.517m (51%) (of which £5.464m is borrowing) 	<p>Total interest on borrowing: £9.1m</p> <p>Total principal repayment: £5.5m</p> <p>Total cost: £14.6m</p> <p>Council income generated</p> <p>New Homes Bonus: £9.2m</p> <p>Business Rates: £129.2m</p> <p>Council Tax: £46.1m</p> <p>CIL: n/a</p> <p>Income Total: £184.5m</p> <p>Net Revenue: £170.0m</p>

Agenda Item 5

Scheme	Outputs	Capital Inputs	Revenue implications (Over 40 year period)
Warrington West Station	<ul style="list-style-type: none"> Homes, jobs, GVA, as per M62 Junction 8 scheme 4.72 BCR 	<ul style="list-style-type: none"> Total Cost of Project: £13.044m LEP / Govt contribution: £6.530m (50%) Private sector contribution: £1.854m (14%) Council contribution: £4.660m (36%) (of which £4.310m is borrowing) 	<p>Total interest on borrowing: £7.2m Total principal repayment: £4.3m Total cost: £11.5m</p> <p>Council income generated <i>(benefits attributed to M62 J8 scheme)</i> New Homes Bonus: see M62 J8 Business Rates: see M62 J8 Council Tax: see M62 J8 CIL: n/a Income Total: see M62 J8</p> <p>Net Revenue: £-1.1.5m</p>
Centre Park Link	<ul style="list-style-type: none"> 630 new homes over 5-7 years post scheme completion Temporary jobs during construction. Current empty office space in Centre Park will be better utilised thereby creating additional jobs in the area. <p>Note: The land owner originally indicated that the land would be used for office development, but has since advised that the intention is for housing development. GVA and BCR will be re-calculated as part of the updated business case.</p>	<ul style="list-style-type: none"> Total Cost of Project: £19.350m LEP / Govt contribution: £5.300m (27%) Private sector contribution: £2.407m (12%) Council contribution: £11.643m (60%) (of which £10.193m is borrowing) 	<p>Total interest on borrowing: £17.0m Total principal repayment: £10.2m Total cost: £27.2m</p> <p>Council income generated New Homes Bonus: £4.5m Business Rates: n/a Council Tax: £23.8m CIL: n/a Income Total: £28.3m</p> <p>Net Revenue: £1.1m</p>

Agenda Item 5

Scheme	Outputs	Capital Inputs	Revenue implications (Over 40 year period)
Total	<ul style="list-style-type: none"> 1,455-2,750 new homes 8,750-26,750 new jobs supported 	<p>Total Cost of Project: £50.391m</p> <ul style="list-style-type: none"> LEP / Govt contribution: £18.970m (38%) Private sector contribution: £6.611m (13%) Council contribution: £24.810m (49%) (of which £21.657m is borrowing) 	<p>Revenue implications (Over 40 year period)</p> <ul style="list-style-type: none"> Total interest on borrowing: £36.1m Total principal repayment: £21.7m Total cost: £57.8m Council income generated New Homes Bonus: £14.2m Business Rates: £160.9m Council Tax: £72.6m Community Infrastructure Levy: n/a Income Total: £247.8m Net Revenue: £190m

Notes:

Additional maintenance costs for new infrastructure are not included in the calculations.

Borrowing costs are calculated 3.4% interest rate.

Council tax income based on Band D value per unit of £1,182 in the first year of borrowing. This is equivalent to the UK average council tax rate.

Housing build out rate assumptions vary between schemes and ranges between 8-10 years to achieve full build-out.

Rateable value based on equivalent values for businesses in Birchwood and Centre Park of £135 per sqm and estimated floorspace. No discounts have been applied. It is assumed the council retains £33 per sqm of business rates and that development takes 10 years to achieve full build-out.

The table does not include the borrowing cost of 'Integrated Transport Block Top Up', 'Pipeline' or 'Birchwood Access for All' funding approvals.

EXECUTIVE BOARD – 12 October 2015

Present:

Executive Board Members

Councillors:

Leader

Deputy Leader

Corporate Finance

Children's Services

Environment and Public Protection (including Climate Change)

Leisure, Community and Culture

Public Health and Wellbeing

Highways, Transportation and Public Realm

Personnel and Communications

Statutory Health and Adult Social Care

T O'Neill

M Hannon

R Bowden

J Carter

J Guthrie

K Hannon

M McLaughlin

H Mundry

H Patel

P Wright

EB 56 Apologies

Nil.

EB 57 Code of Conduct – Declaration of Interest

Nil.

EB 58 Minutes

Decision – That the Minutes of the meeting of the Executive Board held on 14 September 2015 be signed by the Leader as a correct record.

EB 59 Executive Decisions - Forward Plan

The Executive Board considered a report of the Solicitor to the Council and Assistant Director, Corporate Governance on the contents of the Executive Decisions - Forward Plan for the period 1 November 2015 – 29 February 2016.

Decision – That the report be noted.

EB 60 Community Infrastructure Levy Draft Charging Schedule Consultation and Local Plan Alteration Update (Forward Plan No. 012/15)

The Executive Board considered a report of Councillor J Guthrie, Executive Board Member, Environment and Public Protection (including Climate Change) which sought approval to agree to the introduction of a Community Infrastructure Levy (CIL) and to proceed to the first statutory stage of consultation on the Preliminary Draft Charging Schedule. The report also provided an update on the work being

Minutes Issued on Thursday, 15 October 2015. Call In expires midnight on Monday, 19 October 2015. Decisions can be implemented from Tuesday, 20 October 2015

undertaken to reinstate the Local Plan Housing target following the February 2015 High Court ruling.

Decision – That the Executive Board approved –

- (1) the introduction of a Community Infrastructure Levy for Warrington;
- (2) the Preliminary Draft Charging Schedule contained in Appendix 1 ahead of a 6 week period of statutory consultation;
- (3) the draft 'Regulation 123 list' contained in Appendix 1, setting out the items of infrastructure which CIL would contribute to;
- (4) that delegated authority be given to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Environment and Public Protection (including Climate Change) to make any necessary minor factual amendments to the Preliminary Draft Charging Schedule Consultation Document prior to the start of the consultation period; and
- (5) the delay in work on the primary plan alteration to enable the Council to undertake the additional work necessary for it to assess the implications of meeting its housing need in full.

Reason for Decision: To ensure the Local Planning Framework is effective in promoting and guiding Warrington's growth over the next 15 years and that the social and physical infrastructure necessary to support an increasing resident and working population is delivered.

EB 61 Funding of Major Transport Projects Update (Forward Plan No. 024/15)

The Executive Board considered a report of Councillor H Mundry, Executive Board Member, Highways, Transportation and Public Realm which provided information on the financial position of major transport projects approved at the 13 October 2014 Executive Board (EB Decision No 77 and Forward Plan No. 008/14 refer) for:

- Major transport schemes (where part funding has been secured by the Local Enterprise Partnership, this consisted of Local Growth Fund monies awarded via a 'Growth Deal' with Government);
- Pipeline funding commitments to enable development work to continue on future major transport schemes;
- Local Transport Plan (LTP) Integrated Transport Block (ITB) top-up allocations.

The report also sought approval to re-allocate £5.036m of the total £36.13m allocation agreed at the 13 October 2014 Executive Board, to ensure continued delivery of priority transport infrastructure schemes and approval to allocate funding

Minutes Issued on Thursday, 15 October 2015. Call In expires midnight on Monday, 19 October 2015. Decisions can be implemented from Tuesday, 20 October 2015

from the highways maintenance and street lighting renewal funding programmes to help deliver relevant elements of each major transport scheme.

Decision – that the Executive Board approved –

- (1) the reallocation/contribution of £7.889m from other programmes as set out in the report;
- (2) an additional £0.300m CIPG borrowing for Warrington West Station; and
- (3) the reallocation of £0.500m to support the Birchwood Access for All project.

Reasons for Decision:

- (1) Reallocation of Capital Investment Programme funding (approved in October 2014 – Key Decision 008/14) was required to ensure the continued delivery of the priority infrastructure scheme needed to support Warrington’s ambitious growth and development plans.
- (2) Co-ordination/acceleration of specific highways maintenance and street lighting renewal budgets and programmes would enable efficient delivery of these elements of the highways major schemes.
- (3) The reallocation of monies previously approved in the capital programme would enable the option of continued delivery should the council fail to achieve additional funding from the LEP.

EB 62 Priority Infrastructure, Centre Park Link – Design and Development (Forward Plan Decision No. 025/15)

The Executive Board considered a report of Councillor H Mundry, Executive Board Member, Highways, Transportation and Public Realm which –

- (1) provided an update on the progress in delivering this priority transport infrastructure project;
- (2) provided an update on the preferred location of the new bridge of the River Mersey from A5060 Chester Road to Centre Park, the intended alignment of the new links and the implications for Town Centre traffic routing;
- (3) sought approval to undertake consultation on this preferred route option;
- (4) informed members of the procurement route proposed to be adopted to ensure the successful delivery of the project; and
- (5) sought approval from the Executive Board to commit funding of approximately £1.8m towards further Design and Development costs associated with the Centre Park Link Scheme.

Decision – That the Executive Board –

Minutes Issued on Thursday, 15 October 2015. Call In expires midnight on Monday, 19 October 2015.
Decisions can be implemented from Tuesday, 20 October 2015

- (1) approved the alignment of the new link including the location of the new bridge crossing of the River Mersey and a review of the improvements to the town centre traffic routing to ensure maximum traffic benefits are delivered by this new route;
- (2) authorised officers to undertake consultation on this preferred scheme; and
- (3) approved the appointment of Balfour Beatty under the Scape Civils Framework as the delivery partner to commence pre-construction activity in Section 4.3 of the report at an approximate cost of £1.8m.

Reason for Decision: Contract Procedure Rule CR 60 requires the Executive Board to approve tenders greater than £250,000. The value of the pre-construction works proposed for the Centre Park Link exceeds that value.

(Note: Councillor Patel was in attendance from item EB66. The Leader presented items EB63 to EB65)

EB 63 Annual Risk Management Report 2014-15 (Forward Plan No. NKD-021/15)

The Executive Board considered a report of Councillor H Patel, Executive Board Member, Personnel and Communications which provided an overview of the Risk Management arrangements within Warrington Borough Council and demonstrated that robust systems were in place to identify, assess, manage and monitor risk at Strategic and Directorate level. The report also summarised the risk management activities from 1 April 2014 to 31 March 2015.

Decision: That the Executive Board agreed to –

- (1) review and comment on the Council's Strategic Risk Management arrangements 2014/15 as part of its monitoring role; and
- (2) formally approve the Council's Business Continuity Strategy 2014-17 as part of its monitoring role.

Reason for Decision: To ensure that the Council maintained an effective framework of internal control, and managed its key risks; and to ensure the continued review of the Council's strategic risks.

EB 64 Annual Health and Safety Report 2014-15

The Executive Board considered a report of Councillor H Patel, Executive Board Member, Personnel and Communications which provided an annual position statement relating to the management of Health and Safety within Warrington

Centre Park Link

Annex X: Balfour SCAPE Agreement

30th January 2015

**(1) SCAPE SYSTEM BUILD LIMITED
(trading as Scape Group)**

and

(2) BALFOUR BEATTY CIVIL ENGINEERING LIMITED

FRAMEWORK AGREEMENT

NATIONAL CIVIL ENGINEERING & INFRASTRUCTURE FRAMEWORK

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

Executed as a deed for and on behalf of
SCAPE SYSTEM BUILD LIMITED
(trading as SCAPE GROUP)
by

)
)
)
)

[Redacted]

Director

[Redacted]

Full name (BLOCK CAPITALS)

Group CEX

Position/title

[Redacted]

Director/ Secretary

[Redacted]

Full name (BLOCK CAPITALS)

COMPANY SECRETARY

Position/title

Executed as a deed for and on behalf of
BALFOUR BEATTY CIVIL ENGINEERING LIMITED
by

[Redacted]

Director

[Redacted]

Full name (BLOCK CAPITALS)

DEBORAH M.D.

Position/title

[Redacted]

Director/ Secretary

[Redacted]

Full name (BLOCK CAPITALS)

Delivery Unit M.D.

Position/title

Centre Park Link

Annex Y: Warrington SCAPE Agreement



Scape System Build Limited t/a Scape Group

And

Warrington Borough Council

Access Agreement

Date: 30 March 2015

Scape System Build Limited t/a
Scape Group
7th Floor City Gate East
Tollhouse Hill
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Scape System Build Limited t/a Scape Group
is a Local Authority Controlled company
whose shareholders are Derby City
Derbyshire County Gateshead Nottingham
City Nottinghamshire County and
Warwickshire County Councils

Company Registered in England
Reg No. 05660357 As office address
VAT No. 877 9484 43

18 Waiver

The failure of either Party to insist upon strict performance of any provision of this Agreement or the failure of either Party to exercise any right or remedy available to it under this Agreement shall not constitute a waiver thereof and shall not cause a relinquishment of the obligations established by this Agreement.

19 Law and Jurisdiction

This Agreement shall be governed by and construed in accordance with the laws of England and Wales and the Parties submit to the exclusive jurisdiction of the English and Welsh Courts.

19.2 This Agreement is binding on the parties and their successors and permitted assignees and

20 Entire Agreement

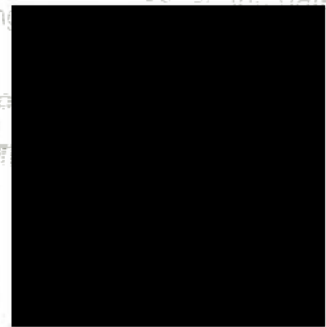
This Agreement constitutes the entire understanding between the Parties and supersedes all previous oral or written agreements, understandings, or representations, negotiations, or discussions, in whole or in part, relating to the subject matter of this Agreement.

and its successors and permitted assignees and
the Agreement

This Agreement constitutes the entire understanding between the Parties and supersedes all previous oral or written agreements, understandings, or representations, negotiations, or discussions, in whole or in part, relating to the subject matter of this Agreement.

This document is intended to be read in conjunction with the other documents referred to herein.

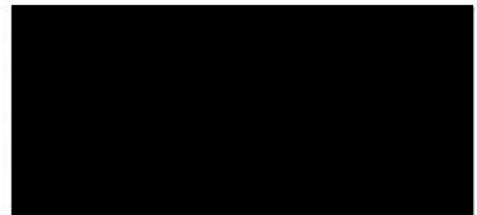
Signed for and on behalf of
SCAPE SYSTEMS GROUP



Board Director
Group Chief Executive

Signed for and on behalf of

acting by



ASSISTANT DIRECTOR

Centre Park Link

Annex AA: Monthly Monitoring

Report Example

MONTHLY PROJECT PROGRESS REPORT

Project Name:	Warrington Waterfront Phase 1 (Centre Park Link)	Reporting Period:	Jan-17
Programme:	Local Growth Fund	Date of Report:	07/03/17
Start Date:	May 2016	End Date (forecast):	May 2018
Project Manager:	██████████	Programme Manager:	Tom Shuttleworth
Senior Responsible Owner (SRO):	David Boyer	Delivery Partner:	Balfour Beatty

RAG Status Programme	↘	A	RAG Status Cost	→	A
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1. PROJECT DESCRIPTION

1.1 Project Description **Brief description of the objectives and outcomes/outputs of the project, as per the approved project business case/**

The Centre Park Link (previous Waterfront Phase 1) comprises a new highway route into the Town Centre, providing access to developable land to the south of the existing Centre Park development. This involves the construction of a new bridge structure and associated highway link, with supporting town centre traffic management works.

2. KEY ISSUES AND RISKS

2.1 Key Issues

Ref	Issue Description	Date Raised	Impact (H/M/L)	Current Status (R A G)	Mitigating Actions	Est. Completion Date	Rating after Mitigation
1	Scheme is not currently affordable - revised cost estimates following review by Balfour Beatty identify cost at circa £18m	17/07/15	H	R	Scheme Designer has been appointed and scheme will now make significant steps towards the target cost price WBC has discussed the mitigation and access requirements with both the owner and the tenant. Owner requires notification of the times and extent of access required. Offer has been made for the land and a counter offer received. Draft ES scoping completed that notes work required to deal with protected species. WBC has held discussions with Natural England. NE regulations do not allow them to provide a licence for the badger works until planning permission is obtained. The badger window for works opens again in June 17. Works will commence then. This has an impact on construction programme from June 17. The programme is currently being updated and a submission for planning is programmed for the 24th February. The planning assessment period is 16 weeks which means a decision is anticipated by 23rd June. The licence application process takes xx weeks following this date. Badger breeding window is December - June. NE confirmed that we can submit the licence application immediately following planning submission.	01/09/17	A
2	Scheme programme impacted by ecology/issues - presence of live badger sett on preferred alignment. Needs resolving prior to the beginning of July due to seasonal restrictions.	17/07/15	H	R		01/09/17	A

<p>3 Network Rail - Sluchers Lane bridge - lack of knowledge on NR requirements for this structure, betterment and maintenance works - currently [REDACTED] of budget provisionally allocated to this</p>		<p>25/08/15</p>	<p>H</p>	<p>R</p>	<p>Ongoing dialog with Network Rail to establish the betterment and maintenance works associated with Sluchers Lane Bridge and agree how this is best achieved. Offer has been made by NWR for WBC to take ownership of the bridge for free with a [REDACTED] contribution for the initial maintenance. Final offer received from NWR and process of advertising under their S94 and S7 processes is under preparation.</p> <p>NWR have undertaken an assessment of requirements and updated WBC that they no longer agree to pay any future maintenance liability for the Arpley Bridge structure. This needs to be worked through with PEM colleagues.</p>	<p>30/09/17</p>	<p>A</p>
---	--	-----------------	----------	----------	--	-----------------	----------

2.2 Top Five Risks (Full risk register to be attached as Appendix)

Risk Scenario			Current Risk Rating				Mitigation Measures	Future risk Rating After Mitigation
DoT	Nature of Risk	Risk Description	Impact	Impact (1 to 5)	Likelihood (1 to 5)	Total (with RAG)		
	Contracts & Partnerships	Obtaining bridging rights from Manchester Ship Canal Company	Unable to obtain consents from MSCC, unable to construct bridge over the River Mersey. Requirement to enter into a legal process resulting in increases in cost and extensions to the programme. Requirement to enter into CPO process resulting in 12-18 months extension to project timescale.	5	4	20	WBC intends to send out a valuation letter to Peel identifying what we feel the CPO value of the bridging rights is worth. This is currently with senior officers for review and for directly engaging with Peel. Resolution to use CPO powers went past EB on 10/10/16 and was approved. WBC to provide key milestones showing the implications of CPO. Current approach is to still pursue acquisition by agreement and would require legal agreement by April 17. Positive discussions occurring now with Peel. They are commissioning an engineer to review the bridge designs and will provide feedback. Peter Hall FURNESS RIGBY Negotiations with Furness Rigby have progressed well and the freeholder has accepted an offer. The council has also acquired the leasehold. The council is in the process of finalising the purchase. MARO A verbal agreement has been reached between WBC and MARO for the required funding contribution. This will be provided through combination of 'in kind' works and cash. MARO has removed tenants from both sites. NWR NWR are aware of the areas of land that the council require, including the acquisition of the Apley Rail Bridge, and WBC are in discussion to understand here plans for advertising the release of the identified land. CRITCHLEY A small plot of land is owned by a private individual just north of the Apley Rail Bridge. WBC has been in contact with the relevant agent and a price for the land has been proposed. WBC need to undertake internal processes to action the acquisition. PEEL Discussed above in risk 1	9
	Tangible Assets	Unable to assemble land effectively - existing and speculative land owners/developers	Unable to purchase land, lengthy acquisition process, negative perception, negative impact on funding applications/timelines	5	4	20	Funding approved by Executive Board. Funding from CWEP dependent upon submission of the business case. Business case is in production. Council has verbally agreed a contribution from MARO	5
	Finance	Lack of capital funding opportunities for delivery	non-delivery, re-profiling scope/scale of scheme, change in phasing, lower quality of scheme, no match contribution for development partners	5	2	10		5
	Stakeholder related factors	Significant public and stakeholder objection to the scheme or elements of the scheme	Increase in timescales, increase in staff costs, negative public perception, reduces deliverability, negative influence on political process, additional expensive work required to prepare evidence i.e., public inquiry	4	4	16	First round of public consultation has been completed and significant public support for the scheme was received. A second round of public consultation has been completed June - August 2016, showing a significant level of public support for the scheme. SCI is now complete and submitting for planning.	2

3. PROJECT STATUS SUMMARY

3.1 Progress against Programme Brief summary of current progress, how any new issues/risks above have arisen, how they are being managed and impact on programme.

Scheme Designer was appointed by the scheme contractor in February 2016. The Scheme Designer is now working on developing the concept design into a full design for construction with the aim of submitting the scheme for planning in November (for determination in February 2017). The Scheme Designer is currently working through the various evidence packages that need to be provided in a planning submission (EIA, TA etc). In addition, Ramboll and BB are undertaking GI's on site following the acquisition of the Furness Rigby site and are preparing the major scheme design for the bridge and new highway link.

WBC has worked through options for supporting works in the Town Centre and developed a tested scheme option that can be justified through the business case process. The outputs from the evidence base that supports the scheme has been presented to the CWEP P&I Committee. WBC is focused on resolving a number of outstanding land acquisitions that affect the scheme; CPO powers were approved in Oct 16 and the process for acquiring the land under CPO is now being progressed.

TO BE UPDATED ONCE NEW PROGRAMME IS AVAILABLE IN MARCH 17

3.2 Cost and Budget Brief summary explanation of differences in initial cost plan to current budget as result of issues

The estimated cost of the scheme at £19.35m is significantly over the original budget of £11m. Refinement of the scheme will be ongoing to identify cost savings. In parallel, efforts will be made to identify alternative funding sources to cover the funding gap, from both public and private sector sources. The Ecurrent estimate is made up of the following broad items:

- Spend to date - £0.3M
- Site Investigations and Design costs - £1.97M
- Budget construction costs - £11.48M
- QRA (risk allowance) - £3.06M
- Land & Property costs - ██████████
- Stats Diversions - £0.3M
- Client, Consultation & Other Professional fees - £0.635M
- Network Rail – contingency sum for works to Sluthers Lane Bridge - ██████████ (to be confirmed)

Executive Board approval was gained in October 2015 to advance pre-construction activity with Balfour Beatty AND underwrite the scheme costs up to the current £19.35m estimate. Pre-construction scheme spend of £1.8m approved. Scheme Designer was appointed in February 2016.

4. COMMUNICATIONS AND STAKEHOLDER MANAGEMENT

4.1 Communications and Stakeholder Management Describe stakeholder engagement activity since the last report and that planned for the next month.

The first round of public consultation was completed in January 2016. The results from the first round of consultation show that 80% of respondents support the principle of a new bridge link from Chester Road to Wilson Patten Street.

A second round of consultation started w/c 04/07/16 and was closed in early August 2016. The second round of the consultation has garnered views on the refinements to the preferred option, with particular focus around Palmyra Quarter and Gainsborough Road. Public engagement events were held w/c 04/07/16 a Parr Hall, Centre Park, Bank Park, St Werburgh's Centre and Gouden Square. A significant stakeholder engagement session has already been undertaken. A consultation report will be prepared summarising the outcomes to inform the detailed design process and demonstrate due consideration of the issues raised.

A third round of public consultation has been completed and an SCI has been submitted for planning.

5. CAPITAL EXPENDITURE AND BENEFITS

5.1 Project Expenditure The project budget figures should accord with the relevant grant offer letter

Project Approved budget £'000	Actual Spend to 31/03/2015 £'000	2015/16			2016/17		2017/18		2018/19	2019/20	Future Years		Total Project Forecast Outturn £'000	Forecast Outturn Variance £'000 under budget/ over budget	
		Budget (as per offer letter) £'000	Spend to Date £'000	Forecast Outturn £'000	Budget (as per offer letter) £'000	Forecast Outturn £'000	Budget (as per offer letter) £'000	Forecast Outturn £'000	Forecast Outturn £'000	Forecast Outturn £'000	Forecast Outturn £'000				
19,350	168		516	516		2,325		13,675		2,430		236		19,350	0
Current Year Monthly Forecasting & Quarterly Totals															
£'000		Apr-16	May-16	Jun-16	Q1 Total	Jul-16	Aug-16	Sep-16	Q2 Total						
Baseline (as per offer letter)		-	-	-	0	-	-	-	0						
Latest Forecast Outturn		74	32	51	157	218	50	100	368						
Actual		74	32	51	157	218	126	126	470						
£'000		Oct-16	Nov-16	Dec-16	Q3 Total	Jan-17	Feb-17	Mar-17	Q4 Total						
Baseline (as per offer letter)		-	-	-	0	-	-	-	0						
Latest Forecast Outturn		200	200	300	700	300	400	400	1,100						
Actual		126	126	102	354	136	198		334						

5.2 Benefits Delivery (CORE METRICS ONLY)

Description	Target (as per approved business case)	Actual to date (of report)	Progress (%)	Latest Forecast Outturn	Changes this report	RAG Status
Jobs connected to the intervention	558					G
Commercial floorspace constructed (SCM)	0					A
Housing units connected to the intervention	635					A
Housing Units Started	0					G
Housing Units Completed	0					G
Private Sector Leverage (£m)	109					A

Centre Park Link

Appendix AB: Benefit Realisation Plan

Quality information

Prepared by

[Redacted]

Senior Consultant

Checked and Approved by

[Redacted]

Regional Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
FBC (Iteration 1)	25.06.18	Review		[Redacted]	Senior Consultant
OBC for Conditional Approval	14.06.17	Issue 2 – OBC		[Redacted]	Regional Director
0.2	03.04.17	Issue 1		[Redacted]	Regional Director
0.1	26.04.16	Draft		[Redacted]	Senior Consultant

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Scheme Objectives	2
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Responsibilities and Resources	5

BENEFITS REALISATION PLAN

Introduction

- 1.1 This document presents the Benefits Realisation Plan (BRP) for the Centre Park Link Scheme.
- 1.2 According to the DfT's benefits management framework,

"Benefits are the justification for most investments as they are the measure of the improvement that will be enjoyed by the organisation".¹
- 1.3 The BRP identifies the potential benefits of the scheme including the measures and reporting requirements to be considered through scheme delivery.
- 1.4 The BRP is intrinsically linked to the Monitoring and Evaluation Plan attached at Annex AC.

Purpose

- 1.5 This BRP sets out the overall approach and framework that the Centre Park Link scheme will use to manage the realisation and delivery of the benefits. The plan ensures:
 - Benefits are identified and clearly defined, linked back to the scheme objectives;
 - Warrington Borough Council (WBC) as the promoting authority is committed to the identified benefits and their realisation;
 - Benefits process is actively managed;
 - Benefits are realised, tracked and effectively resourced – further detail provided within the Monitoring and Evaluation Plan;
 - The roles and responsibilities of those involved in benefit realisation are outlined;
 - The current and future data requirements including measurement methods and steps that will be used to monitor and assess the realisation of the benefits are identified; and
 - When and how reviews and assessment concerned with measuring benefits realisation will be carried out, and who is to be involved.

Scheme Overview

- 1.6 The Centre Park Link scheme is located within Warrington, the most northerly of the local authorities in the Cheshire area, and within the responsibilities of the Cheshire and Warrington Local Enterprise Partnership (C&W LEP) area.
- 1.7 The high level scope of the Centre Park Link scheme includes:
 - A new bridge structure across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern site of Centre Park;
 - A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge;
 - A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane;
 - A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street; and

¹ DfT Benefits management framework,
<http://dft.alignframework.com/index.php?page=Main.Proces&TechniqueID=36>

- A package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. The definition of the scheme scope has been agreed following an extensive process of problem identification, data analysis and objective setting.

Scheme Objectives

- 1.8 The scheme objectives have been defined to directly address the problems identified within the study area. They closely align with the business strategies for the C&W LEP, WBC and Central Government. As identified within the Centre Park Link Outline Business Case for Conditional Approval, the scheme objectives for the Centre Park Link, including supporting indicators are:

Scheme Objectives:	
Objective 1	Provide enhanced reliability and predictability of journeys on the transport network
Indicator 1.1	Reduction in north-south/south-north journey times over Bridgefoot and Brian Bevan Island
Indicator 1.2	Reduction in south-west/west-south journey times over Bridgefoot and Brian Bevan Island
Objective 2	Provide improved journey times at key pinch points
Indicator 2.1	Reduce levels of traffic delay at Brian Bevan Island
Indicator 2.2	Reduce levels of traffic delay at Bridgefoot Gyratory
Indicator 2.3	Reduce levels of traffic delay at Liverpool Road/Parker Street
Objective 3	Provide additional route options and resilience
Indicator 3.1	Provide additional route options
Objective 4	Support improvements to quality of life factors in Warrington
Indicator 4.1	Deliver air quality improvements at Chester Road and Wilson Patten Street
Indicator 4.2	Reduce pedestrian severance between town centre and Centre Park
Objective 5	Enable land to be unlocked that supports economic growth in Warrington
Indicator 5.1	Facilitate unlocking of land to provide housing supply on Centre Park
Indicator 5.2	Facilitate job growth on Centre Park

Expected Benefits

- 1.9 To improve transparency of decision-making in relation to the scheme, the project objectives are accompanied by an Investment Logic Map (ILM) that shows a clear rationale for the investment including short, medium and long term outcomes with the benefits derived from this process (Annex A).
- 1.10 Through the ILM, the scheme objectives are used to develop the 'desired outputs and outcomes' for the scheme. These desired outputs and outcomes are the actual benefits that are expected to be derived from the scheme and are directly linked to the original set of objectives. The ILM includes the following:
- Objective: the agreed objective that the scheme is aiming to achieve;
 - Context: the nature of the problems and opportunities presented that the scheme will try to resolve and/or enhance;
 - Desired outputs – tangible effects that are funded and produced directly as a result of the scheme; and
 - Desired outcomes – final impacts brought about by the scheme in the short, medium and long term.

1.11 The outputs of the ILM including the scheme objectives, desired outputs and outcomes are summarised in Table 1 and provide the starting point for the development of the BRP.

Table 1: Scheme Objectives, Desired Outputs and Outcomes

Scheme Objectives	Desired Outputs	Desired Outcomes
<p>Provide enhanced reliability and predictability of journeys on the transport network</p> <p>Provide improved journey times at key pinch points</p> <p>Provide additional route options and resilience</p> <p>Support improvements to quality of life factors in Warrington</p> <p>Enable land to be unlocked that supports economic growth in Warrington</p>	<p>A new bridge structure from Chester Road into the southern site of Centre Park</p> <p>A new section of highway from the new bridge structure to Slutchers Lane</p> <p>Resurfacing of the existing Slutchers Lane section that connects into the new highway</p>	<p>Sustainable housing growth within Inner Warrington, increasing attractiveness of Warrington as a place to live</p> <p>Real estate uplift: property values and rents increase within the town centre areas and the wider corridor</p> <p>Improved journey times predictability and reliability leading to a reduction in congestion through Warrington Town Centre</p> <p>Improved vehicle progression through the Liverpool Road/Parker Street junction</p> <p>Improved access to employment opportunities at key strategic sites, making Warrington Borough Council a more attractive place to invest</p> <p>Contribution to national air quality strategy objectives, supporting to improved health of residents</p> <p>Additional highway capacity through Warrington town centre (additional route option across the Mersey River)</p>

Benefits Identification

Benefit Measurement Methods

- 1.5 In order to ensure WBC's resources are focused on tracking the most significant benefits, with a view to assessing the success of the scheme, the BRP has prioritised the desired outcomes to be measured.
- 1.6 The benefits prioritisation results in the tracking of 'outcome' benefits focusing on: journey time, housing and employment growth, and land value.
- 1.7 As there are significant other background factors affecting air quality this is not proposed to be assessed as a key benefit for success.
- 1.8 To determine whether the scheme benefits are being realised, the desired outputs and outcomes have been converted into measurable indicators of scheme benefits, as set out in Table 2. The data required to measure the extent to which benefits are being realised is also shown in this table.

Table 2: Benefit Assessment Indicators

Ref	Benefit	Benefit Indicator	Target	Type	Data Requirements for Monitoring	Owner
1	High quality new highway link providing additional capacity through Warrington town centre (additional route option across the Mersey River)	New highway provision (km)	↑	Quantitative	Balfour Beatty Construction Phase Close Out Report Traffic count	WBC
2	Sustainable housing growth within Inner Warrington, increasing attractiveness of Warrington as a place to live.	No. dwellings ²	↑	Quantitative	LSH Housing Assessment: Residential development on-site survey Planning permit	WBC
3	Improved journey times predictability and reliability leading to a reduction in congestion through Warrington Town Centre	Journey time through town centre across key routes	↓	Quantitative	Trafficmaster journey time data	WBC
4	Improved access to employment opportunities at key strategic sites, making Warrington Borough Council a more attractive place to invest	Satisfaction of Centre Park Business Park Businesses (transport access)	↑	Qualitative	Business Surveys	WBC

² The quantum of housing to be delivered will be subject to planning consent and market conditions.

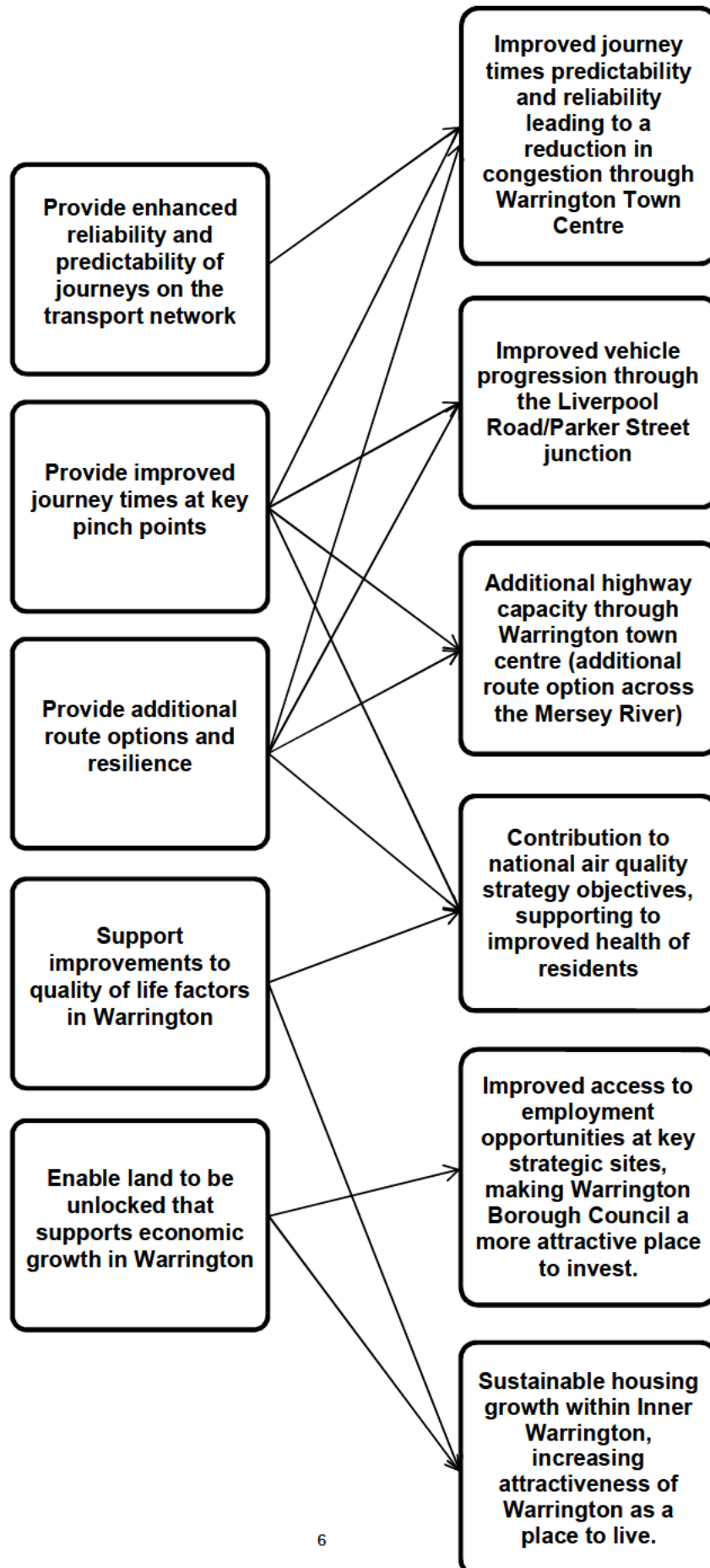
Responsibilities and Resources

- 1.9 The overall BRP will be owned by the Senior Responsible Owner (SRO) whom is charged with the responsibility for overseeing the tracking of benefits and ensuring that they are realised. The SRO will be supported by the Programme Manager and Project Manager.
- 1.12 The responsibility for individual benefits will be defined and delegated to appropriate members of staff within WBC following scheme approval. Until the responsibilities are delegated, the ownership remains with the SRO. Once the responsibilities for each Benefit are delegated, this plan should be updated to acknowledge updated responsibilities.
- 1.13 The owners will be responsible for tracking and reporting on delivery of the benefits to the SRO.
- 1.14 The Monitoring and Evaluation Plan contains details on the methods which will be used to ascertain whether the scheme has met the objectives. The Monitoring and Evaluation Plan will also allow early identification of any particular areas where benefits are not being realised as expected so the SRO may take action.

Benefit Mapping

Objective

Desired Outcome



Centre Park Link

Annex AC: Monitoring and Evaluation Plan

Quality information

Prepared by

Checked and Approved by

[Redacted]

[Redacted]

Senior Consultant

[Redacted]

Regional Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
FBC	22.11.18	Final	[Redacted]	[Redacted]	Senior Consultant
FBC for Conditional Approval	15.06.18	Review	[Redacted]	[Redacted]	Senior Consultant
OBC for Conditional Approval	14.06.17	Issue 2 – OBC		[Redacted]	Regional Director
0.2	30.03.17	Issue 1		[Redacted]	Regional Director
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Update: In October 2018, WBC commenced the initial stages of the monitoring and evaluation work by completing a set of baseline traffic surveys, including traffic counts, origin – destination and journey time surveys.

MONITORING AND EVALUATION PLAN

Introduction

- 1.1 This document presents the Monitoring and Evaluation Plan for the Centre Park Link Scheme.
- 1.2 The Department for Transport's (DfT) 'Monitoring and Evaluation Strategy' (2013) highlights; "Monitoring and evaluation [as] key activities for any learning organisation which aims progressively to improve its performance. They allow for systematic learning from past and current activities - "what works/what doesn't work" and "why" - so that good practice can be replicated in the future and mistakes and poor outcomes avoided'."
- 1.3 The Monitoring and Evaluation Plan is intrinsically linked to the Benefits Realisation Plan attached at Annex AB.

Purpose

- 1.4 Monitoring and evaluation is required by Warrington Borough Council (WBC) and the Chester and Warrington Local Enterprise Partnership (C&W LEP) to demonstrate that funding provided for the Centre Park Link scheme represents value for money to the taxpayer.
- 1.5 Furthermore, monitoring and evaluation enables the project team to assess whether the scheme meets its core objectives and benefits. It also offers lessons learnt for future transport investment projects.

Scheme Overview

- 1.6 The Centre Park Link scheme is located within Warrington, the most northerly of the local authorities in the Cheshire area, and within the responsibilities of the C&W LEP area.
- 1.7 The high level scope of the Centre Park Link scheme as presented in Figure 1 includes:
 - A new bridge structure across the River Mersey from the A5060 Chester Road at the location of the previous Furness Rigby car dealership, spanning across to the southern site of Centre Park;
 - A new three arm signalised junction with full pedestrian crossing facilities between A5060 Chester Road and the new bridge;
 - A new two way section of single carriageway link road connecting the River Mersey bridge with the southern end of the existing Slutchers Lane, improvements to Slutchers Lane;
 - A new three arm signalised junction with full pedestrian crossing facilities connecting Slutchers Lane and Wilson Patten Street; and
 - A package of measures to mitigate the predicted impact of the scheme on Gainsborough Road. The definition of the scheme scope has been agreed following an extensive process of problem identification, data analysis and objective setting.

Scheme Objectives

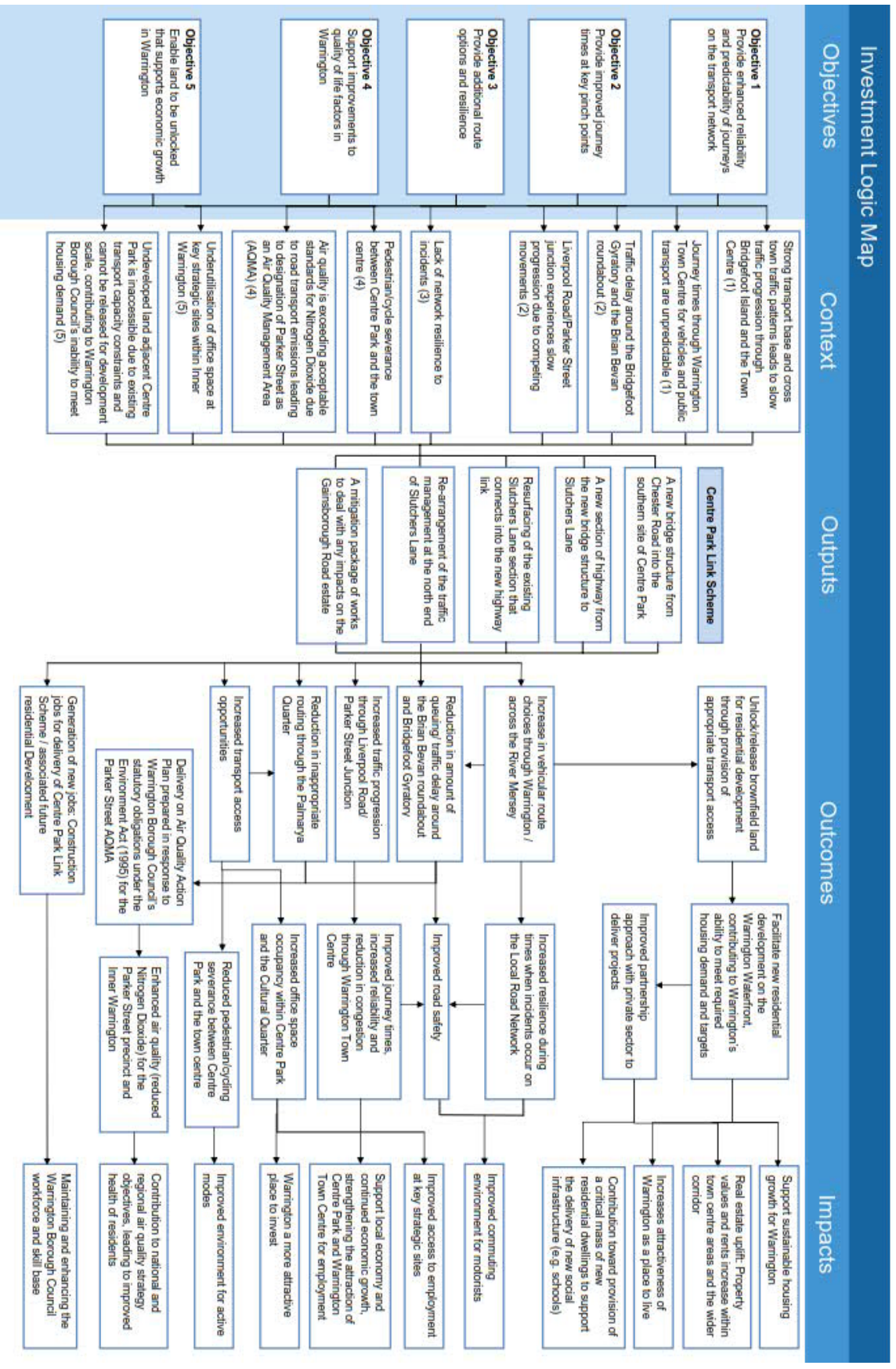
- 1.9 The scheme objectives have been defined to directly address the problems identified within the study area. They closely align with the business strategies for the C&W LEP, WBC and Central Government. As identified within the Centre Park Link Outline Business Case for Conditional Approval, the scheme objectives for the Centre Park Link, including supporting indicators are:

Scheme Objectives:	
Objective 1	Provide enhanced reliability and predictability of journeys on the transport network
Indicator 1.1	Reduction in journey times over Bridgefoot and Brian Bevan Island (W-S)
Indicator 1.2	Reduction in journey times over Bridgefoot and Brian Bevan Island (N-S)
Objective 2	Provide improved journey times at key pinch points
Indicator 2.1	Reduce levels of traffic delay at Brian Bevan Island
Indicator 2.2	Reduce levels of traffic delay at Bridgefoot Gyratory
Indicator 2.3	Reduce levels of traffic delay at Liverpool Road/Parker Street
Objective 3	Provide additional route options and resilience
Indicator 3.1	Provide additional route options
Objective 4	Support improvements to quality of life factors in Warrington
Indicator 4.1	Deliver air quality improvements at Chester Road and Wilson Patten Street
Indicator 4.2	Reduce pedestrian severance between town centre and Centre Park
Objective 5	Enable land to be unlocked that supports economic growth in Warrington
Indicator 5.1	Facilitate unlocking of land to provide housing supply on Centre Park
Indicator 5.2	Facilitate job growth on Centre Park

Investment Logic Map

- 1.10 To improve transparency of decision-making in relation to the scheme, the project objectives are accompanied by an Investment Logic Map (ILM) that shows a clear rationale for the investment including short, medium and long term outcomes.

Figure 2: Centre Park Link Investment Logic Map (Annex E)



DfT Guidance

- 1.11 WBC will monitor and evaluate the Centre Park Link scheme in terms of delivery and its intended outcomes and impacts, informed by DfT published guidance¹ and the C&W LEP Assurance Framework². This will include a programme of before and after monitoring and evaluation.
- 1.12 DfT guidance is designed to make the process as consistent and proportionate as possible across infrastructure schemes delivered. The document sets out three levels of monitoring and evaluation:
- Standard monitoring;
 - Enhanced monitoring; and
 - Fuller evaluation.
- 1.13 All schemes are required to conduct the 'standard monitoring' approach, whereas schemes costing more than £50 million are expected to follow the 'enhanced' guidance. Only selected schemes, identified by the DfT are expected to conduct 'fuller' evaluation. As the Centre Park Link scheme has an outturn cost of below £50 million, it is considered proportionate and appropriate that only standard monitoring be undertaken.
- 1.14 The measures which fall within 'standard monitoring' are:
- Scheme build;
 - Delivered scheme;
 - Costs;
 - Scheme Objectives;
 - Travel demand;
 - Travel times and reliability of travel times;
 - Impacts on the economy; and
 - Carbon impacts.

Evaluation Objectives

- 1.15 The monitoring and evaluation undertaken as part of this scheme will support the following evaluation objectives:
- Provide accountability for the Centre Park Link scheme investment;
 - Provide evidence that can support the prioritisation and delivery of future spending decisions regarding transport infrastructure within WBC and the broader C&W LEP area;
 - Learn about which schemes deliver cost-effective transport solutions;
 - Enhance the operational effectiveness of existing schemes or future schemes to be delivered through partial C&W LEP funding;
 - Generate knowledge about the success of the scheme in achieving its stated objectives and benefits; and
 - Improve future initiatives based on lessons learnt from the Centre Park Link scheme.

¹ DfT (2012) Monitoring and Evaluation Framework for Local Authority Major Schemes

² CWEP (2015) Growth Programme Assurance and Accountability Framework

Research Questions

1.16 The following section outlines a series of research questions which sit beneath the standard monitoring measures defined by DfT and will facilitate the delivery of the evaluation objectives.

Scheme Build

- What overall lessons can be learnt from the scheme build process?
- Were there any changes in programme timescales/ milestones that impacted the scheme build? If so, what actions were taken to mitigate the potential impact?
- What were the causes of programme change?
- How could programme slippage have been forecast and managed to minimise impacts on dependent activities?
- Which stakeholder management and engagement activities were most effective and why?
- Are there any lessons learnt regarding the timing, extent and type of stakeholder engagement and management undertaken throughout the scheme development and build?
- What risks were realised during the scheme build? Were these identified through the QRA? Were these able to be mitigated successfully using measures previously identified in the QRA?
- Were any risks escalated to the Programme Board or Executive Board?
- How effective was the delivery partnership with Balfour Beatty through the SCAPE National Civil Engineering and Infrastructure Framework?
- Were there skills gaps identified within the proposed delivery team during the scheme build? Were additional positions required to address a particular need?

Delivered Scheme

- How does the delivered scheme design compare with the approved funding design?
- If there are changes to the funded scheme design, what were the main causes? What were the consequences (costs and benefits) of changes to the scheme?
- What was the actual completion date for the scheme? How does this compare to the forecast completion date?

Costs

- Was the scheme delivered within the approved funding envelope?
- Which areas of scheme construction led to the largest variance between the approved funding costs and the actual cost? Why?
- What were the causes of any variance (savings and increases) in costs incurred during construction?
- How much funding was realised through developer contribution to the project?
- How effective was the funding arrangement between WBC and CWEP for the delivery of the scheme? Were there any issues that could be improved?
- Was the forecast change in maintenance for the new infrastructure accurate?

Scheme Objectives

- Have the scheme objectives been realised / targets been achieved?
 - Has there been an improvement in reliability and predictability of journeys through the Warrington Town Centre (including north-south/south-north/south-west/west-south journey times over Bridgefoot roundabout and Brian Bevan Island)?

- Has there been an improvement to journey times at key pinch points (namely at Brian Bevan Island, Bridgefoot roundabout and Liverpool Road/Parker Street junction)
- Has the scheme led to an improvement in the quality of the public realm, specifically a reduction in pedestrian severance issues between the town centre and Centre Park?
- What is the overall impact on air quality on Chester Road and Wilson Patten Street as a result of the delivery of the scheme (including monitoring of Parker Street AQMA)?
- Has a planning application for new residential properties been submitted to WBC for land at Centre Park South? What quantum of residential development is expected/has been completed?

Travel Demand

- What is the change in the Opening Year/One Year/Four Year traffic volumes in comparison with those forecast?
- Where there is a change between actual and forecast travel demand, what has generated this change?

Travel Times and Reliability of Travel Times

- Has there been an improvement in reliability and predictability of journeys through the Warrington Town Centre (including north-south/south-north/south-west/west-south journey times over Bridgefoot roundabout and Brian Bevan Island)?
- Has there been an improvement to journey times at key pinch points (namely at Brian Bevan Island, Bridgefoot roundabout and Liverpool Road/Parker Street junction)

Impacts on the Economy

- Has the Centre Park Link scheme had a positive impact on strengthening the economic vitality of Warrington Town Centre, including Centre Park Business Park and Palmyra Cultural Quarter?
- What are the actual Opening Year/One Year/Four Year economic benefits?
 - Journey Time Savings;
 - Total Additional Jobs: estimate of the total number of additional jobs created (that would not otherwise be created) by the development of the scheme;
 - Gross Value Added (GVA): estimate of the general additional value added to the economy through the development associated with the Centre Park Link; and
 - Land Value Uplift: calculation of the estimated land value uplift from the current use of the land to its planned future use.
- How does the Opening Year/One Year/Four Year economic benefits compare with the benefits as presented in the Economic Case chapter of the Full Business Case for Conditional Approval?
- Where a difference is experienced between forecast and actual economic benefits, what are the contributing factors that have influenced any potential variation?
- How will changes in external factors influence the economic appraisal result?
- What is the potential net return for the scheme over the 60 year appraisal period?

Carbon Impacts

- What overall carbon impact does the scheme have? Has the change in vehicle kilometres forecast been realised?

Evaluation Approach

- 1.17 The data requirements and collections methods to address the research questions are outlined below in **Table 1**. The required monitoring budget associated with the tasks identified below is included at **section 1.19**.

Table 1: Data Requirements and Collection Methods

Monitoring and Evaluation Measures	Data Requirements and Collection Methods ³
Schedule Build	Belfour Beatty – Construction Phase Close Out Report: scheme schedule, risk management records Programme Board and Executive Board minutes
Delivered Scheme	Belfour Beatty – Construction Phase Close Out Report As Built versus Preliminary Design drawings
Costs	Belfour Beatty – Construction Phase Close Out Report WBC monthly reports (budget line items tracking)
Scheme Objectives	Trafficmaster Data: Journey Times on defined routes Business Surveys Traffic Count Air Quality - Analyser Data and Diffusion Tube Data Residential development on-site survey Planning Permit Application (Centre Park South) Business Premise Occupancy Checklist
Travel Demand	Traffic Count
Travel Times and Reliability of Travel Times	Trafficmaster Data: Journey Times on defined routes
Impact on the Economy	Transport Economic Efficiency Table Benefit Cost Ratio
Carbon	Model Forecast Traffic Count

Resourcing

- 1.18 Monitoring and evaluation will be undertaken independently of scheme delivery by WBC; however will require familiarity with the scheme and data collection methodologies. The monitoring and evaluation tasks for the scheme including data collection will be funded through the scheme monitoring budget.

³ Due consideration is to be given to seasonal effects on data collection. The data is to be collected at consistent intervals in line with the baseline data. Due consideration is to be given to the quality of the data (i.e. if an incident occurs during time of collection)

Data Collection

Interim (during construction) Process Evaluation

- 1.19 WBC will lead an evaluation assessment of the construction contractor performance. The construction contract with Balfour Beatty is to be a NEC3 Contract, commissioned through the SCAPE National Civil Engineering and Infrastructure Framework 2015. The assessment will be based on the KPIs identified within the construction contract and will cover:
- Programme;
 - Cost;
 - Risk; and
 - General Performance.
- 1.20 It is likely this will be undertaken in conjunction with the Construction Phase Close Out Report, and reported via the Programme and Executive Board. In addition, WBC monthly reports will track budget line items and as built drawings may be compared with preliminary design drawings.
- 1.21 WBC currently have a number of contracts with Balfour Beatty (including Warrington West rail station and M62 Junction 8) and it is proposed to report construction contractor performance in a consistent manner between projects. The programme for delivery on these other projects is further advanced, for instance both are on site, and therefore, it is envisaged they will provide the framework for this component of the monitoring and evaluation.

Objective 1 and 2

Trafficmaster Data

- 1.22 The DfT provide data purchased from Trafficmaster containing global positioning system (GPS) derived journey times of vehicles. This dataset is made available to various parties including local authorities such as WBC. WBC has taken the data available from the DfT and utilise the BaseMap Highways Analyst Tool to assist with data analysis.
- 1.23 Travel times for particular routes can be derived from this data based on a specification of links in the Integrated Transport Network (ITN). Journey times along a defined route are produced based on a collation and aggregation of data for individual ITN links along the route.
- 1.24 Trafficmaster data set is recorded continuously, and is available for all primary and secondary road links across the UK. This data provides a large vehicle sample which can help to provide a statistically accurate representation of existing journey time conditions.
- 1.25 As this data is already freely available to WBC there is not envisaged to be a cost to the Centre Park Link project for this collection. Costs will however be incurred to extract the relevant information for routes to be assessed.
- 1.26 The routes to be assessed have been identified in the FBC and include:
- Liverpool Road/Chester Road;
 - Liverpool Road/Wilderspool Causeway;
 - Chester Road/Mersey Street; and
 - Liverpool Road/Knutsford Road.
- 1.27 These routes will require extraction of Trafficmaster data from the Highways Analyst Tool for comparison purposes at Baseline, Post Opening Year 1 and Year 4. The FBC provides Baseline data for November 2015 to October 2016 (latest available at time of publication). To provide a more accurate assessment of the Baseline, it is proposed that a years' worth of data up to start of construction is reassessed once available.

- 1.28 The Trafficmaster data will provide the key metric to assess change in journey time and any improvements to pinch points due to traffic delay, particularly around the Bridgefoot Gyratory, the Brian Bevan roundabout, and Liverpool Road / Parker Street junction.

Objective 3

Traffic Counts

- 1.29 Traffic counts will be undertaken at Year 1 and Year 4 post construction to gauge level of usage of the new link. This can then be compared against the model forecasts prepared as part of the Business Case (Baseline).
- 1.30 A detailed methodology has not been prepared at this stage; however the following may be considered:
- Junction classification counts: manually classified turn count (MCC) for a 12 hour period between 07:00 – 19:00 at Wilson Patten Street / Slutchers Lane, and Chester Road / Centre Park Link. This would also support Objective 2;
 - Peak Period Counts;
 - Queue length surveys;
 - Automatic Traffic Count – new site: provides details of speed, volume and class of vehicles over a seven day period. Potential to undertake during same week as junction counts to check that turning movements identified represent a typical week day; and/or
 - Road Tube Counts etc.
- 1.31 The correct mix of surveys is to be determined by relevant consultant.

Objective 4

Air Quality Monitoring

- 1.32 It is proposed to use existing air quality monitoring locations to monitor and evaluate air quality impacts. Therefore, no costs have been attributed for additional data collection / new diffusion tube sites.
- 1.33 An existing DEFRA monitoring site (AURN national network) is located at the rear of Sacred Heart Primary School, Warrington with the manifold approximately 100 metres north of the major road, A57 Sankey Way. The A57 is a busy dual-carriageway, with the scheme forecast to change flows as a consequence of the scheme.
- 1.34 Warrington also have two additional real time monitoring sites where air quality is assessed using a mix of diffusion tubes and real time monitoring data. These are located at Parker Street Roadside and Chester Road roadside (located near the swing bridge). These sites both measure nitrogen dioxide.
- 1.35 Available data from each of the three sites identified above will be assessed at Baseline, Year 1 and Year 4 (post construction) to provide a comparison to understand if there has been an improvement to air quality. This will be combined with traffic flows information provide further information to understand the changes in air quality data.

Objective 5

Business Surveys

- 1.36 There are several options for carrying out business surveys each with their own advantages and disadvantages, namely:
- Postal questionnaire: the advantages of a postal survey is that a large sample can be reached relatively cheaply however, it is difficult to control who does and doesn't respond and therefore response rates can be poor. In addition completed questionnaires can have high levels of missing data, resulting in response bias and an unrepresentative sample.

- Face-to-face interviewing: carrying out a survey face-to-face results in high quality data as the interviewer is able to interact with respondents and provide clarification where appropriate however, this methodology is labour intensive and for large businesses would require setting up appointments that might be changed at the last minute. Therefore face-to-face interviews would be prohibitively expensive within the current budget.
 - On-line questionnaire: on-line surveys are a cost effective way of reaching a large number of people however, on line surveys are subject to the same disadvantages as postal questionnaire whereby response rates cannot be controlled. Additionally, obtaining business email addresses is not always straightforward and not every business has access to the Internet.
 - Telephone interviewing: telephone interviews have the same advantage as face-to-face interviewing in that they allow interaction with respondents to take place with the added advantage of allowing a large geographical area to be surveyed quickly and more cost effectively.
- 1.37 Carrying out the survey by telephone is therefore the suggested methodology for interacting with Businesses.
- 1.38 Telephone Business surveys are to be undertaken at Baseline (pre-construction), Year 1 (post construction) and Year 4 (post construction) to assess the impact of the scheme for businesses both within the Centre Park Business Park and the wider Town Centre.
- 1.39 The Business Case highlights constrained access to the Centre Park Business Park limits the ability for the area to fulfil its economic potential close to the city centre. Furthermore, congestion through the town centre via Bridgefoot Gyratory also impacts the economic productivity of the Town Centre. The Centre Park Link proposes to improve access to the Business Park and enhancing the attractiveness for new business.
- 1.40 Short qualitative interviews, maximum of 15 minutes, consisting of mainly closed questions, covering the following topics is anticipated to capture the impact of Centre Park Link on businesses:
- Business Details: confirm number of employees, type of business, location of other sites, turnover at this site;
 - Employees: number employed at site, split by grade/skill, increased/decreased in last 12 months (reasons why), typical staff turnover rate, skill shortages, expectations of staff numbers in coming year, any difficulties recruiting;
 - The Sector: prospects, reasons for growth/decline, expectation for site;
 - The Location: how long been here, strengths/weaknesses of location, access to staff/customers/suppliers, likelihood of relocation (reasons), what would improve location;
 - Movement of Staff: modes used, where from, problems or strengths of location, incidence of delays/consequences; and
 - Business Travel: number of trips, modes, destinations, any issues.
- 1.41 For the baseline survey, the monitoring exercise is likely to also ask businesses about the impacts of the Centre Park Link scheme prior to implementation. For example, at Centre Park Business Park a number of new businesses may have moved in over the last 5 years and their decision to locate there may have been influenced by the proposed new link, in which case some of the benefits will have been captured prior to the Baseline.
- 1.42 To identify businesses to be surveyed this can be done using The Standard Industrial Classification (SIC) code which will determine the sector of the business. Obtaining Experian data will provide contact details for the businesses in order.
- 1.43 To ensure that businesses were aware of the surveys it would be advisable to issue a letter to all potential businesses based on sampling methods be introduced to the aim of the research.

Telephone interviews conducted by fully trained Market Researchers would ensure that quality is consistent. In addition to telephone surveys, at Post 1 Year and Post 4 Year reports a small number of depth interviews could be conducted with businesses to provide qualitative information that could be used to better understand the impact on the objectives.

Residential development (Centre Park South)

- 1.44 The scheme will provide a new link road that will in time support the delivery of new housing at Centre Park South.
- 1.45 Lambert Smith Hampton (LSH) has undertaken a housing assessment for the site and this reported three potential residential yield scenarios (Optimistic - 600, Likely - 480, and Pessimistic - 360). Further clarity on the potential yield of the site will become available as planning permit application discussions progress with the developer/land owner.
- 1.46 A baseline report is not required as the land currently has no residential properties. Therefore the baseline (pre-construction) value is 0.
- 1.47 It is noted that complete build out of the site is unlikely to be complete at the Year 1 and Year 4 (post construction) assessments; therefore the following activities are proposed within the reporting schedule to monitor progression/contribution toward Objective 5:
- WBC records of discussion with land owner/developer;
 - Pre-planning application information;
 - Submitted planning applications, particularly the proposed composition of development for the site including number of dwellings;
 - Approved planning application and conditions;
 - On-site construction works, including site preparation, services, dwellings;
 - Number of properties sold; and
 - Completed construction.
- 1.48 The above options will require a mixture of desk top research and on site evaluation. The majority of the data required will be within the gift of WBC.

Centre Park Premise Checklists / Occupancy survey

- 1.49 The Centre Park premise checklist will help to identify where there is current underutilisation. Information can be taken from the latest data from Valuation Office Agency (VOA) which can provide estimates on rental and floor space.
- 1.50 The VOA data can be used in conjunction with the Business surveys to determine whether there has been an uptake of land for commercial use which would support the objective for economic growth in Warrington.

Analysis and Reporting

- 1.51 As presented above, monitoring and evaluation reports will be prepared at three intervals:
- Baseline / Pre-Construction;
 - One Year Post Completion; and
 - Four Year Post Completion
- 1.52 These reports will be available to WBC and stakeholders to support future investment decisions.
- 1.53 The baseline report will be required as part of the Post Opening Analysis. The baseline report will identify the context of the surrounding area to provide a baseline for future comparison. The baseline report will be required to be submitted to WBC prior to the commencement of construction.

- 1.54 The baseline report will utilise the data collection methods identified above to provide an overview of the study area prior to the construction of the Centre Park Link.
- 1.55 Following the construction of the scheme, a one year and four year post opening report will be completed. These reports will look to analyse the outcomes of the scheme against the objectives and if there were any lessons learned from the process.
- 1.56 WBC has identified a budget of £70,500 to undertake the monitoring and evaluation work (data collection and reporting) for the scheme.
- 1.57 Where possible, efficiencies across Warrington’s transport schemes both in data collection and reporting will be sought.
- 1.58 The work will be undertaken independently of scheme delivery by WBC, but will require familiarity with the scheme and data collection methodologies.
- 1.59 The Monitoring and Evaluation reports prepared will be disseminated within the Authority, to contribute to the knowledge base upon which future decisions regarding transport investment are taken within the borough⁴. Furthermore, the results of the evaluation will be published on the C&W LEP and WBC websites to ensure transparency and accountability agenda.

The total cost of undertaking the required monitoring and evaluation activities is estimated at £70,500 excluding VAT.

Responsibility

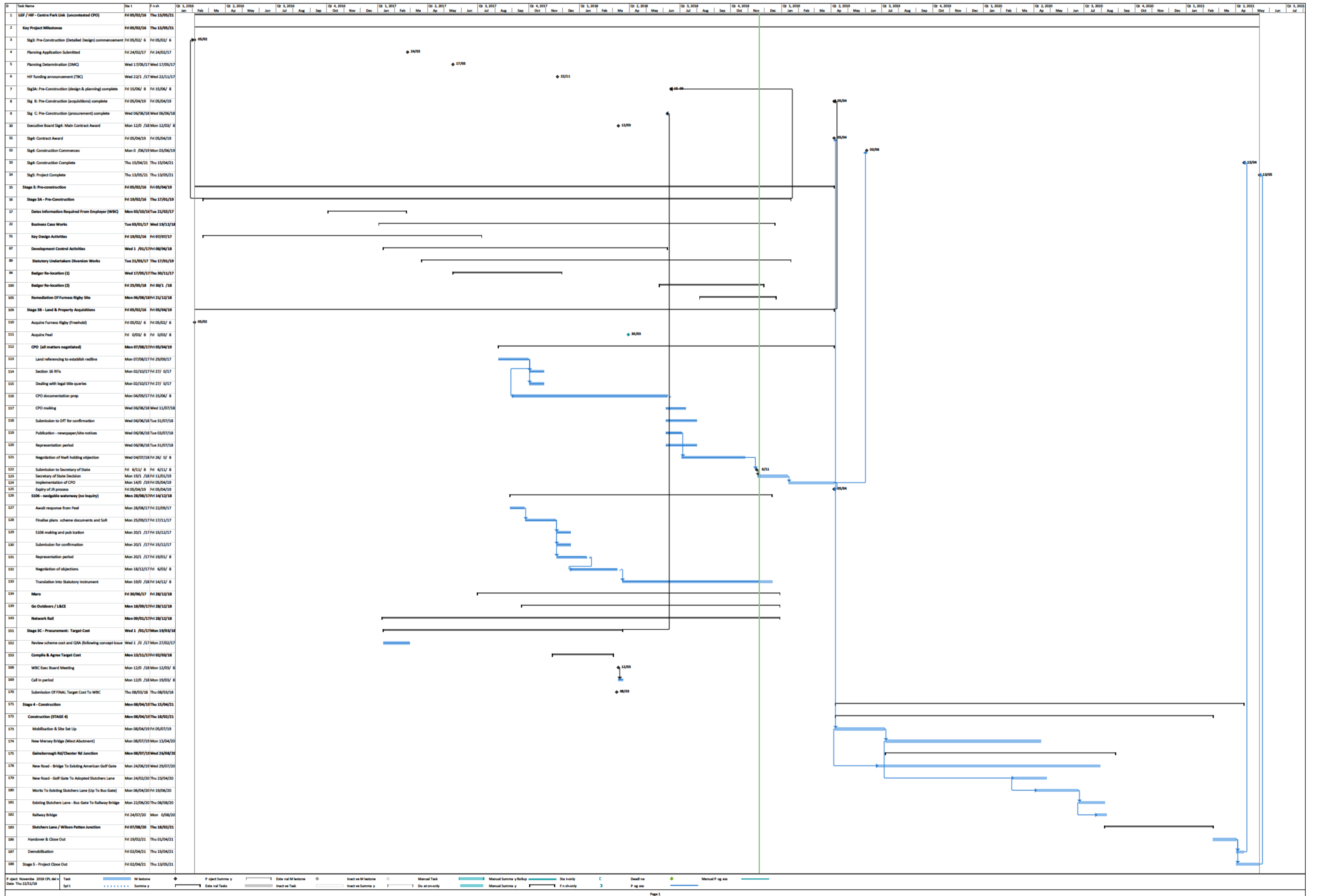
- 1.60 The Scheme Promoter will be responsible for the overall coordination and management of the process.
- 1.61 The responsibility for individual monitoring and evaluation tasks will be defined and delegated to appropriate members of staff within WBC following scheme approval. Until the responsibilities are delegated, the ownership remains with the Scheme Promoter.
- 1.62 The owner will be responsible for reporting on the monitoring requirements outlined within this plan. Monitoring and evaluation is to be included within the project schedule, with reports to the relevant Programme Board undertaken at defined intervals.

⁴ HM Treasury (2003) The Green Book: Appraisal and Evaluation in Central Government



Centre Park Link

Annex AD: Programme



Centre Park Link

Annex AE: March 2018

Executive Board Decision

FORM FOR PUBLISHING AN EXECUTIVE BOARD KEY DECISION

Executive Board Decision Ref No	EB158 / EB163
Forward Plan No	FP No 040/17
Item	Priority Transport Infrastructure, Centre Park Link – Funding and Main Contract Award
£s to be spent, saved or vired	>£250k
Policy References	
Wards Affected	All.
Decision Date (dd/mm/yy)	12 March 2018
Decision Maker	Executive Board
Lead Portfolio	Highways, Transportation and Public Realm.
Lead Executive Board Member	Councillor H Mundry
Officer Contact for Further Info	Tom Shuttleworth, Infrastructure Delivery Service Manager
Consultation	Yes.
Exempt Item (Y/N)	Yes.
Publication Date (dd/mm/yy)	20 March 2018
Implementation Date (dd/mm/yy) (Decision may not be called in once this has passed)	20 March 2018
Details of Decision:	<p>That the Executive Board:</p> <ul style="list-style-type: none"> (i) Approved and accept the conditional offer of £5.3m of Local Growth Fund monies awarded via Cheshire and Warrington LEP towards the delivery of the scheme. (ii) Approved and accept the award of £3.686m of Housing Infrastructure Fund awarded by the Department for Communities and Local Government as a contribution towards the delivery of the scheme with delegated approval to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and the Head of Legal and Democratic Services and Monitoring Officer, to the Council to enter in to the necessary agreements to secure these monies. (iii) Reconfirmed that the primary route to secure all outstanding land interests will be via the previously authorised Compulsory Purchase Order. However, negotiations will continue with the land owners concerned. Should prior agreement be reached within the framework of this report, then Members grant delegated authority to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, to enter in to all necessary Agreements. This is to ensure that the project can progress to programme and the associated costs of a contested CPO are minimised. (iv) Accepted the construction price up to a maximum of £13.973m from Balfour Beatty to deliver the scheme, with delegated approval to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, the Executive Board Member, Highways, Transportation and Public Realm, to award and enter the construction contract on this basis.

	<p>(v) Approved the retention of a total of £ 1.071m of risk funding within the project budget, as a Warrington Borough Council contingency to cater for changes and unforeseen events encountered whilst constructing the scheme.</p> <p>(vi) Approved the acquisition of all necessary outstanding legal interests required to implement the Centre Park Link project within the scope of the revised total cost (worst case scenario) as detailed in the Revised Land Cost Estimate shown in Appendix B and contained within Part 2 of this report. That the associated terms and conditions of acquisition (including the financial terms with a tolerance of 10% of the land cost estimate or £100,000 (whichever is the greater)) be determined by the Executive Director, Economic Regeneration, Growth and the Environment in consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council.</p> <p>(vii) Granted delegated authority to the Executive Director, Economic Regeneration, Growth and Environment, following consultation with the Executive Board Member, Highways, Transportation and Public Realm, the Director of Corporate Services and Head of Legal and Democratic Services and Monitoring Officer to the Council, to enter in to all necessary Agreements with Network Rail relevant to the delivery of the project, including the transfer of the Slutchers Lane bridge and accept the agreed £327k commuted sum payment from Network Rail.</p>
<p>Reason for Decision:</p>	<p>The project will provide traffic relief and network resilience for both Brian Bevan and Bridgefoot junctions and the wider highway network consequently allow further development within these areas, particularly the Southern Gateway. It will promote a residential housing scheme of circa 500 homes in a location close to the Town Centre encouraging use of the Town Centre and complementing other town centre regeneration projects. It is the first step in the development of the overall waterfront programme and indicates to our partners that the Council is capable of delivering strategic infrastructure aligned to the overall development of Warrington. To meet the current programme for the delivery of the Centre Park Link project it is necessary to progress and complete the acquisition of all necessary land and property interests. Contract Procedure Rule CR60 requires the Executive Board to approve tenders greater than £250,000. The values associated with the various levels of funding, agreements and contract awards for which approval is sought is above this figure.</p>
<p>Conflicts of interest declared</p>	<p>None.</p>
<p>Dispensations granted by Standards Committee</p>	

Centre Park Link

Annex AF: Delivery Agreement



Delivery Agreement

Centre Park Link – Stage 1 and 2

Executed as a deed for and on behalf of
Warrington Borough Council
by

[Redacted signature area]

Signature:

[Redacted]
LEGAL SERVICES MANAGER (CORPORATE)
Full name (BLOCK CAPITALS)

Position/title
.....
Director/ Secretary
.....
Full name (BLOCK CAPITALS)
.....

Position/title
.....

Executed as a deed for and on behalf of
Balfour Beatty Civil Engineering Limited
by)

[Redacted]
Full name (BLOCK CAPITALS)

[Redacted]
Full name (BLOCK CAPITALS)

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Director POWER OF ATTORNEY
FINANCE DIRECTOR
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Position/title

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Legal Counsel
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