

Highgate *Transportation*

**Proposed Development at Peel Hall
Warrington**

**Framework Travel Plan
(HTp/1107/FTP/01)**

January 2018

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1.0 Introduction and Policy Context

- 1.1 Highgate Transportation Limited have been appointed by Satnam Millennium Limited to prepare this Framework Travel Plan. It is submitted in support of their planning application to develop a new residential neighbourhood on land at Peel Hall in Warrington.
- 1.2 The proposals include a new residential neighbourhood including C2 and C3 uses, employment (B1 uses), local centre including food store up to 2,000sqm, A1-A5 (inclusive) and D1 use class units of up to 600sqm total (with no single unit of more than 200sqm) and family restaurant/pub of up to 800sqm (A3/A4 use); site for primary school; open space including sports pitches with ancillary facilities; means of access and supporting infrastructure at Peel Hall, Warrington. Two of the main aims of the development are to ensure that:
 - i. High quality access and connectivity within the development for bus, pedestrian and cycle movement in order encourage non-car modes of travel and subsequently reduce car use.
 - ii. A new bus service is provided that links the site to key locations including the town centre, Orford Jubilee Hub, Warrington Business Park and Collegiate, Warrington Campus of University of Chester, Birchwood Community High School and College, Birchwood Park and Birchwood Shopping Centre.
- 1.3 The planning application is further supported by a Transport Assessment also prepared by Highgate Transportation (ref: HTp/1107/TA/01/A dated January 2018).
- 1.4 This Framework Travel Plan reflects the guidance set out in the NPPF, Planning Practice Guidelines and follows the Council's Design Guidance Note on Travel Plans (DGN2) dated August 2016.
- 1.5 The objective of this travel plan is to reduce congestion, improve air quality and promote healthier travel by achieving the following outcomes:
 - i. Minimise single occupancy car travel to, from and within the development.
 - ii. Identify which measures are needed to maximise the use of non-car travel.
 - iii. Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then to maintain that change.
 - iv. Identify ways of reducing the need to travel to and from the development.
 - v. Identify ways of reducing the need to travel within the development by private car.
- 1.6 Because the development comprises multiple different uses and the occupiers are not yet known, the Travel Plan can only be prepared as an umbrella type Framework Travel Plan at this stage.
- 1.7 Separate Travel Plans or Travel Plan Statements will be produced for the residential, employment and food store uses as well as the care home and primary school. These obligations are expected to be secured by Section 106 Agreement and planning condition(s) as appropriate.

- 1.8 A site wide management company will be set up prior to first occupation and will implement the Travel Plans and liaise with the Council.
- 1.9 In terms of delivery structure the management company's role will include responsibility for the following elements of the Travel Plan:
- i. Travel Plan Co-ordinator.
 - ii. Travel Information Pack.
 - iii. Steering group and occupier liaison.
 - iv. Marketing.
 - v. Personalised travel planning.
 - vi. Walking, cycle and public transport promotion measures.
 - vii. Car share and car club promotion.
 - viii. Monitoring, travel and user surveys and reporting.
 - ix. Management, data processing and administration.
- 1.10 **Table 1.1** below confirms the details of the proposed development.

Table 1.1 - Details of the proposed development

Planning Application Number	2016/28492
Appeal Reference	APP/M0655/W/17/3178530
Name of Developer	Satnam Millennium Limited
Name of Development	Peel Hall
Development Address	Peel Hall Farm, Radley Lane, Warrington WA2 0TA
Use Class	Mixed
Brief Description of Development	<p>The development comprises a new neighbourhood comprising various elements including:</p> <ul style="list-style-type: none"> • Residential dwellings. • Area of employment (B1) • Local centre including food store • A1 – A5 uses • D1 use class units • Public house/restaurant(s) • Relocation and upgrade of existing sport pitches with ancillary facilities <p>The development also includes supporting infrastructure including car and cycle parking and public transport facilities.</p>
Quantum	<p>Up to 1,200 residential dwellings</p> <p>Employment land of up to around 7,500sqm</p> <p>Food store of up to 2,000sqm</p>

	Up to 600 sqm of A1-A5 and D1 use class units Public house/restaurant of up to 800sqm
Planned Date of First Occupation	2021
Site Location Map	The plans that forms Figures 2.1, 2.2 and 2.3 show the location of the site and the main travel and transport features referred to in this statement.

1.11 The key features of the development and this Framework Travel Plan are:

- i. Cycle parking provision throughout the site that meets the Borough Council's guidelines.
- ii. Car parking provision that meets the Borough Council's guidelines.
- iii. The provision of £250 worth of sustainable travel vouchers for the first occupants of the residential dwellings to be used to assist, for example, in the purchase of public transport tickets and/or cycles/cycle accessories.
- iv. The production and promotion of a Travel Information Pack to be provided to residents on first occupation.

1.12 The core purpose of the Travel Plan will be to promote sustainable travel and this Framework Travel Plan contains:

- i. A description of the existing travel conditions within and near to the development.
- ii. A description of the physical measures included in the proposed development to support sustainable transport.
- iii. The aims, objectives and outcomes expected from the Travel Plan.
- iv. A description of the full range of measures and initiatives proposed to meet the sustainable travel objectives.
- v. The monitoring and review strategy.
- vi. The Action Plan.

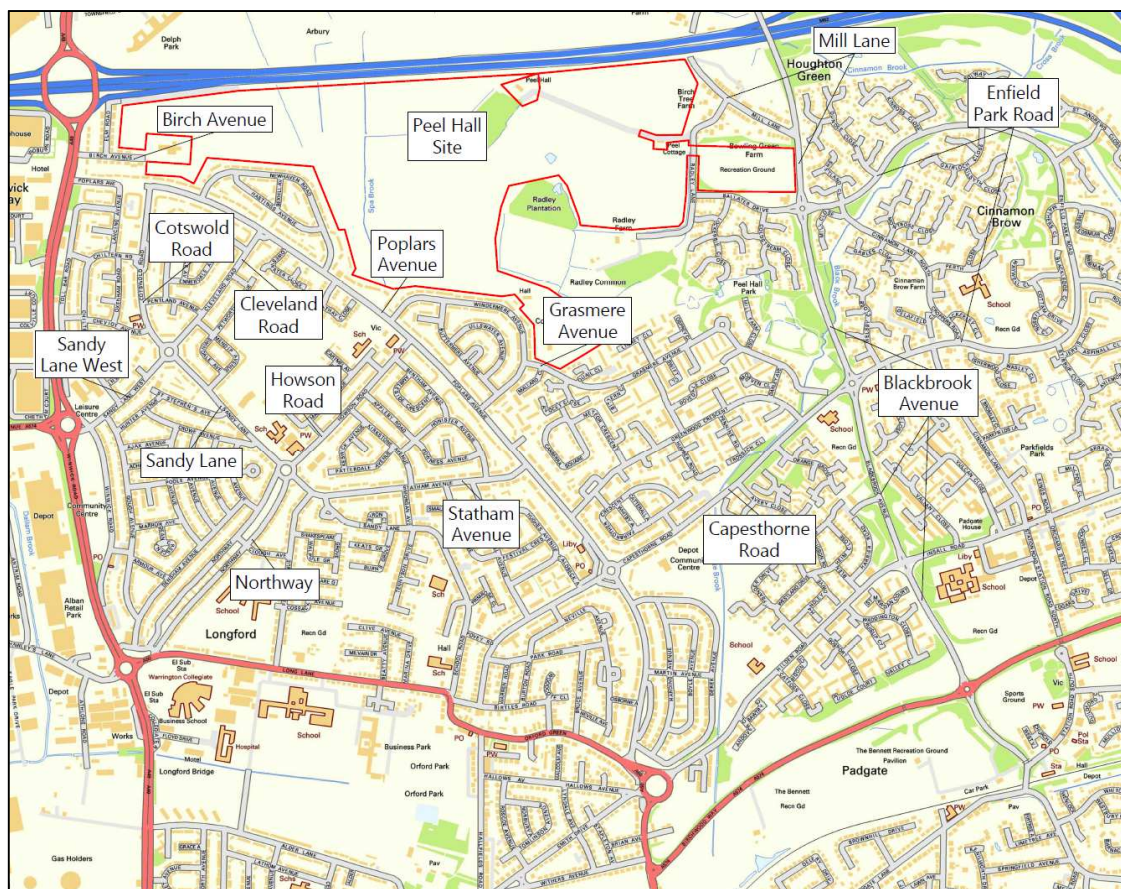
1.13 This Framework Travel Plan confirms that the proposed development will be located in a highly sustainable and accessible location with excellent public transport facilities.

2.0 Site Accessibility and Proposed Development

Existing Site and Local Transport Facilities

- 2.1 The site comprises undeveloped fields. The site is bound to the north by the M62, on other sides by residential dwellings, with the A49 to the west.
- 2.2 The site is located in northern Warrington. From **Figure 2.1** below it can be seen that the site is adjacent to residential areas.

Figure 2.1 – Local context



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- 2.3 There are continuous footways located on both sides on most of the local roads within the vicinity of the site, which are generally flat and illuminated. Footways are often segregated from the main carriageway by a verge approximately one metre wide and Zebra crossings are intermittently provided throughout the area. Close to local schools 20mph zones have been introduced as well as along parts of Poplars Avenue.
- 2.4 To the south of Birch Avenue there is a footbridge across Winwick Avenue that helps provide access from the site area to the Winwick Quay Business Park and beyond.

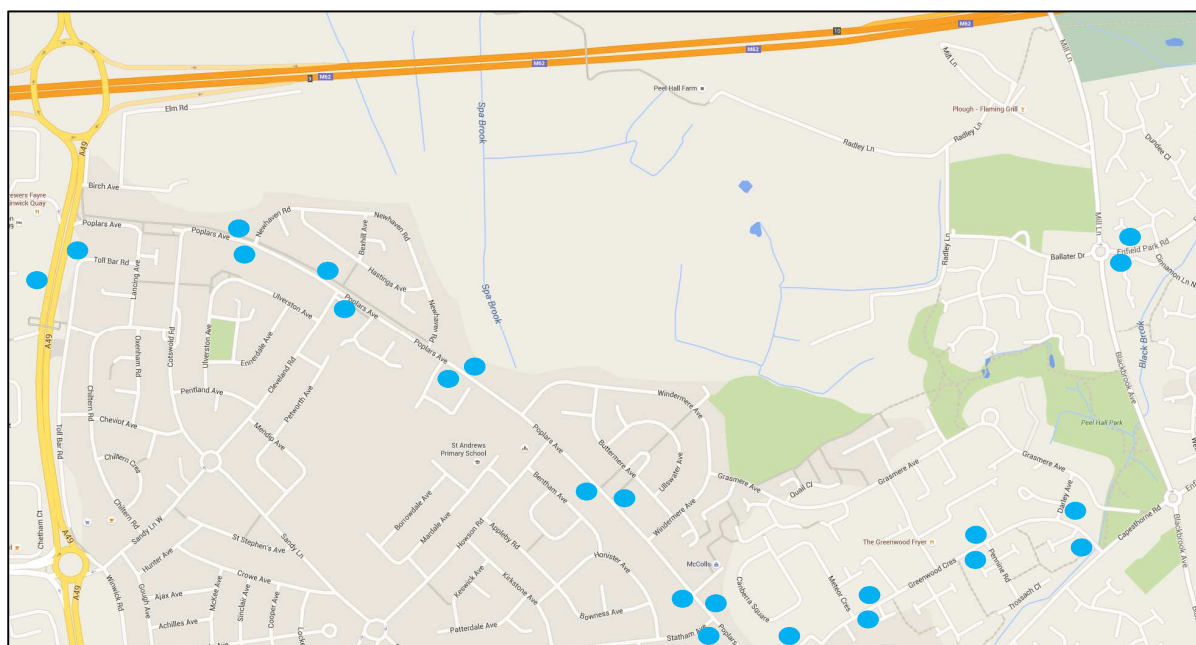
- 2.5 Existing pedestrian access into the site is from Mill Lane and Radley Lane in the east; and Birch Avenue and Elm Road in the west. There is a footbridge across the M62 which forms part of PRow Number 2 and links with A49 and Winwick to the north of the site via PRow 1, 1a, 3 and 5.
- 2.6 Local cycling facilities comprise off-road segregated cycleways and footways along the A49 Winwick Road from the junction with Long Lane to the town centre. On-carriageway cycleways and advanced stop lines are also provided, for example at Winwick Road junction with the A50 Long Lane and the A49 junction at the Warrington Wolves Halliwell Jones Stadium.
- 2.7 There are also signed shared footway and cycleway routes along some existing footways, often linking into local retail and employment areas such as the Alban Retail Park.
- 2.8 The whole of the site is around five kilometres from the centre of Warrington by public highway. A cyclist from the site travelling to the town centre would typically use the following routes via A49 Winwick Road, from Poplars Avenue:
 - i. Cotswold Road/Cleveland Road to Sandy Lane, then Northway, connecting to the A49 at the Long Lane junction; or
 - ii. Howson Road connecting to Northway, and as above; then
 - iii. at the Halliwell Jones Stadium cyclists will have a choice to use the Advanced Stop Lines or the toucan crossing facilities and continue into the centre via their on-road route of choice such as Lythgoes Lane to A57/Brick Street or the more lightly trafficked Winwick Road/Winwick Street to access, for example, Warrington Central Station.
- 2.9 Cyclists travelling from/to locations closer to the east of the site would typically use:
 - i. Blackbrook Avenue; then
 - ii. Capesthorne Road, A50 Long Lane and A49 Winwick Road (then as iii above); or
 - iii. Hilden Road, Smith Drive, O'Leary Street, Orford Lane crossing A49 Winwick Road onto Pinners Brow.
- 2.10 It is generally agreed that an acceptable cycling distance is around 5.0 kilometres and **Appendix 1** contains a plan showing cycling isochrones based on 5.0 kilometres from the centre of the site. This shows that there are a large number of destinations that are accessible from the site by cycle including the town centre.
- 2.11 **Appendix 2** also includes a copy of the Warrington Borough Council Cycle Route Plan for reference.

2.12 A table setting out the existing bus services that currently serve the Peel Hall area is provided in **Appendix 3** and the existing services that currently operate close to each of the proposed site accesses can be summarised as follows:

- i. Main Access (Mill Lane arm Blackbrook Avenue Roundabout) and Mill Lane Services 23 and 23A; 25A; 26 and 26E and 27E.
- ii. Main Access - Poplars Avenue Services 20 and 20A; 21, 21A and 21E; 25 and 25A; 26 and 26E and 27.
- iii. Poplars Avenue - Employment Access Services 19; 20 and 20A; 21, 21A and 21E; 22; 329 and 360.
- iv. Birch Avenue Services 19; 20 and 20A; 21, 21A and 21E; 22; 329 and 360.
- v. Grasmere Avenue (Access to sports pitches) Services 20 and 20A; 21, 21A and 21E; 25 and 25A; 26; 27.

2.13 All services connect this part of Warrington with the town centre. Services 25, 26, 26E and 27 provide access to Birchwood Station and Birchwood Park in the east. Services 23, 23A, 27 and 27E stop around 800 metres from Padgate Station. **Appendix 4** also includes a Network Warrington route map and timetables for services 20/21 and 23/23A. The existing bus stops in close proximity to the site accesses are shown on the Google Maps extract in **Figure 2.2** below.

Figure 2.2 – Existing bus stops in close proximity to the site



Taken from Google Maps

www.google.co.uk/maps

Accessed 28/06/16 - Reviewed: 03/01/18

2.14 At peak times these buses are well used, especially closer to the centre of Warrington. Existing journey times by bus from the site to key locations are set out in **Table 2.1**.

Table 2.1 - Existing bus journey times from closest bus stop to key locations

From Existing Bus Stop Closest to Proposed Site Access	Key Locations – Journey Time					
	Town Centre	Birchwood Station	Birchwood Park	Warrington Business Park & Collegiate	Warrington Campus University of Chester	Orford Jubilee Hub
Poplars Ave west	15-18min	-	-	6min	-	8min
Poplars Ave central	14-20min	23min	15min	10min	8min	12min
Mill Lane/ Blackbrook Ave	17-22min	17-20min	9-10min	9-10min	3min	7min*

* Monday-Saturday Evenings, Saturdays

2.15 Existing rail stations that serve Warrington are:

- i. Padgate - on the Manchester to Liverpool Line. Approximately 3.0km away.
- ii. Warrington Central - on the Manchester to Liverpool line. Approximately 3.5km away.
- iii. Warrington Bank Quay - on the West Coast Mainline. Approximately 4.5km away.
- iv. Birchwood - on the Manchester to Liverpool Line. Approximately 5.2km away.

2.16 A summary of the railway services is as follows:

- i. Manchester - 4 per hour, 20 minute journey time.
- ii. Liverpool - 4 per hour, 22 minute journey time.
- iii. Preston - 2 per hour, 22 minute journey time.
- iv. Birmingham - 4 per hour, 1.5 hour journey time.
- v. London - 2 per hour, 2.5 hour journey time.

2.17 The location of the site and proximity to the local rail stations is illustrated in **Figure 2.3** below.

Figure 2.3 – Location of the site and proximity to local rail stations



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2.18 A summary of the railway services is as follows:

- i. Manchester - four per hour, 20 minute journey time.
- ii. Liverpool - four per hour, 22 minute journey time.
- iii. Preston - two per hour, 22 minute journey time.
- iv. Birmingham - four per hour, 1.5 hour journey time.
- v. London - two per hour, 2.5 hour journey time.

2.19 Cycle parking at each of these stations can be summarised as follows:

- i. Padgate – No cycle parking facilities.
- ii. Birchwood – Cycle parking facilities on each platform in the vicinity of the footbridge. Brompton bike hire provided in the car park of this station (see **Photograph 2.1** below).
- iii. Warrington Central – Total of 116 cycle parking spaces split between platforms 1 and 2. Cycle storage area are covered by CCTV.
- iv. Warrington Bank Quay – 28 cycle parking spaces outside the main station and eight cycle parking spaces on Platform 3/4.

2.20 The time taken to cycle to these railway stations from the site, based on a journey speed of 320 metres per minute (DfT Transport Note 2/08 'Cycle Infrastructure Design', October 2008), is summarised in **Table 2.2** on the page below.

Photograph 2.1 – Brompton bike hire, Birchwood Rail Station



Table 2.2 – Cycle times from the site to Railway Stations

Station	Distance	Approximate Cycle Time
Padgate	3.0km	10min
Warrington Central	3.5km	11min
Warrington Bank Quay	4.5km	14min
Birchwood	5.2km	17min

2.21 It can be seen from **Table 2.2** above that generally the Railways Stations are within a 10 to 20 minute cycle ride from the site. This is therefore considered to be a realistic modal choice, and provides future residents with alternative options for non-car travel.

2.22 Overall the Peel Hall site is considered to be located in a highly sustainable and accessible location with excellent public transport facilities close by that will be enhanced by the proposed package of bus and Travel Plan related mitigation measures.

Local Facilities

- 2.23 There is a good range of services and amenities available via the bus services that serve the Peel Hall area at present, including employment, retail, secondary and further education, medical and leisure uses. Most of these services and amenities are also within easy cycle distance of the site.
- 2.24 There are few services and amenities within 1.0 kilometre of the centre of the site - mainly Radley Park, bus stops and some public houses. It is over 1.5 kilometres before there is employment, retail and primary school facilities available and over 2.0 kilometres before secondary school facilities are available.
- 2.25 **Appendix 5** contains a plan showing services and facilities in this part of Warrington.

Proposed Development

- 2.26 The proposal is for a new residential neighbourhood on land at Peel Hall with the planning application submitted for outline approval and with all matters reserved except for means of access. The access and transport strategy that underpins the proposed development can be summarised as:
- i. To provide as far as possible a largely self-contained development through the provision of a mix of uses including a local centre, a primary school and an area of employment.
 - ii. To provide a high quality access and connectivity within the development for bus, pedestrian and cycle movement in order encourage non-car modes of travel and subsequently reduce car use.
 - iii. To provide a new bus service that links the site to key locations including the town centre, Orford Jubilee Hub, Warrington Business Park and Collegiate, Warrington Campus of University of Chester, Birchwood Community High School and College, Birchwood Park and Birchwood Shopping Centre.
 - iv. To distribute development traffic from the site onto the local highway network at different points in order to reduce the impact.
 - v. To provide strong pedestrian and cycle links with the existing and surrounding area as this will help ensure that the development is well integrated with the local community.
- 2.27 The final development quantum has not yet been finalised as the application is in outline, but for the purposes of this Framework Travel Plan the development is assumed to comprise:
- i. Up to 1,200 residential dwellings. This will include a mix of market and affordable homes as well as houses and apartments. The houses are expected to be a mix of two, three and four bedroomed houses and one and two bedroomed apartments. It is anticipated that up to 60 of these dwellings will be provided as a retirement home development.
 - ii. A 100 bedroom care home.
 - iii. An area of employment land comprising up to 7,500sqm Gross Floor Area (GFA) of light industrial units.

- iv. A local centre comprising a food store of up to 2,000sqm GFA plus up to a further 600sqm GFA of local centre type facilities (such as A1-A5 and D1) plus a family pub and restaurant of up to 800sqm GFA. The local centre car park will be located so that it can also be conveniently used as a school drop off facility.
 - v. Up to a two-form entry primary school with a maximum of up to 420 pupils.
 - vi. Relocating and upgrading of existing sports pitches to provide like-for-like replacement in terms of number of pitches and the provision of ancillary facilities, which are expected to include changing facilities for up to four teams at any one time and a function room that can be used for local community uses such as a mother and toddler group.
- 2.28 Additional pedestrian and cycle access will be provided from Elm Road at the north-western corner of the site along the top of the employment land, providing a link between the site and the A49 to the west of the site and the village of Winwick to the north.
- 2.29 There is an existing footbridge over the M62 (serving PRow route number 2) which will form a pedestrian link to and from the site and the areas north of the motorway. There will also be links through to the south of the site via Radley Common to the existing playing fields, which will provide a link through to Windermere Avenue and Grasmere Avenue and the proposed club house that will also be used by the local community; as well as links to Peel Hall Park and through to Blackbrook Avenue in the east.
- 2.30 Radley Lane will also continue to provide a pedestrian link to the east of the site, and access will be maintained to Houghton Green off Mill Lane and to the PRow and local footway networks beyond, including to the northeast via Delph Lane. It is proposed that a section of Radley Lane north of the proposed distributor road will be stopped up to motorised traffic and used as a pedestrian and cyclist route. All traffic from Radley Lane south of the distributor road will use the new junction with the distributor road and access the local highway network at Mill Lane/Blackbrook Avenue rather than routing through the residential area of Mill Lane to the north.
- 2.31 The Parameters Plans (reference: 1820_24 Rev Y Peel Hall, for Option A, and reference: 1820_30 Option B Rev B) form **Appendix 6** and an extract of Option A (no through route) and Option B (through route) are shown in **Figures 2.4** and **2.5** respectively.
- 2.32 This reflects the two-access strategy that forms the basis of the appeal proposals i.e. one without a through route (Option A) and one with a through route (Option B).

Figure 2.4 – Extract of the Parameters Plan for Option A

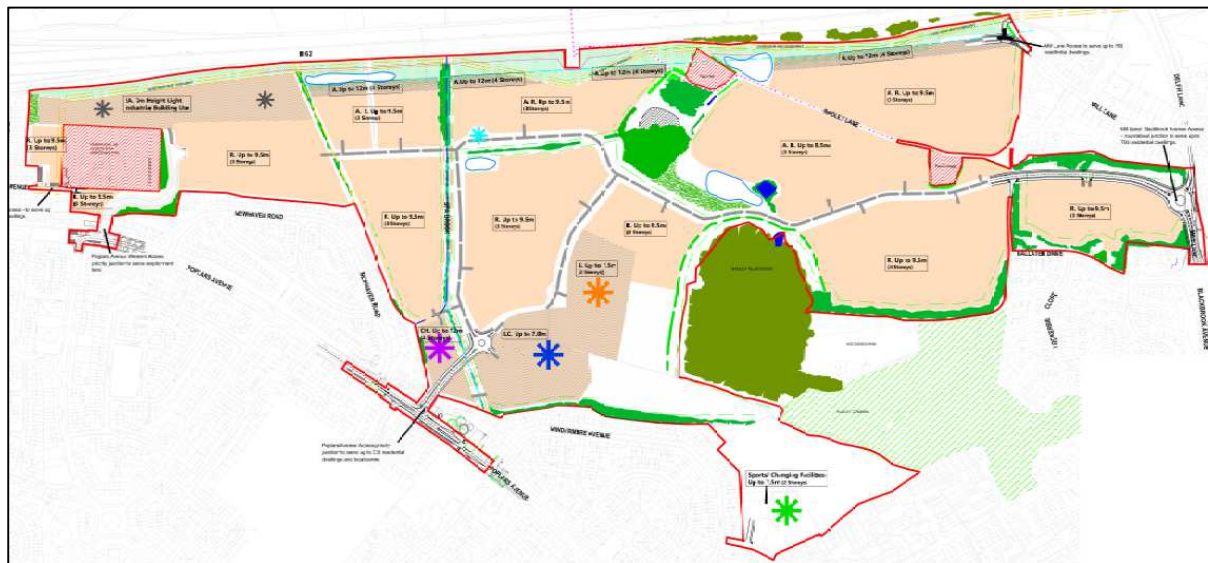


Figure 2.5 – Extract of the Parameters Plan for Option B



2.33 A bus route will be provided through the site via the local distributor road connecting the central access on to Poplars Avenue with the other main site access on the Mill Lane arm of the Blackbrook Avenue roundabout. A bus gate will be introduced along this route around 500 metres north of the Poplars Avenue (central) junction to ensure that a through route for general vehicle traffic is not created between the existing residential area of Poplars Avenue and the distributor road. **Appendix 7** contains photographs of typical bus gates in use at present.

- 2.34 The proposals to ensure high quality access by bus will comprise an extension to existing services into the site during the construction phase and the creation of a new service through the site once the distributor road is completed.

3.0 Aims, Objectives and Outcomes

- 3.1 The core aim of the Travel Plans will be to reduce single occupancy vehicle trips to, from and within the site, through increased use of sustainable modes of travel such as public transport, walking and cycling.
- 3.2 The objective of the Travel Plan documents will be to achieve the following outcomes:
- i. Minimise car ownership and car travel to, from and within the development.
 - ii. Identify which measures are needed to maximise the use of non-car travel.
 - iii. Encourage residents and employees to adopt sustainable travel patterns from the start and then maintain that approach.
 - iv. Identify ways of reducing the need to travel to and from the development.
- 3.3 These aims, objectives and outcomes will be achieved by:
- i. Having a development that is located in a highly sustainable and accessible location.
 - ii. Providing high quality, covered and secure on-site cycle parking that is easily accessible for residents, employees and visitors with spaces that accord with the Borough Council's guidelines.
 - iii. Providing car parking that accords with local policy.
 - iv. The production and promotion of a Travel Information Pack to be provided on first occupation of each unit.
 - v. The provision of £250 worth of vouchers per unit on first occupation of the residential dwellings to be spent on sustainable travel.
- 3.4 The Travel Information Pack will include details of:
- i. Local pedestrian and cycle routes and the health benefits of walking and cycling.
 - ii. The location of local bus stops, bus transport routes and frequency of services.
 - iii. The location of local railway stations, how to access them and key destinations they serve.
 - iv. In the future should any local car clubs exist, information will be provided on how to use these and where bays are located.
 - v. Electric vehicle charging point locations.
 - vi. How to car share.
- 3.5 The pack will also include the contact details of the Travel Plan Co-ordinator, who will have responsibility for the implementation and on-going work associated with the Travel Plan.
- 3.6 The pack will also promote www.sustrans.org.uk and www.betterbybike.info.

4.0 Management

- 4.1 The successful impact of the Travel Plans will be dependent upon buy-in from residents and employers, and the processes put in place to support, implement and develop the measures outlined.
- 4.2 The Travel Plan Co-ordinator plays a vital role in the success of the Travel Plan and is responsible for the day-to-day management, co-ordination, promotion and implementation of the Travel Plan. The Travel Plan Co-ordinator will also be a point of contact for any occupants, employers and employees who have queries about their travel. It is expected that the Travel Plan Co-ordinator will liaise with representatives of the borough council and public transport providers.
- 4.3 The marketing and communication strategy includes the production and promotion of a Travel Information Pack to be provided to residents on first occupation and will be run by the Travel Plan Co-ordinator(s) who will provide updates regarding relevant public transport timetable revisions, cycle parking provision, etc.
- 4.4 The Travel Information Pack will also be provided to employers within the proposal site for dissemination to employees.

5.0 Measures and Initiatives

5.1 This Framework Travel Plan sets out the measures anticipated to be contained within the Travel Plan document in order to meet the aims, objectives and outcomes detailed in **Section 3.0**. The measures below are aimed at reducing private car trips particularly single occupancy vehicle travel.

5.2 The measures and initiatives are set out in **Table 5.1**.

Table 5.1 – Travel Plan measures and initiatives

<p>Promotion and marketing</p> <p>How will these measures be promoted to the site occupants and to visitors?</p>	<p>Marketing material provided by development sales staff.</p> <p>Promotional events sales events incorporating information on public transport options, active transport options and the Travel Plan.</p> <p>Travel Information Pack to be provided to residents on first occupation.</p>
<p>Car Travel</p> <p>Measures to reduce car travel</p>	<p>The development will provide contain a wide range of facilities within close proximity to the residential dwellings, minimising the need to drive.</p> <p>The Travel Information Pack will provide information on how to car share.</p>
<p>Public Transport</p> <p>Measures to promote use of public transport</p>	<p>Travel Information Pack to include information on:</p> <ul style="list-style-type: none"> • The location of local bus stops, bus transport routes and frequency of service. • The location of local railway stations and the destinations they serve. • How to claim travel vouchers to the value of £250 per dwelling to assist the purchase of sustainable travel vouchers for modes such as bus or train travel and/or cycle acquisition.

Table 5.1 Continued

<p>Cycling</p> <p>Measures to promote cycling</p>	<p>Travel Information Pack to include information on local cycle routes and the health benefits of cycling.</p> <p>Secure and covered cycle stores to be provided with a capacity above the ratio recommended by the Council to encourage cycle ownership.</p> <p>Cycle stands provided for visitors to the site to further encourage cycle trips.</p>
<p>Walking</p> <p>Measures to promote walking</p>	<p>Travel Information Pack to include information on local pedestrian routes and the health benefits of walking.</p>
<p>Other measures</p>	<p>The Travel Information Pack to include information on:</p> <ul style="list-style-type: none"> • Should any local car clubs exist in the future, how to use the m and where bays are located. • Electric vehicle charging point locations.
<p>Monitoring and review</p> <p>How will you undertake the survey?</p> <p>How and when will the above measures be reviewed and updated where necessary?</p>	<p>The Council will be invited to carry out surveys, monitoring and auditing of measures as the Travel Plan Co-ordinator (funded by one of the development's planning obligations) in liaison with the management company. Alternatively surveys could be commissioned by the management company</p> <p>The monitoring and review regime will be agreed between the management company and the Council.</p>

6.0 Monitoring and Review

- 6.1 Travel Plans are active documents that should be reviewed on a regular basis so as to demonstrate that the measures implemented have, over time, met the agreed outcomes. The various Travel Plan documents will be updated as required through time at relevant occasions, e.g. following surveys, bus timetable changes, new cycle parking etc.
- 6.2 The Travel Plan Co-ordinator(s) will manage the Travel Plans for the agreed lifespans and will deliver a range of measures based on the agreed Travel Plan parameters, as well as undertake the survey, monitor and review roles.

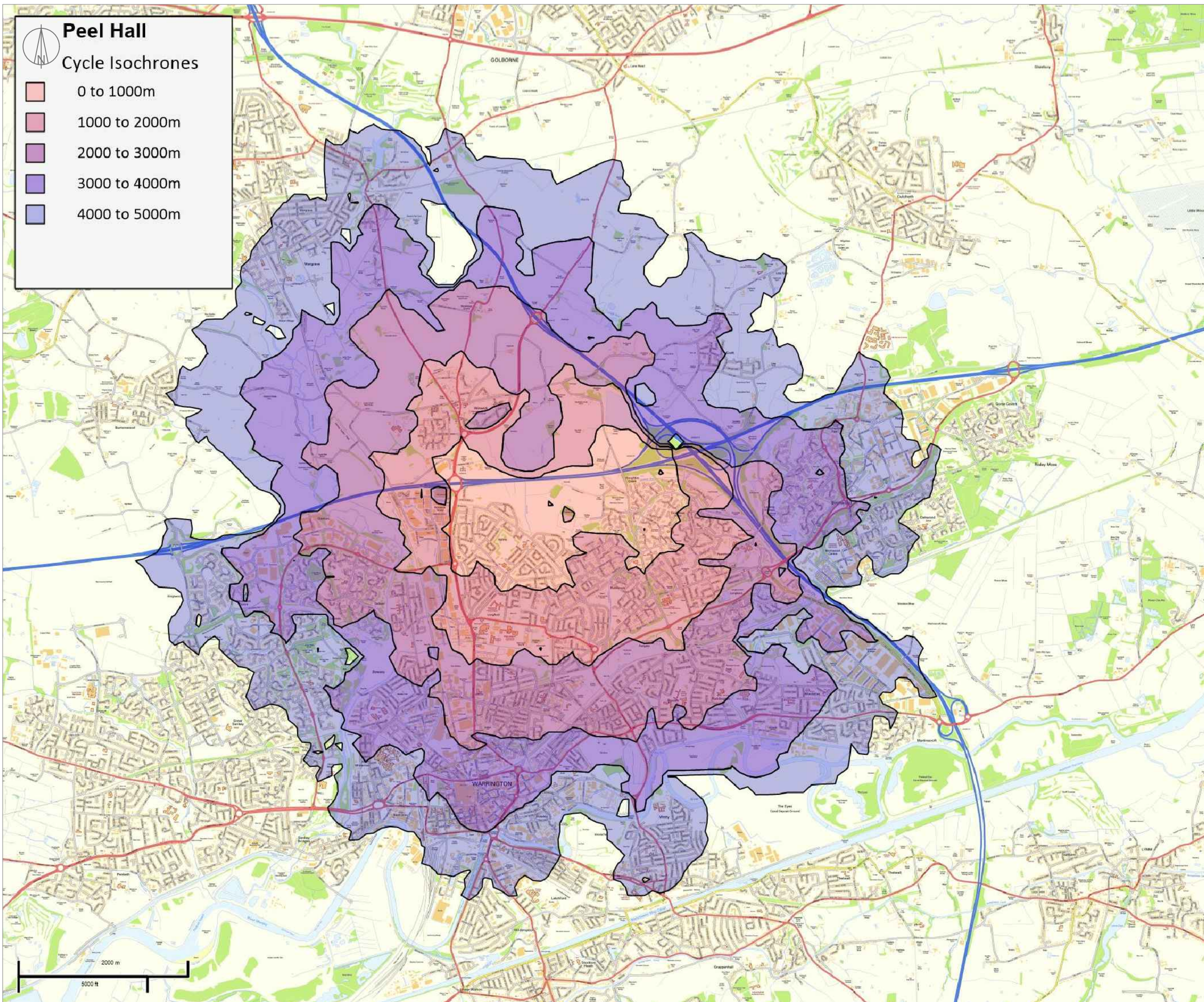
7.0 Action Plan

7.1 As part of this Framework Travel Plan the developer agrees the following Action Plan:

- i. An undertaking to appoint the Travel Plan Co-ordinator. This could be via a management company.
- ii. Provide funding to manage the Travel Plan(s).
- iii. Instruct the management company to liaise with the Council in the implementation of the Travel Plan(s).
- iv. To agree a monitoring and review regime with the Council.

Appendix 1

Plan Showing Cycle Isochrones



Peel Hall
 Cycle Isochrones

- 0 to 1000m
- 1000 to 2000m
- 2000 to 3000m
- 3000 to 4000m
- 4000 to 5000m

NOTES:
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ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
 LTD**

PROJECT REFERENCE: 1107	DRAWING NUMBER: 36	SCALE: SCALE SHOWN
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TITLE:
CYCLING ISOCHRONES

DATE: 30/06/16	DRAWN BY: FB	CHECKED: DT
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Appendix 2

WBC's Cycle Route Plan



Produced by Warrington Cycle Forum, a partnership between Warrington Borough Council, Warrington Cycle Club and the Environment and Transport Sustainable Transport Fund.

WARRINGTON
Borough Council

Every effort has been taken to provide an accurate and useful guide. If you have any comments on the guide please contact us:
Transport for Warrington
New Town Fulcote
Warrington WA1 2RH
tsw@warrington.gov.uk

Cartography © Sustrans, Footprint, Mapbox
www.sustrans.org.uk

WARRINGTON BOROUGH COUNCIL

How to use this guide...

The Warrington Cycle Map has been created to assist all cyclists with planning the best route for your journey.

Route graded → Increasing difficulty

Cyclability gradations, in increasing experience

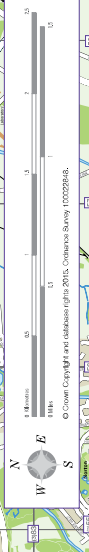
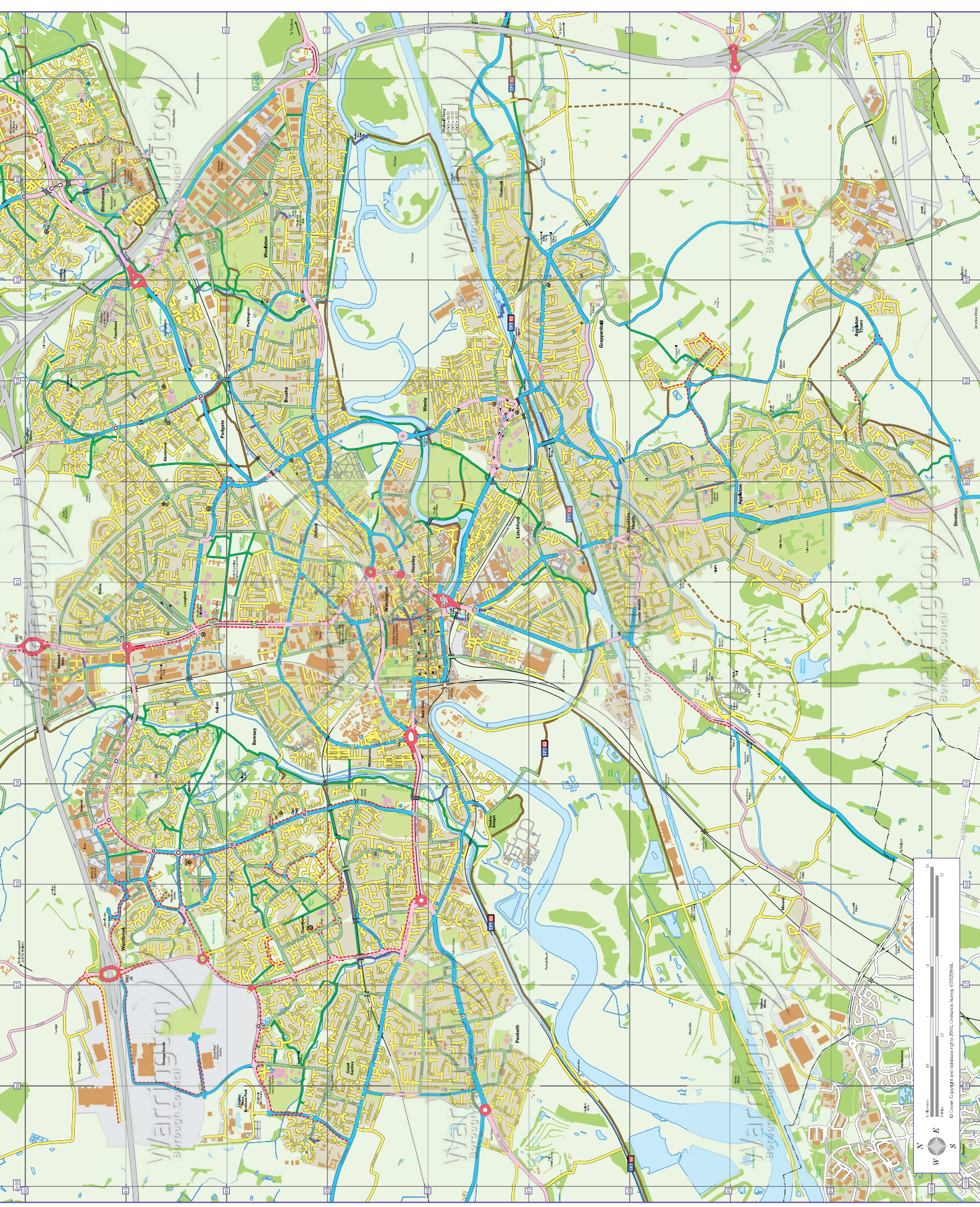
1 2 3 4 5

The road network shown on the map is graded according to its difficulty. The route is graded according to its route. If you are a beginner or haven't cycled for some time, you should build up your confidence and basic skills on the yellow routes where traffic is lighter and speeds are low.

As your cycling skills increase, so you can explore the green routes. When you are able to ride with traffic and faster roads you can explore the red routes. The red routes are the most challenging and are intended for experienced cyclists. However, routes are shown with confidence and basic skills on the yellow routes where traffic is lighter and speeds are low. As your cycling skills increase, so you can explore the green routes. When you are able to ride with traffic and faster roads you can explore the red routes. The red routes are the most challenging and are intended for experienced cyclists.

Key

- Cyclability gradations, in increasing experience
 - 1 2 3 4 5
- 1 Tarmac surfaced cycle paths
- 2 Unsurfaced cycle paths
- 3 Bridleway
- 4 Pedestrian paths
- 5 Shared use cycle path
- 6 Motorway
- 7 One way
- 8 One way with contra flow cycling permitted
- 9 National Cycle Network route number
- 10 Railway station
- 11 Bus interchange
- 12 Schools
- 13 Colleges
- 14 Hospital
- 15 Places of worship
- 16 Library
- 17 Supermarket
- 18 Post office
- 19 Cycle parking
- 20 Bridge
- 21 Pedestrian crossing
- 22 Tourist crossing





Bike shops

- There are various cycle shops across the town, most offer at least a partial maintenance service. They are:
- 1 **Salagh Cycles**
110 Brock Road, Healdy, Lymm WA13 3PR
 - 2 **Cyclehouse**
100-102, W2 7NS
 - 3 **B & M Cycles**
Hors Lane, Sarkey Bridges WA5 1EJ
 - 4 **Ballards**
Alton Retail Park W2 8TW
 - 5 **Wild Bikes**
13 London Road,
Stockton Heath, Burscough
 - 6 **Decathlon**
Jules, Wey/Wimwell Road W2 8BE
 - 7 **Iron Spence Cycles**
186 Chind Langley Rd
 - 8 **CR Bicentennial Cycles**
32 Vauxhall Street, Chester WA3 9PL



Burtonwood

Lighter for night riding must be used - expensive so genuine and cheaped then batteries in the fog (some flashing LED lights are now allowed but check to make sure yours are acceptable).
It is also a legal requirement to have front and rear reflectors on your bikes.
Consider wearing reflective and bright clothing to make you more visible.
A cycle helmet is optional but can help to protect you against head injury.
It is a good idea to think about your cycling skills and safety to ensure your training.

Cycle safety

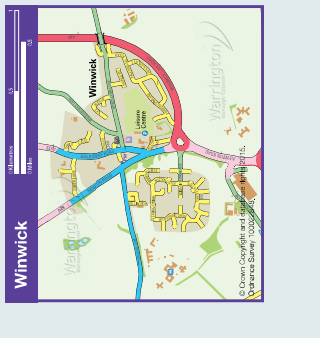
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Consider wearing reflective and bright clothing to make you more visible.
A cycle helmet is optional but can help to protect you against head injury.
It is a good idea to think about your cycling skills and safety to ensure your training.

Warrington has a full programme of free cycle training in schools. The scheme offers high quality, bespoke training to all 10 year olds in the borough.
Free adult cycle training is also available to all 16+ year olds in the borough.
Warrington. The **FREEWHEELING** courses are for absolute beginners through to experienced riders and give you the skills and confidence to cycle safely in traffic.
Training is delivered informally so, friendly but fully qualified instructors are available during daytime, evenings and weekends.
Apply at www.warrington.co.uk/news/reading or call 0181 237 7007.

Cycle parking

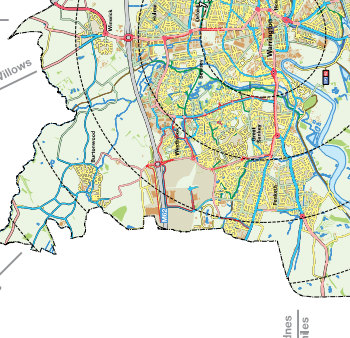
Cycle parking can be found across Warrington, with all types of locations across the town centre. These include:

- **Public cycle parking** - usually found at bus stops, train stations and other public places. Always lock by securing the frame to a permanent fixture. It is best to use a D lock, though even these can vary in quality, so choose a sturdy one. Can also use a U lock. Check any D lock is 500mm long and 100mm wide. U locks should be at least 500mm long. It's a good idea to make your bike's make, colour and frame number and message that you add it to your lock.
- **Private cycle parking** - usually found at shops, offices or other private premises. It's also worth looking out for signage for your bike.



Winwick

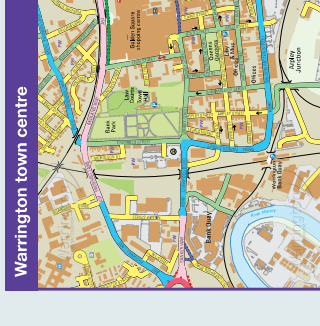
Warrington is reasonably fit and compact as a Borough, lending itself well to cycling. The town centre is within 10 minutes of the majority of the households within the Borough.
It is within reach of North Wales, the Peak District and the Pennines, by car or train for those more committed cyclists.
The Trans-Pennine Trail links Liverpool to Hull right across the North of England, passing Warrington, from Fiddlers Ferry to Lymm.



How long to cycle a mile?

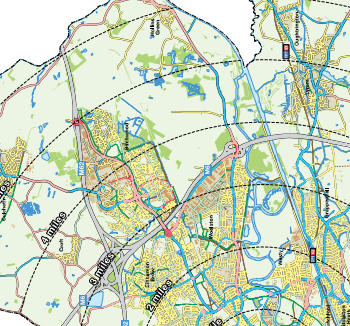
- 10 minutes at leisure
- 5 minutes at moderate pace
- 3 minutes at speed

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Warrington town centre

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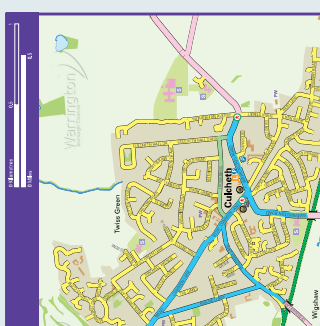


Culcheth

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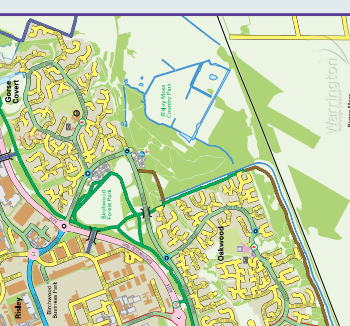


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Birchwood

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Cycling for health

People who cycle regularly not only enjoy the fitness levels of non-cyclists ten years their junior but research has shown that they usually live many years longer than those who do not cycle. Cycling is the most effective way to increase longevity.

Here are a few reasons why:

Cycling is good for your heart.
Cycling builds up the type of muscles known as aerobic, meaning that it uses large muscles in a continuous and rhythmic manner producing beneficial effects on the heart and lungs. Regular cycling at a comfortable even pace will make your heart stronger and your lungs more efficient.

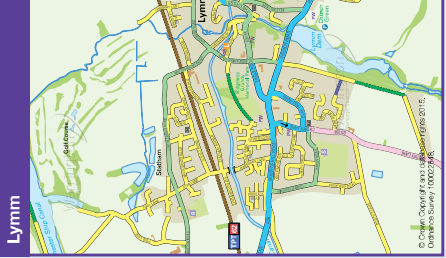
Cycling is enjoyable.
Remember as a child how long you would spend on your bike? Why? It's because it was fun. Warrington has a lot of cycle routes in a safe environment and get some great exercise as well.

Weight control.
Cycling on a regular basis will help to turn your body into a fat burning machine. The more often the body gets a greater amount of calories even when you are resting. A 10-minute cycle to and from work five times a week will burn the equivalent of 1/2 stone in the course of one year.



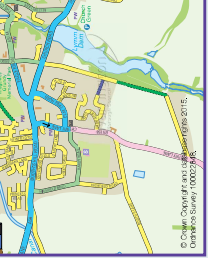
Cycling will make you green.
You can be cycling regularly, especially for those short commutes when you don't really need to take the car. Think about going to work on your bike a few times per week saving you a lot of money. You'll also be saving the planet. Every time you cycle, you're saving the planet. Every time you cycle, you're saving the planet.

What all these things and more in mind now is the time to get on your bike!



Lymm

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How long to cycle a mile?

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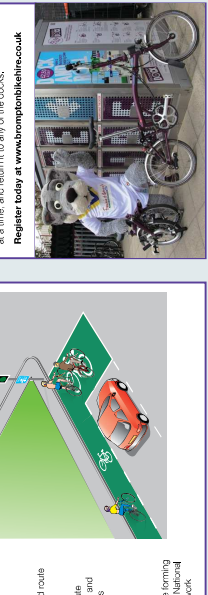
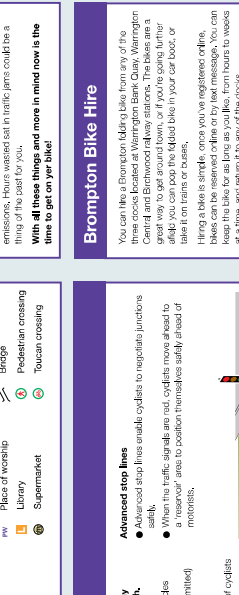
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Cycling will make you green.
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What all these things and more in mind now is the time to get on your bike!



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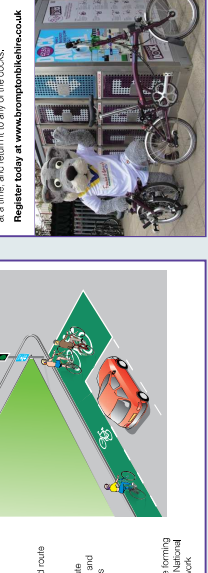
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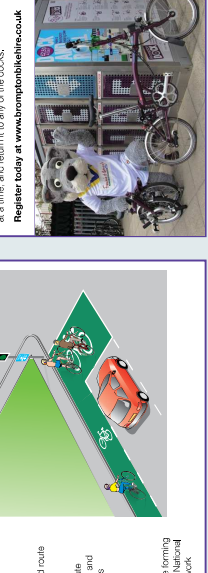
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Appendix 3

Table Showing Timetable for Local Bus Routes

Bus Timetable Information – January 2018

Service Number	Stop	Route	Operator	Weekday Daytime Frequency	Saturday Frequency	Sunday Frequency
Mill Lane Accesses						
23/23A	Enfield Park Rd (Shetland CI)	Warrington Interchange - Padgate - Insall Rd - Cinnamon Brow - Orange Grove (23A only) - Cinnamon Brow - Enfield Park Rd	Network Warrington	Every 30 minutes First Bus c0715 Last Bus c1831	Every 30 minutes First Bus 0802 Last Bus 1824	No Service
25	Enfield Park Rd (Shetland CI)	Warrington Interchange - Statham Avenue - Crab Lane - Birchwood - Gorse Covert	Network Warrington	Every 20-30 minutes First bus c0655 Last bus c1955	Every 30 minutes First Bus c0653 Last Bus c1844	No Service
25A	Enfield Park Rd (Shetland CI)	Warrington Interchange - O'Leary Street - Statham Avenue - Greenwood Crescent - Enfield Park Road - Cinnamon Brow	Network Warrington	Hourly First Bus c0525 Last Bus c0625	No Service	No Service
26/27 26E/27E	Enfield Park Rd (Shetland CI)	Warrington Interchange - O'Leary Street - Statham Avenue - Greenwood Crescent - Enfield Park Road - Cinnamon Brow	Network Warrington	Every 30 minutes First bus c1911 Last bus c2313	Every 30 minutes First bus c1911 Last bus c2313	Every 2 Hours First Bus c0934 Last Bus c1853
Poplars Avenue, Central Access						
20/20A	Poplars Avenue	Warrington Interchange - Winwick Road/ General Hospital (20A) – Cotswold Road - Poplars Avenue - Orford Avenue - Warrington Interchange	Network Warrington	Every 12 – 15 minutes First Bus c0635 Last Bus c1900	Every 12 – 25 minutes First Bus c0705 Last Bus c1900	Hourly First Bus c0935 Last Bus c1735
21/21A	Poplars Avenue	Warrington Interchange - Orford Avenue - Poplars Avenue - Longford - Winwick Road/ General Hospital (21A) – Warrington Interchange	Network Warrington	Every 12 – 15 minutes First Bus c0523 Last Bus c2312	Every 12 minutes First Bus c0627 Last Bus c2312	Every 30 minutes First Bus c0914 Last Bus c1744
25A	Poplars Avenue (nr Statham Avenue)	<i>(Frequency as detailed above)</i>				

Bus Timetable Information – January 2018

Service Number	Stop	Route	Operator	Weekday Daytime Frequency	Saturday Frequency	Sunday Frequency	
Poplars Avenue, Central Access continued							
26/27/ 26E/27E	Poplars Avenue (nr Statham Avenue)	<i>(Frequency as detailed above)</i>					
27	Poplars Avenue (nr Statham Avenue)	<i>(Frequency as detailed above)</i>					
Poplars Avenue near Cotswold Road							
20/20A	<i>(As detailed above)</i>						
21/21A	<i>(As detailed above)</i>						
Birch Avenue at A49							
19	Winwick Rd	Leigh - Culcheth - Winwick - Winwick Road - Warrington Interchange	Network Warrington	Approx. Hourly First Bus c0724 Last Bus c2000	Hourly First Bus c0744 Last Bus c1831	Hourly First Bus c0943 Last Bus c1738	
22/22E	Winwick Road	Vulcan (22 only) - Earlestown - Newton le Willows - Winwick - Winwick Road - Warrington Interchange	Network Warrington	Hourly First Bus c0731 Last Bus c2252	Hourly First Bus c0835 Last Bus c2252	Hourly First Bus c0928 Last Bus c1808	
329	Winwick Road	St Helens - Winwick - Warrington	Arriva	Every 30 minutes First Bus c0645 Last Bus c1824	Every 30 minutes First Bus c0725 Last Bus c1854	Every 30 Minutes First Bus c0944 Last Bus c1744	
360	Winwick Road	Warrington - Winwick - Newton le Willows - Platt Bridge Warrington Road - Wigan	Arriva	Every 30 minutes First Bus c0709 Last Bus c1840	Every 30 minutes First Bus c0824 Last Bus c1834	No Service	

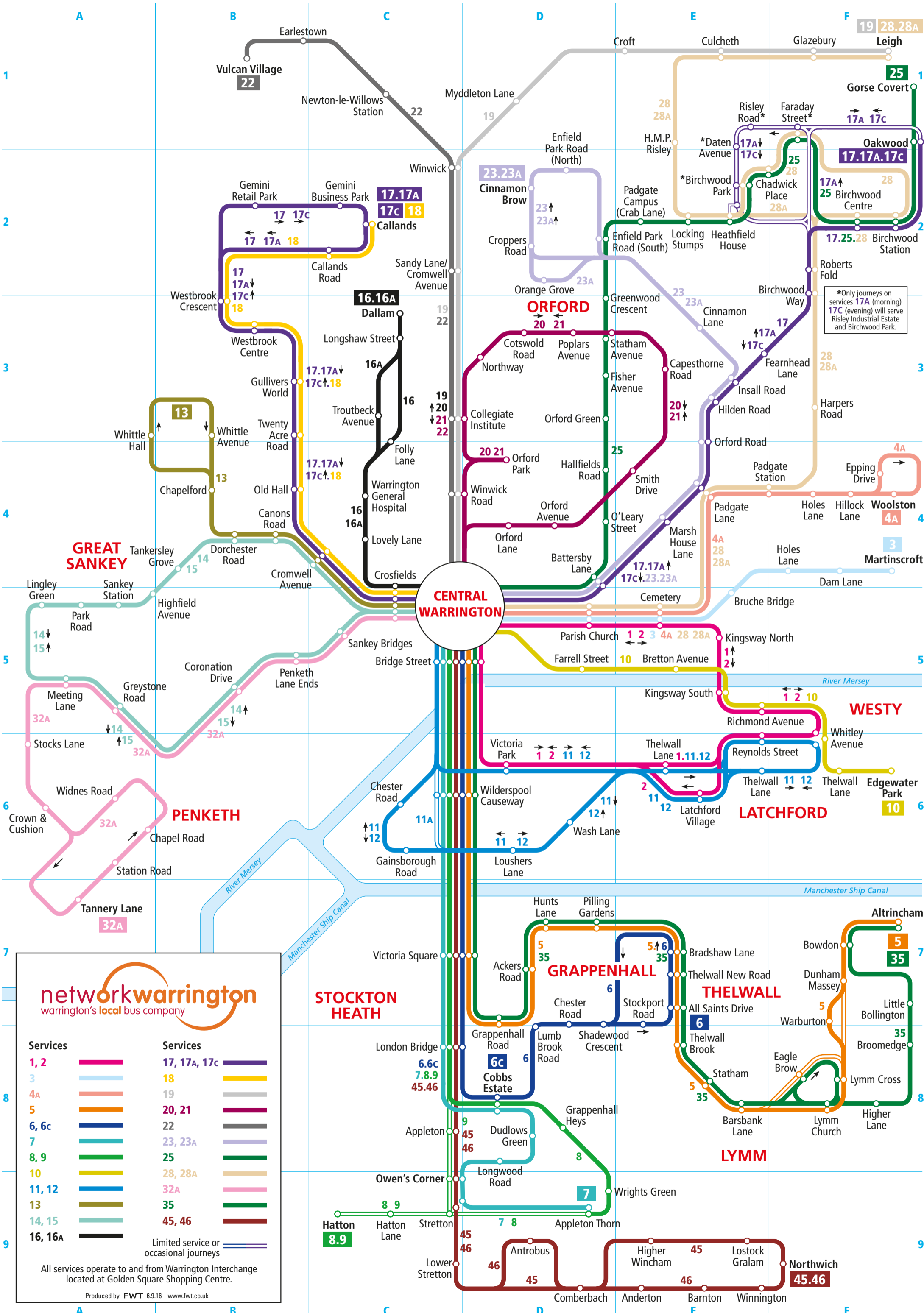
Services 26/27 operate on Sundays

Services 26E/27E operate on evenings Monday to Saturday

Appendix 4

Plan Showing Local Bus Routes

This map shows services that operate on Monday to Saturday between 7am and 7pm. We operate a number of other services not shown, these are either infrequent or run only during the mornings, evenings or on Sundays.



*Only journeys on services 17A (morning) 17C (evening) will serve Risley Industrial Estate and Birchwood Park.

networkwarrington
warrington's local bus company

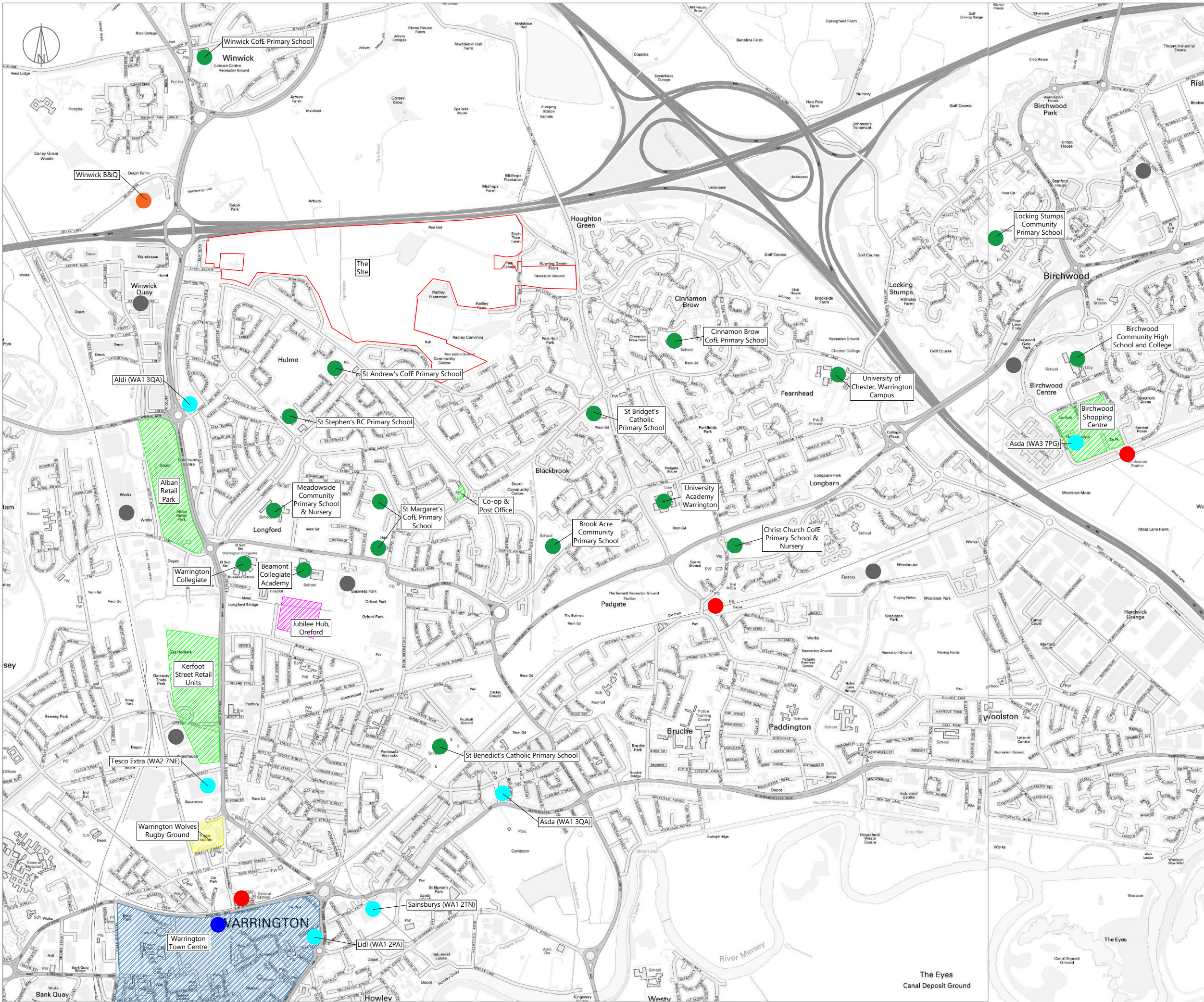
Services	Services
1, 2	17, 17A, 17c
3	18
4A	19
5	20, 21
6, 6c	22
7	23, 23A
8, 9	25
10	28, 28A
11, 12	32A
13	35
14, 15	45, 46
16, 16A	Limited service or occasional journeys

All services operate to and from Warrington Interchange located at Golden Square Shopping Centre.

Produced by FWT 6.9.16 www.fwt.co.uk

Appendix 5

Plan Showing Local Services and Facilities



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Site boundary shown as approximate only.

- KEY:
- Supermarket ●
 - Education ●
 - Rail Station ●
 - Warrington Bus Station ●
 - Retail Park ●
 - Business Park/Employment ●

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
 LTD**

PROJECT REFERENCE: 1107	DRAWING NUMBER: 37	SCALE: NOT TO SCALE
----------------------------	-----------------------	------------------------

HighgateTransportation
www.highgatetransportation.co.uk
 Box 13, 42 Triangle West
 Park Street, Bristol BS8 1ES
 07973 375 937 / 07595 892 217
 © Highgate Transportation Limited

TITLE: LOCAL SERVICES AND AMENITIES		
DATE: 30/06/16	DRAWN BY: FB	CHECKED: DT

Appendix 6

Parameters Plans (Option A and Option B)

Appendix 7

Photographs of Typical Bus Gate



<http://www.csea.ie/projects/transportation-engineering/public-transport/ballycoolin-automated-bus-gate.html>



Bus Gate Example

