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WARRINGTON
Borough Council

Proposed Submission Version Local Plan Representation Form

Introduction

Please read the appended documents and guidance notes before completing this representation form.

- Advice and Guidance on completing this representation form
- Proposed Submission Version Local Plan (full plan)
- Data Protection and Privacy Notice (https://www.warrington.gov.uk/privacy_policy)
- Statement of Representations Procedure

The guidance notes are taken from "Examining Local Plans Procedural Practice" published by The Planning Inspectorate and will assist you in making your representations effectively.

More information can be found by visiting www.warrington.gov.uk/localplan

The form is split into 3 parts:

Part A Your details – 3 questions (only complete this part once)

Part B Representation Form(s) – 8 questions (fill in a separate form for each representation you wish to make)

Part C Customer 'About You' questionnaire – 9 questions (only complete this part once)

All representations must be received by the Council no later than 5.00pm on Monday 17th June 2019. Please note that late representations will not be accepted.

Should you encounter any problems completing the representation form please email localplan@warrington.gov.uk

* **Mandatory fields**

PART A - About You

1. Please complete the following: Please note the email address (if provided below) will be sent a full copy of the submitted response and a unique ID number for future reference (pdf attachment)

*Name of person completing the form:

Email address:

2. What type of respondent are you? Please select all that apply.

- A local resident who lives in Warrington
- A person who works in Warrington
- Local Borough, Town or Parish Councillor
- Local Business owner/Manager
- A group or organisation
- Visitor to Warrington
- An agent
- Other (please specify):

3. Please complete the following:

Organisation name (if applicable):

Agent name (if applicable):

*Address 1:

*Address 2:

*Postcode:

Telephone number:

PART B - Representation Form 1

1. To which part (chapter/policy) of the Local Plan does this representation relate?

2. Does your comment relate to a specific paragraph (s) or policy sub-number (s)? Please select one option.

- 14/23 A paragraph number(s)
- A policy sub-number(s)
- Both of the above
- None of the above

If a paragraph or policy sub-number then please use the box below to list:

3. Do you consider the Draft Local Plan is: Please select one option in each row.

	Yes	No
Legally Compliant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sound	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Compliant with the Duty to Co-operate	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. If you have answered 'No' to any of the options in the above question then please give details in the box below of why you consider the Draft Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate.

Please be as precise as possible.

Because I personally don't think that any notice will be taken of this document - To have this many houses built needs proper infrastructure & a viable Public Transport. I really think that more than one bridge over the canal needs to be thought about.

5. If you answered 'Yes' to any of the options in question 6 then please give details in the box below the reasons why you support the legal compliance or soundness of the Draft Local Plan or its compliance with the duty to co-operate.

Please be as precise as possible.

(Continue on a separate sheet and attach if necessary)

6. Please set out what modification(s) you consider necessary to make the Draft Local Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB please note that any non-compliance with the duty to co-operate is incapable of modification at examination).

You will need to say why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to put forward your suggested revised wording of any policy or text.

Please be as precise as possible.

(Continue on a separate sheet and attach if necessary)

Please note: your representation should succinctly cover all the information, evidence and supporting information necessary to support / justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he / she identifies for examination.

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? Please select one option.

- No, I do not wish to participate at the oral examination
- Yes, I wish to participate at the oral examination (I understand details from Part A will be used for contact purposes)

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

(Continue on a separate sheet and attach if necessary)

8. If you wish to attach documents to support your representation form then please submit with your response and provide a description of each document in the box below.

Comments / file description

I have been a resident [redacted] for a number of years and until last year had no problem with Buildings & Contents Insurance. But as we are now in a designated "Flood Risk Area". Insurance has been difficult for me to find with a price I can afford on my pension. Also PLEASE can we have our drains cleaned out as they haven't been done for a very long time.

(Continue on a separate sheet and attach if necessary)

Please Read Added Comments !!

Priority Infrastructure and Local Plan Policies

What is the Warrington Western Link and when will it be built?

The Warrington Western Link is a new road, which would link the A56 Chester Road in Higher Walton with the A57 Sankey Way in Great Sankey.

A funding bid, including an Outline Business Case which demonstrated a strong case for the scheme was submitted to Government in December 2017. In April 2019, the Department for Transport confirmed that this funding bid has been successful and the scheme now has 'Programme Entry' into the Department for Transport's programme.

Following this announcement, a revised programme for the development and delivery of the Warrington Western Link will be drawn up and widely communicated to the public.

While the Western Link is an important piece of infrastructure to support further growth in the borough as set out in the Draft Local Plan, the scheme has a very strong transport business case in itself. It is a key component of our long term transport vision, removing some through traffic on certain roads in the town centre and allowing us to consider more far-reaching improvements to make access to and from the town centre easier, quicker and more attractive for all.

Further detail can be found online at <https://www.warrington.gov.uk/westernlink>

What is Warrington South Strategic Infrastructure?

Warrington South Strategic infrastructure describes new sections of highway that will be needed to link the proposed Garden Suburb development in South East Warrington with the existing highway network, including as phase 1, potential connections to the A49 Tarporley Road, A50 Knutsford Road, B5356 Grappenhall Lane and Witherwin Avenue. However, at this stage the alignment of any link and its connections has not been identified beyond an illustrative route.

It is intended that any highway infrastructure will be of sufficient width to accommodate cars, high quality public transport and walking and cycling routes. The final route alignment and design will be subject to consultation and, where necessary, the development of a full business case.

The development of the infrastructure is likely to require funding from a range of sources, and we will explore all funding options to support the delivery of the infrastructure required to support the housing proposals in the Local Plan.

Warrington South Strategic Infrastructure does not include a crossing of the Manchester Ship Canal. - Why not.

What infrastructure is planned for the Garden Suburb?

A Development Framework has been produced as a supporting evidence base document to the Draft Local Plan. <https://www.warrington.gov.uk/downloads/file/19068/garden-suburb-development-framework>

This includes a Land Use Framework (Figure 5.6) which is an illustrative plan, created to demonstrate that the Garden Suburb is deliverable and provides an example of what it could look like. **The framework has no formal planning status and is not approved as Council Policy.**

Within this Land Use Framework a Vehicular Movement Structure (Figure 5.2) is included which shows a proposed strategic network which links the Garden Suburb to A49 Tarporley Road, A50 Knutsford Road, B5356 Grappenhall Lane and Witherwin Avenue. **This is an illustrative alignment and has not been fixed**

As well as the likely need for this strategic network, a number of Guiding Principles will shape any transport infrastructure in the Garden Suburb:

- A 40m corridor is envisaged to be needed to ensure a network which gives priority for Public Transport and Active Travel and provides sufficient highway capacity to serve the development
- Illustrative concepts for this corridor are shown on page 66 of the Development Framework showing a range of ways in which space along this corridor could be allocated. The design of such cross sections will be subject to further detailed work – should the Draft Local Plan be approved
- Dual carriageway sections, if required, will be limited to where they are needed such as closer to motorway junctions, not a blanket approach.
- Traffic modelling has been carried out which indicates that the strategic network will provide an appropriate network to access the Garden Suburb as well as improving some existing problems such as the Cat and Lion Junction. *Footpath Required from Cat Lion to Spire Hosp*
- Other existing local roads, such as through Appleton Thorn, are not envisaged to be upgraded to accommodate additional traffic and where necessary, measures would be implemented to prevent significant increases in traffic and specifically HGVs.
- The main access point to the employment areas is expected to be from M6 J20, and the council will work with Highways England to deliver improvements to this junction.
- If needed, measures to restrict HGVs from other parts of the Garden Suburb, particularly on sensitive residential roads will be investigated
- As well as high quality provision for Active Travel within strategic road corridors, the Garden Suburb will include an attractive off road greenway network for pedestrians and cyclists

What is planned for the High Level Cantilever Bridge Crossing?

Through the Draft Local Plan (Proposed Submission Version) we are proposing to continue to safeguard land adjacent to the existing Cantilever High Level Bridge located between Station Road in Latchford and Ackers Road in Stockton Heath. This is because the existing bridge, which is already subject to a weight limit, is likely to require upgrade or replacement in the future, and keeping this land free from further development ensures that the land we might need for this continues to be vacant or is not developed further.

What happens to the new businesses on Station Road?
The safeguarding currently in place under the adopted local plan under policy MP6 can be found at https://www.warrington.gov.uk/info/200564/planning_policy/1903/local_plan

The type of improvement that may be needed at the Cantilever Bridge is not currently known, and we will be undertaking study work after the adoption of LTP4 to better understand what the requirements are and consider options for any future scheme. The scheme does not have funding in place and the start date is not known.

When it is appropriate any proposals for the Cantilever High Level Bridge Improvement will be subject to a detailed public consultation.

Is a new crossing of the Manchester Ship Canal needed?

The analysis done to support the Draft LTP4 and Draft Local Plan does suggest that connectivity between south Warrington and the town centre does need to be improved in the long term. The impact of congestion in centres like Stockton Heath and Latchford, the impact of swing bridge closures on all routes and severance caused to public transport, walking and cycling indicate that these issues will require physical infrastructure improvements.

The Western Link scheme, which has recently been given Programme Entry by Department for Transport does include a new high level crossing of the Manchester Ship Canal, but we believe this will not be sufficient in itself to solve these long term connectivity issues.

Within the first 5 years of LTP4, the council commits to undertake further study work into what form of additional crossing is required, where it should be located and which modes of travel it should be intended for.

The council has already said it does not intend to construct a road on the disused Latchford Rail Line. - Why not use it as a designated low speed route with no stops, running from town centre to Latchford - a doing a circular route via Stockton Heath.
This work will be carried out in parallel with any further study on the Mass Transit network also proposed as part of LTP4.

What is the 'Last Mile' project / Town Centre Vision Access Package?

The road layout on the approach to the town centre has been developed to cope with growing levels of traffic, and has resulted in a very car dominated urban environment featuring large multi-armed roundabouts and dual carriageways. This results in a limited number of crossing points for pedestrians, and a very unpleasant cycling environment. These barriers are often mentioned by local people as reasons for why they prefer not to walk or cycle into the town centre.

Improving the 'last mile' of journeys into the town centre for pedestrians, cyclists and buses has therefore been identified as a priority in LTP4. Our aspiration is to provide high quality and fit for purpose transport infrastructure that will make walking, cycling and public transport the obvious way to get to, from, and through the town centre.

This will support our ambition to grow the town centre and make it more accessible to residents, visitors and workers. A more pleasant environment around the town centre will help with inward investment and business confidence as well as attracting new visitors.

What does the Warrington North Pinchpoints and A49 Corridor scheme entail?

The A49 provides access to the town centre from the North and the M62. This is a busy route that becomes congested at peak times, impacting on journey times. This corridor has therefore been identified as one that requires improvement in the future. In the Draft LTP4 we propose to carry out further study work in the first five years to understand what improvements may be required.

When it is appropriate Warrington North Pinchpoints and A49 Corridor Improvement will be subject to a separate public consultation.

What is proposed for the Bridgefoot Link and Brian Bevan Island?

Bridgefoot gyratory and Brian Bevan Island are two very busy interchanges on the approach to the town centre that often become congested at peak times. The council has, for a number of years, safeguarded land in this area to protect an alignment for a scheme originally called Bridgefoot Environmental Enhancement Scheme (BEES) and subsequently Bridgefoot Bypass, which provided a new highway link between Brian Bevan Island and Wilson Patten Street. Whilst the Centre Park Link scheme will provide significant relief to congestion in the area, it is still proposed to pursue the Bridgefoot Link scheme in the future.

The council therefore proposes to continue to safeguard land, albeit on a slightly amended alignment (to complement the Centre Park Link scheme) to allow a new link (Bridgefoot Link) to be constructed between Brian Bevan Island and Wilson Patten Street near Bank Quay Station. Improvements to Brian Bevan Island would also need to be examined as part of any Bridgefoot Link scheme.

A concept design has been produced to support the revised alignment, but no further design work has been undertaken at this stage and no funding package under immediate consideration.

As set out in the Draft LTP4, further work will be carried out in the first 5 years of LTP4 to further develop the business case for the scheme. This will include detailed public consultation.

Further details of the centre park Link scheme (on which work is to start in Summer 2019) can be found online at https://www.warrington.gov.uk/info/201282/centre_park_link

What is a safeguarded corridor?

Policy INF2 of the Draft Local Plan sets out land which is to be safeguarded from development for future transport schemes, these being as:

- *Bridgefoot Link (formerly known as Bridgefoot Bypass), providing improved access between development sites to the north end of Centre Park, Warrington Bank Quay station and the wider town centre;*
- *A new or replacement high-level crossing of the Manchester Ship Canal between Ackers Road, Stockton Heath and Station Road, Latchford;*
- *Warrington East Multi-Modal Corridor improvement (part of the former safeguarding known as Long Lane Diversion), connecting Birchwood to Central Warrington via Birchwood Way,*
- *Warrington Western Link.*

This policy means that the council will use its planning powers to prevent any future development within these areas of land which would make the delivery of a future transport scheme more difficult or costly. Each scheme is at a different stage of development and in many cases still subject to further consultation and/or funding to be confirmed.

What is Blight and does it affect me?

Blight is often referred to when people are concerned about the impact of a transport scheme on their land or property, in terms of either physical impact or value.

Under the Town and County Planning Act 1990, in certain circumstances land owners and homeowners can legitimately claim 'blight' and would potentially be entitled to, subject to a number of legal tests, a financial settlement when the physical impact of an approved scheme or safeguarding on their property is proven.

The council's policy on blight is that it only accepts claims made which demonstrate statutory blight, whereby the physical impact of a scheme or proposal necessitates specific areas of land or property be acquired to construct the scheme.

Please note that property which is adjacent to a proposed scheme or safeguarding is not eligible for statutory blight.

At a future date, once a scheme is completed, a resident may be able to claim compensation under Part 1 of the Land and Compensation Act 1973 where they have suffered detriment to their property based on direct physical impacts of its use, such as noise and vibration and a reduction in the property value can be evidenced.

Further information and details of the council's position on 'Blight' and 'Part 1' claims can be found on the Western Link web pages at https://www.warrington.gov.uk/info/201248/warrington_waterfront/2376/warrington_western_link_%E2%80%93_statutory_blight_process

If you are in any doubt if your property or land is legally blighted by a proposal, you are advised to take appropriate legal advice.

Why are the disused rail corridors being protected against development?

Disused Rail Corridors are routes through Warrington that were previously 'live' rail lines for heavy rail passenger or freight services. Whilst they are no longer used for heavy rail, they have the potential to be used as transport corridors in the future.

Therefore, the draft Local Plan includes provision within Policy INF1 to protect any disused rail corridors from development which would prevent them from at a future date being brought into use for transport objectives, including the provision of public transport and sustainable transport schemes and / or corridors to support the sustainable growth of the Borough.

The potential use of such corridors will be subject to further study over the first five years of the Local Plan and Local Transport Plan.

What is planned for Latchford Spur Rail line across the ship canal?

The council does not propose to construct a new road across the ship canal using the disused Latchford rail line or sections of the TPT. Transport Modelling carried out to support the development of the draft Local Plan has identified that a new road crossing of the ship canal is not critical to the delivery of the growth proposals set out in the Plan. *Some houses are to be built at Appleton that would mean at least 7,000 over 10,000 vehicles coming through on a daily Stockton Heath.* However, a number of issues will require further study and assessment over the first five years of the Local Plan and Local Transport Plan 4 (LTP4) to understand what further transport improvements are required.

The preferred transport strategy set out in the Draft LTP4, which is being developed in parallel with the Local Plan, includes a conceptual Mass Transit network for the borough which proposes a high quality, frequent public transport network across the borough.

The proposals include a cross-town route linking the Garden Suburb area to north-west Warrington via the town centre and an orbital route from the Garden Suburb to Birchwood. The exact form, mode, alignment and deliverability of such a Mass Transit network will be subject to further work, study and detailed consultation in the first five years of LTP4. This further work will examine whether this mass transit network needs to use a pre-existing or new crossing of the Manchester Ship Canal.

The draft Local Plan also includes provision within Policy INF1 to protect any disused rail corridors from development which would prevent them from at a future date being brought into use for transport objectives, including the provision of public transport and sustainable transport schemes and / or corridors to support the sustainable growth of the Borough.

Workplace Parking Levy

What is a Workplace Parking Levy?

A Workplace Parking Levy (WPL) is a charge on employers who provide workplace parking for their employees. Where a local authority introduces a WPL, all businesses that provide more than a given number of free employee-only parking spaces are charged an annual 'per-space' fee. *- what do they pay Business Rates for their Employment parking should be free - typical motorists taking children out in their pockets*

Employers are therefore encouraged to manage and potentially reduce the level of free workplace parking spaces that they provide when the WPL is introduced. The levy charged per space creates a revenue stream which the legislation dictates must be reinvested in sustainable transport improvement projects. *- will it though, and will get side tracked for other uses instead*

The underlying aim of WPL is to facilitate enhanced economic growth and increased public wellbeing by managing congestion, improving accessibility to urban centres and encouraging a shift towards healthier and cleaner modes of travel. *- what about creating something for the £3 for 18 year olds. So they can also enjoy out-door activity, not just the really young children*

Why are you considering Workplace Parking Levy?

If a Workplace Parking Levy is introduced in Warrington it will serve two main purposes:

1. It will discourage people from using their cars to travel *- will there be enough parking space for evening use.*
2. It will provide a new income source that can be used to fund attractive alternatives to car use. *will it guarantee that alternatives will be cost effective. & keep to a reliable time table and not be tedious off due to lack of drivers.*

Reducing private car use is an important part of our transport vision. High car use in Warrington creates a town centre environment that is congested and dominated by car movements. This creates problems for people travelling by more sustainable modes, can create an unattractive environment for the people who live and work here, and has potential negative impacts for businesses. Emissions from traffic include Nitrogen Oxides and particulates that contribute to poor air quality which impacts on people's health.

How about when folk want to come to the Cinema or Theatre and buses don't run after a certain time or might not cover there required routes after a certain time of night or might not cover the route required

Traffic emissions also includes Carbon Dioxide and other Greenhouse Gases that contribute to global warming.

It is unlikely the transformative sustainable transport improvements that we would like to see developed in Warrington can be funded from traditional funding sources. As part of the package of measures that make up our vision for transport, new funding sources are needed to fund the capital cost of building any mass transit network and provide revenue support for services. One of the benefits of introducing a Workplace Parking Levy would be its role in funding the mass transit network. *- Don't think it could be as cheap as other options, especially for those on low wages or P/T workers*
If Workplace Parking Levy is not taken forwards, an alternative method of both deterring car usage and funding sustainable transport will be needed if we are to deliver our vision.

Will I have to pay to park at work?

If a Workplace Parking Levy is introduced in Warrington the levy will be payable by employers, not directly by individuals. The employer will then have a number of options to recover or reduce the cost of the levy. These would include:

- Covering the cost as part of the operation of the business
- Charging employees for the use of car park spaces
- Reducing the number of car park spaces at their site. *- leaving others with no other Tpt options - what's the point of having to walk for more than 20 minutes to a bus stop, especially in bad weather*

Will my business be subject to Workplace Parking Levy? How much will it cost?

A significant amount of work is required before a Workplace Parking Levy can be introduced. This includes working with the business community and consideration of issues such as:

- the geographical extent of any scheme
- categorisation of parking spaces
- eligible sites and companies
- the level of charge per space

As a guide, Nottingham is the only place in the UK that currently operates a Workplace Parking Levy. In Nottingham:

- Employers providing 11 or more car park spaces for employees are subject to the levy.
- The scheme currently levies a charge of £415 per year (from 1st April 2019) to approximately 25,000 car park spaces at 2,900 premises around the city. *approach 8 86pw so bus fares have to be reasonably priced work car a bit cheaper*

Is Workplace Parking Levy in place anywhere else in the UK?

Nottingham is the only place at present with a Workplace Parking Levy in operation. In Nottingham this has been successful in funding a more extensive public transport network, an extension to their tram network and a new station in Nottingham city centre.

<http://www.nottinghamcity.gov.uk/transport-parking-and-streets/parking-and-permits/workplace-parking-levy/>

Other towns and cities currently considering WPL in the UK are Cambridge, Oxford, Reading, Hounslow, Merton, Brent, Camden, Bristol, Glasgow and Edinburgh.

What are the alternatives to Workplace Parking Levy?

The work that we have commissioned to date considered other options for discouraging travel by private car and raising revenue for a new mass transit offer. It is anticipated that revenue raised through Workplace Parking Levy could be supplemented by Section 106 contributions from new developments or a future Community Infrastructure Levy to provide a 'cocktail' of revenue funding which could be used as a means to borrow capital for investment in passenger transport.

A borough-wide Clean Air Zone could potentially be considered as a complementary scheme to improve air quality, but at this stage this measure is not being pursued as a demand management or revenue raising tool.

A tolling or Road User Charging system for Warrington was also looked at, but is deemed unsuitable, primarily due to expected low levels of public, stakeholder and political support.

Mass Transit

What is Mass Transit?

Mass Transit is a term used to describe high quality public transport systems typically in urban areas which have the capacity to move large numbers of people and offer regular, frequent and quick services between key centres and areas of housing or employment.

Will there be trams in Warrington?

To inform our LTP4 Vision we commissioned a study to look at options for Mass Transit in Warrington. The study considers two possible modes for a mass transit solution for Warrington. These are Light Rail/Tram and Bus Rapid Transit (BRT). We are very early in the process of identifying a mass transit network and, whilst these seem the most likely modes at this point, other modes are not being ruled out.

The concept of developing a mass transit system for Warrington is at a very early stage, but we think it should be a key part of our future vision. A large amount of optioneering, feasibility, and design work is required before we are able to identify and confirm corridors that the services may run on. The council proposes to carry out this work in the first 5 years of LTP4.

What is Bus Rapid Transit?

Bus Rapid Transit (BRT) is a bus-based mass transit system that improves the journey time, reliability, and customer experience compared to traditional bus services. They can be operated using bespoke vehicles or more traditional buses. A typical BRT scheme would include:

- *Dedicated stretches of road for the sole use of specialist buses*
- *Normal stretches of highway such as at junctions or for part of their route*
- *High level of priority at intersections with public highway*

The use of BRT is growing within the UK. In Greater Manchester, the Leigh-Salford-Manchester BRT scheme opened in October 2016. It has delivered a high quality public transport service that links Leigh, Atherton, Tyldesley, Ellenbrook, Salford and Manchester via a guided bus way and on-street bus priority measures.

How much will a mass transit system cost to build and operate?

We are in the very early stages of work in looking at a mass transit solution for Warrington. A detailed Business Case will be needed if we are to take the proposals further. Part of this will involve looking at the cost of both building and operating any future mass transit network.

As a guide, the work that we have commissioned so far has indicated a cost of £20m per kilometre to build a tram network and a Bus Rapid Transit network between £4.6m and £9.7m per kilometre.

How will mass transit be funded?

A new mass transit system is only a part of our vision for transport in Warrington, and it should be considered as part of a package of measures that could be introduced in the future.

It is unlikely that a mass transit system can be funded from traditional funding sources alone such as council funding and developer contributions. A new funding source is needed to underpin the capital cost of building the mass transit network and provide revenue support for services.

*Another measure in the package of measures that make up the vision for transport is a Demand Management scheme intended to reduce the number of journeys made by car. We have a policy to investigate the introduction of a Workplace Parking Levy. If introduced, such a levy would provide a deterrent to car use and, importantly, would provide a funding source to re-invest in sustainable travel projects such as a mass transit network. **But the price of fares has to be justified in balanced out with no hike up of bus fares**
*No hike up of bus fares**

Can mass transit be delivered without a Workplace Parking Levy?

It is unlikely that a mass transit system can be funded from traditional funding sources. As part of the package of measures that make up our vision for transport, a new funding source is needed to fund the capital cost of building the mass transit network and provide revenue support for services. One of the benefits of introducing a Workplace Parking Levy would be its role in funding the mass transit network.

If Workplace Parking Levy is not taken forwards, an alternative method of funding sustainable transport will be needed if we are to deliver our vision.

There is no mass transit route proposed for my journey. Will other routes be improved?

The mass transit network that has been identified at this stage is intended to link places where a lot of people live to places where a lot of people travel to regularly (such as large employment sites or train stations).

Any mass transit system that is introduced in the future will be complemented by enhanced 'conventional' bus and rail services that will make public transport a more attractive option for many journeys in Warrington.

We have also set out an ambitious plan to improve the walking and cycling infrastructure in the borough to make travelling by these modes quicker and more convenient.

Public Transport

What is being done to make travel by public transport more affordable?

The cost of public transport is often identified as a barrier that discourages bus use, particularly amongst residents from more economically deprived areas of the borough. Whilst we have limited influence over the cost of travel on public transport, and no available revenue to subsidise a fare reduction on services, we will work with operators to seek ways of keeping the cost of transport as low as possible for passengers.

We are committing to working with operators to identify how the cost of travel on public transport services can be minimised.

heard that one before, then up go the fare

When will Warrington West Station open and what trains will stop there?

The station is programmed to be completed in summer 2019 with services expected to be running in September 2019.

Services will operate between Liverpool Lime Street and Manchester Airport, providing direct connections to main stations such as Liverpool South Parkway, Widnes, Warrington Central, Birchwood, Manchester Oxford Road and Manchester Piccadilly, as well as many other local stations. The original Franchise specification for the station was 2 trains per hour in each direction at Warrington West, one stopping service and one semi fast. Subsequently in their successful tender, Northern committed to stop 3 trains per hour in each direction to provide one semi-fast and 2 stopping trains. The opening stopping pattern will be confirmed by Network Rail following final rail industry timetable and Entry into Service approvals in 2019.

What will happen to Sankey for Penketh station?

Sankey station will remain open. When the new station opens services calling at Sankey station will reduce to one train per day in each direction in each peak hour. This means that four trains per day will call there:

- *Towards Manchester in the morning peak*
- *Towards Liverpool in the morning peak*
- *From Manchester in the evening peak*
- *From Liverpool in the evening peak.*

Sankey & Penketh miss out again, if local residents want to go anywhere outside rush hour travel.

The times of these will be subject to the railway industry timetable planning process.

The Council is committed to continue to lobby and work with Network Rail and the Train Operating Companies to increase services at Sankey.

HS2 and NPR

When will we see HS2 work start in the borough?

Following the granting of Royal Assent to a Hybrid Bill, phase 1 of HS2 from London to Birmingham is now under construction. Phase 2A from Birmingham to Crewe is currently being considered by Parliament following the submission of a Hybrid Bill in 2017. Phase 2B will extend HS2 from Crewe to Manchester and Birmingham to Leeds. It will also include a link from the Crewe to Manchester line to the west coast main line between Warrington Bank Quay and Wigan North Western – this link is known as the Golborne Link.

This link which has been confirmed as forming part ofr HS2 Phase 2B runs through the east of the borough close to the villages of Broomedge, Lymm, Hollins Green, Rixton, Culcheth and Croft. The Council has consistently supported HS2, but it is strongly opposed

to the inclusion of the Golborne Link, given that its construction would mean almost all HS2 services would bypass Warrington and damage its economy and it would also have a major environmental impact on the aforementioned parts of east Warrington.

The next major milestone for Phase 2B of the high speed route is the submission of a Hybrid Bill to parliament. This is expected to occur in mid 2020 and if this bill passes it would provide HS2 Ltd with all of the necessary powers to construct the line.

Construction of the line north of Crewe is expected to commence in 2023 and be complete by 2033. Although the exact timing of any works within Warrington is not yet known.

Improvements will also be needed to make Warrington Bank Quay 'HS2 ready'. The scope of these improvements will potentially need to include platform lengthening to accept a 400m long High Speed trains, which are planned to come into operation when Phase 1 opens in 2026.

Will the Golborne Link section be built?

At the moment this section of line is included in the governments confirmed alignment and the process of confirming the detail is ongoing on the lead up to the submission of the Hybrid Bill, which is expected in mid 2020.

Warrington Borough Council has consistently lobbied against the need for the link, due to both the environmental impact on the east of the borough and the missed opportunity of routing all HS2 services through Warrington town centre via an improved Bank Quay Station.

Whilst lobbying of this change, the council continues to work with HS2 to secure the highest level of mitigation for local people should the line go ahead, both in terms of the detail of the final scheme and the impact during construction.

When will we see HS2 trains in Warrington?

HS2 Phase 1 and 2A will see trains run northbound from London to Crewe via a new high speed line and then trains will continue onwards on conventional lines using 'classic compatible' trains to destinations such as Liverpool, Manchester and Scotland.

Whilst the timetable for the trains is not yet fixed, the indicative timetable shows one 'classic compatible' train from London calling at Warrington and terminating on at Preston. This is programmed to take place in 2026.

Please note a 'classic compatible' train is a train which will run on the dedicated HS2 network and the existing 'classic' rail network.

What is Northern Powerhouse Rail (NPR)?

In February 2019 Transport for the North (TfN) published its Strategic Transport Plan. This included a Strategic Outline Business Case for Northern Powerhouse Rail, a new or upgraded rail line connecting the major cities and economic centres of the north. Warrington has been recognised as a significant economic centre and as such the TfN confirmed that a station is proposed for Warrington. The network will link Liverpool to Manchester Piccadilly via Warrington and Manchester Airport and it will connect across to Bradford, Leeds, Sheffield and Hull and further north to York and Newcastle-on-Tyne.

The journey times between major centres will be greatly reduced from existing rail and road options and all routes will be served by high frequency 'turn up and go' services. The project is intended to bring a transformational improvement to rail services which will lead to improved economic performance for the whole of the North of England. Warrington would see a huge improvement in its rail services if the plans are ultimately approved.

Where will the NPR station be in Warrington and what route will it take?

Both are currently unknown. The project is currently at Strategic Outline Business Case stage which means that there are still a number of station locations and alignments through Warrington under consideration.

Production of an revised version of the Strategic Outline Business case, which sets out preferred locations for stations and the route alignment across the north is expected by the end of 2020. The work is being undertaken jointly by Transport for the North and the Department for Transport, supported by HS2 Limited and Network Rail. Warrington Borough Council as a member of Transport for the North is playing a full part in overseeing this work to ensure that Warrington fully benefits from NPR.

Walking and Cycling

What is a 'Go Dutch' cycling strategy?

Adopting a 'Go Dutch' cycling strategy would see Warrington build continental-standard cycling infrastructure, so everyone has the freedom to cycle, whatever their route, and whatever their destination. In countries like the Netherlands and Denmark, high-quality infrastructure gives people the confidence and safety to cycle where they choose on routes that are direct and well-connected.

Many cycle journeys in Warrington currently require cyclists to navigate busy roads and major junctions, where they're likely to feel threatened by motor traffic. A Go Dutch strategy would see segregated cycle routes on main roads - providing fast, direct, easily navigable routes that cyclists want to use.

Separating cyclists from motor traffic on busy roads and at major junctions, along with targeted measures on more minor roads will create a more liveable place for everyone.

Smarter Travel Choices

What does Smarter Travel Choices mean?

Smarter Travel Choices describes a range of approaches designed to help people to become less car dependent; to vary the way they travel and make greater use of sustainable options such as walking, cycling, public transport and lift sharing. It has a wide-ranging scope which aims to help tackle congestion, reduce harmful vehicle emissions and improve health. It also supports a strong economy by enabling car-light development and aids those without access to a car to gain access to employment.

Over the past decade smarter travel choices has become a key element of Local Transport Plans. Typically it includes measures aimed at influencing people's travel behaviour towards more sustainable options.

The ambition is to reduce the number of car trips by providing greater awareness of sustainable travel choices. While there is a growing understanding that better infrastructure is fundamental to a modern transport system, it is critical that the benefit of any new infrastructure is maximised through promotional measures to support such behavioural and cultural change.

That's all very well providing you don't have to walk more than 10 minutes to a bus stop, only to find your bus has been cancelled or doesn't turn up & you are left stranded and made late for work or other appointment.

Electric Vehicles

What is being done to support people to switch to EVs?

We will commission a study to investigate what measures the council should be prioritising to support the use of cleaner fuels by members of the public and businesses.

A key area of interest will be public chargepoints for Electric Vehicles (EVs). Here we will consider the range of recharging infrastructure required in terms of electrical output required for different charging needs and the geographical extent of charging locations.

60 Electric Vehicle Charging Points are soon to be installed in the new Market Square multi-storey car park and 12 electric vehicle charging points will be installed at the new Warrington West Station. Is 60 really going to be enough by 2026.

↓ don't think so.

Network Management

What affect is the Mersey Gateway bridge having in Warrington?

The Council has been monitoring key parts of its road network since before the opening of the Mersey Gateway to understand what impacts, if any, the imposition of tolls would have on traffic levels in Warrington. To date it appears from assessing the monitoring data from before and after opening, that the impact during the daytime has been marginal and raises no cause for concern.

The monitoring will continue and, if trends change adversely, the Memorandum of Understanding the Council has with Halton Borough Council will allow discussion around potential mitigation measures to be had. The most notable increase in traffic on Warrington's road network following the introduction of the tolls is during the evening and overnight, where some significant percentage increases have been measured.

However, as the traffic levels are very low during this period, the absolute numbers of additional vehicles is correspondingly low and does not cause any significant concern. Nevertheless, Warrington will be raising this matter with Halton Borough Council to understand if any measures can be taken to reduce these small increases.

What is being done to reduce the effect of bridge swings?

Bridge swings disrupt local transport movements (including public transport and active travel) and cause traffic congestion which has both economic and environmental costs.

We are committed to continue to reduce the impact of bridge swings on the highway network by working with the Ship Canal operator to reduce the number of peak period swings, and providing advance warning of swings to drivers.

The council has worked closely with Peel Ports over recent years and has made significant progress to improve the management of shipping movements, particularly during peak traffic periods and since the signing of a Memorandum of Understanding (MoU) in May 2014, peak period sailings have fallen year on year and reached an all-time low of 45 openings during 2017 with the total number of sailings also down to 407 which is good news for people travelling on Warrington's highway network.

We monitor the number of bridge swings that occur each year during peak times, pre/post peak, off peak and during the night.

Residents and motorists can follow a dedicated Twitter profile and Facebook page that will offer information on advanced warnings of bridge swings. Currently there are over 3,000 followers and people just need a Facebook or Twitter profile to be able to follow these live feeds. A mobile App is also now available to download which builds upon the

already successful deployment of early warning alerts for motorists via Twitter and Facebook. The App can alert drivers of expected bridge swings on all three swing bridges and provides up to 30 minutes advanced notice of a bridge swing and can be downloaded from <http://www.swingbridgealerts.com/>. Residents can also register for email alerts on the council website.

The council continues to work with Peel Ports regarding improvements to help traffic movement in Warrington by warning our road users as early as possible about a bridge swing in order to enable all road users to better plan their journeys and to ease traffic pressures when bridges are swung

Next Steps

What happens with the Local Transport Plan after this consultation?

We will review all of the comments and feedback that we receive during the consultation period, and this will be used to update or amend the content of the Local Transport Plan. The Local Transport Plan will then be put before Warrington Borough Council for formal adoption. This will potentially be in late 2019. After adoption the LTP will become Council policy.