

Trans Pennine Trail



Warrington Local Plan

Consultation closes 17th June 2019

Prepared by:

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<i>i. Version Control</i>	Prepared By	Reviewed By	Approved By	Date
1.0	Mandy Loach	TPT Consultees	G Ivey	21/05/2019

<i>ii. Consultees</i>	Position/Capacity
TPT Executive	Mersey Chair
Friends Board	Mersey Representative
TPT Contact Officers	Warrington Borough Council
Volunteer Group Coordinator	Halton & Warrington
Local Access Forum	Merseyside Representative
Cycle Campaign	Merseyside Representative
Sustrans	Network Development Manager - West

<i>iii. Distribution List</i>	Position/Capacity
TPT Executive	All representatives
Friends Board	All representatives
TPT Contact Officers	Warrington Borough Council
TPT Contact Members	Warrington Borough Council
Sustrans	Network Development Manager – West
Local Access Forum	Merseyside
Volunteer Group Coordinator	Halton & Warrington
Cycle Campaign	Merseyside Representative

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Executive Summary

Warrington is now consulting further on their **Local Plan**. The consultation closes on 17th June 2019.

The consultation can be accessed via the link: <https://www.warrington.gov.uk/localplan>

Responses to: localplan@warrington.gov.uk

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

The national Trans Pennine Trail office was involved in the initial consultation on Warrington's Local Plan in 2017 and welcomes the opportunity to engage further.

The enhancement of the sustainable transport offer within the revised plan is welcomed and improved.

In terms of major schemes impacting the Trans Pennine Trail, Warrington are reminded that an alternative safe alignment for the Trail will need to be provided at the expense of the developer. New route alignments should seek to enhance the visitor experience and quality of the route. The Trans Pennine Trail would also seek to upgrade to bridleway at every opportunity. In such instances, the national Trans Pennine Trail office will need to be involved in discussions / site visits.

The plan refers to various sections of the Trail but does not mention the route between Latchford and the River Bollin which is in need of investment in terms of resurfacing. Its present condition deems the route unusable during bad weather and therefore a deterrent for local users as well as those from further afield. Investment into this major sustainable commuter route should be represented within the Local Plan.

The plan could be enhanced by noting an active decision to remove any unnecessary access barriers and also look to increase the amount of accessible street furniture (eg, benches without arms or middle rest only).

In terms of the TPT we would welcome every opportunity to upgrade sections to bridleway status to not actively discriminate against one particular user group.

In terms of major developments it should be noted that the Trans Pennine Trail has been initially consulted on some schemes but there has been no further engagement in terms of seeking accommodation of the Trail within

the development proposals. It is essential that Warrington continues to liaise with the national Trans Pennine Trail throughout the whole process.

Many sections of the Trans Pennine Trail are also part of the National Cycle Network but the TPT is a separate organisation to Sustrans. Both organisations need to be involved in consultations relating to the Trail.

1. Detailed Comments

Pg	Section	Comment
14	2.1.17	Inclusion of the Trans Pennine Trail is welcomed to highlight Warrington's commitment to sustainable transport routes.
18	2.1.42 To 2.1.52	Warrington's Built and Natural Environment – Despite the note above, sadly the Trans Pennine Trail (TPT) is not included anywhere within this section. This is a missed opportunity to note the importance of the Trans Pennine Trail. In Warrington the TPT is also part of the National Cycle Network and the European Long Distance Walking Route E8. This information can be used to also show that a local route also has national and international significance.
23		Vision – Warrington 2037 - 7 – Green network – this note could be strengthened with the inclusion of providing fully accessible routes for all abilities.
25	3.1.11	Provision of routes for horse riders should also be included to enhance the lack of regional connectivity. In terms of the Trans Pennine Trail, there is very little available for equestrians in Warrington.
26	3.1.12	The Trans Pennine Trail would welcome the opportunity to consult on the draft Local Transport Plan when available. Again, emphasis should be given to providing fully accessible walking and cycling routes.
27	W5	Designs should be fully accessible. This is the chance for Warrington to provide high standard accessible design specifications.
29		The alignment of the TPT / NCN should also be included on the map as part of Warrington's green infrastructure.
30	3.3.8	The Trans Pennine Trail would welcome the opportunity to be involved in the consultation regarding the proposed housing development areas on / near the TPT, in terms of the sustainable transport offer.
30	3.3.10	Segregated pedestrian and cycle routes must be fully accessible for all. Warrington should include the term 'accessible' to highlight their commitment to providing fully accessible routes.
30	3.3.11	It is understood that the final alignment for Western Link has been announced but unfortunately this information has not been supplied to the Trans Pennine Trail national office, despite responding to all consultations to highlight the impact on the route. It is essential that the Trans Pennine Trail national office is included in further discussions on this proposal.
32	3.3.21	Port Warrington – The Trans Pennine Trail would welcome inclusion in future consultation.

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32	3.3.23	Fiddlers Ferry is along the alignment of the Trans Pennine Trail and would therefore welcome inclusion in future consultations.
33	3.3.28	Western Link – The Trans Pennine Trail needs to be approached regarding re-alignment of the current route of the TPT.
38	4	New Homes – for new developments on / adjacent to the Trans Pennine Trail it is important to ensure the TPT are included in all consultations.
54	DEV4	The Trans Pennine Trail welcomes the opportunity to be involved in developments of sites on / near the Trans Pennine Trail.
60	4.2.24	The alignment of the TPT needs to be considered if / when de-commissioning and also the water supply to St Helen's Canal.
68	GB1	Some of the areas listed for removal from the Green Belt include sections on the Trans Pennine Trail. This should diminish the importance of the route but seek to enhance its connectivity as part of potential new developments.
81	INF1	The needs of equestrians need to be noted at some point to ensure they are not being actively discriminated against. Cycle parking should include facilities for disabled parking, re-charging points for e-bikes and seek opportunities to provide re-charging points for wheelchairs / scooters, benches that provide opportunities for those in wheelchairs to disembark and sit next to their friends / family. Green infrastructure should be fully accessible for users of all abilities.
87	INF2	The Trans Pennine Trail should be included in consultations regarding new major transport schemes impacting on the TPT. The maps provided in this section are very poor quality.
114	DC£	E – Trans Pennine Trail is spelt incorrectly.
116	8.3.8	Trans Pennine Trail is again spelt incorrectly and is also part of the European Walking Route E8 as well as the National Cycle Network.
118	8.3.13	No reference to safe, fully accessible walking and cycling routes or bridleways.
118	8.3.14	Should also include reference to bridleways.
124	DCS	This policy could be strengthened by including 'accessible' facilities wherever possible to ensure everyone has equal opportunity of use.

Pg	Section	Comment
173	MD1	Warrington Waterfront – The Trans Pennine Trail should be consulted on the implications of the existing alignment of the TPT and also future potential this development holds in terms of sustainable transport routes and links to the TPT. N The note of open space and recreation requirements is welcomed but long term maintenance of such facilities should be built into the proposal to avoid further drain on Warrington’s budgets.
178	42d	Is there a reason why a direct cycle link cannot also be provided between Moore Lane and the proposed Country Park – the note only refers to pedestrian link.
178	44	Note of the TPT is welcomed.
187	MD2	The Trans Pennine Trail requests inclusion during the consultation process for developments as part of the Warrington Garden Suburb. Warrington should also note the increase footfall that will utilise the TPT as part of these developments. Warrington should work with developers re future maintenance of the Trail and any diversions needed during works. Accessible sustainable transport routes that also interconnect with the TPT should be provided as part of the intended future developments. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.
198	MD3	The Trans Pennine Trail requests inclusion during the consultation process for developments as part of the South West Urban Extension. Warrington should also note the increase footfall that will utilise the TPT as part of these developments. Warrington should work with developers re future maintenance of the Trail and any diversions needed during works. Accessible sustainable transport routes that also interconnect with the TPT should be provided as part of the intended future developments. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.
201	37	The Bridgewater canal network provides wonderful opportunities for circular routes to be provided interlinking with the Trans Pennine Trail both in Warrington and to link with our partners in Trafford. The Trans Pennine Trail would support enhancing the sustainable travel option of the Bridgewater Canal.

Pg	Section	Comment
206	MD4	<p>Although the development at Peel Hall will not impact the TPT the note of walking and cycling infrastructure is welcomed.</p> <p>The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.</p>
214	OS1	<p>Although the development at Burtonwood will not impact the TPT the note of walking and cycling infrastructure is welcomed.</p> <p>The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.</p>
218	OS2	<p>Although the development at Croft will not impact the TPT the note of walking and cycling infrastructure is welcomed. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.</p>
222	OS3	<p>Although the development at Culcheth will not impact the TPT the note of walking and cycling infrastructure is welcomed. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.</p>
226	OS4	<p>Although the development at Hollins Green will not impact the TPT the note of walking and cycling infrastructure is welcomed. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.</p>
230	OS5	<p>The Trans Pennine Trail requests inclusion during the consultation process for developments as part of the Lymm (Massey Brook Lane) development. This policy should note the close proximity of the current TPT. Warrington should also note the increase footfall that will utilise the TPT as part of these developments. Warrington should work with developers re future maintenance of the Trail and any diversions needed during works.</p> <p>Accessible sustainable transport routes that also interconnect with the TPT should be provided as part of the intended future developments. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.</p>

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234	OS6	The Trans Pennine Trail requests inclusion during the consultation process for developments as part of the Lymm (Pool Lane) development. This policy should note the close proximity of the current TPT. Warrington should also note the increase footfall that will utilise the TPT as part of these developments. Warrington should work with developers re future maintenance of the Trail and any diversions needed during works. Accessible sustainable transport routes that also interconnect with the TPT should be provided as part of the intended future developments. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.
239	OS7	The Trans Pennine Trail requests inclusion during the consultation process for developments as part of the Lymm (Rushgreen Road) development. This policy should note the close proximity of the current TPT. Warrington should also note the increase footfall that will utilise the TPT as part of these developments. Warrington should work with developers re future maintenance of the Trail and any diversions needed during works. Accessible sustainable transport routes that also interconnect with the TPT should be provided as part of the intended future developments. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.
243	OS8	The Trans Pennine Trail requests inclusion during the consultation process for developments as part of the Lymm (Warrington Road) development. This policy should note the close proximity of the current TPT. Warrington should also note the increase footfall that will utilise the TPT as part of these developments. Warrington should work with developers re future maintenance of the Trail and any diversions needed during works. Accessible sustainable transport routes that also interconnect with the TPT should be provided as part of the intended future developments. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.
248	OS9	The development at Winwik will not impact the TPT but the note of walking and cycling infrastructure is welcomed. The TPT would ask that all facilities are fully accessible and include the needs of cycle storage / charging points and wheelchair / scooter charging stations.

Pg	Section	Comment
253		Part of the monitoring exercise should be to include counter devices for walking and cycling infrastructure. The usability of the existing and new schemes data will be useful to monitor usage and trends.