



WARRINGTON
Borough Council

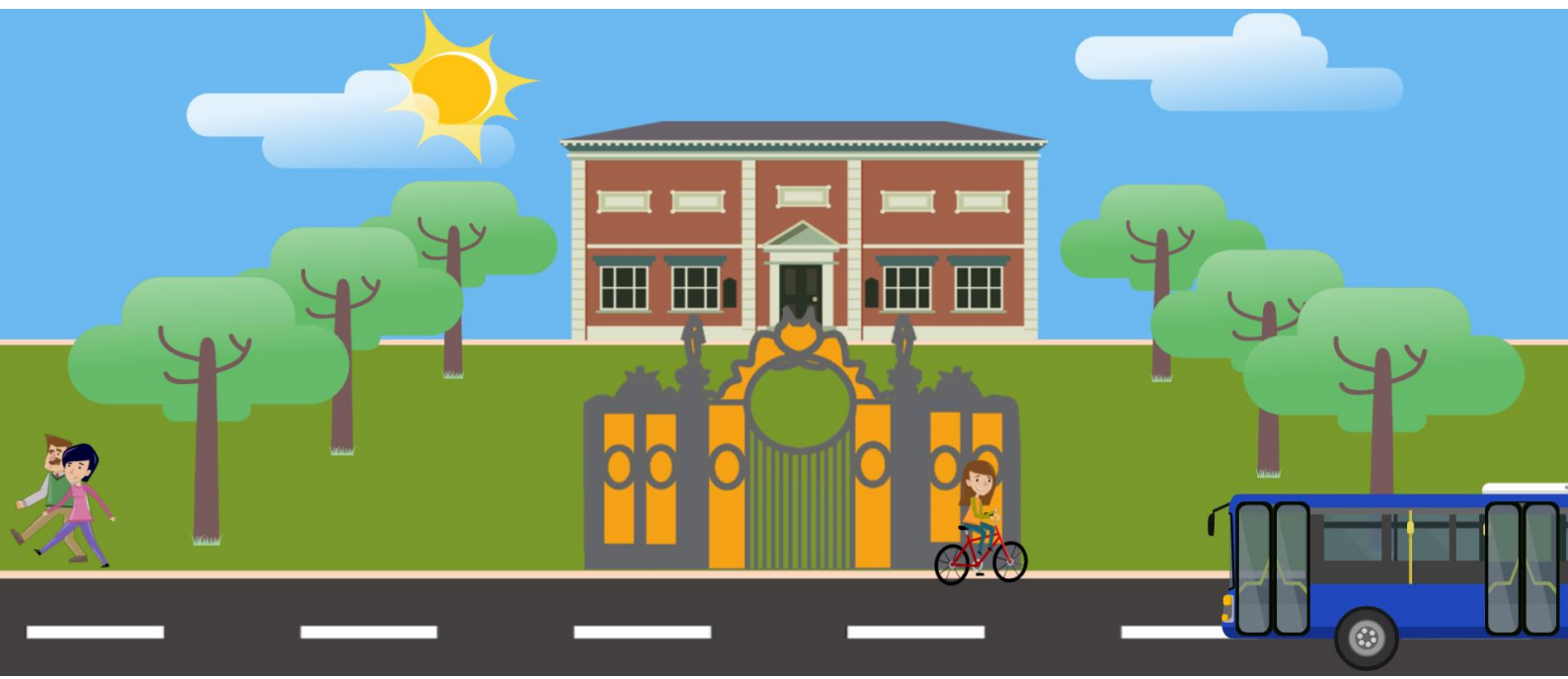
December 2019

WARRINGTON

FOURTH LOCAL

TRANSPORT PLAN

EXECUTIVE SUMMARY



Foreword

I am delighted to present Warrington's fourth Local Transport Plan.

This is a Local Transport Plan that will support the continued economic success of Warrington, the people who live here, and the companies that choose to do business here.

One of the challenges that we have faced in the development of the Plan has been tackling the impact of local air pollution that is caused by emissions from road vehicles. This has a detrimental impact on people's health in Warrington, particularly in locations close to the major roads in and around the town centre. Congestion in these locations contributes to high levels of nitrous oxides that exceed national standards.

Another challenge that we are aiming to tackle is reducing emissions from our transport network of the Greenhouse Gases that contribute to global climate change.

We have therefore set out a vision in this Plan that will transform the way that we all travel around Warrington. This will reduce the problems that high car dependency and congestion can cause by making walking, cycling, and public transport more attractive options for all of the journeys that we make. It will encourage us to lead healthier lifestyles and support the creation of a more pleasant place for us all to live and work in.

The proposals for significantly increasing the use of sustainable travel modes are supported by a programme of major transport infrastructure improvements. This includes the Western Link, a new high level bridge across the Manchester Ship Canal that has been granted Programme Entry status by the Department for Transport. This will substantially reduce Greenhouse Gas emissions in the town centre and provide the opportunity to transform provision for sustainable transport modes on existing routes into the centre.

Councillor Hans Mundry
Executive Board Member
Highways, Transportation and Public Realm



1 What is a Local Transport Plan?

Transport is an essential part of our lives as it connects us with jobs, education, healthcare, shopping and leisure. It is a key component of the economy as it links businesses with their workers, customers and clients, whilst providing for delivery of goods.

Transport shapes our neighbourhoods and influences our lifestyles. Our choice of transport impacts on us as individuals and on our wider environment.

The Local Transport Plan helps us to address current and future local transport issues by providing a framework for decisions on future investment, it:

- sets objectives for transport to support our wider goals and ambitions;
- establishes policies to help us achieve these objectives; and
- contains plans for implementing these policies.

The main LTP4 document is split into two parts:

<p>Part A: Defining Our Vision</p>	<p>What is a Local Transport Plan?</p> <p>Policy Context</p> <p>Warrington’s Transport Challenges</p> <p>Public and Stakeholder Consultation</p> <p>Our Transport Vision</p> <p>Delivering the Vision</p> <p>Policies to Deliver Our Vision</p>	<p>What does the Local Transport Plan do?</p> <p>Wider Policies that shape LTP4</p> <p>Challenges to be addressed through LTP4</p> <p>Capturing the views of public and stakeholders in Warrington</p> <p>Our Vision Statement and Strategic Priorities</p> <p>Our approach to delivering change</p> <p>The strategy to deliver our vision</p>
<p>Part B: Setting Out Our Policies</p>	<p>Active Travel</p> <p>Smarter Travel Choices</p> <p>Passenger Transport</p> <p>Safer Travel</p> <p>Cleaner Fuels</p> <p>Asset Management</p> <p>Network Management</p> <p>Freight Management</p>	<p>How we will increase Walking and Cycling in Warrington</p> <p>Helping people choose how they travel</p> <p>How we will Improve bus, rail, and taxi journeys</p> <p>Making travelling through Warrington safer</p> <p>How we can support the increased use of greener fuels</p> <p>Maintaining the condition of our highway</p> <p>How we will keep traffic moving on our network</p> <p>How we will support and manage freight</p>

2 Policy Context

It is important that the development of the Local Transport Plan is done so with reference to the policies and strategies of internal and external partners and other bodies who have an interest in improving or managing the transport network.



3 Warrington's Transport Challenges

Warrington's continued success as a place to both live and work is dependent on a transport network that is safe, convenient, and reliable for users of all transport modes. The role of LTP4 is therefore to address the current problems with our network and create a transport network that supports housing and economic growth in Warrington.

The key challenges that need addressing through LTP4 are:

- Addressing car dependency and congestion
- Growing bus patronage
- Continuing the upward trend in rail usage
- Improving the walking and cycling offer
- Improving air quality and reducing transport noise
- Addressing transport inequalities
- Making Warrington a more disabled friendly place
- Supporting growth
- Reflecting public and stakeholder views

Without a transformational change to the way that we travel we risk Warrington becoming a less desirable place for people to live and invest in. The potential consequences of taking a 'business as usual' approach to transport planning are summarised below.

Consequences for People



Warrington becomes further dominated by private car travel

Our transport system increases social exclusion by cutting people off from services

Public transport services become less viable and the network shrinks

Warrington increasingly acts as a commuter town for Manchester and Liverpool

Obesity rates increase through lack of active travel choices

Health impacts of poor air quality

Consequences for Business



The town becomes an unattractive investment prospect

Warrington becomes a less attractive place to work and visit when compared to neighbouring areas and local authorities.

The retail offer in the town centre reduces

Warrington becomes an undesirable place to visit

Workplaces become increasingly inaccessible due to growing transport problems

Consequences for the Environment



Air quality worsens

Worsening of the natural and built-up environment

Increases in noise from the highways network

Increasing CO₂ emissions from transport

Increasing vulnerability to extreme weather events

4 Our Transport Vision

Priorities	
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Vision	<p><i>Warrington will be a thriving, attractive, accessible, and well-connected place with popular, high-quality walking, cycling, and public transport networks supporting our carbon-neutral future</i></p>
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<p>Objectives</p> <p>Through LTP4 we will:</p>	<ul style="list-style-type: none"> • Provide people with a choice about how they travel for each journey • Encourage a culture change that reduces the need for people to travel by car • Improve access to the town centre for all sustainable modes • Develop a resilient and efficient transport network that supports the town's growth • Reduce traffic congestion • Reduce both exhaust and non-exhaust emissions from transport • Maintain and improve all transport infrastructure • Encourage healthier lifestyles by increasing day-to-day activity • Improve safety for all highway users • Make Warrington a more disabled friendly place
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<p>Policies and Actions</p> <p>(Part B)</p>

<p>Appendices</p> <p>(Part C)</p>

4.1 A Thriving and Attractive Place



The Vision that we have set out in LTP4 is intended to not only transform how we travel around Warrington, but how the borough operates as a place.

A less car dependent culture will lead to a town centre that is less car-dominated. There will be new opportunities to travel in different, healthier ways around the borough.

Services, leisure and employment opportunities will be more accessible to everyone and Warrington will be a place that we can all enjoy spending time in.

The effect of this transformation will be felt differently in different parts of the borough.

Inner Warrington will be an attractive place to live and work that is easily accessed by all transport modes. There will be a mass transit interchange and High Speed Rail services will be accessed from a hub at Bank Quay.



Public realm improvements, improved air quality and less traffic will contribute to a more pleasant town centre environment.

Neighbourhoods in Suburban Warrington will become even more attractive places to live than they are currently. Residents will benefit from improved air quality, less traffic and improved access to the town centre.



They will be able to move around more easily using a frequent, convenient, reliable public transport network and attractive walking and cycling routes.



New housing developments in Warrington will be attractive places to live. They will have convenient access to the town centre and other key destinations using high quality public transport and there will be good, attractive walking and cycling facilities.



Settlements in rural Warrington will continue to be very attractive places to live, with improved connections to urban Warrington and access to the motorway network.

The thriving large employment areas outside of the town centre are a key component of Warrington's success story and this will continue into the future. These will be well-connected, attractive places to work and do business.



They will be accessible from the rail network and served by a high quality public transport offer, and will be easily and safely reached by people walking and cycling to work.



Across the borough, the improvements to both our passenger transport services and walking and cycling networks will be supported by measures that support a reduction in car dependency.

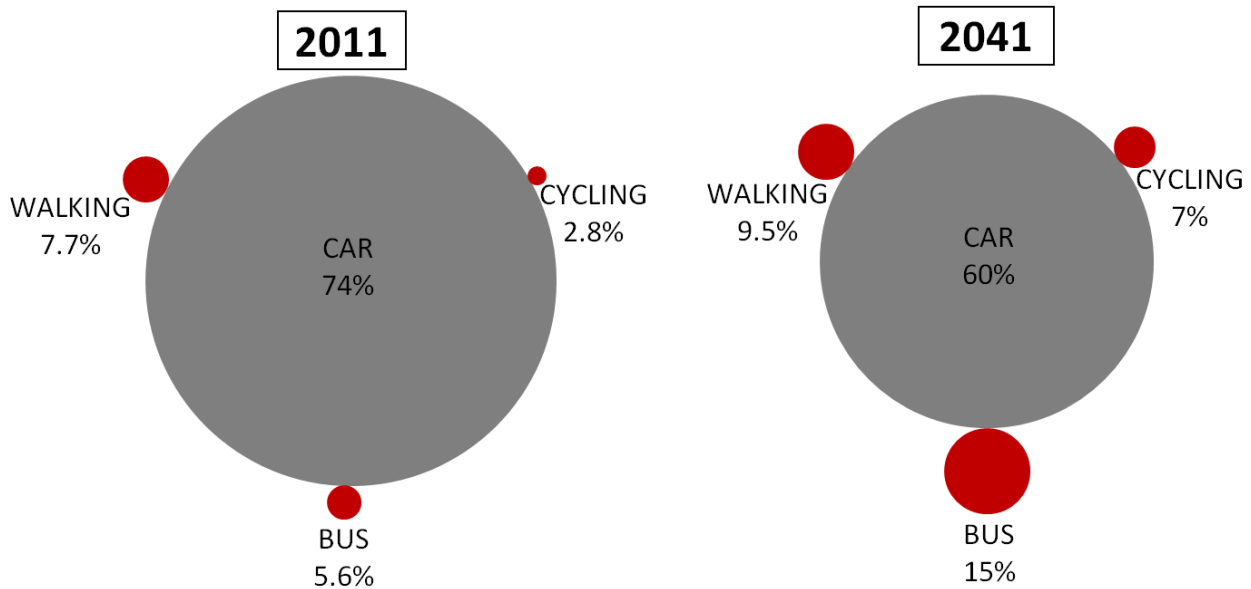
4.2 Changing How We Travel

The way we travel around Warrington has a huge impact on the character of our town and the way that we feel about the place that we live. Through LTP4 we want to create a Warrington that is not dominated by car movements, and where streets provide a space for people that is pleasant to be in.

Warrington should be a place where significantly more people choose to walk, cycle, and use public transport, allowing them to live healthier lifestyles. This requires a transformational change in the transport offer that is currently available to residents.

Our aspiration is to reduce Journey to Work mode share for drivers of cars/vans from 74% in 2011 to 60% by the first Census (2041) that will take place after the end of LTP/Local Plan period in 2037.

To have a transformative effect on the town we need to facilitate significant increases in cycling (approximate 2.5 times increase in the proportion of cycling), bus or local public transport (nearly 3 times the proportion for bus use), and increases in walking.



5 Delivering the Vision

Our aim to increase the usage of sustainable modes of travel is ambitious and needs to be supported by an equally ambitious vision for transforming our transport network.

Our approach to delivering this change falls within four themes:

- Creating an attractive, high standard, user-friendly environment for walking and cycling trips
- Transforming public transport by ensuring that there are attractive, frequent services that connect the places that people live to large attractors
- Managing demand for private car use
- Creating sufficient transport capacity on our network through major and priority infrastructure projects

5.1 Increasing Walking and Cycling

Warrington's compact size and fairly flat terrain offers a great opportunity for local journeys to be made by walking and cycling. A comprehensive, high quality and well used walking and cycling network will create a more pleasant local environment, facilitate healthier lifestyles for our residents and support the ambitious regeneration aspirations of the borough.

To create a walking and cycling environment that is attractive to as many users as possible we should be creating streets that are:

- Welcoming to everyone in Warrington, from all parts of our community
- Kept clean, tidy and well-maintained
- Safer, so people do not feel threatened or worried about road danger
- Easy to cross, particularly on direct routes to large trip attractors
- Accessible for people who need resting places along their journey
- Interesting and stimulating to travel along, with attractive views, planting, and public art
- Safe for visually impaired and blind users with minimal trip hazards



We are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) in line with government guidance. The LCWIP sets out how we will develop a walking and cycling environment that is attractive to as many users as possible. It will help us to:

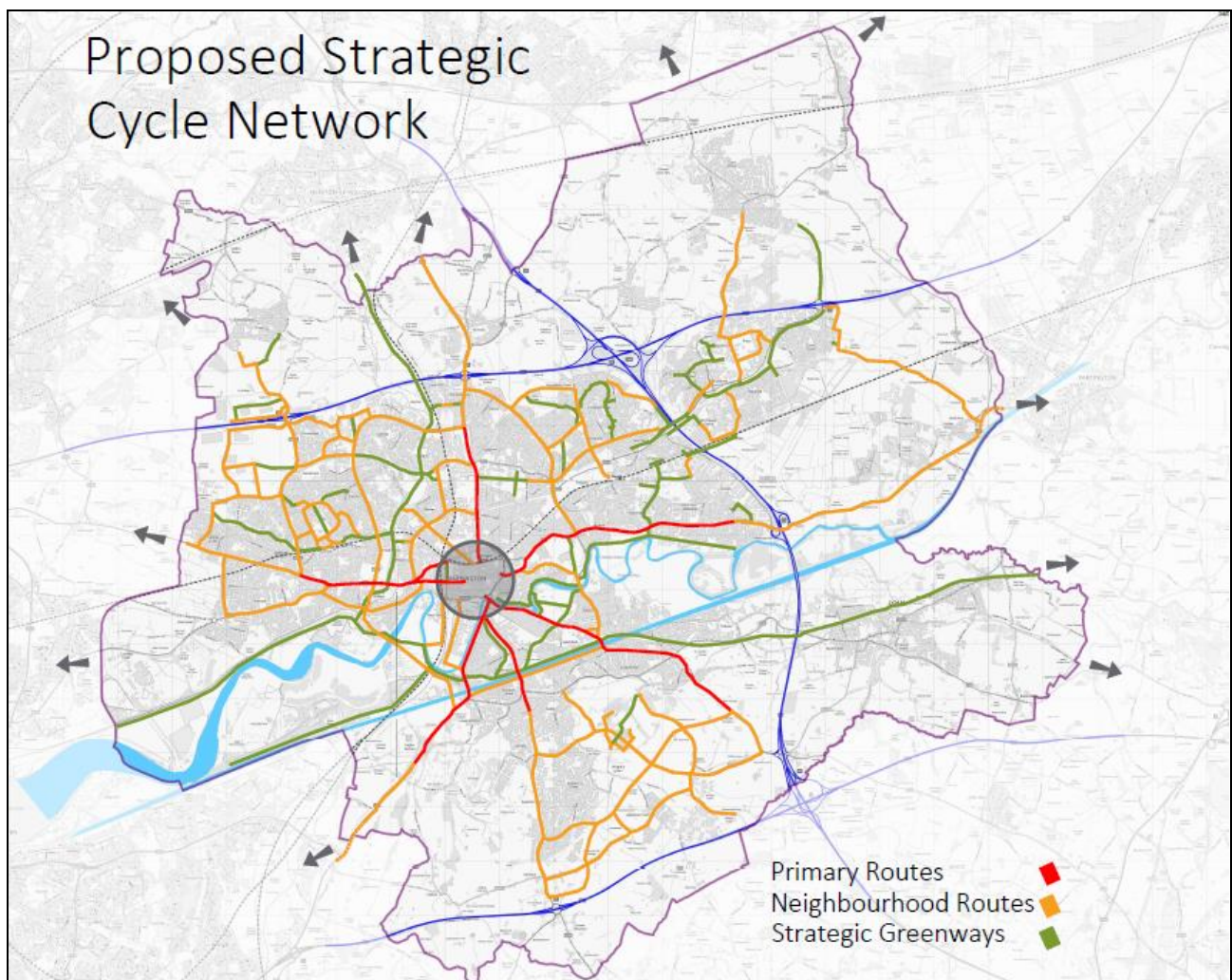
- Serve the highest level of current active travel users
- Increase the number of walkable and cyclable trips
- Provide for growth

The LCWIP sets out an aspirational core network of walking and cycling routes that is shown below.

The LCWIP will continue to be a live document and the network plan will change as the plan develops.

The proposed network is made up of:

- **Primary routes** - high quality integrated corridors that radiate out from the town centre hub that use, or follow, the main arterial transport routes
- **Neighbourhood routes** - continuous routes segregated from traffic
- **Greenways** - well maintained traffic free routes through open spaces and parks



5.2 A Mass Transit Network

We have set an ambitious target to increase the mode share for bus and mass transit use for the journey to work to 15%. To achieve this we need to transform the public transport offer in Warrington, so we commissioned a study to look at options for doing this. The study considers two possible modes for a mass transit solution for Warrington: 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.

An indicative mass transit network for Warrington is shown on the following page. The proposed network includes:

- Three cross-town centre routes
 - Lingley Mere/Omega to the proposed Garden Suburb South East Urban Extension
 - Daresbury to Winwick
 - Birchwood to Fiddler's Ferry
- Two orbital routes
 - Birchwood to the proposed Garden Suburb South East Urban Extension
 - Lingley Mere/Omega to Birchwood



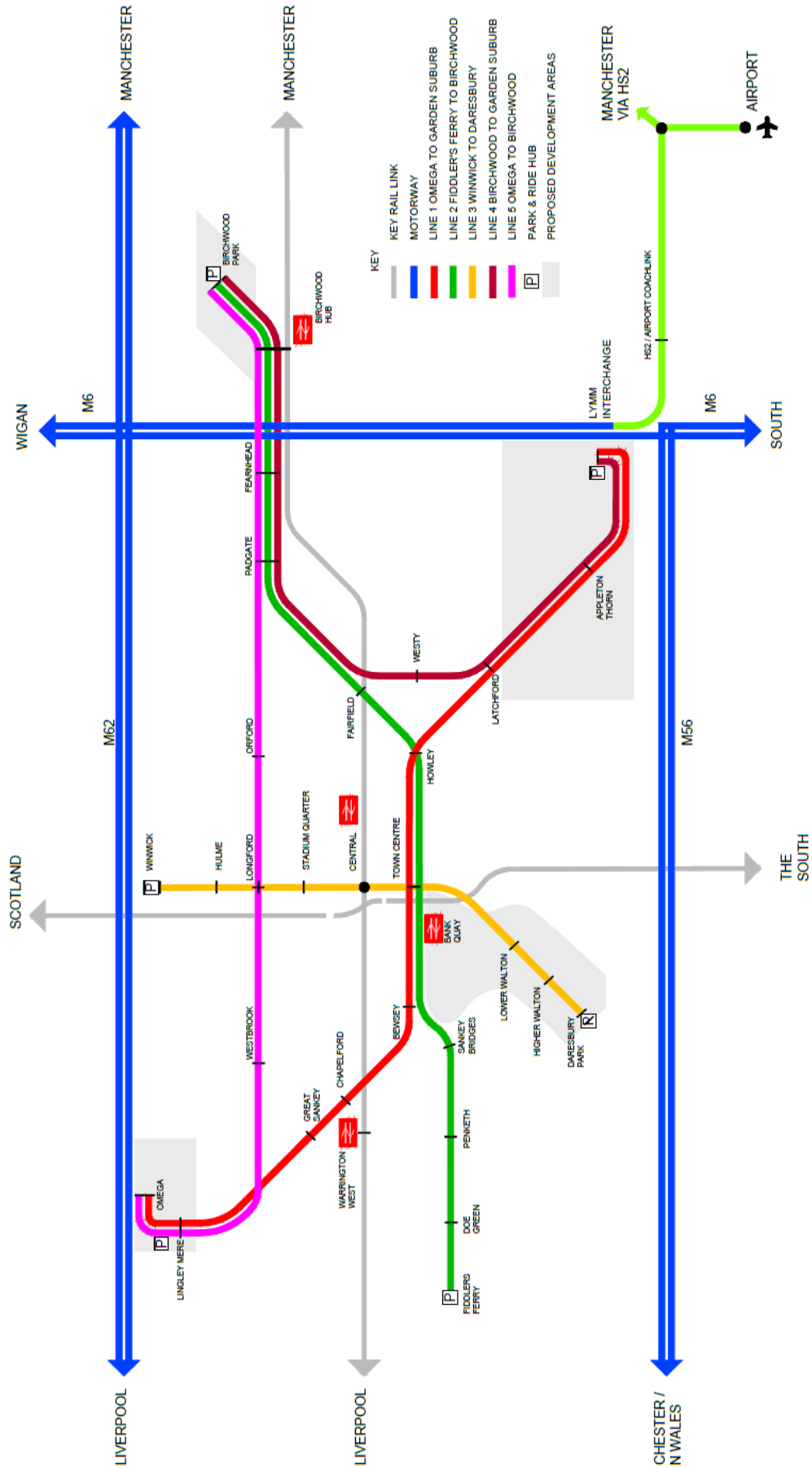
The core of the proposed network would be a town centre routing system that provides linkage to the key hubs of Warrington Central, Bank Quay and Bus Interchange. The network would integrate with the potential future HS2 and NPR networks at Bank Quay and with the enhanced CLC system at Warrington Central.

The routes are intended to:

- Deal with existing corridors with high demands for travel
- Support the growth of the town centre
- Connect key employment areas to new and existing residential areas

A large amount of optioneering, feasibility, and design work is required before we are able to confirm routes or identify corridors that the services may run on. The council proposes to carry out this work in the first 5 years of LTP4.





Indicative Mass Transit Network for Warrington

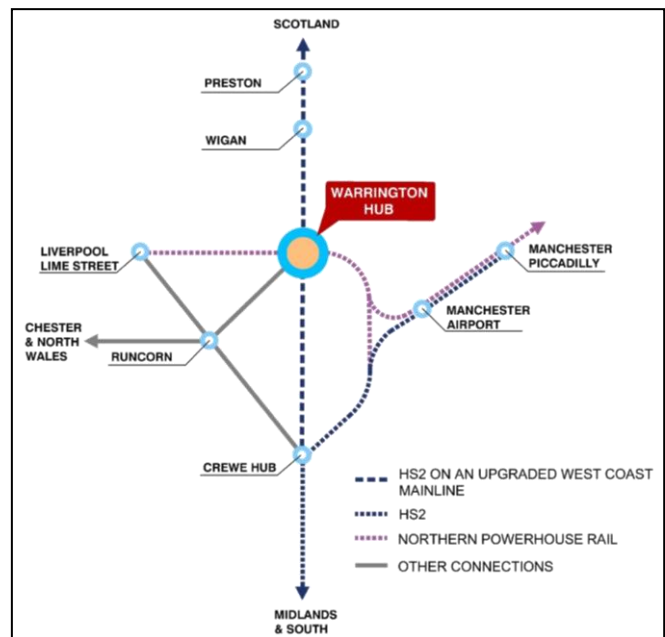
5.3 High Speed Rail and Northern Powerhouse Rail

HS2 and Northern Powerhouse Rail provide a unique opportunity to enhance the area surrounding Bank Quay. With an enhanced high speed hub at the heart of the town, Warrington can provide a crucial point where 'North South meets East West' and high speed rail services will meet an expanded offer in Central Warrington

HS2 services will stop at Warrington from 2026. These will operate on dedicated infrastructure between London and Birmingham (Crewe from 2027) before using the existing West Coast Main Line.

Northern Powerhouse Rail represents a significant aspiration to enhance intra-regional connectivity across the North of England.

Our view is that the Northern Powerhouse Rail infrastructure should serve Central Warrington. This would provide a unique opportunity as the only location where the



West Coast Main Line and potentially HS2 to Scotland can meet Northern Powerhouse Rail at a thriving economic centre with considerable potential to grow further.

We are proposing to Government that Warrington forms a fundamental part of both HS2 and Northern Powerhouse Rail networks

5.4 Better Services on CLC Rail Line



The CLC Line links Liverpool and Manchester through the centre of Warrington, serving Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, and Glazebrook.

With the newly electrified Chat Moss route, which skirts the borough to the north now providing the quickest end to end journey time between Liverpool and Manchester, there is an opportunity to review services in the CLC.

We have been working in partnership with Transport for Greater Manchester and Merseytravel to identify options for enhanced service patterns on the line.

Some minor rail infrastructure at Birchwood station and to the west of Sankey for Penketh station could deliver the following benefits:

- Retention of 2 semi-fast services per hour along the corridor – providing quick journey times to Manchester, Liverpool, both airports and the East Midlands/South Yorkshire.
- Potential future option to connect the Liverpool-Birchwood service to the MerseyRail network at Liverpool South Parkway
- Establishment of a ‘Warrington Metro’ with frequent services on the core section of route between Warrington West and Birchwood
- Potential Tram-train services to Manchester

5.5 Managing Demand for Private Car Travel

Improving walking and cycling infrastructure and creating a new passenger transport offer will provide high quality, attractive alternatives to the use of private cars for journeys in Warrington. However, a transformation in the way that we travel around Warrington is likely to need to be supported by measures to manage and reduce private car use. This is known as Demand Management.

There are two important outcomes that such measures could deliver in supporting our transformational transport vision:

- Reducing car usage by providing a disincentive to people to use their car
- Providing an income source that will support the delivery of sustainable transport improvements.

A Workplace Parking Levy is a charge on employers who provide workplace parking for their employees. All businesses that provide more than a given number of free employee-only parking spaces are charged an annual ‘per-space’ fee. Employers are encouraged to manage and potentially reduce the level of free workplace parking spaces that they provide. The levy charged per space creates a revenue stream which must be reinvested in sustainable transport improvement projects.

The underlying aim of Workplace Parking Levy 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 to work.

After the adoption of LTP4 we will investigate the potential of a Workplace Parking Levy in Warrington as a way of managing demand for private car use, and as a way of funding sustainable transport improvements.

A significant amount of work is required before a Workplace Parking Levy could 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.

5.6 Priority Transport Infrastructure

In order to maintain and improve Warrington's networks for all modes and to incentivise the increased use of sustainable travel, a range of physical improvements will be required over the course of the plan.

Minor Improvements are typically schemes under the value of around £2m. As a package they can help to transform the transport network in Warrington.

Major Improvements will have a transformational effect in themselves, such

as giving a step change in sustainable transport provision, addressing a major congestion problem on existing networks or unlocking a development site.

Using the Warrington Multi-modal Transport Model we have been looking at the future programme of major schemes. Two major highway schemes represent the minimum new infrastructure required to commence the delivery of the housing and economic growth that is proposed in the Local Plan:

Scheme Name	Description	Status
Warrington Western Link	Major infrastructure improvements including new high-level bridge across the Manchester Ship Canal and link road.	Granted 'Programme Entry Status' by DfT
Warrington South Strategic Infrastructure Phase 1 (Garden Suburb Strategic Link)	Major highway and public transport infrastructure to support development in south Warrington.	Development Concept

In addition, a further set of major transformational schemes have been identified that will ensure that the growth of the borough proceeds in a sustainable way and will also help us to achieve our vision for transport in Warrington. These projects will be subject to further study work during the first 5 years of the Local Transport Plan.

Scheme Name	Description	Status
Local Cycling & Walking Infrastructure Plan	Major strategic corridors and completion of neighbourhood and greenway networks	Concept stage. Design work required
Mass Transit Network for Warrington	Network of mass transit corridors.	Indicative concept
The 'Last Mile' project / Town Centre Vision Access Package	Package of improvements to transform access to and around the town centre, enhancing sustainable travel options and supporting future growth.	Design work required. Study work being supported by LEP

Within the first 5 years of LTP4, we will also undertake study work to understand what further schemes may be required in the future to support the delivery of our transport vision:

- Warrington Bank Quay Gateway
- Stadium Quarter Highway Improvements
- High Level Cantilever Bridge Crossing
- Additional transport connectivity across the Manchester Ship Canal.
- Warrington North Pinchpoints and A49
- Bridgefoot and Brian Bevan Island
- Southern Gateway Development Access Framework

6 The Policies to Deliver Our Vision

Agreeing a new vision is the first step in a long process of improving our transport systems in Warrington. Alongside this vision we need an implementation strategy to develop this vision further and deliver the outcomes we are hoping to achieve, both in terms of the physical environment and the culture of travelling in Warrington.

To this end we have developed a series of policies and actions grouped into themed areas of work that supports a transformation of Warrington's transport system.

Each chapter will:

- Identify the key issues and challenges for the relevant theme
- Set out our aspirations for the relevant theme in LTP4
- Define the policies that will address the challenges and support delivery of the aspirations
- Identify a series of interventions and broad timescales for delivery

7 Active Travel

Active Travel focuses on providing for walking and cycling as everyday modes of travel. There are two key complementary elements to increasing walking and cycling rates:

- Ensuring that high quality infrastructure is in place to enable walking and cycling
- Promotion of the benefits of active travel modes and encouraging their take up.



To ensure that we are taking the right approach to identifying and delivering the improvements that are necessary on our Active Travel network we are developing a Local Cycling and Walking Infrastructure Plan (LCWIP). The key outputs of the LCWIP will be:

- A network plan for walking and cycling which identifies preferred routes and core zones
- A prioritised programme of infrastructure improvements for future investment.

The guiding principles for identifying the LCWIP network are convenience and safety. The LCWIP will help us achieve three key objectives for the proposed network:

Serves the highest levels of current walking and cycling trips

Enables the highest levels of 'walkable' and 'cyclable' trips to be realised

Provides for areas expecting the highest growth in population and employment

It is vital that the active travel network that we are developing in Warrington is accessible to as many Warrington residents as possible who wish to use it. This includes those residents with mobility impairments and

disabilities. An accessible active travel network prevents social isolation, promotes active lifestyles, and reduces the need for car use.



8 Smarter Travel Choices

Smarter Travel Choices describes a range of approaches designed to help people to become less car dependent. The ambition is to reduce the number of car trips by providing greater awareness of sustainable travel choices. It has a wide-ranging scope, including:



Travel plans	Business ♦ Residential ♦ School ♦ Area-wide
Information & marketing	Timetables, maps and advice ♦ Journey planners Travel awareness campaigns and events
Alternatives to travel	Advice on home working ♦ Flexible working ♦ Tele- and video- conferencing
Sustainable choices	Advice on car sharing schemes ♦ Car clubs ♦ Low carbon travel
Training & enabling	Bikeability cycle training ♦ Cycle route advice
Active travel: cycling & walking	Bike hire schemes ♦ Walking and cycling groups
Smart & integrated ticketing	Promotion of smart cards for passenger transport Rail/bus and rail/bike tickets

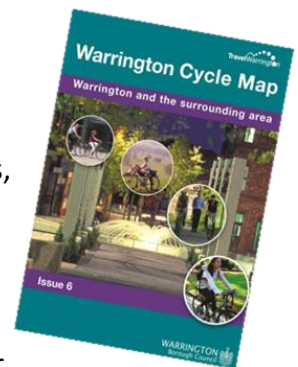
The emergence of town centre living together with lack of space for associated car parking cultivates the ambition to create a car-lite environment. To support this we will develop and deliver a bespoke Travel Plan for the town centre, enhancing the bus and rail offer and introducing new schemes such as a car club and bike sharing to enable car free and car-lite living.



Our Sustainable Modes of Travel to School Strategy encourages the use of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.

The provision of Bikeability child cycle training has been a major success. Between 2007 and 2018 almost 22,000 pupils have been trained in Warrington. Training in advance of the transition to high school is crucial to embedding a cycling culture.

A programme of adult cycle training and rides, to raise competence and confidence, will be required to support the increase in cycling set out in our vision for transport.



9 Passenger Transport

Passenger Transport covers all forms of motorised passenger transport services available for use by the general public. Public transport currently available in Warrington includes express coach, local bus rail, and taxi/private hire vehicles. Future modes could include light rapid transit services such as tram/light rail or express/guided bus.

9.1 Bus

Bus services in Warrington need to meet people's needs, including

- **Route** - taking passengers from where they are to where they want to go
- **Frequency** - regular, frequent services
- **Journey Time** - shorter journey times with limited interchange
- **Passenger Experience** - easier and more comfortable for passengers
- **Cost** - affordable fares that allow buses to compete with car travel



9.2 Integrating Modes

Many journeys require more than one mode of transport. If we are to encourage people to use sustainable modes for their journeys it is important that the interchange between modes at key locations is as seamless as possible.



9.3 Rail Patronage

The upward trend in rail patronage in Warrington is encouraging and we will work with partners in the rail industry, including Train Operating Companies, Rail North, and Network Rail, to further increase patronage through improvements to the rail services in the borough. This includes seeking additional calls at stations in Warrington.



9.4 Other Passenger Transport

We will work with all transport providers, including taxi, private hire, Community Transport and coach operators to encourage the use of low emission, accessible vehicles on services that complement the wider offer.

10 Safer Travel

Warrington has seen significant improvements in road safety over the last 10 years with a 36% reduction in collision occurrence resulting in a 43% reduction in casualties. Our aim is to prevent all deaths on Warrington's roads and to significantly reduce the frequency and severity of collision and casualties.

Improving safety through road engineering forms a significant part of the success we have achieved so far in reducing casualties. These measures are generally promoted through the annual Local Safety Schemes Programme which consists of a four pronged approach to identification of priority locations to be targeted.

- Single Site Programme** – a priority list of sites (cluster sites) for intervention based on collision data and trends for different casualty groups.
 - Area-Wide Schemes** – Warrington is divided into areas and requests for road safety improvements prioritised against a number of criteria (including collisions per head of population and length of road in area). Priority given to collisions involving vulnerable road users
 - Route Assessments** – carried out for roads adjacent to traffic calming areas to mitigate any transference of collisions onto surrounding network.
- Mass Action** – Applies specific treatment to common collision types. To-date, this has focused on high friction surface dressing on approach to pedestrian crossing facilities

Encouraging safer behaviour is another important measure in reducing casualties. We will continue to develop and implement strategies for continuing the reduction in frequency and severity of road traffic collisions and casualties through behavioural change.

Better discipline through the deterrent of enforcement will also reduce the risk of conflict. We are a member of the Cheshire Road Safety Group which has a role in enforcement, education, training and publicity across Cheshire, Warrington, and Halton.

The risk of collision is not the only potential threat to users of our highways and transport services. The fear of crime, anti-social behaviour, and poor personal safety is a barrier that can discourage people from walking, cycling, and using public transport. We aim to provide a highway network that is free from harm and the threat of crime and anti-social behaviour; with efficient transport links that promote public confidence in sustainable travel choices.



11 Cleaner Fuels



Motorised transport will continue to play a significant role in Warrington's transport system. In order to reduce the resulting environmental effects of continued motorised transport usage we will consider how cleaner fuels can reduce the impact of individual vehicles, both on climate change and local air quality, and what role the Council can play in enabling the use of them.

Alternative fuel sources that are available for use by vehicles on the market today, or close to being market-ready include:

- Electric vehicles
- Natural Gas
 - Compressed Natural Gas
 - Liquefied Natural Gas
 - Biomethane
- Hydrogen

In order to lead by example, we will look at reducing emissions from the fleet of vehicles owned and operated by the Council.

We will commission a study to understand how we can best encourage residents and fleet operators in Warrington to change vehicles powered by cleaner fuels.

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

We will ensure that new housing developments are suitable for residents who choose to own low emission vehicles.



12 Asset Management

Asset Management focuses on our proposals for maintaining the physical transport assets which make up the transport networks for which we have direct responsibility. The local highway network includes roads, footways, cycleways, bridges, street lighting, traffic signals, bus stops, street furniture and signs.

Management of our Highway Asset will focus on achieving the following outcomes:

- A safe network
- A serviceable network
- A sustainable network
- Informed and Satisfied Customers

It is vital that we seek to maximise any funding for maintenance schemes, and that any investment that we make delivers the best possible value for money.

The Highway Asset Management provides the basis for us to adopt sound asset

management principles that enable us to achieve economic prosperity and growth to the wider community by forming critical links with greater efficiency, collaborative working and value for money.

The key to our long term goals and success will be our continued commitment to maintain our ageing highway network.

Timely intervention will prove effective at halting the overall deterioration of the network. With the network condition stabilised the ongoing aim will be to deliver sustainable improvements in asset condition and value.

The future approach is to undertake more preventative maintenance treatments. This will reduce the whole life cost of the carriageways as we will be eliminating lengths requiring more expensive treatments to remain in service.



13 Network Management

Network Management focuses on the management of the highway network and looks at introducing measures to help us make best use of the existing highway resources. This is relevant to all users of the road network, including pedestrians, cyclists, buses, cars, taxis, and road freight. Our approach to Network Management is therefore broad, as we seek to manage the network proactively to improve conditions for all road users. Managing congestion is a combination of managing traffic demand and traffic flows, and making the highway network operate as efficiently as possible.



13.1 Traffic Management

Network management systems such as Urban Traffic Management & Control (UTMC) provide one of the key tools by which we can achieve better network operations. We will continue to develop and implement state of the art technology solutions that will allow us to further improve the management of the transport network.

13.2 Parking

We own and operate a proportion of off-street car parks which are operated for the benefit of the wider community. We will



consider the role of charges and controls in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use and balance the provision of short-stay and long-stay parking in the borough to supports the vitality of retail centres whilst encouraging use of more sustainable travel modes.

13.3 Manchester Ship Canal

Bridge swings disrupt local transport movements (including public transport and active travel) and cause traffic congestion which has both economic and environmental costs. Since the signing of a Memorandum of Understanding with Peel Ports (who own and operate the canal) in May 2014, peak period sailings have fallen year on year. We continue 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.



14 Freight Management

It is essential that Warrington continues to be an attractive place for business investment, including from the freight and logistics sector to support the local economy. The ease at which freight transport can move to, from, through and around the borough is important and it is essential to find a balance between the quality of life for the local communities and economic prosperity.



We aim to ensure that freight is using the most appropriate mode, route and vehicle to travel to, from, and around but not through Warrington Town Centre. Movements that do not add value to the Town Centre in Warrington will be actively discouraged. We will continue to address congestion at key hot spots for freight in Warrington.



We aim to encourage road freight to use other sustainable modes of transport or vehicles that minimise the impact on the local environment. We will work with partners to identify ways of increasing the use of rail freight and we will support the development of intermodal freight facilities in Warrington, including Port Warrington.

Reducing the impact of freight on air quality can be achieved through a number of key areas such as fleet renewal, re-routing, consolidation, modal switch to rail or water,



driver behaviour and the adoption of alternative powered vehicles.

Ensuring that loading areas and rest facilities are appropriate and properly used is important for reducing the impact that road freight has on the local environment. We will ensure that freight operators are well informed about the availability and location of loading bays and we will review local lorry parking facilities and, if required, identify potential locations for additional facilities.



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