

Warrington Central 6 Streets Plan: Orford Smith Drive Area LTN. Public Engagement Report – Autumn 2022

Survey process & feedback

This chapter sets out a summary of key results obtained from the feedback survey conducted in Autumn 2022 to understand public views on the Smith Drive area proposal for an experimental Low Traffic Neighbourhood (LTN) scheme:

- **The survey ran from Thursday 17th November 2022 to Friday 16th December 2022.** On the 17th of November, a letter drop was delivered to residents in the area advertising the survey alongside a press release to local media. The Warrington Borough Council's website was updated, and social media survey advertising posts were issued. The survey was advertised again on the 2nd of December through a reminder on Warrington Borough Council's Facebook page.
- **A total of 1,244 surveys were submitted.** 29% of responses were from residents of the Smith Drive area and 45% from residents nearby. 13% of responses were from frequent visitors to the Smith Drive area, 10% from people frequently passing through and 3% from people occasionally visiting or passing through.
- **356 surveys were submitted from residents within the Smith Drive Area.** This accounts for 31% of the Smith Drive area residents.

Resident population numbers have been derived from the Office for National Statistics (ONS) mid-year population estimates, for 2020. At the time of recording, the Smith Drive Area's adult population was reported to be made up of 1,150 residents.

Survey analysis method

Following the significant public concern raised around the previous Orford scheme through social media and via email/post to us, it was decided not to proceed as originally planned. Instead, we have decided to proceed with a previously consulted traffic calming scheme on Hallfields Road along with a new proposal for a smaller Low Traffic Neighbourhood (LTN) in the Smith Drive Area of Orford.

This report presents the result of the feedback survey for the Smith Drive Area's proposed LTN – held between Thursday 17th November and Friday 16th December 2022. The purpose of the feedback survey was to gain an understanding of

Public consultation details, including links to the interim survey and email contact to request accessible copies of the materials, were publicised through one letter drops conducted in the neighbourhood. The survey was also advertised on the Central 6 Plan website and via Warrington Borough Council (WBC) Social Media channels.



This feedback survey has played a key role in the Central 6 Streets plan consultation process to gauge the level of support for the new proposals, and fully consider public views before deciding whether to proceed with the trial scheme or not.

Methodology

The letter drop advertising the interim survey opening was delivered to all residents and businesses within the study area on the 17th of November 2022 and it included:

- Link to the interim survey and QR code.
- Email contact to request paper, large print, or alternative format copies of the survey.
- The addresses of the locations where the paper copies could be picked-up (Orford Neighbourhood Hub).

A reminder of the survey being open, encouraging the public to submit feedback, was published via the official Warrington Borough Council Facebook page on the 2nd of December (comms materials shown below).

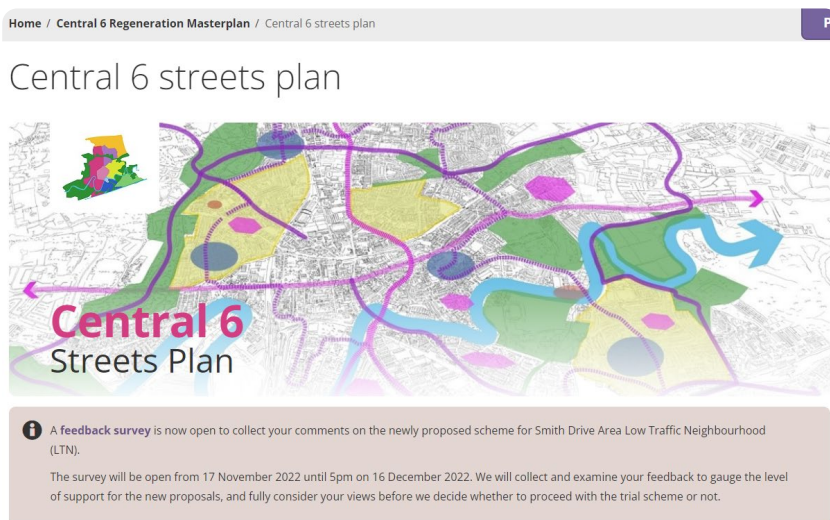



Figure 1 Online Survey Advertisement - Central 6 Website Banner



Figure 2 Online Survey Advertisement - Social Media Add



 **WARRINGTON**
Borough Council
Transport for Warrington
East Anneve, Town Hall
Sankey Street
Warrington
WA1 1UH

IMPORTANT – PLEASE READ.

17th November 2022

Dear Resident or Business Owner,

Central 6 Plan - What is happening with the Low Traffic Neighbourhood?

You are receiving this letter as an update on the Low Traffic Neighbourhood (LTN) proposal in Orford. Following the significant public concern raised around the previous proposed scheme through social media and via email/post to the Council, the Council decided not to proceed with it. However, we now wish to consult upon a new proposal for a smaller low-traffic neighbourhood within the Smith Drive Area, where it is already illegal for general traffic to travel through the area – details are shown in Figure 2 overpage.

The plan below (Figure 1) shows the original study area and the Smith Drive Area we are now concentrating on.

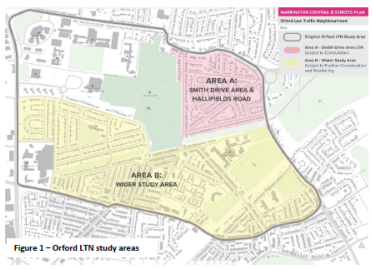


Figure 1 – Orford LTN study areas

Previous local feedback through the Central 6 Regeneration Masterplan raised concerns about road safety, air pollution and the quality of streets within these areas. These remain key objectives of this work to deal with these issues. Whilst we continue to look at the whole area, the evidence to date is strongest to recommend action in the Smith Drive Area.

The proposed interventions for Smith Drive Area LTN are:

- Modal filter (planters) on Hallows Avenue - east of Lyndale Avenue junction
- Modal filter (planters) on Withers Avenue - east of Halcall Avenue junction
- Bus Gate on Smith Drive – at the junction of Stapleton Avenue and Smith Drive

Warrington.gov.uk

Figure 3 Online Survey Advertisement - Letter Drop to Residents

All the materials shared through the interim survey have been uploaded to the WBC website and can be viewed here: www.warrington.gov.uk/central-6-streets-plan

Blank surveys were not included in the data presented in this report’s analysis. Incomplete (partial responses) providing feedback on any of the proposed LTN interventions were included. Posted paper surveys delivered by Friday 13/01/2023 were also included.

Please note the feedback surveys were fully anonymous and none of the data provided can be used to identify respondents individually. Providing postcodes and contact details was optional and with the only purpose to help us better understand where specific issues are arising.

Smith Drive LTN Proposal

The existing 'access only' restrictions across the Smith Drive area have been in place since 1987. This means that it is illegal for general traffic to travel through the area. Only the police can enforce these types of restrictions. Due to the pressure on police resources, enforcement is rarely a priority. Therefore, the traffic restrictions have not been enforced consistently throughout the years.

Recent survey results show:

- **71% of daily vehicular trips on Hallows Avenue and Smith Drive, and 79% of trips on Withers Avenue, are due to through traffic.**
- **This accounts for over 2,600 vehicles running daily along Smith Drive and about 1,350 vehicles on Withers Avenue.**

These through-traffic trips are already committing a traffic offence by using this area as a shortcut. To remove through traffic from the neighbourhood and improve conditions for those living, walking, and cycling within the area – the LTN layout shown in Figure 1.1 was proposed LTN in Autumn 2022. The survey results presented in this report were provided in response to this layout.

Figure 4 shows the 'modal filters' proposed across the Smith Drive Area at the following locations:

- Filters (planters) on Hallows Avenue - east of Lyndale Avenue junction.
- Filters (planters) on Withers Avenue - east of Halsall Avenue junction; and
- Bus Gate on Smith Drive – at the junction of Stapleton Avenue and Smith Drive.

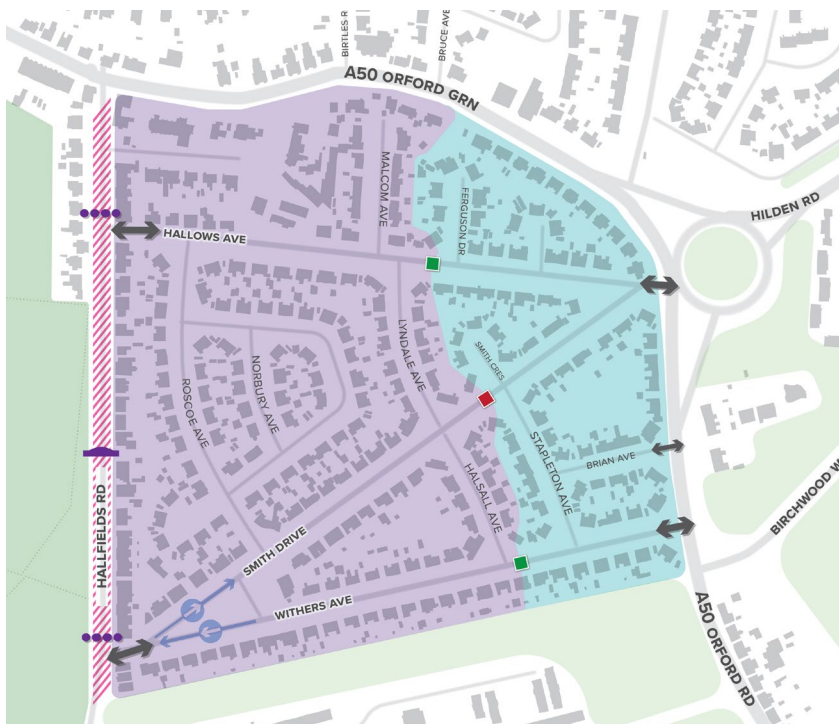


Figure 4 Smith Drive Area Proposed LTN

Modal filters are point closures that restrict vehicular traffic from accessing a particular street.



The Bus Gate restriction on Smith Drive would be enforced by an ANPR (Automatic Number Plate Recognition) camera. This would allow buses, taxis, emergency vehicles, and cyclists to pass through, while private vehicles would need to re-route.

Survey outcomes

The following paragraphs summarise the level of support expressed by respondents for each of the proposed modal filter locations.

Level Of Support To Hallows Avenue Modal Filter (All Respondents)

The level of support towards the proposed Hallows Avenue Modal Filter is shown in Figure 5 below. This includes all respondents to the feedback survey including Smith Drive Area residents and respondents visiting, passing by, or living nearby the proposed LTN. Within the total 1,244 responses submitted, the level of support was split as:

- 8% of respondents strongly support the proposed modal filter
- 6% somewhat support
- 4% not sure
- 5% somewhat opposed
- 77% strongly oppose

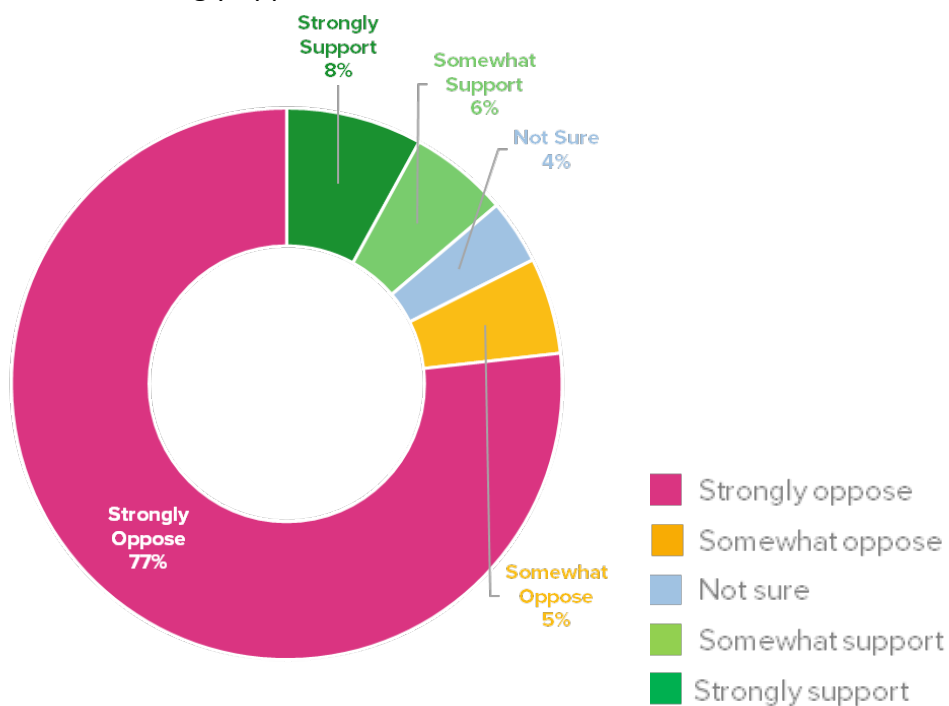


Figure 5 Level Of Support To Hallows Avenue Modal Filter - All Respondents



Level Of Support To Withers Avenue Modal Filter (All Respondents)

The level of support towards the proposed Withers Avenue Modal Filter is shown in Figure 6 below. This includes all respondents to the feedback survey including Smith Drive Area residents and respondents visiting, passing by, or living nearby the proposed LTN. Within the total 1,241 responses submitted, the level of support was split as:

- 9% of respondents strongly support the proposed modal filter
- 5% somewhat support
- 3% not sure
- 6% somewhat opposed
- 77% strongly oppose

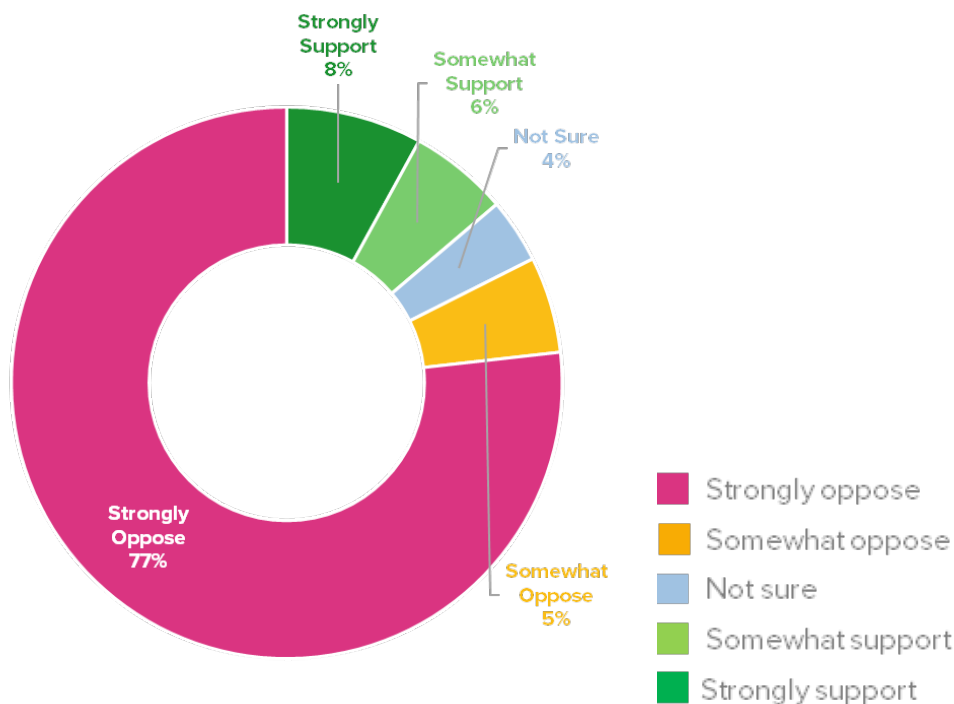


Figure 6 Level Of Support To Withers Avenue Modal Filter - All Respondents

Level Of Support To Smith Drive Bus Gate (All Respondents)

The level of support towards the proposed Smith Drive Bus Gate is shown in Figure 7 below. This includes all respondents to the feedback survey including Smith Drive Area residents and respondents visiting, passing by, or living nearby the proposed LTN. Within the total 1,244 responses submitted, the level of support was split as:

- 9% of respondents strongly support the proposed modal filter
- 9% somewhat support
- 4% not sure
- 5% somewhat opposed
- 73% strongly oppose



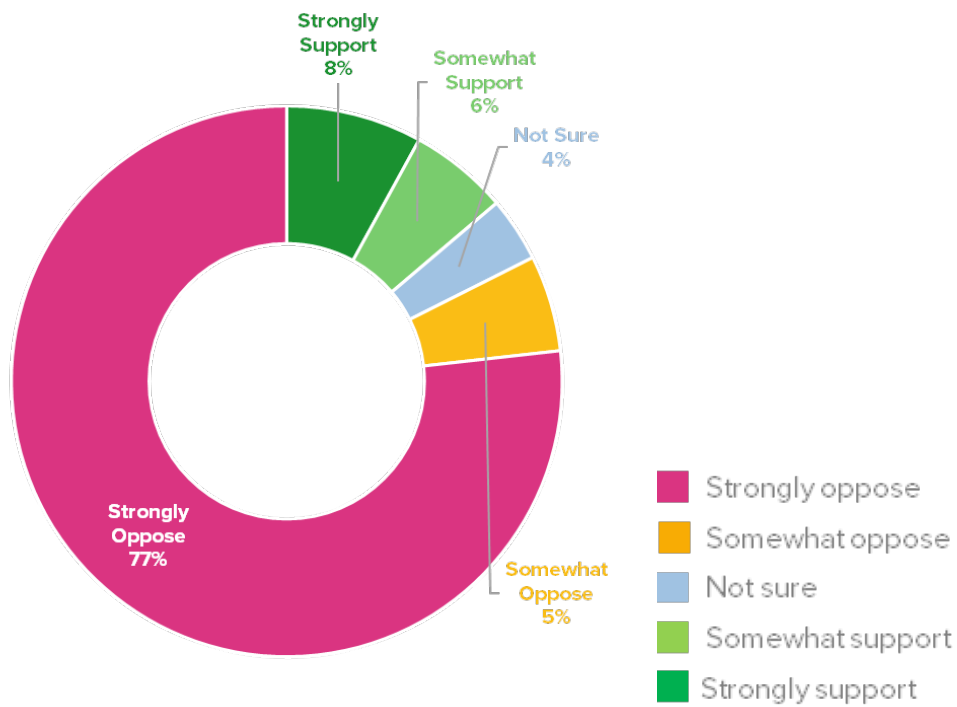


Figure 7 Level Of Support To Smith Drive Bus Gate - All Respondents

The following paragraphs illustrate the breakdown of feedback by residents within the Smith Drive LTN area, residents nearby the proposed LTN and non-residents.



Level of support from residents within the Smith Drive LTN area

The level of support towards the proposed modal filters from respondents declaring to be residents within the Smith Drive area is broken down below.

Hallows Avenue Modal Filter

Within the total 356 responses submitted by residents within the LTN area, the level of support towards the Hallows Avenue modal filter is shown in Figure 8 and was split as:

- 16% of respondents strongly support the proposed modal filter
- 7% somewhat support
- 3% not sure
- 5% somewhat opposed
- 69% strongly oppose

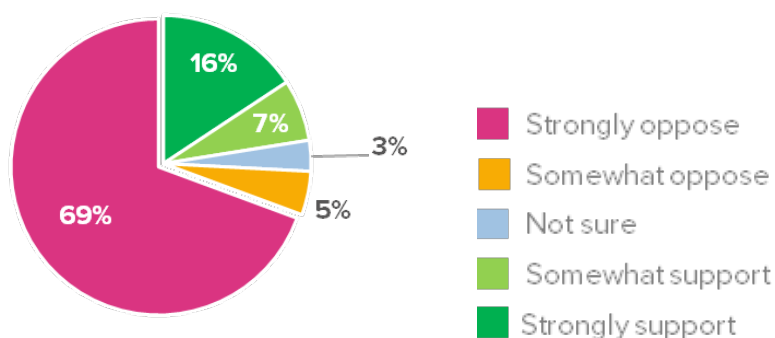


Figure 8 Level of Support to Hallows Avenue Modal Filter - Residents within the LTN area

Withers Avenue Modal Filter

Within the total 356 responses submitted by residents within the LTN area, the level of support towards the Withers Avenue modal filter is shown in Figure 9 and was split as:

- 17% of respondents strongly support the proposed modal filter
- 6% somewhat support
- 3% not sure
- 5% somewhat opposed
- 69% strongly oppose

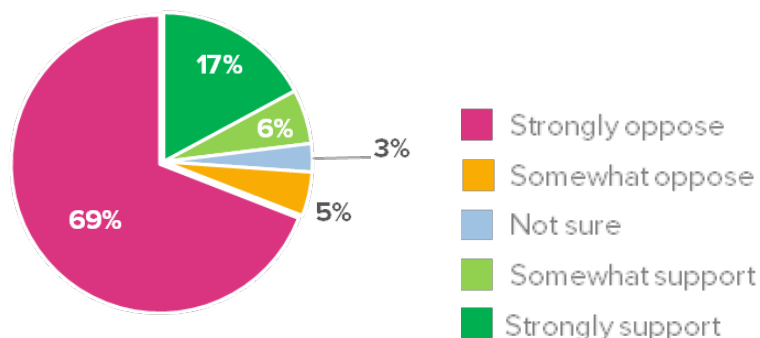


Figure 9 Level of Support to Withers Avenue Modal Filter - Residents within the LTN area



Smith Drive Bus Gate

Within the total 356 responses submitted by residents within the LTN area, the level of support toward the Smith Drive bus gate is shown in Figure 10 and was split as:

- 17% of respondents strongly support the proposed modal filter
- 6% somewhat support
- 3% not sure
- 5% somewhat opposed
- 69% strongly oppose

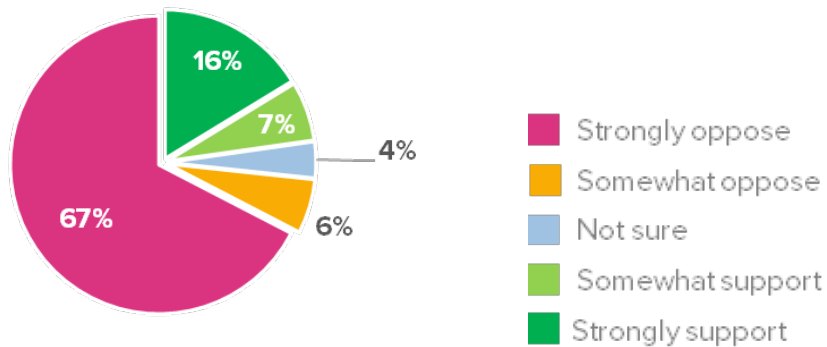


Figure 10 Level of Support to Smith Drive Bus Gate - Residents within the LTN area



Level of support from residents nearby the Smith Drive LTN area

The level of support towards the proposed modal filters from respondents declaring to be residents near the Smith Drive area is broken down below.

Hallows Avenue Modal Filter

Within the total 560 responses submitted by residents nearby the LTN area, the level of support towards the Hallows Avenue modal filter is shown in Figure 11 and was split as:

- 5% of respondents strongly support the proposed modal filter
- 7% somewhat support
- 4% not sure
- 6% somewhat opposed
- 78% strongly oppose

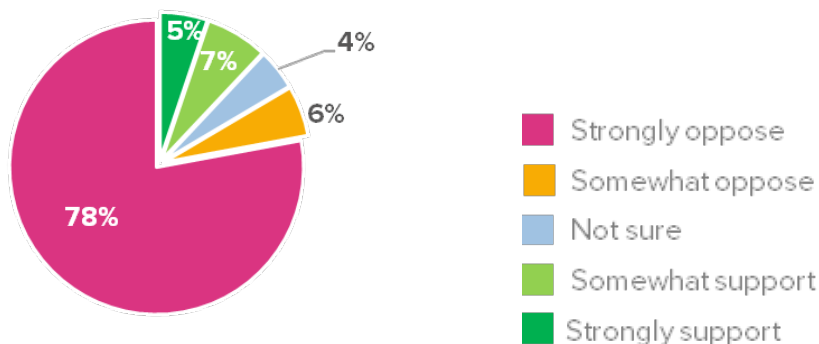


Figure 11 Level of Support to Hallows Avenue Modal Filter - Residents Nearby the LTN area

Withers Avenue Modal Filter

Within the total 560 responses submitted by residents nearby the LTN area, the level of support towards the Withers Avenue modal filter is shown in Figure 12 and was split as:

- 7% of respondents strongly support the proposed modal filter
- 6% somewhat support
- 3% not sure
- 7% somewhat opposed
- 77% strongly oppose

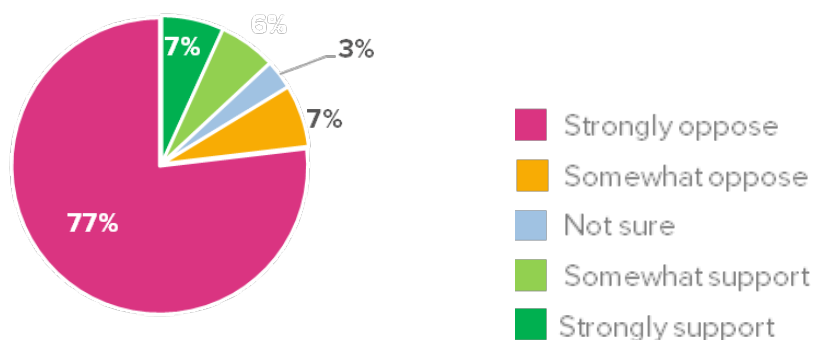


Figure 12 Level of Support to Withers Avenue Modal Filter - Residents Nearby the LTN area



Smith Drive Bus Gate

Within the total 560 responses submitted by residents nearby the LTN area, the level of support toward the Smith Drive bus gate is shown in Figure 13 and was split as:

- 5% of respondents strongly support the proposed modal filter
- 15% somewhat support
- 4% not sure
- 5% somewhat opposed
- 71% strongly oppose

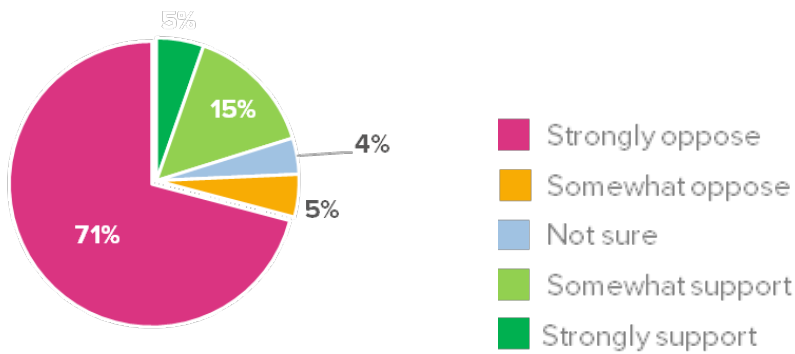


Figure 13 Level of Support to Smith Drive Bus Gate - Residents Nearby the LTN area



Level of support from non-residents

The level of support towards the proposed modal filters from respondents declaring to be visitors and passing through the Smith Drive area is broken down below.

Hallows Avenue Modal Filter

Within the total 328 responses submitted by people visiting or passing through the LTN area, the level of support towards the Hallows Avenue modal filter is shown in Figure 14 and was split as:

- 4% of respondents strongly support the proposed modal filter
- 3% somewhat support
- 3% not sure
- 7% somewhat opposed
- 83% strongly oppose

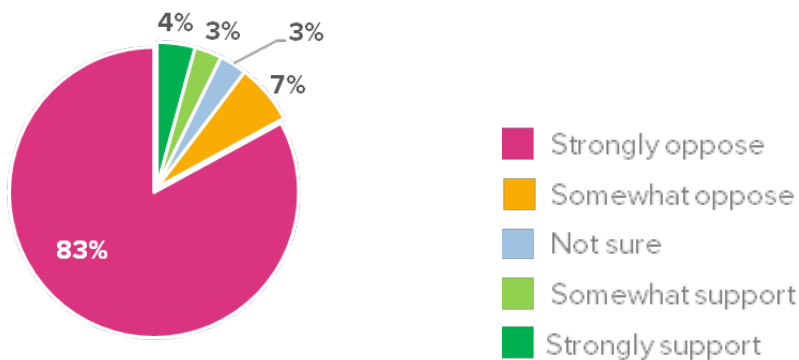


Figure 14 Level of Support to Hallows Avenue Modal Filter - Non-residents

Withers Avenue Modal Filter

Within the total 328 responses submitted by people visiting or passing through the LTN area, the level of support towards the Withers Avenue modal filter is shown in Figure 15 and was split as:

- 5% of respondents strongly support the proposed modal filter
- 3% somewhat support
- 3% not sure
- 6% somewhat opposed
- 83% strongly oppose

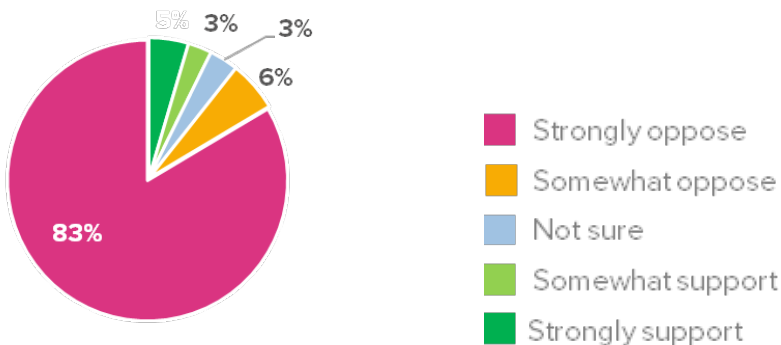


Figure 15 Level of Support to Withers Avenue Modal Filter - Non-residents



Smith Drive Bus Gate

Within the total 328 responses submitted by people visiting or passing through the LTN area, the level of support toward the Smith Drive bus gate is shown in Figure 16 and was split as:

- 6% of respondents strongly support the proposed modal filter
- 3% somewhat support
- 2% not sure
- 5% somewhat opposed
- 84% strongly oppose

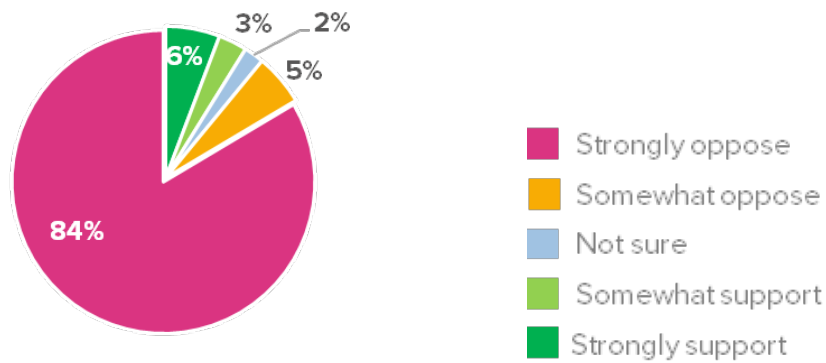


Figure 16 Level of Support to Smith Drive Bus Gate - Non-residents



Level Of Support Smith Drive Area Residents versus All Area Population

The following paragraphs illustrate the comparison of the level of support towards the proposed modal filters from respondents declaring to be residents near the Smith Drive area – versus the overall population.

Resident population numbers have been derived from the Office for National Statistics (ONS) mid-year population estimates, for 2020. At the time of recording, the Smith Drive area’s population was reported to be made up of 1,150 residents.

Level Of Support To Hallows Avenue Modal Filter

Figure 17 shows the proportion of respondents within the Smith Drive Area who stated their level of support towards Hallows Avenue’s proposed modal filter, compared to the number of residents who have not responded. This suggests that 69% of people residing within the LTN area have not stated their level of support for the proposal. Therefore, the level of support expressed was split as:

- 69% of the overall population did not respond
- 5% strongly support the proposed modal filter
- 2% somewhat support
- 1% not sure
- 1% somewhat opposed
- 22% strongly oppose

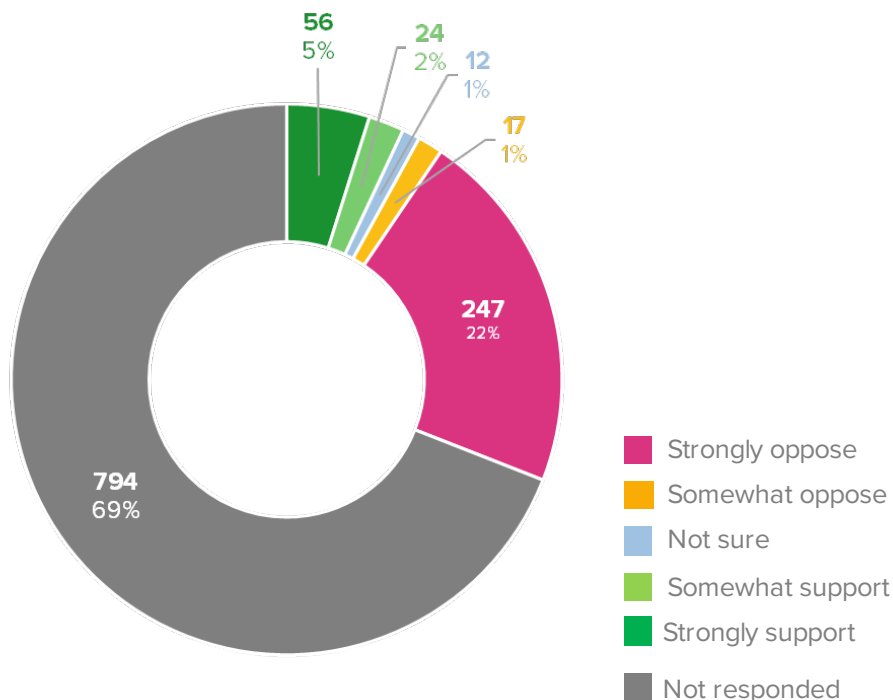


Figure 17 Hallows Avenue Modal Filter Level Of Support - Smith Drive Area Population

Level Of Support To Withers Avenue Modal Filter

Figure 18 shows the proportion of respondents within the Smith Drive Area who stated their level of support towards Withers Avenue’s proposed modal filter, compared to the number of residents who have not responded. This suggests that 69% of people residing within the LTN area have not



stated their level of support for the proposal. Therefore, the level of support expressed was split as:

- 69% of the overall population did not respond
- 5% strongly support the proposed modal filter
- 2% somewhat support
- 1% not sure
- 1% somewhat opposed
- 22% strongly oppose

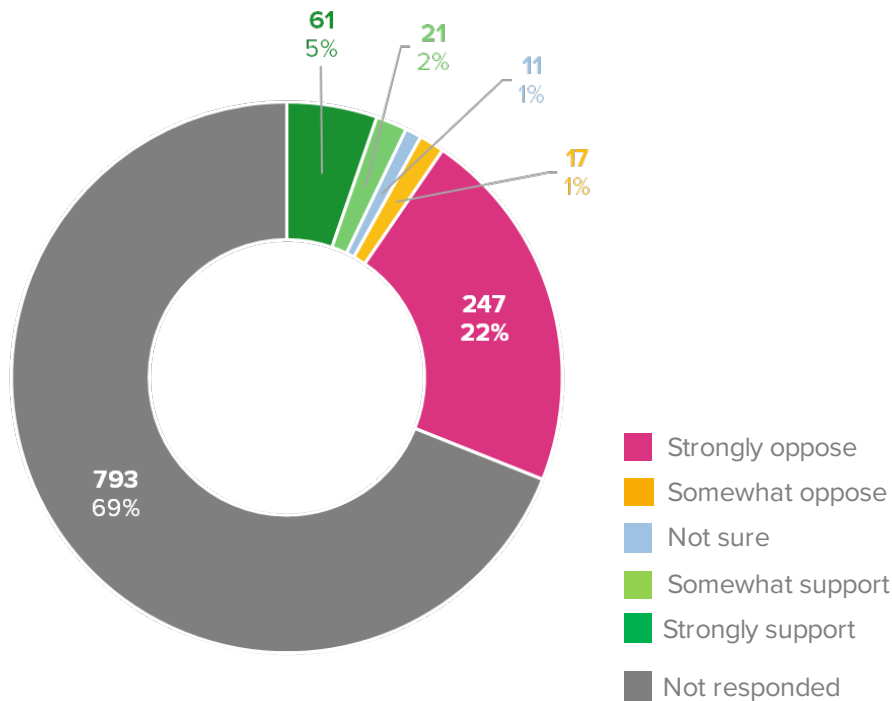


Figure 18 Withers Avenue Modal Filter Level Of Support - Smith Drive Area Population

Level Of Support To Smith Drive Bus Gate

Figure 19 shows the proportion of respondents within the Smith Drive Area who stated their level of support towards Smith Drive’s proposed bus gate, compared to the number of residents who have not responded. This suggests that 69% of people residing within the LTN area have not stated their level of support for the proposal. Therefore, the level of support expressed was split as:

- 69% of the overall population did not respond
- 2% strongly support the proposed modal filter
- 1% somewhat support
- 1% not sure
- 1% somewhat opposed
- 21% strongly oppose

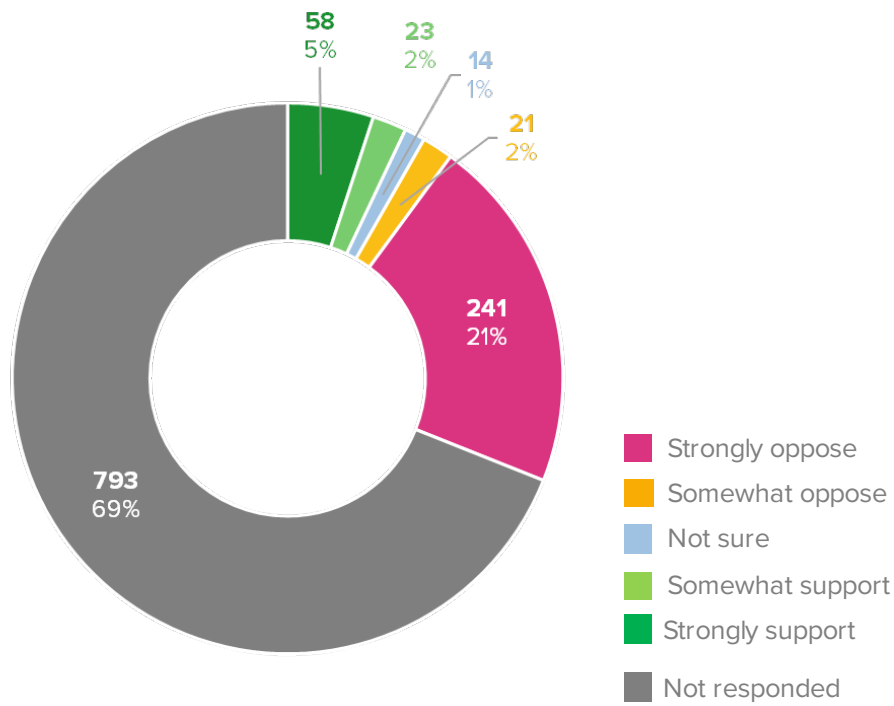


Figure 19 Smith Drive Bus Gate Level Of Support - Smith Drive Area Population

