



Warrington Draft Local Transport Plan 4 Feedback Questionnaire

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

1	A local resident who lives in Warrington	X
2	A person who works in Warrington	
3	Local Borough, Town or Parish Councillor	
4	Local Business owner/Manager	
5	An agent responding on behalf of an individual, group or organisation	
6	A group or organisation	
7	Visitor to Warrington	
8	Other (please specify): Representative of the Local People as per the NPPF paragraph 15	X

Please tell us your postcode: For example WA1 2NH, WA13 TGH. We are asking you this as this will enable us to analyse the data by geographical areas to see if views differ. We comply with all legislation governing the protection of personal information, including the Data Protection Act 2018 and the General Data Protection Regulation (GDPR). We will only use your postcode for the purpose for which it has been given. You cannot be identified by providing your postcode. Please write in the space below.

██████

LTP Part A - Vision

To what extent do you agree or disagree with Warrington's vision for Transport? Please select one option.

1	Strongly agree	
2	Agree	
3	Neither agree or disagree	X
4	Disagree	
5	Strongly disagree	

If you have any additional comments about the vision then please write in the space below

The Draft LTP4 proposes 10 objectives to support the vision. To what extent do you agree or disagree with the following objectives? Please select one option in each row.

To what extent do you agree or disagree with Warrington's vision for Transport? Please select one option.

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
1. Provide people with a choice about how they travel for each journey			X		
2. Encourage a culture change that reduces the need for people to travel by car				X	
3. Improve access to the town centre for all sustainable modes			X		
4. Develop a resilient and efficient transport network that supports the town's growth			X		
5. Reduce traffic congestion		X			
6. Reduce emissions from transport	X				
7. Maintain and improve all transport infrastructure			X		
8. Encourage healthier lifestyles by increasing day-to-day activity			X		
9. Improve safety for all highway users	X				
10. Make Warrington a more disabled friendly place			X		

Do you think there are any changes needed to the objectives? Please select one option.

1	Yes	X
2	No	

If yes please let us know what these changes are. Please be specific as to which objective (s) your comment (s) refers to. See the supporting documents that further explain these points (these documents have been submitted the Proposed Local Plan consultation where certain aspects overlap both the Local Plan and LTP4).

1. The LTP4 fails to show hoe St Helens Council (SHC) as developer and joint owner of the Parkside Phase1, 2, 3, SRFI and Parkside Link Road (PLR) development will affect the road network in Warrington in LTP4 when SHC have declared in the two applications that the A49 Newton Road, A573 Golborne Road, AA49 Winwick Link Road and A579 Winwick Lane will have an increase in Commercial vehicles with the associated Air and noise pollution ion a 24/7/365 basis. The PLR will not alleviate the Commercial vehicles from using the Local Road as the PLR is an indirect route and not a direct route that the public inquiries in 1994-1998 Stated in the inspectors report (incidentally the direct link was requested

Do you think there are any changes needed to the objectives? Please select one option.

by Warrington Borough Council to the inspector).

2. The Roads in and around the town of Winwick (A49, A573, and side roads) need to have the speed limits reduced.

3. It has been noted that the traffic calming measure in Winwick fail to slow down the vehicles. Where the "speed bumps cover the road from kerb to kerb the traffic slow down, BUT, Where partial or mini or small island style speed bumps are in place the traffic ignore these speed bump and drive without slowing down. Making these partial or mini or small island style speed bumps in effectual for the intended purpose. These partial or mini or small island style speed bumps need to be removed and Kerb to kerb full speed bumps installed. Especially as the Local Plan propose for 130 new homes to be built the new residents children will walk or ride bicycles through Winwick to the School. Measure to increase traffic calming measures will be needed (together with joint working with Winwick Parish Council). Also the Traffic Calming measures for Myddleton Road currently under consideration – install full width Speed bumps from kerb to kerb and remove all partial or mini or small island style speed bumps.

If you have any further comments about the objectives then please write in the space below.

The comments that are made to the various questions, though are written in that questions 'further comments box'. The comments are applicable to all questions as the comments made cross over the questions. Therefore, comments are not the preserve of the question the comments has been placed.

With the LTP4 2019 - 2040 consultation is open to the public to comment, the consultation as stated in the LTP4 introduction the consultation has a companion consultation to the Local Plan 2017 – 2037. As the NPPF 2019 concerns the plan-making for a platform for local people to shape their surroundings (paragraph 15) certain policies in the draft LTP4 have policies that are also concerns in the Local Plan 2017 – 2037: e.g. Transport, Climate Change, Air and Noise Pollution, Warrington Waterfront to mention just a few. So this shows there is an overlap of the two consultations: Local Plan and LTP4.

Where, transport is concerned some of these overlapping areas that are in my Local Plan response documents as follows and I submit these as part of the LTP4 consultation response:

- R. Ward - Warrington Borough Council Proposed Local Plan 2017 – 2037 Response.pdf. Where the documents form as appendicies as well as companion documents as follows:
 - 1. PAG (R Ward) Response to Parkside Link Road SHC P_2018_0249_FUL May 2019 inc text corrected.pdf
 - 2. EMF - Electromagnetic Fields - emfinfo.org - Michael R. Neuert.pdf
 - 3. Open Green Spaces - Legal Guide.pdf

Though there are areas that are not transport related, they have been included.

The main Local Plan Response: R. Ward - Warrington Borough Council Proposed Local Plan 2017 – 2037 Response.pdf contents are as follows:

If you have any further comments about the objectives then please write in the space below.

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The Draft LTP4 Response as mentioned in several questions I state a website as follows:
(web link: <https://www.weforum.org/agenda/2017/11/battery-batteries-electric-cars-carbon-sustainable-power-energy/>). I submit the following which is a pdf of this web link:

- 4. Producing batteries for green technology harms the environment. Here's what needs to change _ World Economic Forum.pdf

Other comments of the objectives that are in the main draft LTP4 document are as follows:

1. In 5.3 A Thriving and Attractive Place there are health and Safety issues:

In the picture showing the type of electric car charging point in the street as shown in the picture:



To have multi points in the street as shown in this picture from the LTP4 submission document clearly shows this arrangement is a health and safety issue as it is clear a trip hazard where a partially sighted person or elderly person may not see the cable that is 15 cm off the ground fall and seriously injure them

If you have any further comments about the objectives then please write in the space below.

selves the fault will be a claim on the council as this published document proves who is to blame as the policies are purporting to have numerous locations like this throughout the borough. Note even a bicycle could become entangled with the electric charge extension cables, again the fault will be with the Council not the user as it was not the user who positioned the charge point but the council or a council approved installer/supplier as the charge point is on the public highway not on private land.

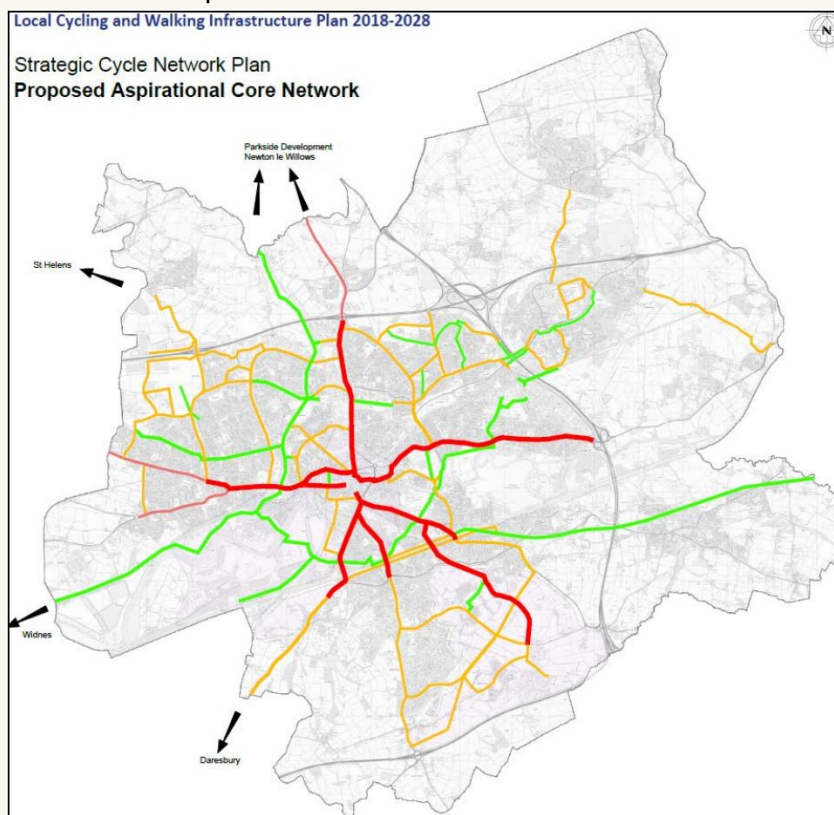
Solution

The Council must first remove this from their LTP4 and return to the drawing board to provide electric charge points that are not on the public footpath.

2. In the 6.1.1 Local Cycling and Walking Infrastructure Plan the map:

Figure 6.1 - LCWIP Proposed Core Network of Walking and Cycling Infrastructure

The proposed network is made up of:



Map key:

- **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

The map shows the aspirational cycle route to the Parkside development when in the accompanying documents from the Local Plan shows that the Parkside development (Phase 1, 2, 3, SRFI and Link Road) on this cycle route will be for tens of thousands of commercial vehicles dedicated between the Parkside A49 entrance to the Motorway M62/M6. There is no mention of the the Traffic impact or how this cycle route will cope with the expected congestion and traffic flows?

Solution

The Council must first remove this from their LTP4 and return to the drawing board on how the provision of "Go Dutch" on this route?

If you have any further comments about the objectives then please write in the space below.

With regards to the "Go Dutch" some pictures of how the Dutch Cycle and Road Users Co-exists in harmony. And some pictures of Dutch Bicycle Parks:

Dutch Cycle and Road Users:



A typical Dutch roundabout where the Cyclist has priority



A typical Dutch roundabout where the Cyclist has priority

If you have any further comments about the objectives then please write in the space below.



A typical Dutch roundabout where the Cyclist has priority at all junctions. In Warrington to impliment this on all existing roundabouts will cost Millions of pounds.



Here the Cyclist has the right of way over the car where the Dytch religiously stop to allow the cyclist. Very rare to see car drivers "cutting up" cyclists. Interesting to see if this will be a reality in Borough of Warrington.

If you have any further comments about the objectives then please write in the space below.

Dutch Bicycle Parks:



A typical Dutch cycle park for daily commuters at main railway stations



If you have any further comments about the objectives then please write in the space below.



The LTP4 aspiration of the “Go Dutch” on paper sound very plausible but the reality in Warrington over the Dutch attitude to cycling are miles apart. The Dutch this is normal living they accept as they drive and ride as the purpose dictates. Going shopping is by bike on a daily basis with the dutch use of cycle designed shopping bags. Cars are normally for greater distances. In the UK the attitude to cycling is for children but is slowly changing. But will Warrington get the the cycle use as shown in the Netherlands – time will tell

To have cycle parks as shown above – Does Warrington at the Railway Stations have the room? Are the Local People ready and willing to change? That is not just the aspiration of Draft LTP4 consultation but a case of education. Recently the world has seen the Students protest peacefully on Climate Change – governments are willing to listen, but the government need to take action that is not just wor=ds spoken or written but on the ground. So Warrington Borough Council in the Draft LTP4 needs to revise this document to put forward a more positive approach to realise “Go Dutch”

This also applies to Electric Cars re-think the LTP4 goals Transport using Petrol/Deisel vehicles stage to change to Petrol/Battery vehicles stage to change to All Battery vehicles stage to change to Hydrogen/battery vehicles stage.

The thought process, looking at this, sees a stage can be bypassed:

Transport using Petrol/Deisel vehicles stage to change to Diesel/Petrol/Battery vehicles stage to change to ~~All Battery vehicles stage to change to~~ Hydrogen/battery vehicles stage

To what extent do you agree or disagree with our proposal to 'Go Dutch' and develop a high quality walking and cycling network to help benefit people's health, improve our local environment, and reduce congestion? Please select one option.

1	Strongly agree	
2	Agree	X
3	Neither agree or disagree	
4	Disagree	
5	Strongly disagree	

If you have any additional comments about Active Travel then please write in the space below.

I agree to the Dutch (Nederlands) cycle ethics. Having visited The Netherlands on a regular basis over many years, the Dutch attitude to cyclists by drives of Vehicles and visa-versa is one respects the other and gives way without any frustration between both. This will be and is a cultural change to the UK, and education will be paramount.

Further the Netherlands where possible, have separate lanes (to which LTP4 has shown) for cyclist and vehicles and only merge at junctions. Only historical towns is where the Car and bicycles co-exist on the same narrow road through the towns with no problems. Why is this you may say: Virtually all Dutch people ride a bike and many also drive vehicles So the Dutch appreciate both methods of transport and respect the other in either situation.

Whereas, In the UK the historical road networks were that for walking, the horse or the horse and cart, where the centuries have dictated the existing road network between towns and within towns the roads are narrow. So to have Ditch Cycle Routes on existing roads will mean the bicycle and the vehicles are separated by a white line. Due to the roads being narrow the expansion in width is very restrictive especially where it is impossible to widen the road without billions of pounds investment. The principle of 'Go Dutch' is highly commendable but the UK is not built to accommodate what is reality in the Netherlands. Building new roads fine but, how long will the separation by kerbs and grass will it be before the bicycle and car are on the same road with a white line separating the two from each other.

In the Netherlands there are places with multi-story bicycle parks near railway stations, some in excess of 100 to 1000 of bicycles. With no problems of them being stolen due to everyone owning a bicycle. In the UK that mind set does not exist ----Yet!

Also see all above and **"If you have any further comments about the objectives then please write in the space below"** and the accompanying documents.

To what extent do you agree or disagree with improvements to the highway network to support existing bus services, helping them to run more reliably and to improve the quality of bus stops and information? Please select one option.

1	Strongly agree	
2	Agree	
3	Neither agree or disagree	X

To what extent do you agree or disagree with improvements to the highway network to support existing bus services, helping them to run more reliably and to improve the quality of bus stops and information? Please select one option.

4	Disagree	
5	Strongly disagree	

Do you think we should be investigating the long term potential for a mass transit network for Warrington (Pages 53-54) that would provide people with a transformed public transport network with quicker and more frequent high quality services along key corridors around the town - for instance a high quality guided-bus or light rail network? Please select one option.

1	Yes	
2	No	
3	Not sure/Don't know	X

If you have any further comments about Local Public Transport then please write in the space below.

Where I live I do not know what bus service there or when they run. With regards to riding a bicycle in the UK (I ride regularly a bicycle in the Netherlands) is I do not trust the Commercial vehicles or other car users, the only way would be to ride on the footpaths but the grass verges have grown so much the footpaths are disappearing; or the hedges have overgrown so much one in places have to walk in the road to avoid being injured in the eye, due to the lack of street cleaning.

Therefore to have a plan for the future in local public transport (this goes for cycle and pedestrian as well) the footpaths require restoring to the designed built width to that the road network can be assessed before the ideas in LTP4 becomes a future aspiration. (I hear you say that will cost £1millions or we do not have the budget in Warrington Borough Council, or we will have to put the rates up by 50% to pay for street cleaning as stated) Well that a consequence of "Go Dutch", Local Transport, Electric Cars and the only true alternative Hydrogen Fuel Cell power electric Commercial vehicles, Private cars and Public transport. The Battery only powered vehicle is limited in its drivable range and due to the recharge turn-round of hours and not 10 minutes as for Petrol, Diesel, LPG, Hydrogen.-Commercially the battery is not a practical solution. The motorway network was built to replace the Train for goods transfer, the government took the Beeching Report and closed the small Railway lines, The Commercial sector moved to locations away from the Rail and nearer to the Motorway network. The result is what we have now dependence of the fossil fuel vehicle that can drive for 100's of miles before a 10 minute refuel.

Do not take me wrong the Electric car is fine for local journeys as long as one remembers to plug in the car once one is home safely off-road or in the garage. But not all people have homes with off-road parking, but only street parking – how does one recharge the battery with cables 100 metres long on the footpath due to parking in the next street? The Battery only car in limited.

Further the use of batteries for transportation power is not Climate Change Practical as the battery has a very limited power cycle life that is efficient to drive the care, a report attached informs the practicality of vehicle batteries (web link: <https://www.weforum.org/agenda/2017/11/battery-batteries-electric-cars-carbon-sustainable-power-energy/>)

So the need to "Go Hydrogen" is a must. Your LTP4 documents have discussed this where the cheap production of Hydrogen is becoming a reality, what is needed is the infrastructure (Hydrogen Service stations). The LTP\$ documentation indicates that electric power outlets will be at street level but from several picture are health and safety concerns to the visually impaired and the elderly tripping over the charge wire(s) as a car is charging and the cable "dangles" waiting for an accident to happen.

Also see all above and "If you have any further comments about the objectives then please write in the space below" and the accompanying documents.

Do you think a Workplace Parking Levy (WPL) such as in that used in Nottingham (pages 53-54), is an option that should be investigated further? Please select one option.

1	Yes	
2	No	
3	Not sure / Don't know	X

Do you think a Workplace Parking Levy (WPL) such as in that used in Nottingham (pages 53-54), is an option that should be investigated further? Please select one option.

If you have any further comments about Revenue Funding then please write in the space below:

To what extent do you agree or disagree that there is a need to improve...Please select one option in each row.

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
...access to the town centre for people to walk, cycle, and use public transport, particularly for the last mile of their journey			X		
...access for people to walk, cycle and use public transport to other destinations such as business parks, district centres and villages		X			

If you have any further comments about Access to Key Centres then please write in the space below

Regarding the Town Centre, with the increase in Internet shopping and town centre traditional companies either closing, or moving to large logistical out of town centres, or totally internet The disappearance of companies from the Town Centre can be attributed to the rates being too high the company can not make a profit, or the rent is too high the company can not make a profit. The result is people will not require to travel to the town centre, the transport strategy LTP4 will be immaterial.

The Council have to seriously think how can the town centre attract businesses back to the centre in order, to attract the people, who use in turn public transport.

Also see all above and **"If you have any further comments about the objectives then please write in the space below"** and the accompanying documents.

LTP4 Part B - Policies

How do you think we should be allocating our resources to deliver LTP4? Please let us know by telling us how important you think each of the themes below is. Please select one option in each row.

	Very Important	Important	Not Important	Don't know
Active Travel		X		
Sustainable Travel Choices				
Passenger Transport			X	
Safer Travel	X			
Cleaner Fuels	X			
Asset Management				X
Network Management				X
Freight Management	X			

Please write in the space below to comment on Active Travel policies (Pages 64 - 75) or the Draft Local Cycling and Walking Infrastructure Plan (Appendix A).

Cleaner Fuels: The oil companies will transpose to the market need as they have always done,. At present Aviation Turbine is a high profit market, lesser is diesel and fuel oils and petrol. Plus other heavy oils and bituminous products. Oil will always be required to lubricate industry. So altering the catalytic cracking of crude oil is a mater of economics and demand. So Hydrogen production can easily invoked, the market just needs to wake up to "Go Hydrogen" for transport. But until then the oil companies wait. While in the mean time invest in the new fuels that are Climate Change friendly. Solar, Wind, Wave are all good sources of power but must remind that Solar Panels have a very limited life span due to the silicon substrate delaminating due to overheating or variations of the weather. Wind Turbines have again a maintenance factor and tidal wave power is in its infancy but has a consistent twice daily generation that give a reliable source of energy in conjunction of battery storage, to give a continuous power output.

As stated earlier, batteries as a source of transportation has limitations in so many ways. The battery being Lithium-ion will be the future pollutant.

(web link: <https://www.weforum.org/agenda/2017/11/battery-batteries-electric-cars-carbon-sustainable-power-energy/>)

Hence, the use of Batteries in transport as a sole energy source has a short life due to the spent used batteries being too costly to recycle. So the sooner the Hydrogen Fuel Cell for transport is the norm the cleaner the planet. The quieter the planet.

"Go Dutch and Go Hydrogen"

Freight Management: Fine moving goods by T.E.U. containers, the average 40m container carries 14 tonnes from Cornflakes to washing machines to Potatoes. Transporting Containers by road is using diesel has known air and noise pollution. Transferring freight to transfer by rail is limited due to the

Please write in the space below to comment on Active Travel policies (Pages 64 - 75) or the Draft Local Cycling and Walking Infrastructure Plan (Appendix A).

infrastructure costs, Thanks to the Government enacting Beechings Report in the 1960's the consequence of that decision is being felt today as the infrastructure was at nearly every railway station. Now purpose built rail freight terminals are being built that the cost in eCO2 from building these mega terminals (SRFI) will take 30 to 40 years to become carbon neutral. But these SRFI all rely on Freight by road at some part of the logistics even though the rail can handle 50 containers at a time. Freight by sea/ship is more efficient eCO2 wise due to the number of Containers moved at a time. Though the fuel being heavy oils the ships get larger and larger to reduce fuel costs. Is the most efficient.

The other solution with regards freight movements and climate change is to find locations where there are already Warehousing that utilise container movements that are connected next to the motorway network, that has a railway line in the proximity. Where just the construction of railway sidings with container loading/unloading facilities where the warehousing can easily change from road to rail and the motorway network allows freight from farther afield.

In the Borough of Warrington there are two sites that satisfy these criteria, first is Port Warrington to the south of Warrington that has been recognised in the Local Plan (paragraph 10.1 Warrington Waterfront) and LTP4 (paragraph 15.1.3 Waterborne Freight). The second is at Omega with establish warehousing using road road transport to connect to the motorways M62 Junction 8 and the M6. This site is next to the West Coast Mainline (WCML) the London to Scotland Railway line. A Rail freight terminal can easily be built that runs parallel to the M62 and could take train lengths of 750m. The terminal would directly link to the M62 and serve all the existing warehousing

Also see all above and "If you have any further comments about the objectives then please write in the space below" and the accompanying documents.

Please write in the space below to comment on Sustainable Travel Choices policies? (Pages 76 - 91)

Please write in the space below to comment on Safer Travel policies? (Pages 112 - 131)

Please write in the space below to comment on Cleaner Fuels policies? (Pages 132 - 137)

Also see all above and "If you have any further comments about the objectives then please write in the space below" and the accompanying documents.

Please write in the space below to comment on Asset Management policies? (Pages 138 - 147)

Please write in the space below to comment on Network Management policies? (Pages 148)

Please write in the space below to comment on Freight Management policies? (Pages 164 - 176)

Also see all above and "If you have any further comments about the objectives then please write in the space below" and the accompanying documents.

If you have any additional comments on our transport proposals for making Warrington a better place then please write in the space below.

Also see all above and "If you have any further comments about the objectives then please write in the space below" and the accompanying documents.

Please return completed questionnaires to:

**LTP4 Consultation, Transport Planning, Transport for Warrington, Third Floor, New Town House,
Buttermarket Street, Warrington, WA1 2NH**

