



Proof of Evidence

Vol 1 - Transport

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Rule 6 Party
Peel Hall - APP/ M0655/W/17/3178530

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Section 1 – Introduction

Rule 6 Member

My name is Jon Parr, I am a local resident that has lived in Orford, Cinnamon Brow & Fearnhead for the majority of my forty-three years. What I lack in technical knowledge, I more than make up for with local knowledge and awareness of the issues we as residents face on a daily basis.

Existing residents of North Warrington are rightly concerned that the provision of up to 1200 new dwellings, commercial premises, supermarket, school and care home will add thousands more daily journeys to our already overburdened roads.

Within this proof of evidence, it is my intention to set out our concerns with respect to the appellants traffic assessment, access strategy and substantial and far reaching traffic mitigation measures.

Proof of Evidence Scope

Our main areas of concern with regards to the traffic assessment, access strategy and associated documents of which there are many. These shall be referenced throughout this document. Absence of comment against each item of evidence should not be taken as agreement from the Rule 6 party, instead, we have focused on the main areas of concern to keep this document as concise as possible.

We expect that all concerns of a technical nature will be addressed by Warrington Borough Council officers. We as Rule 6 party however, reserve the right to challenge said evidence should it be contrary to our understanding and local knowledge.

Section 2 – Site Location and Proposed Development

Site Location

2.1 The appeal site is located to the North of Warrington and runs alongside the busy M62 corridor. The site is landlocked between the wards of Poulton North, Winwick & Burtonwood as well as Poplars and Hulme as shown in Appendix 1.

The site has been subject to failed planning applications for decades. The issue surrounding infrastructure and risks to traffic and congestion have been known for over 30 years – as Appendix 28 testifies.

Congestion

2.2 At the previous inquiry the inspector noted;

IR13.8 In addition to the evidence given by the Council and local residents, it was abundantly clear from my many car journeys in and around Warrington that the appeal site is situated in an area that suffers from high levels of traffic congestion, chiefly at peak periods in the morning and evening, on a daily basis. The M62 and A49 appeared to be particularly badly affected. I have no reason to doubt that congestion is more acute still when there are accidents on the M62, resulting in drivers diverting onto local roads. In addition, I observed vehicles queuing back on Sandy Lane West from the A49 junction, giving rise to particular problems for vehicles seeking to exit the Fordton Retail Park.

IR13.9 In short, the concerns of the Council, Highways England, Cheshire Constabulary and of local residents in relation to highway safety and efficiency are readily understandable.

2.3 The issues referred to above have not changed. The failure to accept the issues and propose a real workable solution (having been seeking planning approval for over 30 years) suggests that such a solution is not forthcoming. Local residents will hardly be surprised at this as they are all too aware of the challenges that this site poses.

Strategic Access Points

2.4 The strategic road access points to the proposed development are all via residential streets with the exception of Mill Lane which is intended to serve the east of the site.

2.5 1901/TN/03 – Transport and Highways Scoping Note for Use of WMMTM16 (updated 10th July 2019) states;

“The main access strategy for the Peel Hall site is the creation of a non-through route with the development served off five separate access points including a new roundabout from Mill Lane in the east”.

This rather overstates the case as each main section of development only benefits from a single access point – this is contrary to Warrington Borough Councils Design Guide Residential and Industrial Estate Roads that states major access roads (50 to 300 dwellings) states;

4.8.....It should preferably have two points of access or take the form of a loop road with a short connection to a single point of access and a secondary emergency access link. Any through route must be designed so as it discourages non-essential through traffic. Cul-de-sac may be permitted on sites, which are too small to accommodate a loop road, or on sites where existing allocated or consented

land is involved. Any such roads should however serve no more than 150 dwellings.

The design speed for this access road is 20mph.

2.6 The five main access points referred to are as follows;

- i. Newly formed access off Poplars Avenue (opposite Cotswold Road)
- ii. Newly formed access off Poplars Avenue (opposite Brathay Close)

- iii. Extension of Birch Avenue
- iv. Newly formed access off Mill Lane (North)
- v. Newly formed roundabout access off Mill Lane (East)

2.7 The five proposed access points are described below.

Newly formed access off Poplars Avenue (opposite Cotswold Road)

2.8 The proposed junction to access this section of the site is located on a tight bend at the western extremity of Poplars Avenue where it meets Cotswold Road. This creates a large volume of traffic exiting and entering Poplars Avenue at a location that creates an unacceptably high level of risk. A new development of this complexity should work to mitigate such risks, not create them.

Newly formed access off Poplars Avenue (opposite Brathay Close)

2.9 The proposed junction to access this section of the site is located midway along Poplars Avenue along from Newhaven Road and opposite Brathay Close. This proposed junction will provide access to part of the housing development as well as the local centre, care home facility and public house.

Extension off Birch Avenue

2.10 The proposed junction to access this section of the site is located directly off the A49. The junction itself is extremely close to the main M62 J9 / A49 roundabout and potentially dangerous with cars that exit the M62 on to the A49 at speed. Birch Avenue itself is extremely narrow and has historically suffered with passage of cars and emergency services vehicles.

Newly formed access off Mill Lane (North)

2.11 The proposed junction to access this section of the site within Houghton Green Village is at the head end of a small residential village road. The road itself is relatively narrow and typically accommodates cars parked on road, especially adjacent the local public house and houses beyond up to the proposed junction.

Newly formed roundabout access off Mill Lane (East)

2.12 The proposed junction to access the largest section of the site is via a new roundabout off of Mill Lane between the Millhouse pub and Mill Lane (residential road). The proposed junction will place three busy junctions within a space of 150 metres.

Section 3 – Inadequate Traffic Surveys

3.1 Highgate Transportation document Transport Assessment Addendum (HTp/1901/TA/Addendum) dated March 2020 makes the following reference;

1.23 Following the original appeal decision, the appellant commissioned the use of WMMTM16 (in agreement with the Council) to assess the impact of the appeal scheme. This process has taken around 12 months as Peel Hall is the first developer-led instruction for using the Council's model. A significant amount of transport analysis has been carried out and the follow-on work is contained in this Transport Assessment Addendum.

3.2 We acknowledge that a number of automatic traffic counts (ATC's) have been undertaken, with the most recent survey information being used to feed into the WMMTM16 model as well as traffic quality and noise pollution assessments.

However, we would argue that one week of surveys in the run up to the school Easter holidays (30th March to 5th April 2019) is not significant. This does not give a fair representation of traffic issues experienced during different times of the year and especially the increase in vehicular traffic movements during winter months as more people switch to cars for daily commuting, school runs etc..

3.3 Furthermore, the impact of traffic from the proposed development will be far reaching and impact a significant part of North Warrington. The surveys undertaken, we feel are limited and do not cover key routes (most of them residential in nature), most of which have the potential to severely overwhelm our already overburdened roads – this is unhealthy and unsafe.

3.4 Highgate Transportation document Transport Assessment Addendum (HTp/1901/TA/Addendum) dated March 2020 also goes on to state;

1.26 This was discussed at a progress meeting with the Council on 14 January 2020, and from this a list of junctions were agreed to be taken forward for further modelling. An agreed note of the meeting is contained at Appendix 6 and from this it should be noted that the highway officer's approach to mitigation would not be solely based on accommodating development traffic, but would be based on safety and local measures elsewhere that would support and enhance sustainable travel and capacity.

1.27 The list of junctions agreed with the Council to be taken forward for more detailed modelling following a review of the Peel Hall WMMTM16 data, aside from the site access junctions, are:

- i. Golborne Road/Myddleton Lane*
- ii. Delph Lane/Myddleton Lane*
- iii. A49 M62 Junction 9 roundabout**
- iv. A50/Hilden Road roundabout and A50/Poplars Avenue*
- v. A50/Hallfields Road vi. A49/A50/Hawleys Lane crossroads**
- vii. A49/JunctionNINE Retail Park**
- viii. Blackbrook Avenue roundabout with Enfield Park Road and Ballater Drive*
- ix. Blackbrook Avenue roundabout with Enfield Park Road and Capesthorne Road*
- x. Poplars Avenue roundabout with Capesthorne Road*
- xi. Cromwell Avenue/Calver Road linked with Sandy Lane West/A49 roundabout**

3.5 These surveys carried out as part of 1.26 & 1.27 above were undertaken during a single day (3rd April) in the run up to the Easter school holidays. This does not give a fair representation of traffic issues experienced during different times of the year and especially the increase in vehicular traffic movements during winter months as more people switch to cars for daily commuting, school runs etc..

3.6 Likewise, a single survey was carried out along A49 opposite J9 retail park. This was undertaken on a quiet Saturday with no Warrington Wolves home fixture that day. We would have expected a couple of weekends to be surveyed with at least one of these days taking in a home fixture to provide a degree of balance against your assessments. The rugby league calendar is quite extensive running from February through to October (three quarters of the year), weekend games are typically three o'clock and therefore traffic builds up during the weekend peak traffic.

3.7 We would respectfully point out to the traffic consultants 'Highgate Transportation', that they have incorrectly designated the A49 in both J9 manual traffic counts as follows;

A49 North – Heading South

A49 South - Heading North

Respectfully, we wish to question the accuracy of follow on data reliant upon these results – see Appendix 23.

3.8 We wish to comment regarding the appellants 'Proposed Updated MCC and ATC Traffic Surveys' (Appendix 2) on the seeming absence of ATC's to a number of key routes (previous note 3.3).

3.9 The plan (Appendix B) is annotated with circles to define areas which were surveyed manually for a single day. The black lines define those routes provided with a single week ATC survey.

3.10 The following table lists key routes that have not had an up to date survey, be it manually or via ATC's;

The plan has been appended by the Rule 6 party with nodes (red circle / white text) for ease of reference.

Ref	Location	Road Name/Number	Description of Traffic Issues
A	Winwick	A49 Newton Road	This section of the A49 is very busy for the infrastructure in place. Traffic regularly backs up during peak hours beyond Green Lane and subsequently effects traffic turning on to and off of Hollins Lane. Traffic frequently seeks to obviate these queues by 'rat running' through Green Lane and joining A573 Golborne Road. Green Lane is very narrow and the junction at which it joins the A573 is problematical.
B	Winwick	A573 Golborne Road (North of Myddleton Lane)	During peak hours, traffic regularly backs up on this section of road between the A49/Link Road RA and back up the A573 beyond Spires Gardens. This prevents residents accessing/egressing their driveways (particularly between points B&C) Given the particularly significant planning application for Parkside, we are surprised no traffic monitoring has been undertaken in this location, as it is more than fair to expect a significant number of additional journeys (both domestic and commercial) to be created from both Parkside and Peel Hall.
C	Winwick	A573 Golborne Road (Opposite Swan Pub)	
D	Winwick	A49 Newton Road (up to Winwick Link Rd RA)	
E	Winwick	Myddleton Lane (adjacent Winwick CE Primary)	This road is already incredibly busy and suffers at peak times that coincide with school drop offs and pick ups. The road is regularly obstructed with service vehicles (refuse collections and deliveries to the local convenience store) or vehicles parked on the roadside – the effects of which can back up to where Myddleton Lane passes over the Winwick Link Road.

Ref	Location	Road Name/Number	Description of Traffic Issues
F	Winwick	Winwick Link Road	Given the particularly significant planning application for Parkside, we are surprised no traffic monitoring has been undertaken in this location. It is not unreasonable to expect
G	Orford	Northway (Southbound)	Given Meadowside Primary has been identified in the SOCG for providing overspill capacity for the proposed development – we would expect to see traffic surveys along this road. Northway in particular is a narrow one way system and should not be blind to impacts from increased journeys. Likewise, it is a reasonable assumption that Beamont Collegiate Academy and Warrington & Vale Royal College will be an obvious choice for Secondary and Further education – this reinforces the requirement for adequate assessment along these heavily used streets.
H	Orford	Fisher Avenue	
J	Orford	Statham Avenue	
K	Orford	Sandy Lane	
L	Orford	Sandy Lane West	The majority of North Warrington is all too familiar with this junction and the problems trying to gain access from Orford to the A49 and beyond. A single days assessment of this section of highway in wholly inadequate.
M	Orford	Chiltern Avenue	Chiltern Avenue has historical issues with cars ‘rat running’ to circumvent queues on Sandy Lane West. It’s not unreasonable to expect hundreds more journeys will only worsen this issue.
N	Orford	Clifton Road	Clifton Road is a busy residential road that provides an essential link between Poplars Avenue and the A49 via Sandy Lane West. The additional throughput of traffic will be significant and should be properly assessed.
O	Orford	Howson Road	Howson Road is a busy residential road that provides an essential link between Poplars Avenue and surrounding estates. Howson Road also feeds into the Northway Roundabout that services Sandy Lane and Statham Avenue. As previously discussed with respect to Meadowside and further education establishments, this road can expect to see journey numbers significantly increase as a result of the proposed development.
P	Orford	Capesthorpe Road	A notoriously busy road that will be one of the favoured routes for residents of the proposed development to the east of the site for gaining access to the Town Centre. This road suffers greatly with on street parking and delays caused by contraflow of traffic maneuvering between cars parked on both sides of the road. The influx of additional cars along this route poses a serious risk to road users, cyclists and pedestrians alike.

Ref	Location	Road Name/Number	Description of Traffic Issues
Q	Cinnamon Brow	Crab Lane	<p>During morning peak periods, this section of road can often back up from the junction of Crab Lane Roundabout/Birchwood expressway back onto and around Enfield Park Road. We note traffic mitigation measures propose a traffic signalised junction at Enfield Park Road/Crab Lane – this will achieve very little if not exacerbate the already awful traffic issues.</p> <p>Surely a thorough ATC conducted here would have demonstrated the quantity of cars and average speed during peak hours – this would demonstrate just how overwhelmed this road is and how adding significant numbers of additional journeys is not sustainable.</p> <p>The only reason we can see for not undertaking such a thorough survey in this location is that it would undermine the appellants traffic impact, noise and air quality assessments by proving the impact to be severe in nature.</p> <p>As a side note, this is also the route for the planned No.25 bus linking the east of the proposed site with Birchwood as part of the appellants sustainable mitigation measures.</p>
R	Fearnhead	Fearnhead Lane	<p>Fearnhead Lane suffers much the same as that of Crab Lane. The one major difference being that cars use Fearnhead Lane as a means to circumvent Enfield Park Road or the Birchwood Express Way have to negotiate a tricky T junction to gain access on to Crab Lane and then onwards from the College roundabout.</p> <p>Traffic often backs up beyond Barnes Avenue – almost 500m away. This causes local residents great difficulty and frustration sometime even getting on or off their own driveways.</p> <p>Again, a thorough ATC survey would have demonstrated these issues, all of which were raised at the last appeal. We would have hoped that the appellant would have listened and took note.</p>

Section 4 – Promotion of Sustainable Transport

4.1 Item 2.11 in Highgate Transports Addendum 2 states;

In terms of the Peel Hall development, it has been important to enhance connectivity and reduce development impact and provide pedestrian, cycle and public transport measures to encourage sustainable travel.

4.2 The following excerpts from the NPPF and subsequent Rule 6 commentary set out that sustainable travel measures are not feasible from this landlocked location and have not been sufficiently demonstrated by the appellant, with particular journeys being neglected from consideration altogether.

4.3 The following section sets out guidance from the National Planning Policy Framework - February 2019 NPPF) and where we believe the appellants current proposal falls short. We look forward to the appellants rebuttal and proofs of evidence that address each point in turn;

4.4 **NPPF 102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that;**

a) **the potential impacts of development on transport networks can be addressed;**

As previously discussed in Section 3 – we do not believe adequate road traffic assessments have been undertaken for a site of this size and complexity.

d) **the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;**

The appellants lack of adequate and detailed surveys does not provide sufficient reasoning to prove the effects of a development this size will not be severe. The proofs of evidence within, comprehensively detail the current state of the overburdened infrastructure, especially in and around residential roads that will

be used to gain access to the proposed site, all of which struggle to meet today's current demand.

In addition, we fail to see how the reduction in green space and trees to accommodate proposed access roads and verges etc will result in achieving net environmental gains.

4.5 103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

- Cycle routes that end at the site boundaries and place cyclists back on to very busy roads with increased levels of traffic. This provision will do very little to encourage residents to commute by bicycle when the state of our roads provide both physical and psychological barriers.

- 30 minute walk to access Padgate Train Station and its limited hourly service (sometimes 2 hourly).

- Long bus journeys to gain access to Birchwood or Warrington Central train stations with arrival times often affected by traffic – this does not promote consumer confidence when trying to catch a train to their place of work.

- 3 Year opt out agreement for Warrington's Own Busses – that could see the bus service pulled long before the development is even completed.

- A large majority of the 1200 homes will be purchased by people from outside of Warrington, this will encourage journeys either to or from the site as residents look to maintain their social networks in neighboring towns and further afield.

- Likewise, those moving from outside of the area will have places of employment or conversely be tradesmen with commercial vehicles, both of which scenarios will not seek to use what little alternative travel arrangements are made available.

None of the above constitutes sustainable transport solutions and therefore does not meet the requirements of the NPPF.

4.6 104. Planning policies should

a) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

As previously discussed, the extent of the cycle lane provision merely assists with cycling from one end of the site to the other. At such point, cyclists are left with the option of riding back on our extremely busy roads with even more traffic than before.

With respect to high quality walking networks, it would be interesting to hear the appellants definition of high quality. We have polled local residents on this very issue, their view of high quality walking routes being;

- Peaceful
- Free from traffic, noise and pollution
- Interesting
- Appealing
- Scenic

Not only does the appellants master plan fall woefully short of providing a safe and healthy environment for residents, it worsens the amenity that residents from three different areas of Warrington currently enjoy communally. Instead of bringing people together in a safe, pleasant and healthy environment, the proposed development acts to do quite the opposite.

The only offering to provide green walks are along the M62 corridor where noise and air pollution is at its worst, thus taking away a valuable community amenity.

On that basis, the requirements set out in Section 104 of the NPPF are not met.

Section 5 – Public Transport

- 5.1 Section 4 previously touched on issues surrounding the provision of sustainable transport. This chiefly applies to the provision of bus services as cycling falls short of providing suitable and safe access to anywhere from the proposed development.
- 5.2 Given concerns regarding traffic congestion, air quality, noise and sustainability it is clearly necessary to establish the role which public transport would play if the Peel Hall site was developed.
- 5.3 The appellant claims that “This (new services) will provide modal choice from early occupation and is considered to be beneficial in reducing car travel from the outset.” The Rule 6 party will demonstrate that this is highly unlikely.
- 5.4 This evidence will show the following:
- a) The bus provision referenced in the appellant’s documentation is out of date and therefore overstated.
 - b) This is because of a long-term trend in reduced bus viability in Warrington
 - c) Bus journeys from Peel Hall would be unappealingly long, when compared with car journeys.
 - d) Any extension to existing services to incorporate Peel Hall would be likely to displace bus passengers from other locations, resulting in no net gain in public transport take-up for Warrington, and a possible reduction in overall take-up.
 - e) The commitment to bus services in Peel Hall is only for three years and could be removed long before the site has been fully developed.

Trends in bus usage and viability in Warrington

5.5 Quoting from Volume 5, page 62:

9.4.6 The existing bus services that currently operate close to each of the proposed site accesses are as follows:

- i. Mill Lane and Blackbrook Avenue Roundabout Services 23 and 23A; 25A; 26 and 26E; 27 and 27E
- ii. Poplars Avenue Central Access Services 20 and 20A; 21, 21A and 21E; 25 and 25A; 26 and 26E; 27
- iii. Poplars Avenue West Services 19; 20 and 20A; 21, 21A and 21E; 22; 329 and 360
- iv. Birch Avenue Services 19; 20 and 20A; 21, 21A and 21E; 22; 329 and 360
- v. Grasmere Avenue Services 20 and 20A; 21, 21A and 21E; 25 and 25A; 26; 27

Please note that the highlighted routes are those which no longer feature in Warrington's Own Buses' timetable.

5.6 At the time of compiling this report, the Rule 6 Party made every attempt to gain basic information from service operator Warrington's Own Buses. Questions included: how far each service would penetrate either end of the site, where would the main bus stops be and what is the timescale envisaged by Warrington's Own Buses for the introduction of the new bus service to site. None of our questions were answered.

5.7 The Warrington LTP4 Evidence Base Review provides some context:

- a) Bus services in Warrington are centred on Warrington Bus Interchange. This often requires passengers to change services in the centre for cross town journeys.
- b) Between 2010/11 to 2015/16, there has been a decline in bus patronage from 11.5 million to 6.6 million per year. This has declined at a greater rate than the North West average.

- c) The majority of bus services finish at 23.00 and have limited services on most routes on Sundays.
- d) Bus fares have also increased in recent years. As a result, taxis are becoming increasingly more competitive to local bus services – especially when more than one family member is making the journey.
- e) There has been a significant reduction in local bus spend in Warrington, with a reduction of -48% between 2009/10 and 2014/15.

5.8 On passenger satisfaction with bus services, the LTP4 Evidence Base Review states:

- a) Bus passenger satisfaction levels in Warrington are below the national average. The routing of services and congestion in the town was identified to reduce the quality of bus services.
- b) Stakeholders at the local transport summit suggested that implementing bus priority measures, better routing and improved journey reliability could raise quality of service.
- c) Price was identified as a key issue on both local bus and rail services and was a key factor in low public transport patronage and high car use. Stakeholders also voiced preference for implementing smart ticketing to help improve the attractiveness of services.

Length of journeys

5.9 The proposal is to extend existing bus routes by incorporating the Peel Hall site. As these are already long journeys, this will further reduce the appeal of travelling by bus.

- 5.10 The proposed bus service serving the Peel Hall site will primarily be an extension of two existing routes, The number 20 and the 25. The current 20 service covers the Poplars Avenue and Orford areas and flows into the town centre. No.20 will use the Poplars entrance and the No.25 the Mill Lane entrance.
- 5.11 We assume that both buses will use the bus gate to allow them to service the whole site. This appears to be a reasonable assumption - otherwise the bus gate would simply be acting as a barrier to through traffic. However, please see the points below. Assuming this to be correct, the No.25 would take at least 75 minutes to complete its route. Anyone who presently takes the No.20 from a location prior to Peel Hall will see their journey time increase significantly. These additional journey times will make both services less desirable for existing and new users.
- 5.12 Local knowledge is the key here - The No.25 is notoriously long, serving the Birchwood area, Cinnamon Brow and Orford before reaching the town centre. Residents from Gorse Covert currently face a journey of up to 58 minutes to reach the town centre – a distance of 6.1 miles. By car this would take 15 minutes. Residents in Cinnamon Brow alighting at Enfield Park bus stops face a journey time of up to 30 minutes – 4.1 miles. By car this journey would take 10/12 minutes. To extend this service by say, 15 minutes to serve Peel Hall, some service 25 users face a one-way journey into town of more than an hour – even longer when waiting time is added on. A return journey into town could take up to 2 and a half hours.

5.13 The main 25 route (and return) is:

Warrington Interchange: O’Leary Street – Ryfields Village – Statham Ave/Kirkstone Ave – Greenwood Crescent/Merrick Close – Orange Grove/Avery Close – Cinnamon Lane North – Cinnamon Brow/Mill House rdbt – Enfield Park Rd/Tweedsmuir Close – Crab Lane/Uni of Chester – Locking Stumps/Copperfield Close – Glover Rd/Turf and Feather – Heathfield House – Birchwood Centre – Birchwood Railway Station – Oakwood/Keyes Close – Gorse Covert Spar Store – Gorse Covert/Ashdown Lane. (Ryfields Village is an intermittent service).

5.14 The nearest point that this service gets to Peel Hall is either at the top end of Statham Ave at the junction with Poplars Avenue or the far end of Cinnamon Lane North at the junction with Enfield Park Road. So, travelling from town to Peel Hall on the new 25 route would involve the bus turning left at Statham into Poplars and then right into the Peel Hall site. The bus would then have to turn around and go back down Poplars Ave in order to resume its original route up Greenwood Crescent and into Cinnamon Lane North. It would then need to go back into the Peel Hall site from the end of Cinnamon Lane North and then back out again along Enfield Park Rd in order to resume its route towards Crab Lane.

5.15 If this service uses the bus gate in order to travel through the Peel Hall site then the residents on Greenwood Crescent and Cinnamon Lane North would be bypassed and lose their only bus service. The absence of clarity in the appeal documentation leaves this vital question unanswered.

5.16 There is a reduced bus service on Saturdays - Saturday service ends at approximately 11pm. Sunday has a vastly reduced service which ends at approximately 6pm. For example, the last bus that takes passengers to Gorse Covert on Saturdays leaves Warrington at 18.48, arriving at Gorse Covert at

approximately 19.31. On Sundays this service runs every two hours. The last bus to Gorse Covert leaves Warrington at 16.40 arriving at Gorse Covert approximately 17.25. This is the last bus to Warrington, arriving at 18.11.

- 5.17 Neither of these bus services has connectivity to the nearest railway station which is Padgate which serves the Manchester to Liverpool line. Residents could use part of the 25 service (the closest stop being at Orange Gove) but would have to walk 1.1 miles to reach the station. To walk from Peel Hall to Padgate Station is over 1.5 miles and would take an estimated 30/40 minutes. For residents choosing to use service 20 it would mean disembarking at Smith Drive and then walking 1.8 miles to Padgate Station. To be accurate this would be a much longer walk as the straightest route (Birchwood Way) has no pavement either side of the carriageway. Residents would have to detour along Hilden Road.
- 5.18 Birchwood Train Station is approximately 3.5 miles away from Houghton Green and further from the Peel Hall Site. The No.25 would serve this end of the site. Peel Hall residents would have to walk to the bus stop and a journey to the station would take more than 25 minutes, ten minutes by car and just short of an hour to walk. Some buses do arrive on time for trains but the remainder leaves passengers with long waiting times. For instance, the first train to Manchester to Birchwood is 06.06, the first no.25 bus arrives at the station at 06.18 – over ten minutes too late. Passengers intending to get to work on the first train would have to drive, use a taxi, cycle, or walk. There is also the concern that the add-on time operating from Peel Hall may mean passengers either miss their desired train or face long waiting times.
- 5.19 There is no direct bus connectivity to Warrington Bank Quay Station which provides the main north/south line. Passengers would have to disembark at Warrington Bus Interchange and walk just short of a mile (0.8mi) to reach Bank Quay.

5.20 The No. 20 service is commonly known as 'The Pops'. It links Poplars Avenue and flows through Orford to the bus interchange. The journey time currently is approximately 30mins each way from Brathay Close. If the proposed junction is to be sited further down Poplars that would take 18 minutes into town. We are assuming that each route would be extended to the far side of the Peel Hall site and back again to Poplars via the proposed bus gate which would increase time journeys by at least another ten minutes to the round trip whichever bus you take.

5.21 The main route for the No:20 is:

Warrington Bus Interchange – Longford opp Ireland Street - Orford Park Hub – Longford opp Winwick College – Hulme nr Chiltern Road – Hulme opp Cleveland Rd - O’Leary St and into the town centre. The No 21 is the same route anti-clockwise.

5.22 These estimations do not include waiting time. Both services would need to negotiate a turning circle on site, presumably along the spine road but there is no precise location provided.

5.23 The proposed diversion on both services would become circuitous and have lengthy journey times making this mode of public transport increasingly unattractive. Both routes would be uncompetitive with cars or taxis for journey time, convenience and comfort. Both services would be unlikely to be used by new residents. Journeys to Warrington town centre would overwhelmingly be by car – which is already true for the urban area surrounding the Peel Hall site. There is no reason to believe that the new development would be any different.

5.24 It should be noted that the journey times stated at this stage are somewhat utopian and make no allowance for traffic congestion. Factoring in additional journey time as a result will more than likely result in missing follow on transport or enduring length waiting times – this does not constitute sustainable travel.

- 5.25 During the lockdown through Covid, one undeniable benefit has been the ability to work from home – this has improved family life in so many ways, not least the additional time spent with family as a result of not having to leave the house to travel to their place of work.
- 5.26 Once life begins to return to normal, people will not accept in excess of 1 hour bus travel when a car drive or taxi can reduce the journey to under 15 minutes.
- 5.27 It is expected that journeys to other destinations (such as the Trafford Centre) would also be made by car.

Long-Term Commitment

- 5.28 Please see Appendix 22, which is the Memorandum of Understanding (MOU) between Satnam and Warrington's Own Buses. This is for a 5 year term and provides Warrington's Own Buses with a break point at 3 years. This could mean cessation of bus services well before the completion of the development, leaving residents wholly dependent on cars.
- 5.29 The Rule 6 Party do not see these proposals as a sustainable provision of a public transport service. Specifically:
- a) New residents would not choose the bus over the car, given the long journey times. This is reflected in low – and declining - bus usage among the population surrounding Peel Hall
 - b) The extension of bus journey times for existing routes would contribute to the unappealing nature of the bus service for passengers beyond Peel Hall. A service with low utilisation would be further stretched. Whilst the appellant's contribution to Warrington's Own Buses might help to offset some of the costs of the extended service, it would do nothing to tempt passengers back onto buses.
 - c) There is minimal commitment – from either party, Warrington's Own Buses or Satnam - to the sustained provision of a bus service to this site

5.30 The Rule 6 Party have reviewed the current bus timetable and have undertaken a desktop study to determine journey times and the likelihood of residents receiving a sustainable and quality service.

5.31 Journeys reviewed include those made from both Bus Service 20 & 25 to the following locations;

- i. Warrington Hospital 8am and 8pm
- ii. Culcheth 8am and 8pm
- iii. Winwick Leisure Centre 8am and 8pm
- iv. Ikea 8am and 8pm

5.32 Results for Route 20 are taken from Howson Road and are as follows;

Journey To	Bus Time	Walk Time	Total Time	Changes	Distance (miles)	Travel Time by Car
Warrington Hospital 8am	14mins	23mins	37mins	0	2.5	8mins
Warrington Hospital 8pm	13mins	28mins	42mins	0	2.5	8mins
Culcheth 8am	19mins	6mins	31mins	0	5.2	12mins
Culcheth 8pm	48mins	10mins	1hr18mins	1	5.2	12mins
Winwick Leisure Centre 8am	4mins	27mins	32mins	0	2.0	6mins
Winwick Leisure Centre 8pm	3mins	27mins	31mins	0	2.0	6mins
Ikea 8am	36mins	22mins	59mins	0	2.2	7mins
Ikea 8pm	31mins	1mins	1hr25mins	1	2.2	7mins

5.33 Results for Route 25 are taken from Shetland Close/Enfield Park Road and are as follows;

Journey To	Bus Time	Walk Time	Total Time	Changes	Distance (miles)	Travel Time by Car
Warrington Hospital 8am	21mins	22mins	43mins	0	4.0	11mins
Warrington Hospital 8pm	18mins	22mins	40mins	0	4.0	11mins
Culcheth 8am	26mins	26mins	53mins	0	4.2	9mins
Culcheth 8pm	26mins	25mins	52mins	0	4.2	9mins
Winwick Leisure Centre 8am	2mins	46mins	49mins	0	2.0	5mins
Winwick Leisure Centre 8pm	2mins	46mins	49mins	0	2.0	5mins
Ikea 8am	38mins	18mins	57mins	0	3.7	12mins
Ikea 8pm	14mins*	32mins	1hr45mins	1	3.7	12mins

*Journey requires 30 min walk to Padgate Station

5.35 The above tables perfectly highlight the issues with the bus service and the logistics associated with the land locked nature of the site. Journeys are often convoluted or in most instances require significant amounts of walking to make the journey.

5.36 The likelihood of people persevering with these journey times and restrictions is extremely unlikely. The most obvious mode of transport will be car, failing this, a taxi is a more appealing prospect than a 30 minute walk.

5.37 At the previous inquiry, Mr Tighe confirmed that they (bus services) were a “key plank” of the proposals, also making clear that they were needed as mitigation, insofar as the accessibility of the site is concerned (IR13.74)

- 5.38 The desktop study and tables above prove that a bus service just isn't viable and certainly is not an alternative and sustainable mode of transport. Increase in journey times will likely push existing patrons to find alternative means of transport – the service will therefore not benefit from a net gain in uptake and therefore cannot be deemed sustainable.
- 5.39 The appellant's traffic survey shows very low bicycle usage in the area – 0.266% of surveyed journeys were undertaken by bicycle.
- 5.40 The quality and quantity of cycle lanes in Warrington is incredibly poor. There is no continuity between routes, instead, just a smattering of disjointed cycle lanes that do not provide any realistic, safe or enjoyable means by which to cycle.
- 5.41 The appellants belief that a cycleway from one side of the proposed development to the other will be enough to encourage people to cycle is extremely misplaced.
- 5.42 The confidence of residents to cycle on Warrington's roads would appear to be incredibly low – see appendix 25

Section 6 – Traffic Mitigation Measures

6.1 Guidance on Transport Assessment as produced by the Ministry of Housing, Communities and Local Government states;

Mitigation Measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

6.2 As previously stated, the provision of cycle lanes across the proposed development will not encourage commuting to work via this method, the number of hardened cyclists that do adopt this approach will be very few and make very little impact on reducing journeys to and from the site. We note from manual traffic counts undertaken by the appellant show a total cycle uptake in the area of 0.266%

6.3 As far as innovative transport solutions go, that leaves the extension of existing bus services. Namely Route 20 that will service the Poplars Avenue side of the development and Route 25 that will service the east of the site.

6.4 Both routes will extend their service to call at additional stops within the proposed development and result in longer journey times for existing patrons. The additional journey time for Route 25 is significant and unfairly impacts existing patrons – hardly innovative.

6.5 The current agreement in place between the appellant and Warrington's Own Busses is for an agreed period of 5 years with a 3 year opt out clause. This provides

the very real threat that the services could be scaled back or axed long before the site has been fully developed due to lack of viability.

- 6.5 Warrington's Own Busses has axed similar services in the past for this very reason, so it would come of little surprise should we be faced with the same predicament in future.
- 6.6 As recommended by the Ministry of Housing, Communities and Local Government, after the innovative and sustainable mitigation measures, the residual improvements would typically comprise of physical mitigation measures, namely improvements to highways and junctions.
- 6.7 In the case of Peel Hall however, we find ourselves faced with a sea of physical mitigation measures, some of which are in excess of 3km away from the site – this should give you some indication of the knock on effects to the roads and local residents across a significant section of North Warrington.
- 6.8 The following mitigation measures (in red text) are proposed by the appellant. We have supplemented our argument beneath each point.

- i. **A full and comprehensive Travel Plan supported by extensive travel plan measures, to enhance and support sustainable travel of future residents**

As previously concluded, the extension of existing bus services and increasing journey times well in excess of driving, catching a taxi and in some instances, walking, is not sustainable. This somewhat questions the merit of providing a travel plan in the first place.

- ii. An effective bus mitigation strategy based on extending two existing bus services into the site, in the east and south

Refer to Section 5 of this document.

- iii. A50 Orford Green/Poplars Avenue – development impact at this junction was previously addressed through proposed engineering measures to increase the circulatory to two lanes (as built). However, this capacity restriction was part of a highway safety scheme and as such, instead of mitigation measures at the junction it is proposed to provide a contribution towards traffic calming measures within the area to the immediate south of the development site (see point iv)

Traffic calming measures do not act to reduce peak hour congestion which is the main issue that appears to go unanswered. If anything, traffic calming measures are likely to have the direct opposite impact and create further queues and delays. The knock on effect of this will be vehicles rat running to circumvent said queues.

- iv. Provision of funding for traffic calming measures on the area to the immediate south of the Peel Hall development such as Poplars Avenue, Cleveland Road, Statham Avenue, Howson Road and Capesthorne Road. This is likely to involve, for example, replacement of measures along Capesthorne Road with more appropriate traffic calming and additional traffic calming and traffic management measures in the wider area.

All these streets already benefit from traffic calming measures. Cheshire Police have recently undertaken a series of road safety surveys in the areas mentioned and speeding was not deemed an issue. The concern here is volume of traffic during peak hours and during school drop offs and pick ups.

v. **Provide funding for an extended 20mph speed limit through Poplars Avenue and Capesthorne Road**

Traffic seldom reaches speeds in excess of 20mph down this road. The concern shared by residents is not speed – it is volume of traffic. Placing money within WBC's purse does not resolve the very likely and significant increase in traffic, ambient noise and air pollution along this road. In addition, the reduction in speed limit will only encourage cars to utilise Greenwood Crescent as a cut through – whilst this road is also restricted to 20mph, the carriageway is generally wider and suffers less with parked vehicles on the highway. As a result, this road does suffer with vehicles travelling in excess of the speed limit far more often.

Ultimately, this will create risk above and beyond that already – any increase in risk is symptomatic of poor design and should not be accepted, to do so, trades off public safety over profit and sets a very dangerous precedent.

Furthermore, we would respectfully draw your attention to item vii. below which seeks to provide safe cycling along this route via provision of road signs and markings. The combination of these mitigation measures in conjunction with laybys utilising the existing grass verges (item viii.), makes these roads extremely confusing and a poses a severe risk to pedestrians and cyclists welfare.

Please also refer to Appendix 6.

- vi. Provision of uncontrolled dropped kerb pedestrian crossing points with tactile paving across arms of all roads intersecting with Poplars Avenue and upgrade existing locations for pedestrians to cross Poplars Avenue to promote attractive pedestrian routes, enhance highway safety and assist pedestrians with crossing movements.

The plan proposed by the appellant indicates the removal of a zebra crossing to be replaced by a pedestrian refuge island. The majority of crossings will undoubtedly be school runs, this means parents with young children and possibly toddlers – stranded in the centre of a carriageway negotiating traffic (one family at a time). The addition of a new major junction poses the very real issue of parents amongst other residents having to try and negotiate their way across this junction whilst observing cars from both directions on Poplars Avenue and from the proposed development in the opposite direction.

This is a wholly unacceptable solution, the removal of a zebra crossing in place of a new major road access point is very poor design. Traffic levels will be unprecedented should this development go ahead, and the risk to passenger and vehicular safety along this section of road as a result will be severe.

- vii. Provision of cycle-friendly measures on Poplars Avenue such as painting cycle markings on carriageway near junctions to warn motorists of cycles. Also, the provision of cycle warning signing where suitable poles for doing so at key areas such as the approaches to the Poplars Avenue/Capesthorne Road roundabout

These are not 'cycle friendly measures' and the sporadic provision of such measures around junctions is far from a safe and sustainable cycling provision. The combination of measures (as raised below item vi), makes these already busy roads, all the more dangerous. These measures will not promote confidence in cyclists, they will create busy and confusing highway interfaces that will place cyclists at risk.

viii. Provision of funding for parking spaces to be created within the highway verges at locations along Poplars Avenue and Capesthorne Road

The provision of removing grass verges to provide parking only serves to place vehicles closer to pedestrians and places cyclists in a precarious position. These grass verges act as a very important barrier between the houses, pedestrians and traffic. This proposal only serves to remove what very little greenery there is along these routes.

Appendix 16_1901 TN10 Parking and Measures to South undertaken by Highgate Transportation is worryingly vague and lacking in detail. The traffic counts for parked vehicles for varying scenarios were undertaken on;

- a) Thursday 31st October 2019 at 11pm
- b) Saturday 2nd November 2019 at 1pm

These days and times serve to avoid both school drop offs and pick ups when on street parking is often at its highest and most dangerous. Given these schools to the south of the site will likely accommodate a number of children from the proposed development, then provision of parking to accommodate additional vehicles is not an unreasonable request.

Table 5&6 within the appellants TN10 contradicts itself with respect to the potential creation of verge parking spaces.

Table 6 also indicates a deficit of available parking spaces to zones 3 & 4 (Poplars Avenue) of 17 and 28 vehicles respectively. This however, is based on a desktop survey utilising an OS Plan which is totally flawed.

The rule 6 party have taken time to survey on foot the entire length of all the roads indicated in the appellants Appendix 22b 1901 06 Potential Verge Parking Bays – see Appendix 5.

It is apparent that a significant number verge parking spaces are not at all feasible.

Appendix 22b does not take into account WBC's Design Guide Note DGN01 - Item 4.9. It clearly states that each vehicle space shall be afforded 6 metres clear length, factoring this in with existing/proposed bus stops, crossing points, existing driveway access and clearance at junctions etc, it is highly unlikely that the stated number of vehicles can ever be safely accommodated along these routes.

Refer to Appendix 5.

- ix. **A49/A50/Hawleys Lane signal junction – provide a contribution to upgrade the signal junction to MOVA operation (to cover controller, additional loops and testing)**

The upgrade of signal controls and fittings to MOVA operation makes no reference to being dual control i.e MOVA + existing SCOOT.

SCOOT controls are in place to manage smooth operation of the entire section of the A49 – the likely knock on effect of this system will be that even more priority will be afforded to A49 movements whilst Long Lane and Hawleys Lane waiting times and queues grow even further. Of course, the knock on effect of reducing queues to both Hawleys Lane and Long will be further wait times and build up of traffic on the A49.

To that end, it is highly unlikely that alterations to existing signalised junctions will improve journey times, especially once hundreds of additional vehicle movements from the proposed development are factored in.

The appellants Proposed Updated MCC and ATC Traffic Surveys also currently shows this junction as a roundabout – this document has been updated long after this junction was converted from a roundabout. Given a manual count was undertaken in this location, it's worrying that such a simple oversight has not been seen and resolved. It somewhat calls into question the accuracy of the rest of the information provided by Highgate Transport.

- x. **A50/Hallfields Road signal junction – provide a contribution to upgrade the signal junction to MOVA operation (to cover controller, additional loops and testing)**

As point ix above, a peak manual count survey was undertaken over the period of a single day. I don't believe this will be representational of how the junction typically performs, nor do I believe that this type of control is necessary for this junction.

By provision of MOVA operated signals, is this recognition from the appellant that the increase in traffic from the proposed development moving towards the town centre via Hallfields Road is likely to cause sufficient traffic to merit this upgrade?

If so, perhaps it could be explained as to the justification for not providing traffic calming measures and verge parking along this section of road.

- xi. **A49 Newton Road/Golbourne Road – provide a scheme of widening and a ghost right turn lane if not provided by other committed schemes**

The main concern here is sheer volume of traffic. This would have been abundantly clear had the appellant undertaken a detailed survey in this location (referred to as points C & D in Appendix 2).

We note that the current width for the section of Golborne Road (A573) approaching the A49 is less than 4m, yet the appellants plan ref 1901/08 appears to split the two lanes at 2.4m each. Given the close proximity of the narrow footway leading to a retaining wall forming part of the grounds to St Oswald's Church, the only feasible way to achieve this would be to reduce the carriageway on the other side by circa 0.8m thus reducing its narrow width even further – this is a significant reduction in road width and one that will further impede flow of traffic, especially larger commercial vehicles given the junction is formed via a sweeping bend. (Please also refer to Appendix 3 & 15)

- xii. **Golbourne Road/Myddleton Lane - proposed provision of Keep Clear markings on the southbound A49 arm across the Golbourne Road arm to improve junction performance by removing obstructions to the A46 right-turning movement**

There is very little issue with this junction and cars heading away from the **A49** on Golborne Road to carry along this section of highway or turn right on to Myddleton Lane. The issue here is simply the volume of traffic that backs up beyond this junction heading towards the A49. This section of work will achieve very little.

Please also refer to Appendix 7 & 15

xiii. **Myddleton Lane/Delph Lane – proposed signal junction**

Myddleton Lane is a severely overused carriageway that provides an essential link to the M6 and M62 for a significant number of vehicles from Cinnamon Brow, Fearnhead, Orford, Croft and Culcheth. Generally, at this junction, traffic is staggered and filters through Myddleton Lane reasonably well with the exception of peak periods when traffic backs up both ways. The provision of a signalized junction will not alleviate this issue, it will make it worse. It will release cars in tranches through narrow highways in all three directions and increase the risk of vehicular accidents.

More of a concern is that the appellant nor council in their discussions and scoping agreement have sought to resolve the issue with the incredibly narrow and dangerous section further along Delph Lane adjacent Houghton Pool. (See Appendix 14). This section of road is extremely narrow with dangerously insufficient pedestrian footpaths that in places simply disappear. There are no safe or sustainable cycling measures proposed by the appellant for future residents as part of the proposed development and therefore we fail to see how cherry picking which measures are provided is a holistic and sustainable approach to a development of this size.

The danger to cyclists along this route is perfectly demonstrated within the appellants own manual traffic counts ref Warrington MCC Warrington J1 by the sheer absence of cycle journeys made. The provision of the Automatic Traffic Count demonstrates how heavily Delph Lane is already utilised, the potential addition of 1200 new houses will significantly increase the traffic flow along this lane.

Therefore, in the absence of public transport along this route, the only feasible safe method of travel through Delph Lane and beyond, is by motor vehicle only. This does not provide a “genuine choice of transport modes” as is the

requirement of NPPF Item 103 and therefore fails to meet this important criteria.

xiv. **Birch Ave/A49 – proposed provision of Keep Clear markings on the A49 nearside southbound lane across the Birch Avenue junction**

Birch Avenue is very close to the exit arm of the A49 roundabout taking in the westerly exit slip road of the M62 J9, it is a narrow street of 4.5m in width and has historically struggled with traffic movements even prior to the addition of the NHS Facility 'The Alders' which has regular journeys from both domestic and commercial vehicles.

Newton Road is a junction off of Birch Avenue some 11 metres from the A49/Birch Avenue junction – this does not comply with any road design good practices and with increased levels of traffic along this route poses real safety concerns.

For all the safety issues and concerns posed by this junction, the best mitigation measures proposed is a few road markings.

Please also refer to Appendix 4

xv. **Signalised junction of Enfield Park Road and Crab Lane**

The very fact that a signalised junction is provided in this location should tell you all you need to know. The impact of traffic from the proposed development making its way towards Birchwood, M62 J11 heading East or M6 J21 heading south will be severe.

We base this statement of fact (not prediction) on first hand experience of this section of highway where traffic regularly backs up on to and around Enfield

Park Road in both directions, queuing towards the junction of College Roundabout and Birchwood Way (A574).

With increasing frequency, traffic has started to use Stirrup Close and Aviemore Drive in both directions as a rat run to circumvent traffic. These roads are narrow and quiet residential streets (often with an abundance of on street parking) that cannot and should not be burdened with cars traversing at speed.

Typically the traffic, albeit extremely heavy, manages itself quite well with most vehicles giving way to allow another to flow in to the traffic backing up on to Enfield Park Road from Crab Lane.

The addition of a signalised junction will not relieve the burden of additional traffic, it will clearly add more journeys to an already over stretched network, it will cause cars to squeeze through light operations to prevent waiting for their next turn. The existing situation will worsen and cars will seek to use Stirrup Close and Aviemore Drive as noted above.

Please also refer to Appendix 16 & 24.

Section 7 – New Site Access Arrangements

- 7.1 New site access arrangements have been proposed at a series of locations.
- 7.2 Each access point has been provided an Appendix with details of the appellants proposal c/w a series of comments.
- i. Appendix 8 - Proposed Access Arrangements - Birch Avenue
 - ii. Appendix 9 - Proposed Access Arrangements - Poplars Avenue (West)
 - iii. Appendix 10 - Proposed Access Arrangements - Mill Lane (Leading to Delph Lane)
 - iv. Appendix 11 - Proposed Access Arrangements - Mill Lane (Residential)
 - v. Appendix 12 - Proposed Access Arrangements - Poplars Avenue (Central)
 - vi. Appendix 13 - Proposed Access Arrangements - Grasmere Avenue

Section 8 – Existing Road Conditions

- 8.1 The following information has been compiled over a number of months and is provided to give some 'real world' perspective of the issues faced by local residents on a regular basis.
- 8.2 Each of the following areas of concern have been provided a separate appendices with location map and images;
- i. Appendix 14 – Delph Lane
 - ii. Appendix 15 – Myddleton Lane & Golborne Rd
 - iii. Appendix 16 – Enfield Park Road & Crab Lane
 - iv. Appendix 17 – A49 Winwick Road
 - v. Appendix 18 – A49/Winiwick Link Road
 - vi. Appendix 19 – Blackbrook Lane & Capesthorne Road
 - vii. Appendix 20 – Poplars Avenue & Sandy Lane West

Section 9 – Conclusion

9.1 At the previous inquiry, the inspector concluded that;

....overall, the appeal proposal has failed to demonstrate that it would not create an adverse impact upon the safety and efficiency of the local and strategic highway network. It would conflict with Core Strategy policy MP7 and relevant paragraphs of the Framework, the requirements of which are set out above (IR 13.42)

The Rule 6 party and local residents still believe this to be the case. The appellant has tried to appease the very obvious traffic congestion issues with a series of ill thought out mitigation measures, very few of which are sustainable modes of alternative transport.

The majority of the mitigation measures are physical and seek to impose 20mph restrictions and traffic calming measures across a significant part of north Warrington which further demonstrates the appellants lack of understanding of just how severe the traffic often is.

The appellants desire to radically alter a significant number of roads and junctions through the local area, only serves to impact a significant number of residents lives over a wide area with very little in return. In fact, I believe the Rule 6 party has adequately demonstrated that existing residents will be worse off as journey times increase, traffic and congestion worsens and noise and air pollution from standing traffic further reduces our air quality.

The appeal site has been blighted by traffic for years and has significantly worsened year on year. The Rule 6 party has real concern over the traffic assessments undertaken and do not believe that quality and quantity of survey's have been commensurate with a site of this size and complexity. We believe had they been, the figures would have undermined the appellants own case.

We are facing a climate emergency and with that, a proposed development of 1200 dwellings, shopping centre, school and offices will be offset by a non existent bus service and extremely limited cycling provision.

The local residents have argued for almost 30 years that the proposal to develop this site was unsustainable. Factor in three decades of growth and exponential rate of dependence on private vehicles and it must surely now be apparent that the local residents are right.

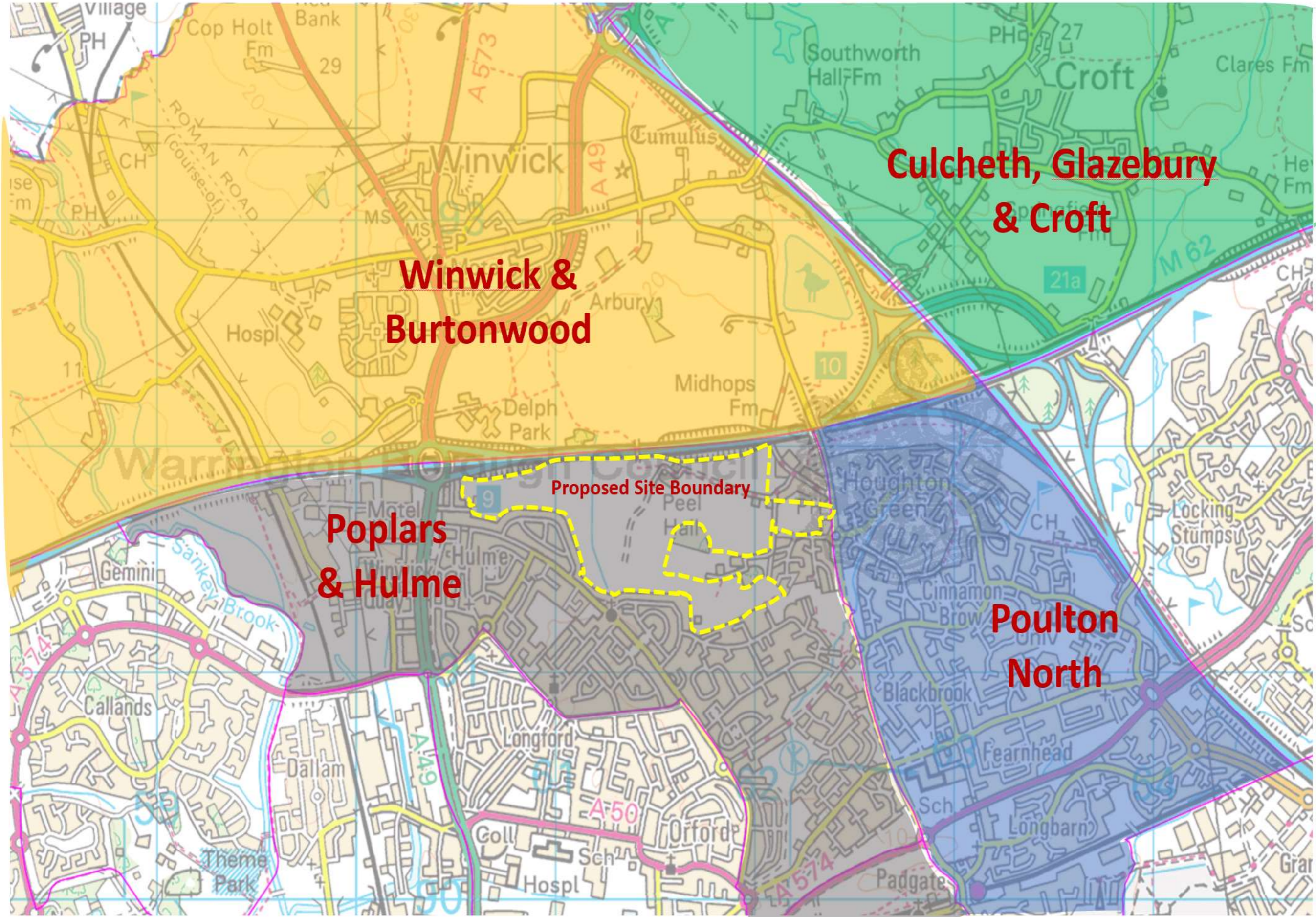
The appellant throughout the entire process has failed to engage with residents to determine what we – the people who live here – would like to see, what services are actually needed. This whole charade has been simply about minimum expenditure and maximum profit, regardless of the severe impact on the town and

its residents that will be blighted with traffic, noise and poor air quality for years to come.

Appendices

- Appendix 1 – Site Location Plan
- Appendix 2 - Proposed Updated MCC and ATC Traffic Surveys (Warrington Map)
- Appendix 3 – Golborne Road/A49 proposed works
- Appendix 4 – Birch Road Mitigation/Improvements
- Appendix 5 - Potential Verge Parking Bays (Poplars Rd & Capesthorpe Road)
- Appendix 6 – Extend 20mph restriction to Poplars Rd & Capesthorpe Road
- Appendix 7 – Potential A49 Golborne Road Junction Improvements
- Appendix 8 – Proposed Access Arrangements – Birch Avenue
- Appendix 9 – Proposed Access Arrangements - Poplars Avenue (West)
- Appendix 10 – Proposed Access Arrangements - Mill Lane (Leading to Delph Lane)
- Appendix 11 – Proposed Access Arrangements - Mill Lane (Residential)
- Appendix 12 – Proposed Access Arrangements - Poplars Avenue (Central)
- Appendix 13 - Proposed Access Arrangements - Grasmere Avenue
- Appendix 14 – Delph Lane
- Appendix 15 – Myddleton Lane & Golborne Rd
- Appendix 16 – Enfield Park Rd & Crab Lane
- Appendix 17 – A49 Winwick Road
- Appendix 18 – A49 Winwick Rd & Winwick Link Rd
- Appendix 19 – Blackbrook Ave & Capesthorpe Rd
- Appendix 20 – Poplars Avenue & Sandy Lane West
- Appendix 21 – Bus Journey Desktop Study
- Appendix 22 - MOU Satnam & WOB
- Appendix 23 - A49 Incorrect Road Designations
- Appendix 24 – Aviemore Drive & Stirrup Close Rat Runs
- Appendix 25 – Residents testimonies – Cycling
- Appendix 26 - Cheshire Police - Acknowledgement of Traffic Concerns
- Appendix 27 – Residents testimonies – Busses
- Appendix 28 - Cheshire County Council Letter

Appendix 1 – Site Location Plan



**Winwick &
Burtonwood**

**Culcheth, Glazebury
& Croft**

**Poplars
& Hulme**

**Poulton
North**

Proposed Site Boundary



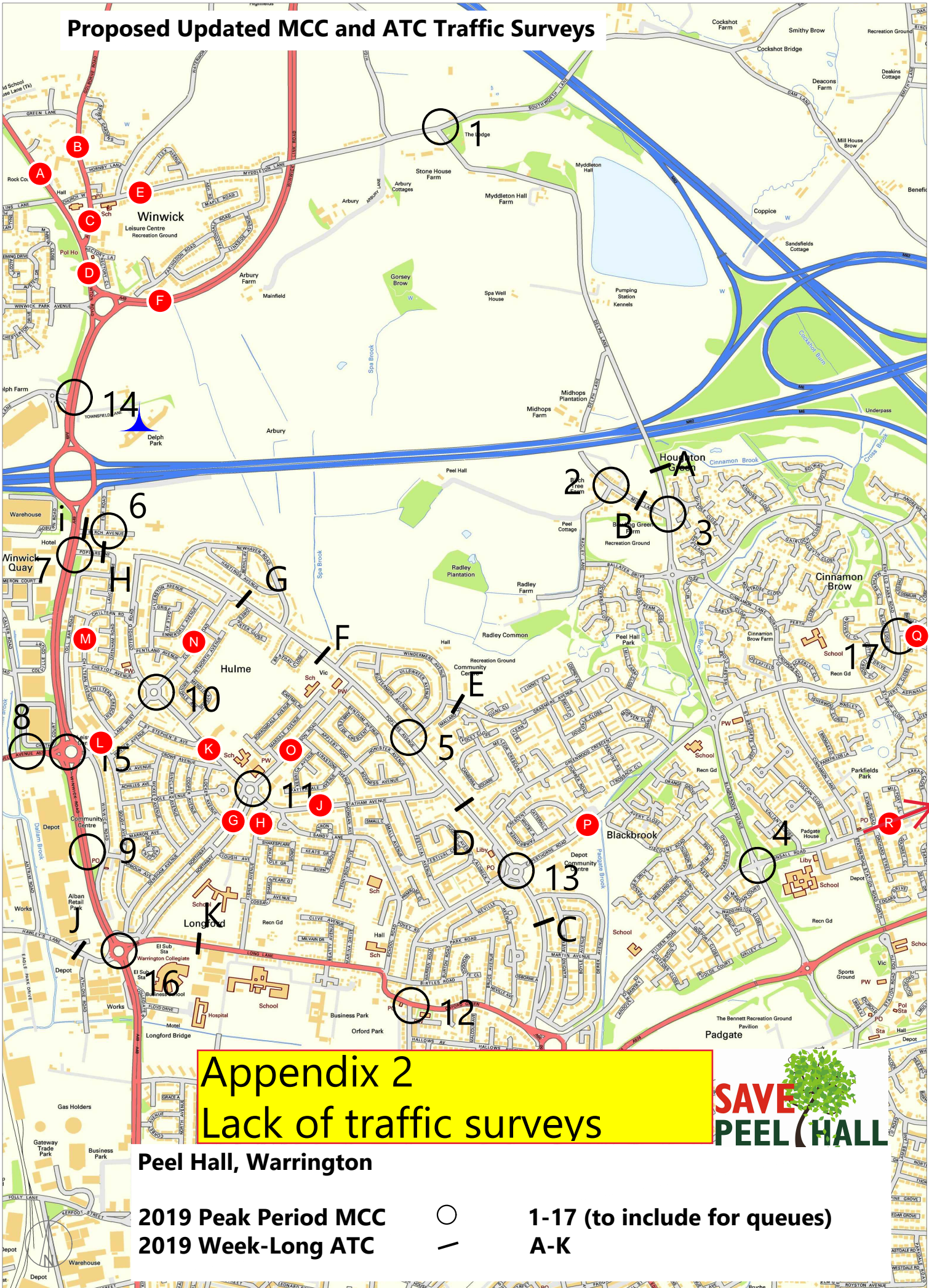
Appendix 1

Site Location
Plan

Scale - NTS

Appendix 2 - Proposed Updated MCC and ATC Traffic Surveys (Warrington Map)

Proposed Updated MCC and ATC Traffic Surveys



Appendix 2
Lack of traffic surveys



Peel Hall, Warrington

2019 Peak Period MCC
2019 Week-Long ATC



1-17 (to include for queues)
A-K

Appendix 3 – Golborne Road/A49 proposed works



PRELIMINARY

ISSUE	REASON FOR REVISION	DATE

PROJECT: PEEL HALL WARRINGTON

CLIENT: SATNAM MILLENNIUM LTD

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1901	08	1:500 @ A3

HighgateTransportation
www.highgatetransportation.co.uk
 First Floor, 43-45 Park Street
 Bristol BS1 5NL
 07973 375 937 / 07595 892 217
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TITLE: PROPOSED A49 / GOLBOURNE ROAD JUNCTION IMPROVEMENTS

DATE:	DRAWN BY:	CHECKED:
04/03/20	BGS	FB

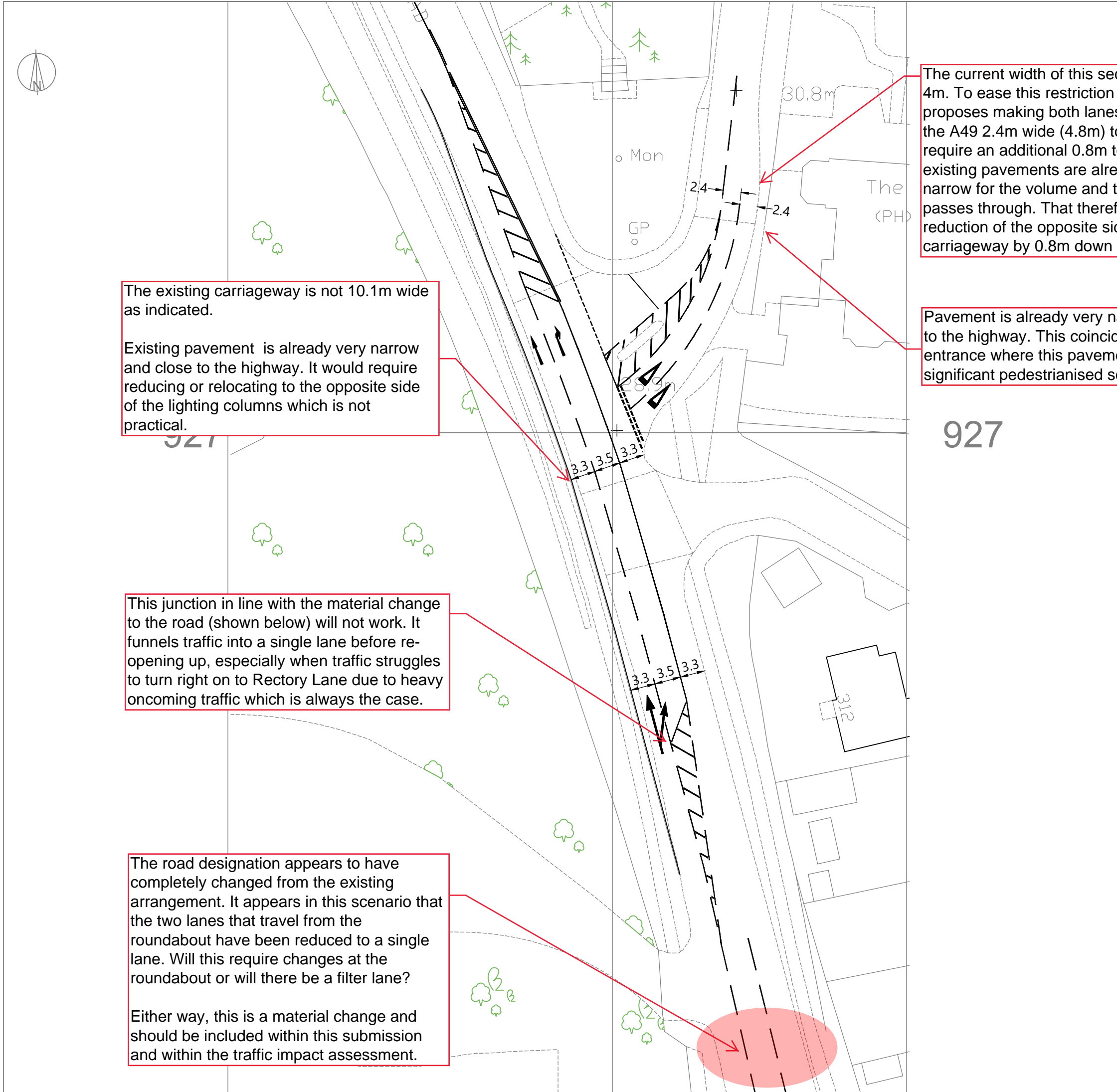
The current width of this section of road is 4m. To ease this restriction the appellant proposes making both lanes approaching the A49 2.4m wide (4.8m) total. This would require an additional 0.8m to be found. The existing pavements are already precariously narrow for the volume and type of traffic that passes through. That therefore leaves a reduction of the opposite side of the carriageway by 0.8m down to 3m.

Pavement is already very narrow and close to the highway. This coincides with the pub entrance where this pavement caters for significant pedestrianised school traffic.

The existing carriageway is not 10.1m wide as indicated.
Existing pavement is already very narrow and close to the highway. It would require reducing or relocating to the opposite side of the lighting columns which is not practical.

This junction in line with the material change to the road (shown below) will not work. It funnels traffic into a single lane before re-opening up, especially when traffic struggles to turn right on to Rectory Lane due to heavy oncoming traffic which is always the case.

The road designation appears to have completely changed from the existing arrangement. It appears in this scenario that the two lanes that travel from the roundabout have been reduced to a single lane. Will this require changes at the roundabout or will there be a filter lane?
Either way, this is a material change and should be included within this submission and within the traffic impact assessment.



Appendix 4 – Birch Road Mitigation/Improvements



Refuse collection on Newton Rd is undertaken in this location due to the inability of refuse vehicle to negotiate this section of road.

Proposed 'Keep Clear' road marking

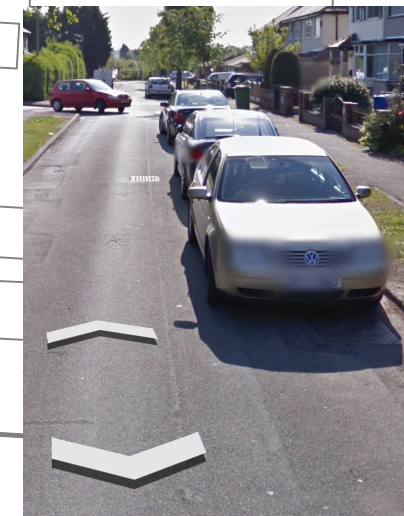
Distance from A49 to Netwon Rd off of Birch Ave - 10.9 metres
10,997.54

4,813.75

Very narrow road along with on street parking.

This frequently causes issues with access of vehicle (especially emergency services)

Why are there no mitigation measures put forward to resolve this issue that will clearly be made worse with additional vehicular movements.



The risk of cars accidentally stranded within this space and pulling out into the outside lane increases the risk of an accident.

This traffic mitigation achieves very little and potentially creates bigger problems.

We would invite all parties to survey this junction in peak traffic to experience the issues faced on a daily occurrence.

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ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
LTD**

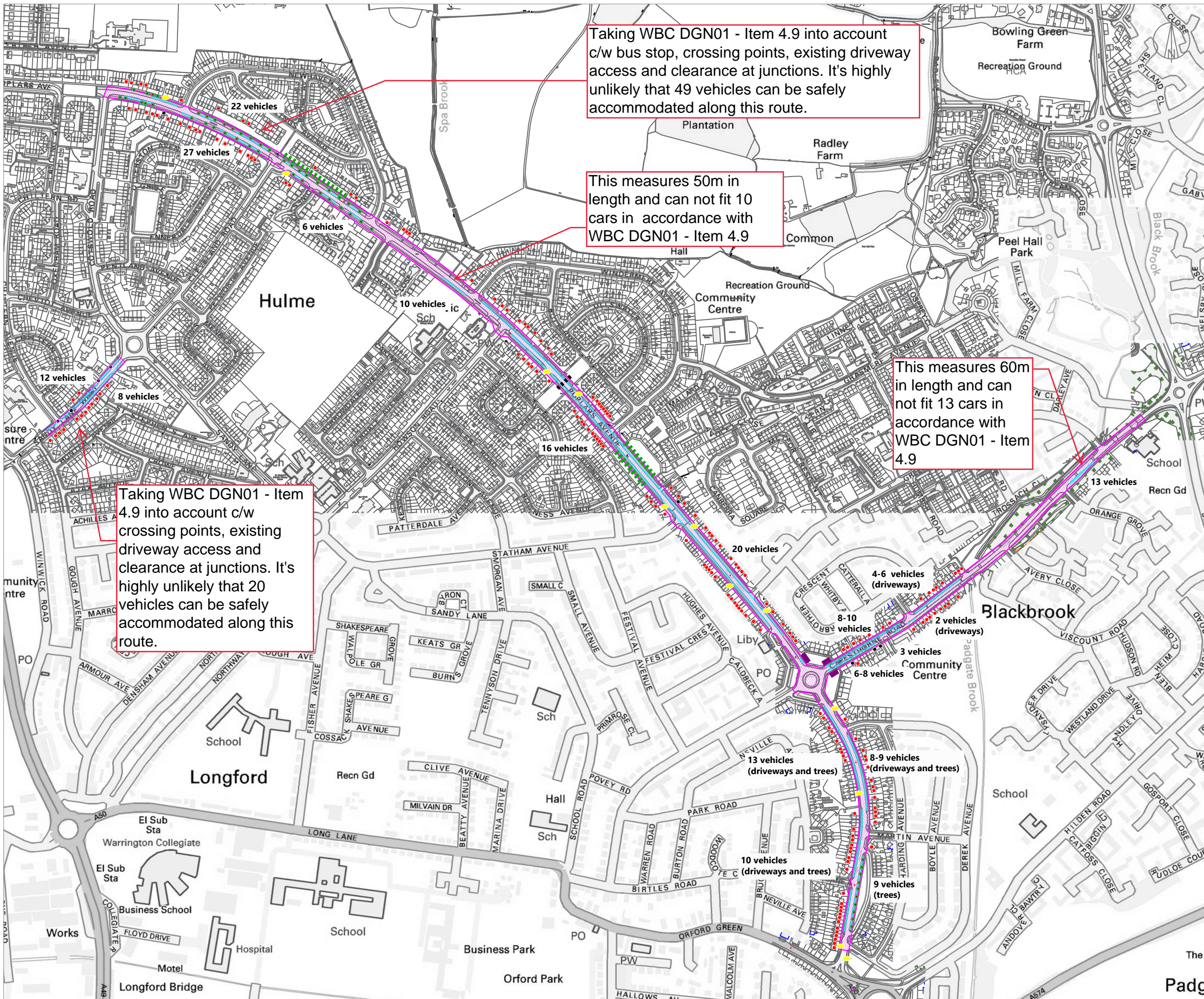
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	79	1:250 @ A3

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TITLE:
**PEEL HALL POTENTIAL MITIGATION - A49 /
BIRCH AVENUE**

DATE:	DRAWN BY:	CHECKED:
22/12/17	BL	FB

Appendix 5 - Potential Verge Parking Bays (Poplars Rd & Capesthorpe Road)



Taking WBC DGN01 - Item 4.9 into account c/w bus stop, crossing points, existing driveway access and clearance at junctions. It's highly unlikely that 49 vehicles can be safely accommodated along this route.

This measures 50m in length and can not fit 10 cars in accordance with WBC DGN01 - Item 4.9

This measures 60m in length and can not fit 13 cars in accordance with WBC DGN01 - Item 4.9

Taking WBC DGN01 - Item 4.9 into account c/w crossing points, existing driveway access and clearance at junctions. It's highly unlikely that 20 vehicles can be safely accommodated along this route.

NOTES:
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Key

Study area to be considered for off-carriageway formalised parking

Potential locations for verge parking

Indicative only - based on on-site observations

- Indicates premises with own driveway
- 24/7 Unrestricted access required to El Sub Station
- Bus Stop
- Dangerous proposal - too close to junction
- Refuse collection along here for blocks of flats
- Grass verge densely populated with establish trees (NOT ALL TRESS HAVE BEEN SHOWN)
- Pedestrian crossing should have unrestricted views and not be obscured by parked cars on all 4 vantage points
- Vehicular access and safe clearance required

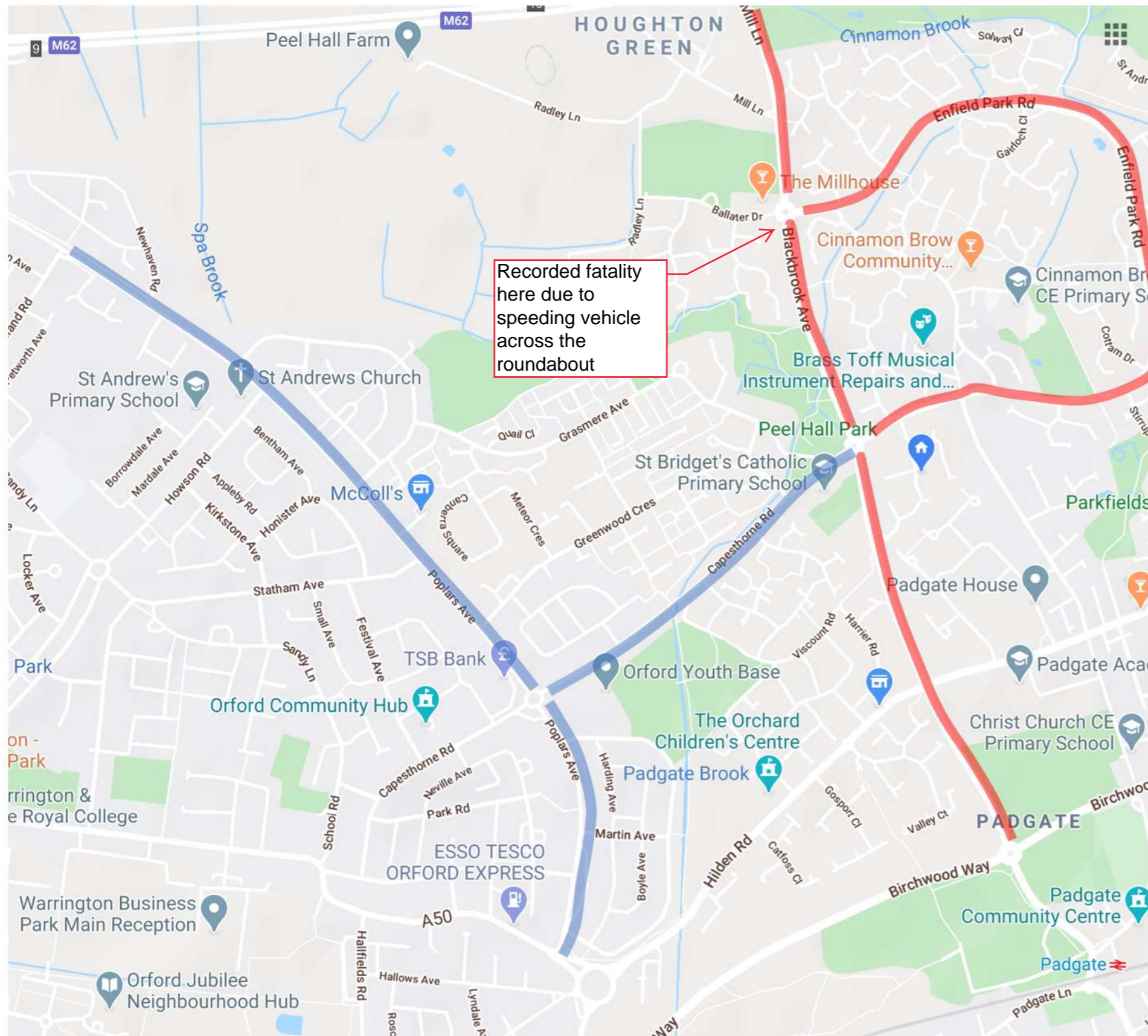
PROJECT: PEEL HALL, WARRINGTON		
CLIENT: SATNAM MILLENNIUM LTD		
PROJECT REFERENCE: 1901	DRAWING NUMBER: 06	SCALE: Not to Scale

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TITLE: POTENTIAL AREAS TO BE CONSIDERED FOR VERGE/FOOTWAY PARKING		
DATE: 29/01/20	DRAWN BY: FB	CHECKED: DT

Appendix 6 – Extend 20mph restriction to Poplars Rd & Capesthorpe Road



Proposed 20mph restrictions



Roads omitted from consideration. Far greater potential for speeding due to no on street parking.

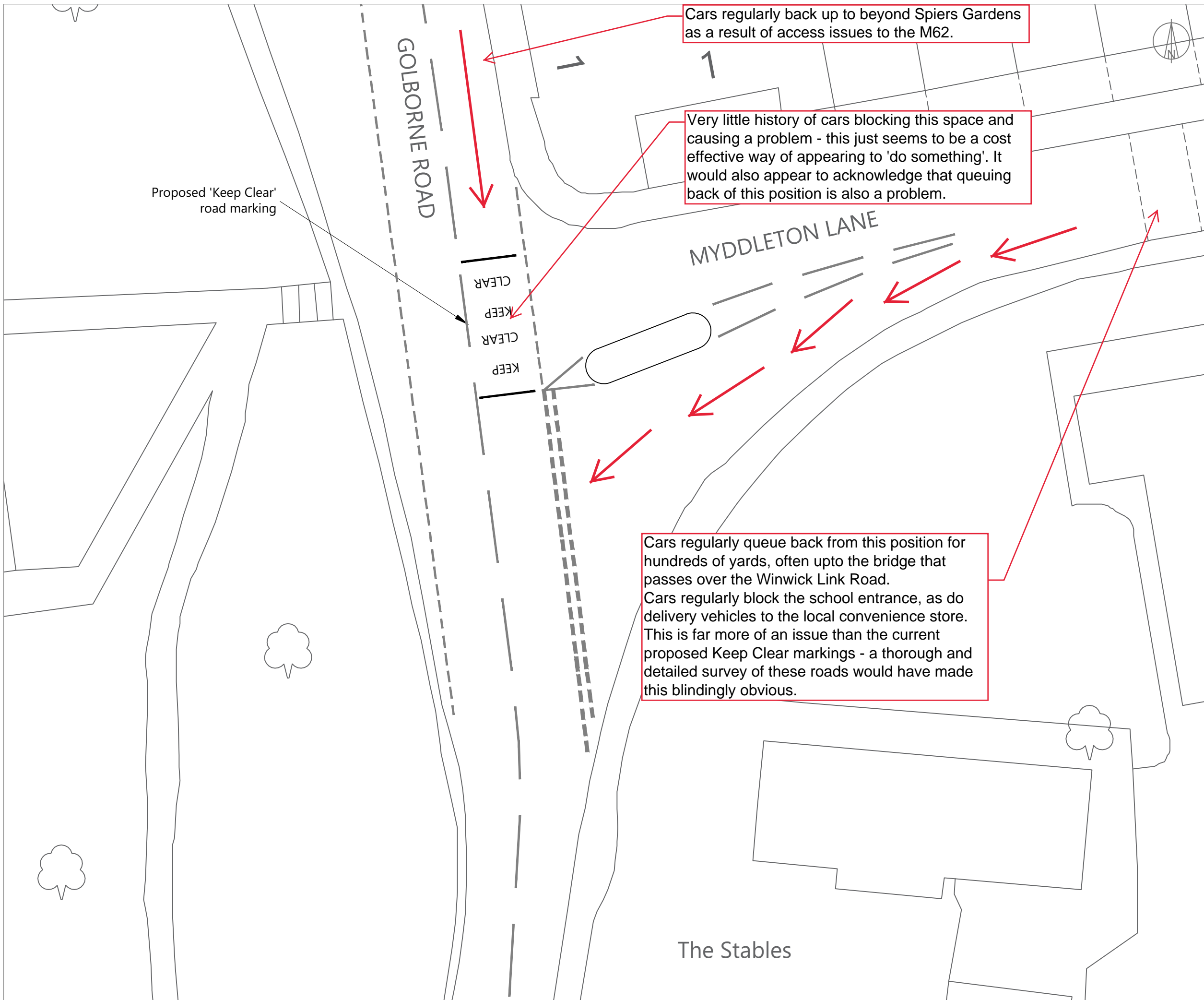


**APPENDIX 6
PROPOSED 20MPH
RESTRICTIONS**

SCALE – NTS

INFORMATION TAKEN
FROM APPELLANTS
FILE REF: 1901/07

Appendix 7 – Potential A49 Golborne Road Junction Improvements



Cars regularly back up to beyond Spiers Gardens as a result of access issues to the M62.

Very little history of cars blocking this space and causing a problem - this just seems to be a cost effective way of appearing to 'do something'. It would also appear to acknowledge that queuing back of this position is also a problem.

Cars regularly queue back from this position for hundreds of yards, often upto the bridge that passes over the Winwick Link Road. Cars regularly block the school entrance, as do delivery vehicles to the local convenience store. This is far more of an issue than the current proposed Keep Clear markings - a thorough and detailed survey of these roads would have made this blindingly obvious.

Proposed 'Keep Clear' road marking

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Road markings and splitter island shown indicatively only

ISSUE	REASON FOR REVISION	DATE

PROJECT:
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WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
LTD**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1901	10	1:200 @ A3

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TITLE:
**POTENTIAL KEEP CLEAR MARKINGS
GOLBOURNE RD/MYDDLETON LN**

DATE:	DRAWN BY:	CHECKED:
02/03/20	FB	DT

Appendix 8 – Proposed Access Arrangements – Birch Avenue

Appendix 9 – Proposed Access Arrangements - Poplars Avenue (West)



NOTES:
Drawing based on Geomatic Surveys Ltd topographical survey 01532/01 dated 27/07/15.

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KEY:

Parking Areas (number of cars that can be accommodated) **6**

Junction provides access to 150 new homes. This is therefore classed as a major access road and as such, verges are 'required on both sides between carriageway edge and cycleway/footway. Minimum 1.5m wide.

Combination of convoluted bends is dangerous.

Visibility splays are impaired by on street parking - Manual for Streets

ALTERATION TO EXISTING KERB LINE TO WIDEN CARRIAGEWAY THROUGH THE BEND

ALTERATION TO EXISTING KERB LINE TO WIDEN CARRIAGEWAY THROUGH THE BEND

TURNING HEAD AND EMERGENCY ACCESS LINK TO WIDER SITE

3.5m SHARED FOOTWAY-CYCLEWAY

1.0m VERGE

2.0m FOOTWAY

ISSUE	REASON FOR REVISION	DATE

PROJECT:
PEEL HALL, WARRINGTON

CLIENT:
SATNAM MILLENNIUM LTD

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	09/M	AS SHOWN

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TITLE:
PROPOSED ACCESS TO EMPLOYMENT LAND AT POPLARS AVENUE

DATE:	DRAWN BY:	CHECKED:
03/02/17	FB	DT

1:1,000 @ A3

1:500 @ A3

Appendix 10 – Proposed Access Arrangements - Mill Lane (Leading to Delph Lane)

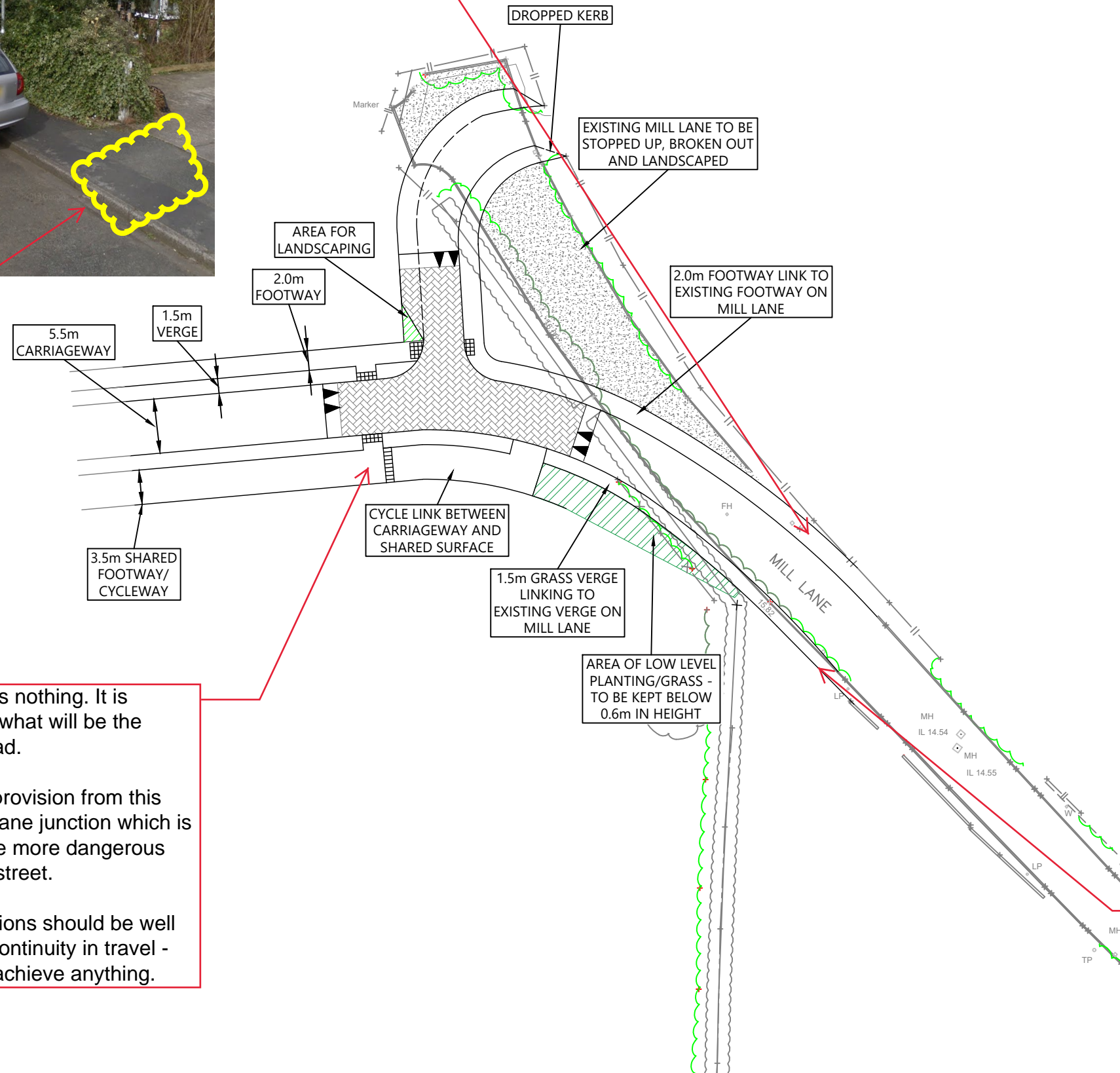
Appendix 11 – Proposed Access Arrangements - Mill Lane (Residential)

Existing pavement largely obstructed by vehicles and not 2m wide. This does not comply with WBC Design Guide requirements and can therefore not accommodate an additional 150 dwellings.

This does not promote alternative sustainable transport modes - the use of cars from the the proposed development as a result will be demonstrably high and have a severe impact on a small quiet village of 56 dwellings.



Pavement not 2 metres



This cycle lane achieves nothing. It is arguably located along what will be the safest section of the road.

There is no cycle lane provision from this point to the top of Mill Lane junction which is narrow and made all the more dangerous with vehicle parked on street.

Sustainable travel solutions should be well designed and provide continuity in travel - this proposal does not achieve anything.



No pedestrian pavement for 150 metres

Drawing based on Powers & Tiltman topographical survey 6297_01 dated 25/07/11.

PROJECT:

PEEL HALL,
WARRINGTON

CLIENT:

SATNAM MILLENNIUM
LTD

PROJECT REFERENCE:

1107

DRAWING NUMBER:

11/L

SCALE:

1:500 @A3

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TITLE:

PROPOSED ACCESS AT MILL
LANE

DATE:

03/02/17

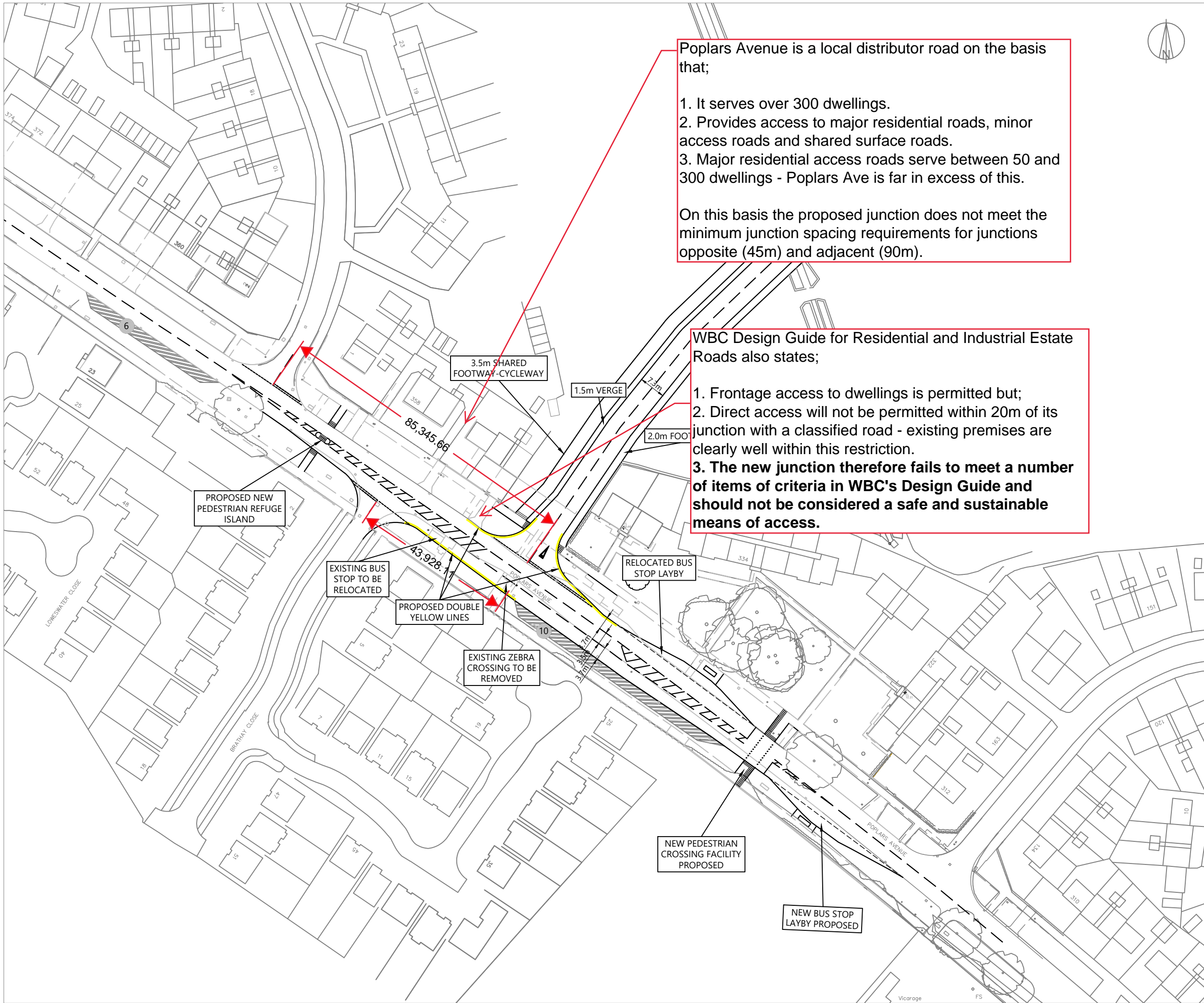
DRAWN BY:

BL

CHECKED:

DT

Appendix 12 – Proposed Access Arrangements - Poplars Avenue (Central)



Poplars Avenue is a local distributor road on the basis that;

1. It serves over 300 dwellings.
2. Provides access to major residential roads, minor access roads and shared surface roads.
3. Major residential access roads serve between 50 and 300 dwellings - Poplars Ave is far in excess of this.

On this basis the proposed junction does not meet the minimum junction spacing requirements for junctions opposite (45m) and adjacent (90m).

WBC Design Guide for Residential and Industrial Estate Roads also states;

1. Frontage access to dwellings is permitted but;
2. Direct access will not be permitted within 20m of its junction with a classified road - existing premises are clearly well within this restriction.
3. **The new junction therefore fails to meet a number of items of criteria in WBC's Design Guide and should not be considered a safe and sustainable means of access.**



NOTES:
 Drawing based on Appletons plan 140367-B-001G dated January 2016.
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 KEY:
 Parking Areas (number of cars that can be accommodated) **6**

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
 LTD**

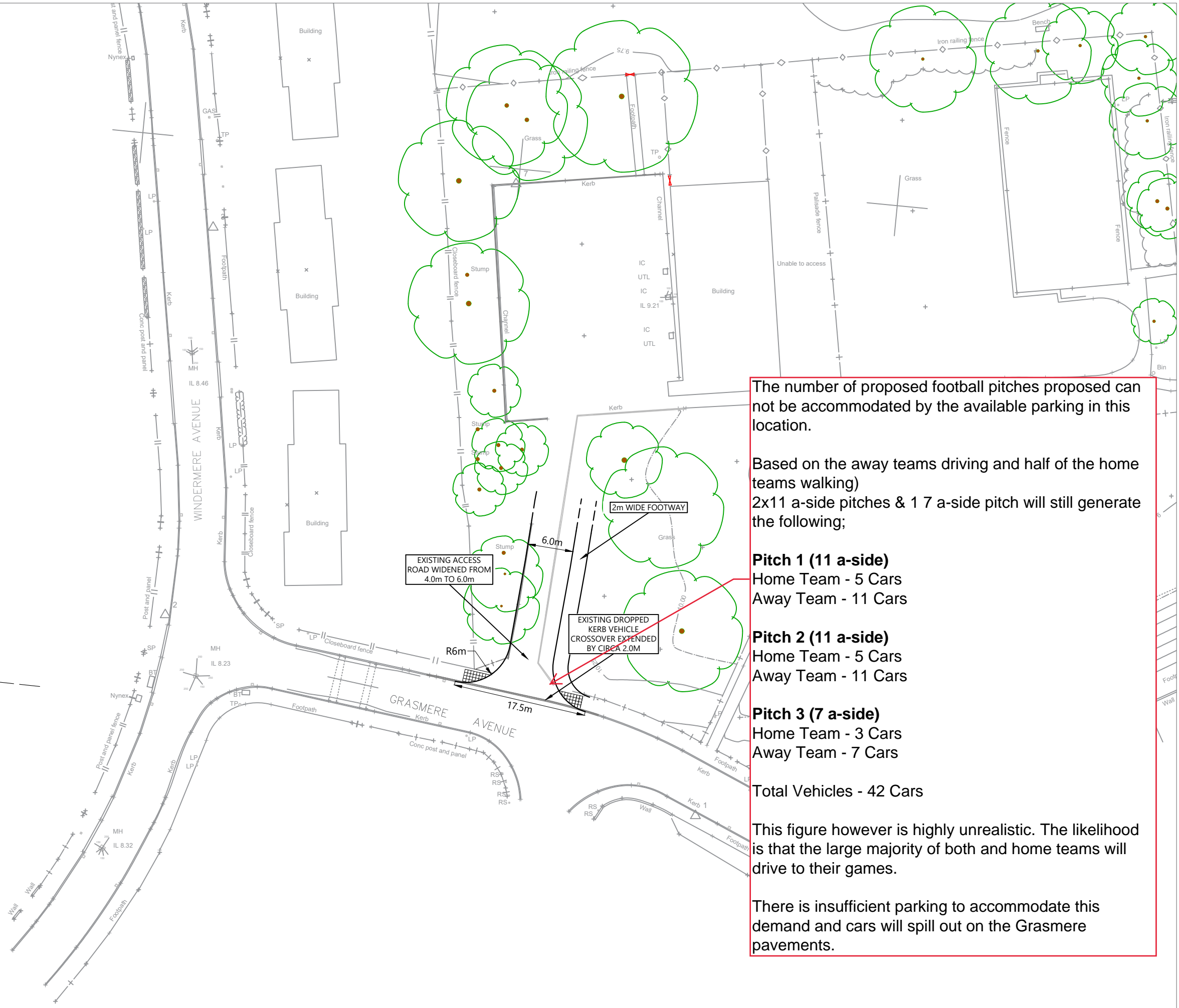
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	12/Q	1:1,000 @ A3

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TITLE:
**PROPOSED ACCESS FROM POPLARS AVENUE
 TO RESIDENTIAL LAND AND LOCAL CENTRE**

DATE:	DRAWN BY:	CHECKED:
03/02/17	FB	DT

Appendix 13 - Proposed Access Arrangements - Grasmere Avenue



The number of proposed football pitches proposed can not be accommodated by the available parking in this location.

Based on the away teams driving and half of the home teams walking)
 2x11 a-side pitches & 1 7 a-side pitch will still generate the following;

Pitch 1 (11 a-side)
 Home Team - 5 Cars
 Away Team - 11 Cars

Pitch 2 (11 a-side)
 Home Team - 5 Cars
 Away Team - 11 Cars

Pitch 3 (7 a-side)
 Home Team - 3 Cars
 Away Team - 7 Cars

Total Vehicles - 42 Cars

This figure however is highly unrealistic. The likelihood is that the large majority of both and home teams will drive to their games.

There is insufficient parking to accommodate this demand and cars will spill out on the Grasmere pavements.

NOTES:
 Drawing based on Geomatic Surveys Ltd topographical survey 01532/01 dated 27/07/15.
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ISSUE	REASON FOR REVISION	DATE

PROJECT:	PEEL HALL, WARRINGTON	
CLIENT:	SATNAM MILLENNIUM LTD	
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	30/H	1:500 @ A3

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TITLE: PROPOSED ALTERATIONS TO EXISTING ACCESS AT GRASMERE AVENUE		
DATE:	DRAWN BY:	CHECKED:
15/01/18	BL	FB

Appendix 14 – Delph Lane



Location Map



Cars mounting pavement to allow HGV to pass



Cars at standstill as coach negotiates its way past



HGV straddles across both lanes



Narrow and poorly lit road



Combination of narrow road, lack of pavements and proximity to walls is dangerous for motorists, pedestrians and cyclists.



HGV stuck on bend of Delph Lane

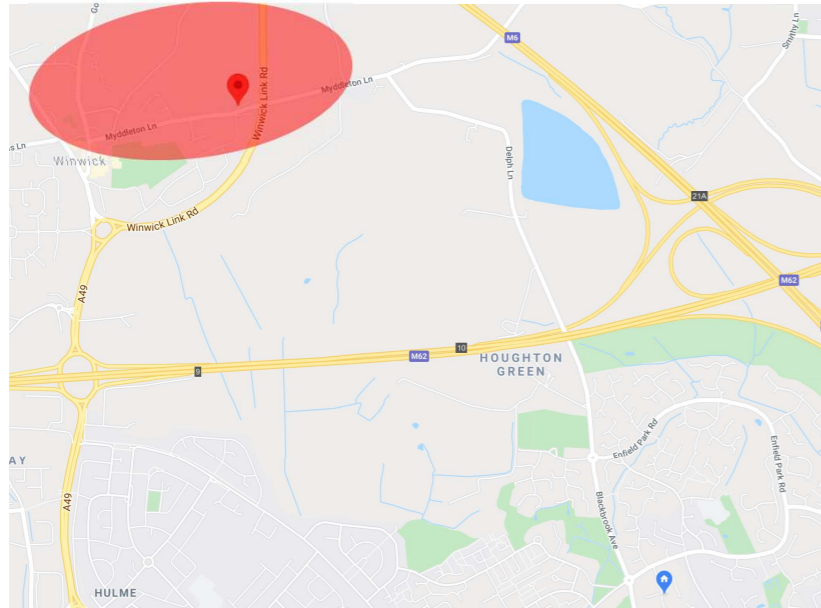
SAVE PEEL HALL

Appendix 14

Delph Lane

Scale - NTS

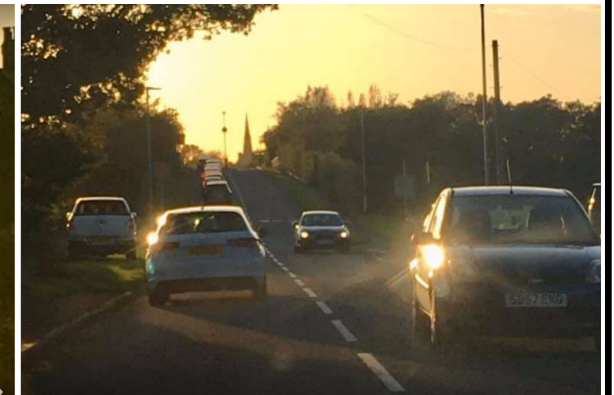
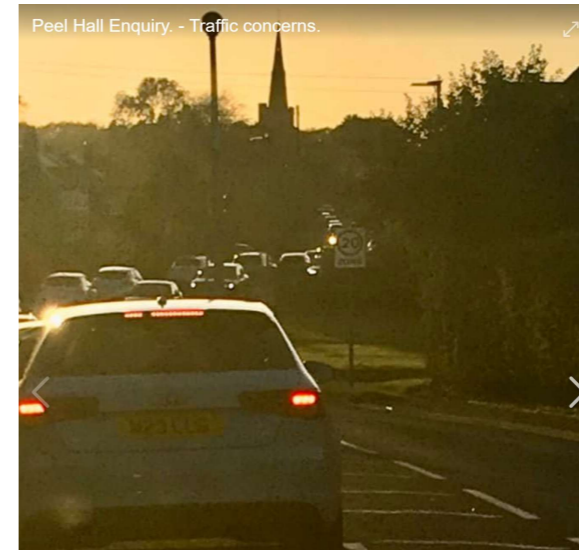
Appendix 15 – Myddleton Lane & Golborne Rd



Location Map



Cars backing up Myddleton Lane



Vehicles backing up Myddleton Lane travelling toward Golborne Rd



Vehicles backing up to Hermitage Green travelling towards A49



Typical example of HGV creating chaos turning out of Myddleton Lane



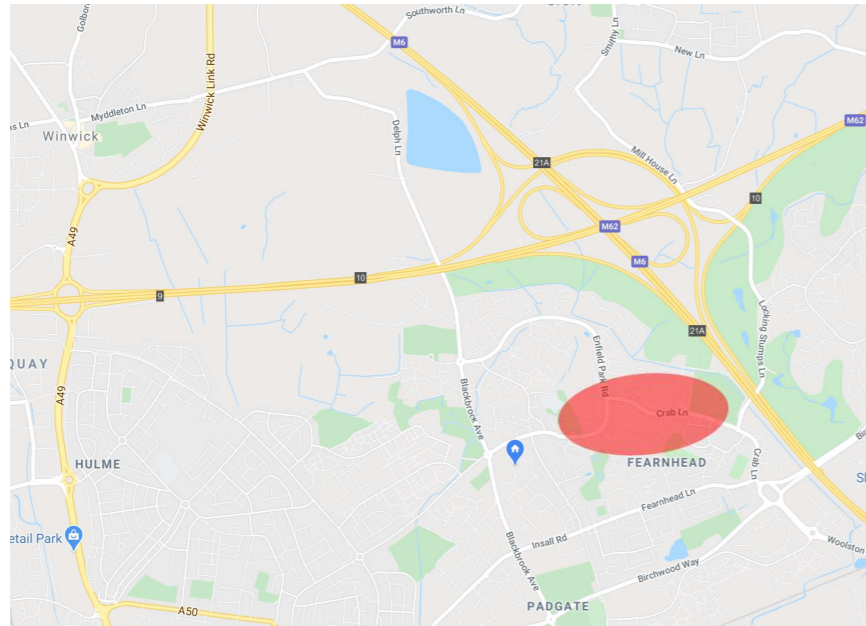
SAVE PEEL HALL

Appendix 15

Myddleton Lane & Golborne Rd

Scale - NTS

Appendix 16 – Enfield Park Rd & Crab Lane



Location Map



Traffic backing up from Crab Lane Roundabout to Isherwood Close



Traffic backing up from Crab Lane Roundabout to Stirrup Close/Isherwood Close



Cars backing up along Crab Lane from Birchwood Way Roundabout



Aerial photo of cars backing up along Crab Lane from Birchwood Way Roundabout



Cars backing up along Crab Lane from Birchwood Way Roundabout

SAVE PEEL HALL

Appendix 16

Enfield Park Road

Scale - NTS

Appendix 17 – A49 Winwick Road



Location Map



Traffic on J9 Retail trying to join A49



Traffic backing up from Sandy Lane West/A49 roundabout back to M62 J9.



More traffic on J9 Retail trying to join A49

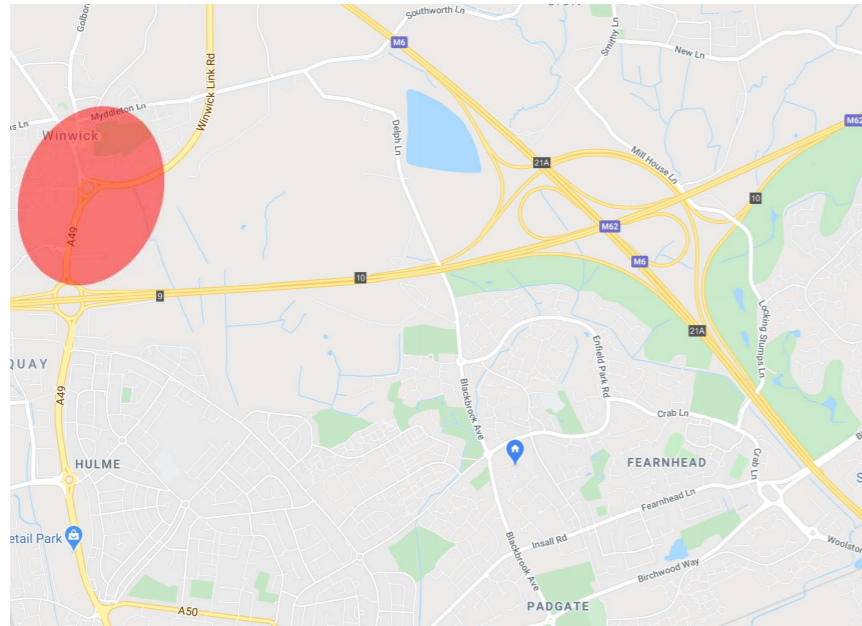


Cars backing up towards town centre due to heavy A49 traffic



Traffic on A49 (taken from Birch Ave)

Appendix 18 – A49 Winwick Rd & Winwick Link Rd



Location Map



Traffic on A49 queuing to M62 J9 roundabout. Delph Lane (junction to RHS of image) will now also accommodate new 20 house development



Aerial image of traffic backing up on Winwick Link Road & A49 from A49/M62 J9 roundabout

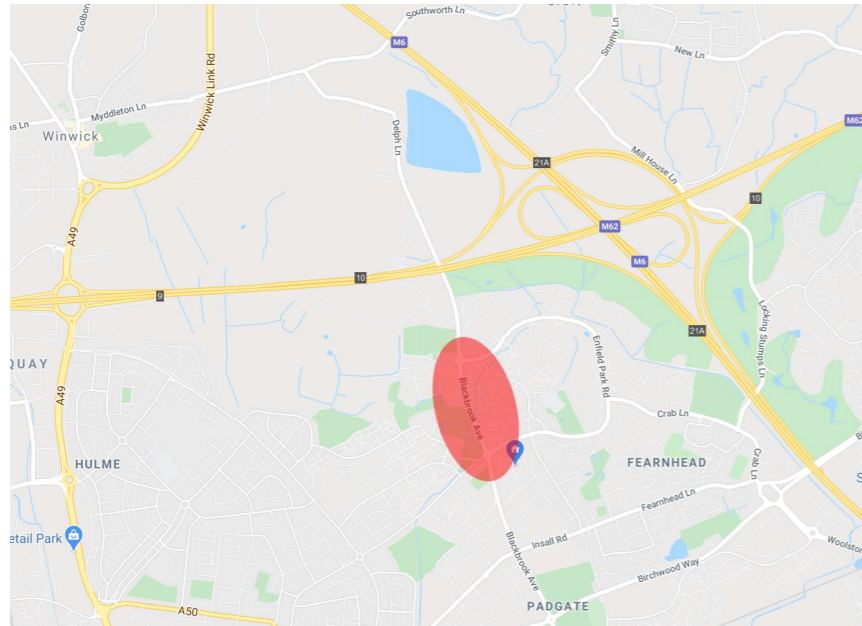


Appendix 18

A49 Winwick Rd/
Winwick Link Road

Scale - NTS

Appendix 19 – Blackbrook Ave & Capesthorpe Rd



Location Map



Traffic on Blackbrook Avenue rat running to avoid traffic on Myddleton Lane



Traffic on Blackbrook Avenue / Mill Lane Avoiding motorway accident (regular occurrence)

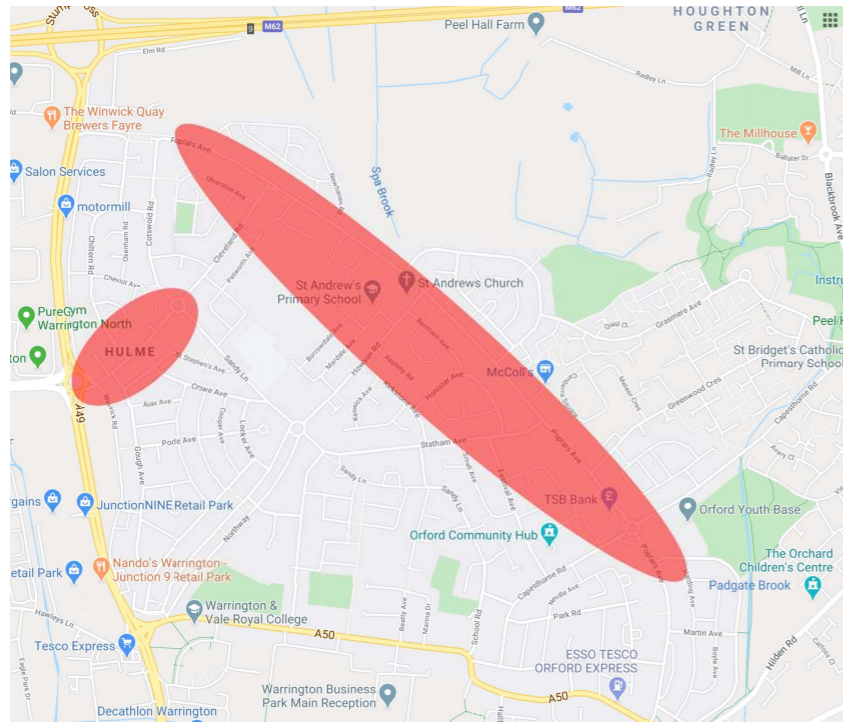


Traffic on Blackbrook Avenue and Capesthorpe Road op St Bridgets CPS



Traffic on Blackbrook Avenue between both Enfield Park Road junctions

Appendix 20 – Poplars Avenue & Sandy Lane West



Location Map



Congestion on Poplars Avenue approaching A50



More congestion on Poplars Avenue



On street parking



Drone footage of traffic queuing from Cromwell Avenue/A49 and South/Sandy Lane West

SAVE PEEL HALL

Appendix 20

Poplars Avenue & Sandy Lane West

Scale - NTS

Appendix 21 – Bus Journey Desktop Study

Appendix 21 – Bus Journey Desktop Study

The following information has been taken from the Warrington Buses journey planner website.

Journeys were planned for 8am and 8pm – we have chiefly focused on weekdays, although the final sections of this document will demonstrate the lack of service coverage of a weekend and especially Sunday.

BUS ROUTE 20 (STOP AT CORNER OF HOWSON RD USED)

Journey To	Bus Time	Walk Time	Total Time	Changes
Warrington Hospital 8am	14mins	23mins	37mins	0

Summary Results				
Depart/Arrive	Changes	Legs	Duration	
08:09 → 08:46	0		0:37	

From Poplars Avenue Opp Howson Road, Hulme, take **20** bus to Bus Interchange (Stand 3), Winwick Street, Warrington
14 minutes. Depart 08:09, Arrive 08:23

[Warrington's Own Buses](#)
[@WarringtonBuses](#)

Today's Live Departures / Service Timetable

Walk to Warrington Hospital, Lovely Lane, Warrington, Cheshire
23 minutes. Depart 08:23, Arrive 08:46

Journey To	Bus Time	Walk Time	Total Time	Changes
Warrington Hospital 8pm	13mins	28mins	42mins	0

Summary Results				
Depart/Arrive	Changes	Legs	Duration	
20:45 → 21:27	0		0:42	

Walk to Statham Avenue Cnr Poplars Avenue, Orford
6 minutes. Depart 20:45, Arrive 20:51

Take **25** bus to Bus Interchange (Stand 14), Winwick Street, Warrington
13 minutes. Depart 20:52, Arrive 21:05

Warrington's Own Buses @WarringtonBuses

Today's Live Departures / Service Timetable

Walk to Warrington Hospital, Lovely Lane, Warrington, Cheshire
22 minutes. Depart 21:05, Arrive 21:27

Journey To	Bus Time	Walk Time	Total Time	Changes
Culcheth 8am	19mins	6mins	31mins	0

Summary Results				
Depart/Arrive	Changes	Legs	Duration	
08:59 → 09:30	1		0:31	

Walk to Poplars Avenue Opp Statham Avenue, Orford
6 minutes. Depart 08:59, Arrive 09:05

Take **25** bus to Glover Road Opp Copperfield Close, Birchwood
12 minutes. Depart 09:06, Arrive 09:18

Warrington's Own Buses @WarringtonBuses

Today's Live Departures / Service Timetable

Take **28** bus to Warrington Road O/S Library, Culcheth
7 minutes. Depart 09:23, Arrive 09:30

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Journey To	Bus Time	Walk Time	Total Time	Changes
Culcheth 8pm	48mins	10mins	1hr18mins	1

Summary Results

Depart/Arrive	Changes	Legs	Duration
20:45 → 22:03	1		1:18

Walk to Statham Avenue Cnr Poplars Avenue, Orford
6 minutes. Depart 20:45, Arrive 20:51

Take **25** bus to Fennel Street Opp Cockhedge Lane, Howley
9 minutes. Depart 20:52, Arrive 21:01

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Today's Live Departures / Service Timetable

Walk to Church Street Cnr Orchard Street, Howley
4 minutes. Depart 21:01, Arrive 21:05

Take **28E** bus to Warrington Road O/S Library, Culcheth
39 minutes. Depart 21:24, Arrive 22:03

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Journey To	Bus Time	Walk Time	Total Time	Changes
Winwick Leisure Centre 8am	4mins	27mins	32mins	0

Summary Results

Depart/Arrive	Changes	Legs	Duration
08:26 → 08:58	0		0:32

Walk to Newton Road Cnr Mill Lane, Hulme
21 minutes. Depart 08:26, Arrive 08:47

Take **22** bus to Newton Road Opp St Oswald Church, Winwick
4 minutes. Depart 08:48, Arrive 08:52

Warrington's Own Buses

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Today's Live Departures / Service Timetable

Walk to Winwick Leisure Centre, Myddleton Lane, Winwick, Warrington, Cheshire
6 minutes. Depart 08:52, Arrive 08:58

Journey To	Bus Time	Walk Time	Total Time	Changes
Winwick Leisure Centre 8am	3mins	27mins	31mins	0

Summary Results				
Depart/Arrive	Changes	Legs	Duration	
20:19 → 20:50	0		0:31	

Walk to Newton Road Cnr Mill Lane, Hulme
21 minutes. Depart 20:19, Arrive 20:40

Take **22A** bus to Newton Road Opp St Oswald Church, Winwick
3 minutes. Depart 20:41, Arrive 20:44

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Today's Live Departures / Service Timetable

Walk to Winwick Leisure Centre, Myddleton Lane, Winwick, Warrington, Cheshire
6 minutes. Depart 20:44, Arrive 20:50

Journey To	Bus Time	Walk Time	Total Time	Changes
Ikea 8am	36mins	22mins	59mins	0

Summary Results				
Depart/Arrive	Changes	Legs	Duration	
08:04 → 09:03	0		0:59	

Walk to Hilden Road Cnr Hilden Place, Orford
22 minutes. Depart 08:04, Arrive 08:26

Take **17** bus to Europa Boulevard O/S Ikea, Callands
36 minutes. Depart 08:27, Arrive 09:03

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Journey To	Bus Time	Walk Time	Total Time	Changes
Ikea 8pm	31mins	1mins	1hr25mins	1

Summary Results

Depart/Arrive	Changes	Legs	Duration
 21:10 → 22:35	1	  	1:25

 From Poplars Avenue Cnr Howson Road, Hulme, take **21** bus to Bus Interchange (Stand 4), Winwick Street, Warrington
17 minutes. Depart 21:10, Arrive 21:27

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 Today's Live Departures / Service Timetable

 Walk to Bus Interchange (Stand 18), Winwick Street, Warrington
1 minute. Depart 21:27, Arrive 21:28

 Take **17** bus to Europa Boulevard O/S Ikea, Callands
14 minutes. Depart 22:21, Arrive 22:35

 Warrington's Own Buses

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BUS ROUTE 25 (STOP ADJ SHETLAND CLOSE/ENFIELD PARK RD)


Journey To	Bus Time	Walk Time	Total Time	Changes
Warrington Hospital 8am	21mins	22mins	43mins	0

Summary Results

Depart/Arrive	Changes	Legs	Duration
^ 08:13 → 08:56	0	 	0:43

 From Enfield Park Road Cnr Shetland Close, Houghton Green, take **25** bus to Bus Interchange (Stand 14), Winwick Street, Warrington
21 minutes. Depart 08:13, Arrive 08:34

 Warrington's Own Buses

 @WarringtonBuses


 Today's Live Departures / Service Timetable

 Walk to Warrington Hospital, Lovely Lane, Warrington, Cheshire
22 minutes. Depart 08:34, Arrive 08:56

Journey To	Bus Time	Walk Time	Total Time	Changes
Warrington Hospital 8pm	18mins	22mins	40mins	0

Summary Results

Depart/Arrive	Changes	Legs	Duration
^ 20:47 → 21:27	0	 	0:40

 From Enfield Park Road Cnr Shetland Close, Houghton Green, take **25** bus to Bus Interchange (Stand 14), Winwick Street, Warrington
18 minutes. Depart 20:47, Arrive 21:05

 Warrington's Own Buses

 @WarringtonBuses

 Today's Live Departures / Service Timetable

 Walk to Warrington Hospital, Lovely Lane, Warrington, Cheshire
22 minutes. Depart 21:05, Arrive 21:27

Journey To	Bus Time	Walk Time	Total Time	Changes
Culcheth 8am	26mins	26mins	53mins	0

Summary Results

Depart/Arrive	Changes	Legs	Duration
 08:36  09:29	0	 	0:53

 Walk to Harpers Road O/S Conservative Club, Padgate
26 minutes. Depart 08:36, Arrive 09:02

 Take **28** bus to Warrington Road Opp Chatburn Court, Birchwood
26 minutes. Depart 09:03, Arrive 09:29

 Warrington's Own Buses

 @WarringtonBuses

Journey To	Bus Time	Walk Time	Total Time	Changes
Culcheth 8pm	26mins	25mins	52mins	0

Summary Results

Depart/Arrive	Changes	Legs	Duration
 21:10  22:02	0	 	0:52

 Walk to Crab Lane Opp Locking Stumps Lane, Fearnhead
25 minutes. Depart 21:10, Arrive 21:35

 Take **28E** bus to Warrington Road Opp Chatburn Court, Birchwood
26 minutes. Depart 21:36, Arrive 22:02

 Warrington's Own Buses

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Journey To	Bus Time	Walk Time	Total Time	Changes
Winwick Leisure Centre 8am	2mins	46mins	49mins	0

Summary Results				
Depart/Arrive	Changes	Legs	Duration	
08:03 → 08:52	0		0:49	

Walk to Poplars Avenue Cnr Howson Road, Hulme
21 minutes. Depart 08:03, Arrive 08:24

Take **21** bus to Poplars Avenue Opp Newhaven Road, Hulme
2 minutes. Depart 08:25, Arrive 08:27

Warrington's Own Buses
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Today's Live Departures / Service Timetable

Walk to Winwick Leisure Centre, Myddleton Lane, Winwick, Warrington, Cheshire
25 minutes. Depart 08:27, Arrive 08:52

Journey To	Bus Time	Walk Time	Total Time	Changes
Winwick Leisure Centre 8am	2mins	46mins	49mins	0

Summary Results				
Depart/Arrive	Changes	Legs	Duration	
20:48 → 21:37	0		0:49	

Walk to Poplars Avenue Cnr Howson Road, Hulme
21 minutes. Depart 20:48, Arrive 21:09

Take **21** bus to Poplars Avenue Opp Newhaven Road, Hulme
2 minutes. Depart 21:10, Arrive 21:12

Warrington's Own Buses
 @WarringtonBuses

Today's Live Departures / Service Timetable

Walk to Winwick Leisure Centre, Myddleton Lane, Winwick, Warrington, Cheshire
25 minutes. Depart 21:12, Arrive 21:37

Journey To	Bus Time	Walk Time	Total Time	Changes
Ikea 8am	38mins	18mins	57mins	0

Summary Results

Depart/Arrive	Changes	Legs	Duration
08:06 → 09:03	0		0:57

Walk to Hilden Road Opp Blenheim Close, Blackbrook
18 minutes. Depart 08:06, Arrive 08:24

Take 17 bus to Europa Boulevard O/S Ikea, Callands
38 minutes. Depart 08:25, Arrive 09:03

Warrington's Own Buses
 @WarringtonBuses

Journey To	Bus Time	Walk Time	Total Time	Changes
Ikea 8pm	14mins	32mins	1hr45mins	1

Summary Results

Depart/Arrive	Changes	Legs	Duration
20:50 → 22:35	1		1:45

Walk to Padgate Station
28 minutes. Depart 20:50, Arrive 21:18

Train to Warrington Central
3 minutes. Depart 21:19, Arrive 21:22

Northern
 @northernassist

Walk to Bus Interchange (Stand 18), Winwick Street, Warrington
4 minutes. Depart 21:22, Arrive 21:26

Take 17 bus to Europa Boulevard O/S Ikea, Callands
14 minutes. Depart 22:21, Arrive 22:35

Warrington's Own Buses
 @WarringtonBuses

BUS ROUTE 20 (STOP AT CORNER OF HOWSON RD USED) SATURDAY

Journey To	Bus Time	Walk Time	Total Time	Changes
Town Centre 8am	14mins	23mins	37mins	0

Journey To	Bus Time	Walk Time	Total Time	Changes
Town Centre 8pm	14mins	23mins	37mins	0

BUS ROUTE 20 (STOP AT CORNER OF HOWSON RD USED) SUNDAY

Journey To	Bus Time	Walk Time	Total Time	Changes
Town Centre 8am	6mins	21mins	28mins	0

Summary Results				
Depart/Arrive	Changes	Legs	Duration	
08:28 → 08:56	0		0:28	

Walk to Winwick Road O/S Winwick Road College, Longford
21 minutes. Depart 08:28, Arrive 08:49

Take **329** bus to Bus Interchange (Stand 6), Winwick Street, Warrington
6 minutes. Depart 08:50, Arrive 08:56

Arriva North West @arrivanorthwest

Journey To	Bus Time	Walk Time	Total Time	Changes
Town Centre 8pm	-	-	-	-

NO SERVICE

BUS ROUTE 25 (STOP ADJ SHETLAND CLOSE/ENFIELD PARK RD) **SUNDAY**

Journey To	Bus Time	Walk Time	Total Time	Changes
Town Centre 8am	19mins	21mins	41mins	0

Summary Results

Depart/Arrive	Changes	Legs	Duration
08:50 → 09:31	0	 	0:41

 Walk to Poplars Avenue Cnr Howson Road, Hulme
21 minutes. Depart 08:50, Arrive 09:11

 Take 21 bus to Bus Interchange (Stand 4), Winwick Street, Warrington
19 minutes. Depart 09:12, Arrive 09:31

 Warrington's Own Buses

 @WarringtonBuses

BUS ROUTE 25 (STOP ADJ SHETLAND CLOSE/ENFIELD PARK RD) **SUNDAY**

Journey To	Bus Time	Walk Time	Total Time	Changes
Town Centre 8pm	-	-	-	-

NO SERVICE

Appendix 22 - MOU Satnam & WOB

SATNAM
MILLENNIUM
LIMITED



Memorandum of Understanding

Between Warrington's Own Buses and Satnam Millennium Ltd

In relation to the strategic development of the Peel Hall site

This is a Memorandum of Understanding between Warrington's Own Buses and Satnam Millennium Ltd in relation to the strategy development of the Peel Hall site, Warrington.

An illustrative parameters plan for the proposed Peel Hall site is contained in **Appendix 1**. The development includes up to 1,200 residential dwellings and a local centre, with access from Mill Lane/Blackbrook Avenue in the east and Poplars Avenue in the south.

From discussion between the parties the following is agreed within this Memorandum of Understanding:

- Warrington's Own Buses intend to divert their existing 25 and 20 routes into the proposed Peel Hall development, subject to funding agreement between the parties. Draft timetables are contained in **Appendix 2** for reference and summarised below.
- It is assumed that the development will be carried out in phases, with service 25 first (i.e. the easterly part of the site from Blackbrook Avenue), followed by service 20 from the south (i.e. the southern and western areas of the site from Poplars Avenue).
- Service 25 is assumed to operate Monday to Saturday every 30 minutes.
- Service 20 is assumed to operate up to every 10 minutes Monday to Friday and every 12-13 minutes on Saturday, with a reduced service on Sundays.
- If for some reason the routes listed above are not operational at the time of the development, Warrington's Own Buses are willing to provide costs for the funding of an entirely new service.
- It is agreed that frequencies of the services set out in **Appendix 2** will be subject to review.

It is agreed that these services will offer Peel Hall residents regular bus connections for Warrington Town Centre, Warrington Central Railway Station and Bus Interchange/Shopping Centre, Birchwood Rail Station and Business Park/Shopping, Warrington Vale Royal & Priestley Colleges as well as the Orford Jubilee Hub and Winwick Road retail parks.

Costings

On the basis of the above, the costs will be £106,000 per annum for service 25 and £117,000 per annum for service 20.

On the basis of developer funding, it is agreed that these services would run for a period of 5 years (with a 3 year break clause for Warrington's Own Buses).

The above costings are based on 2019 prices and will be index linked.

Service 21

It is agreed that there is the potential to operate service 21 into the site, which would offer additional services. This will be subject to additional cost, but for the purpose of this Memorandum of Understanding it is expected to be broadly similar to that associated with service 20.

Other Matters

The above is subject to:

- final agreement on mileages, once the site is built and these are known.
- sufficient infrastructure and road widths (suitable to accommodate full size buses).

Warrington's Own Buses enter this Memorandum of Understanding on the basis that it (or its successor) will still be trading at the time the development phases are complete, and that these services remain operational.

Signed:

On behalf of Warrington's Own Buses:

Date: 7.6.19

 (DAVID WOODS)

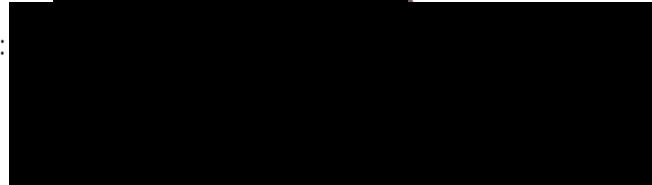
(ON BEHALF OF BEN WAKERLEY)

11.6.19

 (BEN WAKERLEY)

On behalf of Satnam Millennium Ltd:

Date: 25.6.19



Memorandum of Understanding

Appendix 1

Illustrative Parameters Plan

Memorandum of Understanding

Appendix 2

Draft Timetables

Warrington - Longford/Orford (Circ) via Orford Park Centre

20

Warrington - Longford/Orford (Circ) via Warrington Hospital - Dallam

20A

SUNDAY & PUBLIC HOLIDAYS

Ref PEEL From 23/06/19 To 31/12/29

	Service No:	20A	20	20A	20	20A	20	20A	20	20A	20	20A	20	20A	20	20A	20	20A
Warrington, Interchange [4]	0915	0939	1015	1039	1115	1139	1215	1239	1315	1339	1415	1439	1515	1539	1615	1639	1715	
Winwick Road, McDonalds		0942		1042		1142		1242		1342		1442		1542		1642		
Orford Park Centre		0946		1046		1146		1246		1346		1446		1546		1646		
Winwick Road, Collegiate Inst		0948		1048		1148		1248		1348		1448		1548		1648		
General Hospital	0922		1022		1122		1222		1322		1422		1522		1622		1722	
Folly Lane, Tyrol House	0924		1024		1124		1224		1324		1424		1524		1624		1724	
Dallam, Harrison Square	0927		1027		1127		1227		1327		1427		1527		1627		1727	
Longford, Cotswold Road	0933	0954	1033	1054	1133	1154	1233	1254	1333	1354	1433	1454	1533	1554	1633	1654	1733	
Poplars Avenue, Cleveland Road	0935	0956	1035	1056	1135	1156	1235	1256	1335	1356	1435	1456	1535	1556	1635	1656	1735	
Peel Hall Bus Turning Circle		0959		1059		1159		1259		1359		1459		1559		1659		
Orford Avenue	0942	1009	1042	1109	1142	1209	1242	1309	1342	1409	1442	1509	1542	1609	1642	1709	1742	
Warrington, Interchange	0949	1016	1049	1116	1149	1216	1249	1316	1349	1416	1449	1516	1549	1616	1649	1716	1749	

Gorse Covert - Warrington via Birchwood - Locking Stumps - Orford

25

Cinnamon Brow - Warrington via Winwick Road

26E

Cinnamon Brow - Warrington via Orford

27E

Saturday

Ref PEEL From 18/05/19 To 31/12/29

Service No:	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	27E	25	27E	26E	27E	26E	27E	26E	27E	26E	
Gorse Covert, Spar Store	0727	0757	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Gorse Covert, Ashdown Lane	0729	0759	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1655	1725	1755	1825	1850	-	1920	-	-	-	-	-	-	-	
Oakwood, Keyes Close	0732	0802	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1659	1729	1758	1828	1853	-	1923	-	-	-	-	-	-	-	
Birchwood, Railway Station	0736	0806	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1703	1733	1802	1832	1856	-	1926	-	-	-	-	-	-	-	
Birchwood Centre	0737	0807	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606	1636	1704	1734	1803	1833	1857	-	1927	-	-	-	-	-	-	-	
Heathfield House	0743	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543	1613	1643	1711	1741	1809	1839	1903	-	1933	-	-	-	-	-	-	-	
Glover Road, Turf & Feather	0744	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	1712	1742	1810	1840	1904	-	1934	-	-	-	-	-	-	-	
Locking Stumps, Copperfield Cl	0747	0817	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617	1647	1715	1745	1813	1843	1907	-	1937	-	-	-	-	-	-	-	
Crab Lane, Uni of Chester	0750	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1718	1748	1816	1846	1910	-	1940	-	-	-	-	-	-	-	
Cinnamon Brow, Millhouse Rdbt																									1911		1941	2010	2041	2110	2143	2213	2243	2307
Enfield Park Rd, Stirrup Cl																									1913		1943	2012	2043	2112	2145	2215	2245	2309
Insall Road, Valiant Close																									1915		1945		2045		2147		2247	
Enfield Park Rd, Tweedsmuir Close	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1720	1750	1818	1848	1912		1942								
Cinnamon Brow, Millhouse Rdbt	0754	0824	0854	0924	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524	1554	1624	1654	1722	1752	1820	1850	1914		1944								
Peel Hall Bus Turning Circle	0804	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534	1604	1634	1704	1732	1802	1830	1900	1924		1954								
Cinnamon Lane North	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1733	1803	1831	1901	1925		1955								
Orange Grove, Avery Close					1007		1107		1207		1307		1407		1507		1607																	
Greenwood Crescent, Merrick Cl	0807	0837	0907	0937	1009	1037	1109	1137	1209	1237	1309	1337	1409	1437	1509	1537	1609	1637	1707	1735	1805	1833	1903	1927		1957		2013		2113		2216		2310
Statham Avenue, Kirkstone Av	0810	0840	0911	0941	1013	1041	1113	1141	1213	1241	1313	1341	1413	1441	1513	1541	1613	1641	1711	1739	1809	1836	1906	1930		2000		2016		2116		2219		2313
Ryfields Village						1047		1147		1247		1347		1447		1547																		
O'Leary Street	0815	0845	0917	0947	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549	1619	1647	1717	1745	1815	1841	1911	1935	1919	2005	1949		2049		2151		2251	
Winwick Road, Collegiate Inst																																		
Orford Park Centre																																		
Warrington, Interchange	0822	0852	0925	0955	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1655	1725	1753	1823	1848	1918	1942	1926	2012	1956	2027	2056	2126	2156	2227	2256	2321

Warrington - Gorse Covert via Orford - Locking Stumps - Birchwood

25

Warrington - Cinnamon Brow via Winwick Road

26E

Warrington - Cinnamon Brow via Orford

27E

Saturday

Ref PEEL From 18/05/19 To 31/12/29

Service No:	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	27E	26E	27E	26E	27E	26E	27E	26E	27E			
Warrington, Interchange [14]	0632	0701	0720	0750	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1854	1923	1954	2023	2054	2129	2159	2229	2253	
Orford Park Centre																											1929		2029						
Winwick Road, Collegiate Inst																											1930		2030		2134		2234		
O'Leary Street	0640	0709	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1758	1828	1901		2001		2101		2206		2300	
Ryfields Village								1002		1102		1202		1302		1402		1502																	
Statham Avenue, Kirkstone Av	0646	0715	0736	0806	0836	0906	0936	1008	1036	1108	1136	1208	1236	1308	1336	1408	1436	1508	1536	1606	1636	1706	1736	1804	1834		1933		2033		2136		2236		
Greenwood Crescent, Merrick Cl	0649	0718	0740	0810	0840	0910	0940	1012	1040	1112	1140	1212	1240	1312	1340	1412	1440	1512	1540	1610	1640	1710	1740	1807	1837		1937		2037		2140		2240		
Orange Grove, Avery Close							0942		1042		1142		1242		1342		1442		1542																
Insall Rd, Valiant Cl																										1906		2006		2106		2210		2304	
Cinnamon Lane North	0650	0720	0742	0812	0842	0912	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1612	1642	1712	1742	1809	1839		1911	1941	2010	2041	2110	2143	2213	2243	2307
Cinnamon Brow, Millhouse Rdbt	0651	0721	0743	0813	0843	0913	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1613	1643	1713	1743	1810	1840		1911	1941	2010	2041	2110	2143	2213	2243	2307
Peel Hall Bus Turning Circle	0701	0731	0753	0823	0853	0923	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1623	1653	1723	1753	1820	1850	-	-	-	-	-	-	-	-	-	
Enfield Park Rd, Tweedsmuir Close	0703	0733	0755	0825	0855	0925	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1625	1655	1725	1755	1822	1852	-	-	-	-	-	-	-	-	-	
Crab Lane, Uni of Chester	0705	0735	0757	0827	0857	0927	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429	1459	1529	1559	1627	1657	1727	1757	1824	1854	-	-	-	-	-	-	-	-	-	
Locking Stumps, Copperfield Cl	0709	0739	0801	0831	0901	0931	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	1631	1701	1731	1801	1828	1858	-	-	-	-	-	-	-	-	-	
Glover Road, Turf & Feather	0711	0741	0803	0833	0903	0933	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1633	1703	1733	1803	1830	1900	-	-	-	-	-	-	-	-	-	
Heathfield House	0712	0742	0804	0834	0904	0934	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606	1634	1704	1734	1804	1831	1901	-	-	-	-	-	-	-	-	-	
Birchwood Centre	0717	0747	0810	0840	0910	0940	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1640	1710	1740	1810	1837	1907	-	-	-	-	-	-	-	-	-	
Birchwood, Railway Station																																			

Appendix 23 - A49 Incorrect Road Designations

Appendix 23 – A49 INCORRECT ROAD DESIGNATIONS

Warrington - Manual Traffic Survey, Saturday 30th March 2019

Produced by Road Data Services Ltd

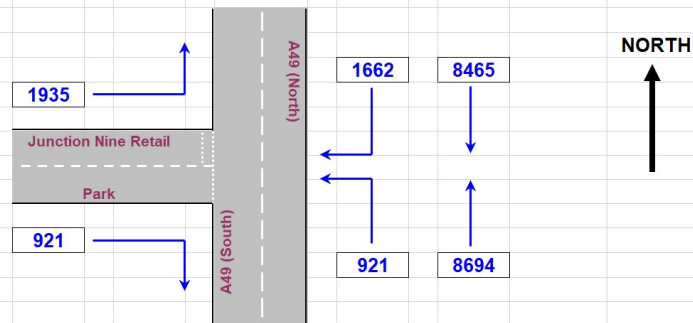
Junction: (9) A49 / Junction Nine Retail Park

Vehicle Class: ALL CLASSES

Start Time: 1) 1000

End Time: 1) 1600

Peak Hour



Warrington - Manual Traffic Survey, Wednesday 3rd April 2019

Produced by Road Data Services Ltd

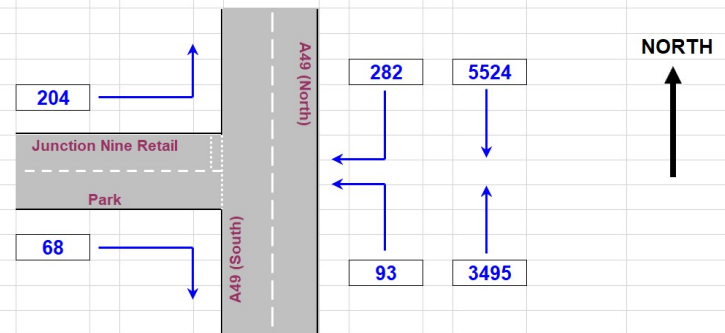
Junction: (9) A49 / Junction Nine Retail Park

Vehicle Class: ALL CLASSES

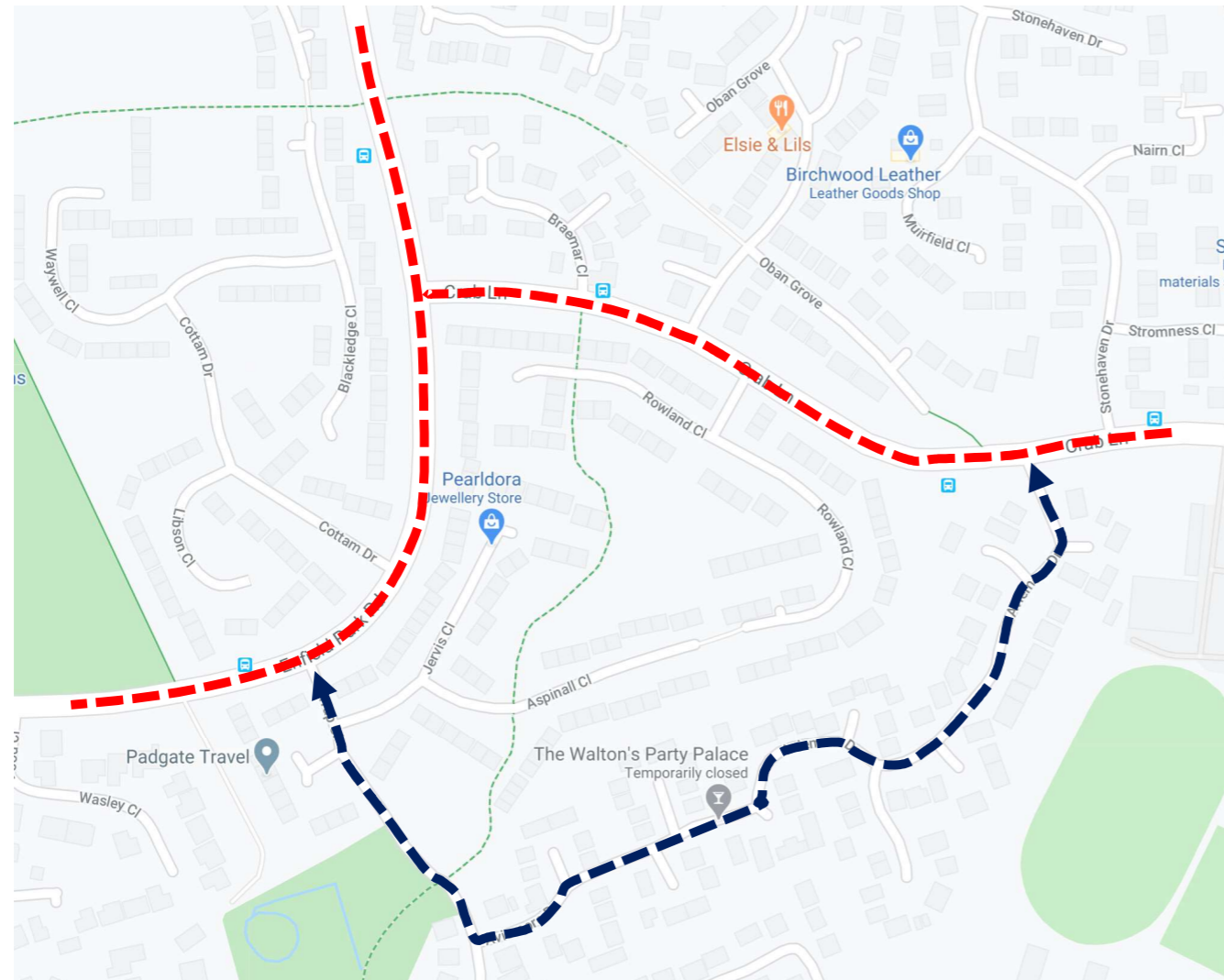
Start Time: 1) 0700

End Time: 1) 1000

Peak Hour



Appendix 24 – Aviemore Drive & Stirrup Close Rat Runs



--- Denotes traffic backed up along Crab Lane onto Enfield Park Rd (See Appendix 16)

↔ Denotes rat running from vehicles trying to circumvent queues.



Entrance to Stirrup Close – a small residential street



Tight bends, parked cars and children playing – just a few of the potential risks



Entrance to Aviemore Drive – a small residential street

Appendix 25 – Residents testimonies – Cycling

Appendix 25 – Residents testimonies - Cycling

Local residents were asked the following question;

Calling all cyclists! How safe are our local roads for you and your family?

The answers were as follows;

Alison Hazell I did a lot of short bike rides, a couple of miles, during lockdown. I felt safe and enjoyed a hour or so in the fresh air. Then people returned to workthe roads then became a nightmare. The worst ones are poplars ave and capesthorne rd. People don't have any respect for cyclists, not just car and van drivers but I find people walking out in front of me !!! so most of the time I use my car, 😞😞

Like · Reply · 1d

Wendy Weedon Not a cyclist but use a mobility scooter to get around. Find it's very difficult with no lowered crossing areas on the pavements and have to venture into the road which I hate. Pavements are very poorly maintained, slope dangerously in places, very uneven and pot holes everywhere. If we had more cycle lanes it's feel safer using them. My scooter is only a boot scooter so it doesn't have any suspension and it takes me a couple of days to recover from venturing out as with arthritis in my hands I have a lot of pain due to the vibration.

Like · Reply · 2d · Edited

Nikki Edwards Crab lane and Enfield park road, cars go too fast on both. It's great once you can reach the cycle paths around birchwood. The cinnamon Brow / fearnhead area would definitely benefit from safer paths and cycle paths.

Like · Reply · 2d · Edited



Kate Grimoldby And for Runners to! I end up in the hedge as the speed limit is constantly not adhered to

Like · Reply · 2d



Deborah Litherland Dorr I used to cycle in Lymm where i lived, now im in Orford I wouldnt go near a bicycle... far to much traffic

Like · Reply · 2d



Janet Peak I would love to cycle but some roads, especially Delph Lane area far too dangerous.

Like · Reply · 2d



Rae Elizabeth Northway in Orford can be very dangerous because it's so narrow and cars get so impatient wanting to over take before there is much room.

Like · Reply · 2d



Karen Langford Not wishing to put a downer on the subject but All roads in Warrington are bad particularly Cromwell ave. the cycle paths are all over grown forcing cyclists onto the roads. Sadly for me the town has become too built up now one positive of lockdown the roads were much safer for all users and the air was much fresher. Keep safe everyone

Like · Reply · 1d



Indra Berry Manchester Road is dangerous for cyclists

Like · Reply · 1d



Appendix 26 - Cheshire Police - Acknowledgement of Traffic Concerns

police response

Wendy Johnson-Taylor [REDACTED]

Thu 23/07/2020 17:20

To: [REDACTED]

Cc: [REDACTED]

From: Keith Armstrong [REDACTED] **On Behalf Of** Traffic Management

Sent: 23 July 2020 08:28

To: [REDACTED]

Subject: FW: [EXTERNAL] Road safety issues around Peel Hall ~[OFFICIAL]~

To whom it may concern,

I have received numerous residential complaints regarding the proposed development by Satnam for the land at Peel Hall. I would like to add that I am in complete agreement with Warrington Borough Council and residents to oppose the proposed development and that substantial consideration is required.

From the point of view that the increased amount of traffic the development is going to create requires a major rethink and acknowledgment to the stress it will cause on the road network strategy.

It is not only unreasonable to expect current residents to have their roads turned into through access points which raises a road safety aspect. The road was not designed for such volume of traffic, from a traffic management point of view the stress and strain on the surrounding road, network is already at a premium. Photos have been issued regarding normal queueing traffic conditions and adding to this would be irresponsible something needs to be done to ease traffic flow not hinder.

As with my previous statement from the other side of the proposed development, I feel without a dedicated entry and egress, traffic network strategy rethink, then an already strained network will breakdown resulting in major issues for the future.

Thank you for your time,

Kind Regards

Keith Armstrong – Traffic Management Officer



Hi Helen,

Please find attached the original notes of concern from my predecessor Mr Stewardson ref the planned development, I realise some of these concerns may longer be required, but they can be added for the file if not already on there.

We wouldn't normally get involved however community concerns have been raised to myself and Warrington council have instructed me to contact you.

I have received concerns from residents of Birch Avenue explaining their issue of potential 'rat-running' from A49 through Birch Avenue to Poplar and increased traffic due to the scale of the development.

The residents have provided me their measurements of roads etc in a further attached document. This indicates the road be originally designed as an avenue not through road. From Cheshire Polices prospective the road safety issue is that echoed of the residents – most of us are aware of the potential dangers of 'rat running' to avoid the traffic, drop of driver awareness to beat the rush, speeding, hidden pedestrians crossing in the built up area. The other concern I have is controlling that speed issue which will most likely occur. Engineering could be required to slow vehicles down and if then when enforcement is required due to lack of speed compliance this is going to fall to the police. Resources as with everywhere are stretched and as much as we would endeavour to act upon this we can commit to being on that road all the time to 'manage' the traffic speed.

I would therefore put forward that serious consideration of this proposal is given to the road scheme and not allowing potential rat-running to take place.

Many thanks for your time.

Kind Regards.

Keith Armstrong – Traffic Management Officer

[Redacted signature block]



[Redacted contact information block]

As far as I am aware Cheshire Police were never consulted in relation to this proposed development and it only came to our notice when we were contacted by two members of the 'Save Peel Hall Campaign' asking for our support in objecting to the scheme.

Unfortunately this contact was after the closing date for any comments or objections to be lodged but we would like to make our observations known to the Planning Inspectorate.

Having studied the submitted plans and supporting documentation Cheshire Police have serious concerns in relation to the impact of such a large development on the strategic roads network to the north of Warrington. In particular the A49 Winwick Road and the M62 Motorway at junction 9 and the increased road safety issues on Winwick Road and within the development itself will rise to an unacceptable level.

Winwick Road is a major route into and out of Warrington and is regularly gridlocked at peak times and often throughout the day particularly if there is an incident on the Motorway system. The construction of around 1200 homes of various design, a local centre, care home, school, light industrial units and community support facilities will introduce a significant number of privately owned vehicles, possibly between 1200 and 1500 depending on how many vehicles are owned by residents, this number will be increased by delivery vehicles, public transport, visitors and 'rat running' by drivers trying to avoid the congestion on Winwick Road and the Motorway can only have a major impact and detrimental effect on the existing road network.

The close proximity of the junction of Birch Avenue to the Motorway roundabout at junction 9 is a concern as is the proposed signalised junction at Poplars Avenue.

It is inevitable that drivers will utilize Birch Avenue and Poplars Avenue as a 'Rat Run' to avoid the congestion on Winwick Road thereby increasing the traffic within the development area and the signalised junction with Poplars Avenue will only delay the movement of traffic on Winwick Road despite the introduction of the third lane southbound. This lane is a token gesture to try and avoid tailbacks from the traffic lights onto the Motorway and will be totally ineffectual as it will increase the potential for rear end shunts on the approach and nearside to offside coming together collisions on the exit where drivers vi to return to two lanes. This will also increase the potential for so called 'Road Rage' incidents. We are not convinced that the traffic light timing at this junction can be configured to accommodate existing queues on Winwick Road coupled with the increased vehicle movement created by the development and will undoubtedly have a detrimental impact on the Motorway and traffic movement in general.

I have had sight of the independent safety audit on this junction proposal compiled by Alan Consultancy Ltd and do not believe that the mere introduction of high friction surfacing on both approaches will be sufficient to combat rear end shunts and no mention is made of the possible nearside to offside collisions on the exit. There is also the recommendation of a 'Keep Clear' at the junction of Birch Avenue which will have no effect whatsoever on traffic on Winwick Road.

Satnam have indicated that they will promote public transport within the development and educate buyers by giving them a travel pack and vouchers in an attempt to minimize car ownership. This will be a futile exercise and will never achieve the objective to minimize car usage.

In short Cheshire Police object to this proposal on Road Safety grounds pertaining to the impact on existing vehicle movement and the potential to create major issues on the Motorway network.

Appendix 27 – Residents Testimonies – Busses

Appendix 27 – Residents testimonies – Busses

Local residents were asked how they felt about bus journey times and service being affected by the extension of already lengthy services.

Residents' comments on the proposed bus extensions to Peel Hall (verbatim)

Carole Smith -- "Save Peel Hall. There's enough pressure on the drivers as it is ... And would take well over an hour from Birchwood into town especially for those that use it from Gorse Covert. It's a magical mystery tour as it is without putting another place to the tour'

Elaine Hazeltine – 'That would be ridiculous amount of time to get from Birchwood to town.'

Lisa Wong. 'Save Peel. Not a chance I'd get the 25 to town if it takes an hour. It already goes 'around the world in Orford and Cinnamon Brow, drives me mad!'

Janice Ennis – 'I have to get the 25 to work every day. It takes around 40-50 mins as it is without making it even longer. I do 12hour shifts, last thing I want is extra travelling time added, the journey takes far too long as it is. Not acceptable at all'

Jean Hughes – 'Seems like this is the catch all service and any addition should be resisted. Perhaps the much more frequent Pops or other can do it. I see places on the 25 I never knew existed. If there is any complaint the 25 is underused this is a reason.

Jane Hewertson – ‘I no longer drive so have to use the bus. An hour to get to town on the 25 is ridiculous. It will just force those who do drive to go back in their cars, clogging up the roads even more. Save Peel Hall.’

Phil Birch – ‘Jane Hewertson you can walk to town in that time’

Jane Hewertson – ‘Phil Birch If I could I would. I no longer drive to vision problems’

Robert Best – ‘Yes the 25 takes much too long for a 5 mile journey now and certainly doesn’t need any more scenic trips round extra housing estates.’

Elaine Hazeltine – ‘Admittedly I caught the 25 bus for the first time in ages as my car was in for its MOT and at the time I had no idea the route had been changes – I wondered where the hell I was going to end up lol’

Jean Hughes – ‘Why does Peel Hall need two services? Gorse Covert only has one.’

Phil Birch – ‘Not acceptable to me one hour on Warrington’s rattily, nausea inducing buses is out of order. Do another route. A new bus service. We are about to move to Oakwood, nearer the train. If it’s going to take an hour on the 25, we’ll get the train’.

Jean Hughes – ‘25 must be the longest, time and distance bus route within Warrington. 20 and 21 probably half that and more frequent.’

James R Addis – ‘1hr to travel 5/6 miles at the most is pretty poor.’

Angela Johnson – ‘30 years ago it took 1 hour to Birchwood, in this day and age we are not moving forwards, we are obviously going backwards, which is not acceptable for 2020. You can get to Trafford Centre in Manchester quicker. Shame on you Satnam’.

Carol Halligan - ‘There is no hope for the town centre if this happens a backward step. Shame on Satnam and Warrington transport.’

Pearl Haskew-Jones – ‘Would increase times to an unacceptable journey time. It would mean having to get up earlier in order to get to work on time – already takes an hour, add on another half hour.’

Debbie Peppert – ‘Bus route from Cinnamon Brow is already an unacceptably long service – luckily I can drive or take taxis as life is too short for that. – not everyone is that lucky, and it’s going to be making things worse for the environment. Making the journey longer is not going to help encourage people like me back onto public transport.’

Susan Richards – ‘It would take far too long to get to the town centre so people would start to use their cars meaning more traffic. Bad for everyone.’

Barbara Meager – ‘Appalling, always the people who depend on the bus service means more cars on the road.’

Jean Hall - ‘Silly’.

Janine Forster – ‘I work in Birchwood and use the 25 service. It can be unreliable at times and goes all around the houses as it is So not impressed and it could be a longer journey .. tut!’.

Christine Riley – ‘I don’t drive. The thought of travelling an hour to get to the town centre just appals me.’

Ann Young – ‘Ridiculous. Buses take long enough now without diverting. Anymore stupid, idiotic ideas please?’.

Val Hardy – ‘Absolutely ridiculous then merging onto Winwick Road I presume, be quicker in Shanks Pony??’.

Bill Roberts – ‘You really couldn’t write this....’

Kath Robinson – ‘Speechless How much more do ‘they’ want us to give up?????’.

Jeanette Hunter – ‘I always get the train into town from Birchwood it’s much quicker.’

Jon Parr – ‘Train works if you are lucky enough to be at a well serviced train station. The nearest to Peel Hall is Padgate and those are hourly, sometimes 2 hourly?’

Jennine Dadley – ‘It will increase the journey time not just for Birchwood but for Cinnamon Brow as well. I would only travel on the bus if I had no alternative.’

Appendix 28 - Cheshire County Council Letter

Cheshire County Council



County Planning Department

CHIEF FINANCE OFFICER'S DEPARTMENT

RECEIVED 22 SEP 1980

Our reference

DC(B)/DKA/DFL
3/8/77

Your reference
NT/5462/U2/194/A/13

Telephone

603147

Ask for

Mr D K Atkin

7 August 1980

Dear Mr Jones

NEW TOWNS ACT 1965 - SECTION 6(1)
WARRINGTON DEVELOPMENT CORPORATION
PEEL HALL - PA51

I refer to your letter of 8 July regarding the above. The County Council does not wish to raise objection to the present proposals, since the additional development does not in itself require the provision of any new County facilities. However, the Secretary of State's attention is drawn to the following points:-

1. The continuing developments of the Peel Hall, Cinnamon Brow and Padgate areas within the Warrington New Town is putting pressure on the existing highway network. Problems are already being experienced in the Winwick area and these will be exacerbated by the intensification of New Town developments to the south. Discussions have recently taken place between the County Council and the Development Corporation regarding an assessment of the impact of their developments in this area on the existing road network in Winwick.
2. Bus service in Cinnamon Brow and Houghton Green is under review as part of the Warrington Area Study. It is suggested that the demand for public transport from the Peel Hall development will be met by the level of service proposed by the Area Study.
3. The existing reversing movement at Houghton Green is unsatisfactory and the possibility of providing turning facilities in Peel Hall should be considered. If this is not possible, then the roundabout at the junction of Delph Lane/Enfield Park Road could be used with the provision of a lay-by on Enfield Park Road.

Yours sincerely
[Redacted Signature]
For: County Planner