



**ONE WARRINGTON : ONE FUTURE**  
**Making it happen**

Warrington Borough Council  
Local Transport Plan 3  
Consultation Report

March 2011

## 1.0 Introduction

1.1.1 As a transport authority, Warrington Borough Council has a statutory duty to produce a Local Transport Plan. The draft Local Transport Plan (LTP3) Strategy published in October 2010 set out the possible future transport policies proposed by the council together with questions on prioritising areas of work.

1.1.2 The Local Transport Act specifies that transport authorities must consult with a range of statutory consultees and also requires the authority to consult such others as they consider appropriate. The purpose of this report is to present the results, comments, and proposed actions arising from statutory, public, and stakeholder consultation on the draft LTP3 strategy which took place between the 25<sup>th</sup> October and the 17<sup>th</sup> December 2010.

## 1.2 Warrington's draft Local Transport Plan (LTP3)

1.2.1 The draft LTP3 Strategy document was developed as an accessible and easy to read document which would allow the public and stakeholders to prioritise themed areas of work against a background of reduced resources. The potential policies contained in the draft LTP3 are set out under the following seven themes:

- **Active Travel:** includes walking and cycling, equestrianism, Public Rights of Way and the Rights of Way Improvement Plan (RoWIP).
- **Public Transport:** rail, local bus, coach and light rapid transit.
- **Managing Motorised Travel:** motor vehicles (including private car, motorcycle and freight transport), parking, park-and-ride, and demand management measures.
- **Smarter Choices:** marketing and promotional campaigns to persuade individuals and organisations to change their travel behaviour.
- **Safety and Security:** road safety measures, safety and security of transport users, road safety education, training and publicity.
- **Asset Management:** maintenance and improvement to highway and transport physical assets.
- **Network Management:** managing transport networks to ensure efficient operation and best use of existing networks and resources.

1.2.2 Key components of the draft LTP3 Strategy are the policies and actions proposed under each of the seven themes. The policies will help guide future decision making and the proposed actions give direction to initial implementation plans.

1.2.3 The draft LTP3 Strategy also asked the reader whether they thought the current and future allocation of resources to each theme should remain the same, or whether resources should be allocated differently according to the importance of the theme in addressing transport issues for Warrington. As part of this, readers were asked to rank the theme according to their priority (1 = most important and 7 = least important).

## 2.0 Consultation on the draft LTP3

2.1.1 Statutory consultees, representatives of stakeholder organisations, and local residents were given the opportunity to comment on the draft LTP3 strategy. The requirement to consult is part of the statutory duty placed on the Authority under the Transport Act 2000 when formulating its plans and policies for transport. A further duty introduced in the Local Government and Public Involvement in Health Act requires all Local Authorities to involve citizens in local decision making and service provision.

2.1.2 The Department for Transport (DfT) issued guidance in July 2009 with respect to the development of Local Transport Plans. Annex C of this guidance contained a list of statutory and recommended consultees.

2.1.3 This report focuses on the second stage consultation on the draft LTP3 Strategy which took place towards the end of 2010. This followed a previous consultation with stakeholders in March 2010 which focused on identifying transport evidence and issues for Warrington and which helped to shape development of the draft LTP3 strategy.

2.1.4 During the second stage consultation, all statutory consultees received an email and paper letter which;

- informed them of the consultation and the deadline for responses;
- explained how to access the consultation documents;
- invited them to attend a half-day stakeholders conference; and
- encouraged them to submit a response to the draft LTP3 strategy.

2.1.5 Recommended<sup>1</sup> consultees received a similar email informing them about the consultation and explaining how to take part. Recommended consultees and other stakeholder groups who have previously shown interest in the Local Transport Plan were also invited to attend the half-day stakeholder conference.

2.1.6 In accordance with the advice given in Annex C of the DfT Guidance on Local Transport Plans, the following organisations were identified as statutory consultees for the Warrington Local Transport Plan:

### Bus Operators

Anthony's Travel, Fairway Travel, First in Manchester, Halton Community Transport, Halton Transport, HTL Buses, JJ Travel, Nip on Transport, Strawberry Tomlinson Travel, Warrington Borough Transport, Warrington Community Transport, Warrington Coachways, Widnes Commercial Motors.

### Highways Agency (HA)

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<sup>1</sup> List of Recommended Consultees set out in Annex C of the DfT Guidance on Local Transport Plans

Integrated Transport Authorities (ITAs, formerly known as PTEs)

Merseytravel, Greater Manchester ITA

Public Transport User Groups

Travel Watch North West, Mid Cheshire Rail Users Association, North Cheshire Rail Users Group

Rail Operators

First Transpennine, Arriva Trains Wales, Northern Rail, East Midlands Trains, Virgin Trains, Network Rail

Regional Development Agencies (RDA)

Northwest Regional Development Agency (NWDA)

2.1.7 Recommended consultees who were invited to take part in the consultation included the following categories of organisations:

Airports and port operators, Community and voluntary groups, Disabled persons groups, Environmental NGO's, Freight Transport Association, Job Centre Plus, Local business and business groups, Local education authorities, Neighbouring local authorities, Parish and town councils, Planning authorities, Primary Care Trusts, Representatives of children and young people, Older people's groups, Women's groups, Taxi and private hire associations.

2.1.8 The purpose of the second stage consultation was to:

- confirm if we had identified the necessary objectives and policies for LTP3;
- ask if any of the objectives or policies needed re-wording;
- determine opinion on the possible future allocation of LTP3 resources; and
- identify the order of priority for investment in the seven themes.

## **2.2 The consultation process**

2.2.1 The second stage consultation was based on two documents: (i) a detailed draft LTP3 Strategy (54 page A4 document) intended mainly for stakeholders and (ii) a public summary (6 page A5 leaflet) which summarised the key points of the full strategy document.

222 The draft LTP3 Strategy posed questions at the end of each of the themed chapters asking if we had identified the necessary policies for that theme and if any policies needed rewording. At the end of the document additional questions were also asked about:

- future share of resources between the seven themes;
- relative priority of each theme when considering future investment in LTP3;
- possible allocation of resources at a Neighbourhood level; and
- monitoring and review of LTP3.

The questions posed in the draft strategy document formed the basis of the stakeholder response form. An example of the stakeholder response form is shown in Appendix 2.

223 The summary leaflet tried to capture the key points of the strategy document and present them in an easy-to-read leaflet. The summary leaflet also contained a response form which members of the public could fill in and return via a freepost address. An example of the public response form is shown in Appendix 1.

224 The second stage consultation officially ran for eight weeks from the Monday 25<sup>th</sup> October until Friday 17<sup>th</sup> December 2010. Poor weather affected postal deliveries in December leading up to the final week of the consultation, and so responses received up to 2 weeks after the end of the consultation period (31 December 2010) have also been included in the analysis.

225 A range of activities were undertaken during the consultation in order to maximise public and stakeholder awareness of the draft LTP3 and to encourage feedback on the content of the documents. These activities included:

- LTP3 draft documents and response forms on the Warrington Borough Council website;
- Electronic versions of the strategy response form and public summary response form available to fill in on-line through the consultation portal on the website.
- A static display at Contact Warrington with copies of public summary leaflet available for the public.
- Messages about the LTP consultation on the scrolling screen at Contact Warrington and also on the telephone comfort message.
- Messages informing the public of the LTP consultation on the social networking sites Facebook and Twitter
- A printed advertisement in the Warrington Guardian giving dates and details of all public exhibitions.
- Paper copies of the draft strategy and summary leaflet sent to all Warrington Borough Council members.

- Paper copies of the draft strategy and summary leaflet sent to all Parish Councils in the borough.
- An email to over 300 stakeholders including Parish Councils, informing them about the consultation and inviting them to a half-day stakeholder event.
- Presentations by staff to Warrington Cycle Forum, Warrington Disability Forum, IMPACT Youth Parliament, Business in The Community Travel Planning Masterclass, all Neighbourhood Area Boards and the Stronger Together Board.
- Eight public exhibitions at venues across Warrington including Golden Square, Birchwood Shopping Centre and various libraries and leisure centres.

Table 2.1 gives details of the exhibitions and events that were held during the consultation:

**Table 2.1: LTP3 Consultation Exhibitions and Events**

#### Public Exhibitions

Static Un-staffed	Contact Centre	
Thursday 4 <sup>th</sup> November	Penketh Library	3 - 7pm
Friday 12 <sup>th</sup> November	Golden Square Shopping Centre	10 - 4pm
Saturday 13 <sup>th</sup> November	Golden Square Shopping Centre	10 - 4pm
Tuesday 16 <sup>th</sup> November	The Peace Centre, Great Sankey	3 - 5pm
Thursday 18 <sup>th</sup> November	Birchwood Shopping Centre	10 - 4pm
Tuesday 30 <sup>th</sup> November	Stockton Heath Library	3 - 7pm
Thursday 2 <sup>nd</sup> December	Woolston Leisure Centre	3 – 7pm
Wednesday 8 <sup>th</sup> December	Warrington Collegiate	All day
Thursday 9 <sup>th</sup> December	Lymm Library	3 - 7pm
Friday 10 <sup>th</sup> December	Westbrook Library	3 – 7pm

#### Neighbourhood Meetings

Wednesday 17 <sup>th</sup> November	East Area Board*
Wednesday 24 <sup>th</sup> November	West Area Board*
Monday 29 <sup>th</sup> November	Central Area Board* (amended date)
Thursday 2nd December	Town Centre Board (amended date)
Monday 6 <sup>th</sup> December	Stronger Together Board
Tuesday 14 <sup>th</sup> December	South Area Board*

\* proposed as a combined LTP/LDF session

### **Stakeholder Events**

Wednesday 3 <sup>rd</sup> November	Exhibition at Warrington Business Conference
Wednesday 10 <sup>th</sup> November	Birchwood Forum
Thursday 11 <sup>th</sup> November	Warrington Disability Forum
Friday 19 <sup>th</sup> November	LDF Town Centre workshop
Wednesday 24 <sup>th</sup> November	LTP3 stakeholder workshop
Tuesday 14 <sup>th</sup> December	Youth Parliament/Impact

### **Council/Member events**

Wednesday 10 <sup>th</sup> November	Member LTP3 Briefing
Tuesday 16 <sup>th</sup> November	Environment & Housing Overview and Scrutiny Committee

## **2.3 Consultation responses**

2.3.1 Responses returned on paper (either via the strategy or public summary response forms or in ‘free-format’ letters) were combined with responses received electronically (either via e-mails or online response forms) and analysed. This work took place mainly during the first two weeks of January 2011.

2.3.2 Combining the responses enabled answers to questions posed in both the draft LTP3 strategy and the public summary leaflet to be ‘pooled’ and results calculated as a percentage of the total responses received. Where questions were specific to only one of the documents, either strategy or public summary, we have stated this in the report.

2.3.3 Each individual comment received in writing from stakeholders or from individual respondents has been recorded and cross-referenced to the appropriate theme or page in the draft LTP. Comments have then been considered in turn and a response determined. Appendices 3 to 5 contain a record of each comment and response. Comments made online were collected anonymously in the consultation database and cannot be traced back to individual respondents. As respondents answering in other formats were not asked if they were happy to have their names attributed to a published comment, the tables in Appendices 3 to 5 give a reference number for respondents rather than a name.

## **2.4 Headline results from the consultation**

- 2.4.1 The following bullet points give a summary of the key results from the consultation:
- 127 responses were received. This is a slight increase on the same stage in LTP2.
  - 86% said that they thought that the seven LTP themes covered the issues that need to be addressed.

- 61% said that they thought that we had identified the necessary objectives for LTP3.
- The percentage who thought that we had identified the necessary policies for each theme ranged from 50% (Public Transport) to 87% (Network Management) but was never less than 50%.
- When asked which themes should have a bigger or smaller share of resources in LTP3, the majority of respondents (60%) identified that Public Transport should get a bigger share of resources. For the other themes, the majority stated that the current share was 'about right' although the strength of this response varied between the themes.
- When asked to prioritise future investment, a clear majority of respondents identified Public Transport as the top priority (rank = 1) and Asset Management as the next priority (rank = 2). Results for other themes were more mixed but overall the priority from highest to lowest appeared to be:
  - Public Transport
  - Asset Management
  - Network Management
  - Managing Motorised Travel
  - Safety & Security
  - Smarter Choices
  - Active Travel
- Typical comments added to responses suggest that when respondents were thinking about resources for Public Transport, they assumed that these resources would be used to provide new or enhanced public transport services or to reinstate public transport services which have been previously withdrawn. Support for bus services comes from the Council's general revenue funding, but the Local Transport Plan allocation is capital funding aimed at infrastructure to support local transport. Putting extra LTP capital resources to Public Transport may therefore still fall short of meeting the expectations of respondents.
- 73% of respondents said they agreed with the proposal to allocate some funding for Neighbourhood Co-ordination Areas to support them in achieving small-scale transport improvements. Concerns expressed about the proposal however included that: the views of the neighbourhood boards may not be representative; small actions miss the big plan; there is a need to tackle transport issues strategically; a loss of benefit from central management; and neighbourhood allocations too small to be meaningful.
- 59% of respondents supported the proposal that, in the absence of any events which would otherwise trigger a review of LTP3 we should undertake a public consultation every 5 years to reconfirm the policies set out in LTP3. Of those who disagreed and suggested an alternative timescale, the majority favoured a shorter duration of every 2-4 years.

## 3.0 Detailed results from the consultation

### 3.1 Responses

3.1.1 127 responses were received; 67 on public summary response forms (53%), 46 on the strategy response form (36%) and 14 ‘free-format’ responses by letter or email (11%).

3.1.2 The number of responses shows a slight increase (+18%) compared to the previous LTP (LTP2), when 108 responses were received at the same stage.

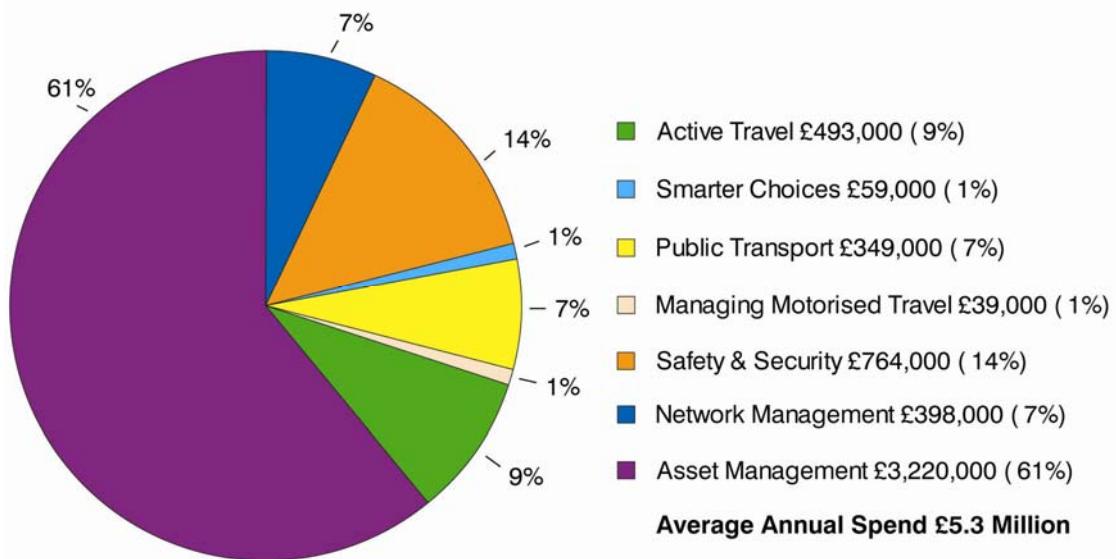
3.1.3 Of those who answered the question, 71% of respondents reported to be individuals (62) and 29% were representatives of an organisation (25).

### 3.2 Questions common to both Public Summary and Stakeholder Surveys

3.2.1 Although the stakeholder response form was more detailed than the public summary response form, there were a number of questions which were common to both and the results of these are summarised in the following paragraphs.

3.2.2 When asked ‘Looking at the pie chart, do you think the share shown for each theme should be bigger, smaller or is about right?’

**Figure 3.1: Pie chart from consultation materials**

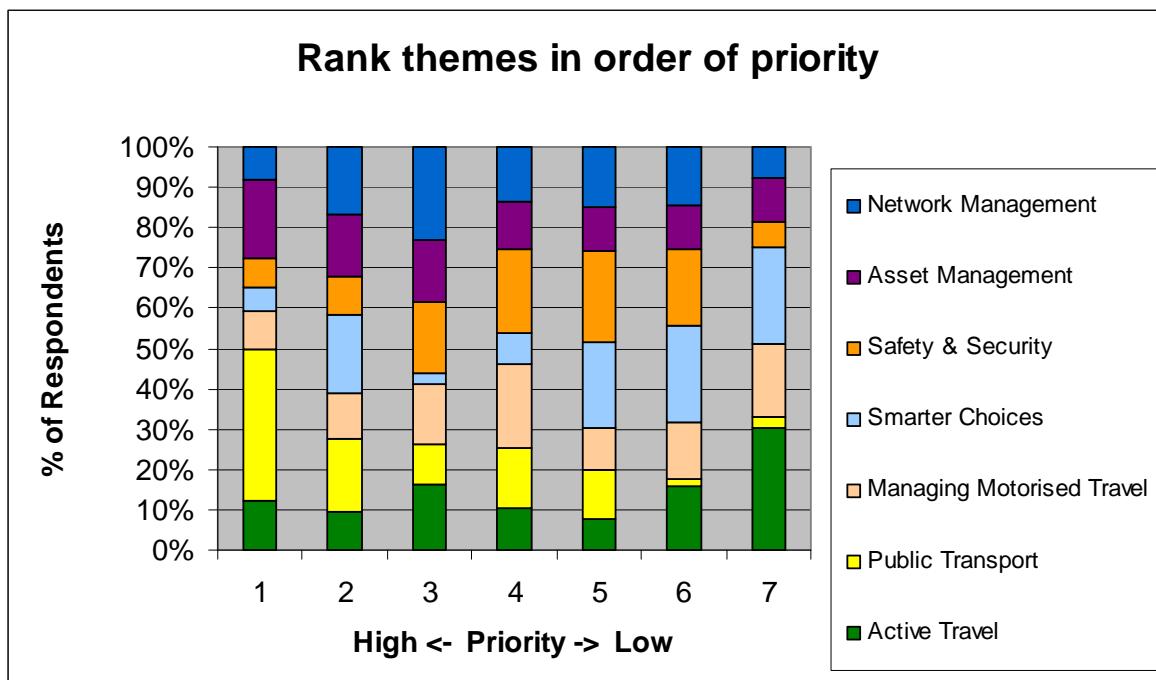


- 40% of respondents thought that Active Travel had a share that was ‘about right’ whilst 31% thought it should be smaller and 29%, bigger.

- **58% of respondents thought that Public Transport should have a bigger share;** 34% thought it was ‘about right’ and only 8% thought it should be smaller.
- **50% of respondents thought that Managing Motorised Travel had a share that was ‘about right’;** 29% thought it should be bigger and 21%, smaller.
- **47% of respondents thought that Smarter Choices had a share that was ‘about right’;** 33% thought it should be bigger and 20%, smaller.
- **40% of respondents thought that Safety & Security had a share that was ‘about right’;** 38% thought it should be smaller and 22%, bigger.
- **39% of respondents thought that Asset Management had a share that was ‘about right’;** 36% thought it should be smaller and 24%, bigger.
- **62% of respondents thought that Network Management had a share that was ‘about right’;** 24% thought it should be bigger and 14%, smaller.

32.3 Consultees were asked ‘What do you feel should be the order of priority for investment in LTP3? – please rank the themes by placing the appropriate number next to the theme (1 = highest priority and 7 = lowest priority):

**Figure 3.2: Cumulative frequency of rank**



32.4 The results above illustrate the wide range of views put forward in terms of priority for investment. Whilst a clear majority of respondents placed Public Transport first, the figure demonstrates that a simple ranking 1 to 7 could not fully represent the consultation feedback. The detailed response on each theme is set out below.

- **30% of respondents thought Active Travel should be the lowest priority (= 7);** but 16% also thought it should be highest (= 1) and equally 16% voted it medium priority (= 3).
- **47% of respondents thought Public Transport should be the highest priority (= 1) and 17%, the second highest (= 2).** Very few respondents thought that Public Transport should be low priority (1% = 6 and 3% = 7)
- **19% of respondents thought Managing Motorised Travel should either be low priority (=7) and 19% thought it should be medium priority;** the rest of the voting for this theme was evenly split with between 10% and 15% of respondents putting it in each category of priority.
- **24% of respondents thought Smarter Choices should be the lowest priority (= 7) and 20% thought it should be next lowest (= 6);** 19% gave it a priority of '5' but equally 19% also gave it a priority of '2'.
- **21% of respondents thought Safety & Security scored '5' in priority, 19% scored it as '4' and 18% scored it as '3';** overall respondents seemed to favour a medium priority for this theme.
- **27% of respondents thought that Asset Management should be the highest priority (=1), 15% thought it should be the next two highest categories (15% = 2 and 15% = 3);** the remaining votes were evenly split with 10-11% in each category of priority.
- **24% of respondents thought Network Management rated '3' in priority and 17% thought it should rate '2';** the remaining votes were split evenly with the exception of the lowest priority '7' which had the lowest percentage of votes (8%).

32.5 Both survey forms asked the question 'Do you agree with the proposal to allocate some funding for Neighbourhood Co-ordination Areas to support them in achieving small-scale transport improvements?' 73% of respondents (58) who answered said they supported the proposal, 27% said they did not (21). When asked to give reasons for their 'No' response, respondents expressed concern over how the proposal could result in:

- transport interventions based on the views of a vocal minority of residents;
- resources being taken away from strategic solutions;
- in larger overheads and loss of central control; and
- the sum being allocated to each Neighbourhood being too small for worthwhile improvements.

### 3.3 Public Summary: Other questions

3.3.1 The public summary response form asked if respondents thought that the 7 themes in LTP3 would cover the issues that need to be addressed in LTP3. 86% of respondents who answered, stated 'Yes' (50) and only 14% stated 'No' (8).

### 3.4 Stakeholder: Other questions

3.4.1 The stakeholder response form asked respondents if we had identified all the necessary objectives for LTP3 and if any objectives needed rewording. 61% of those who answered agreed that all the necessary objectives had been included (27) whilst 39% disagreed (17). Suggestions for new objectives or rewording have been included in the comments shown in Appendices 3 to 5.

3.4.2 A similar question was posed for each theme in the draft LTP3, with respondents being asked if we have identified the necessary policies for each theme and if any of the policies need rewording. Tables 3.1 and 3.2 show the results. Again suggestions for new policies or comments have been considered in Appendices 3 to 5.

**Table 3.1: Have we identified the necessary policies?**

Theme	% 'Yes'	% 'No'
Active Travel	59% (17)	41% (12)
Public Transport	50% (13)	50% (13)
Managing Motorised Travel	58% (14)	42% (10)
Smarter Choices	67% (16)	33% (8)
Safety & Security	71% (17)	29% (7)
Asset Management	83% (19)	17% (4)
Network Management	87% (20)	13% (3)

**Table 3.2: Do any of the policies need amending or rewording?**

Theme	% 'Yes'	% 'No'
Active Travel	42% (10)	58% (14)
Public Transport	40% (11)	60% (14)
Managing Motorised Travel	30% (7)	70% (16)
Smarter Choices	25% (6)	75% (18)

Safety & Security	26% (6)	74% (17)
Asset Management	17% (4)	83% (19)
Network Management	30% (7)	70% (16)

3.4.3 When asked if they agreed with the proposal that, in the absence of any events which would otherwise trigger a review of LTP3 we undertake a public consultation every 5 years to reconfirm the policies set out in the document, 60% said 'Yes' (15) and 40% said 'No'. Of those who went on to explain their proposed alternative:

- 63% suggested a review every 2-3 years (5);
- 25% suggested an annual review (2); and
- 12% suggested a review every 4 years (1).

### **3.5 Comments: General and specific**

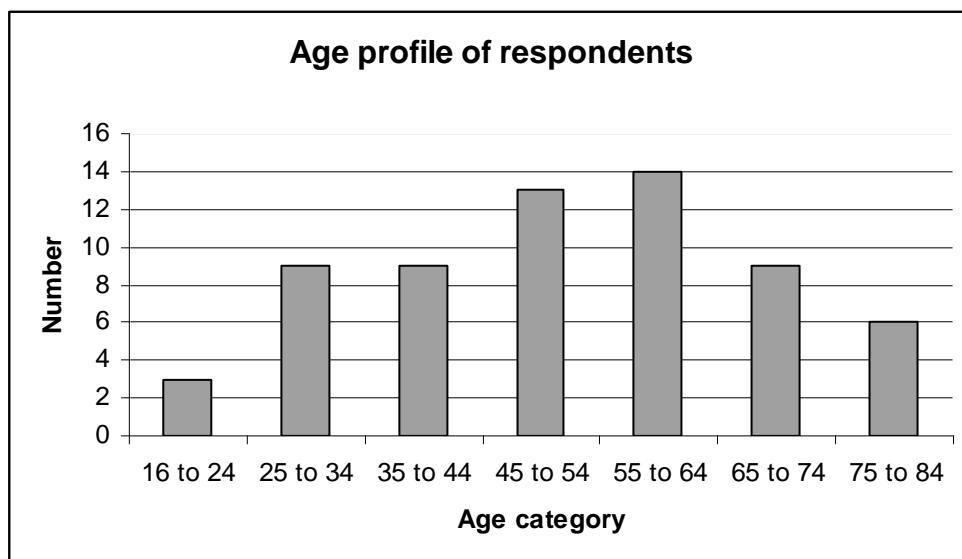
3.5.1 Comments submitted by the respondents to the stakeholder and public surveys are listed in full in Appendices 3 to 5.

## 4.0 Equality Monitoring

4.1.1 The council has a requirement to monitor how its services are used by members of various community groups. To comply with this requirement both the stakeholder and the public summary response forms featured a set of eight questions covering Gender, Age Disabilities, Caring responsibilities, Racial origin, Religion or belief and Sexuality. Responses to these questions were anonymous. Out of the 127 respondents just under half (49%) responded to the initial equality questions, and this fell to 40% by the final question on sexuality.

4.1.2 56% of the respondents were Male (35) and 44% were Female (28). Figure 4.1 demonstrates the age profile of respondents, most of whom were between 45 and 64 years old.

**Figure 4.1 Age profile of respondents**



4.1.3 26% of respondents (16) considered themselves to have a disability or impairment as defined by DDA 1995. 9 had a physical disability, 6 had mental ill health, 3 had a hearing disability, 2 had a visual disability and 2 had a learning disability.

4.1.4 21% of respondents (12) said that they have a caring responsibility in their personal lives; 55% said this related to children and 45% to adults.

4.1.5 95% of respondents (58) considered themselves to be 'White-British'. The other reported groups were 'White Irish' (1), 'Other European' (1) and 'Other' (1).

4.1.6 61% identified themselves as 'Christian' (33), 4% as 'Other' (2). 2% as 'Hindu' (1) and 2% as 'Sikh' (1). 31% identified themselves as having 'No religion or belief' (17).

4.1.7 78% of respondents described themselves as heterosexual (40), 6% as gay man (3), 6% as bisexual (3), 2% as lesbian (1) and 2% as transgender (1). 6% stated that they preferred not to say (3).

4.1.8 In addition four respondents specifically added comments to this section stating that they thought the questions were irrelevant to transport and/or intrusive.

## 5.0 Next steps

### 5.1 Using the results from the Consultation

5.1.1 The results from the consultation will be used to refine the LTP3 strategy document and will inform the development of the implementation plans for LTP3. In drawing up the implementation plans the results will need to be considered alongside:

- the outcome of the wider Council budget setting process;
- our statutory obligations;
- the contribution to the National Goals for Transport;
- the contribution to achieving the ambitions of the Sustainable Community Strategy;
- and existing programme commitments which bridge LTP2 and LTP3.

5.1.2 In addition to the above considerations, the Strategic Environmental Assessment carried out on the draft LTP3 Strategy recommends a programme with investment across all 7 themes and acknowledges the benefit to Warrington of measures which both support the economy and will support a reduction in carbon.

5.1.3 The draft implementation plans will be subject to the same Council approval as the final LTP3 strategy.

### 5.2 Developing the final LTP3

5.2.1 Based on the responses received from the public and stakeholder groups, potential amendments to the LTP3 draft Strategy are being considered and these will result in changes being made to the existing draft document. Appendices 3 to 5 list some of these potential changes. The final version of the draft LTP3 strategy together with Annexe A and Annexe B will then be subject to the approval process set out in paragraph 5.3.

5.2.2 The two supporting Annexes to LTP3, Annexe A '4 Year Implementation Plan' and Annexe B 'Monitoring and Review', are currently being developed.

5.2.3 In addition there are several supporting documents which will be published electronically as appendices to the final LTP3.

52.4 Annex A to LTP3 contains Air Quality Action Plans (AQAPs) based on the key actions in the draft LTP3 strategy which help to address air quality issues. The AQAPs are a statutory requirement for Air Quality Management Areas (AQMAs) in the borough and residents in the AQMAs were consulted on the draft Action Plans. During the last full week of January 2011, letters giving details of the consultation were hand-delivered to properties within the AQMA. Three responses were received by the deadline of 18 February 2011. One response was received in relation to Sankey Green AQMA and requested a residents-only parking scheme for the area. The other two responses related to Parker Street AQMA; one was supportive of the AQAP and particularly the promotion of walking and cycling with associated health benefits; the other response focused on HGV traffic using Wilson Patten Street and the benefits to health and property if this traffic was rerouted.

52.5 Appendix 1 contains the existing Rights of Way Improvement Plan for the Borough.

52.6 Appendices 2 and 3 contain documents used in the development of the LTP including the Strategic Environmental Assessment (SRA), Habitats Regulations Assessment (HRA) and background Evidence, Issues and Challenges documents for each LTP3 theme.

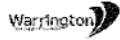
### **5.3 Approval**

53.1 The final draft LTP3 strategy and initial implementation plan will be developed by the end of February 2011. They will then be submitted at the following council meetings for consideration and approval

- 8 March 2011 - Environment & Housing Overview & Scrutiny committee
- 14 March 2011 - Executive Board
- 28 March 2011 - Full Council

53.2 Once approved by Full Council, the Local Transport Plan (LTP3) will become effective and will replace the existing LTP2 from the 1<sup>st</sup> April 2011.

# Appendix 1: Public Summary Survey Form

**ONE WARRINGTON: ONE FUTURE**
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**Local Transport Plan (LTP3): Summary Response**

You can respond to this consultation by:

- completing this form and returning to the address shown on the back of the leaflet.
- or by completing the form online at [www.warrington.gov.uk](http://www.warrington.gov.uk)
- or by e-mailing your response to [ltp@warrington.gov.uk](mailto:ltp@warrington.gov.uk)

The closing date for responses is Friday 17 December 2010.

**1: Do you think the 7 themes explained in the leaflet cover the issues that need to be addressed in LTP3? (please tick ✓ one box)**

Yes     No    If no, please explain below

**2. Looking at the pie chart on Page 6, please tell us if you think the share shown for each theme should be bigger, smaller or is about right (please tick ✓ one box only for each theme)**

	Bigger	Smaller	About right
Active Travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Managing Motorised Travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Smarter Choices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety & Security	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asset Management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Network Management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**6. About you: Are you responding as (please tick ✓ one box)**

- An individual  
 A representative of an organisation, if so please state name of organisation:  
.....

**Equality Monitoring:** The council is required to monitor how its services and facilities are used by members of various community groups. The information collected ensures that no particular individual or groups are discriminated against and helps us to develop and provide high quality services. All answers will be treated in the strictest confidence and cannot be traced back to you.

**7. Gender (please ✓ one box only)** Male  Female

**8. Age. Please Indicate which age category you belong to (please tick ✓ one box):**

Below 16  if below 16, please state age .....  
16-24  25-34  35-44  45-54   
55-64  65-74  75-84  85 or over

**9. The Disability Discrimination Act 1995 (DDA) defines a disabled person as someone with a physical or mental impairment, which has substantial and long-term adverse effect on his/her ability to carry out normal day to day activities.**

**Do you consider yourself to have a disability / impairment as defined by DDA 1995? (please ✓ one box only):**

Yes  please go to Q10    No  please go to Q11

**10. What is the nature of your disability, long-term limiting condition or health problem (please ✓ all that apply):**

- Physical disability  Learning disability  Mental ill health   
Visual disability  Hearing disability

Other, please state .....

**3. What do you feel should be the order of priority for investment in LTP3?**

Please rank the themes by placing the relevant number (1 to 7) next to the relevant theme (1 = Highest Priority, 7 = Lowest Priority).

Public Transport	<input type="checkbox"/>	Active Travel	<input type="checkbox"/>
Asset Management	<input type="checkbox"/>	Smarter Choices	<input type="checkbox"/>
Network Management	<input type="checkbox"/>	Safety & Security	<input type="checkbox"/>
Managing Motorised Travel	<input type="checkbox"/>		

**4. We are proposing to allocate some funding for Neighbourhood Co-ordination Areas to support them in achieving small-scale transport improvements. Do you agree with this proposal?**

Yes     No    If no, please explain below

**5. Do you have any additional comments to make on the draft Local Transport Plan Strategy?**

Please continue on a separate sheet of paper if required.

**11. Caring Responsibilities in your Personal life.** Is there anyone who relies on you for care and attention AND that you assist with their daily routine? (please ✓ appropriate box)

Yes  No

If yes, please indicate circumstances

Children  Adults (18 or over)

**12. To which of these groups do you consider you belong? (please ✓ one box only)**

White	Mixed	Black/Black British
<input type="checkbox"/> British	<input type="checkbox"/> White & Black Caribbean	<input type="checkbox"/> Caribbean
<input type="checkbox"/> Irish	<input type="checkbox"/> White & Black African	<input type="checkbox"/> African
<input type="checkbox"/> Gypsy	<input type="checkbox"/> White and Asian	<input type="checkbox"/> Other Black background
<input type="checkbox"/> Irish Traveller	<input type="checkbox"/> Other mixed background	
<input type="checkbox"/> Other		
Asian British	Asian/Chinese	European
<input type="checkbox"/> Indian	<input type="checkbox"/> Chinese	<input type="checkbox"/> Polish
<input type="checkbox"/> Pakistani	<input type="checkbox"/> Other Ethnic Group	<input type="checkbox"/> Czech
<input type="checkbox"/> Bangladeshi	<input type="checkbox"/> Other ethnic group	<input type="checkbox"/> Latvian
<input type="checkbox"/> Other Asian background		<input type="checkbox"/> Slovak
		<input type="checkbox"/> Russian
		<input type="checkbox"/> Other

If you have answered 'Other' above please specify .....

**13. Your religion or belief. Which group do you most identify with? (please ✓ one box only)**

No religion or belief  Christian  Hindu  Sikh   
Buddhist  Muslim  Jewish

Other please state .....

**14. How would you describe yourself? (please ✓ one box only)**

Heterosexual  Bisexual  Lesbian   
Gay man  Prefer not to say

Thank you for your time in completing this questionnaire

## Appendix 2: Stakeholder Survey Form

**ONE WARRINGTON: ONE FUTURE**  
**Making it happen**



### Local Transport Plan (LTP3): Stakeholder Response

The Local Transport Plan (LTP3) sets out our draft transport policies and spending for the period 2011-2030. We are seeking your views and you can respond in a number of ways:

- by completing this form and returning to: **Transport Planning, Warrington Borough Council, Environment & Regeneration, FREEPOST NWW 50003, Warrington, WA1 1AA.**
- by responding online at [www.warrington.gov.uk](http://www.warrington.gov.uk)
- by e-mailing your response to [ltp@warrington.gov.uk](mailto:ltp@warrington.gov.uk)

**The closing date for responses is Friday 17 December 2010.**

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#### Question 1: Our Objectives (Page 5)

1(a) Have we identified all of the necessary objectives for LTP3? (please tick ✓ one box only)

Yes       No      If no, please specify below:

1(b) Do any of the objectives need amending or rewording? (please tick ✓ one box only)

Yes       No      If yes, please specify below:

#### Question 2: Active Travel (Section 2.0)

2(a) Have we identified the necessary policies for Active Travel? (please tick ✓ one box only)

Yes       No      If no, please specify below:

2(b) Do any of the policies for Active Travel need amending or rewording?

(please tick ✓ one box only)

Yes       No      If yes, please specify below:

**Question 3: Public Transport (Section 3.0)**

3(a) Have we identified the necessary policies for Public Transport? (please tick ✓ one box only)

Yes       No      If no, please specify below:

3(b) Do any of the policies for Public Transport need amending or rewording?  
(please tick ✓ one box only)

Yes       No      If yes, please specify below:

**Question 4: Managing Motorised Travel (Section 4.0)**

4(a) Have we identified the necessary policies for Managing Motorised Travel?  
(please tick ✓ one box only)

Yes       No      If no, please specify below:

4(b) Do any of the policies for Managing Motorised Travel need amending or rewording?  
(please tick ✓ one box only)

Yes       No      If yes, please specify below:

**Question 5: Smarter Choices (Section 5.0)**

5(a) Have we identified the necessary policies for Smarter Choices?  
(please tick ✓ one box only)

Yes       No      If no, please specify below:

5(b) Do any of the policies for Smarter Choices need amending or rewording?  
(please tick ✓ one box only)

Yes       No      If yes, please specify below:

**Question 6: Safety & Security (Section 6.0)**

6(a) Have we identified the necessary policies for Safety & Security?  
(please tick ✓ one box only)

Yes     No    If no, please specify below:

6(b) Do any of the policies for Safety & Security need amending or rewording?  
(please tick ✓ one box only)

Yes     No    If yes, please specify below:

**Question 7: Asset Management (Section 7.0)**

7(a) Have we identified the necessary policies for Asset Management?  
(please tick ✓ one box only)

Yes     No    If no, please specify below:

7(b) Do any of the policies for Asset Management need amending or rewording?  
(please tick ✓ one box only)

Yes     No    If yes, please specify below:

**Question 8: Network Management (Section 8.0)**

8(a) Have we identified the necessary policies for Network Management?  
(please tick ✓ one box only)

Yes     No    If no, please explain below:

8(b) Do any of the policies for Network Management need amending or rewording?  
(please tick ✓ one box only)

Yes     No    If yes, please explain below:

**Question 9: Allocation of LTP3 Resources (Section 9.4)**

**9(a)** Looking at Figure 9.2 on Page 51, please tell us if you think the share shown for each theme should be bigger, smaller or is about right (please tick ✓ one box for each theme)

	Bigger	Smaller	About right
Active Travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Managing Motorised Travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Smarter Choices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety & Security	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asset Management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Network Management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**9(b)** What do you feel should be the order of priority for investment in LTP3? Please rank the themes by placing the relevant number (1 to 7) next to the relevant theme  
(1= Highest Priority, 7 = Lowest Priority).

Active Travel	<input type="checkbox"/>	Public Transport	<input type="checkbox"/>
Managing Motorised Travel	<input type="checkbox"/>	Smarter Choices	<input type="checkbox"/>
Safety & Security	<input type="checkbox"/>	Asset Management	<input type="checkbox"/>
Network Management	<input type="checkbox"/>		

**9(c)** Do you agree with the proposal to allocate some funding for Neighbourhood Co-ordination Areas to support them in achieving small-scale transport improvements?  
(please tick ✓ one box only)

Yes     No    If no, please explain below:

**Question 10: Reviewing & Refreshing LTP3 Strategy (Section 10.2)**

**10.** Do you support the proposal that in the absence of any events which would otherwise trigger a review of LTP3 that we undertake a public consultation every 5 years to reconfirm the policies set out in this document? (please tick ✓ one box only)

Yes     No    If no, please explain below:

**Question 11 Next Steps (Section 11.0)**

11. Please make any additional comments you have on the draft Local Transport Plan Strategy in the box below?

Please continue on a separate sheet of paper if required.

12. About you: Are you responding as (please tick ✓ the appropriate box)

An individual

A representative of an organisation, if so please state the name of your organisation below:

.....  
13. Do you: (please ✓ all boxes that apply)

Live in Warrington

Work in Warrington

Travel regularly to or within Warrington for shopping, leisure or to visit family & friends.

**Equality Monitoring:** The council is required to monitor how its services and facilities are used by members of various community groups. The information collected ensures that no particular individual or groups are discriminated against and helps us to develop and provide high quality services. **All answers will be treated in the strictest confidence and cannot be traced back to you.**

14. Gender. (please ✓ one box only)

Male

Female

15. Age. Please indicate which age category you belong to:

Below 16

If below 16, please state age .....

16-24

25-34

35-44

45-54

55-64

65-74

75-84

85 or over

## Appendix 3: Comments submitted in free-format

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
Various		003	<p>It is our view that the clear evidence of the integration of the SEA and HRA processes within the LTP proves needs to be shown. We would like to see supporting text recognising the importance of protecting and enhancing the natural environment, including biodiversity, landscape, geodiversity and soils, by avoiding, mitigating or compensating for the negative impacts of traffic and transport infrastructure, where possible securing environmental gain from all activities affecting the maintenance, operation and improvement of the transport networks.</p>	Comments noted. Request for greater emphasis is being considered for the final draft LTP.
-	Introductory letter	008	<p>Why is the plan for 19 years when there are imminent changes due that probably mean a revision of the LTP? Surely the uncertainty demands an annual review and re appraisal?</p>	<p>Guidance from the DfT on developing LTP3 highlighted the need for consistency between the LTP and other documents applying to the area, and specifically the Sustainable Community Strategy (SCS). The current SCS for Warrington covers until 2030 and it was decided that LTP3 should be consistent with this and also run until 2030. We can review and revise LTP3 at any point in response to changing circumstances including Government policy but have proposed that in the absence of any events triggering a review LTP3 should be reviewed every 5 years which is the same interval as LTP1 and LTP2.</p>
-	Introductory letter	008	<p>Q: Why is there no consideration of the potential effect of the Mersey Gateway on Warrington traffic?      Q: Why are the priorities of the proposed policies not changed from LTP2 to reflect the increasing need to adequately and properly manage motorised traffic in, through and around Warrington?</p>	<p>Views noted. Reference to the Mersey Gateway will be made in the final LTP3.</p> <p>Policies and actions under the Network Management and Safety &amp; Security themes cover a number of the issues raised.</p>

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			<p>Q: Why are the shortcomings of LTP2 being perpetrated through LTP3? Do the council and its executive not recognise what these failings are? If not, why not? Where are the policies to have better managed roads providing better traffic flow, fewer traffic lights and road obstructions, more safety education in schools, better management of valuable road space and less use of white paint, better liaison with utilities to alleviate traffic disruptions and some emergency plan to deal with extra traffic due to motorway disruptions?</p> <p>Where are the forward looking policies to support future traffic planning?</p> <p>Where are the signs that Warrington councillors and traffic managers are heeding the Government guidance to cater for the motor car and not to penalise it and its use?</p> <p>Have they considered the effect on the town retail business should the parking charges they promote be introduced?</p>	Proposals around availability and cost of parking are intended to support the viability of the town centre
Various	General Comments	008	<p><u>Overall comments about the LTP3 document</u></p> <p>Very disappointing.</p> <p>Poorly structured as it lacks clear vision or even understanding of how to resolve major problems.</p> <p>Fails to define clearly what the main issues and challenges are. No overall prioritisation stated.</p> <p>Seems to avoid the difficult issues and concentrates on the “trendy” green policies that apply to the minority of travellers.</p> <p>Mostly negative statements, very few “doing” policies.</p> <p>Mostly reactive policies very few proactive tasks.</p> <p>Avoids suggesting pragmatic solutions to solve the major issues.</p> <p>Few concrete suggestions or guidance about solutions.</p> <p>Fails to take into account developments outside Warrington.</p> <p>Fails to take account of known developments that will affect Warrington.</p>	<p>Views noted. Paragraph 9.2.9 briefly covers how the impact of development and growth in Warrington is being considered – an ongoing process by which the transport implications of development scenarios is being taken into account through the Local Development Framework. An expansion and update of this text will be considered for the final draft.</p> <p>Section 9.3 explains the approach taken to prioritisation.</p>

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			Little recognition of past failures and lessons learnt. No proper proposal for consultation and involvement of the travelling public.	
Various	General Comments	013	The draft LTP states that Government Ministers have recently indicated that the overarching national objectives for transport are supporting economic growth and reducing carbon emissions. In addition, the LTP Strategic Environmental Assessment (SEA) Environment Report produced by JMP concludes that a strong focus on economic and low carbon priorities should be the preferred approach for the LTP. However, despite this, the ten Objectives/Goals for the LTP set out in Table 1.2 makes no reference to improving / growing Warrington's economy or reducing carbon emissions. We suggest these objectives be reviewed and revised to reflect these significant omissions.	The objectives have been taken from the existing Transportation Framework. Comments noted and amendments to the Objectives are being considered.
Various	General Comments	013	In addition, we suggest that throughout the LTP there should be far greater recognition of the important linkages between transport and economic growth, and the significant impact that improved connectivity would have upon the economic health of both Warrington and the wider North West.	We will review the supporting text contained in the draft LTP3 strategy document and strengthen with statements highlighting the important links between transport and economic growth.
Various	General Comments	013	Reducing the need to travel, encouraging sustainable modes of travel, encouraging smarter choices and behavioural change, and the development and adoption of electric / low carbon vehicles, technologies and fuels, are at the heart of Future North West's approach to reducing emissions from transport, as set out in Objective 1c. Whilst we recognise that many of the policies and actions included in the draft LTP will make valuable contributions towards carbon emissions, the document fails to articulate this in a coherent way. We suggest that the draft LTP would be much improved by explicitly recognising where specific policies and actions will contribute to a shift towards low carbon travel.	Comment noted. We will look to reference policies and actions which contribute to a shift towards low carbon travel.

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
Various	Cross boundary issues	013	<p>The DaSTS Connecting Cities: North West study, which was commissioned and project managed by the Agency on behalf of the North West region and DfT, identified the potential for significant agglomeration benefits between the urban areas of Manchester and Liverpool, as key economic centres and foci of knowledge-based industries. It concluded that public transport connectivity will be central to unlocking these benefits, which are vital to the long-term economic futures of not only these two city regions, but also smaller towns and communities which are included within a widened labour pool. The study also suggested that the high level of movements between the Mid-Mersey (Warrington and Halton) and Merseyside, Greater Manchester and Cheshire is a reflection of the high employment base within the Mid-Mersey area, particularly in Warrington. As such, we suggest there should be explicit recognition of the importance of working across administrative boundaries to improve connectivity. Reference should also be made to the important linkages between Warrington and the Liverpool City Region, Greater Manchester, Cheshire East, and Cheshire West and Chester.</p>	We will review the supporting text contained in the draft LTP3 strategy document and consider whether to strengthen with statements highlighting the importance of working across boundaries. The outcomes of the DASTS work are understood by the Authority and referred to in the evidence base.
Various	Various	001	<p>However, <i>Consultee</i> notes that the consultation document makes no reference to either Atlantic Gateway or Superport. <i>Consultee</i> anticipates that Atlantic Gateway will be an important concept for Warrington and therefore requests that it is specifically referred to within the LTP. SuperPort (components of which include the Manchester Ship Canal) is an important concept within Atlantic Gateway and <i>Consultee</i> requests that it is also referred to within the LTP. Further details in respect of SuperPort can be provided if needed.</p>	We will consider including references as suggested in the final LTP3 document.
Various	Cross boundary issues	013	<p>Furthermore, the recently published White Paper on Local Growth identifies a clear role for Local Enterprise Partnerships in influencing local strategic transport priorities. We note that the Cheshire and Warrington Local</p>	Comment noted. We will consider how we can further reflect the aspirations of the LEP in the final LTP3 document.

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			<p>Enterprise Partnership Prospectus states that it will proactively engage with adjoining LEPs to share priorities and work together on common interests, such as Atlantic Gateway and Daresbury Science and Innovation Campus. As such, we suggest there should be recognition of the significant opportunities for private sector-led sustainable economic growth in the Liverpool-Manchester corridor (of which Warrington forms a significant part) through the delivery of the proposals collectively branded as Atlantic Gateway. Future North West identifies the key priorities for Atlantic Gateway as follows –</p> <p><i>Promoting complementary and mutually reinforcing growth through appropriate cross-boundary initiatives which:</i></p> <ul style="list-style-type: none"> <li>• <i>drive international trade through innovation in key sectors of transport &amp; logistics, digital and creative, life science and health, green technology &amp; renewable energy;</i></li> <li>• <i>create a globally-connected gateway;</i></li> <li>• <i>create sustainable infrastructure for a less carbon intensive economy;</i></li> <li>• <i>create places that attract and retain talent;</i></li> <li>• <i>create new green infrastructure at the heart of and between the two cities; and</i></li> <li>• <i>harness the role of Daresbury as a world-class research and innovation resource.</i></li> </ul>	
1	1.1.5	008	<p>Q: Why does the document not suggest that local people who are neither stakeholders nor have a vested interest in specific modes of transport but who have serious concerns about the LTP being included in the management of these plans? There is little trust in the ability of the current management of Transport in Warrington, and some people who do not have vested interest and who have a pragmatic approach should be involved in the future of Warrington transport policies and their implementation.</p>	<p>Neighbourhood working is now established across the Borough. Neighbourhood Boards and Area Meetings help local people identify priorities including transport, and work with the Council on solutions. All Neighbourhood Area Boards were consulted on the draft LTP3 and were asked to respond.</p>

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
2	1.1.6 Proposal to publish each year an 'at-a-glance' summary of LTP progress and future schemes.	008	This is just not acceptable bearing in mind the advent of Long Lane disruptions and the Mersey Gateway potentially creating traffic issues from the Widnes side of town.	View noted.
4	1.3.2	003	<p>We are concerned that the vision is generic and does not give a strong lead in terms of supporting a low carbon, sustainable transport system and does not adequately encompass the objectives in table 1.2. Suggest rewording to:</p> <p>"By 2030, Warrington will have a sustainable, low carbon transport system that would help everyone to enjoy an outstanding quality of life".</p>	<p>The draft LTP shares the existing vision of the Sustainable Community Strategy (SCS) and removing this would change our approach which was to align the LTP with the SCS.</p> <p>We will consider how the Objectives for LTP3 can be amended to emphasise a vision for low carbon, sustainable transport systems.</p>
4	1.3.2	001	Consultee welcomes the stated Vision and Ambitions at paragraph 1.3.2.	Views of Stakeholder noted.
4	1.3.1 Sustainable Community Strategy	008	<p>One Future Where Everyone Matters</p> <p>This includes the majority of transport users i.e. the car users. Why have they and motorised transport not been given the highest priority when presenting policies? Why do you continually ignore the need to reduce traffic congestion and hence pollution?</p>	View noted. The public consultation on LTP3 gave respondents the opportunity to indicate what they feel should be the priority for investment in LTP3 (P52 Q9).
5	1.3.5 Transportation Framework /Objectives	008	Surely this is a mistake? LTP2 did little or nothing to reduce or remove traffic congestion and pollution. In fact it encouraged the creation of many man made obstructions on the valuable road space. It did little or nothing to address the critical issues of road management, including the lessons learned (or not?) about poor traffic schemes including ASDA traffic lights, poor road signing and illegal	Views noted.

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			<p>road humps throughout the town. Neither did it include the traffic plans for the Mersey gateway and cross town travel, Chelford rail station, no cross town bus service bypassing the town centre etc.</p> <p>I suggest this is a false start point for LTP3, and leads me to believe that this draft of LTP3 is fatally flawed.</p>	
5	Table 1.2 Objectives	005	The word 'congestion' implies only delays to motorised users. A better wording would be ' Maintains the highway, minimises delays to all road users and enables Warrington's smart growth'	Comments noted and suggestion under consideration
5	Table 1.2 Objectives	006	Agree with list and wording.	Views of Stakeholder noted.
5	Table 1.2 Objectives  Figure 1.2 (page 6)	010	<p>Reword to:</p> <p>Reduces the impact of traffic on air quality and carbon emissions in Warrington</p> <p>and add:</p> <p>Encourages low carbon /sustainable travel options.</p> <p>Is adapting well to changing weather patterns.</p> <p>And reflect these changes in Figure 1.2</p>	Comments noted and suggestion under consideration
5	Table 1.2 Objectives	003	We would specifically welcome the broadening of objectives to include access to green space and/or the natural environment.	Comments noted and suggestion under consideration
5	Table 1.2 Objectives	003	DASTS goal to 'improve quality of life and secure a healthy natural environment' is not adequately covered in the LTP objectives as they stand. Suggest rewording to: 'Improves the quality of public space making Warrington more welcoming, as well as protecting and enhancing the	Comments noted and suggestion under consideration

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			natural environment'.	
5	Table 1.2 Objectives	001	<p><i>Consultee</i> also welcomes the Objectives and Goals of the LTP3 and in particular the objective of 'enabling the regeneration' of the Borough (Table 1.2.). <i>Consultee</i> also welcomes the recognition given in paragraph 1.2.9 of Warrington and Cheshire's 'well connected geographical location, strong track record of partnership working and strong economy'. <i>Consultee</i> supports the Council's ambitions and growth aspirations and wishes to see Warrington play its full role within the Region.</p>	Views of Stakeholder noted.
5	Table 1.2 Objectives	001	<p><i>Consultee</i> requests the inclusion of the following additional Objectives/Goals within Table 1.2.</p> <p>Maximise the potential for low carbon transport.</p> <p>Improves connectivity and visibility of safer off road routes and modes of transport.</p> <p>Improves connectivity between travel modes particularly in strategic locations.</p> <p>These concepts could also be incorporated within Figure 1.2.</p>	Comments noted and suggestion under consideration.
5	Table 1.2 Objectives	002	We note that throughout the Plan "sustainable" transport is to be promoted. But for any transport mode to be determined and identified as "sustainable" then surely any modes of transport which are not so described must be (by definition) "unsustainable". Indeed, on their own "sustainable transport modes" have no climate change benefit unless they replace "unsustainable" modes. We therefore believe the Plan should: - "Identify the modes of transport which it deems unsustainable and also have an objective for reducing travel using such modes".	Comments noted. We take onboard the suggestion that it would be helpful to more closely define what we mean by "sustainable" transport.
5	Table 1.2 Objectives	002	There seems to be inconsistency in the objectives. The first seeks to "reduce the need to travel by car". We believe that this need will be in proportion to: (a) the ease	Reducing traffic congestion (taking traffic to mean all highway users, not just motorised traffic; TMA 2004) has benefits other than

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			<p>at which other forms of transport can be used and (b) the manner in which the current network makes car travel more attractive. Any moves to reduce congestion can only increase the attractiveness of car journeys; we feel that minimising congestion is inconsistent with the first objective. We are equally concerned at what is exactly meant by "Warrington's Smart Growth". Clearly if previous successive "Predict and Provide" policies for transport and out-of-town development have created the current over-reliance on the motor car then the growth in the past has been far from smart.</p>	<p>simply reducing car journey times. Relieving traffic congestion can help the local economy and reduce lost time for businesses; it can reduce emissions and contribute to improved air quality; provide a better environment for pedestrians and cyclists; reduce journey times for local buses and improve punctuality of services; and contribute to an improved quality of life for residents living alongside congested routes. We believe it is not inconsistent to wish to minimise traffic congestion when this is being sought as part of a wider balanced transport strategy. Reducing the need to travel by car is about trying to ensure that people aren't forced to use cars due to a lack of viable alternatives.</p> <p>"Smart Growth" is a urban planning concept which concentrates growth in a compact area and advocates mixed use development which is accessible by walking, cycling and local public transport.</p>
5	Table 1.2 Objectives	002	<p>With 1,000 people being killed or injured each year on Warrington roads then we ask how "everyone can enjoy an outstanding quality of life" if they have needlessly been injured, or killed, in a road traffic collision. Hence we believe that only a clear objective of "zero road casualties" can provide any consistency with such a vision. Warrington's LTP3 should include the objective: - To build and manage a transport network that "protects all its users through design and use such that road casualties are reduced to zero"</p>	<p>Comment noted. LTP Objectives are being reviewed in light of range of comments received</p> <p>Travel by any mode on the highway has the potential to lead to injury; we can seek to minimise the potential risk of injury through ensuring good design and by encouraging safe behaviour but we can never fully eliminate the risk. .</p> <p>More specific casualty reduction targets will be set in future local road safety strategies</p>

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
				and reflected in the monitoring of LTP3.
5	Table 1.2 Objectives / Question 1	014	<p>Q1 a [No] Given the significant number people travelling in and out of Warrington to work a further Objective is needed.</p> <p>“Improve the co-ordination and effectiveness of public transport to areas outside Warrington, with particular attention to Greater Manchester”</p> <p>It is unreasonable to apply discriminatory policies against car use outside the Town Centre, e.g. Residential Car Parking limits whilst public transport will not let us reach Manchester, Wigan and Liverpool.</p>	View of Individual noted. Existing objective to build and manage a transport network that ‘Is integrated, customer focused and reduces the need to travel by car’ is broad ranging and does cover both internal and cross-boundary travel.
5	Table 1.2 Objectives / Question 1	014	<p>Q1 b [Yes] The first one should read “Is integrated and customer focused and improves the attractiveness of Public Transport”. The task is to improve the economic growth in the borough not make it harder to grow, better public transports reduces the costs of employing people from outside the borough given that we already have net inflows of workers.</p>	View of Individual noted The original wording, ‘reduces the need to travel by car’ encompasses a wide range of measures not just public transport provision.
6	Figure 1.2	005	Diagram not particularly informative or useful and we would suggest that it is deleted entirely. It implies that objectives only align with specific National Goals and ignores completely the alignment of cycling and walking with all of the other National Goals and SCS strategies.	Figure 1.2 does not refer to modes of travel explicitly and seeks only to show the alignment between National Goals and local ambitions and objectives.
6	1.3.8 LDF	008	This is a biased statement with little thought to what it means. Why ignore motorised traffic as this is the biggest issue.	It was not intended to suggest that the LDF would ignore motorised traffic. Paragraph 9.2.9 later in the document explains that a Multi-Modal Transport Model has been developed to predict the possible effect of land-use policies in the LDF on transport networks and explore if new transport infrastructure is needed.
7	1.4.6 Final LTP3 & Delivery Plan	008	Is not this assuming that these so called issues and challenges are accurately prioritised and that LTP3 is accepted as a good plan? If so why bother having a public consultation?	Comment noted. As explained in 1.4.5, the draft LTP3 Strategy focuses on the policies that will guide future decisions & investment rather than individual schemes and we have carried out consultation to find out people’s

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			The above is totally unacceptable and is an insult to all the people who have commented on LTP3. Why does the document not suggest that local people who are neither stakeholders nor have a vested interest in specific modes of transport but who have serious concerns about the LTP being included in the management of these plans? There is little trust in the ability of the current management of Transport in Warrington, and some people who do not have vested interest and who have a pragmatic approach should be involved in the future of Warrington transport policies and their implementation.	views on these policies.  Neighbourhood working is now established across the Borough. Neighbourhood Boards and Area Meetings help local people identify priorities for their area, including transport, and work with the Council on solutions. All Neighbourhood Area Boards were consulted on the draft LTP3 and were asked to respond.
7	1.4.2 Evidence Base	008	When and where was this placed on WBC website? I cannot recall seeing any such document.	Summaries of the key highlights of the evidence base together with feedback from the March 2010 Stakeholder Event were made available on the LTP page of the Council's website from the May 2010 to October 2010.
7	1.4.3 Revised Challenges	008	I hope you listen better than you did for LTP2. How are you going to listen? There does not appear to be a mechanism whereby this draft report can be redrafted and represented to the public.	A report on the results of the public consultation, including responses to detailed comments will be published in early 2011. A revised LTP3 will be redrafted in light of the consultation comments and presented to the Executive Board at Warrington Borough Council in March 2011.
8/9	LTP3 7 themes	005	Dividing the LTP into 7 themes does not result in a holistic treatment as interactions between the different transport modes can be marginalised. It has made a response to the LTP difficult since one topic may be covered in one of the themes but be important for many of the others.	The 7 themes were used to help structure the LTP and inform public and stakeholders on the range of issues which LTP3 could deal with. It is not thought that this approach will stop holistic schemes being brought forward or measures being promoted which support a number of objectives. Results from the Public Summary consultation show that around 85% of respondents felt that the 7 themes

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				cover the issues they would like to see in LTP3.
8/9	LTP3 7 themes Table 1.3	001	<p><i>Consultee</i> requests that the Bridgewater Canal be referred to in the 'Asset Management' row. The Canal is an important transport asset both for boat users as is the towpath as a shared path for cyclists and pedestrians.</p> <p><i>Consultee</i> also requests that the 'Network Management' row in this table includes reference to 'working with the Highways Agency and The Manchester Ship Canal Company'.</p>	<p>Asset Management within LTP3 covers assets for which Warrington Borough Council has a direct responsibility to maintain. The Bridgewater Canal and towpath is owned by Peel Holdings and hence can't be specifically included under Asset Management. The wording will be amended to clarify this</p> <p>We will include a sentence on partnership working under Network Management and will ensure that this specifically makes reference to the other network managers such as Highways Agency and Manchester Ship Canal Company.</p>
8/9	LTP3 7 themes Table 1.3	008	<p>Where is the reference to safety and security of all motorised transport?</p> <p>Also personal safety whilst using roads that contain hazards such as man-made obstructions and restrictions as well as walking along untreated icy pavements after snowfall.</p> <p>[Network Management] Needs a lot of work and therefore priority?</p>	<p>Table 1.3 clearly states 'safety and security for all users and all parts of the network needs to be considered' – by implication this would include motorised travel and hazards to pedestrians.</p> <p>View noted.</p>
10-13	Section 2 Active Travel	007	AT8: I can only give an example of how this does not work at present. The Authority has made very desirable improvements to the Lymm Dam area. I suspect that the greatest expenditure was on the car park but how much was spent on improving pedestrian access? Lymm Dam is a marvellous amenity but is cut off from the majority of Lymm residents who live within walking distance of it by a road along which cars speed at 55 mph with no nearby crossing points. I know of vulnerable residents who make	Comment noted.

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			significant detours to avoid dangerous roads to get there (see Section 6 SS7 as well).	
10-13	Section 2 Active Travel	009	Wheelchair users and scooter users need to be included within Active Travel chapter.	Comment noted and consideration being given in the final draft LTP3.
10	2.1.2	008	[walking is an essential part of our day-to-day journeys] no it is not.  Not true as there are plenty of footpaths available, but they may not be the most direct between key places, nor may they be adequately maintained.	Most day-to-day journeys using car, bus, train or cycle involve an element of walking: to/from the car park, to/from stops and stations, to/from cycle parking. Very few trips could be made without this element (drive-through food takeaway excepted).  View on footpaths noted.
10	2.1.3	008	[The Warrington Cycle Map] Is this an official document and has it been risk assessed.	The Warrington Cycle Map has been created to assist cyclists with planning the best route for their journey. The road network on the map is colour-coded to indicate the likely degree of skill and experience needed to cycle each road. The map does not recommend specific routes but rather gives cyclists information to help them make their own decision on the suitability of a particular route. The map was produced by Warrington Cycle Forum which is a partnership between Warrington Cycle Campaign, Warrington Borough Council and interested members of the public.
10	Active Travel Paragraph 2.1.4	001	Whilst Consultee would support the concept of the wider corridor related to the Manchester Ship Canal being part of the Greenway network, we would emphasise that the canal and land immediately adjacent to it, in many locations, would not be suitable for walking, cycling and equestrian activity given limitations of access and/or operational requirements which need to take precedence.	'Manchester Ship Canal Corridor' will be deleted from list.
10	Active Travel	001	Consultee supports the inclusion of the Bridgewater Canal	We propose to add the following as an

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	Paragraph 2.1.4		<p>as part of the Greenway network. However the draft LTP implies that the Bridgewater Canal towpath in Warrington is a public right of way allowing access for both pedestrians and cyclists. Although the path has been used by cyclists unofficially, the towpath is currently a public right of way for pedestrians only. The Bridgewater Canal Trust (BCT) is promoting the Bridgewater Way in Warrington to enable the towpath to be used as a permissive shared route ... Therefore Consultee and BCT request that an additional paragraph is added to this section focussing on the Bridgewater Canal and the Bridgewater Way. The paragraph should emphasise the importance of the Bridgewater Way. The Bridgewater Way will not only encourage Active Travel within the Borough when it is complete, but also regionally as its routes embraces Wigan, Trafford, Halton, Salford, Cheshire West and Manchester.</p>	<p>additional paragraph:</p> <p>'Although the Bridgewater Canal towpath is currently a public right of way for pedestrians only, the Bridgewater Canal Trust is seeking to upgrade this to a permissive shared route for both pedestrians and cyclists. If successful, this will provide a potential off-road route linking Warrington with neighbouring areas in Wigan, Trafford, Halton, Salford, Cheshire East and Cheshire West and Chester'.</p>
10	Para 2.1.3	005	<p>Add 'Although bicycle ownership in the town is quite high especially amongst children, there is presently a reluctance to use cycling as a major mode of transport that is based upon the fear of the speed of motorised traffic'</p>	<p>We agree that the fear of speed of motorised traffic is one factor which deters people from cycling. Road width, complexity of junctions and traffic volumes can also play a part. We are happy to adopt the first part of the sentence and modify the second to 'Fear of the speed of traffic is one factor which deters people from cycling. Speed reduction is covered in detail in LTP3 in the section on Safety &amp; Security. Training is also important for encouraging cycling and this is covered under the section on Smarter Choices.'</p>
10	Para 2.1.4 Para 2.1.5	005	<p>Reword to 'Speed reduction is the most important policy for active travel, but is covered in detail in the section on Safety &amp; Security.'</p> <p>Add 'Training is an important policy for cycling, but is dealt with under the section on Smarter Choices'.</p>	<p>We agree with the need to refer to speed reduction covered in the section on Safety &amp; Security and training covered in the section on Smarter Choices. These have been included into the response listed for 2.1.3.</p>

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10	Para 2.1.4 & 2.1.5	005	Combine these paragraphs as a new 2.1.7 It is good that equestrianism is getting a mention in LTP3.	We agree that it would be helpful to combine these paragraphs.
10	2.1.4	008	[Greenways] Could not find any reference, explanation or drawing of this on WBC web.	'Greenways' is a term used to describe a largely off-road network of routes for walkers and cyclists connecting people to facilities and open spaces in and around towns and originates from the late 1990's when pilot programmes of Greenways & Quiet Lanes were launched by the Countryside Agency (see current Natural England website for more information) . The Warrington Greenways initiative was part of LTP1 and was continued into LTP2. We apologise for omitting an explanation of the term 'Greenways' in the draft LTP3 and will make sure it is explained in the final document.
10	Active Travel	003	<i>Consultee</i> would welcome reference to access to green space in both the policy section and longer term action section, and would like to see the links being made to local green infrastructure plans. They would also welcome reference to the 'Walking for Health' initiatives in Warrington.	It is considered that access to green space is covered by policy AT1 when key services, amenities and opportunities for recreation are referred to. Green space is regarded as a type of public amenity as well as a recreational opportunity. It is not feasible to specify each of the different types of amenities and recreational opportunities available within Warrington within the wording of the policy. Adding a reference to one of the longer term actions specifically relating to accessing green space would make the action very prescriptive. The fundamental objective of the longer term actions relating to the implementation of physical measures to improve both the

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				<p>pedestrian and cycle networks is to improve accessibility to as many key services and amenities as possible whether these be employment, education, health, retail or recreational opportunities such as green space.</p> <p>Reference to the 'Walking for Health' initiative would be suited to the Smarter Choices chapter as this covers the promotion and marketing of walking.</p> <p>The Active Travel theme chapter will be reviewed to ensure that access to green space by active travel modes is covered.</p>
11	Active Travel – Headline Facts and Issues	008	<p>i.e. 72% travel more than 2km, 56% travel more than 5km.</p> <p>Where are these statistics provided from as they seem strange bearing in mind how congested the main roads are?</p> <p>How many [Cyclists] now?</p> <p>[Walking]?fundamental? 79% have access [to car].</p> <p>[ROWIP} Where is this plan?</p> <p>[Central Warrington has the highest percentage of residents in the borough classed as overweight or obese] WHY? Probably because they work in central Warrington or use train and bus to commute out?</p>	<p>Noted.</p> <p>From the Department for Transport 'Commuter View' database which uses data from the 2001 Census.</p> <p>2010 data will be processed shortly.</p> <p>Noted.</p> <p>An electronic copy of the ROWIP is available on the LTP webpage on the Council website. Listed as Appendix 2.</p> <p>Walking to work in central Warrington or travelling by train and bus (which tend to involve an element of walking) contributes to overall physical activity and is likely to be more of a benefit to health than travelling by car.</p>
12-13	Active Travel Policies	008	A1 to A9 are theories and hopes. There is nothing about doing anything.	View noted.

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			HOW are you going to do this and what sites will be prioritised.	Refer to section 9.3 of draft LTP3.
12	AT1	005	Reword to 'Seek to develop walking and cycling routes utilising quiet roads, cycle paths, and off-road routes, where these give cyclists and pedestrians an advantage either because they are quicker or because they are more attractive.'	The original wording included 'comprehensive borough wide network' in an attempt to emphasise the need for routes which link together to provide access to key services and amenities. It is not clear why 'cycle-friendly highway links' should be excluded from the wording as generally cycle campaign groups welcome more cyclists using the highway. Propose to retain original wording.
12	AT6	005	Reword to 'Design for both pedestrians and cyclists should follow Manual for Streets and Manual for Streets 2, and for cyclists DfT Local Transport Note 2/08 (Cycle Infrastructure Design' or subsequent documents, including specified hierarchies for types of design'.  This should be a Network management policy rather than an Active Travel policy.	The original wording referred also to changes to the highway network and it would be helpful to retain this. All the publications are non-statutory design guides and set out guidelines. We propose to revise sentence to ... 'When designing for both pedestrians and cyclists or when making changes to the highway network, the Council will seek to follow the guidelines set out in DfT Local Transport Note 2/08 (Cycle Infrastructure Design), Manual for Streets 1 & 2 and any subsequent documents, including specified hierarchies for types of design. The policy specifically relates to the design of pedestrian and cycle infrastructure and so fits well within the Active Travel policy section with other pedestrian/cycling policies.
12	Active Travel	003	Consultee is pleased to see a commitment to	The link between LTP3 and the ROWIP will

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	Policies AT9		<p>implementing the goals identified within the ROWIP. The recognise that LTP3 offers high level guidance but would like more detailed implementation plans to address the following questions:</p> <ul style="list-style-type: none"> <li>• How will links between the ROWIP and LTP3 be maintained? e.g. access officer representation on LTP groups.</li> <li>• How will the Local Access Forum (LAF) be utilised?</li> <li>• Will there be a clear budget for the rolling annual programme of improvement works?</li> <li>• How will progress be monitored?</li> </ul> <p>It would be helpful if the different timescales for short and longer term actions could be explained.</p>	<p>be maintained through the council's Public Rights of Way (PROW) Officer who works alongside officers responsible for the delivery of specific LTP themes. The PROW officer is also a member of the LTP Co-ordination Group.</p> <p>The Public Rights of Way officer attends the local access forum and feeds back any relevant issues to officers. The LAF will be consulted on any relevant PROW policies/schemes.</p> <p>Budgets for specific LTP themes have not been allocated, but any PROW schemes will be funded from the Active Travel programme area. Any proposed schemes will need to be assessed and prioritised to determine if they are progressed for implementation.</p> <p>Some actions have been classified as 'Longer Term' in recognition that LTP funding will be limited in the early years of LTP3. In view of this, the council will seek to implement the shorter tem actions within the first 3 years of LTP3 and the longer term actions being implemented after 5 years.</p>
12	Active Travel Policies AT1	001	<p>Consultee generally welcomes the concept set out in AT1 of developing a Borough wide network of good cycle and pedestrian facilities. A key area of opportunity is within the New Town areas where cycle and pedestrian routes alongside main routes could be introduced more fully. Consultee requests that this concept be given greater weight within the LTP.</p>	<p>Comment noted. Stakeholders hold different views on the desirability of separate routes for cyclists with some stakeholders favouring on-road provision. However separate routes could be part of the Longer Term Actions where appropriate.</p>
12/13	Active Travel Policies	002	<p>Additional policy required: 'Implement a 20mph speed limit as the default on all residential roads1.</p>	<p>The draft LTP3 policies were developed prior to the Executive Board decision on 20mph speed limits and we agree that it</p>

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				would be helpful to add a policy on 20mph limits. We propose the following wording which is in line with the Executive Board decision: ‘Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long-term roll-out of 20mph speed limits on residential roads in the Borough’. We agree with the need for this policy to be referenced in Active Travel but propose to place the actual policy in ‘Safety & Security’ in recognition that 20mph speed limits have safety benefits for all road users.
12/13	Active Travel Policies AT1	002	“Seeking” is not an action which will result in any benefit. Start sentence with ‘Develop a comprehensive ...’	Comment noted. We will review the wording of the policies and where appropriate, change to wording to be a firmer commitment to action.
12/13	Active Travel Policies AT2	002	“Trying” is not a beneficial delivery outcome and the road network already comprises an almost infinite number of “routes” for active travel. Hence this policy should be changed to: ‘Try to ensure that routes all roads in the network are convenient, accessible, safe and attractive to active travel users.’	Given an “infinite” number of possible routes and limited resources, we recognise that it is unlikely that we could make all roads in the network accessible, safe and attractive to active travel users by the end of LTP3. The original wording seeks to give priority to ensuring that active travel users at least have a comprehensive borough wide network of routes available to them to help make their journeys easier.
12/13	Active Travel General	002	We note that many of the policies in this section are not shown as contributing to Warrington ambitions in being Prosperous and Vibrant or Ambitious and Achieving. This is in stark contrast to the perceptions created by other towns and cities which have maximised their use of walking and cycling for transport. We are concerned that this plan do not identify enhanced and successful active travel as creating a more successful and vibrant economy	The shading in the policy tables was included to help understand which LTP3 policies might contribute directly to achieving the Sustainable Community Strategy (SCS) ambitions. Progress on achieving the SCS ambitions is monitored through a series of measures chosen by Warrington Partnership. We looked at

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			<p>and creating a vibrant town and district centres. We also see more active travel as certainly providing the basis for people being inspired and support to reach their full potential and lead fulfilling lives. Hence the exclusion of most of the active travel policies from these “One Warrington” ambitions is somewhat strange.</p>	<p>these measures when trying to determine if a policy made a direct contribution.</p> <p>The measures for Prosperous &amp; Vibrant are:</p> <ul style="list-style-type: none"> <li>• Employment rates in each ward.</li> <li>• Employment rates of disadvantaged groups.</li> <li>• Accessibility by bus to employment sites.</li> <li>• GVA growth rate in comparison to the North West and UK.</li> <li>• Public perception of the town centre.</li> <li>• Satisfaction with Warrington as a place to live and work (surveys)</li> </ul> <p>The measures for Ambitious &amp; Achieving are:</p> <ul style="list-style-type: none"> <li>• Children and young people's educational attainment levels.</li> <li>• Secondary School persistent absence rate.</li> <li>• The gap between the lowest achieving 20% in the Early Years Foundation Stage Profile and the rest.</li> <li>• Achievement gap between pupils eligible for free school meals and their peers.</li> <li>• Young person's participation in positive activities.</li> <li>• Learners achieving Level 1 qualification in literacy.</li> <li>• Learners achieving entry Level 3 qualification in numeracy.</li> <li>• Working age population qualified to at least Level 2 or higher.</li> <li>• Adult participation in sport.</li> </ul>

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				<ul style="list-style-type: none"> <li>• Satisfaction with leisure and cultural facilities including access.</li> </ul> <p>The shading for Active Travel works out at 44% for Prosperous &amp; Vibrant, 100% for Environmentally Responsible &amp; Attractive, 100% for Safe &amp; Strong, 100% for Healthy &amp; Active and 33% for Ambitious &amp; Achieving. Looking at the measures, it would seem sensible to include AT8 &amp; AT9 in addition, increasing the percentage to 67% for Prosperous &amp; Vibrant and 55% for Safe &amp; Strong.</p> <p>We acknowledge that a brief explanation of how the shading was determined would be helpful in the final LTP3 document.</p>
13	Active Travel Policies Actions	001	<p><i>Consultee</i> wishes to ensure that the Bridgewater Canal towpath is considered as part of the ‘borough-wide network of walking and cycling routes’ and in this respect <i>Consultee</i> requests that reference is made in the Short Term Actions on page 13 to: ‘Improving existing non-formal routes such as the Bridgewater Canal towpath such that they can become formal routes’. This would create links between communities and create a more suitable walking/cycling surface. This could be an ‘early win’ project.</p>	<p>There is no distinction in the draft LTP3 between ‘formal’ and ‘informal’ routes and hence the Bridgewater Canal towpath could be part of the Longer Term Actions to:</p> <p>Implement physical measures to improve the connectivity of routes making up the cycling network, concentrating on providing ‘missing links’ and closing gaps’ and</p> <p>Implement physical measures to improve the pedestrian network and remove barriers/deterrents to walking.</p> <p>We feel these two existing Actions would cover any improvements agreed for the Bridgewater Canal towpath.</p> <p>The actions have been classified as ‘Longer Term’ in recognition that LTP funding will be limited in the early years of LTP3. An ‘early win’ for improving the Bridgewater Canal towpath might still possible if third party</p>

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				funding became available.
14	Active Travel Question 2	006	Recommend a link between Active Travel and use of Public Transport – looking at the ‘total journey experience’ and considering the safety and ease of access aspects for all modes.	This is covered partly by the Longer Term Action under Public Transport to ‘Work with partners to create and improve facilities at public transport interchanges which support the use of multiple modes of transport (rail, bus, cycle, car, taxi, walking) to make journeys’. Consideration will be given to cross referencing this Action in Active Travel.
14	Active Travel Question 2	014	2(a) [No] You have completely ignored the possibility of mixed modes of travel, except for car users. The provision of short more frequent buses from locations where people can walk further than today or leave cycles is missing. There is a need to start public transport earlier in the morning and this mechanism would allow more walking/cycling and enable out of town commutes. We need to break out of the stove-pipes. AT1 And AT2 are mutually exclusive in the eyes of most of the public, quiet roads are not safe roads.	Reference will be made under Active Travel to the Public Transport Longer Term Action: ‘Work with partners to create and improve facilities at public transport interchanges which support the use of multiple modes of transport (rail, bus, car, taxi, walking) to make journeys.  View of Individual noted regarding quiet roads not being safe roads.
14	Active Travel Question 2	014	2(b) [Yes] In general the wording are too supporting of cycling, walking will always be more important because of the inconvenience caused by Cycle Parking.	View of Individual noted. We propose to retain original wording but recognise that for shorter trips, walking may be more convenient. Cycling, although requiring cycle parking or storage does enable longer journeys to be made more easily.
Appendix 4	2.2.12	005	Implications for Economic Growth; seriously understates the role of cycling in supporting economic growth.	Comment noted and will be considered when changes are made to Appendix 4.
14-19	Section 3 Public Transport	013	The DaSTS Regional Accessibility and Regeneration Study Part 1 Study, commissioned by 4NW on behalf of the North West and DfT, identified travel cost and journey time as significant barriers to those seeking employment. It suggested that a reasonable public transport cost for jobseekers with low-income expectations, seeking full time work is around £15 per week and an appropriate maximum	Comments noted.  Evidence collected in the early stages of developing LTP3 included the cost of a Warrington Borough Transport Network Savercard (currently £16.50) and Accession mapping which showed that 76% of

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			<p>journey time would be 40 minutes. The study proposed two parallel approaches to addressing worklessness and deprivation through improved accessibility. Firstly through ensuring economic development is planned in the most accessible locations and secondly through ensuring transport interventions are tightly focused upon improving accessibility to employment opportunities. This closely reflects RES Action 79 which seeks to better link people to jobs.</p> <p>Whilst we welcome the identification of improving connectivity and reducing journey times to key employment sites and areas as key challenges for public transport, this is not translated into subsequent policies. Policies PT1 and PT2 focus solely on better connecting people to key local services. We suggest that these policies should include a reference to access to employment areas, or that an additional policy is included which explicitly sets out the intention to improve public transport to key employment areas. We would also welcome here reference to the importance of ensuring accessibility to all of the strategic regional sites, within and on the periphery of the Borough and particularly to the Omega site, Central Warrington, Parkside, Ditton (3MG) in Widnes and Daresbury. The purposes and boundaries of these sites have now been agreed with local partners, and the Agency intends to pass this work to the relevant Local Enterprise Partnerships once they have been established. In advance of this, further details can be obtained by contacting NWDA.</p>	<p>residents are within 40 minutes of the town centre by bus.</p> <p>Rewording of PT1 and PT2 is being considered to better reflect the need to link with employment,</p>
14-19	Section 3 Public Transport	013	Future North West identifies high speed rail links to the North West, Network Rail's Northern Hub proposals and electrification of the Liverpool to Manchester Chat Moss line as key transport priorities for North West. We would welcome explicit recognition of the potential benefits of	Paragraphs 3.1.8 and 3.1.9 refer to the electrification of the Chat Moss line and the development of a High Speed rail network. A rewording of these paragraphs is being considered to include the Northern Hub

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			these proposals for the economies of both Warrington and the wider North West.	proposals. Improvements to the rail network are covered by policy PT9.
14-19	Section 3 Public Transport	009	Access improvements needed at inaccessible rail stations e.g. Birchwood Station.	Comment noted. Warrington Borough Council does not have responsibility for rail stations and services. However the Council has in the past contributed some LTP funding towards station improvements to support 'Access for All' schemes. Warrington Borough Council supports stakeholder aspirations for improvements at Birchwood Station.
14-19	Section 3 Public Transport	007	Short term action 'access to Warrington Hospital'. I find it very sad that my local authority has not established an effective dialogue with the NHS on this point. If any councillor or NHS executive would take the time to access the hospital from the town centre by the excellent and frequent WBT bus they would see what I mean. Alighting from the bus the direct route to the hospital requires one to cross a busy road without a crossing unless a long detour is taken. Then, once in the hospital grounds, there is an extremely difficult pedestrian route to follow that will involve avoiding motorists who are already frustrated by the parking situation. As it is a given that hospital visitors will either not be in the best of health or have other concerns I find it gross negligence that this situation has already been allowed to continue for so long. A little less planning and more action is required here	Comment noted.
14-19	Public Transport	011	We have great concerns about the congestion in Birchwood and the lack of cross town public transport.  We also have concerns that buses do not run after 6pm on Sundays. Residents are unable to attend church services.  Other concerns: lack of access to Birchwood Station for people with limited mobility.	Comments noted. As stated in the longer term actions, Warrington Borough Council will work with partners to explore opportunities to make cross-town journeys.  Warrington Borough Council does not have responsibility for rail stations and services. However the Council has in the past contributed some LTP funding towards

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				station improvements to support 'Access for All' schemes. Warrington Borough Council supports stakeholder aspirations for improvements at Birchwood Station.
14	Public Transport 3.1.4	008	[hub and spoke bus network causes problems for cross-town journeys] Unclear. What is proposed to remedy this? Does it need to remedied?	Some cross-town bus journeys require interchange at the town centre which creates a disincentive to travel. Our longer Term Actions include 'Work with partners to explore opportunities to improve cross town journeys; making them simpler, easier and quicker and investigate the feasibility of creating orbital and cross-town bus routes.
14	Public Transport 3.1.5	008	What patronage? Paying or non-paying?	Noted. Figures show an increase in bus patronage: 2003/4 8,757,000 2006/7 9,540,000 2007/8 9,841,000 2009/10 11,200,000 Patronage figures cover both fare paying and concessionary travel.
14	Public Transport	003	<i>Consultee</i> would like reference to how policies will help improve sustainable access to the natural environment including green space and tourist attractions. Furthermore recognition of access to rural areas, and greater consideration for the challenges facing rural areas in terms of transport, and how this could be improved, need to be addressed.	Comment noted.
14	3.1.6-3.1.9 Rail	008	Dismissed with little idea of how LPT3 can influence rail services. No mention how bus, taxi or other transport links with rail and what benefits if this was in place.	Warrington Borough Council is not responsible for rail services and stations, however we will continue to press for improved rail services and as stated in Policy PT9 'Seek to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail

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				passenger and freight services'.
15	Public Transport 3.1.7	001	<i>Consultee</i> is disappointed at the withdrawal of funding for investment and improvements at Bank Quay station. However, <i>Consultee</i> requests that securing improvements remains a key priority for the LTP and appropriate wording and 'Actions' are included.	Warrington Borough Council is not responsible for rail services and stations, Our longer term actions however include: 'Work with partners to create and improve facilities at public transport interchanges which support the use of multiple forms of transport (rail, bus, cycle, car, taxi and walking) to make journeys'.
16	Public Transport 3.1.5	001	<i>Consultee</i> welcomes the references made to Liverpool John Lennon Airport.	Views of Stakeholder noted.
16	Public Transport 3.1.16	007	[Withdrawal of X2] Is this a problem? What is LPT3 doing about this? Nothing it seems.	Serving a number of key destinations and transport hubs within the sub- region the service was a useful addition to the existing public transport offer. However, bus and coach operators run their services on a commercial basis and the direct coach service to Liverpool & Manchester Airports was withdrawn by its operator due to problems with journey time reliability in Manchester. Although Warrington Borough Council has the power to secure socially necessary bus services, the budget for this is modest and mainly provides support for bus services to school and colleges. At present it is unlikely that Warrington Borough Council could provide financial support for a direct bus service to Liverpool & Manchester Airports
17	Public Transport Headline Facts and	008	[1200 bus stops, 445 with raised kerb] What does this mean? Do the remainder need to be converted? Has it been worth the effort?	Raised kerbs at bus stops combined with low-floor buses make it easier for passengers with mobility problems, prams/pushchairs and luggage to board.

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	Issues			The most heavily used stops have been prioritised and have already been treated with raised kerbs. Roughly 37% of existing stops now have raised kerbs and we will continue to install raised kerbs as part of other highway works where appropriate.
17	Public Transport Headline Facts and Issues	008	[Over crowding on trains into Manchester] What is LTP policy to deal with this?	Warrington Borough Council is not responsible for rail services and stations, However our policies include Policy PT9 'Seek to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight services'. This covers supporting measures to reduce overcrowding such as more frequent services and longer trains.
17	Public Transport Key Challenges	008	[ Reduce lengthy journey times]. Is this required? What is "lengthy"? Is this in Warrington Bus Operating plan (if there is one)?	This challenge relates to improving bus journey times from residential areas to key employment sites to give greater accessibility and modal choice. Lengthy should be taken to mean journey times which are not competitive with other modes or which prove a disincentive to travelling by bus. The Council has a punctuality improvement plan and is working with bus operators to improve the punctuality and reliability of existing services. The council is also looking over the longer term to reduce bus journey times where appropriate.
18/19	Public Transport Policies & Actions	001	In relation to PT6: Accesses and connections between the bus stops and the Bridgewater Canal towpath are also needed along the corridor connecting the Bridgwater Way. <i>Consultee</i> requests that these become a 'Short Term Action'.	PT6 seeks to ensure that the environment at public transport stops and interchanges is designed to minimise opportunities for anti-social behaviour and increase passengers sense of personal security.

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				This policy covers bus stops in the Borough including those in the vicinity of the Bridgewater Way. Accesses and connections to the Bridgewater Canal towpath are covered under policy AT9 'Seek to implement the goals identified within the Rights of Way Improvement Plan' (ROWIP)
18/19	Public Transport Policies & Actions	001	<i>Consultee also requests that reinstating direct bus links between Warrington and Liverpool John Lennon Airport should be included as a 'Short Term Action'.</i>	Bus and coach operators run their services on a commercial basis and the previous direct coach service to Liverpool & Manchester Airports was withdrawn by its operator due to problems with journey time reliability in Manchester. Although Warrington Borough Council has the power to secure socially necessary bus services, the budget for this is modest and mainly provides support for bus services to school and colleges. At present it is unlikely that Warrington Borough Council could provide financial support for a direct bus service to Liverpool & Manchester Airports but would support any partners who have aspirations to increase cross boundary public transport links, such as those between Warrington and John Lennon Airport.
18	Public Transport	002	Whilst WBC has certainly been successful in creating the correct conditions for increased bus travel, it should be considered how much of an impact buses travelling at 30mph have on the safety & amenity of pedestrians/bus travellers. Constant acceleration and braking also increase fuel use and emissions, as well as reducing passenger comfort. A 20mph speed limit also reduces the differential speed between buses and motor vehicles. We believe that implementing "Total 20" will therefore have a beneficial effect on bus transport for both customers and	The draft LTP3 policies were developed prior to the Executive Board decision on 20mph speed limits and we agree that it would be helpful to add a policy on 20mph limits in the theme 'Safety & Security'. We propose the following wording which is in line with the Executive Board decision:  'Develop a road hierarchy, assessment criteria and prioritisation process to facilitate

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			operators. It should therefore be included in the policies to enhance Public Transport: 'Implement a 20mph speed limit as the default on all residential roads'.	the long-term roll-out of 20mph speed limits on residential roads in the Borough'.  Comments are noted, but we do not propose to include a public transport policy relating to 20mph speed limits.
19	Public Transport Longer Term Actions	012	I There is currently a piece of land behind the train station and between Alfred Street / the car sales garage, which is crying out to be used as a park and ride facility for Newton-le-Willows station. It would hold about 35 cars minimum I would have thought. Given the big push to get more people off the rail and onto the road with the boxes it ticks in a number of agendas (many of them green) this would surely make common sense. Is anybody looking into the provision of park and ride facilities in the area or as part of the LTP?	Comment noted. Newton-le-Willows station is located in St Helens Borough and managed by Merseytravel. WBC is aware that Merseytravel have long term aspirations for improvements at the station including Park-and-Ride.
20	Public Transport Question 3	006	First of all, identify with the identified challenges. Necessary policies for public transport require further thought about:  1. Promotion and marketing of public transport modes, particularly the bus which carries a perception of third class travel (outdated and unnecessary). There is a need to raise the profile of the benefits of travelling by bus e.g. less stressful than by car, reducing congestion, environmentally friendly, no hassle in finding and paying for car parking.  2. Bus information needs to be enhanced and accuracy maintained at point of sale / access including bus stops, bus and rail stations. Targeted marketing of information ensures easier to measure take up e.g. on key urban routes with residents travelling less than 1 mile or up to 5 miles where	Comments noted and supported in general. Some points relate more to the Smarter Choices theme and whether we set policies and actions on promotion, marketing, information, education & targeted campaigns  The Public Transport theme is intended to cover policies and actions on provision of services and information.  The Network Management theme covers policy and action around bus priority.

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			<p>bus access is available.</p> <p>3. Priority measures for buses will promote the value of its use e.g. appropriately designed bus lanes, reactive traffic light systems.</p> <p>4. Education of non-bus users on how to 'get the bus'.</p> <p>5. Remember, not all journeys are appropriate for bus use however a change of mindset would ensure that it is considered as an appropriate alternative and used when it is appropriate. See <a href="http://www.greener.journeys.com">www.greener.journeys.com</a> and 'Sometimes you can't beat the bus campaign'.</p>	
20	Public Transport Question 3	014	<p>3 (a) [No] Add "Seek to ensure that residents travelling from residential areas have access to bus services that connect with rail services and bus services to destinations beyond Warrington.".</p> <p>Most bus services do not run before 7am and access to services to Manchester and London are very difficult. For example there is no service from Westbrook for the first trains of the day to London, Manchester or Liverpool. In fact we can't reliably get to the second or third service to London. In addition it is difficult to get a bus out of Warrington after 1830. The bus service caters for shoppers and will never displace the longer distance commuting journeys by car without a change.</p>	Consideration is being given to amending the policy wording to better reflect the need for integration.
20	Public Transport Question 3	014	<p>3 (b) [Yes] Dump PT2. The effect of this policy is corrosive already. The service to Orford already takes the lion's share of resources in the evenings.</p> <p>Furthering this policy of giving priority to Orford and Dallam will restrict the effectiveness of extending public transport to reduce car journeys.</p> <p>PT4 change "sustainable locations" to "realistically sustainable locations".</p> <p>The bus Lane in Chapelford to give priority to the buses to Omega that will never appear is an example of this lack of realism.</p> <p>PT5 change "Maintain" to "Improve". If you try to find</p>	<p>PT2 View of Individual noted. Bus services referred to are operated commercially and not subsidised by Warrington Borough Council.</p> <p>PT4 View of Individual noted.</p> <p>PT5 Rewording is being considered.</p>

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			timetable information on Traveline in the New Town areas you will fail. The Council have completed the Gazetteer without any of the newer areas included so if you want to go to Chapeford you have to ask for Old Hall and for Europa Boulevard you will need to ask for Dallam. The data is in the public domain and we can see it is wrong.	
20-25	Managing Motorised Travel	009	General issue regarding a lack of designated blue badge parking spaces within the town centre.	Table 4.2 includes the short term action to review the provision for disabled parking in Warrington with the aim of ensuring there is an appropriate supply of spaces.
20-25	Managing Motorised Travel	013	Future North West Objective 4c identifies the transfer of freight from road to rail and water as a key priority. As such we support the commitment to promoting the use of rail and inland waterways for the distribution of freight. The use of the Manchester Ship Canal for the movement of freight, and the Parkside intermodal freight terminal proposals are both central elements of the Liverpool SuperPort concept.	Noted.
20	Managing Motorised Travel 4.1.3	008	[ Warrington is a car dependant town]. So change LTP3 priorities, and learn to live with and manage the car. If you or council officers do not recognise this then let them leave the work to some person who is not blinkered or biased.  [Breaking the connection between households owning/having access to a vehicle and the automatic choice of this mode for journeys is a key challenge for the future and links closely with Smarter Choices]. This statement should be deleted as it reflects bias against motorised traffic.  The fact that HMG and most people recognise that the car is here to stay and must be properly managed, not victimised seems to escape the authors of LTP3. The key issue of congestion is man-made. Poor road management introduced road obstructions such as traffic lights that do not work properly and road humps that are mostly not	Views noted. The white paper 'Creating Growth, Cutting Carbon – Making Local Sustainable Transport Happen' identifies two key government objectives: to help create growth in the economy, and to tackle climate change by cutting our carbon emissions. It recognises that the car is the mode of choice for many due to its freedom and flexibility but at the same time, the car is responsible for the majority of transport carbon emissions and resulting congestion is a drag on the local economy. It recommends that solutions should be developed at a local level and include offering people choices that will deliver a shift in travel behaviour.

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			<p>maintained properly and therefore illegal. It closed alternative roads and forced traffic on to roads that were not designed for the volume of traffic. LTP3 should recognise these failures and provide policies and strategies to resolve these problems. In addition, the poor traffic management perpetrated by WBC did little to move heavy and large vehicles off of commuter routes by introduction of better access to Motorways for these vehicles.</p>	
20	4.1.4	008	<p>[The availability, cost and quality of parking can be a key influence on the use of motorised vehicles and on the economic success of specific locations]. How is this known? People still travel by car to Manchester and pay for this rather than use overcrowded rail.</p>	The availability and comparative cost of making journeys by different modes is acknowledged as one of the determining factors behind the final choice of mode of transport.
20	4.1.5	005	<p>Reword to 'Although .....Park-and-Ride may have a role to play in capturing these trips as they enter the borough and transferring users from motorised to public transport or bicycle.</p>	Comment noted. Rewording being considered.
20	4.1.5	008	<p>[Park-an-Ride may have a role to play] ... Only if it is quick, easily accessible and goes where people want to go to.</p>	Agreed.
20	Managing Motorised Travel 4.1.5	001	<p><i>Consultee</i> welcomes the recognition given to the role of Park and Ride.</p>	Views of Stakeholder noted.
21	Managing Motorised Travel 4.1.6	001	<p><i>Consultee</i> specifically welcomes inclusion of the concept of delivering strategic park and ride facilities around motorway junctions. <i>Consultee</i> considers that Junction 21 of the M6 would be an ideal location for such a facility and has landholdings that could be utilised.</p>	Views of Stakeholder noted.
21	4.1.6	005	<p>Strategic Park and Ride. Reword to 'Given ... could prove successful, and such site should be accessible by bicycle'.</p>	Strategic Park-and-Ride sites are likely to be located at motorway junctions and although we recognise the valuable aspiration that the sites should be accessible by bicycle, it may not be feasible to provide this at all potential sites. Secure cycle parking at the Bus Interchange and

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				express local bus services linking with the Park-and-Ride may be an alternative option. We propose to retain the original wording but add text which supports providing access by bike to Strategic Park and Ride services.
21	Managing Motorised Travel 4.1.7	001	<i>Consultee welcomes the recognition given to park and ride schemes.</i>	View of Stakeholder noted.
21	Managing Motorised Travel 4.1.7	008	[Car sharing] Ideology not practical.	View of Individual noted.
21	Managing Motorised Travel 4.1.8	008	[ We do propose to explore how parking charges may be used to control demand]. Do not even think about this. Are you trying to kill off central Warrington business?	View of Individual noted.
21	Managing Motorised Travel 4.1.9	008	[recognise that motorcycles contribute less to emissions and congestion than single occupancy cars and therefore are a legitimate travel option] What rubbish.	View of Individual noted. Please see data below for information  CO2 emissions (grams per km): Average petrol motorcycle = 105.9 Average diesel car = 169.6 Average petrol car = 178.2 (2008 Guidelines to DEFRA GHG Conversion factors July 2008)
21	Managing Motorised Travel 4.1.10	008	[Managing the movement of freight is an important issue for Warrington]. What is LTP3 doing about this?	See policies MT4, MT5 and MT6. Short term actions include: <ul style="list-style-type: none"><li>• Work with partners to develop a strategic routing strategy for HGV traffic.</li><li>• Support the principle of appropriately located, good quality HGV parking.</li></ul> Longer term actions include: <ul style="list-style-type: none"><li>• Implement measures to enable efficient</li></ul>

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				<p>delivery of goods in Warrington Town Centre.</p> <ul style="list-style-type: none"> <li>• Implement measures to support strategic routing of HGV traffic.</li> <li>• Work with freight industry to promote use of rail and inland waterways for the distribution of freight.</li> </ul>
21	Managing Motorised Travel 4.1.11	008	[Warrington has existing rail freight operations ...constrained by the shortage of capacity on the busy Westcoast Mainline ... ] What is LTP3 going to do? Not much from this document.	The Office of Rail Regulation (ORR) requires Network Rail to establish and maintain Route Utilisation Strategies (RUS) to achieve effective and efficient use of capacity on the rail network. Network Rail has just published a new draft RUS for the Westcoast Mainline. Transport authorities such as Warrington are not responsible for the development and implementation of the RUS but can comment on the draft document once it is published. It is expected that WBC will submit a response.
22	Managing Motorised Travel 4.1.12	001	<i>Consultee</i> request that specific mention is made of Port Warrington in this paragraph. At the end of this paragraph, <i>Consultee</i> requests that reference is made to the 'Swing Bridge Protocol' being developed in close collaboration between the Council and the Manchester Ship Canal Company.	Noted. We will consider including both in the final draft LTP3.
22	Managing Motorised Travel 4.1.12	008	4.1.12 What is LTP3 going to do? Not much from this document. All issues no solutions.	View of Individual noted.
22	Managing Motorised Travel Headline Facts & Issues	008	[Warrington attracts more journeys to work (97,0780 each day than it generates (85,813)] What does this actually mean?	Each day, a larger number of commuters travel into Warrington to work than the number of residents who commute out from the borough. This fact was included to highlight that we are heavily dependent on cross boundary travel and hence the transport policies and services of

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				neighbouring authorities, Transport operators, Network Rail and the Highways Agency
22	Managing Motorised Travel	010	Add paragraph to supporting text about changes in fuel and electric vehicles. Need to move toward a Warrington Electric Charging Network to permit charging of electric and hybrid vehicles, particularly in light of Government purchase incentives for such vehicles commencing in Jan 2011.	Noted. A paragraph will be added to the supporting text on page 21/22.
22/24	Managing Motorised Travel Freight /MT6	003	<i>Consultee</i> is supportive but would like to see a commitment to ensuring that the environment is protected and enhanced as part of such projects.	Rewording will be considered in the final draft LTP3.
23	Managing Motorised Travel Key Challenges	001	<i>Consultee</i> supports the reference made on page 23 to supporting the 'principle of freight switching from road to rail or inland waterways'.	Views of Stakeholder noted.
23	Managing Motorised Travel Key Challenges	008	[Consider how charges and levies might be used to reduce parking demand and discourage single-occupancy]. Old Labour policies that are unworkable so forget the dogma.	View noted.
24/25	Managing Motorised Travel Policies MT6	001	<i>Consultee</i> supports MT6 and the stated intention to encourage freight to switch from road to rail and inland waterway.  Given that this should be an on-going objective. <i>Consultee</i> requests that 'Work with the freight industry to promote use of rail and inland waterways for the distribution of freight, and development of rail and inland water freight facilities' also appears under short term actions.	Views of Stakeholder noted.  Short term actions were selected on the basis that they would inform development of LTP schemes in Years 1&2 (April 2011-March 2013). We are happy to work with the freight industry on an ongoing basis but given the limited LTP resources available in 2011-12 and the stage of development of local rail and inland water freight facilities, this has been identified primarily as a

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			<p>Given the importance of promoting park and ride facilities, <i>Consultee</i> requests that 'Work with partners to identify opportunities for bus or light rapid transit park-and-ride at local, borough and sub-regional level and develop proposals for appropriate sites' also appear under the Short Term Actions column. It should also be clarified that connectivity to light rail should not be a prerequisite for delivery.</p> <p><i>Consultee</i> welcomes 'Work with rail industry partners to identify opportunities for rail based park-and-ride' in Warrington'. <i>Consultee</i> considers that Bank Quay station has this potential and the importance of securing this warrants the inclusion of this action within the 'Short Term' column.</p>	<p>Longer Term action.</p> <p>The Strategic Park and Ride study will help inform future proposals but these are unlikely to be progressed in the Short Term unless substantial funding additional to the LTP becomes available. Light rapid transit is a term used to cover express services by bus, light rail or any other equivalent. We are happy to confirm that connectivity to light rail is not viewed as a prerequisite for Park and Ride development.</p> <p>In terms of rail based park-and-ride, given the limited LTP resources available in 2011-12 and the stage of development of local rail and inland water freight facilities, this again has been identified primarily as a Longer Term action.</p>
24/25	Managing Motorise Travel	010	<p>To short term actions add:</p> <p>Pilot installation and use of electric vehicles charging points in town centre.</p> <p>[ funding for one such point has been secured by the Climate Change Team and likely to be installed in town centre car park ]</p> <p>To long term actions add:</p> <p>Work with businesses and developers to roll out an Electric Vehicle Charging Network, dependent on the success of town centre pilot.</p>	Comments noted Actions will be amended in the final LTP3.
25	Managing	002	We struggle to understand on what basis use of cars,	Nationally the Government is seeking to

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	Motorised Travel		<p>motorcycles and road-based freight can be “sustainable”. Most forms of transport based upon fossil fuels are not sustainable. It is therefore important to establish exactly what the council means by “sustainable” use.</p> <p>There are no radical or effective policies or actions proposed which will address the key challenge of reducing the amount of car travel in Warrington. Far more vision is required in this section, with clear targets for reducing the over-reliance (and exposure in the event of Peak Oil) which Warrington exhibits. But most importantly actions to manage motor travel should also impose an equitable sharing of the roads in order to promote sustainable forms of transport. Hence Warrington’s Total 20 initiative should be rapidly deployed as a foundation for both managing motorised transport and increasing the safety and attractiveness of sustainable transport. Hence we do not believe that the necessary policies have been identified. They lack vision and effectiveness. In order to provide a clear message that Warrington needs to change its reliance upon motorised travel then an intervention needs to be implemented that seeks to “normalise” the default priority given to motorised travel. Hence the following policy should be added to this section:- Additional policy Implement a 20mph speed limit as the default on all residential roads.</p>	<p>encourage early adoption of electric cars through direct grant to purchasers and through providing financial support for charging points through the ‘plugged-in’ places initiative. If the electricity used by electric vehicles can be generated without use of fossil fuels, this is one way transport may cope with Peak Oil.</p> <p>In the meantime, encouraging users of existing motorised vehicles to consider; making some of their journeys by active travel or public transport; driving in a manner that is fuel efficient and produces less carbon; and reducing number and/or length of trips can be one way to make our existing motorised travel more sustainable. This is covered in part under Smarter Choices.</p> <p>The draft LTP3 policies were developed prior to the Executive Board decision on 20mph speed limits and we agree that it would be helpful to add a policy on 20mph limits in the theme ‘Safety &amp; Security’. We propose the following wording which is in line with the Executive Board decision:</p> <p>‘Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long-term roll-out of 20mph speed limits on residential roads in the Borough’.</p> <p>Duplicating policies so that they appears in each theme could lead to confusion; a</p>

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				single entry under the theme primarily responsible for implementation of the policy is preferred with supporting text on the potential benefits of lower speeds in other theme chapters as appropriate.
25	Managing Motorised Travel Short Term Actions	008	[Review on-street parking provision in Warrington Town Centre and consider if charges should be introduced for the use of on-street parking]. Guaranteed to kill off business in Warrington and contra to <i>Warrington will be recognised as one of the best places to live and work in the UK.</i>	Views noted.
26	Managing Motorised Travel Question 4	006	Consider including 'Park-and-Share', another option linking car share and park & ride.	Existing paragraph 4.1.7 includes the sentence 'Parking spaces for 'park-and-share' users could form part of the facilities offered at strategic Park-and-Ride sites aimed at capturing cross boundary trips'. This sentence will be retained in the final LTP3.
26	Managing Motorised Travel Question 4	014	4 (a) [No] Most WBC parking policies today do not have a great deal of justification the council should reviews all restriction to ensure that they fulfil a road safety purpose and do not restrict economic activity without due safety benefits.	Views of Individual noted.
26	Managing Motorised Travel Question 4	014	4 (b) [Yes] Change "reduce demand for parking and discourage unnecessary single-occupancy car use" to "improve the efficiency of parking space usage".	Comment noted. Wording of policy will be considered.
26/30	Smarter Choices	003	<i>Consultee would like to see greater consideration given to solutions such as digital connectivity, home working and teleconferencing, particularly for rural areas.</i>  <i>Would also welcome recognition of the value of visitor travel plans for popular visitor destinations.</i>	We will consider strengthening the wording of policy SC4 to ensure this is given higher prominence.  Warrington has few tourist destinations and through the planning process travel plans are already required for any new

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				development which would attract a high number of visitors.
27	Smarter Choices Headline Facts & Issues	008	[22% of the borough's CO2 emissions come from road traffic on motorways and 13% of emissions from non-motorway road traffic]. Why is motorway pollution higher than non-motorway pollution? Seems strange unless there is some global warming effect driving the CO2 over Warrington. Warrington pollution is due to man-made obstructions. Where does the other 65% come from?	<p>The motorways around Warrington carry more traffic than local roads and hence are responsible for a larger percentage of the CO2 emissions. More traffic = more CO2.</p> <p>Total CO2 emissions for Warrington 2007:          Industry &amp; Commercial = 39%          Road Transport* = 36%          Domestic = 24%          Land Use &amp; Forestry = 1%</p> <p>*includes motorways</p> <p>(CWEA Climate Change Action Plan 2009-2012)</p>
27	Smarter Choices Headline Facts & Issues	008	[A larger percentage of children (40%) travel to school by car in Warrington than nationally (30%). Fewer use public transport (15% compared to 18%) and fewer walk (42% compared to 50%)]. Does not this reflect badly on LTP2 promises? Is this due to poor footpaths or footpaths in the wrong location? What is LTP3 doing about this?	<p>See policies SC1, SC2, SC4 &amp; SC5. Short term actions include:</p> <ul style="list-style-type: none"> <li>• Continue to provide Warrington schools with advice on how to produce, implement and update effective School Travel Plans.</li> <li>• Continue to seek funding to offer Bikeability cycle training.</li> <li>• Work with partners to produce and distribute easy-to-use information about cycling, walking and public transport.</li> </ul> <p>Longer term actions include:</p> <ul style="list-style-type: none"> <li>• Work with partners to provide young people with information and training to enable them to confidently use public transport.</li> <li>• Work in partnership with relevant</li> </ul>

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				organisations to make independent travel to school for young people simpler and easier.
29	Smarter Choices 5.2	001	<p><i>Consultee</i> requests that reference is made in the 'Short Term Actions' on page 29 to: Promote Bridgewater Way scheme in partnership with employers and schools as a viable alternative to motorised travel in the Travel Plan.</p> <p><i>Consultee</i> also requests that reference is made in the 'Longer Term Actions' on the same page to: Work in partnership with relevant organisations to make Bridgewater Way scheme a reality and promote it as a healthier and enjoyable form of travel.</p>	<p>The Bridgewater Way is just one example of a route whose use could be promoted in Smarter Travel campaigns or materials. The following Short Term Actions will help encourage Active Travel which may involve use of such routes:</p> <ul style="list-style-type: none"> <li>• Develop and deliver an annual programme of campaigns to promote the use of sustainable travel modes and adoption of smarter travel choices.</li> <li>• Work with partners to produce and distribute easy-to-use information about cycling, walking and public transport networks and facilities in the borough.</li> </ul> <p>Policy SC7 covers this: 'Seek to ensure that Active Travel is recognised as an integral part of the solution to health issues related to physical inactivity and that Active Travel is promoted within the health agenda'</p>
29	Smarter Choices Policies	005	Add new policy 'Ensure that advertising and promotional materials for active travel convey a positive image'.	We would expect positive images to be portrayed as a matter of course in all advertising and promotional materials that we produce for Active Travel. We are happy to take onboard the reminder but we are mindful of the need to keep the LTP streamlined and avoid an excessive number of policies.
29	Smarter Choices Policies	005	Add new policy 'Build upon the Council policy of providing professional cycle training on the national 'Bikeability' programme. Continue to provide the successful	Cycle training is currently listed as an action in LTP3 but a separate policy on cycle training will be considered.

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			'Bikeability' training to other age groups and start to offer level 3 training in Warrington'	
29	Smarter Choices Policies	002	Such an opportunity can only be grasped if we accept that active travel and smarter choices are not compatible with a high speed road network which endorses motor vehicles travelling at 30mph on roads to be shared with increased numbers of cyclists and pedestrians. Hence the foundation for any smarter choices policy should be the rapid implementation of Warrington's Total 20 policy. Additional Policy: Implement a 20mph speed limit as a default on all residential roads.	The draft LTP3 policies were developed prior to the Executive Board decision on 20mph speed limits and we agree that it would be helpful to add a policy on 20mph limits in the theme 'Safety & Security'. We propose the following wording which is in line with the Executive Board decision:  'Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long-term roll-out of 20mph speed limits on residential roads in the Borough'.  A single entry under the theme responsible for implementation of the policy is preferred.
29	Smarter Choices Policies	002	Policies need greater implied imperative. SC3 Change 'encourage' to 'require' SC6 Take out 'Seek to' SC7 Take out 'Seek to'	We will review the wording of the policies and where appropriate, change to wording to be a firmer commitment to action. However the requirement to develop travel plans needs legal enforcement which is possible only through the planning process. Unless existing employers apply for planning permission to expand we do not have a legal process to enforce a travel plan be developed or implemented.
29	Smarter Choices Policies	002	We also do not understand why the policies within the Smarter Choices section are not shown to contribute to Ambitious and Achieving "One Warrington" Goals.	The shading in the policy tables was included to help understand which LTP3 policies might contribute directly to achieving the Sustainable Community Strategy (SCS) ambitions. Progress on achieving the SCS ambitions is monitored

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				<p>through a series of measures chosen by Warrington Partnership. We looked at these measures when trying to determine if a policy made a direct contribution.</p> <p>The measures for Ambitious &amp; Achieving are:</p> <ul style="list-style-type: none"> <li>• Children and young people's educational attainment levels.</li> <li>• Secondary School persistent absence rate.</li> <li>• The gap between the lowest achieving 20% in the Early Years Foundation Stage Profile and the rest.</li> <li>• Achievement gap between pupils eligible for free school meals and their peers.</li> <li>• Young persons participation in positive activities.</li> <li>• Learners achieving Level 1 qualification in literacy.</li> <li>• Learners achieving entry Level 3 qualification in numeracy.</li> <li>• Working age population qualified to at least Level 2 or higher.</li> <li>• Adult participation in sport.</li> <li>• Satisfaction with leisure and cultural facilities including access.</li> </ul> <p>The shading for Smarter Choices works out at 71% for Prosperous &amp; Vibrant, 86% for Environmentally Responsible &amp; Attractive, 71% for Safe &amp; Strong, 100% for Healthy &amp; Active and 71% for Ambitious &amp; Achieving. Looking at the measures, it would seem</p>

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				sensible to include SC7 in addition, increasing the percentage to 86% for Ambitious and Achieving. We acknowledge that a brief explanation of how the shading was determined would be helpful in the final LTP3 document.
29	Smarter Choices Policies	002	Bikeability training is an important measure for the independent mobility of children, the encouragement of active travel and also creating a future pool of drivers who empathise with cyclists. The reliance upon "seeking funding" seems to shift responsibility from WBC to some other organisation. WBC should therefore accept responsibility and liability for ensuring that Bikeability training is continued.	Cycle training is currently listed as an action in LTP3 but a separate policy on cycle training will be considered.
29	Smarter Choices Policies SC3	007	SC3 Requires an amendment to the effect that Travel Plans need to become a working document with annual reviews of their implementation, goals reached, ongoing problems etc. They should also become part of a public register of travel plans. At the moment the plans would appear to gather dust. Pro active encouragement for implementation of the plans council officials would be in line with the Big Society whereby local communities will be encouraged to make things happen. If there are problems of child protection with the school plans (as I was told) then suitable redacted versions should be available for the public. The reduction in rush hour traffic observed during school half terms should make it abundantly clear that active follow up of school travel plans could go a long way towards reducing congestion. I am a governor of two secondary schools and am well aware that pupil travel is nowhere near the top of the priority list of the head teachers of these schools and nor should it be because they have neither the time or the resource for it	The wording of SC3 will be amended to include 'develop and implement effective Travel Plans' School Travel Plans are designed to be public documents and schools are encouraged to include the whole school community (including parents and local residents) in their travel plan development. Any photographs of children will have been approved before inclusion. The only child protection issue may be with the inclusion in rural areas of postcode plots which identify individual residences – these can be removed if the headteacher deems necessary. Schools are encouraged to update their action plans in table format annually and these should also be made public.

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31	Smarter Choices Question 5	006	Hear Travel Planning budget has been cut by DfT for the Highways Dept – what does this mean for the Council and the town?	We are aware that the Highways Agency remains committed to encouraging sustainable travel, however given the current financial climate, it is no longer supporting voluntary Travel Plan schemes. It will focus on developer-funded schemes, secured through the planning process to ensure these have successful outcomes.
31	Smarter Choices Question 5	014	<p>5 (a) [No] The most effective way to increase bus and train use is to reduce the fares for those who do not currently use them. Cross town ticket at less than the prices of two average fares but more than a season ticket. Joining the GMPTE fare system for bus and train journeys. These would have a real effect. The bus measures would increase passenger numbers and probably lead to increased revenues. The need is "Promote innovation in tariff and service structures to increase the use of Public Transport"</p> <p>The emphasis on making it hard to park at new business sites is wrong, make better use of the land with multi-storey car parks. Do not under provide car parking and try to bully employees by making life difficult for employers. They will just go somewhere else - the council should promote employment not destroy it. Such restriction only work where the public transport is already there. In Warrington there are no fast bus routes with space for industrial growth adjacent to them. Do not destroy growth by pretending Public Transport will arrive, again Omega is an example.</p>	<p>Bus and coach operators run their services on a commercial basis and are responsible for setting fares on their services. The Competition Act (1988) prevents price fixing of fares but a special block exemption of the Act permits operators to come together and offer multi-operator travelcards &amp; tickets, through tickets and short distance or long distance add-on tickets. Local Authorities can encourage bus operators to charge reasonable fares and/or participate in multi-operator tickets through use of Bus Quality Partnerships or Bus Quality Contracts but have no statutory powers to set fares.</p> <p>Views on parking noted. Planning Policy Guidance 13 sets parking standards for a range of developments which apply as a maximum throughout England. Authorities may adopt more rigorous standards (i.e. require less spaces than national standards) but should not require more spaces.</p>

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31	Smarter Choices Question 5	014	5 (b) [Yes] Delete SC2 as it tends to lead to planning fantasies.(Chapelford and Omega for example)	View noted. We propose to retain SC2 as land-use policies help to determine future transport patterns.
Appendix 4	Section 5	005	Have provided a briefing note on adult cycle training suggesting how it can be provided cost-effectively.	Noted.
31-36	Safety & Security	009	Safety training for scooter users should be considered as an LTP3 initiative.	Comment noted.
31	Safety & Security	008	Fails to mention that a lack of coordination and communication between WBC directorates has resulted in several locations in developments that increase the risk of a safety breach. Better communication is needed to reduce and remove the possibility of a hazard being introduced into an area where there are vulnerable users.	View noted. During LTP2 a procedure has been adopted that ensures that Safety Audits are undertaken at key stages of all development led highway improvements.
31	Safety & Security 6.1.2	008	[Security at sensitive transport locations which may be vulnerable to terrorist attack; effective emergency incident response including traffic control; and environmental improvements]. No mention in pp33 34 Why not?	No data available for Headline Facts and Issues (p33). Covered on p34 under: 'In designing new schemes, seek to reduce opportunities for crime ...' and 'Reduce fear of crime ...'.
31	Safety & Security 6.1.4	008	[The Cheshire Safer Roads Partnership (CSRP) is a successful ...] Red routes one example of wasted effort.	View noted. The impact of the Red Routes initiative is to be monitored over a 3 year 'before' and 'after' period. The monitoring period will cease March 2011
32-33	Safety & Security 6.1.7-6.1.9 20mph zones	008	[...experimental 20mph zones as part of a pilot study...] A biased inaccurate report on the results of the experiment was issued to WBC and a committee of disinterested useless councillors agreed to investigate further. The report gave no thought to other roads affected by more traffic, cost of useless signing, and unwillingness of police unable to monitor traffic. Collision and accident data was incomplete as it did not reflect any changes in adjacent areas outside trial area.  [Overall, positive support for the 20mph speed limits continued through the 3 survey Stages]. This so called fact was based on no more than 20 responses.	View noted. The 20mph pilot study report on the results measured in Warrington was fact-based data collection. The report also attempted to balance the views and experience for and against 20mph nationally. Reductions in injury collisions in the pilot areas were measured in comparison to the trend across Warrington.

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32-33	Safety & Security 6.1.9	008	[Community Speed Watch schemes empower ...Volunteers...to collect the registration numbers of vehicles found to be speeding]. This tactic indicates that the police are incapable of monitoring traffic speed, and promotes an idea that could cause local unrest as people tolerate speed cameras but may not tolerate speed spies.	View noted.
35	Safety & Security Policies	008	Are all negative policies.	View noted.
35	Safety & Security Policies SS5	003	SS2 is welcomed but greater information on how this will be delivered is needed. <i>Consultee</i> would like a clear definition of what comprised a 'sensitive area' and would also like this policy expanded to secure enhancement as well as protection of the environment whenever possible.	Comment noted.
35	Safety & Security Policies	005	SS5 needs to be reworded and split into 2 policies:  'Move toward the implementation of the Policy of Borough wide 20 mph default speed limits on residential roads as quickly as possible'.  'Ensure that appropriate speed limits are in place on Warrington's non-residential roads.'	We propose to retain the original wording of SS5 'Ensure that appropriate speed limits are in place on Warrington's roads and consider setting 'local speed limits' where it is desirable for drivers to adopt a speed which is different from the national speed limit' as it gives us a policy basis to explore setting lower speed limits on roads where appropriate rather than restricting the choice to 20mph on residential roads only.  The draft LTP3 policies were developed prior to the Executive Board decision on 20mph limits and we agree that it would be helpful to add a policy on 20mph limits. We propose the following wording which is in line with the Executive Board decision:  'Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long term roll out of 20mph speed limits'

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31-36	Section 6 Safety & Security	007	<p>In my 30 years of managing safety in an industry with great disaster potential it became obvious that safety improvement would plateau unless there was a system of recording accidents without injury. Somewhere in your plan there should be an objective to introduce a recording system for this type of accident.</p> <p>SS3. This should be amended to include something to the fact that existing Travel Plans will be consulted before making highway improvements. It has come to my notice that 'safety improvements' are sometimes implemented without checking the issues that have already been raised in the area during consultation on School Travel Plans.</p> <p>SS7. In my opinion community concerns are not researched effectively. Ask yourself how many vulnerable road users have responded to this consultation. I went to the consultation opportunity in Lymm library set up for the benefit of local people. How many over 60's attended? How many vulnerable road users have access to the internet? In order to get to the heart of local concerns you need to establish a policy of targeted proactive consultation.</p> <p>Page 32, final paragraph. The reference to Police enforcement is not helpful as it only allows elected representatives to continue in the mistaken belief that this is an effective option. I have been appalled by the ignorance of some councillors on this point when I have listened to them in meetings making statements like 'all that is required is for the Police to carry out checks'. In my discussions with local police it has become quite clear that they do not have the resources for this work and only carry it out as part of evidence gathering before something more</p>	<p>across the whole of the Borough'.</p> <p>Comment noted. In England, personal injury road casualty data is collected by the police and processed by either local police or local authority units before being submitted to the Department for Transport. This data is the most reliable source for monitoring progress towards improved road safety and would be the basis of any reporting under LTP3. Collision-only (non injury) incidents may be recorded by the police if they are called to the scene and they believe that an offence may have been committed, but otherwise these collisions go unreported. The low reporting of collision-only incidents in the current system reduces the value of monitoring and establishing our own separate recording system would be near impossible since there is no duty on drivers to notify the Local Authority that a collision has taken place.</p> <p>SS7 We will ensure that Safety Audits are carried out in accordance with national guidance (e.g. Design Manual for Roads and Bridges Volume 5, Section 2, Part 2 HD 19/03). The age profile of respondents to the LTP3 consultation was as follows:</p> <table> <tbody> <tr> <td>16-24</td> <td>3</td> <td>4.9%</td> </tr> <tr> <td>25-34</td> <td>9</td> <td>14.8%</td> </tr> <tr> <td>35-44</td> <td>9</td> <td>14.8%</td> </tr> <tr> <td>45-54</td> <td>13</td> <td>21.3%</td> </tr> <tr> <td>55-64</td> <td>14</td> <td>23.0%</td> </tr> <tr> <td>65-74</td> <td>7</td> <td>11.5%</td> </tr> </tbody> </table>	16-24	3	4.9%	25-34	9	14.8%	35-44	9	14.8%	45-54	13	21.3%	55-64	14	23.0%	65-74	7	11.5%
16-24	3	4.9%																				
25-34	9	14.8%																				
35-44	9	14.8%																				
45-54	13	21.3%																				
55-64	14	23.0%																				
65-74	7	11.5%																				

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			effective is put in place. I give an example of the type of problem experienced with Police enforcement: - the officer in charge of Warrington South agreed that he would monitor a notorious speeding spot on the A56. However because of the speed of the traffic he is having enormous difficulty in getting agreement on a safe place to position the monitoring vehicle. As a consequence 9 months after agreeing to make speeding checks he has not been able to carry out a single one.	75-84        6        9.8%  Views noted. Page 32, final paragraph reports the response of local people to the 20mph pilot which indicated that by the end of the pilot, 'people believed that additional measures such as traffic calming and /or police enforcement would now be necessary for the [20mph] speed limits to be effective' i.e. this indicated that there was a change in perception that signs alone were less effective than they had been at the start of the pilot.
35	Safety & Security Policies SS1	005	Reword to ' Develop strategies for continuing the reduction in frequency and severity of road traffic collisions, which also reduce the rate of collisions per distance travelled for pedestrians and cyclists'	The rewording could be taken to mean that we will only develop strategies which reduce the rate of collisions for pedestrians and cyclists rather than reducing the rate/severity for all road users (including pedestrians & cyclists). Consideration is being given to rewording SS1 in the final draft LTP3, adding 'Develop and implement ... to the benefit of all road users'.
35	Safety & Security Policies	002	We appreciate that this plan may have been developed before the final outcome of the 20mph pilots was known and certainly before the council decision to set all residential roads with a 20mph limit by default and task the scrutiny committee with determining the "exception hierarchy". Any piecemeal implementation of 20mph should be avoided, especially in view of the high rate of return on the cost of implementation. Hence we would suggest in view of these decisions then the following policy should be added to this section. Additional policy: Implement a 20 mph limit as the default on all residential roads.	The draft LTP3 policies were developed prior to the Executive Board decision on 20mph limits and we agree that it would be helpful to add a policy on 20mph limits. We propose the following wording which is in line with the Executive Board decision:  'Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long term roll out of 20mph speed limits across the whole of the Borough'.

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35	Safety & Security Policies	002	SS1 Change "Develop" to "Implement" SS4 Remove "Seek to" SS5 Change "consider setting" to "set"	Comment noted. We will review the wording of the policies and where appropriate, change to wording to be a firmer commitment to action.
35	Safety & Security Policies	001	<i>Consultee</i> requests that this section [Policies and Actions for Safety & Security] includes promotion of off-road walking and cycling within suitable environments – such as the improved towpath proposed through the Bridgewater Way initiative. This should be added as a 'Short Term Action'.	Comment noted. Stakeholders hold different views on the desirability of off-road routes for cyclists, with some stakeholders favouring on-road provision. We are happy to promote off-road walking and cycling routes as part of Active Travel and Smarter Choices with the aim encouraging people to try walking and cycling with the hope that they then expand use of these modes to include utility journeys on highway/footway network. Portraying off-road routes as the 'safer' alternative could restrict the development of these utility journeys.
37	Safety & Security Question 6	006	Reducing congestion should be noted as a measure of increasing safety on the roads.  Education of children should start at an early age as should education on how to use public transport modes.	It is difficult to align reducing congestion as a measure to increase safety borough wide. Congestion can have negative and positive benefits to road safety in differing environments with differing road usage. For example, removing congestion from a route with significant pedestrian movement could result in increased vehicle speeds and potentially increase the severity collisions.  Comment on safety education needing to start at young age noted.
37	Safety & Security Question 6	014	6 (a) [No] There is a key policy missing: "Produce a robust evidence based approach to introducing safety improvements which is subject to statistical analysis." The present policies of 20mph speed limits have been proposed on an evidence base which is preposterous. There is no way what has been shown as evidence would	Comment noted. With regard to the collision reduction evidence for the 20mph pilots. The 25% reduction in injury collisions in the pilot areas was on top of a 13% reduction experienced across the Borough during the same period.

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			be accepted in any business. It is a clear response to the bullying of the cycling lobby and others. We just cannot afford to spend money on experiments and then not use the results in a robust way. Nor can we find the money to introduce schemes where the evidence for their value is so poor. A great deal of the reduction in accidents was mirrored in reductions on all roads in Warrington and to lower unsustainable reductions in traffic volume. No allowance for these factors was taken into the analysis of the results.	
37	Safety & Security Question 6	014	6 (b) [No] SS6 change "Respond to" to "Consider". The current wording simply confirms the current prejudice toward doing something to show we care. The council can no longer afford such excess and it alienates to majority of residents. So far they have put up with it but when services they want get reduced continued restriction on travel will end badly.	"Responding" is a more positive commitment to react to community concerns over traffic speed. The council in conjunction with the partner agencies in the Cheshire Safer Roads Partnership are aware that community concerns can receive an inconsistent response and different interventions. It is intended to develop a matrix of agency intervention that will be triggered by data capture and intelligence to ensure resources are aligned to the greatest priorities.
37	Asset Management 7.1.3	008	[NHT public satisfaction surveys indicate that Warrington residents are fairly dissatisfied with the condition of roads and pavements]. What is LTP3 envisaging being done to change this?	Policy AM3 'Ensure that Levels of Services (LoS) and Lifecycle plans as agreed in the TAMP reflect customer and member expectations that can be met with the likely available sources' will help improve public satisfaction with roads and pavements.
37-41	Section 7 Asset Management Policies	007	a). I suggest there is a policy missing here with regard to transparency on maintenance. The system for the public recording of maintenance requirements (lights, gullies, overgrown paths etc. etc.) and obtaining feedback on when remediation will be carried out is not satisfactory. In my opinion borough councillors rather like being intermediaries in this dialogue because it makes them feel that they are doing something useful when they are not	a) Comments noted.  b) Footways alongside roads, both rural and urban, are generally part of the adopted highway and are maintained by the Council. Rural footways will be part of the Transport Asset Management Plan (TAMP) for Warrington and more details will be

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			<p>really. A decent on line system for recording problems would remove a lot of aggravation.</p> <p>b). Nowhere in the document can I find that footpaths alongside roads in the more rural areas of Warrington are properly recognised as part of the assets to be maintained. I find the comparison with our neighbouring borough of Trafford very striking. When roads are maintained there they do a proper job on the pavements as well. They send letters out to residents telling them that they must cut back all hedges etc. first – something that does not appear to be done in Warrington.</p>	available when the TAMP is published. Comment noted regarding letters to residents.
38	Asset Management Headline Facts & Issues	008	[...79 signal controlled junctions and a further 66 controlled pedestrian facilities] this is a lot of sources for traffic disruption. What does LTP3 envisage being done to facilitate easier quicker travel with less congestion and pollution?	Please see Section 8 'Network Management' for more information and specifically the proposal for 'Route Management Plans' to address congestion and improve working efficiency of the network.
38	Asset Management Headline Facts & Issues	010	Add headline fact on CO2 for streetlighting and cost.	Comment noted.
39	AM Key Challenges	004	Add new challenge: Planning for new transport related infrastructure and the maintenance and management of existing infrastructure in historic places.	Comment noted and being considered in the final draft LTP3.
40	AM Policies	004	Add new policy: Ensure that the maintenance and improvement of transport assets conserves and enhances Warrington's historic environment, heritage assets and their setting.	Comment noted and being considered in the final draft LTP3.
40	Asset Management Policies	002	We would point out that lower vehicle speeds reduce the maintenance costs of the road network both directly and by displacing vehicular road users onto walking or cycling. There are therefore grounds for including Warrington's	The draft LTP3 policies were developed prior to the Executive Board decision on 20mph speed limits and we agree that it would be helpful to add a policy on 20mph

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			<p>Total 20 policy into this objective. Additional Policy: Implement a 20mph speed limit as the default on all residential roads.</p>	<p>limits in the theme 'Safety &amp; Security'. We propose the following wording which is in line with the Executive Board decision:</p> <p>'Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long-term roll-out of 20mph speed limits on residential roads in the Borough'.</p> <p>Duplicating a policy so that it appears in each theme is confusing; a single entry under the theme responsible for implementation of the policy is preferred.</p>
41	Asset Management Policies	003	<p>AM4, AM5 and AM6 are welcomed but <i>Consultee</i> would expect greater information/clarification on how these will be delivered.</p> <p><i>Consultee</i> expect to see reference to transport networks being made more resilient to the effects of climate change and consideration given to the effects on biodiversity where transport networks are being adapted since some climate proofing solutions can result in negative impacts.</p> <p><i>Consultee</i> also suggest the strategy needs to give recognition to the role that transport networks and green infrastructure can play in providing valuable ecosystem services that assist in the management and adaptation to climate change; e.g. carbon storage by trees, sustainable drainage, water conservation and cooling urban heat islands.</p>	Comments noted.
40	Asset Management Policies	008	All policies are vague and do not have any identifiable result or defined actions. There is no definable set of results, only assessments.	Views noted. Policy table states a series of short term and longer term actions for Asset Management. Results will be monitored through regular asset inventory and data collection as stated in short term action;

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				'Ensure that asset inventory and data is gathered and updated in robust and sufficient detail ... to allow valuation and depreciation of transport assets to be undertaken.
40/41	Asset Management Policies 7.2	001	<i>Consultee</i> requests that this section includes reference to the benefits of management to private assets such as the Bridgewater Canal. The Council should continue to work with partners such as BWSS/Peel with a view to improving these networks and improving overall choice of travel mode.	With reference to <i>Consultee</i> 's previous comment on Table 1.3, we will clarify that the Asset Management policies and actions in LTP3 relate to transport assets owned and maintained by Warrington Borough Council.  We will add a paragraph under Section 7 which recognises that there are important transport assets such as the Bridgewater Canal which are in private ownership and that the Council will continue to work with partners such as BWSS/Peel with a view to encouraging owners to both maintain and improve these assets so that they contribute to efficient and attractive transport networks.
42	Asset Management Question 7	006	Following severe weather during recent winters (and this one, with more to come) road quality has deteriorated across the borough. Poor road surfaces create uncomfortable rides, slower journeys or damage to vehicles and possible accidents. Street furniture is also in need of regular and effective maintenance to maintain perceptions of safety on the streets. Maintenance of roads during bad and damaging weather ensures public transport can keep moving and therefore residents and businesses on the move. Asset management must protect resilience of transport networks. We would expect road maintenance to come high on the list of priorities.	Comment noted.

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42	Asset Management Question 7	014	7 (a) [No] AM5 is futile gesture politics. We do not know enough to guess what the effects will actually be. The council should instead rely on guidance from Government such as the materials specified in the Design Manual for Roads and Bridges. For the next ten years or so the problem is truly lowest cost in straightened circumstances. Nothing the borough could do in the next ten years will have any noticeable effect on global warming but could reduce the value for money in economic development. Dump AM5.	Views noted. DfT guidance on Local Transport Plans states that 'In addition to measures to reduce greenhouse gas emissions, it is important that local authorities put in place measures to improve the resilience of local transport to the impacts of climate change, such as flooding and deterioration of roads...' AM5 has been developed in recognition of this. In implementing policies we will refer to any national standards, DfT guidance, and best practice advice on choice of materials that applies.
42	Asset Management Question 7	014	7 (b) [Yes] AM4 should be reworded so that after Warrington add "where they can be reduced by active traffic management"  There is a need for more data to set traffic light flows as there is too much time where the number of active flows is sub-optimal in Warrington with Bridge foot being a prime example.  [ AM4 In determining asset management priorities, consider the role of well maintained transport assets in supporting economic growth and reducing greenhouse gas emissions in Warrington where they can be reduced by active traffic management]	View noted. 'Asset Management' refers to maintaining the condition of physical assets, and is distinct from 'Network Management' which is about making sure that the network operates efficiently. The two are complementary, for example it may be easier to operate the network efficiently with well-maintained assets, and easier to maintain the assets if the network operates efficiently, but are recognised as separate areas of work.
42-46	Network Management	011	We have great concerns about the congestion in Birchwood.  Other concerns: traffic management in Birchwood.	Comment noted. Our proposed approach to congestion monitoring and management will target known hotspot routes and junctions in an objective manner.
42	Network Management 8.1.1	005	The section on Network Management Duty should be reworded to reflect exactly what the TMA 2004 says:  'It is the duty of the local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other	We agree with this suggestion and will change the wording to reflect the TMA 2004 and add the final paragraph suggested.

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			<p>obligations, policies and objectives, the following objectives:</p> <p>W. securing the expeditious movement of traffic on the authority's road network; and, (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.</p> <p>Section 31 of the Act specifically states that the term "traffic" includes pedestrians. So the duty requires [us] to consider the movement of all road users: pedestrians and cyclists as well as motorised vehicles.'</p>	
42	Network Management 8.1.2	008	<p>[Local Highway Authorities must nominate a Traffic Manager] Unclear. Has this been done? If so, who is it? If not, why not? Should be in actions?</p> <p>[The Traffic Manager seeks to achieve this through a process of establishing our existing network efficiency, developing improvement plans, managing the operation of the network, and monitoring performance]. This implies the Traffic Manager has not yet succeeded in accomplishing any of the above. Does he do this?</p>	<p>A Traffic Manager for Warrington has been designated since the introduction of the Act and is currently the Transport Assets Service Manager. The UTMC and Parking Manager acts as their deputy.</p> <p>The process of developing plans and monitoring performance is an ongoing process. A network management plan was produced around 2008. This plan is an organic document, i.e. is continually being updated. It is currently being subject to a full review prior to the start of LTP3.</p>
43	Network Management Various	005	<p>This theme in the LTP has been narrowed in scope to reducing congestion for motorised vehicles and public transport without considering whether or not this will increase delays for non-motorised users. As part of LTP3 the Council needs to develop a policy for reducing delays for all road users. The use of the word 'congestion' in this</p>	<p>It was not the intention to narrow this theme to only motorised vehicles/public transport. The term used in this section 'traffic congestion' not 'congestion'; traffic being road users in the widest sense which as previous pointed out by the Cycle</p>

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			<p>context implies that the Council will only consider the part of the network management duty that applies to motorised travel.</p>	<p>Campaign includes pedestrians and cyclists.</p> <p>We hope that adopting the paragraph suggested by the Cycle Campaign (see above) will help clear up this misconception.</p> <p>We propose to add:</p> <p>‘When the term “traffic” is used in Network Management it is taken to mean all road users including pedestrians and cyclists’</p> <p>And in future we will try to ensure that the term ‘motorised traffic’ is used when referring to motorised vehicles. Motorised vehicles would include cars, motorcycles, vans, lorries, buses, coaches but would exclude non-highway public transport such as trains.</p>
43	Network Management 8.1.5	008	<p>[Traffic congestion can never be completely eliminated as peak surges in demand are always likely to exceed available capacity]. Why? Surely the network efficiency should be designed to meet expected maximum use? Or is it deliberately under sized?</p>	<p>Since the SACTRA Report was published in 1994, it has become widely accepted that increased highway capacity results in induced traffic, i.e. we generate additional traffic movements beyond the initial demand by providing extra capacity for them. Demand is therefore elastic and as supply increases, demand increases. Highway capacity is determined by the number of lanes and rate of throughput at junctions and the lack of undeveloped land in urban areas results in limited opportunities for expanding either of these. The combination of these factors means that it is virtually impossible to create a network in an established urban area which</p>

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
				is capable of meeting maximum demand.
43	Network Management 8.1.6	008	[Streetworks permit system will be investigated during LTP3]. Why only investigated? Why is this not a task to establish and implement such a scheme? Why does LTP3 not take a positive action to implement one?	Local Authorities have to apply to the Secretary of State for approval for a streetworks permit system. The 2 <sup>nd</sup> edition DfT Guidance on Permit Schemes Decision Making and Development (Nov 2010) stresses the need for adequate investigation of the nature of the problem/benchmarking and an early outline appraisal of the scheme's Value for Money before deciding whether to proceed with the full submission. The full submission is subject to detailed tests by the Department for Transport on (i) legal compliance, (ii) justification and reasonableness of permit fees, (iii) value for money of proposed scheme and (iv) deliverability. For these reasons we can only commit to investigation of such a scheme at this stage; a commitment to establish and implement will depend on the outcome of the investigations.
43	Network Management 8.1.7	008	[Traffic management measures seek to control vehicle movements by restricting traffic movements or parking]. Why "restrict"? Why not try something positive such as directing traffic or providing suitable parking? NEGATIVE comments in LTP3 show a negative attitude to enhancing and improving traffic management. Is this a reflection of the current holder of the post?	A Traffic Regulation Order (TRO) is the legal instrument by which traffic authorities implement most traffic management measures on their roads. Under the provisions of the Road Traffic Regulation Act 1984, local authorities can only implement TROs designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. The legal framework specifies 'regulate, restrict or prohibit' as the powers available to the authority.
43	Network	001	Consultee requests that reference is made to the 'Swing	Comment noted. We will consider including

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
	Management 8.1.8		Bridge Protocol' being developed in close collaboration between the Council and the Manchester Ship Canal Company within this paragraph.	it in the final draft LTP3.
44	Network Management Headline Facts and Issues	008	[Improve traffic flow on congested routes ... Speeds of less than 10mph] Why is there no action to remedy this?	Short term and longer term actions under Network Management are specifically aimed at improving efficiency of the network and contributing to reduced congestion.
44	Network Management Key Challenges	010	Transport networks are also vulnerable to extreme weather events; especially high winds, snow and ice. Can any action be taken to mitigate the impact of these when they are happen i.e. early warning systems?	Comment acknowledged and accepted. We are considering a future commitment to develop systematic approach to forecasting and warning of extreme weather events.
45	Network Management Policies	008	[develop Route Management Plans for key corridors] This was promised several years ago, but never achieved. What guarantee is there that this target will be achieved under LTP3 and when?	Comment noted. Work programmes and targets will be established through the Implementation Plans for LTP3.
45	Network Management Policies NM1	005	Reword to: 'Continue to seek to fulfil our Network Management Duty to ensure the 'safe and expeditious movement of traffic' (Traffic Management Act, 2004) without introducing unnecessary delay to all those travelling on it'	We propose to retain the proposed wording. Expeditious meaning 'acting or done with speed and efficiency' and taken together with the wide definition of 'traffic', which includes pedestrians and cyclists, this is considered to be an accurate and comprehensive statement of intent.
45	Network Management Policies NM2	005	Reword to: 'Investigate the use of traffic management measures and traffic signalling improvements to produce a network that is working efficiently and without unnecessary delay to those travelling on it and improve road safety for all highway users.'	We propose a simplified wording:  'Investigate the use of traffic management measures and traffic signalling improvements to reduce delay to those travelling on the highway network and improve road safety for all highway users.'
45	Network Management Policies	005	Reword to 'Ensure that schemes planned, designed and implemented under LTP3 assist in meeting the requirements of the Network Management Duty ('safe and	We propose to use the original wording as 'expeditious' already covers the need to reduce unnecessary delay to all highway

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
	NM3		expeditious movement of traffic') without introducing unnecessary delay to all highway users.'	users if the broad definition of traffic including pedestrians and cyclist is used.
45	Network Management Policies	002	<p>Motor Vehicles make a very poor use of the road space on our network. Also 57% of car journeys are under 2 miles. Hence it should be clear that one of the best ways to make better use of the available road space is increase bicycle and pedestrian numbers. Hence we are disappointed to see that modal shift is excluded from the policies for this objective. It encourages us to believe that a 'motor-vehicle' specific view has been taken towards network management that looks to maximise vehicle occupancy rather than to maximise people trip efficiency of the network. Indeed the inclusion of a review of the provision of selective priority would indicate that this is the case.</p>	<p>It was not the intention to narrow this theme to only motorised vehicles. The term used in this section 'traffic congestion' not 'congestion'; traffic being road users in the widest sense which as previous pointed out by the Cycle Campaign includes pedestrians and cyclists.</p> <p>We hope that adopting the paragraph suggested by the Cycle Campaign (see above) will help clear up this misconception.</p> <p>We propose to add:</p> <p>'When the term "traffic" is used in Network Management it is taken to mean all road users including pedestrians and cyclists'</p> <p>And in future we will try to ensure that the term 'motorised traffic' is used when referring to motorised vehicles. Motorised vehicles would include cars, motorcycles, vans, lorries, buses, coaches but would exclude non-highway public transport such as trains.</p> <p>Network Management will have a part to play in encouraging modal shift by ensuring that pedestrians, cyclists and public transport users have 'safe &amp; expeditious' movement. The action to review existing selective priority to ensure that it is appropriate and effective is part of ensuring</p>

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
				<p>trip efficiency for public transport users and this would perhaps be clearer if we rephrased this to:</p> <p>Review existing policy and provision of selective priority ... to ensure that they are both appropriate and effective and make improvements where required.</p>
45	Network Management Policies	002	<p>Lower speeds also smooth the flow of traffic and enable a higher utilisation of road space. We therefore would add the following policies to this section:</p> <p>Maximise the impact of modal shift to reduce motor vehicle usage.</p> <p>Implement a 20mph speed limit as the default on all residential roads.</p>	<p>The Network Management Duty relates to all classifications of route and all types of road users. It does not relate to residential routes alone; indeed the most notable issues of concern in network management terms relate to strategic distributor and core route networks, which would not be suitable for 20mph speed limits.</p> <p>The draft LTP3 policies were developed prior to the Executive Board decision on 20mph speed limits and we agree that it would be helpful to add a policy on 20mph limits in the theme 'Safety &amp; Security'. We propose the following wording which is in line with the Executive Board decision:</p> <p>'Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long-term roll-out of 20mph speed limits on residential roads in the Borough'.</p> <p>Duplicating a policy so that it appears in each theme is confusing; a single entry under the theme responsible for implementation of the policy is preferred.</p>
47	Network Management	006	This is a key objective in ensuring transport flows at optimum levels. Point 3 under Question 3 applies here	Views of Stakeholder noted. Short Term Actions currently listed in the draft LTP3

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	Question 8		also: 3. Priority measures for buses will promote the value of [Public Transport] use e.g. appropriately designed bus lanes, reactive traffic light systems.	under this theme include: (1) development of Route Management Plans which should improve conditions for public transport along key corridors, and (2) Review existing policy and provision of selective priority to ensure that they are both appropriate and effective. Longer Term Actions include: Investigate the potential for introducing enforcement systems applied to moving traffic including bus lane camera enforcement.
47	Network Management Question 8	014	8 (a) [Yes]	Noted.
47	Network Management Question 8	014	8 (b) [No]	Noted.
48	9.2.1 Long Lane	008	How will improvements be measured?	Before and After monitoring including levels of delay will be carried out.
50	Prioritisation	003	<i>Consultee</i> consider that, given the reduction in LTP resources expected over the coming years, projects that yield a high benefit to cost ratio are supported. Evidence shows that many active travel and smarter choices deliver in this way because of the benefits for health that are delivered and <i>Consultee</i> therefore suggest that a bigger share of money is spent on active travel and smarter choices as a first priority. <i>Consultee</i> would also support a bigger share going into public transport.	Comments noted.
50	Prioritisation 9.3.1	008	[2-stage prioritisation process developed by JMP] Is this a proven technology or a “suck it and see” piece of software. Can this be used to quickly write a proper LTP?	A spreadsheet has been created which enables the prioritisation of policies and schemes to be carried out;. It is specific to Warrington and bases the prioritisation on LTP3 objectives, Sustainable Community Strategy (SCS) ambitions, and the criteria listed in paragraph 9.3.3.

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52	Implementation	002	The one intervention that meets not only these objectives but contributes to all 7 objectives in the plan is the Council's policy of setting all residential roads to a 20mph default speed limit. Hence we believe that this is an absolute priority for the Council and should be implemented in a timely manner during Fiscal Year 2011/12.	Views of stakeholder noted.
52	Implementation	001	Consultee requests that consideration be given to increasing the proportion of funding attributes to Active Travel, especially for schemes such as the Bridgewater Way.	Views of stakeholder noted.
52	Implementation Question 9 Part One	006	(i) A bigger share should be spent on Network Management.  (ii) A smaller share should be spent on Safety & Security.  (iii) No themes have a share of funding which is about right.  Priority: 1 - Asset Management 2 - Network Management 3 - Managing Motorised Travel 4 - Safety & Security 5 - Public Transport 6 - Active Travel / Smarter Choices 7 -	Views of Stakeholder noted.
52	Implementation Question 9 Part One	007	(i) A bigger share should be spent on Smarter Choices. Real improvements in safety and congestion will only be achieved when attitudes are changed. No private company would consider spending such a small proportion of its budget on publicity.  (ii) A smaller share should be spent on Network Management. Do you really evaluate its benefits? How	Views noted.

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			many people for example change their travel plan the moment they see some news on the indicator boards that are on the entrance roads?	
52	Implementation Question 9 Part One	008	<p>(i) Yes, a bigger share should be spent on; Managing Motorised Travel, Network Management, Public Transport</p> <p>(ii) Yes, a smaller share should be spent on; Safety &amp; Security, Active Travel.</p> <p>(iii) Yes, these themes have a share that is about right; Asset Management, Smarter Choices.</p> <p>1 Managing Motorised Travel 6.5%      2 Asset Management 61%      3 Network Management 11%      4 Safety &amp; Security 12%      5 Public Transport 8%      6 Smarter Choices 1%      7 Active Travel 0.5%</p>	Noted. Bigger, smaller or about right has been inferred from respondent's answer to 9(b) which listed alternative percentages.
52	Implementation Question 9 Part One	014	<p>9 (a) (i) Yes, a bigger share should be spent on; Public Transport, Smarter Choices, Asset Management</p> <p>(ii) Yes, a smaller share should be spent on; Active Travel, Managing Motorised Travel, Safety &amp; Security</p> <p>(iii) Yes, these themes have a share that is about right; Network Management</p> <p>Note these answers assume a smaller value for the total pie.</p> <p>9(b)      1 – Asset Management</p>	Noted.

<b>Page:</b>	<b>Ref:</b>	<b>Consultee:</b>	<b>Comment:</b>	<b>Response:</b>
			2 – Public Transport 3 – Network Management 4 – Smarter Choices 5 – Managing Motorised Travel 6 – Safety & Security 7 – Active Travel	
52	Implementation Question 9 Part Two	007	[Yes]. I would like some funding to go to Neighbourhood Co-ordination areas.	View of Individual noted.
52	Implementation Question 9 Part Two	014	9 (c) [No] Such projects are generally going to be dominated by activists who do not actually represent the real wishes or the residents. It is a bear trap which can be avoided by the simple expedient of finding that you have so little money you cannot afford the important schemes. Be attentive to the localism agenda by open decision making and getting residents to provide the proposals and evidence to council standards. You will save money, give full consideration to local agendas and still spend the money wisely. Nominating areas to have money and then working out what to spend it own is just an unaffordable approach.	Views of Individual noted.
52	Implementation Question 9 Part Two	006	[Yes] If the improvements fit within the overall LTP3 objectives and targets a specific hot spot of trouble. Without this constrained funds will disappear with little to show for the expenditure (how far does £15,000 go?)	Views of Stakeholder noted.
52	Implementation Question 9 Part Two	008	[No] It would just be wasted on councillor pet projects.	View of Individual noted.
53	Targets	003	Consultee anticipates that the authority will be setting transport carbon reduction targets in line with the national targets. It would be useful if these targets were set out and if an explanation was provided on how they will contribute to the wider targets for Warrington.	Comment noted.
53	Targets	003	Consultee would specifically welcome a target for the KM of new access created over the long term under Policy	Suggestion noted.

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			AT1.	
53	Indicators & Monitoring	003	<i>Consultee</i> welcomes the proposal for an 'at-a glance' annual summary of progress and would specifically like to see reporting on NI 186: Per capita CO2 emissions in LA area (including transport); NI 188 Planning to adapt to climate change; and NI 197 Local biodiversity. <i>Consultee</i> would also value a separate local indicator that measures the km of new access routes for walkers, cyclists and horseriders that are proposed to be created (subject to funding) within LTP3.	Suggestion noted.
53	Monitoring	002	Whilst killed or seriously injured do give a measure of danger on our roads, many decisions about the safety of walking and cycling are based upon the higher numbers of lower level injury. Hence we believe that the total number of casualties within the borough should be used as an indicator of the prevailing road danger.	Suggestion noted.
54	Monitoring and Review Question 10	006	While some transport activities take time to deliver, others can appear in lesser time. More frequent reporting / consulting would keep the public and stakeholders up to date with what is happening and for them to report experience of improvements. Also, regular reviews may determine changes or re-prioritising in objectives / actions also requiring report to / consultation with the public and stakeholders. Maybe a mid term opportunity should be sought of 3-year reviews.	Views of Stakeholder noted.
54	Monitoring and Review Question 10	008	[No] This is just not acceptable bearing in mind the advent of Long Lane disruptions and the Mersey Gateway potentially creating traffic issues from the Widnes side of town.	Views of Individual noted.
54	Monitoring and Review Question 10	014	[No] I fully support reconfirmation but it should be no more than four years such that the information is consulted on and agreed before the ordinary day for local elections. Five years will allow politicians to always blame it on Central Government, this should be avoided.	Views of Individual noted.
54	Other	006	It would be useful if a matrix identified how all priorities and	Suggestion being considered.

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	Comments Question 11		activities link to the Sustainable Community Strategy, 'One Warrington' AND the LTP3 objectives. While the former is identified, the latter is not.	
54	Other Comments Question 11	014	<p>In general the LTP is too narrow minded and focuses on the same structure as today just implementing a green agenda and car bashing. It will not do. The council needs to start finding out what the majority want and stop listening to pressure groups. As services get reduced making hard choices and bullying will be no substitute for getting the job done co-operatively.</p> <p>Let us see no theoretically based policies just pragmatic value for money.</p> <p>If it is best for the people of Warrington then miss targets - just say in advance why you are going to do it and ask the public to say if they agree - do not listen to pressure groups- there lies folly.</p>	Views of Individual noted.
54	Other Comments Question 11	008	<p>Why is header page not "LTP3"?</p> <p>2 spelling errors/typos in Fig 1.2 'responsonible' 'maintaines'</p> <p>1 spelling error/typo in Q10 'undertaken'</p> <p>Missing 't in Buttermarket Street</p>	<p>We felt that Local Transport Plan (LTP) Strategy explained the purpose of the document but could equally have been LTP3 Strategy.</p> <p>Spelling/typo's noted – thank you.</p> <p>Buttermarket is correctly spelt on the back of printed copies of the main document. The electronic version will be amended accordingly.</p>

## Appendix 4: Comments submitted via Stakeholder survey form

<b>Question 1a: Have we identified all of the necessary objectives for LTP3? If no, please specify</b>	
<b>Comments</b>	<b>Response:</b>
Add (i) support the economic growth of the borough (2) reduce carbon emissions – these national goals should be included in your objectives.	The objectives have been taken from the existing Transportation Framework. Comments noted and amendments to the objectives are being considered.
Add shared routes between cyclists and walkers.	Shared routes are a specific ‘solution’ or ‘action’ rather than an ‘objective’ or an aim. Shared routes would be one of the many solutions involving different modes of transport that are covered by the objective ‘To build and maintain a transport network that is ...customer focused and reduces the need to travel by car’.
Flawed basis for policies	Comment noted,
Need to identify how WBC cycling network is going to fit in with surrounding boroughs. Growing numbers cycling to work, come on WBC and catch up and integrate with Halton / Altrincham / Trafford / Wigan etc. We need an equivalent TransPennine Trail that runs north-south through the town.	Comment noted.
Objectives and Goals; table 1.2	Comment incomplete: unable to respond.
Objectives and Goals 1.2.1b add.	Comment incomplete; unable to respond.
Road maintenance. Car parking for disabled. Reduction in traffic lights and restrictive road management.	Issues raised are reflected in the policies and actions listed in the draft LTP3 under sections 4,7 and 8.
Table 1.2 add 1. Improves and enhances connectivity between customers and communities 2. Improves visibility and identity of safer and sustainable off road routes and 1.3 please add Smarter Choices need more shared routes; walking or cycling can be shared.	The objectives have been taken from the existing Transportation Framework. Comments noted and amendments to the objectives are being considered.
The lack of focus on integrating with neighbouring authorities is significant. The tackling of climate changes is a national issue, Warrington should focus on economic development and spend nothing that reduces growth here rather than elsewhere.	Comments noted. The Authority does, and will continue to, work with neighbouring authorities on cross-boundary transport issues.
Vehicular transport is priority.	Comment noted.
Where is the priority for the motorist? As usual it's all about buses that no-one uses, and cycle lanes that even cyclist say they don't want.	Comment noted. The themes of ‘Managing Motorised Travel’, ‘Smarter Choices’, ‘Safety & Security’, ‘Asset Management’ and ‘Network

<p>With reference to para 1.2.9 whilst Warrington (and Cheshire) do benefit from good connections to the national motorway network, this is a limited resource in terms of capacity and suffers from peak hour congestion in many parts, particularly around Warrington. This should be taken into account when formulating strategies and priorities for transport intervention both through this LTP, the forthcoming LDF and through initiatives derived through the LEPs. Table 1.2: As Warrington relies on significant in and out (cross border) commuting for employment, there should be some recognition of this in the objectives as they can have significant impact upon transport networks (motorway and rail) outside of Warrington's direct influence. How is Warrington looking to work in partnership with such wider transport providers as this could have key consequences for moving people by more sustainable means and thus helping achieve the air quality and carbon reduction goals. The HA are encouraged to see integration between the LDF and LTP strategies, however there must also be integration in the implementation plans for both strategies.</p>	<p>Management' all contain policies and actions relevant to motorists. Comments noted. The objectives have been taken from the existing Transportation Framework. Comments noted and amendments to the objectives are being considered.</p>
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<b>Question 1b: Do any of the objectives need amending or rewording? If yes, please specify</b>	
<b>Comments</b>	<b>Response:</b>
Integrated and customer focused through introducing borough wide circular bus system to serve most areas. Reducing the need to travel by car.	Comment noted. Issue is reflected in the key challenges shown in Section 3 of the draft LTP3 and covered broadly in policy PT1.
The wording needs to reflect how they will support local economic growth, businesses and private enterprise. In the final LTP3 it will be necessary to build upon how the LEP will function and how the LTP3 will support its delivery. It is recognised that this will be possible in the coming months as further detailed functions of the LEPs emerge. (St Helens Council)	Comment noted.

<b>Question 2a: Have we identified the necessary policies for Active Travel? If no, please specify</b>	
<b>Comments</b>	<b>Response:</b>
People do not want to cycle, however much you want to force them. It is	View noted.

all very admirable, but nonsense. Priority should not be given to walking and cycling, look at the mess and expense caused by Westbrook by the Asda lights abomination. Learn your lesions!	
AT1 Add shared routes ... utilising canal towpaths.	Comment noted. We propose to retain the original wording as '... walking and cycling routes utilising...off-road routes ...' would adequately cover shared-use and canal towpaths as individual options for routes.
Need to promote health impacts of policies especially in deprived wards to emphasise link with health agencies.	Promotion of Active Travel is covered in the Smarter Choices theme; 'SC7 Seek to ensure that Active Travel is recognised as an integral part of the solution to health issues related to physical inactivity and that Active Travel is promoted within the health agenda'. The Active Travel theme focuses providing the infrastructure necessary for Active Travel; Active Travel and Smarter Choices complement each other but are separate programme areas in LTP3. We will try to highlight the link between Active Travel and Smarter Choices more clearly in the final LTP3.
Need to work with adjacent boroughs i.e. Wigan etc. Utilising the Culcheth Linear Park North to link to Wigan, Preston, Gtr Manchester and Lancashire.	Comment noted. Longer term action could be amended to 'Implement physical measures to improve the connectivity of routes making up the cycling network, concentrating on providing 'missing links' and 'closing gaps' and making cross-boundary connections.
None needed.	Comment noted.
Please add to AT1 'seek to develop a comprehensive borough wide network of walking, cycling and shared routes for walking and cycling ... utilising canal towpaths, for example the proposed Regional Route 82 Bridgewater Way.	Comment noted. We propose to retain the original wording as '... walking and cycling routes utilising...off-road routes ...' would adequately cover shared-use and canal towpaths as individual options for routes.
See previous comments.	Results from the online surveys cannot be traced back to individuals so unfortunately we cannot identify your specific previous comments.
Warrington has a legacy of separated / segregated footpaths which can discourage walking to key services and employment areas such as Birchwood due to safety concerns. Fully support Action AT3 to ensure that development is sited in sustainable areas however this seems to cover only development in general. It is suggested that additional wording be included that incorporates the Allocations side of the LDF where, due to their locations being fixed, the onus will be on connecting them into the existing walking and cycle networks.	Comment noted. Advice will be sought from Planning colleagues on including specific reference to Allocations.
2.1.2 should include area plan initiatives as 'friends' groups and safer communities.	Comment noted. Unclear how it fits with 2.1.2.
The maintenance and development of a comprehensive, attractive	Comment noted.

<p>borough-wide network of walking and cycling routes is key in encouraging more residents to walk and cycle. We agree that it is important that Active Travel policies are embedded within the LDF and the Development Control process. As a neighbouring Borough we would welcome the opportunity to work with Warrington Council on cross-boundary cycle routes such as the National Cycle Network where necessary. (St Helens Council).</p>	
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Question 2b: Do any of the policies for Active Travel need amending or rewording? If yes, please specify	
Comments	Response:
<p>Evidence and issues correction. Bridgewater Canal is not currently a Greenway in Warrington. Cycling is not allowed on the towpath. Construction of the Bridgewater Way as a shared Permissive Regional Route will allow cycling to be shared with walking. 15 miles of RR82 has been completed in Halton, Trafford, Salford and Wigan. A Steering Group is being established in Warrington.</p>	<p>We propose to add the following as an additional paragraph: 'The Bridgewater Canal towpath is currently a public right of way for pedestrians only, the Bridgewater Canal Trust is seeking to upgrade this to a permissive shared route for both pedestrians and cyclists. If successful, this will provide a potential off-road route linking Warrington with neighbouring areas in Wigan, Trafford, Halton, Salford, Cheshire East and Cheshire West and Chester'.</p>
All	Comment noted.
AT4 reword to ... walking, cycling and use by people with disabilities including wheelchair users.	Comment noted.
AT4 This must have been a policy for last 25 years. Come on, it needs to be much higher priority; it needs to be top priority so families feel safe to cycle through the borough.	Comment noted.
Cyclists ride on pavements and pedestrianised areas in the town centre freely without any action by the authorities – endangering children and elderly.	Comment noted.
Needs amending to link up with other Council LSP health partners to promote the policies.	<p>Promotion of Active Travel is covered in the Smarter Choices theme; 'SC7 Seek to ensure that Active Travel is recognised as an integral part of the solution to health issues related to physical inactivity and that Active Travel is promoted within the health agenda'.</p> <p>The Active Travel theme focuses providing the infrastructure necessary for Active Travel; Active Travel and Smarter Choices complement each other but are separate programme areas in LTP3. We will try to highlight the link between Active Travel and Smarter Choices more clearly in the final LTP3.</p>
See previous comments.	Results from the online surveys cannot be traced back to individuals so

The Active Travel policies of the draft LTP3 are to be welcomed. The Bridgewater Canal Trust would wish to clearly include the proposed Regional Route 82, The Bridgewater Way as a central proposal in these policies. Section on Greenways needs clarification – no part of the canal in Warrington currently allows cycling as the canal side route is a public footpath and towpath only (see paper form)	unfortunately we cannot identify your specific previous comments. Comments noted. Status of Bridgewater Canal towpath will be clarified.
This is 2010, we use cars, stop trying to turn the clock back to the nineteenth century. Even cyclists don't want to use cycle paths, stop wasting time and money building the things.	Views noted.
Consistency of units KMs vs Miles (p11)	Comment noted.
Provision of secure cycle storage town areas. Designated cycle routes – Pedestrianised areas? Cycle Code. Safe Road Usage – Winter lack of salting, inclement weather issues.	Comment noted.

<b>Question 3a: Have we identified the necessary policies for Public Transport? If no, please specify</b>	
<b>Comments</b>	<b>Response:</b>
A taxi is not public transport, it is a double journey compared to what someone drives themselves would be (you simply drive to your destination, they have to drive to you, then to your destination). To lump them in as such is ludicrous and counter intuitive.	Taxis are available to the general public and journeys can be made on payment of a fare in a similar way to other public transport such as local bus and rail services. DfT best practice guidance on Taxis (more formally known as hackney carriages) and PHVs (or minicabs as some of them are known) states that they 'play an important part in local transport' and we recognise that they can fill gaps in areas and at times that bus services do not operate.. Taxis and PHVs are also increasingly used in innovative ways - for example as taxi-buses - to provide local transport services.
Cross town bus train connection. Cross town buses avoiding the interchange and better transport links to Bank Quay (buses).	Longer Term Actions include: 'Work with partners to explore opportunities to improve cross town journeys; making them simpler, easier and quicker and investigate the feasibility of creating orbital and cross-town bus routes' and 'Work with partners to create and improve facilities at public transport interchanges which support the use of multiple modes of transport (rail, bus, cycle, car, taxi, walking) to make journeys.'
Influence on rail, water transport.	Issues are covered by PT9: 'Ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight services' and MT6 'Support the principle of encouraging freight switch from using road to rail or inland

	waterways where this would result in an overall reduction in carbon emissions from transport'.
Maintain a public transport fleet which emits the lowest amount of greenhouse gases possible.	Bus services are generally run by operators on a commercial basis and the choice of vehicles is not under the direct control of the Council. However Warrington Borough Transport which operates the large majority of commercial service in Warrington has a relatively young vehicle fleet. The Climate Change Strategy for Warrington and proposed Carbon Management Plan seek to influence the choice of lower-emitting vehicles for both public transport and Council fleet vehicles. The Draft LTP3 included a long term action to encourage the use of lower emission public transport vehicles for socially necessary transport (those services contracted by WBC)
Policy for bus services operating within Warrington to meet the strictest Euro Emissions standards. Taxi licensing to include minimum Euro emission standards.	Bus services are generally run by operators on a commercial basis and the choice of vehicles is not under the direct control of the Council. However Warrington Borough Transport which operates the large majority of commercial service in Warrington has a relatively young vehicle fleet. The Climate Change Strategy for Warrington and proposed Carbon Management Plan seek to influence the choice of lower-emitting vehicles for both public transport and Council fleet vehicles. The Draft LTP3 included a long term action to encourage the use of lower emission public transport vehicles for socially necessary transport (those services contracted by WBC)
PT6 Improvements to the public realm adjacent to bus stops along the Bridgewater Canal corridor required. A review of these, the adjacent accesses and connections between the bus stops and canal towpath is needed along the corridor connecting the Bridgewater Way.	PT6 seeks to ensure that the environment at public transport stops and interchanges is designed to minimise opportunities for anti-social behaviour and increase passengers sense of personal security. This policy covers bus stops in the Borough including those in the vicinity of the Bridgewater Way. Accesses and connections to the Bridgewater Canal towpath are covered under policy AT9 'Seek to implement the goals identified within the Rights of Way Improvement Plan' (ROWIP).
Raise profile of public transport to make it an attractive and useable mode of travel as an alternative to the car wherever possible.	The Smarter Choices theme covers the promotion and marketing of public transport and includes the short term action 'Develop and deliver an annual programme of campaigns to promote the use of sustainable travel modes and the adoption of smarter travel choices' and the longer term action 'Work in partnership with local public transport operators in promoting positive images of travel by public transport'.
There appears to be little information or policy/action regarding PT trips (both existing and potential) that are not radial into the town centre and trips that are cross border. OMEGA and Birchwood as potential and	Longer term actions under Public Transport include 'Work with partners to explore opportunities to improve cross-town journeys; making them simpler, easier and quicker and investigate the feasibility of creating orbital

existing major employment sites pull employees from a wide geographic range.	and cross-town bus routes'. Cross-boundary trips which require use of more than one operator's services could also benefit also from the longer term action 'Identify opportunities to encourage ticket interoperability and explore the potential contribution of electronic technology such as smartcard ticketing'. We are aware of the importance of in-out commuting and it is identified under Smarter Choices and Managing Motorised Travel.
Development infrastructure to include public transport access to gain planning consent.	Comment noted. This is covered by the existing Development Control process and the legal framework of Section 106 and Section 278 agreements which seek contributions from developers for transport and highway improvements.
Consideration needed regarding bus services from outside the borough, particularly morning and evening commuter journeys.	Comment noted
The policies on public transport reflect the policies within the Merseyside LTP3 which also recognise that public transport access to local services, new developments and employment sites is key in stimulating economic regeneration. St Helens Council is currently working with Merseytravel and the bus operators in developing a Statutory Quality Partnership scheme which focuses upon a corridor running through several Boroughs. Partnership working like this is seen as an important way forward in developing a more attractive and efficient bus network. It may be possible to utilise such a framework if future improvements for cross-boundary links between St Helens and Warrington are proposed during LTP3.	Comment noted.

**Question 3b: Do any of the policies for Public Transport need amending or rewording? If yes, please specify**

Comments	Response:
English only and in simple terms !!!!!!!!	Comment noted. We will review the text and try to simplify where possible.
Over reliance on bus as opposed to park/ride, train and consideration of light rail.	Where the phrase 'public transport' is used in LTP3, it is taken to refer to all modes of public transport including buses, coaches, rail and light rail. Out of the 9 policies for public transport, only 1 (PT5) specifically mentions 'local bus'; acknowledging the Council's duty to work with bus operators to determine what local bus information is needed and how it will be provided (Transport Act, 2000).
PT1 – wording vague re. 'seek to ...' PT3 – wording and meaning not	We will review the wording of the policies and where appropriate, change

clear.	wording to be a firmer commitment to action.
PT5 add in 'Maintain and promote to targeted audiences the provision of local bus information and make maximum use of electronic technology to provide convenient information to public transport users at bus stops, train stations and interchanges.	Comment noted. We propose to retain the original wording as it keeps the distinction between information (timetables etc) and promotional marketing which is part of Smarter Choices and reflects the Council's duty to work with bus operators to determine what local bus information is needed and how it will be provided (Transport Act, 2000). Specifying where the information will be provided narrows the scope of the policy as it would then exclude providing electronic information direct to the user via text messages or e-mail.
PT7 remove 'seeks to comply with' and replace with 'complies with'.	Comment noted.
Rail	Comment incomplete: unable to respond.
Rail water	Comment incomplete: unable to respond.
Taxis are not public transport.	Taxis are available to the general public and journeys can be made on payment of a fare in a similar way to other public transport such as local bus and rail services. DfT best practice guidance on Taxis (more formally known as hackney carriages) and PHVs (or minicabs as some of them are known) states that they 'play an important part in local transport' and we recognise that they can fill gaps in areas and at times that bus services do not operate.. Taxis and PHVs are also increasingly used in innovative ways - for example as taxi-buses - to provide local transport services.
PT9 does the Borough Council have no aspirations for rail improvements in the borough, such as more regular services to towns south of Warrington on the south of the town on the WCML, less overcrowding and more local services on the Liverpool, Manchester route.	Warrington Borough Council does have aspirations for rail improvements in the Borough but as stated in 3.1.7 does not have any direct control over rail services, rail improvements or investment decisions at stations. The need for service, infrastructure and station improvements is determined through the Route Utilisation Strategies (RUSs) and the Business Plans of Network Rail and we will continue to respond to consultation on these strategies and plans. PT9 states that we will 'Seek to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight services'.
We would hope more bus services provided on Sundays and evenings when finances allow.	Comments noted. Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where

Integrated circular services to connect with retail areas i.e. Birchwood – Westbrook etc.	these rely on Council funding. Comment noted. This aim is covered by the longer Term Action include 'Work with partners to explore opportunities to improve cross town journeys; making them simpler, easier and quicker and investigate the feasibility of creating orbital and cross-town bus routes.'
Consideration needed regarding bus services from outside the borough, particularly morning and evening commuter journeys. Also – need to consider train travel onwards beyond Manchester across Trans Pennine routes.	Comments noted. Cross boundary trips and importance of in/out commuting is referred to in Managing Motorised Travel and Smarter Choices themes. Consideration being given to further explicit wording in Public Transport theme. However most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding. Policy PT9 sets out in relation to rail: 'Seek to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight services'.

<b>Question 4a: Have we identified the necessary policies for Managing Motorised Travel? If no, please specify</b>	
<b>Comments</b>	<b>Response:</b>
Congestion also needs management to alleviate complete gridlock in villages. An effective isolation within the village.	Comment noted. Congestion on transport networks reflects an imbalance between capacity and demand. The 'Managing Motorised Travel', 'Smarter Choices' and 'Network Management' themes will help us address congestion.
Consider lane prioritisation for multi occupancy cars.	Comment noted. Page 45 includes the short term action 'Use the results of these audits to develop 'Route Management Plans' for key highway corridors which include proposed low-cost / short-term actions to address congestion, improve working efficiency of the network and improve conditions for public transport and active travel users'.
Mersey Gateway. What is policy to deal with this?	Comment noted. Reference to the Mersey Gateway and joint work with Halton BC will be made in the final draft LTP3.
Paragraph 4.1.6 Strategic Park and Ride proposals, whilst providing	Comment noted. Work to date has included detailed consultation with the

potential opportunities for modal shift, detailed examination of any proposals will need to be undertaken in partnership with the Highways Agency.	Highways Agency.
Policy statement needed relating to 4.16 on page 21 'seek to establish transport interchanges at suitable motorway exits to link local transport to longer distance coach travel on motorways.	Comment noted. Additional policy is being considered.
Runcorn bridge effect.	Comment noted. Reference to the Mersey Gateway and joint work with Halton BC will be made in the final draft LTP3.
Too restrictive see first comment to question 1.	Results from the online surveys cannot be traced back to individuals so unfortunately we cannot identify your specific previous comment.
Your own report shows a significantly higher car ownership and use in Warrington than both nationally and locally. Perhaps recognise this and support the motorist, instead of persecuting him/her? In particular, I find this 'Key Challenge – Break the link between car/vehicle availability and automatic choice of this mode for journeys' absolutely horrific. You want to deliberately stop our freedom to use our cars that we pay a fortune to run and maintain? Get a grip!	Comment noted. The key challenge on page 23 refers to the challenge of increasing awareness of travel options and demonstrating the possible benefits of changing some travel behaviours. Paragraph 4.12 in the draft LTP3 refers to '...the growing recognition that for some users and for some journeys, the car will remain a necessary form of transport'.
Good bus services = less car usage.	Comment noted.
Use of parking meters – street parking.	Comment noted.
Reducing the need to travel by car is an important theme within LTP3. Linking the actions in the Managing Motorised Travel section to the Smarter Choices policies is key to achieving this. Providing guidelines for parking provision at new developments is highlighted within the document. In St Helens car parking standards for new developments have been included in the Supplementary Planning Document 'Ensuring a Choice of Travel'. They aim to provide sufficient parking for cyclists, essential motor vehicles and people with disabilities and, where appropriate, encourage less on-site and commuter parking where there are alternative modes such as public transport to meet the demand. Working with partners plays a vital role in developing freight and Heavy Goods Vehicles Strategies for LTP3. The Merseyside Transport Partnership has successfully engaged with the freight industry through a 'Freight Quality Partnership' approach. The work of this group has been used to inform the Freight Strategies of LTP2 and LTP3. The Partnership have also been working on a bid for 'Plugged in Places' funding which will provide charging points for electric motorised vehicles across Merseyside. Rolling out such infrastructure on a large scale is	Comment noted. Warrington has a similar supplementary planning document. The Managing Motorised Transport theme includes the short-term action to 'Provide advice on desirable standards for parking and major new developments for inclusion in the Local Development Framework (LDF)'.  Comment on the Freight Quality Partnership noted. Working with existing Freight Quality Partnerships in neighbouring Merseyside and Greater Manchester will be considered when implemented LTP3.  We acknowledge the final statement referring to rolling out charging infrastructure on a large scale being a longer term action.

seen as a longer term action.	
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<b>Question 4b: Do any of the policies for Managing Motorised Travel need amending or rewording? If yes, please specify</b>	
<b>Comments</b>	<b>Response:</b>
All	Comment noted.
Drop the A49/A50 lights scheme. Very poor history in development of traffic light schemes (see Westbrook & Calver Road).	Comment noted. Public consultation on the A49/A50 scheme was carried out during January/February 2010 as part of LTP2 and this demonstrated strong public and stakeholder support for the scheme.
MT6 – the need to include the impact of the bridge closures on traffic movement / increase in carbon emissions from stationary traffic.	Comment noted. The essence of this comment is included in the existing MT6 policy.
MT6 at end add ... or reduces congestion on local roads.	Comment noted.
This is a disgrace – Break the link between car/vehicle availability and the automatic choice of this mode for journeys.	Comment noted. The key challenge on page 23 refers to the challenge of increasing awareness of travel options and demonstrating the possible benefits of changing some travel behaviours. Paragraph 4.12 in the draft LTP3 refers to ‘...the growing recognition that for some users and for some journeys, the car will remain a necessary form of transport’.
Reduce congestion through reducing major signalled cross roads through introduction of one-way system ie Wilson Pattern – Midland Way – Mersey St.	Comment noted.

<b>Question 5a: Have we identified the necessary policies for Smarter Choices? If no, please specify</b>	
<b>Comments</b>	<b>Response:</b>
Add 'Develop facilities for secure bicycle parking in the Borough, including in town and local centres, schools, transport interchanges and rail stations'	Comment noted. This is already a longer term action proposed under Active Travel 'Work with partners to improve cycle parking facilities in key public places, with priority being given to the following locations: Warrington Town Centre; Public Transport Interchanges; Schools.'
Maintenance of pathways.	Comment noted.
Need to consider [the] increasing need to travel longer distances for work etc, 60 mile commute is not uncommon anymore but public transport is often far more cumbersome at all stages of the journey than using a car.	Comment noted.
Needs to be more business/workplace focused and look at distribution centres. Use to demonstrate financial and carbon savings for business – different viewpoint to schools.	Comment noted.

People want to use their cars, accept that, then manage accordingly, instead of trying to follow a flawed doctrine that cannot work, and that people do not want.	Comment noted.
SC1 also engage and work in partnership with the Bridgewater Canal Trust to promote access by sustainable travel and the creation of new routes such as the Bridgewater Way as a shared Permissive route.	Creation of new routes is covered by the Active Travel theme.
Use of voluntary schemes as Chester.	Comment noted.
Smarter choices will play an important role in LTP3 to encourage people to change their travel behaviour and make greater use of sustainable transport. The planning system has a key role in securing Travel Plans and encouraging development which is accessible by walking, cycling and public transport. In order to ensure that new developments are built in accessible locations, St Helens has recently adopted 'Ensuring a Choice of Travel Supplementary Planning Document'. This has been developed to provide consistent guidance to developers on access and transport requirements for new development. It will be a material consideration in the determination of planning applications. All new developments must be accessible by walking, cycling, public transport, powered two-wheeled, cars and service vehicles. The exact requirements for new developments will vary dependant on their type, size and location. St Helens Council welcome the opportunity to work in partnership with Warrington in the longer term 'to influence travel behaviour and encourage use of sustainable travel modes for cross boundary journeys starting or ending in Warrington' - as the document sets out.	Comment noted. Warrington has a similar supplementary planning document. The Managing Motorised Transport theme includes the short-term action to 'Provide advice on desirable standards for parking and major new developments for inclusion in the Local Development Framework (LDF)'.

<b>Question 5b: Do any of the policies for Smarter Choices need amending or rewording? If yes, please specify</b>	
<b>Comments</b>	<b>Response:</b>
SC3 add 'and to facilitate tele-working and tele-conferencing to reduce the need to travel.	Tele-working and tele-conferencing are individual activities which may form part of Travel Plans; others activities include encouraging use of walking, cycling, public transport and car sharing. We propose to keep original wording as it is less prescriptive and enables organisations to develop Travel Plans according to their specific needs.
All of it. Car is King.	Comment noted.
Please see above.	Results from the online surveys cannot be traced back to individuals so unfortunately we cannot identify your previous comments.

Road safety education needed.	Covered by SS1 and SS4 in Safety & Security. Safety & Security includes the short term action 'Develop and implement specialist road safety education, training, and publicity to target at-risk groups in Warrington.'
Stronger links to Local Plan so Local Plan & developers can actually deliver for the council so it is resource neutral.	Comment noted.
Limit parking by school/community gates?	Comment noted.
Smart cards.	The longer term actions under the Public Transport theme in the draft LTP3 include: 'Identify opportunities to encourage ticket interoperability and explore the potential contribution of electronic technology such as smartcard ticketing'.

**Question 6a: Have we identified the necessary policies for Safety & Security? If no, please specify**

Comments	Response:
20mph and lit cycleways please.	The draft LTP3 policies were developed prior to the Executive Board decision on 20mph limits and we agree that it would be helpful to add a policy on 20mph limits. We propose the following wording which is in line with the Executive Board decision:  'Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long term roll out of 20mph speed limits across the whole of the Borough'. Comment on 'lit cycleways' noted.
Identify street lighting that can be switched off/dimmed to save energy / carbon costs.	Comment noted.
No, your insistence in putting pedestrian and cycling initiatives before everything has led to increased safety issues. Again Westbrook lights are now a much more dangerous and congested place than when there was a roundabout there which both acted as a natural chicane so slowing traffic, and kept congestion to a minimum.	View noted.
Terrorism.	Comment noted. Consideration is being given to amending the wording of SS8 to read 'Seek to reduce the opportunities in the transport environment for terrorism, crime, and antisocial behaviour through careful design of highway and transport schemes'.
Cycle Proficiency scheme. Road/Street lighting.	Bikeability (cycle proficiency) is covered in the draft LTP3 under the Smarter Choices theme. Comment on Road/Street lighting is noted.
P36 Introduction of 20mph speed limits i.e. residential streets "where	Comment noted. The draft LTP3 policies were developed prior to the

appropriate" needs more detail definition – if too many 20mph streets are created this will add to traffic congestion and CO2 emissions. 20mph requires 2 <sup>nd</sup> gear in modern cars.	Executive Board decision on 20 mph limits and we agree it would be helpful to add a policy on 20mph limits. We propose the following wording which is in line with the Executive Board decision: ‘Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long term roll out of 20mph speed limits across the whole of the Borough’.
Improvements in safety & security on the transport network will continue to be a challenge during LTP3. In seeking to improve overall safety and security partnership working with agencies such as the police, the Highways Agency, public transport operators and local communities will be key. The multi agency Road Safety Partnerships have been successful during LTP1 and 2. Ensuring that the partnerships continue to make progress throughout LTP3 may prove a challenge in light of recent potential changes to they way they are structured and funded. (St Helens Council)	Comment noted. Short term actions under the ‘Safety & Security’ theme include: ‘Work with partners to continue the success of Cheshire Safer Roads Partnership, including the establishment of a ‘Northern Road Safety Group’ to reflect Cheshire Constabulary and Cheshire Fire and Rescue organisational structures’.

<b>Question 6b: Do any of the policies for Safety &amp; Security need amending or rewording? If yes, please specify</b>	
<b>Comments</b>	<b>Response:</b>
20mph on residential routes is fine, we all accept that. 20mph on arterial routes like Long Lane are not fine. Nor are 30mph on Cromwell Avenue (eastern end). Set appropriate limits and drivers will respond, set stupid limits and drivers will become frustrated and more accidents happen.	Views noted.
SS5 – Should refer to 20mph speed limits on roads around schools.	20mph limits around schools were trialled in Warrington during LTP1 with very limited success and there are no current proposals to re-introduce 20mph limits specifically to schools under LTP3. The draft LTP3 policies were however developed prior to the Executive Board decision on 20mph limits in residential areas and we agree that it would be helpful to add a policy on 20mph limits. We propose the following wording which is in line with the Executive Board decision: ‘Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long term roll out of 20mph speed limits across the whole of the Borough’
Terrorism.	Comment noted. Consideration is being given to amending the wording of SS8 to read ‘Seek to reduce the opportunities in the transport environment for terrorism, crime, and antisocial behaviour through careful design of highway and transport schemes’.

Include voluntary schemes to enhance resource limits of money.	Comment noted.
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<b>Question 7a: Have we identified the necessary policies for Asset Management? If no, please specify</b>	
<b>Comments</b>	<b>Response:</b>
Consider when repairing roads [use of] low noise road surfaces. Surfaces to withstand higher temperature fluctuations for long term cost savings and to reduce particulate emissions from road surfaces. Highlight importance of road repair quality for reducing accidents and insurance costs/claims.	Comment noted.
Priority for bringing up roadways to acceptable level of maintenance.	Comment noted. This is already covered by AM2 'Seek to maintain and improve transport assets on strategic, primary and freight networks in accordance with the Warrington Transport Asset Management Plan (TAMP).
Reduce waste through better planning i.e. Westbrook Ads fiasco.	Comment noted.
In order for the other goals/areas of the LTP3 to succeed it is vital to maintain the local highway network and transport infrastructure through the TAMP process. This is particularly relevant in light of the recent funding cuts announced to maintenance funding received from Central Government. It is important that investment made in LTP1&2 is kept fit for purpose and this investment not undermined by not maintaining the asset. (St Helens Council)	Comment noted.

<b>Question 7b: Do any of the policies for Asset Management need amending or rewording? If yes, please specify</b>	
<b>Comments</b>	<b>Response:</b>
All need more doing, less reviewing.	Comment noted. Wording of the policies is being considered and where appropriate will be changed to reflect a firmer commitment to action.
There needs to be a smarter and quicker way to deal with 'minor' complaints – potholes and blocked drains – before they become serious.	Comment noted.
Ensure value for money through in-house repairs, being less reliance on contractors.	Repairs to transport assets particularly on the highway often require specialist equipment, large-scale plant, and considerable traffic management to conform to the legal standards for working on the highway. Warrington Borough Council does not have the resources to undertake this type of work in-house.

<b>Question 8a: Have we identified the necessary policies for Network Management? If no, please specify</b>	
<b>Comments</b>	<b>Response:</b>
Need doing policies.	Comment noted. We will review the wording of the policies and where appropriate, change to wording to be a firmer commitment to action.
Traffic management is seen by the HA as a key measure to ensure cross border / cross jurisdiction trips are completed as expediently as possible. It is therefore vital that Warrington and the Highways Agency have built upon the existing linkages to each others traffic control capabilities. Indeed whilst incidents on the motorway can impinge upon the local highways, the vice-versa situation can also happen. In essence the aim should be that through aligned network management across highway boundaries, the customer experience appears seamless. It is also important to understand network management from a non-motorist viewpoint. For example there could be a major benefit to public transport users through such techniques, especially when aligned with bus priority measures. Maybe the focusing on people throughput on the congested corridors rather than traffic volumes would help this approach.	Warrington is fully committed to ongoing liaison and continued partnership working with the HA, as evidenced by our recent signing of a memorandum of understanding regarding emergency routing. We also propose to continue to discuss methods by which our UTMC systems could work in conjunction with the He's to ensure seamless provision of information to the road user. We will review wording of the LTP3 to formally state this commitment.  Agreed that measurement of average journey speeds per person and total 'People throughput' would be a pragmatic and helpful measure of congestion and relative success in achieving multi-modal targets. However, it would be difficult to adopt this method of measurement as a policy as the cost of data collection would be prohibitively expensive to maintain as part of a committed and ongoing monitoring programme. It is proposed to deliver a programme of route management plans during LTP3, and an initial baseline data collection phase within this process is likely to include measurement of people movement by all modes. This element of performance will therefore be utilised, but is unlikely to be deliverable as a policy element during LTP3.
Operational delivery plan should be for 12 months – strategic plans to 2030 should be scrapped as they waste money to produce and are unrealistic.	View noted. Short term plans tends to lead to a 'reactive' approach and solving of problems only once they have become well-established. Planning for the future is more proactive and can seek to prevent the problems arising in the first place or minimise their impact.
The network management policies are sound however we recognise that funding and resource issues may impact on how these are implemented in the short term. (St Helens Council)	Comment noted.

**Question 8b: Do any of the policies for Network Management need amending or rewording? If yes, please specify**

Comments	Response:
All.	Comment noted.
NM1 – To avoid traffic congestion, swing bridge closures should avoid peak traffic times.	Warrington Borough Council has no direct control over the operation of the swing bridges; these structures are owned, operated and maintained by the owners of the Manchester Ship Canal (Peel Ports). There is however a Memorandum of Understanding between the Council and Peel Ports which seeks to minimise the traffic impact of bridge swings and reference will be made to this in the final LTP3.
NM3 add ‘with Local Transport (buses, taxis, motorcyclists and cyclists) being prioritised to ensure quick and punctual journeys.	When the term traffic is used in Network Management it is taken to mean all road users including public transport, pedestrians and cyclists. We will make this clear in the final LTP3.
Review traffic light efficiency.	Comment noted. This is already covered by the Longer Term Action ‘Seek to improve the efficiency of traffic flow on the principle road network through ongoing development and pro-active use of the Urban Traffic Management Control (UTMC) system.
Under NM2 can you add ... for all highway users including pedestrians and cyclists. Relieving vehicle congestion can lead to a poorer environment for pedestrians and cyclists.	All highway users are taken to include pedestrians and cyclists. We will make this clearer in the final LTP3
Plans for today not the future – better action today will automatically benefit the future.	View noted.
Too many parking restrictions and ‘no waiting’ restrictions will tend to drive people away from Warrington to other towns.	Comment noted.

**Question 9c: Do you agree with the proposal to allocate some funding for Neighbourhood Co-ordination Areas to support them in achieving small-scale transport improvements. If no, please specify**

Comments	Response:
Achieves nothing.	Comment noted.
All funds should be centrally controlled to reduce overheads.	Comment noted.
Loss of central benefits, open to abuse.	Comment noted.
The allocation of funding to Neighbourhood Co-ordination Areas would enable local people to influence decisions within their own area. Such a process would link into the Coalition Government’s policies on ‘localism’ and the ‘Big Society’. The funding would be useful for small scale pedestrian improvements to local areas such as dropped crossings, tactile paving, improvement to bus stops and cycle lanes etc. In St	Comment noted. The Active Travel theme includes the short term action to: ‘Carry out audits of key links on the pedestrian network with the aim of identifying physical deterrents to walking and developing measures to address these. Priority will be given to the following locations: routes within and linking to Warrington town centre; routes to/from public transport interchanges; and routes within and linking to district centres’.

Helens officers undertake pedestrian audits at local centres in conjunction with local groups to identify potential, small scale works such as these. (St Helens Council)	
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**Question 10: Do you support the proposal that in the absence of any events which would otherwise trigger a review of LTP3 that we undertake a public consultation every 5 years to reconfirm the policies set out in this document? If no please specify.**

Comments	Response:
Annual.	
As public opinion on the need to avoid climate change and on the attitude to car usage in view of rising oil prices, policy should be reviewed more frequently, suggest every 3 years.	Comments noted. The majority of comments suggest that a timescale shorter than 5 years for review of the LTP3 is favoured.
Initially the first review should be shorter in 2 or 3 years to take into account more details on funding and national political policy as objectives in reality may be forced to be changed.	
Review with public annually as such a major proposal needs outside audit from the public.	
The timescale should be shorter, say 2 to 3 years; due to the economic climate, the level of resources available, and importantly the impact of climate change on both infrastructure and its use, and the need to increase sustainability and sustainable modes of transport.	
The timescale should be shorter, say 2 to 3 years due to the fluctuating economic climate, the level of resources available and the impact of climate change on both infrastructure and its use, and the need to increase sustainability and sustainable modes of transport.	
Working groups in neighbourhood co-ordination areas should be given availability of experts to discuss and form local area updates making 5 year consultation unnecessary.	Neighbourhood Co-ordination Area Boards played a key part in our consultation strategy for the draft LTP3 and we will continue to involve them when updating the document.
We agree that public consultation is necessary throughout LTP3. Consultation every four years rather than five may be preferable as this would coincide with the timescales of the Implementation Plans and the decisions made by government on future funding settlements. (St Helens Council)	Comment noted.

**Question 11: Do you have any additional comments to make on the draft Local Transport Plan Strategy?**

Comments	Response:
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Excellent document, well planned and presented. Lack of clarity on funding makes it difficult to commit fully to many objectives.	Comment noted.
<p>Friends of the Earth sees that the LTP3 process provides a great low cost opportunity for LTAs to kick-start a revolution in travel in their areas which will enhance health, quality of life and deliver environmental benefits. Foe believes that LTAs should:</p> <ul style="list-style-type: none"> <li>(1) Prioritise Smarter Travel Choices (STC) packages in LTPs</li> <li>(2) Bid to the DfT Local Sustainable Transport Fund for funding to support these packages</li> <li>(3) Seek out appropriate partnership opportunities with business, statutory agencies like Health Trusts and the third sector to help deliver STC packages in LTPs</li> <li>(4) Ensure that LTPs contain appropriate complementary small capital schemes like 20mph speed limits, cycle parking and cycle priority that will further enhance the benefits of STC packages.</li> </ul>	Comments noted.
Improving the Network Management through Stockton Heath to avoid unnecessary delays/congestion due to swing bridge closures. Improve traffic flow by better integration of traffic signals with additional filter arrows as required (e.g. Fairfield Rd / London Rd). The Parish Council is concerned that the new tolled Mersey Crossing will encourage more traffic (especially HGVs) through the area. Plans to alleviate need to be formulated and coaxed now. Ongoing parking concerns for the Stockton Heath District Centre and the surrounding residential areas which will need consideration or better management in the coming years.	Comments noted. Issues raised are consistent with policies proposed for Managing Motorised Travel and Network Management. Reference to the Mersey Gateway and joint work with Halton BC will be made in the final draft LTP3.
More needs to be made of the cross over and links between each policy. For instance the benefits to health and wellbeing should be emphasised not just in Active Travel but also Smarter Choices. Air Quality improvements need to be linked with the health agenda in the same way. For instance, network management can help improve air quality which in turn will improve health. This will give more weight to each policy rather than appearing to operate in isolation. In addition, with potential major funding cuts a realistic approach must be made as to the delivery of policies. Asset management must take priority due to, if there is not a well maintained network to start with then additional improvements will be impossible or have a reduced effect. Shortcuts in the quality of asset management will only have increased long term costs.	Comment noted.

<p>More of a 'drive' (excuse the pun!) to deter car use from an early age in primary school e.g. Yr 6, and encourage use of public transport, cycling and walking, would hopefully deter the standard for young people to start driving as soon as they hit 16. Community cycle projects, and a focus on learning and using public transport whenever possible would help this. People should also have greater support to learn how to maintain and use cycles on a regular basis. All too many adults buy cycles without a clue how to maintain them beyond a basic puncture.</p>	<p>Comment noted.</p>
<p>Please, please, please, stop spending millions on prioritising cyclists. (I cycle myself but would never commute to work on a bike). It is a tiny proportion of travellers overall, and no matter how hard you bully people, they are not going to ditch their cars. Please accept that, and start to work towards improving journey times, instead of hindering them with nonsense like the lights at Rockledge and Westbrook traffic lights.</p>	<p>Comment noted.</p>
<p>Stop comparing Warrington with Liverpool/Manchester. There is no comparison and it is irrelevant. A lot of people living in Warrington work there and thus we need to look at movements in and out of the borough as well as through it.</p>	<p>Comment noted.</p>
<p>The Bridgewater Canal Trust comprising the Bridgewater Canal Company and Warrington Council together with all the local authorities along the waterway is currently constructing and promoting the new Permissive shared routes 'the Bridgewater Way' known as regional route 82, this will be a 40 mile shared path along the canal. To date 15 miles of the routes have been completed in Wigan, Salford, Trafford and Halton. The Canal Trust is currently proposing to make a start in Warrington and is working with partners in establishing a Steering Group to progress this. The Trust would welcome the inclusion of the Bridgewater Way proposal RR82 in the Warrington LTP3. The inclusion of this regional proposal would help to make a start in Warrington, complete the whole route, and also make proper managed provision for cycling which takes place unofficially on the towpath in Warrington at present. On completion, the Bridgewater Way RR82 would then become part of the Warrington Greenway network.</p>	<p>Comment noted. Additional text proposed on Bridgewater Way in final draft LTP3.</p>
<p>The LTP does not go into any detail regarding the Air Quality impacts of transport in Warrington. It does not appear in any of the policies put forward or any of the short and longer term actions.</p>	<p>Comment noted. We are currently consulting locally on the draft Air Quality Management Plans which are being developed as part of LTP3 and reference will be made to these in the strategy document of the final draft LTP3.</p>
<p>Very poor document very negative no foresight no solutions all problems</p>	<p>Comment noted.</p>

needs rewrite with practical priorities to reduce congestion and pollution stop ignoring the car as it is here to stay and must be positively managed not treated as a cash cow or as a blot on the landscape.	
Wrong priorities.	Comment noted.
You quote the Birchwood Park Strategy as a success – even this could be improved dramatically by putting in proper designated cycleway advertised off the main roads if necessary. Should be a town to Birchwood cycleway to help reduce congestion.	Comment noted. Investment currently being made in cycle links to Birchwood from the west.
The plan does not take into account car usage is dependent on weather conditions – cycling/walking in adverse weather is not an option. Bus usage depends on availability of service – distance home to bus stops – frequency of services – council policies borough transport reduction of service is contrary to aims of transport. Ran without co-ordination of policy money that could be used to enhance the plan is wasted -	Views noted.
The Council would be grateful if you could take the views above into account in formulating the final LTP3 Strategy. (St Helens Council).	Comment noted.

## Appendix 5: Comments submitted via Public Summary survey form

Comments	Response:
Far too much emphasis on public transport and unrealistic assumptions that people can or – will want to – walk or cycle to the shops in all weathers. No mention of road improvements to enable car drivers – who pay more than any other road users – to actually complete their journeys in reasonable time.	Comment noted. Road and journey time improvements are solutions that will help us improve network efficiency and appear as actions under Network Management. Page 49 of the draft LTP3 Strategy also provides a summary of the A49 Winwick Road / A50 Long Lane junction improvement scheme which will be a key part of the Implementation Plan for the early years of LTP3.
Far too simplistic.	Comment noted.
Disabled car parking facilities need to be addressed – there are not enough spaces.	Table 4.2 includes the short term action to review the provision for disabled parking in Warrington with the aim of ensuring there is an appropriate supply of spaces.
Network and Asset Management are the same.	Asset Management focuses on maintaining the physical assets that make up our transport networks. Network Management is about the operation of our transport networks and how we can make them operate more efficiently.
I cannot define 'Neighbourhood Co-ordination Areas' therefore no. It would seem to me to be the sole responsibility for asset / network management group.	Comments noted.
What is neighbourhood co-ordination?	Comments noted.
Local with loudest noises and best contacts will implement selfish choices – these will probably not be best for local area e.g. money in Peel Hall Park but none in Enfield Park!	Comments noted.
The 'Neighbourhoods' are not really representative and haven't a clue about spending resources effectively, but think they do: big society nonsense.	Comments noted.
What will they do? Sounds like another talking shop where a few self-selecting local people and/or councillors will propound their own views. Any available cash should be spent on services, be that road maintenance, bus service subsidies / traffic lights or whatever, not on bureaucracy that is unnecessary.	Comments noted.
Loss of benefit of central management.	Comments noted.
Small actions miss big plan.	Comments noted.
The amount which each area could receive would not enable any	Comments noted. There is a possible risk that LTP3 funding on its own

Comments	Response:
worthwhile improvement to take place.	might not be sufficient to afford the desired improvements however Neighbourhood Area Boards could be successful in securing match funding from other sources to enable improvements to go ahead.
The funding will be very small and will have little impact. All pooled together it may have a greater impact.	Comments noted. There is a possible risk that LTP3 funding on its own might not be sufficient to afford the desired improvements however Neighbourhood Area Boards could be successful in securing match funding from other sources to enable improvements to go ahead.
Transport is a borough wide issue and cannot be tackled piecemeal by local interest groups.	Comments noted.
Will have very little uptake.	Comments noted.
1. You should have given your guidance, not left it to the public 2. Priority must be better, clear roads with fewer obstructions especially with new Runcorn Bridge 3. Learn to live with the car – it is here to stay.	1.The DfT 'Guidance on Local Transport Plans' makes it clear that we have both a duty to consult stakeholders when formulating plans and involve citizens in local decision making and service provision. 2. Reference will be made in the final LTP3 to the Mersey Gateway scheme. 3. View noted.
At a time when cuts are needed, was it really necessary to spend so much money on 'glossy magazines'?	Both the Public Summary and Strategy documents were created and printed in-house at the Council. We tried to keep costs of producing these materials down as much as possible but at the same time ensure that they were effective in consulting with stakeholders and the public.
Bite the bullet – tell the people that they cannot have all the road space that they think they need, it is impossible then impose the alternatives. The sooner we adopt the 'continental stance' the better – we are 'dragging our feet' again.	Comment noted.
Improve car parking spaces for the disabled – more please. Restrict extra large vehicles from using single lane roads. Increase warning signs with regard to speed / speed limit.	Table 4.2 includes the short term action to review the provision for disabled parking in Warrington with the aim of ensuring there is an appropriate supply of spaces. Policy MT4 seeks to ensure that Heavy Goods Vehicles (HGVs) use appropriate routes in the borough. Comment regarding speed limit signs noted.
Plans regarding the anticipated 30% increase in traffic on Chester Road once the new Runcorn Bridge is completed – both of which will be toll. People travelling to Merseyside from south Warrington will travel through Warrington rather than pay a toll fee increasing traffic volume further.	Reference to the Mersey Gateway and the joint working with Halton BC will be made in the final draft LTP3. The Council has signed a Memorandum of Understanding with Halton BC within which arrangements have been agreed for mitigation measures should traffic levels exceed agreed expected levels. The levels of traffic expected to divert through Warrington as a result of the imposition of tolls

<b>Comments</b>	<b>Response:</b>
	is no more than 4% across the day. The 30% figure refers to predicted growth in all traffic (irrespective of the Mersey Gateway scheme) between 2006 and 2030.
Sort out parking issues on Warrington Road WA5 2RX. Stop the speed cameras. Deal with real issues.	Comments noted.
The disused railway line from Arpley to Stockport Road / Grappenhall / Thelwall should be converted into a 'motorway' with a tidal flow i.e. into town in the morning and out of town in the evening. This would relieve congestion at Bridge Foot and in Lachford when the bridge swings; this should have been done years ago.	Comment noted.
The freedom of car ownership will still drive people's behaviours, need to work on schemes to reduce number of short journeys especially at peak times e.g. commuting to/from work and school.	Comment noted.
There needs to be active support for Greenways and Quiet Lanes. Park and Ride should not be on Green Belt or green field sites. Existing parking areas which are underused but near bus stops could be promoted as park and ride. Housing which is blatantly aimed at commuters – i.e. next to motorways should be opposed.	Comments noted.
Transport planning is a 'nightmare' especially the unexpected 'cut-backs' from Government but if Transport Managers / Council keep updated they can plan economically and realistically but it is a difficult task, especially when 'reviewing' the future needs.	Comment noted.
Warrington is a great place to shop and socialise but congestion at Bridge Foot is still a problem. There should be more bus/taxi/disabled car user only areas and lanes.	Comment noted. Short term action under Network Management to 'Review existing policy and provision of selective priority (bus lanes, bus/taxi lanes, bus gates, cycle lanes etc) to ensure that they are both appropriate and effective'; this review may also highlight where provision needs to be created or extended.
Who on earth thought building a load of development on Arpley Meadows was a good idea? One flood will wash away such aspirational stuff and remove the need for unachievable transport schemes.	Comment noted.
Yes; Earlestown-Newton-le-Willows train station needs a bridge putting up for people in wheelchairs & people with prams. You can't get on platform 2-3-4 if you have one.	The Council has in the past contributed some LTP funding towards station improvements within Warrington but is unlikely to be in a position to offer future funding to station improvements outside the Borough such as Earlestown and Newton-le-Willows.
Why the emphasis on restricting car use when your own figures prove that this is the mode of choice of the majority of borough residents? Why	Comments noted. Taxis are available to the general public and journeys can be made on

Comments	Response:
are taxis classed as public transport? They operate solely for profit and frequently move around the borough empty of passengers – contributing more to congestion than private cars. Why no specific proposals for road improvements? Why no request for suggestions from members of the public who, unlike many council highways staff, actually live in the borough and understand its roads. Or even any recognition of the disastrous mistakes WBC's highways department has made in the past, and what they intend to do to rectify them?	payment of a fare in a similar way to local bus services and rail services. Taxis, rail services and most local bus services are all provided on a commercial basis by their operators and hence operate for profit. Page 49 of the draft LTP3 Strategy also provides a summary of the A49 Winwick Road / A50 Long Lane junction improvement scheme which will be a key part of the Implementation Plan for the early years of LTP3. Question 5 gave all respondents the opportunity to submit any further comments; some have included suggestions for schemes in their responses.
It is impossible to answer this as I don't know what the priorities are and I can't find them. I can't go back to review my answers either.	Comment noted.
Mostly rubbish worst piece of proposals I have seen. Mostly negative and no forward looking ideas, priorities totally wrong and no effort to identify and remedy Warrington travel and transport problems. Marks out of ten ...one, needs complete rewrite by independent author who appreciates problems with congestion, pollution and possible lack of funding. Someone with common sense in allocating funding to solutions that will work and not to fanciful theories or political bias.	View noted
Active Travel and Smarter Choices are waste of money. Provide facilities that work and above not needed.	Comments noted.
Active Travel and Smarter Choices are waste of money. Provide facilities that work and above not needed.	Comments noted.
A change in town centre transport is needed to encourage and facilitate Active Travel plans.	Comment noted.
Off-road pathways are essential for movement of foot & cycle traffic and need to be maintained and increased. For the car user, too much road space has been removed to the detriment of traffic flow. Please redress the balance.	Comments noted.
There needs to be active support for Greenways and Quiet Lanes. Park and Ride should not be on Green Belt of green field sites. Existing parking areas which are underused but near bus stops could be promoted as park and ride. Housing which is blatantly aimed at commuters – i.e. next to motorways should be opposed.	Comments noted.
Integrated transport needs to have a higher priority.	Comment noted.
Public transport should be named 'Integrated Public Transport' so that	We propose to retain the section heading 'Public Transport' but are

Comments	Response:
there is a co-ordinated service linking the buses, trains etc to best effect for communities.	considering increasing the emphasis on integration within the policies and actions.
A good time to change buses from WBT to Arriva. They manage many Warrington & North West routes. Warrington should join in or reinstate Sunday evening bus services.	The majority of bus services are run by operators on a commercial basis and WBT, Arriva or any other bus operator can provide bus services to/within Warrington as long as the services are registered with the North West Traffic Commissioner. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover this. Sunday evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding.
An absolute joke. There should be much more investment in public transport, creating new cross-boundary links, improving the viability of marginal and subsidised bus services through promotion. Instead you've decimated the local bus subsidy budget, made all the travel centre staff redundant claiming to be able to do it cheaper online – and then you go and launch a new council website that doesn't feature any information about public transport options at all. Pathetic.	Comments noted.
Buses should run more frequently in the evening as lots of people want to do xmas shopping – maybe just for the xmas period only.	Comments noted. Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding.
I have problems on Sundays when I need to catch a bus to church in Penketh from Sankey Bridges or to the train station with luggage. I believe there is only 110 Arriva bus at present on Sunday.	Comments noted. Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding.
Improvements in frequency of evening bus services are needed particularly to outlying areas e.g. Stretton, Culcheth, Appleton.	Comments noted. Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control

Comments	Response:
	over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding.
It is time that Sunday evening buses in Warrington are re-instated. Why should people have to either stay in during the evenings or have to pay taxi fares to go out? Places that should be served – Thelwall, Grappenhall, Lymm, Altricham. Main outskirts of Warrington – Stockton Heath, Birchwood, Orford, Woolston, Penketh, Latchford, Winwick etc.	Comments noted. Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding.
Why did they stop buses on a Sunday evening? People can't get to church or hospital visiting. You don't think of people who haven't got transport.	Comments noted. Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding.
Sunday bus services should be brought back to the Penketh area.	Comments noted. Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding.
Impressed by electronic signs telling when buses are due. I don't enjoy walking into town down Manchester Road. Bus station can be difficult for blind people.	Comment noted.
People like myself who have learning difficulties should have extra support, making sure they get right buses, and help because something	Comment noted. Warrington currently provides Independent Travel Training for a range of specific needs. Call WBC on 01925 443322 and

Comments	Response:
<p>on buses and places I can't read.</p> <p>The public transport system is largely radial, linking around and between outlying areas should be given a higher priority. I consider the withdrawal of Sunday bus services to be a retrograde step.</p>	<p>ask for the Specialist Passenger Transport Unit for more information.</p> <p>Longer term action listed under Public Transport to 'Work with partners to explore opportunities to improve cross town journeys; making them simpler, easier and quicker and investigate the feasibility of creating orbital and cross-town bus routes.</p> <p>Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services. Sunday and evening bus services are often not commercially viable and with limited budgets, many councils including Warrington are finding it difficult to maintain service levels where these rely on Council funding.</p>
<p>With the closure of Woolston High School, the parents in the Woolston area are having to choose another option. One of the preferred choices is Birchwood High. Unfortunately there is no bus service between the Woolston/Martincroft area and Birchwood. This is leading to extra traffic travelling into the Birchwood area at peak times as well as putting children in danger as many are having to walk to and back during the dark winter evenings. I feel Woolston should have a bus service to Birchwood as it would serve the community as a whole as many people commute, learn and shop in this area.</p>	<p>Most bus services are provided on a commercial basis by their operators and Warrington Borough Council has no direct control over them. The Council has the power to secure socially necessary bus services through competitive tender but has only a small budget to cover the cost of providing these services.</p> <p>The council has no duty to provide a bus service between Woolston and Birchwood High as Lysander High (formerly Padgate High) is designated as the nearest alternative school.</p> <p>However, the council has been working with partners in an attempt to find the resource to provide the service suggested although to date this has not been possible.</p>
<p>Safety and Security also needs to include traffic signals. These are often inconvenient to use for pedestrians as they are too narrow; green phases are often too short for people to cross safely (e.g. the elderly, prams, small children etc)</p>	<p>Policy SS3 'Ensure that road safety benefits are a consideration in the promotion of all highway improvements' will help ensure that the needs of pedestrians are considered when replacing or renewing traffic signals.</p>
<p>Why is there no mention of making roads safer for pedestrians? I can't cross the road because the lights don't have filters for pedestrians. Try crossing a pram or a wheelchair – you can't! We have the fittest pedestrians in the NW cos they have to run to cross the road. Have you tried crossing the road by the island at Cockhedge, it's impossible in the rush hour and it's the same by Dunelm Mill. Why are pedestrian lights on the wrong side of the road?</p>	<p>Policy SS3 'Ensure that road safety benefits are a consideration in the promotion of all highway improvements' will help ensure that the needs of pedestrians are considered when replacing or renewing traffic signals.</p>





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