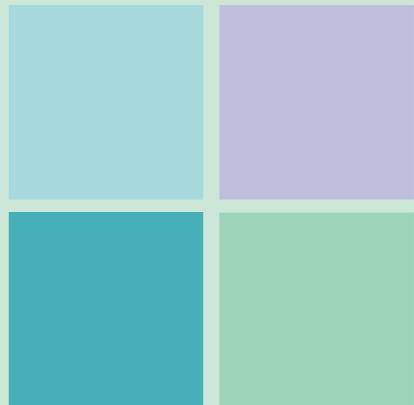


# Borough Portrait

## Consultation Report



January 2008



Planning Policy, Environment & Regeneration  
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# Borough Portrait Report of Consultation

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## Executive summary

The Borough Portrait Consultation ran between September and November 2007. Below is a brief summary of comments and issues raised during the Borough Portrait Consultation.

### Vision

Answers to this question included the need to promote existing assets within Warrington Borough and the importance of being visionary. Other important factors were considered to be accessibility to all services and facilities, care for the environment in terms of climate and air quality as well as tidiness and cleanliness. There was also a focus on improving communities. Attention was also drawn to reducing negative assets such as congestion.

### A sustainable community should be active, inclusive and safe

Concerns of vulnerability and lack of safety when walking at night on footpaths or in the town centre were expressed, alongside calls to ensure street lighting is both adequate and properly maintained.

Extending the existing CCTV network is seen as a way to assist in crime prevention, particularly in the villages of the borough.

Speeding traffic was identified as an issue and a suggestion that this could be reduced by more speed cameras placed in strategic locations. The introduction of motorway tolls was seen as having a potentially negative effect on traffic as it would divert through Warrington.

Publicising regular meetings between the police and communities and developing a co-ordinated and accountable response by the Council is suggested as a route to dealing with actions and challenges.

A proactive approach on the part of the Council with more ranger led walks to get people walking is suggested. Accessibility to quality greenspaces is identified as important to health.

There is recognition and concern about the health disparities between different sectors of the community. A reference to the issue of childhood obesity highlights this could in part be addressed through the spatial arrangement of new development.

### A sustainable community should be environmentally sensitive

This section covered a wide range of issues and this was reflected in the number of comments relevant to this topic. Not surprising was the interest shown in CO<sup>2</sup> emissions with regard to the climate change agenda and in particular how WBC intends to reduce its carbon footprint and that of private business and stress the importance of sustainable living upon residents of the Borough. Strategic Flood Risk was an issue of concern again stemming from the climate change debate

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and its potential effects on the Borough. Pollution levels in the River Mersey and air quality in the Borough were raised as important concerns.

Many respondents commented on issues associated with the broad aspects of waste management within the Borough. There were a number of responses relating to the environmental impacts of the Risley landfill site. Most responses however related to the more local issues of how WBC is to handle its own waste arisings and the implications for residents. Such issues included increased glass/plastic recycling, fly tipping, green waste composting and concerns over fortnightly bin collections and the long term strategy for the Borough's treatment facility. Many of these issues will be directly addressed within the WBC Municipal Waste Management Strategy which will set the Borough's long term preferred options for waste treatment and strategies to promote waste minimisation and increased waste recycling.

Other areas of concern included the natural and built environment, historic buildings, bio-diversity, car usage, landscape characterisation, flood risk, regeneration issues, and the town centre. The wide range of issues referred to shows the importance of environmental considerations to Warrington residents.

### A sustainable community should be well designed and built

Respondents raised various issues in relation to the principle of development in the Borough. Several voiced that there is still a need for further inner town regeneration and that this could be aligned and delivered with more positive use of the River Mersey. Whilst there was a strong presumption in favour of the use of previously developed land, there was frustration that the Council appear to support the development of every parcel of land. Disappointment and frustration was evident in relation to the development of greenfield sites – especially when designated as open space. Finally there were strong feelings that the Council should be identifying and delivering development that responds to local needs as opposed to developers dictating what they want to deliver.

In addition to more sustainable and greener homes there was a significant call for more affordable homes. Respondents voiced concerns at increasing house prices and the lack of affordable homes for key workers and local residents. It was commented that when affordable housing is delivered its quality does not often encourage a good quality of life e.g. small room sizes and lack of garden spaces.

It was felt that communities should have the right balance of accommodation to enable residents to stay in an area throughout their life cycle and it was expressed that there is currently an imbalance in some areas. A large number of respondents highlighted concerns in relation to an ageing population and identified issues in relation to ensuring appropriate housing is being planned and integrated within existing communities.

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From a design perspective there was an overwhelming feeling that local distinctiveness is not being respected and design quality is increasingly poor. Following on from this the imposition of national types and building styles was said to be eroding the character of local and wider areas. It was also commented that design is often ill thought through resulting in a poorer quality of life or placing properties and people at risk of occurrences such as floods.

In relation to open space respondents generally voiced concerns regarding the supply in outer lying settlements; connectivity between spaces; disappointment that more previously developed sites can not be redeveloped for soft end uses and issues in relation to open space or landscaping maintenance.

### A sustainable community should be well connected

Many respondents raised congestion as an issue in Warrington, especially congestion caused by incidents on the motorway or openings of bridges on the Ship Canal. Problems were also raised with the level and timing of road maintenance. As well as specific problems and solutions suggested, including new infrastructure, it was stressed that appropriate infrastructure should be provided for any new development.

In considering public transport issues of the lack of cross town bus routes were raised as well as integrated ticketing and making better use of dial-a-ride type services. The accessibility of the town centre's two train stations was raised as an issue as well as the need for environmental improvements and links between them.

There were differing opinions on park and ride schemes and whether we should be aiming to get people out of their cars and how successful such strategies would be. Car parking issues were raised for certain locations (e.g. Birchwood, the town centre and Lymm) and many issues were raised regarding cycling in the borough including disjointed cycle paths and the safety of cycling on roads in the borough.

### A sustainable community should have a thriving local economy

The town centre was the main focus of the response, with much concern about the impacts of the new Golden Square on the quality and heritage of the traditional 'high street' and the Market. More independent retailers would make the centre more distinctive. A 'mixed use' approach rather than promotion of 'Quarters' would be beneficial particularly to the evening economy. Better quality restaurants, leisure and cultural facilities are needed to raise the profile of the town.

Some concern expressed about impact of out of centre supermarkets and whether enough is done to promote local shopping facilities.

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'Gateways' to the centre give a very poor first impression, and there are underutilised assets such as the riverside and Bank Park that more could be made of. Access and parking issues encourage shoppers to go elsewhere.

Economic growth should focus on high skilled manufacturing rather than services. Skills need to be developed in the workforce. More should be done to get people back into work, and a range of jobs are needed.

More opportunities for people to live near work are needed together with better bus links to employment areas. Promote walking and cycling. Transport impacts of Omega need to be managed, and attention needs to be paid to infrastructure requirements.

The needs of the rural economy and people living in the rural areas should not be forgotten. The importance of matching housing provision to the needs of the workforce was highlighted, including the need for affordable housing.

### A sustainable community should be well served

Many respondents raised community and youth facilities as an issue in Warrington and outlined that there is currently poor provision of such services in the borough. Suggestions included the use of Council buildings and schools in the evenings to create 'Mixed Use' centres. A number of comments also related to education provision in the town and the perception that education and courses are generally aimed at young people. Comments explained that the cost of night school has increased and are therefore harder for older people to access.

In considering health services, access to Warrington hospital was highlighted and the issue of polyclinics was raised. Comments about the need to think about the facilities these would provide and the location of buildings and access to them were raised. Making such facilities accessible to everyone by foot, public transport and by car should be encouraged.

The lack of services in the town centre was also noted. It was stressed that the town centre should provide an offer of facilities and services for all ages including shopping and a range of wine bars and restaurants. There was also an issue with the perception of crime and safety in the town centre at night.

Finally, the need to exploit Warrington's museum was raised along with the need for a good theatre and art gallery in the town. At present there is a definite lack of cultural opportunities and no facilities for Visual Art in the town.

### Other comments

Other comments raised covered many subjects including: education and community facilities within the borough; sustainability; cleanliness and upkeep; environmental issues and biodiversity; the ways in which the Council works; and specific comments on the consultation being undertaken.

# Borough Portrait Report of Consultation

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## Introduction

Between September and November 2007 consultation was carried out on the Borough Portrait – a document that sets out key facts and information to show what Warrington is like today.

Publication of the Borough Portrait for consultation is the first step towards shaping two important strategies that will influence how the Warrington of today faces the future.

The Sustainable Community Strategy is prepared by the Warrington Partnership, a mix of over 60 public, voluntary and community and private sector organisations. The Strategy will provide a vision of Warrington in 15-20 years time. The Core Strategy of the Local Development Framework is prepared by the Council and will set out the vision, objectives and policies of the planning framework for the borough. It will be the basis of decisions on planning applications.

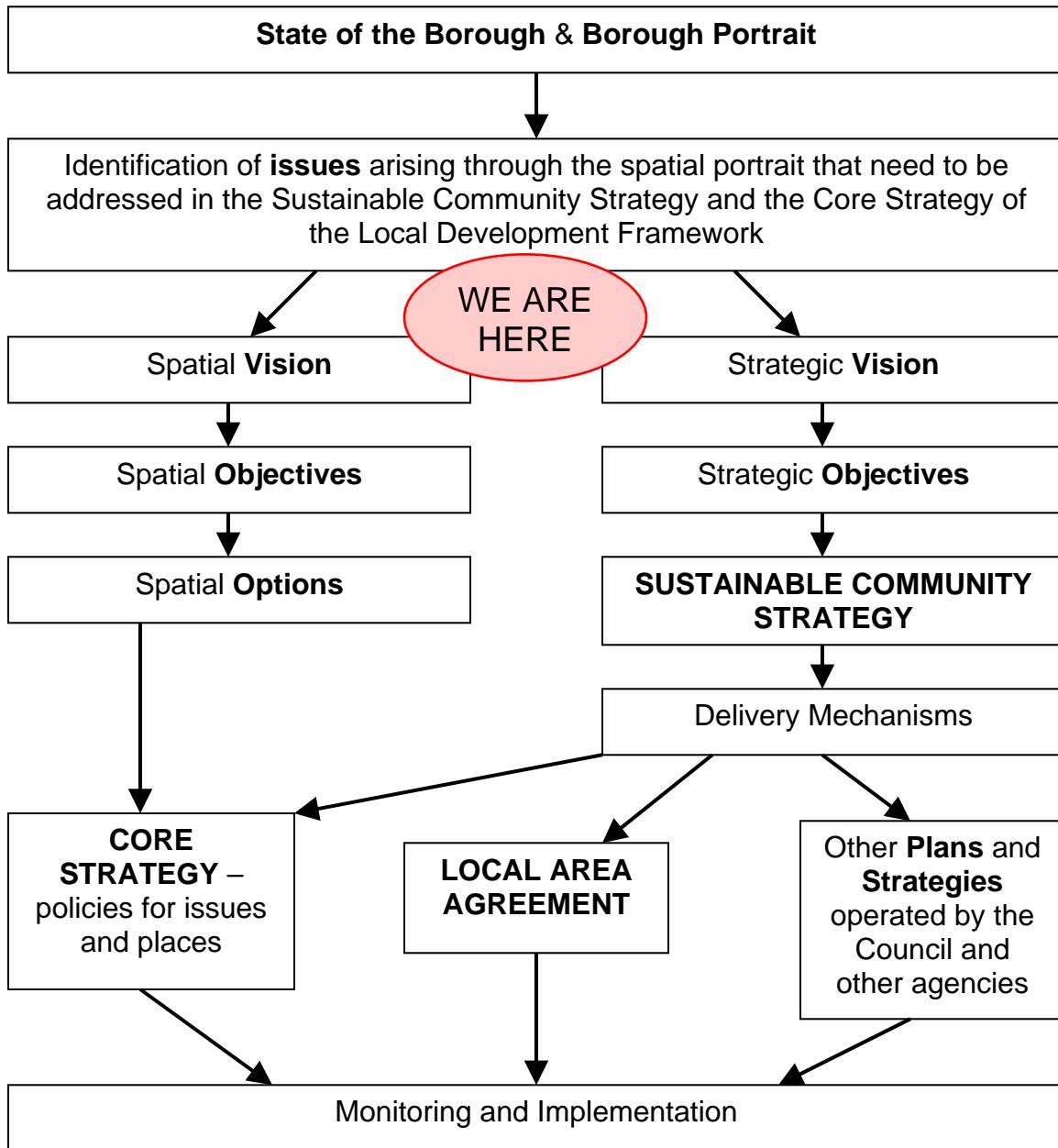
A letter was sent to all households and businesses in the borough to inform them of the consultation and documents were available at all Council Offices, Libraries and in the Contact Warrington Centre. All documents were also available on the Council's website.

A focus group was held on the 7<sup>th</sup> November 2007 at the Village Hotel where participants had the opportunity to raise and debate issues arising from the evidence presented in the Borough Portrait.

Questions were also included in the Autumn Citizens Panel Questionnaire about priorities for Warrington Borough and more specifically for where people live or work.

The diagram opposite illustrates where the Borough Portrait fits into the wider process for developing these strategies, and what happens next.

# Borough Portrait Report of Consultation



# Borough Portrait Report of Consultation

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## This report

This report sets out the representations received during the Borough Portrait Consultation. The consultation was not confined to a specific timescale, even though a suggested response date of the 2<sup>nd</sup> November 2007 was given. All responses received by the end of November have been included in this report. Responses received after this date will not appear in the report, but will be taken into account and reported as consultation continues to take place in connection with identifying key local issues as the next stages move forward.

We will update the baseline evidence used to produce the Borough Portrait to take into account those areas in which data and supporting evidence has been identified as missing and is subsequently available. Work will also be carried out to identify and update areas of the evidence base where more up to date information is now available, such as the Index of Multiple Deprivation.

In line with the general nature of the consultation undertaken, this report simply summarises comments made and issues raised. The comments have been grouped according to the chapter headings used in the Borough Portrait, and then further arranged according to specific subjects. The key subject matter of each submitted comment has been highlighted in **bold type**.

There will inevitably be overlap between headings and many comments could equally apply in more than one chapter. The report should therefore be read as a whole, as individual comments have not been repeated in all relevant sections.

## The next steps

The above diagram indicates that the next stage of the process will identify key issues of local importance to the borough and define a vision and objectives that strategies, policies, and proposals should aim to achieve over the next 15 – 20 years. This will be developed through consultation as a shared vision for the Sustainable Community Strategy and the Core Strategy. A series of workshops has already been held by the Warrington Partnership and this will be rolled out to wider community consultation, and engagement with the business sector, local communities, interest groups and local councillors, during February/March.

Following this period of consultation, Warrington Partnership will develop a Sustainable Community Strategy and supporting delivery plan – called the Local Area Agreement – that will both be signed up to by Summer 2008. This will provide Warrington with a visioning document that will look forward to the next 15-20 years and describe how we want Warrington to be.

## Borough Portrait Report of Consultation

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The Core Strategy process is dictated by statutory procedures and will take longer and be subject to sustainability appraisal and independent examination before it can be adopted by the Council. The Core Strategy will progress by identifying those elements of the Sustainable Community Strategy that are 'spatial' i.e. whose delivery through the promotion or management of development is dependent to some or full extent on the planning system.

A series of in-depth 'topic papers' for different areas of the borough portrait will be produced to underpin the Issues & Options Report and will become available for consultation over the February – March period.

From these, the Core Strategy Issues & Options Report will:

- distil the relevant spatial issues from the Sustainable Community Strategy;
- review national and regional policy influences that have an important bearing on the borough and determine to a large degree the extent to which planning policy choices may be made locally;
- reflect on the relevance and effectiveness of current policy approaches and consider the need for review;
- review the key findings and implications of the studies and research that comprise the detailed evidence base for the Core Strategy (eg Strategic Housing Market Assessment, Retail Study, etc);
- draw in issues arising from other plans and strategies operated by the Council (eg Housing Strategy, Local Transport Plan, Regeneration Strategy, Climate Change Strategy, etc) and other agencies (eg Primary Care Trust, Infrastructure providers etc).
- relate issues to the different places that add up to the borough of Warrington and consider how policy approaches may need to reflect different needs and priorities;
- define and assess broad strategic options for different places taking account of all the above.

The Issues & Options Report will be published during the April – May period.

## Borough Portrait Report of Consultation

**Question 1: What sort of place do you think Warrington Borough should aim to be in 15 to 20 years time?**

Representation / Comment
Warrington needs to <b>Innovative, exciting</b> and <b>pro-active</b> in developing the town, I believe the town has become too cautious, too conservative in what it can achieve.
Somewhere that people feel is a <b>good place to live, work and play</b> . Where they feel <b>safe</b> to move about during the day or evening, however they choose to do this. We need to have safe, well-lit roads, including cycle paths, and pavements that run alongside roads. We need to provide <b>good education facilities, excellent medical provision</b> , places to go to get fit and be entertained, and lots of great <b>fresh air</b> for us all to breathe.
<b>Low or no carbon; architecturally distinctive; heritage proud;</b> improved access to quality <b>open spaces</b> and the <b>countryside</b> ; understood and reinforced <b>landscape character</b> .
Warrington should aim to be a town with <b>vision</b> offering a high level of services based on the needs of all sectors of the community. All sectors should be treated <b>equally</b> and <b>fairly</b> . The vision should include developing <b>cultural services</b> and the <b>environment</b> to attract visitors to a town with a <b>rich historic heritage</b> which is its greatest asset.
Cleaner with <b>less litter</b> . <b>Well tended</b> roadside verges. <b>Less road congestion</b> by building new roads. <b>More open spaces</b> such as parks
<b>Less Housing, Less Commuters / Less deliveries, Less imposed bus travel and pedestrianized areas, Less Retail / Leisure industries, More manufacturing employment</b>
Warrington lacks a key <b>identity</b> . Yet we have a major asset, the <b>river Mersey</b> . Towns and cities around the world make great use of their riversides and develop it as a major <b>leisure</b> attraction for all in the town to use and be proud of.
A town where the areas north of the Manchester Ship Canal are <b>brought up to standards equivalent</b> to those of the area south of the Manchester ship canal but not at the expense of the more affluent areas or restricting their ability to achieve improvements.
A much <b>cleaner</b> and <b>rubbish free</b> area
I doubt I'll be here in 20years time but if I am, I would hope that I can live in <b>peace and quiet</b> without unwarranted intrusions from Housing Dept, checking this, that and the other and that my community can remain <b>peaceful</b> and without these young, noisy transients 'passing through'. That <b>local facilities can be improved</b> , and that the <b>community</b> can be brought together more, which seems now to be lacking.
<b>No larger commuter town. Better road network local community responsibility</b>

## Borough Portrait Report of Consultation

Representation / Comment
subject to local referendums and annual elections inc positions of police chief, transport director and mayor. <b>Smaller school class size</b> i.e. leave all schools in situ reduce class sizes. <b>Bigger hospital</b> with adequate car parking build multi storey car park with money from car park charges - a <b>good place to live and work in</b> .
A place which cares for <b>all in the community</b> and all aspects of their lives, rounded not just based on economic and retail grounds
<b>More Green, More Clean, More accessible</b>  We look forward to seeing the vision for the future of the borough. Amongst other things, the vision should set out strong statements on biodiversity, geodiversity, landscape, sustainable transport, greenspace and access to and recreation in the countryside.  Further guidance on what we consider should be included in Core Strategies is included in 'Environmental Quality in Spatial Planning', published jointly by the (then) Countryside Agency and English Nature (two of our founder bodies), the Environment Agency and English Heritage. This is available from our web site at <a href="http://www.naturalengland.org.uk">www.naturalengland.org.uk</a> .

## Borough Portrait Report of Consultation

### Question 2: A sustainable community should be active, inclusive and safe

Additional information identified
The issues surrounding the number of Arson fires and ASB in the borough. The number of house fires in the deprived areas, compared to areas which are more affluent
Information on numbers of incapacity benefit claimants and disabled people would be useful
No-one knows as the information is missing!!! There should be a page printed in the Warrington Guardian detailing the Councils meetings and long term plans with notes for the public to make representations. This is instead of the mumbo jumbo in the back of the paper couched in legal jargon. Warrington would be the first to do this.
A description of those economic pressures deriving from central government which are counter productive and affect education, health provisions, infrastructures, alcoholism, gambling, adequate parenting, lack of respect, immorality, anti-social behaviour, obesity and hedonism etc
Not that I am aware of. I am surprised that in your report, considering the fact (from your own statistics) that the vast majority of people are over 25 and many over 45, that you say the borough cover 176 square kilometres which means nothing to many people who will be reading the report, <b>sq miles would be more appropriate</b> , you may say that miles are out of date but on the next page you mention hectares, an ancient measurement that means nothing to me and probably many others
Children's health and obesity has not been highlighted
If <b>children's health and increasing levels of obesity</b> had been highlighted it would have revealed that new housing developments pay no attention to safe areas for children to be active outside near their own homes. I was a homeowner in the Netherlands when my children were at primary school in the 1970's and housing developments were made with this provision in mind 30 years ago. Warrington should try to do the same, even if rather late in the day.

Representations / Comments / Issues
Activity
There is a <b>lack of park rangers</b> and a <b>lack of walks offered</b> by the few that remain. Government are always telling people to get out and exercise. Walking is probably one of the free forms of exercise which does not cost money but <b>instead of helping its residents to get fit and be active</b> what do <b>Warrington</b> do but <b>reduce the number of walks offered</b> , particularly longer options. <b>Many people like walking</b> but do not have

## Borough Portrait Report of Consultation

Representations / Comments / Issues
the courage to walk alone and <b>need to be guided</b> . <b>Park ranger led walks should be increased and advertised</b> more widely so that the public are aware that the opportunity is available to them
Crime
<b>CCTV</b> appears to have <b>improved security</b> in the Town Centre, <b>so roll it out to the villages</b> and prevent murders and muggings of people trying to go about their normal lives as we have witnessed recently. What that highlighted was before each incident there was little police support, but afterwards there were more police than ever seen before in that area. Strange policy.
<b>Publicity</b> should be <b>given of meetings with our police force</b> , then when they are held <b>actions are co-ordinated by the Council as a whole</b> currently it seems only a few Councillors try to follow up the actions and challenges. Each community has a walkabout but they are held at really stupid times when the majority of people are either still struggling in traffic to get home or holiday periods.
I live on an estate which contains <b>walk ways</b> which need attention. Whilst great for people who walk a lot they are <b>not maintained</b> regularly enough and look an <b>eyesore</b> as well as being <b>unsafe</b> . The grass only gets cut when absolutely necessary and the shrubs are lucky if they get pruned and trimmed once a year. The bushes at the back of our fence are planted so close to the fence that they overhang into our garden and guess where the seeds and leaves drop creating more work for us. In some parts of the pathways the branches from the bushes on both sides of the path are almost meeting in the middle. This is <b>not very pleasant to walk through</b> particularly <b>when it is dark or raining</b> .  From a <b>safety</b> aspect when it is dark anybody could be hiding in the bushes ready to jump out and you would not see them until it is too late.
At the back of our house is a <b>street lamp</b> which is neither use nor ornament as it is covered by tree branches, and at the corner further along where another short path joins from Lawson Close and a street lamp is needed there is none. In the <b>evening walking</b> along the pathway from the <b>street light obscured by trees</b> towards the corner it is completely black and I would <b>in no way consider it safe to walk</b> , particularly for a female walking on their own. Can Warrington Borough Council be held accountable, I wonder, if something should happen to someone? We have complained about the lighting before but to no avail.
I do not feel safe in the town centre during hours of darkness
<b>Poor street lighting in some areas</b> - particularly in Birchwood which still has some ancient globes that barely emit light (but that waste energy and cause light pollution as they are lighting up the sky), combined with <b>pathways</b> that are <b>away from the roads and sometimes go via underpasses</b> , making people <b>less safe walking/cycling</b> both during the day and especially at night.

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Representations / Comments / Issues
The <b>town centre</b> is becoming a ' <b>no go area</b> ' in the evening or any other than youth
More bobbies on the beat around 'Westy Park' at night
Attention needs to be paid to the <b>safety of the town centre</b> to bring back the older sector of the Borough
Currently when in Town on a weekend after 10.00pm smokers seem to overspill outside pubs onto the main road. Why not establish fully <b>pedestrianised areas in the town centre</b> and look at pubs providing adequate smoking areas away from the main road. There will be serious incidents otherwise the amount of <b>police on duty and the casualty unit cannot cope</b> at Warrington Hospital between 1.00am and 8.00am on a Sunday. The number of drunks they have to cope with and stabbings that seemingly go unreported in the local press
Road safety
<b>Speed cameras</b> do not appear near areas where speed is a serious problem, Croft Park and Mustard Lane are examples
I read that rather than invest in roads the <b>government are to consider introducing tolls on the M62 and encourage people to use public transport</b> . You can imagine then the <b>chaos</b> in Warrington and the surrounding villages close to the motorway junctions as drivers divert to avoid paying the toll similar to the M6 toll road. Why?
Neighbourhoods
A more <b>respectful and considerate community</b>
<b>Deprived areas</b> need a bigger voice.
The consequences of <b>deprivation</b>
Need to maintain a sense of <b>community</b> belonging and spirit
Health
<b>Access to quality green spaces</b> , including improving the quality of those <b>linkages</b> so that a) they are <b>suitable for non-car modes</b> , and b) they <b>encourage improvements in nature conservation</b> .
Highest <b>morbidity and mortality rates</b> are unsurprisingly in the deprived areas of the town. What plans are afoot to rectify this?
The <b>gaps in the health of the population</b> across the Borough and <b>inherent inequalities</b> need to be addressed. <b>Deprivation</b> plays a major part in the factual figures but there needs to be a major <b>shift in attitudes and life styles</b>

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Representations / Comments / Issues
<b>Health</b> - Ageing, obesity, lifestyles etc
There are implications here in the <b>health of the young town centre drinkers</b>

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### Question 3: A sustainable community should be environmentally sensitive

Additional information identified
How does the Borough encourage Public and Private sector to reduce their carbon footprint?
What has happened in the AQMA in Parker Street? Is air quality getting better?
There should be more specific information easily available about <b>what can be recycled where</b> . Perhaps road shows with actual illustration
An assessment of the impact the Borough is having on <b>climate change</b> , in particular the level of emissions of greenhouse gases and recent trends in these emissions.

Representations / Comments / Issues
<b>Natural environment</b>
To assist this <b>tree maintenance</b> would help prevent against the serious damage encountered by the heavy winds earlier this year, which seems to get worse each year
Funding for <b>Risley Moss</b> at Birchwood has been cut in recent years, making it difficult to ensure that this <b>SSSI</b> is well maintained for the future.
The need to consider the wider setting of designated features of the <b>natural and built environment</b> . Although the Borough is largely urban it is not exclusively so and consideration should be given to the importance of landscape character
We welcome, of course, the inclusion of information on <b>nature conservation</b> , the <b>greenway network</b> , <b>agricultural land quality</b> and mention of <b>climate change</b> . However, in relation to <b>nature conservation</b> , '39 sites of nature conservation should be amended to '39 <b>Sites of Importance for Nature Conservation (SINCs)</b> '. While the text mentions the council's <b>Nature Conservation Strategy</b> , mention should also be made of ' <b>Nature Matters</b> ', the <b>biodiversity Action Plan for Warrington</b> . Similarly, reference should be made to <b>geo-diversity</b> and the Cheshire Local Geo-diversity Action Plan. We understand that evidence on <b>landscape character</b> and historic <b>landscape characterisation</b> is awaited. We strongly endorse the landscape character approach which recognises and seeks to conserve and enhance local character and distinctiveness, and therefore look forward to seeing information from this work. We welcome the inclusion of a reference to climate change and the council's commitment to the issue. We look forward to the Core Strategy and other documents addressing both
Should aim to preserve <b>natural resources</b> or ensure that they are used more carefully

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Representations / Comments / Issues
Should make new development more <b>environmentally friendly</b>
More investment and education to ensure environmentally aware businesses can help to ensure the natural world and its population can develop in harmony.
Built environment / infrastructure
More should be done to save our <b>old buildings</b> instead of letting them become dilapidated and then an 'excuse' found to demolish them. Other towns have beautiful old buildings which they are proud of. If the inside of an old building has to be turned into a different use, then so be it but at least then we would still have the outside original structure.
Warrington's <b>heritage needs to be protected</b> and preserved if we are to avoid going down the same road of nearby major cities. Already important historic buildings (the museum street art school) are showing signs of neglect. The riverfront at <b>Bridge foot to Sankey</b> is badly in need of regeneration and development.
The vision for a future Warrington should include developing and preserving sites of <b>historic or architectural importance</b> the development of the <b>Golden square</b> could have incorporated the <b>Leigh Street</b> baths up to the town hall. <b>Bridge Street's</b> wonderful buildings are now in danger of neglect.
Too many important <b>historic buildings have been demolished</b> and hence lost despite strong public opposition – serious lack of confidence in the Council as community leaders
The Victorian <b>infrastructure</b> that supported the 20th Century is in danger of collapse or has already failed, with no coherent long-term policy to replace it with modern infrastructure and environmentally friendly materials that could be maintenance free.
Minerals and waste - United Utilities treatment works and cleaner water supply - will united utilities have the capacity to deal with the increased demand in view of the housing/flats building programme? Building applications for apartments appear to be approved without taking into consideration the opinions of local residents.
Waste and recycling
Why do we not have a <b>glass re-cycling</b> collection along with paper and garden waste? Also I sincerely hope we do not go to <b>two weekly refuse collection</b>
<b>The environment</b> is very high on my list of priorities. As a Culcheth resident I have had to suffer the smells from <b>the tip</b> for a long time. On many days in the summer months I find the smell too bad and therefore cannot enjoy my garden. I don't hang out washing because it becomes tainted by the disgusting smell.
Alienating the electorate by only <b>collecting household waste</b> every 2 weeks has faced

## Borough Portrait Report of Consultation

Representations / Comments / Issues
the backlash it deserved, when by working together with <b>the community</b> other schemes could have been developed. The new concept of charging at Council tips will lead to more ' <b>fly tipping</b> ' and garden fires, which uses more resources and can blight the countryside and generate more harmful <b>pollutants</b> .
<b>Waste to energy combined heat and power plants</b> are one method of destroying and converting the waste, rather than <b>incineration of waste</b> . A more stringent approach would be to attempt to prevent waste in the first place, by education business and consumers - the key to <b>sustainability</b> . New legislation in Europe prevents burial of <b>waste - disposal to landfill</b> will be made illegal. This has led to 'fly tipping' and added unplanned costs to local council budgets.
More opportunities need to be available to encourage both households and businesses to <b>recycle</b> more of their waste. At present the recycling centre for households in Birchwood is very often a real eyesore. I find it hard to believe that according to the data given, the <b>green waste composting</b> operation is non operational as I currently collect garden waste that I cannot compost myself and put it in my green bin – and this has been emptied regularly this year!
How much does it cost to <b>recycle</b> ? Then how much does it save? What good does it bring to Warrington as opposed to what good does it bring to the neighbouring towns.
<b>Recycling</b> should be stepped up, collection of <b>glass and plastic</b> from households should be made
I would ask why has a <b>green waste composting</b> operation been approved yet is non-operational? I was recently asked by a council visitor if I <b>compost</b> . I am expected to, yet the Council apparently does not.
<b>Waste disposal</b> should be automated with regional plant where all waste goes, is sorted, and use made of the components. Charge <b>Liverpool</b> more for their waste disposal. Remove pollution by better thoroughfares with 'Expressways'
I understand that the landfill tip at <b>Risley</b> has once again applied to extend its licence. As a local resident, I would find this would be unacceptable as the residents of Croft and Risley have put up with the smell of Methane for enough years now.
It is now time to move the <b>landfill</b> tip to another site
Although <b>kerb side collection</b> has improved more should be done.
<b>Recycling</b> should be increased
<b>Bin collections</b> should not be made fortnightly
Need to make businesses and <b>generators of waste</b> more environmentally aware
More information is needed on <b>recycling, landfill, wheelie bin collections</b> , and the

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growing tendency to create petty dictators needs to be addressed as does the need for packaging, ring pull cans, junk mail etc that aggravate the matter. In the past, incineration kept volumes down but global warming mitigates against it.
If the company who applied to build a <b>hospital waste plant</b> on Winwick road returned with another application - how would the whole regeneration and environment department respond next time?
Energy
Should investigate <b>waste to energy combined heat and power</b> plants
Climate change / CO <sup>2</sup> emissions
Warrington has a higher than average <b>car usage</b> and that's why radical and innovative thinking is needed in the Borough to reduce the use of a car. Otherwise your efforts to reduce <b>CO<sup>2</sup> emissions</b> will come to nothing.
High outputs of <b>CO<sup>2</sup> emissions</b> will be a major focus for the future.
With the exception of the <b>power station</b> it is clear that the highway networks within the borough are significant contributors to CO <sup>2</sup> . Future plans and policies should therefore be devised to reduce this issue.
I thought <b>climate change</b> would rear its ugly head, we've always had <b>climate change</b> . We were covered by ice 10,000 years ago and its gone, we've always had variations in climate and to blame it solely on 'man' and <b>carbon emissions</b> has not been proved. Most of this is about politics (Al Gore) and bleeding more money from us, I'm all for re-cycling but to think we can change the climate is arrogance!
The need to <b>adapt to and reduce the contribution to climate change</b> .
Page 18 of the Borough Portrait shows total CO <sup>2</sup> emissions for the borough in relation to climate change. However <b>other sensitive air quality issues</b> should also be highlighted. Eg AQMA's for NO <sup>2</sup> and PM10.
Is it not time to stop building new houses and flats and concentrate our efforts and resources to <b>make the existing housing structures more environmentally friendly</b> ? Why can there not be grants for solar water heating panels, air and ground heat exchangers for example? Why is it that we generally look no further than 15-20 years? What fuel resources are our children's children going to have? In order to make a start, I personally would like to see a ban on all vehicles (excepting public service vehicles) entering an area of around 1 mile around the town centre. This could be just at weekends or one weekend per month. It has got to be worthwhile trying anything to get across to people the fact that we need to save the car for longer journeys.
Flood risk / river quality

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<p>It is also clear that the <b>river quality</b> needs attention. I would also question what chemicals are used in fields adjacent to my home.</p>
<p>Why is river quality deteriorating from 'poor' to 'bad' page 15. Ask the EA to explain this</p>
<p><b>Flood plains</b> are still being built on. No forward planning to counter rise in sea levels. What flood defences [are planned?], none have been built for decades - the few which we have are not maintained.</p>
<p>In carrying out a <b>Strategic Flood Risk Assessment</b> the Council should include secondary flood risk sources. United Utilities are a 'main stakeholder body' by virtue of our role as Reservoir Undertakers and Sewerage Undertakers.</p>
Other comments
<p>Yes! <b>Eagle Ottawa Tannery</b> should be condemned as a dirty stinking building. All the other tannery's have been closed. It is a blight on Westy community. Types of <b>odours</b> - Heavy odours are 'overpowering' mostly 'smells of rotting animals' can be smelt every day and night. Vibrations in houses when machinery is running at night. Smells also coming from drains. All complaints from residents have been thoroughly investigated by environmental Health Dept, and all work required by Eagle Ottawa is inspected, only for a few days later, when something else brakes down. 40ft lorries are too big to fit fully inside the gates and have to have their loads emptied while the gates are open enabling smells to escape. This has been going on to my knowledge for 7years, other residents say 50years. We ask you to include this factory in your 15year strategy alongside the work on air quality in the Wilson Patten Street area. As soon as possible. This factory should be demolished, it appears to be falling to pieces. People living in the surrounding areas are angry, frustrated and afraid for their health. The factory is an eyesore and the smells are overpowering. (the streets affected by this are then listed)</p>
<p>Chinese and Indian etc imports do not create an environmental sensitive community. Nor does Crossfields manufacturing in Vietnam etc</p>
<p>I notice that the title of the future vision includes the word "sustainable" and welcome its inclusion. In view of the coming influences of "peak oil production" and "climate change", I would like to suggest that Warrington considers becoming a <b>transition town</b>. This would be similar to the initiatives of Totness and Lewes as described in the attached article from "Permaculture" magazine. The article takes a very positive and optimistic approach to these coming challenges. Include documents on Peak oil production.</p>

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### Question 4: A sustainable community should be well designed and built

Additional information identified
The <b>neglect of the green landscaping</b> in all areas.
Consideration should also be given to the <b>numbers of vacant dwellings</b> and unfit dwellings.
There is no assessment of the <b>quality or character</b> of existing built development.
The portrait should include a statement about <b>preserving natural resources</b> . In particular, United Utilities would ask that you include some words about well designed buildings including fitting water saving devices (e.g. Spray taps, dual flush toilets etc). If the community could be encouraged to install such devices when making home improvements to the current housing stock (i.e. when they don't need planning or building regulations permission), that has the potential to make very significant potable water savings.
We consider that this section should contain a reference to <b>sustainable design and construction</b> , which would cover the conservation and enhancement of biodiversity, geodiversity and landscape (and townscape) character and quality as well as energy conservation, minimization of waste, use of recycled materials, sustainable drainage and other points.
We are pleased to see information on designated open space but consider that this section should be expanded to include <b>all greenspace</b> , with further information included. The recently updated Green Infrastructure Guide for the North West contains useful guidance on green infrastructure planning.

Representations / Comments / Issues
Principles of sustainable development
Large parts of Inner Warrington still need <b>regeneration</b> .
<b>Radical measures to regenerate problematic parts of the town</b> should be considered e.g. compulsory purchase orders.
European towns & cities such as Düsseldorf have made use of the waterside location. <b>Warrington could make use of the Mersey location</b> with water based leisure facilities and restaurants.
There should be a <b>more positive use of the River Mersey as a focal point</b> – the town has turned its back on it for too long and <b>riverside regeneration</b> has proved successful

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elsewhere.
<b>Poor planning</b> in the past has brought <b>severe problems</b> .
Development in the borough is <b>opportunistic and developer led rather than planned and controlled by the Council</b> .
<b>Green Living Space</b> What does it mean to say we live in a green place? For me it means we don't have <b>every spare plot of land</b> between Liverpool and Manchester <b>filled with 'environmentally-friendly' houses</b> that sit around <b>empty</b> for months and even years at a time or are forever being <b>let out by southern investors</b> . It is absolutely <b>fine to develop brown field sites</b> , the sides of the Ship canal and the Mersey at Howley are good examples, but whoever gave permission for houses to be developed on the green space at St Elphins park ought to hang their heads in shame
Frustration at the <b>loss of green spaces</b> especially St. Elphins Church School currently being built in a park.
There are <b>so many homes being built in and around Warrington</b> . Also where I live there seems to be <b>more and more houses being slotted in the smallest of gaps</b> between houses. Yesterday I walked past where a bungalow has been demolished to make way for a huge house. I just wonder where all these people are meant to go and <b>find a doctor, shop, socialise etc</b> . Not just the adults but also the children.
<b>Frustration</b> that the Council take the opinion that <b>every spare plot of land must be developed</b> .
The Council needs to take a tougher stance and <b>require greener more sustainable homes</b> – increasing evidence that this does not necessarily have to <b>cost more</b> and <b>will not therefore detract from other priorities such as affordable housing</b> .
There is no consideration for the longer term sustainability of buildings and materials used. <b>Design considerations are short term</b> and no one thinks about <b>how these will look in 50 years</b> .
New homes should be built as “ <b>lifetime homes</b> ”
The <b>continual development of flats in ribbon form development</b> has a <b>negative enclosure effect</b> .
There is a need for a <b>high quality public realm and landscaping in the town centre</b> but this is not being achieved in new developments
Frustration that <b>developers are only interested in profit as opposed to the genuine needs of the people and communities</b> .
If homes are built in areas of a <b>high risk of flooding</b> , then houses should be <b>designed</b>

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accordingly to allow for any flooding, to allow people to "get back on their feet quicker"
Affordable housing
The town needs to address the serious problem of <b>too many large detached houses</b> and <b>not enough property for rent</b> ; and the <b>lack of houses for first time buyers</b> . This problem is particularly acute for <b>key workers</b> and for <b>children of born and bred Warringtonians</b> .
There appears to me to be a <b>time-bomb of young people</b> being <b>unable to get onto the housing ladder</b> in Warrington. Even small two-up two-down terraced houses were at one point being snatched off the market by <b>southern investors</b> . Which is fine when you are one, but what happens when Warrington has developed every piece of land in the district. Do our children and their children never own a home and instead serve to pay the pensions of those fortunate enough to live in the South?
We need <b>sensible starter housing</b> , which can be <b>bought or rented by young people</b> who have worked hard, not created any problems or committed crimes and yet need ridiculous mortgages to attain home owner or tenant status apart from run down property areas. <b>Key workers</b> especially need to be attracted to the area, because London and the South are attracting our new work force away.
Warrington is doing quite well for <b>housing</b> but much of it appears to be <b>too expensive</b> for quite a lot of people.
That <b>affordable housing</b> for people on the first rung of the property ladder is <b>a major issue</b> - this will become worse as the <b>population ages</b> and then affordable terrace type housing is vacated
There are <b>more than enough houses and flats</b> to accommodate everyone now and for the next 15-20 years. The young people of Warrington need <b>affordable housing</b> that is <b>restricted to residents of the local area</b> . It seems irresponsible to build so many new houses and flats in every place you look, only for someone with the cash to take them off the market to use them as investments. This is particularly galling when those investors are from down South.
<b>Affordability</b> is a <b>significant and very real issue in Warrington</b> affecting <b>first time buyers</b> to the point where they have to <b>move out with the area</b> .
<b>Shortage of social rented housing</b> is a significant concern.
<b>Increased housing supply needed to assist with affordability</b> – it is felt that <b>housing restraint</b> is frustrating the supply of affordable homes.
<b>The quality of affordable housing</b> being delivered is <b>not perceived to be good enough</b> .

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Need for <b>affordable homes</b> near OMEGA to serve those with lower paid jobs – not just homes for managers and more senior employees.
<b>Concentration of social housing can result in ghettos</b> i.e. people with problems tend to be priority and therefore you get a concentration of social problems.
The Council need to <b>consider creative and innovative ways to use the existing housing stock more efficiently</b> e.g. elderly people occupying large family houses – consider incentives to move and assistance and support when moving.
Need for <b>more affordable family homes</b> with <b>decent size rooms</b> .
There is a need to <b>address affordability</b> in the <b>borough's outlying settlements</b> such as Culcheth
[Warrington has been] <b>Taken over</b> by the rich who cannot afford London or people with 2nd county dwellings. [There is] No affordable low poll tax housing for local people.
Design and distinctiveness
The <b>quality of new development</b> needs to be <b>improved</b> , including the need to <b>identify and reinforce local distinctiveness</b> .
There seems to be an <b>excess of new build</b> some not in keeping with their <b>surroundings</b> .
Feeling that over the past 20 years Warrington has been <b>crammed with inappropriate development</b> i.e. filled with retail sheds and apartment blocks.
When are you going to build structures that are <b>attractive</b> to the viewer?
<b>Design quality is increasingly poor.</b>
<b>House types</b> need to be more <b>individual and distinctive</b> .
<b>No local distinctiveness at all in new developments.</b> Developments in Warrington are the same as everywhere else and it is <b>disappointing that the character of the town has been eroded</b> .
<b>Local vernacular architecture is not being respected</b> – developers impose national <b>house types</b> and the <b>individuality of entire areas</b> such as Padgate is <b>being lost</b> .
Not enough effort is made to <b>integrate new developments with existing architecture and area character</b> .

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<p><b>Private garden spaces</b> are either <b>lacking</b> (e.g. in flatted developments) or <b>not large enough to be practical</b> e.g. not sufficient size for children in family houses to play in.</p>
<p><b>New houses are restricting a good quality of life</b> e.g. very poor room sizes, no or very small gardens.</p>
<p><b>Design of new housing is very poorly thought through</b> e.g. sitting rooms on the first floor are impractical for families with babies / small children or disabled visitors etc. – this <b>impacts on people's quality of life</b>.</p>
<p><b>Inappropriate development</b> is dominating and ruining <b>Warrington's skyline</b> particularly in areas with <b>high landscape value</b>.</p>
<p>Concerns that what is agreed at planning stage is not delivered but there is a <b>lack of checks and subsequent enforcement action</b>.</p>
<p>Courtyard development should be encouraged – successful elsewhere such as Chester or Europe</p>
<p><b>Local character and distinctiveness – general conservationism</b>, like Dial St. flats but don't like the Pyramid, Mersey St. flats or Cantilever flats.</p>
<p>To many new buildings that <b>block light</b> to existing houses</p>
Housing mix
<p><b>Communities</b> should have a <b>mix of dwellings</b> that <b>enable people to stay in an area throughout their life cycle</b>.</p>
<p>It is felt that there is an <b>imbalance of housing types in the town</b> e.g. larger family housing on the outskirts / periphery of the town – <b>people should not have to move outwith an area</b> to obtain a suitable property.</p>
<p>Warrington is still <b>building apartments</b>, when <b>terraces or small semis are needed</b>. The <b>volume of housing is too great</b>, <b>many apartments are to let/for sale as no one appears to want to live in them</b>. Manchester has designs to alter the 'old' back to back terrace house, this incorporates parking areas with modern standards and green areas for each house but they are still the old terrace not new build.</p>
<p>Very strong and wide spread feeling that developers give the Council only what they want in terms of house types etc. and that <b>we as a Council should be dictating what we need and want</b>.</p>
<p><b>Not enough bungalows are being built</b> particularly for the elderly and disabled.</p>

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There is a need for <b>purpose built elderly / disabled accommodation</b> but this must be <b>integrated within existing communities</b>
In future years Warrington will have quite a lot of <b>older residents</b> – will they be <b>accommodated</b> should they wish to <b>down-size</b> from their current homes?
<b>New builds</b> in the town should be <b>carefully planned</b> to take account of the <b>needs of older people</b> - sheltered clusters within <b>reasonable distance of facilities</b> and <b>adaptations</b> for an <b>increasingly older population</b> .
Croft House will be knocked down as a result of failure to invest in the facility for many years. Having visited and helped many of the residents in the past I would have been ashamed to not invest in Croft House. The <b>elderly</b> are vulnerable and it would be good to replace it with <b>sheltered accommodation</b> in the form of the facility at Gorse Covert.
<b>Fear that flatted development will result in ghettos</b> – It was mentioned on more than one occasion that the <b>town centre already feels very divided / segregated</b>
Open space
<b>Disappointing that more brownfield sites cannot be developed for soft end uses</b> e.g. parks and gardens.
A lack of budget means that a lot of the <b>open spaces</b> and indeed non-open spaces where trees/shrubs are growing are <b>not being maintained</b> . This results in areas looking very untidy and unloved. Unloved areas very easily change into problem areas. So-called open spaces become more and more <b>enclosed</b> and create what people see, perhaps falsely, as ' <b>dangerous</b> ' areas as they lose their <b>openness</b> . Locking Stumps Common is a good example of this. It is becoming <b>so overgrown</b> now that it is somewhat <b>intimidating</b> and pathways that existed say 6 years ago are now covered over by overgrown trees and shrubs.
There are currently <b>issues with connectivity of Open / green space</b>
The <b>larger villages have the least open space</b> and this needs to be addressed
We also need <b>more play areas for children</b> , both open spaces where they can <b>safely</b> run around and learn the <b>social skills</b> that 'mass' playing develops, as well as well equipped play spaces. A recent trip to Spain revealed some really excellent stainless steel play frames, the like of which I had never seen before.
No mention, of <b>parks, playing fields and open areas</b> . Children do not use playing fields and open areas, their parents wont let them as they are afraid for their safety.
There is also a lack of <b>playing field provision</b> in the Borough
Every village should be inclusive to teenagers and build <b>play areas</b> like Forest Park at

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Birchwood where young people can play football and basketball in fenced areas - rather than abandon them, like in Culcheth, to the far flung corners of the village.

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### Question 5: A sustainable community should be well connected

Additional information identified
There is no information about the <b>lack of safe cycle paths</b> within the area.
Assessments should be made of the potential to secure modal shift from car use to public transport, cycling and walking.

Representations / Comments / Issues
<b>Congestion</b>
<b>Traffic congestion</b> - It always looks that we 'tinker' with the traffic congestion problem instead of promoting major schemes at both Regional and National level to alleviate congestion.
I don't believe that the Council have seriously pushed forward with a scheme to <b>by-pass Bridgefoot</b> , nor have they encouraged <b>travel plans</b> for their own employees and the infamous school run. We need a strong campaign on 'walk to school' and double yellow lines placed on roads near to schools.
When an incident occurs, which is almost a daily occurrence, the <b>diversion routes</b> are more often than not, through the Town Centre etc, using the A49, A50 & A57. The A49 outside Tesco (must be one of the only major town centres, to reduce to one lane as a result of the Bus Only Lane), comes to a standstill.  Over the last few years there seems to have been many serious accidents on the local stretches of the motorways, M6, M56 and M62, at least twice a week. Shed loads and fuel spillage often seem major factors delaying opening the roads. Corporate organisations look at delivery and hold up times when locating production & distribution facilities which are perishable.  One thing that could help is <b>taking older lorries and buses off the road &amp; insisting they have sealed or double skinned fuel tanks</b> , similar to the new maritime regulations. Who pays for the road repairs when there has been a diesel fuel or chemical spillage? Who pays for the chaos when a lorry overturns on the motorway?  We need to have a series of <b>relief roads</b> built which are able to take the traffic away from the Town Centre and stop using the Rural Villages as an escape way to avoid the Motorway chaos
Congestion is caused by cars using Warrington as a through route when there are <b>incidents on the motorways</b>
<b>Traffic lights not working in conjunction with others</b> (timing out) eg Stockton Heath village, Long Lane / Winwick Road island, Latchford swing bridge and village. All cause long tail backs. Car parking in town centre. The retail park at <b>Bridge Foot at weekends</b>

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<p><b>causes chaos</b> - all exits are blocked, as the traffic lights do not allow enough cars to move on each change. Retail parks are only as good as the parking convenience and exit. Is congestion being produced now that charging can be brought in?? I hope not</p>
<p>The <b>traffic problems</b> really need sorting out especially at peak times.</p>
<p>The <b>congestion</b> of traffic in and around Warrington.</p>
<p>Issue of <b>congestion and car parking stops visitors coming into Warrington</b> plus lack of taxi provision if you are a non-driver.</p>
<p>There are <b>too many traffic lights</b></p>
<p>The <b>congestion</b> at the bottom of Bridge Street causes a problem and lanes get blocked at Bridgefoot</p>
<p>Congestion is caused by the <b>opening of Ship Canal Bridges</b> – this will be made worse if the bridges are opened more often to let more ships through as part of Tesco's proposals to carry more freight on the canal.</p> <ul style="list-style-type: none"><li>○ Should encourage Tesco to look at using low level barges and increasing canal traffic at off-peak times</li><li>○ There is a danger that the environmental benefits of Tesco increasing canal shipping will be delivered to areas wider than Warrington whilst Warrington could suffer from increased congestion.</li></ul>
<p>Advance <b>warnings of bridge openings</b> would be useful so people can take alternative routes.</p>
<p>Transport and road system in Warrington is <b>appalling</b>.</p>
<p>The constraints imposed by the <b>road</b> systems and the Manchester ship <b>canal</b>.</p>
<p>Who created and should be accountable for this <b>grid locked disaster</b>? Transport Depots for example?</p>
<p>Transport - roads and <b>congestion</b> are man made: too many narrowed roads and traffic lights. No sensible priority of making business move easier with infrastructure supported by levy on developments, to include road and infrastructure improvements. Need to get away from the pie in the sky idea of everyone cycling or using public transport.</p>
Maintenance
<p>Reading the attached, everything is 'sustainable' except the ROADS. May I suggest you liaise with Buckinghamshire who will teach you the basics of <b>road maintenance</b></p>
<p>In this country we seem to have roads and pavements worse than some third world countries, eg potholes, patches, broken slabs etc. A few years ago part of Manchester</p>

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Road from Kingsway traffic lights up past Alford Hall was resurfaced and was a joy to drive on. Not long afterwards part of it was dug up by one of the utility companies. The new Golden square flooring inside and out looks lovely but I noticed last week that two areas outside Boots chemist opposite Bold street have been sectioned off and digging has begun. <b>Roads and pavements never get put back down the same</b> once they have had diggers on the job.
The Borough <b>Council should project manage jobs better by having a scheme of work and a 'what if' scenario, or future ideas built into plans before any work commences.</b> The current way of working must surely be a drain on the Council money, ie tax payers' money. Because council employees are not providing the money out of their own pockets it does not seem to matter how it is wasted and nobody is held accountable. Manchester road, at Woolston, is one good example of digging eyesores. We have lost count of how many times it has been dug up in recent years and, like many places, has patchwork pavements and roads.
Contractors should be made to <b>replace any bulbs and plants that they destroy</b> , but nobody is interested in making these people do their job properly. Bring back the clerk of works of the old days, and then we might see some improvements In the way jobs are done.
Lots of new roads were built at the same time in Warrington – therefore lots of them need attention and <b>maintenance</b> at the same time.
My own main concerns centre on the area in which I live; Woolston. I live on an estate which contains <b>walk ways</b> throughout the estate which <b>need attention</b> . Whilst great for people who walk a lot they are not maintained regularly enough and look an eyesore as well as being unsafe.....Can Warrington Borough Council be held accountable I wonder is something should happen to someone. We have complained about the lighting before but to no avail.
The contracting out of many services needs to be justified by facts and figures comparing providers and alternatives. The <b>maintenance</b> of pavements and roads together with provision of more and better parking facilities co-ordinated with better used local (public?) transport is needed.
Also the state of public footpaths is poor with a distinct lack of maintenance. This is particularly true of the pathways in the Borough that follow the Sankey canal from Widnes, through Penketh, and from Bewsey/Old Hall to Earlstown.
The High Level ( <b>Cantilever</b> ) bridge will require <b>maintenance</b> soon as it is falling apart.
New infrastructure
The <b>failure to effectively expand the local infrastructure</b> before new housing estates, industrial facilities, retail or business parks come on line, leads to many months of disruption to the community, traffic jams and diversions as newly laid roads are dug up

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to increase services capacity.
They are considering a massive development at Omega, they promise public transport and minimal contribution to local roads improvements, if any.
Consider a dual carriageway from Birchwood junction 11 to the start of Daten Avenue to cope with all the freight traffic and traffic going to the Tip.
Improve the access to and from Birchwood Business Area & Birchwood Centre, consider traffic lights. The state of the road leaving the tip and joining the M62 is often caked in solid lumps of clay, with no attempt by Biffa to clean up.
The <b>Long Lane Diversion</b> was never built as part of the New Town infrastructure and therefore the road system doesn't really make sense here. The current layout puts a lot of traffic onto narrow residential roads.
There is support for a <b>new bridge across the Mersey</b> – one has been needed for the last 20 years.
A <b>by-pass is needed</b> from the M56 west – this will take traffic out of the town centre
Would like to see <b>another bridge</b> across the Ship Canal – possibly underneath the Thelwall Viaduct?
As I mentioned earlier, when many of the railway lines were removed around the town, an opportunity existed for a high level ring road to be built in its place but the opportunity was lost by the demolition of many of the bridges.  A road network that substantially remains the same as it was in the 60's, yet there has been a vast influx of people and new estates such as Callands causing jams on the A49 Winwick road. Cars are mainly what people want to use - I don't want to wait in the cold and rain for buses and sit next to people coughing and sneezing, giving me the flu on umpteen occasions. <b>More roads and widening are needed.</b> Not p.c I suppose!
A radical solution to congestion at Bridgefoot is needed – should look at <b>diverting the river Mersey</b> . It has been done before, and would be expensive, but would open up areas of land
Projects / Specific Problems / Specific Solutions
The Council also has an uncanny knack of 'shooting itself in the foot' by such <b>projects</b> as the now infamous <b>Westbrook traffic lights</b> and the provision of bus lanes that are wrongly sited and abused by car drivers. Examples - Cromwell Ave by the Peace Centre (often used as a school car par) and opposite TESCO by the Halliwell Jones Stadium. Without doubt the <b>A49 Winwick road</b> is a serious problem particularly around TESCO, and the junctions with Cromwell Avenue and by the new Technical college. Why then are drivers stopped from using the rear entrances of TESCO with all traffic funnelled onto the A49?

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<p>I am a resident of Culcheth and have been for 47 years. In this time the villages of Culcheth, Croft &amp; Glazebury have grown. The <b>traffic flows</b> (both in and out) have <b>increased enormously</b>, with many people commuting by car to Manchester, Liverpool and other large surrounding towns. Yet in this time we have lost 2 rail stations and still have a busy commuter line running through the area. I believe that there is an <b>outstanding opportunity to develop a 'Parkway' style station at Kenyon Junction</b>. There is a huge unused area at the old junction (one of the first and largest railway junctions in the world when built), with plenty of room for secure manned parking and offices. This would, I believe take significant traffic from the roads in the Borough, reduce ever growing congestion and reduce both CO<sup>2</sup> emissions and accidents. The station would cater for commuters to Liverpool, Manchester and beyond. Could be used for evenings out and would serve Culcheth, Croft, Lowton &amp; Glazebury.</p> <p>I commute to Lostock, Bolton from Culcheth and suffer most days from congestion and frustration. When going into Manchester for meetings I regularly use the Horwich Parkway Station, it is well used, busy, convenient and cheaper than parking in Manchester.</p>
<p>If they are going ahead with Parkside or Omega plans why not insist that a new <b>West Coast Passenger Rail Terminus</b> is included with good road &amp; public transport links to Manchester and Liverpool Airports and interchange to Warrington. Look at the Milton Keynes model.</p> <p>We will lose Junction 22 from the M6, so where will that traffic be diverted? Probably Winwick, Croft &amp; Culcheth, yet we will get no road improvements to cope with that extra traffic. What clever people the Planners are.</p>
<p>Is it also impossible for the <b>tram system</b> in Manchester to be extended from Eccles to Warrington? Personally, I would much prefer to see the area between Manchester and Warrington filled with a new train-line to accommodate this, rather than be filled with eco-friendly but expensive and, more importantly, mainly empty houses and flats.</p>
<p>Well-connected - Warrington is well connected for motorway links and the like, however, because of those close links <b>planners need to be supremely aware of the repercussions of their actions</b>. For example, the <b>Parkside</b> Colliery development. Yes, it should take off a lot of heavy traffic from the roads. But in the event of a blockage or accident on the motorway now, Warrington is completely gridlocked and I mean gridlocked. Earlier this year my wife took 4 hours to travel 1.5 miles across town. If anything occurs on the motorway when Parkside is used as a goods vehicle hub what chance has the town then?</p>
<p><b>Westbrook junction</b> was not modelled using up to date data and this has resulted in gridlock.</p>
Public transport
<p>This area is the one where the Council have clearly got severe difficulties. First of all the good news, the <b>new bus station is excellent</b>, although a <b>lack of a covered link to</b></p>

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<p><b>central railway station just highlights the lack of 'integrated' thinking</b> that is apparent in our public transport provision and the Council's policies. Secondly whilst bus usage in the town is apparently on the increase, we <b>still do not provide across town bus services</b> that do not necessitate a change of bus. Thirdly the Council needs to be more pro-active in <b>promoting rail services</b> especially from Sankey and Padgate to Liverpool and Manchester. At the moment the off peak service is just hourly, which is frankly poor.</p>
<p>Areas close to Warrington Town Centre seem to served well by public transport, yet some of the <b>rural villages</b>, who pay higher Council Tax <b>are very poorly served</b>. In the case of Croft, it is very difficult to get a direct bus to Birchwood Station or the University of Chester Campus at Cinnamon Brow without first travelling to Culcheth or Warrington. It is about a 2 mile walk, much of which does not have footpaths or reasonable lighting and the traffic at peak periods, when one would be walking to college, is very high as the route is used by workers travelling to Risley, Birchwood &amp; Woolston Employment Areas or medical centres. <b>By operating an outer Warrington Circular Bus service for North &amp; South Warrington Areas this could link up with the rest of the network.</b> For example one route could be a 30 minute service from Winwick - Croft - Locking Stumps - Garrets Field (for Risley Employment area) - Birchwood Centre/Station - Cinnamon Brow (for University of Chester Campus) - Winwick.</p>
<p>Warrington is positioned in a Strategic location as far as the North West Region is concerned, yet we are probably in a par with travel between North &amp; South Wales with the average road journey between Liverpool &amp; Manchester &amp; Birmingham &amp; Preston being about 25 mph, when it moves at all.</p>
<p>Easy to get in and out of town but <b>can't go across town on existing bus routes</b>.</p>
<p><b>The lack of circular bus routes</b> is a big issue</p>
<p>A <b>circular bus route</b> that passes through the town centre – Padgate – Orford – Dallam – Bewsey – Hospital and back to the town centre would be useful. People should be able to hop on &amp; hop off this service.</p>
<p>Bus service too dear</p>
<p>The <b>hospital is difficult to reach</b> by public transport (have to go in and back out of town)</p>
<p>Existing bus routes should be re-examined.</p>
<p>Why not introduce an integrated transport policy where a <b>train or bus ticket can be used in conjunction</b> with taxis to improve the service and reduce the cost of taxis.</p>
<p>There is currently <b>no integrated ticketing system</b> between public transport operators in Warrington.</p>
<p>Consider a rapid transit rail system monorail (similar to docklands light railway) or tram</p>

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Representations / Comments / Issues
service, which would <b>link the 2 main stations</b> with the key employment and shopping centres including the hospitals and leisure centres and Warrington Wolves stadium.
Too many people need to travel to work by routes that are <b>not accommodated by the current radial bus/train routes</b> . Much of our past was developed with travelling by car in mind and this will be a real challenge for the future.
<b>Dial a ride</b> is providing an important service for drop offs to hospitals and clinics, but they do not have a designated drop-off point in Golden Square since the extension / bus station opened
The <b>Deeside Shuttle</b> is a good example of a dial-a-ride style service that serves employment areas
Mini buses can be used as <b>dial-a-ride</b> style taxis in rural areas that are poorly served by public transport.
Central and Birchwood <b>Train Stations are currently inaccessible</b>
Ideally the two town centre <b>railway stations should be located together</b>
The <b>environment around the two stations should be improved</b> .
Arriving at Warrington is currently <b>not inspiring</b> .
There should be a small shuttle bus running <b>between the train stations</b>
The possibility of <b>River buses</b> should be assessed – this could help to provide a more attractive riverfront
Birchwood is just outside the GMPTE area and it is therefore expensive to travel to Manchester even though it is just 15 minutes away
The <b>new bus station is good</b> . It is light, airy, clean and people will use it. It feels safer.
Bus services have improved with <b>real time information</b> .
Services need to be <b>user friendly</b> and go where people want.
Don't currently have an <b>economical service</b> for people to be well connected.
<b>Taxis</b> are needed at interchanges and train stations, especially around 9am when businesses need to use them.
There are <b>no reliable public transport links</b>
Bus services now go to <b>Halliwell Jones PCT</b> – achieved after lobbying from OPEG

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Representations / Comments / Issues
<b>Access to areas of employment is not easy</b> both in terms of time and cost
If you don't have a car you need to take two bus rides to the nearest cinema. Two buses are also needed if you need to get to the hospital
<b>Health facilities need to be easily accessible</b> by public transport. This should be a big consideration in locating services
Roads and car use
I would agree that Warrington is ideally situated on the motorway network but it is the <b>road system within the town that's the problem</b> . I.e. Chester road, going towards Walton, was a fast dual carriageway now narrowed to form a cycle lane. But where are the damn cycles!!!
It would appear from the statistics that there are 7,000 more cars coming into Warrington than those that leave, again suggesting that a <b>better road network is needed</b> . Public transport is simply unsuitable for many people to use to get to work, when they have to travel into or out of Warrington, over many miles.
As a company we were based in Warrington for 12 years but due to the congestion getting in and out of Warrington we have since moved to Golborne. Therefore a <b>better road link system into the centre is needed</b> especially the A49 north and south
Any development towards <b>integrated transport system</b> must recognise that as one of the Country's major Motorway hubs, which actually conveys workers and encourages employment in the area and people have to use their cars to get to and from work from outside the Warrington area. Any policy needs to <b>ensure motorists are treated as part of an inclusive policy, rather than an easy target</b> .
The need to reduce car use.
Need to aim promotion of other modes of transport at people who currently don't have access to cars (e.g. teenagers)
Need to work with big organisations and look at <b>car sharing schemes</b> (using new software).
May be able to stop people driving in their own car for at least one day a week.
<b>Incentives for non-car modes</b> would be saving money, meeting people and being healthier.
The car is here to stay <b>don't keep on fighting it</b>
It is <b>not realistic</b> to try and get people out of the car.

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It will need a real <b>change of attitude</b> to get people out of their cars.
The need to <b>reduce car use</b> and out-commuting in particular. A renewed emphasis on the town centre with accordingly less reliance on out of town retail facilities.
The need to address the problems arising from increased <b>car dependency</b> without adopting punitive financially naturalised policies.
Cars are generally people's second biggest expense after their houses – it will be difficult to get people not to use them.
Park and ride
Because of their location and successful record in attracting business in the past, many people <b>arrive in Warrington from the Global Village!</b> They arrive either by Train to Warrington Bank Quay or Warrington Central, the Bus Interchange or by Taxi to their chosen place of arrival. Incorporate sensible <b>park &amp; ride</b> schemes like Chester & many Dutch Cities.
Mixed feelings expressed towards the potential for <b>park and ride</b>
<b>Strategic park and ride should be a priority</b> – this would help de-clog Birchwood
Any park and ride needs to <b>start out of town and needs to be convenient</b> . Should look at example of Winchester where you can hop on and off the park and ride buses and therefore get around town on the same ticket.
Park and ride may be an alternative, but it has to be done properly and use good bus links that get you somewhere <b>quicker than sitting in traffic</b> in your car.
Car Parking
I think we should aim to be in a much greener place, both literally and metaphorically. The government is pursuing every householder to think 'green', to use their cars less and their feet more where possible. Yet people wishing to use the train to travel to Manchester or Liverpool from Birchwood Railway station are forced to pay for the privilege of keeping their cars off the roads. For commuters this amounts to an extra £200-300 per year. This is another example of racketeering on the back of 'going green'. Why is it an impossible task to <b>provide enough free parking spaces to help proliferate a 'green vision'?</b>
Parking is an issue at shopping centres where <b>meters</b> are being installed.
Car parking <b>charges at Birchwood</b> has not helped commuting to Manchester – they will only encourage more people to drive to Manchester.
The number of spaces allocated for station parking at <b>Birchwood</b> is a problem – there

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Representations / Comments / Issues
should be more. People will park more on road / on the street / on verges making it difficult for buses.
<b>Minimal car parking spaces are permitted</b> , without consideration to poor public transport.
There is not enough <b>disabled parking</b> in the Town Centre (for shopping) and the cost is too high.
<b>Free car parks around the outside of the town centre</b> should be considered – people can then walk into the centre if they choose. Free parking at the Riverside retail park works well.
Parking at <b>Lymm</b> is getting critical – there is a need for more parking as the shops are suffering.
<b>Bank Quay station</b> needs more parking – the lack of parking is resulting in people missing trains. People will drive instead.
When humps have been introduced, parking should be <b>limited to one side</b> e.g. Lodge Lane.
Lack of <b>free car parking</b> ? Have you been to Widnes? There are numerous car parks and local supermarkets for food. Warrington has no local food outlets, only Asda 1/2 mile from centre.
<b>New Town House</b> has no short stay parking for dropping things off.
Cycling and walking
The strategic connections of Warrington are, of course, the main point covered in this section. Although there is a chart showing patterns of walking or cycling to work, we would welcome <b>more information on the provision of opportunities for safe and convenient walking and cycling</b> .
To commute from Appleton to Woolston the easiest route is to cycle, but the <b>cycle routes are horrible</b> .
<b>Pedestrians</b> are just as important as cyclists.
<b>Only 3% of people travel to work by bike</b> in Warrington.
Copenhagen has speed limits on the roads – fear of <b>fast traffic will stop people using bikes</b> .
Pot holes in the road makes it <b>unsafe to cycle</b> and there is a lack of lighting in the evening.

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Representations / Comments / Issues
Cycle lanes are disjointed in Warrington and therefore not much use.
Large employers need to provide <b>changing facilities</b> .
Bus stations and train stations need to provide <b>facilities for cyclists</b> .
The level of traffic causes issues with <b>safety</b> for cyclists
<b>Education</b> of cycling is needed for children
WBC <b>pool bike scheme</b> should be publicised and used more often – the Council need to lead on this and show that they are involved in good practice
<b>Cycle paths should be improved</b> – Hilden designates part of the pavement for cyclists and this seems to work well.
On wide streets, the provision of cycle lanes can have the effect of <b>traffic calming</b>
<b>Safety areas</b> for cyclists at traffic lights are needed
Generally people wouldn't feel <b>safe</b> cycling during busy commuting hours
Other points
It takes me less time to fly to Germany than it does to drive from Warrington to London. Why not provide, linked to in conjunction <b>realistic car parking close to public transport and employment areas</b> , (almost doorstep to doorstep service) to improve the service and reduce the cost of taxis, with adequate shelter for bad weather.
Can we please have a <b>20 miles per hour limit on Padgate Lane</b> . I have taken children to school along this lane for years and it is very dangerous. 1) The cars travel very fast. 2) The traffic is very heavy with lorries and juggernauts and is increasing. 3) The pavement on 1 side from the station to junction with Orford road is narrow. When it rains in some places you have to get off the pavement and walk in the road. 4) I first complained about this 20 years ago and nothing has been done.
There are sufficient major arterial links and the [current] situation will not improve under the current planning criteria and thinking.
"Well connected" is no more than 5 miles travel to employment plus they [employers] then have to trade on their own door step, making them more accountable.
Employees unwillingness to offer reasonable salaries and transport to work in this area
The <b>increased use of the Manchester ship canal</b> has added to the traffic problems. This should be addressed with a long term plan

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Representations / Comments / Issues
Birchwood gets lots of attention and support in terms of public transport provision, but other employment areas such as Woolston do not get the same attention.
A sustainable community <b>should not support hyper mobility</b> . It is unsustainable to have a great deal of in and out-commuting.
Too many office staff and executives live in the area and <b>commute</b> to London etc for work

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### Question 6: A sustainable community should have a thriving local economy

Additional information identified
Extent of employment and unemployment.
Regular v/s casual employment.
Number of people with disabilities.
Number of people beyond retirement age still employed.
Numbers on long term benefits not in employment.
Travel to work statistics done two years ago would give insight into blackspots.
Investigate statistics on gaps in employment market to illustrate Warrington's needs

Representations / Comments / Issues
<b>Vitality and viability of the town centre</b>
The <b>market needs to be modernised</b> and marketed more effectively. At present the non food area is awful, unattractive, uninviting and dying.  In your attached statement you claim that retail is booming, well it isn't along Bridge Street; it isn't in and around Times Square and it isn't in the market. <b>The market and the surrounding area should be the major priority</b> for investment (including a new market hall) within the next ten years, along with interim measures to ensure its short term viability
I have lived in the area for 27 years and have seen many changes. The <b>town centre</b> has improved greatly. That does not mean there is no room for improvement. There are now plenty of shops, pubs and clubs. These cater for large groups of the population but sometimes I feel that Warrington <b>could do better</b>
My main comment is that <b>every shopping centre is the same</b> because they all have the same range of shops and when shopping you could actually be in any shopping mall in the country. It would be nice to go to a shopping mall that has some <b>different shops</b> as well as the multi national names, e.g. small boutique type shops, the kind that you used to be able to visit years ago.
I think there is concern from many people about what will happen to parts of the <b>four main town centre streets</b> now that many shops are moving out of them and I hope they will not end up either being <b>left empty or full or more pubs and clubs</b> .
Warrington <b>town centre</b> needs to become more 'user-friendly' especially in <b>the</b>

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Representations / Comments / Issues
<p><b>evenings.</b> I am not sure that the designated areas work or are even necessary – would it not be better to have a <b>good mix of everything</b> throughout the area?</p> <p>I wonder if the development of Golden Square could also mean the <b>demise of the traditional shopping streets</b> situated around it as shops move from these streets into the mall.</p>
<p>Warrington <b>town centre</b> appears split into two:</p> <ul style="list-style-type: none"><li>▪ The new shopping area "Golden Square" and</li><li>▪ Bridge street and the market area</li></ul> <p>The market area looks very <b>run-down</b> and not at all clean, probably due to the many "<b>eateries</b>" and peoples "leave your <b>rubbish</b> anywhere" mentality.</p>
<p>Consideration should be given to looking at <b>retail development in town centres</b>.</p>
<p>The development of the Golden Square is a step forward but the need for <b>good, quality restaurants</b> is essential if outside <b>visitors</b> are to be encouraged to change their retail 'habits'. <b>Culture and leisure facilities</b> must be enhanced if the town is to achieve its vision</p> <p>Warrington seems to be economically sound but people <b>prefer to go elsewhere</b> to shop and relax in pleasant surroundings.</p>
<p>The <b>town centre</b> is a dying breed. Walk around Debenhams' any day and you will shut within the year. There are no customers. With respect to the new mall; do you know any malls with a slope!! More emphasis should be put on <b>local shopping centres</b> that people can get to easily.</p>
<p>The large <b>supermarkets</b> are taking business from the <b>town centre</b>. This should be considered in any future applications</p> <p>The <b>Bridge Street area</b> is definitely losing out to development at the other side of town</p>
<p><b>Bridge Street</b> is a major problem, and needs to be brought back to the good order enjoyed years ago. Beautiful buildings with very poor shop frontages. <b>Lower Bridge Street</b> needs bringing back to match upper Bridge Street. The street needs high class development whilst <b>maintaining heritage</b>. (Consultants at present looking at options for this whole area).</p>
<p>The town centre is <b>too spread out</b>. New Golden Square development has taken the centre too far north.</p>
<p>The <b>evening economy</b> should be developed to suit all age groups</p>
<p><b>Waterfront development</b> could bring life back through Bridge Street.</p>
<p>'Quarters' have created ghettos/no go areas. Especially lower Bridge Street. <b>Mixed uses</b> create a safer environment and would encourage use by different age groups.</p>

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Representations / Comments / Issues
Need regeneration of <b>Warrington Baths</b> (restoration), <b>Bridge Street</b> area (Less bars), and better use of the <b>Parr Hall</b> . New shopping areas need to be more central to Bridge Street, the market and car parks.
Concerns over the <b>market's</b> future – high rents causing problems.
The leakage of retail and leisure expenditure indicates that despite the new development something is still <b>lacking in attracting visitors</b> into Warrington
The need to improve <b>education and cultural interest</b> whilst at the same time exercising more sensible licensing of premises.
Disappointing that the Warrington <b>market</b> area is declining – feels very run down owing to poor public realm and high number of vacant units
It is felt that the new shopping centre extension has created a real shift in focus for the town centre to the detriment of Warrington's <b>market</b> – the issue of Warrington's market needs to be addressed
Town centre image & appearance
Winwick Street & Bank Quay are not good <b>gateways</b> . ( <i>The current Winwick Street Development will partly address this issue</i> )
Park grounds <b>poorly maintained</b> at town hall – good opportunity for floral displays – a green space underused.
Town centre access & parking
The <b>parking charges</b> to shop in Warrington are prohibitive.
Lower parking costs would <b>encourage more visitors</b> by competing with the Trafford Centre.
<b>Poor parking</b> will hasten the town centre's demise; <b>offices</b> will take over. For a town centre dependant on markets, shops and services <b>the transport provision is not fit for purpose</b> - traffic wardens, parking restrictions and fines, <b>lack of free parking</b> , and Lower Bridge Street turning into a no go area are counter productive measures.
Reliance on <b>town centre</b> yet <b>access roads are poor, public transport is too dear and parking charges</b> only encourage use of the Trafford Centre
A healthy centre is a <b>safe and accessible</b> centre
Employment structure

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Representations / Comments / Issues
Warrington has become more of a 'dormer' town than a manufacturing base, which means lots of jobs, in retail and distribution, but few highly skilled. We need to <b>attract and create skilled jobs</b> in the high tech sector rather than more shops and more supermarkets
Need to encourage apprenticeships for school leavers to address the <b>shortage of skilled workers.</b>
Good <b>range of jobs</b> needed to encourage people to live and work in the town.
Encourage <b>Local Partnership</b> for employment – developments for shops/services/social care.
Aid for <b>unemployed/disabled</b> to get back to work - benefit claims are still very high.
A decent <b>local economy</b> that is not a shop, or deals in the housing markets. Also restaurants etc
The retirement of older workers has lead to an <b>elderly knowledgeable workforce</b> which is being lost to learning organisations. Agile companies are not as rule bound and realise that this elderly knowledgeable workforce, which has much of the core competence, has been left untapped. Such understanding of material properties and how certain alloys are produced depends on crafts, and these skills should be passed on. We need a balance between young school leavers who have the opportunity to learn a craft and a traditional apprenticeship, not just a designer modern apprenticeship, rather than develop a huge student loan and be forced into academia. Equally, hospitals require a balance of nurses who are trained to provide patient care, not administer a hospital, providing the tender loving care with the specialist medical care to prevent many of the infections encountered today and at the end of their training, preceptorship and employment is guaranteed.
Employment lacking in Lymm etc per head.
There is a discrepancy between <b>knowledge driven employment and low resident skills levels.</b>
Transport and the economy
Employment areas are <b>difficult to get to</b> for low skilled or those without a car.
<b>Public Transport</b> is an issue e.g. no links across town
<b>Congestion</b> is bad
Encourage the <b>regeneration of businesses</b> on brownfield land, keeping access more local - in turn reducing the need to travel.

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Need for <b>better access/parking facilities</b> – this would encourage more visitors.
<b>Infrastructure</b> needs to take account of growth.
Is <b>park and ride</b> sustainable all year round?
<b>Public transport</b> needs to serve employment areas.
Poor traffic light systems failing on a regular basis causing <b>delays</b> .
Sustainable communities should be developed locally <b>reducing the need to travel</b> .
Encourage safer/ <b>other forms of transport</b> (cycling/buses/trams), taking cars off the road.
There are super <b>opportunities for more employment</b> , especially with <b>Omega</b> coming on line. This, however, will create lots of <b>transport issues</b> within the area that will need careful management.
The rural economy
Whilst Mee Brow would appear to be in a <b>rural area</b> and thus affluent, it is in fact an enclave so to speak, as all around is an affluent area, whereas Mee Brow is a Council estate with a fair amount of unemployed people, although I wouldn't regard the estate itself as 'run down', however neither would I say it is a thriving economy here
The <b>rural areas</b> such as Croft need a secure and accessible <b>shopping facility at the heart of its community</b> , as this would help reduce car journeys to other shopping facilities.
Housing & the economy
Housing types do not match workers - <b>too many flats</b> , not enough <b>affordable</b> family houses. Flats lying empty are not good for economy.
<b>Affordable housing</b> for the lower paid, giving access to local jobs

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### Question 7: A sustainable community should be well served.

Additional information identified
There is no specific mention of <b>the arts</b> in Warrington. Surely those are necessary to the overall <b>well being</b> of the community.
"Well <b>educated</b> town" not clearly marked in the document.

Representations / Comments / Issues
<b>Health services</b>
Access to <b>the hospital</b> is poor, by public transport from the east of the town.
<b>Warrington General Hospital</b> is incredibly difficult not only to access, but then also to find a parking space (speaking as a visitor and not as an employee). Providing <b>better provision</b> for some of the procedures currently carried out at the Hospital within the community might be of help, but only if these <b>centres are very local</b> to where people live and are easy to get to and, then to park at. Recent consultation within the community revealed that many people did not relish the thought of losing their local GP practices.
Concept of <b>Poly Clinics</b> is an issue. Need to think about facilities they provide, location of buildings, transport modes and ways of making <b>facilities accessible</b> to everyone by foot and by car.
<b>Carer support</b> and <b>community mental health care</b> in Warrington needs to be improved, with a service suitable for the future, as we meet the growing demands and challenges of mental illness as a result of our uncaring society
The huge development at Chapelford urgently needs a permanent <b>medical centre</b> now, not in 3 or 4 years time. This was a condition of the planning consent for the site after all. The local Primary Care Trust (PCT) keep putting off the building of this medical centre even though a large proportion of the houses are now built. The PCT needs more pressure on them to provide this essential service
<b>Community / Youth Centres</b>
The town must fight to <b>retain community health centres and local surgeries</b> ; particularly for the inner town wards.
In regard to Community wellbeing it is my belief that Warrington is poor in regards to community centre/day centre provision.
<b>'Drop in Centres'</b> should be made available after school and in the evenings for those teenagers who are not involved in Scouts or Guides etc so they can gather in the

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Representations / Comments / Issues
warmth and get a drink of tea or coffee. Invest in and maintain <b>purpose built youth activity centres</b> and youth leaders.
You mention youth centres but there are none now at Mee Brow since the community centre closed and there have been <b>no youth facilities</b> in Culcheth itself either, for at least 3 years, but this is not reflected in your report. Our request for volunteer help from the youth service for our then club fell on deaf ears.
<b>Lack of youth facilities.</b> There is <b>only one shop</b> here at Mee Brow, although the facilities in Culcheth itself are very good, but it's not always convenient to go down there especially in bad weather. A small shopping / babycare / youth facility area could be built here on the land once occupied by the community centre.
<b>Lack of Council run buildings</b> , need to promote <b>integrated use</b> of school buildings after 6pm. Include activities for people of all ages. ' <b>Mixed Use' Centres</b> required.
This (pockets of rural deprivation) needs to be reflected properly in your report and some gaps here need filling. A <b>youth club</b> for one, since the <b>community centre</b> closed due to the lack of local support by adults (not the youth).
Town centre
The town centre has become a ' <b>no go area</b> ' for the over 40's of an evening due to the behaviour of youth and the preponderance of late night 'drinking dens'.
Warrington has much to offer in local areas but the town centre <b>should be the hub of activities for all ages across the board</b> . The older sector has considerable spending power but choose to shop away from Warrington.
<b>Little is on offer in the town centre</b> to attract older people (with greater spending power) in the way of facilities including restaurants and theatres.
Issues include the cost of <b>policing</b> the town, and the <b>perception of safety</b> in the town at night
The town centre needs restaurants and wine bars
<b>Golden Square</b> - The flooring (tiles) need to be non slip not polished marble which is slippery when dry but dangerous when wet. Not suitable to elderly people. Also its further from Bridge street, and shopping is not as time friendly for workers on their lunch breaks
The Arts and culture
Warrington needs to <b>exploit its brilliant museum</b> and also exploit its Roman and Cromwellian connections far more than it does, a modern Museum dedicated to this and

## Borough Portrait Report of Consultation

Representations / Comments / Issues
the history of Wire making and soap making would be a world wide attraction.
We <b>need a good theatre</b> to attract local shows and artists back into the town. This would also generate revenue for our town.
The town is not well served for older residents (i.e. the town centre). We do not have the luxury of <b>an art gallery or a theatre</b> which most towns of a similar size take for granted.
<b>Parr Hall should be replaced</b> with a modern theatre.
The Arts should be as important a topic for discussion as traffic, business etc. A theatre facility in the town should at least be on the agenda for discussion
The town centre hasn't had a <b>cinema</b> for many years
<b>Lack of cultural opportunities.</b> Good cultural centre but it does need to be developed more. <b>No facilities for visual arts.</b>
Leisure services
Anybody up to the age of 18 and over 60 <b>should get free access to leisure</b> facilities, both to encourage health & provide activities after school and during summer holidays.
Expand leisure classes across the Borough so they are in local communities rather than have to battle needlessly against traffic, to get to the town centre by 7.00pm.
The need to provide <b>better recreational facilities</b>
Education
The <b>cost of night school has soared</b> making it not really viable to study a new language or craft. Availability of progressive language classes has deteriorated in Warrington - <b>why can't we make use of schools and colleges</b> with language labs reduce costs.
Thought should be given to building high schools located next to primary schools in each village, would minimise traffic problems across the town at the school run times.
Once again Government are always saying <b>older people</b> should be doing something to keep their brain or themselves active, as this helps ward off age-related health problems which in turn costs a lot of money. Why then have reduced rate courses been stopped? <b>Education and courses these days seem to be only aimed at the young people</b> but what about the older generation. Education, hobbies and interests are, or <b>should be, for people of all ages</b> . I wonder if anyone has ever done the sums of comparing cheap courses and the benefits derived from them to the cost of age-related health problems and their associated costs. Government and councils, in the main, only seem to be interested in the younger generation and what they want or need, when in fact they should be interested in the wants and needs of all people <b>irrespective of their age</b> .

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Representations / Comments / Issues
understand that the young are the future of our country, although at times that thought fills me with dread, but that does not mean that older people should be ignored.
In general the education service and the schools work well. However you need to <b>promote the issue of more LEA Governors</b> particularly on the Governors of church schools. St James at Hood Manor is a classic example of where foundation Governors have been removed by the church in a kind of religious 'coup d'etat'. In secondary schooling there seems to be an issue at the moment in Woolston, and on the west of the town we only have two schools, bursting at the seams. Therefore is there a need for a third secondary school west of the town.
More <b>life-long learning</b> needs to be available at prices that people can afford, and also available across <b>all ages and ability ranges</b> . For some, life-long learning may be a painting class and not a degree course.
What's happened to the <b>art school</b> in town centre? You advertise for adult education a mile out of town
<b>Schools</b> should be used in the 6 weeks of summer
Libraries
<b>Libraries are not open long enough.</b> Vocational courses are being withdrawn.
Need to promote the <b>library facilities</b> ; Closing times needs to be looked at. Is there a need for libraries with the use of <b>the internet</b> ?

## Borough Portrait Report of Consultation

### Question 8: Any other comments?

Representation / Comment
<b>Warrington Borough Council</b>
There is a <b>poor perception</b> of the Council – the Council should correct this
An identification of those items for which Borough council is free to determine it's destiny, and those items <b>controlled by central government legislation</b> and directives, and the instabilities which follow elections and modify policies.
Plenty of good intent and spin but no action. <b>Lack of communication</b> in general, even WBC departments don't communicate with each other in depth. Each department has 'one' phone number, it requires at least two.
<b>Bad management</b> in most parts of the town's departments, especially the environment and regeneration department, but also the education one.
There is a <b>lack of communication</b> between different departments within the Council. Last year Glover Road had 30 mph signs painted on it. These were promptly covered over when the road was re-gravelled. The 30 mph signs were subsequently repainted – great waste of money!
There is <b>insufficient publicity about what the Council is doing</b> and the public opinion is of a <b>Council that cares for nothing</b> eg Asda traffic lights at Westbrook, Gulliver's World opposition - a waste of public money, Bewsey Old Hall to flats with no parking places for the residents, the swing bridges that disrupt traffic, continual planning with no thought, the TESCO bus lane, the list is endless. <b>Why does the council not listen to the public and amend things that do not work...or explain</b> why they will not. Again, I will repeat, there should be a Council dedicated page or pages in the Warrington Guardian given over to the Council proceedings and plans. The information given in your publicity attached to this form should be made more widespread.
The borough <b>over indulges with the tax payers money</b> and does not give proper services, eg poll tax staff and seminars etc.
The borough council should place <b>service to the community and listening</b> to what rate payers say before toeing the party line. They might then be held in greater respect and reduce the <b>apathy and distrust</b> evidenced by election turnouts, and face fewer problems.
Development / Developers
The local councillors <b>do not take enough notice of local people</b> when passing planning applications.
We need the planning department and the planning committee to be <b>tough on developers</b> and not allow variations of plans already submitted

## Borough Portrait Report of Consultation

Representation / Comment
Could developers be used to <b>provide funding</b> for other facilities?
Could developers be used to fund other facilities?
Poor use of <b>money from developers</b> for <b>enhancement of the local environment</b> no publicity of what money is received and where it is spent, by whom it is spent, and why it is spent.
Environmental
The State of the Borough Summary (page 6) attempts to give a summary of the economic, social and environmental situation in the borough but, even in the section headed 'environmental indicators', it contains information which might more properly be termed 'economic' (such as commercial and industrial property) or 'social' (such as affordable housing) rather than environmental issues.  There is no specific mention of green space and only one brief reference to the natural environment. In our view, any summary of environmental indicators or information/issues should (amongst other things) refer to <b>landscape</b> (including townscape) <b>character and quality, biodiversity and geodiversity, provision of and access to greenspace, convenient and safe provision for walking and cycling, as well as information related to climate change</b> .  The following section (2.0 Background) also contains no mention of the natural environment or green space other than green belt. Again, we consider that this should be remedied. The report recognises that there are three sites designated for their international importance for nature conservation. As you will know, an assessment under the Habitats Regulations will need to be undertaken to determine whether the Local Development Framework Core Strategy requires an 'appropriate assessment'. <b>We look forward to consultation on this screening</b> .  <b>NERC Duty on Biodiversity</b> - We would also like to refer you to the recently published government guidance on the implementation of the duty on local authorities with regard to biodiversity, introduced in the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the Act states that "every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity". It would be helpful to refer to this duty.
General
Having had a chance to complain and pass on my views I think overall Warrington is a <b>pretty good place to live</b> ; although having been born and bred here I cannot compare it to anywhere else. Our new bus dept and bus services are superb; although there is the occasional hiccup with a 'missing bus' from the timetable. Golden Square, when completely finished, will be <b>an asset to the town</b> as undercover shopping Is what people prefer.

## Borough Portrait Report of Consultation

Representation / Comment
Warrington has a <b>vision</b> at last for the next 10-15 years but a huge change in people's perceptions of this town needs to take place if this 'vision' is to be realised. This consultation has been a step in that direction.
I am very interested in being involved in shaping the future of this township. You say you are particularly interested in the views of young people. I am 62 but I am very interested in <b>opportunities for young people</b> . I am concerned about the <b>heavy drinking</b> and turning to <b>drugs</b> etc. I have a daughter 24 and I had no problems with her or the group of school friends etc she grew up with. I am very convinced that part of the key is responsible parenthood but in the absence of that other adults have to step in to give guidance. I am also particularly interested in <b>housing</b> . In the last 12 months I have written to Helen Jones MP on a number of issues. One has been housing. Others have been breast screening and availability of cervical smear tests for women over 64. (She reassured me that both these tests are available on request.)
I have just read your letter 'Warrington Partnership' to consider the future for Warrington in the next 15/20 years. I think you should start by getting the <b>streets cleaned</b> properly. There are bottles, cans, paper, and plastic containers strewn all about our streets and hedges. Council workers leave equipment behind, not clearing up after themselves ie: cones, planks, rope and fencing. When it rains there are grids that can't take the water because they are full to the top with silt not allowing the water to escape. What happened to the machine that used to go around with a big guzzle (I don't know what the name of it was) and cleared all the grids out. There are many more <b>fundamental matters that need putting right</b> before I would consider improvements. If our streets and town was cleared of all I have mentioned, I think we would have a better Warrington to live in and good place to start.
[Need to look at] The population forecasts for the age group bands and their implications for the future.
My area of Cinnamon Brow and Fearnhead is <b>looking very tatty</b> . I suppose its just down to lack of funds. However, visitors to Warrington are not impressed. Please help to make Warrington a place to be proud once again.
Of those issues raised in the Borough Portrait summary, those of most importance are: <b>health inequalities</b> , related to the more deprived areas, <b>cultural facilities</b> which meet people's needs locally, <b>affordable housing</b> , <b>flooding</b> , <b>climate change</b> , and <b>lack of business development in the town centre</b> - Is this due to increasing rents? Lack of footfall because people are being pulled to other preferred areas.
I would make much more of the <b>educational aspirations</b> / attributes of Warrington. A sustainable community should be well educated and committed to lifelong learning.
Why do there have to be problems? <b>What is wrong with the status quo?</b> Warrington created a <b>new town</b> back in the 70's, was it needed? What did it achieve? It destroyed the character of the town - many areas of terraced housing were removed. OK more industrial estates have been built, but the majority of main roads remain the same as

## Borough Portrait Report of Consultation

Representation / Comment
they were in the 60's and 70's but now with more traffic on them and all the former 'shortcuts' closed off.
<b>Community venues within the town centre</b> eg baths, theatres, and cinema. So that public transport or taxis can be used.
On the whole I think the 'panel' were accurate of the needs of Warrington and took on board what people had to say. Regeneration - <b>Warrington baths</b> , Legh street. A <b>theatre</b> as they have in Runcorn, the Parr hall will never satisfactorily solve this huge gap in Warrington? <b>Culture?</b> It's shameful when Warrington is the largest in town in Cheshire?
All the section headings relate to <b>sustainability</b> . To achieve sustainability requires <b>changes of attitude</b> . We do not have a change of attitude away from our currently unsustainable <b>overdependence of the private car</b> . Look abroad, for where these issues have been faced before. Planning needs to take the bold step of starting to imagine a world in which the <b>private car is actively disadvantaged</b> . Less distance between people, local services, good air quality, more disposable income, no congestion, youth independence. It's what Copenhagen did in the early 70s onwards - streets for people not cars. They're not doing too badly on any of our indicators.
The <b>older generation are not considered or respected</b> . For example you can no longer pay your 'Council Tax' with cash. An oversight that needs rapid correction.
We live in Penketh. We never shop in Warrington, preferring Widnes, Northwich or Chester
The standard of any refurbishments and the need to upgrade <b>safety</b> in all houses, to include the provision of smoke detectors in all homes in Warrington
Too many <b>immigrants</b> in the community - it cannot sustain British people who also do not need fleets of translators or have special educational needs
No citizen is allowed a say on their own lives or areas they live in
I personally had a problem getting <b>trees/shrubs cut</b> outside my home on land owned by the Council. It took many, many phone calls and emails over three years before the offending items were trimmed back to enable light to get into my garden
<b>Woolston weir</b> should be moved beyond Bridgefoot
What proportion of police time is devoted to <b>bureaucracy</b> ? Why are there delays in people being brought before the courts? Why does the council get so much criticism over its consultations? Detailed costing of money spent on lawyers and consultants. Detailed costing of the borough council departments. Teenage pregnancies and sexually transmitted diseases
Too many [issues] to mention. Total modern London-like disaster! No tolls please, or

## Borough Portrait Report of Consultation

Representation / Comment
yuppies trying to rip people off for a quick £. Not the intelligent types, okay!!!
Extent of <b>debt, drugs, gambling, easy credit</b> and similar as a source of deprivation and a ' <b>couldn't care less</b> ' attitude to the future and to society generally.
Deprivation, lifestyles, supermarkets - packaging, junk mail compared with landfill, effect of fast food outlets, litter, graffiti and <b>lack of respect</b> for the environment.
Parents not knowing or caring what their children are doing. Marriage versus co-habiting and its relationship with present day problems

Specific comments on the consultation
The numbering of the various items in your report, not corresponding with numbers in this Response form, caused some initial confusion. I also don't see the relevance of asking peoples ethnicity. We are all British aren't we? What relevance does colour/race have? Just P.C.
I write after receiving a letter and leaflet signed by Andy Farrall, Strategic Director Environment & Regeneration relating to the Warrington 'Portrait' and plans for the next 15 to 20 years in the development of the borough. I looked on the website and viewed the feedback questionnaire, but found little opportunity to input ideas. Hence this email.
There does not seem to be any specific invitation to comment in the letter. You have to go out your way to do so.
I have filled in quite comprehensive questionnaires in before now but not heard anything of outcome.

# Borough Portrait Report of Consultation

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## The Citizens Panel

The Citizens' Panel were consulted via the Quarter Three Survey (November 2007), to which there was a 62% response rate (518 returned questionnaires from 836 distributed). Panel members were asked to identify important issues and priorities for Warrington Borough as a whole and for their neighbourhood in particular.

The most important issues for the borough as a whole were identified as:

- Reducing crime and anti-social behaviour (99.2% say very/important)
- Reducing traffic congestion (92.1%)
- Improving health levels (88.5%)
- Protecting Green Belt areas (86.6%)
- Protecting area of nature conservation (86.6%)
- Improving access to health services (86.8%)

The Top 5 priorities identified for the borough as a whole are very similar:

- Reducing crime and anti-social behaviour (69.3% mention this as a priority, 52.8% as their first priority and 16.5% as their second)
- Reducing traffic congestion (25.2% in total, 10.3% and 14.9% respectively)
- Improving public transport (10.5% in total, 4.9% and 5.6% respectively)
- Protecting green belt areas (9.6% in total, 4.0% and 5.6% respectively)
- Improving areas of deprivation (10.1% in total, 2.8% and 7.3% respectively)

Other issues that were considered to be of importance for the borough as a whole included:

- More / improved recycling / waste collection facilities
- Less development / houses / takeaways
- Less litter / cleaner streets / flytipping
- Free car parking / more car parking
- Improve youth facilities

The most important issues for the neighbourhoods are seen to be:

- Reducing crime and anti-social behaviour (90.4% say very/important for their neighbourhood)
- Protecting Green Belt areas (84.8%)
- Protecting areas of nature conservation (82.3%)
- Reducing traffic congestion (81.2%)
- Improving access to health services (79.3%)

The top priorities identified for the neighbourhoods are considered to be:

- Reducing crime and anti-social behaviour (53.2% in total, 44.2% mention this as their first priority and 9.0% as their second priority)
- Reducing traffic congestion (25% in total, 9.1% and 16.2% respectively)
- Protecting green belt areas (14.9% in total, 6.4% and 8.5% respectively)
- Improving public transport (11.0% in total, 4.8% and 6.2% respectively)

Other issues considered to be of importance to neighbourhoods in particular include:

- Less litter / cleaner streets / fly tipping
- Improve state of roads / pavements
- Improve youth facilities

## Borough Portrait Report of Consultation

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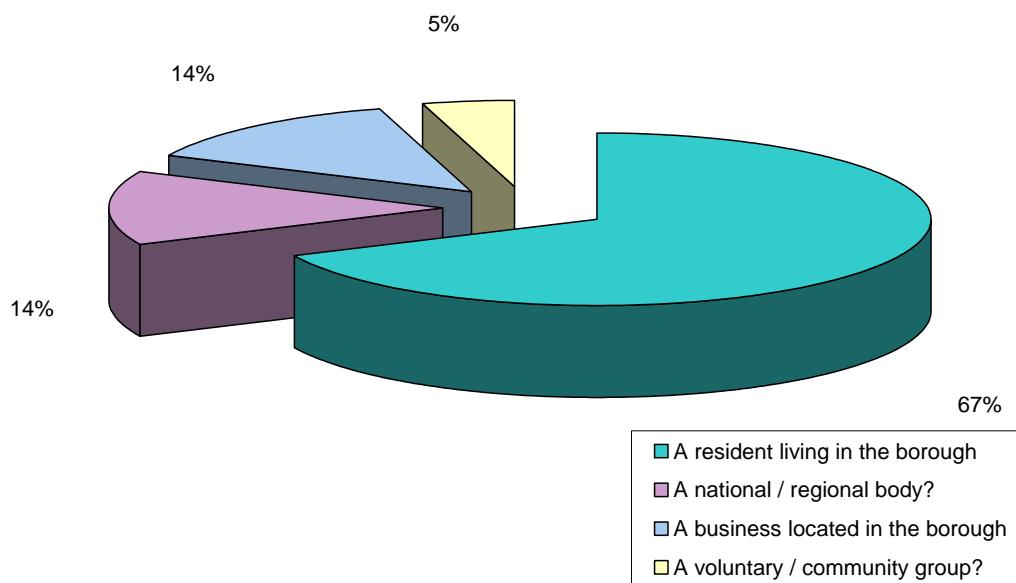
- Less development / houses / takeaways
- Improved traffic management

# Borough Portrait Report of Consultation

## Who responded?

It is important to note who has responded to our consultations so that we can see whether it is representative of the population of the borough and to check whether we have any representations from minority groups in the borough. Overall we received 56 responses to the borough portrait consultation (excluding the Citizens Panel responses) and 39 attended the focus group held in November 2007.

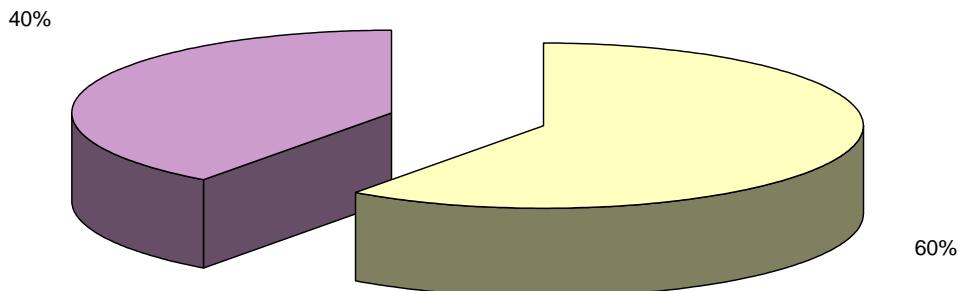
### How do you relate to Warrington Borough Council?



The majority of respondents were residents in the borough, however a number of responses were received from businesses, voluntary / community groups and national bodies.

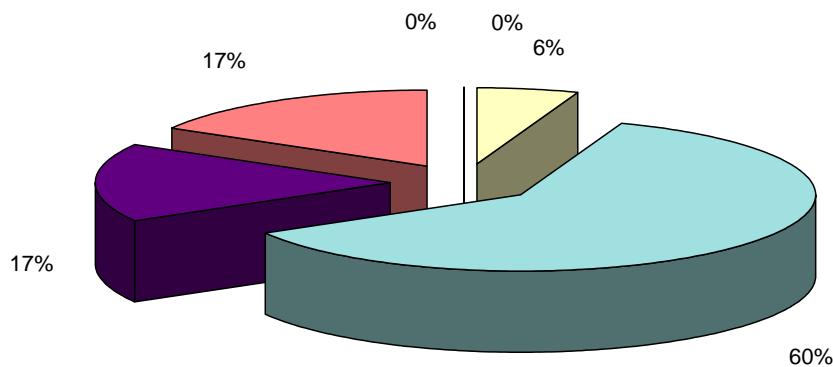
# Borough Portrait Report of Consultation

Are you male or female?



Male    Female

How old are you?



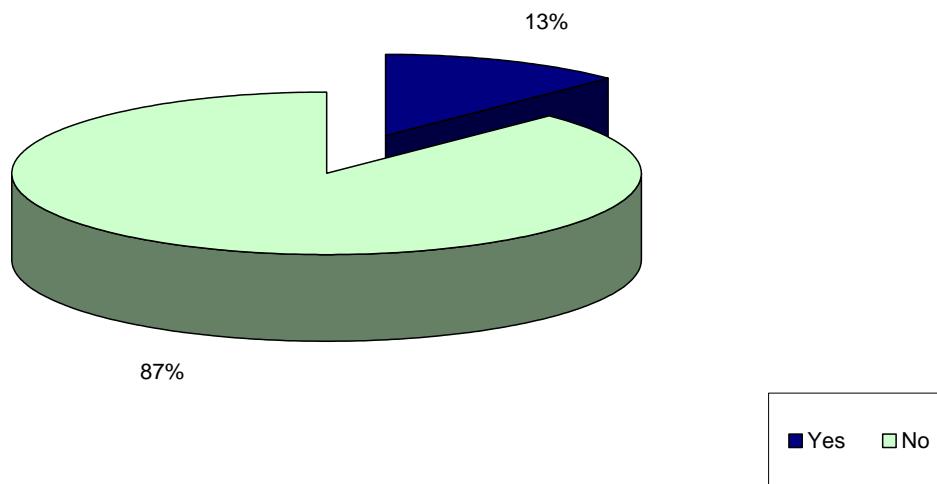
■ Under 16    ■ 16-24    ■ 25 - 44    ■ 45 - 64    ■ 65 - 74    ■ 75 and over

Whilst a good spread of age of respondents was achieved, it is important to note that nobody under the age of 25 responded to the consultation.

## Borough Portrait Report of Consultation

Other questions ascertained that 100% of respondents were British and 100% of respondents had English as a first language. This highlights the need to try and include minorities and hard to reach groups in further stages of consultation.

**Do you have a disability, long term limiting condition or health problem that affects your daily activities or work you are able to do?**



**What is the nature of your disability, long term limiting condition or health problem?**

