

Warrington Transport Summary

Part I: Overview

Warrington Borough Council

Project Number: 60433165

April 2017

Quality information

Prepared by

K. Keddie

Katrina Keddie
Consultant

Checked by

Tom Marsden

Tom Marsden
Associate Director

Approved by

DA Arthur

David Arthur
Regional Director

Part I: Warrington Transport Summary - Overview

Part II: Warrington Transport Summary – Evidence Base

Revision History

Revision	Revision date	Details	Authorised	Name	Position
1.0	12/05/2017	Initial working draft (v0.1) revised following receipt of comments from client	TCM	Tom Marsden	Associate Director
2.0	21/06/2017	Final version	TCM	Tom Marsden	Associate Director

Prepared for:

Warrington Borough Council

Prepared by:

Katrina Keddie
Consultant

AECOM Limited
1 New York Street
Manchester
M1 4HD
UK

T: +44 161 601 1700
aecom.com

© 2017 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

Summary of Transport and Travel Network in Warrington.....	5
1. Overview of Warrington.....	6
2. Strategic Connections.....	7
3. Travel to and from Warrington.....	9
4. Highway.....	13
5. Public Transport.....	15
6. Active Travel.....	19

Summary of Transport and Travel Network in Warrington

<p>Strengths</p> <ul style="list-style-type: none"> ▪ Situated in a strategic rail network location with the CLC Line running east-west through the borough and the West Coast Main Line running north-south. Consequently, excellent rail connectivity across North West and to national destinations. Impact of CLC Line was evident in the public transport accessibility analysis. ▪ Growing rail patronage which is reflected in ORR Station Entries and Exits data as well as the proportion travelling by rail in the Census. ▪ Number of KSIs on highway network has fallen since 2011/12. ▪ Within very close proximity of the M56, M6 and M62 resulting in convenient car access to the strategic road network. 	<p>Weaknesses</p> <ul style="list-style-type: none"> ▪ Falling bus patronage in the borough; although not reflected in the 2011 data, the declining bus patronage trend appears to have occurred since the Census was completed. ▪ Several congestion hotspots on the highway network; impacting journey times and reliability of highway travel. ▪ Motorway network can be a barrier to public transport accessibility. ▪ Frequency with which stations are served by rail services on the CLC Line varies considerably with some services stopping just once every two hours. ▪ Proportion of adults walking for at least ten minutes three times per week was below the national average; this may in part be due to high car dependency for the journey to work.
<p>Opportunities</p> <ul style="list-style-type: none"> ▪ Population growth in Warrington was below the national average, but it was greater than the proportion for the Cheshire and Warrington LEP. ▪ To support areas of deprivation with low car ownership, it is important to ensure sufficient public transport provision to help residents' access employment and high education opportunities. ▪ An OBC for a new station at Warrington West has been prepared and an additional station would support greater levels of residential and commercial development, increase accessibility and create a gateway to the west. ▪ Census highlighted greater travel to work inflows to Warrington compared with those travelling out of Warrington for work. 	<p>Challenges</p> <ul style="list-style-type: none"> ▪ Bus travel is centrally focussed on Warrington Interchange which is effective for access to the town centre but less so for cross-town travel. ▪ Car ownership is above the national average and there is high reliance on car for journey to work; this can have implications for air quality (especially as three AQMAs in Warrington), road safety and encouraging sustainable travel behaviour. ▪ Population growth in areas of lower population density can make the promotion of sustainable travel more challenging if the public transport network / infrastructure is not developed. ▪ Areas of low car ownership often correlate with areas of higher deprivation, ensuring sufficient public transport is available can support access to employment and higher education to support these residents. ▪ Significant growth of LGVs which will need to be considered in transport policy and strategy.

1. Overview of Warrington

Warrington is located between the major conurbations of Liverpool, Manchester and Chester; transport connectivity is therefore important to support sustainable growth ambitions. In 1968, Warrington was designated a New Town and this led to the growth of Birchwood in the north-east of the town. The New Town development relied on the road network to support transport movements. Warrington is strategically positioned within transport networks; it is located along a north-south axis between southern England and Scotland via the M6 and West Coast Main Line (WCML) which run through the borough. The town is also situated along an east-west axis between Liverpool and North Wales in the east and Greater Manchester and Yorkshire in the west.

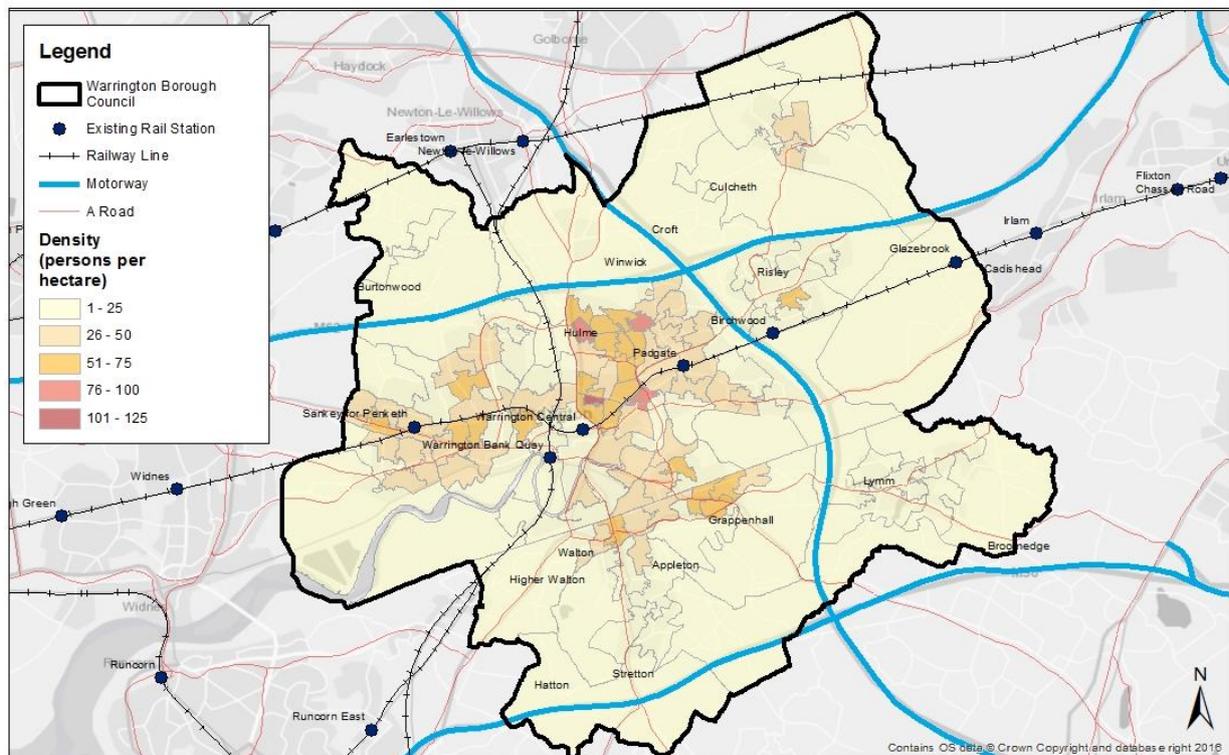
Population Profile

According to the Census, the population of Warrington was 202,228 in 2011 and this was a 6% increase from the 2001 Census. The greatest population increase was in the town centre and there were also high increases around Chapelford and Lymm. Birchwood, Woolston, Padgate and east of Great Sankey showed evidence of population decrease. Nationally, there was an 8% increase in the population between 2001 and 2011; therefore, population growth in Warrington was below the national average. Growth within the Cheshire and Warrington Local Enterprise Partnership (LEP) area was just 4% during this period indicating population growth in Warrington was greater than the immediate vicinity.

In 2011, the population density was 11.2 residents per hectare across Warrington¹. In 2001, it was 10.6 persons per hectare; therefore population growth has led to greater concentrations of population. The population density of Warrington is shown in **Figure 1**; it shows greatest concentrations in Orford which is within the quadrant formed by the Cheshire Lines Committee (CLC) Line, WCML, M6 and M62. Those areas identified with population increase generally had lower population densities.

In the 2011 Census, almost two-thirds (64.8%) of the Warrington population were aged 16-64. A comparison between Neighbourhood Coordination Areas (NCAs) highlighted that there was a lower proportion aged 65 or over in the Central (13.5%) and West NCAs (14.6%) compared with the South (19.0%) and East NCAs (17.4%).

Figure 1: Population Density (2011)



Source: Census 2011

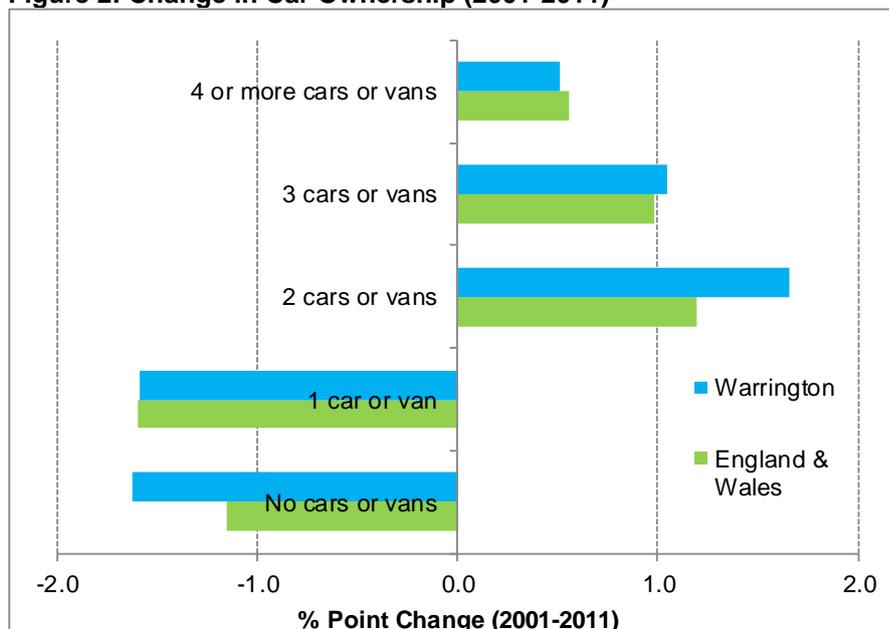
¹ NCA Profiles, 2013

Car Ownership

In the 2011 Census, 81% of Warrington households had access to at least one car / van with 39% having access to two or more cars / vans. Nationally, just over a quarter (26%) of households had no access to a car / van which was considerably higher than in Warrington (19%) indicating higher levels of car ownership in Warrington. The highest proportion of households without a car was in central parts of Warrington. To some extent, this reflects the socio-economic profile of these residents; for example, it was found that lower proportions of residents were employed as managers, directors or senior officials. It may also reflect the proximity to Warrington Town Centre and the public / active transport network available.

An alternative way to highlight the increase in car ownership is to consider the change in the number of households and change in proportion without a car / van. In 2001, there were 16,307 households without a car or van and despite a 9% increase in the number of households, there was an increase of just 102 households without a car / van. **Figure 2** compares the percentage change in car ownership between 2001 and 2011 for Warrington and across England and Wales. This shows decreases in the proportion noting they had no or one car / van in their household and there has been a greater decrease in Warrington compared with England and Wales. Furthermore, the proportion without a car / van was also greater within England and Wales (in 2001 and 2011) indicating that despite there being a lower proportion in Warrington without a car / van in 2001, this proportion fell more than the national figure.

Figure 2: Change in Car Ownership (2001-2011)



Source: 2011 Census – Key Statistics Interface

2. Strategic Connections

With regards to the strategic connectivity from Warrington, it is useful to consider the transport connections, as well as key economic development sites.

Transport

The existing transport network is shown in **Figure 3**; this shows motorways, A roads and B roads in Warrington, as well as rail lines and the six rail stations.

Motorway: Warrington is conveniently located for access to the motorway network with the M56, M6 and M62 motorways running through the borough. The M6 provides a connection from Birmingham in the south to Carlisle in the north, whilst the M62 is an east-west link between Manchester and Liverpool. The M56 also runs east-west, but is through the south of the borough and provides a connection between South Manchester and Chester.

Rail: The CLC Line runs east-west through Warrington, the WCML runs north-south through the borough and the Ellesmere Port – Warrington Line provides a service between Warrington Bank Quay

- **Mersey Dee Economic Access:** The Mersey Dee Alliance (MDA) supports strategic economic activity across the North Wales and North West England border. The proximity to Warrington is important for connecting Warrington residents with potential employment opportunities in this growth area.

With several significant partnerships and strategic initiatives within proximity to Warrington, this has the potential to bring substantial growth which could have a notable impact on the transport network. This impact could be felt on all networks as a result of the increased demand for commuters travelling to the area, likely increases in residential population to be closer to employment opportunities and movements on the freight network to support industry. Consequently, it will be important for future transport policies, schemes and initiatives to consider the impact on key economic development areas, as well as the anticipated impact of growth in these locations too.

3. Travel to and from Warrington

Travel to Work Flows

Based on Census 2011 data, **Figure 4** summarises the most prominent travel to work flows into and out of Warrington. The data highlights greater numbers of people travelled into Warrington to work (49,172) than the number of residents that left Warrington (34,737), whilst a significant proportion travelled within Warrington for work (50,422).

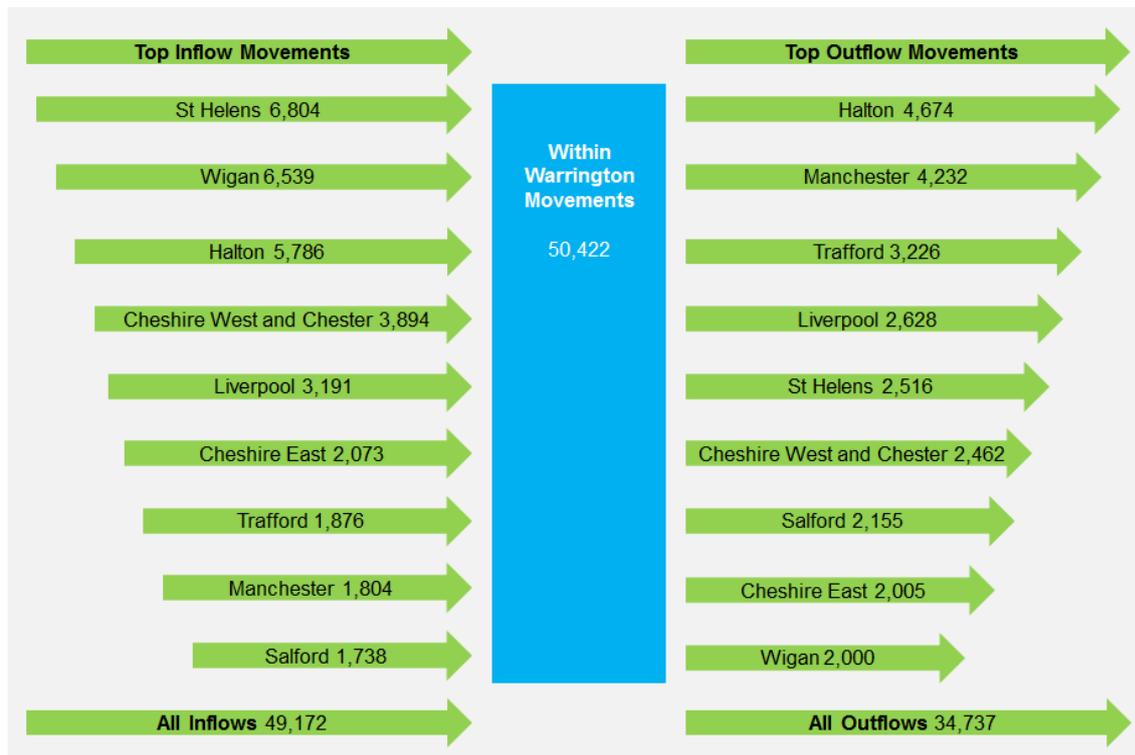
There were high inflows from neighbouring St Helens, Wigan and Halton with these three areas comprising 39% of all inflow movements. The flows from Greater Manchester to Warrington (16,113) were more than double the flows from the Liverpool City Region (7,023) (**Figure 5**). However, the combined impact of inflows and outflows between Warrington and Greater Manchester / Liverpool City Region highlight the significance of east-west connectivity through Warrington. For example, of the 49,172 inflows to Warrington, 47% were from the Greater Manchester and Liverpool City Region areas. Similarly, of the 34,737 outflows to work from Warrington, 60% were to Greater Manchester and the Liverpool City Region.

Cheshire West and Chester (CWaC) and Cheshire East also had considerable flows into Warrington, with greater inflows from the former compared with the latter.

Greater Manchester was a prominent employment location for Warrington residents with 39% of outflows to this region. Within Greater Manchester, there were differences in travel to work patterns with Wigan the most prominent inflow district, whilst outflows were more prominent to Manchester and Trafford.

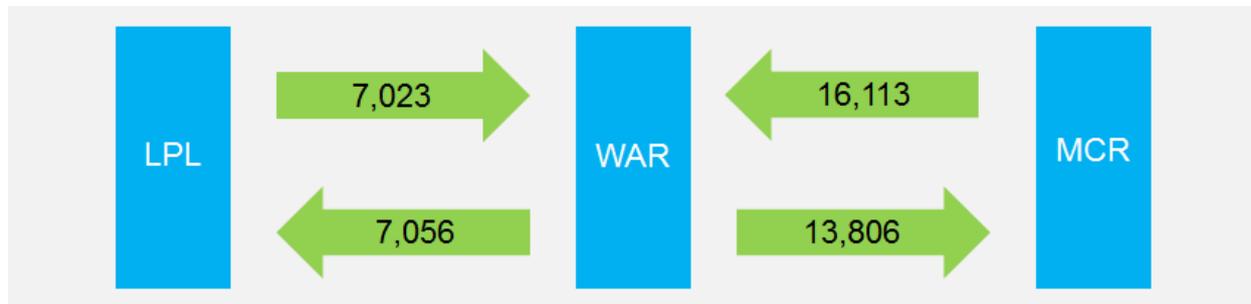
With regards to inflows, the movements identified in **Figure 4** represent 69% of all inflows. Similarly, the outflow movements identified represent 75% of all outflows. All of the locations identified as the origin of prominent inflows were also identified as notable outflow destinations. The flows highlight the importance of east-west connectivity between Liverpool and Manchester via Warrington.

Figure 4: Prominent Inflow and Outflow Journey to Work Movements



Source: Census 2011

Figure 5: Inflow and Outflow Journey to Work Movements between Warrington, Liverpool City Region and Greater Manchester



Source: Census 2011

Modal Share

The 2011 Census provides data on the mode used to travel to work and, within Warrington, the key findings were:

- Higher proportions travel as a car / van driver on the outskirts of the borough, especially around Great Sankey and Westbrook, as well as along the A56 and west of the M6.
- Within the town centre, below average proportions commute as a car / van driver with higher proportions travelling as a car / van passenger, bus and active travel modes.
- Use of the bus for travel to work was highest in the town centre and around Orford and Hulme to the north of the town centre.
- Active travel use was lowest at the extremities of the borough, especially to the east of Sankey Brook. Above average proportions cycled to work from Orford, Hulme and to the east of Victoria Park, near Latchford.
- Around Birchwood there were lower proportions commuting as a car / van driver and above average proportions walking.

Table 1 compares the modal share for the journey to work in 2001 and 2011. The results show an increase in the proportion stating they drive to work and travel by train. The number of residents aged 16-74 travelling to work increased by 9.3% between 2001 and 2011 and it is also useful to consider the proportional increase of trips made by each mode. For example, the number of rail trips increased by 83.3% over this period from 1,128 trips in 2001 to 2,068 in 2011. Although the modal shift proportion showed a greater increase in the proportion driving by car / van to work, the proportional increase in car trips was smaller than rail at 12.0%. Whilst the results showed a decrease in the proportion travelling by bus, there was a 3.6% increase in the absolute number of bus trips over the period.

Figure 6 presents the modal split results for all residents in employment who travel to work. The results show almost three-quarters (74%) of Warrington residents commute by car (alone) to work compared with 65% of North West residents and 60% nationally. This higher level of car dependency was also reflected in greater proportions of Warrington households with access to two or more cars.

Warrington is situated within close proximity of three major unitary authorities / metropolitan counties: Greater Manchester, Merseyside and CWaC. **Figure 6** shows Warrington had a very similar modal share compared with CWaC. Meanwhile, single occupancy car trips were notably lower in Greater Manchester (63%) and Merseyside (60%). Bus use was much greater in these areas (12% Merseyside, 11% Greater Manchester) and the proportion walking was also higher compared with Warrington.

Milton Keynes, Peterborough and Northampton became New Towns at a similar time to Warrington and **Figure 6** also presents the modal share for these towns. Of these three towns, the modal share in Milton Keynes was most similar to Warrington though the proportion of solo car drivers was still greater in Warrington. Active travel use was higher in Peterborough (15%) and Northampton (14%) compared with 11% in Warrington and Milton Keynes.

Distance Travelled

With regards to the distance travelled to work by Warrington residents, the 2011 Census highlighted 16% of journeys were less than 2km whilst a quarter travelled 2-5km. Almost a third (31%) of journeys were of 5-20km, whilst 11% were 20-30km and the remaining 7% of journeys were over 30km. A comparison to the 2001 Census demonstrated very little change in the distances travelled.

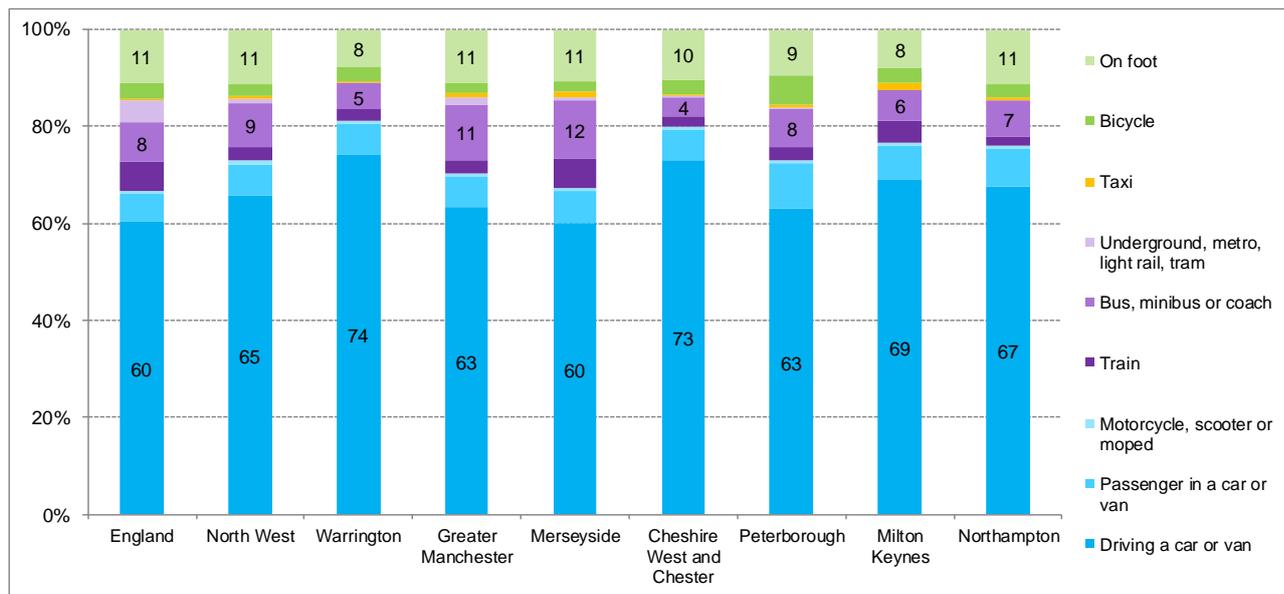
Table 1: Warrington Journey to Work Trips - Modal Share (2001-2011)

	2001		2011		Mode Share Change	Absolute Trips Change
	N	%	N	%	%	%
Underground, metro, light rail, tram	157	0.2	142	0.2	*	-9.6
Train	1,128	1.3	2,068	2.3	1.0	83.3
Bus, minibus, coach	4,775	5.7	4,946	5.4	-0.3	3.6
Taxi	414	0.5	368	0.4	-0.1	-11.1
Motorcycle, scooter or moped	1,028	1.2	677	0.7	-0.5	-34.1
Driving a car or van	60,413	72.1	67,670	73.9	1.8	12.0
Passenger in a car or van	5,972	7.1	5,650	6.2	-0.9	-5.4
Bicycle	2,936	3.5	2,577	2.8	-0.7	-12.2
On foot	6,599	7.9	7,038	7.7	-0.2	6.7
Other	323	0.4	384	0.4	*	18.9
All Residents (aged 16-74)	83,745	100	91,520	100		

Source: Census 2011: Warrington Report². N.B. Table excludes those not in employment and those who work mainly at or from home.

² https://www.warrington.gov.uk/.../warrington_census_2011_comparator_report.pdf

Figure 6: Modal Share Comparison (2011)



Source: Census 2011. N.B. Chart excludes those not in employment and those who work mainly at or from home.

Issues

- Car ownership is above the national average and the reliance on the car for the journey to work is higher than the national average. This can have implications for air quality, road safety and encouraging sustainable travel behaviour.
- Areas of low car ownership often correlate with areas of higher deprivation; therefore it is important to ensure alternative travel is available to support access to employment and higher education for these residents.

Opportunities

- There are a greater number of ‘within Warrington’ travel to work movements compared with the number of people travelling into or out of Warrington for work. Therefore, these short distances potentially provide an opportunity for encouraging sustainable modal shift.
- Greater travel to work flows into Warrington compared with flows out of the borough reflects the strong employment opportunities available in the borough.
- Significance of east-west connectivity highlighted given the demand for travel to work between Warrington and both the Greater Manchester and Liverpool City Regions. Warrington West rail station will provide an opportunity for mode shift to public transport along this axis.

4. Highway

Between 2000 and 2015, car traffic has increased by approximately 8%. With regards to goods vehicles, there has been a 52% increase from 2000 to 2015 for LGVs, whilst the number of HGVs has remained reasonably consistent over the time period. In addition to the motorways identified earlier, there are several ‘A’ roads within Warrington (e.g. A49, A57, A5061, A50, A5060 and A56); these generally provide a connection between the motorway network and the town centre.

Vehicular Speeds

The average speeds during the AM peak, inter-peak and PM peak were analysed using Trafficmaster data for June 2015. As expected, the results showed traffic travelled at higher speeds along motorways with higher speeds along the M56 and M62 compared with M6 during the AM peak. There were particular congestion hotspots on the network where the A50 joins the M6 and where the A49 joins the M62. During the PM peak, speeds were slower on the motorway network, particularly between Junctions 9 and 10 on the M56 and along the M6 between Junctions 20 and 21. During the

inter-peak, traffic along the majority of the motorway network had an average speed of 60+mph highlighting clear traffic flows.

Average speeds on the rest of the highway network were reasonably similar across the AM peak, inter-peak and PM peak. However, key findings included:

- Notably slower speeds in Warrington Town Centre and Stockton Heath (all time periods). Within the town centre, speeds were slower along more roads during the inter-peak compared with the AM and PM peaks.
- Wilson Patten Street (A5061) had an average speed of 0-10mph during the PM peak.
- To the north of the M62 and east of the M6, average traffic speeds highlighted limited evidence of congestion within the borough boundary.
- Slow traffic speeds from the M6 towards Birchwood during the AM peak with an average speed of 10-20mph compared with 40mph during the inter-peak and PM peak.

Highway Accessibility

Drive time highway accessibility analysis has been undertaken for Warrington Town Centre using ArcOnline, a web GIS utilising Esri's transport network data source. The analysis has been conducted for the AM peak and AM off-peak. Key findings from this analysis were:

- The catchment within 30 minutes showed greater accessibility to the north west of Warrington compared with the east towards Manchester.
- A comparison between the peak and off-peak 30 minute catchment showed this area extended over a greater area to the east towards Manchester though was reasonably similar in size in all other directions.
- The drive time catchment within 60 minutes included much of Merseyside and western / central parts of Greater Manchester, as well as Chester, Preston and Stoke-on-Trent.
- The 60 minute drive time catchment was fairly consistent between the peak and off-peak.

Issues

- Evidence of congestion throughout the day along sections of the highway network, particularly within Warrington Town Centre, junctions with the motorway network and sections of motorway. Congestion can have an impact on journey times and the reliability of highway travel in the borough. The severity of congestion was generally greater during the AM and PM peak.
- The motorway network can be a barrier for public transport, but the rail network can create severance issues for the highway network. Similarly, waterways and swing road bridges (for example at the Manchester Ship Canal) can also create severance issues and delay for vehicular traffic.
- The growth of LGVs in Warrington has been significant and will need to be considered in transport policy and strategy within the borough.
- There are three Air Quality Management Areas (AQMAs) within Warrington and these areas suffered from higher levels of congestion. Slower traffic speeds associated with congestion are likely to have a negative impact on air quality.

Opportunities

- The number of Killed or Seriously Injured (KSI) casualties on the highway network has fallen in Warrington over the last five year period from 2011/12.
- Proximity to the motorway network results in a wide drive time catchment from Warrington with the majority of Merseyside, Greater Manchester and Cheshire within 60 minutes of Warrington.
- There could be opportunities to develop Park and Ride facilities to ease congestion within the town centre and take advantage of the public transport available into the town centre.

5. Public Transport

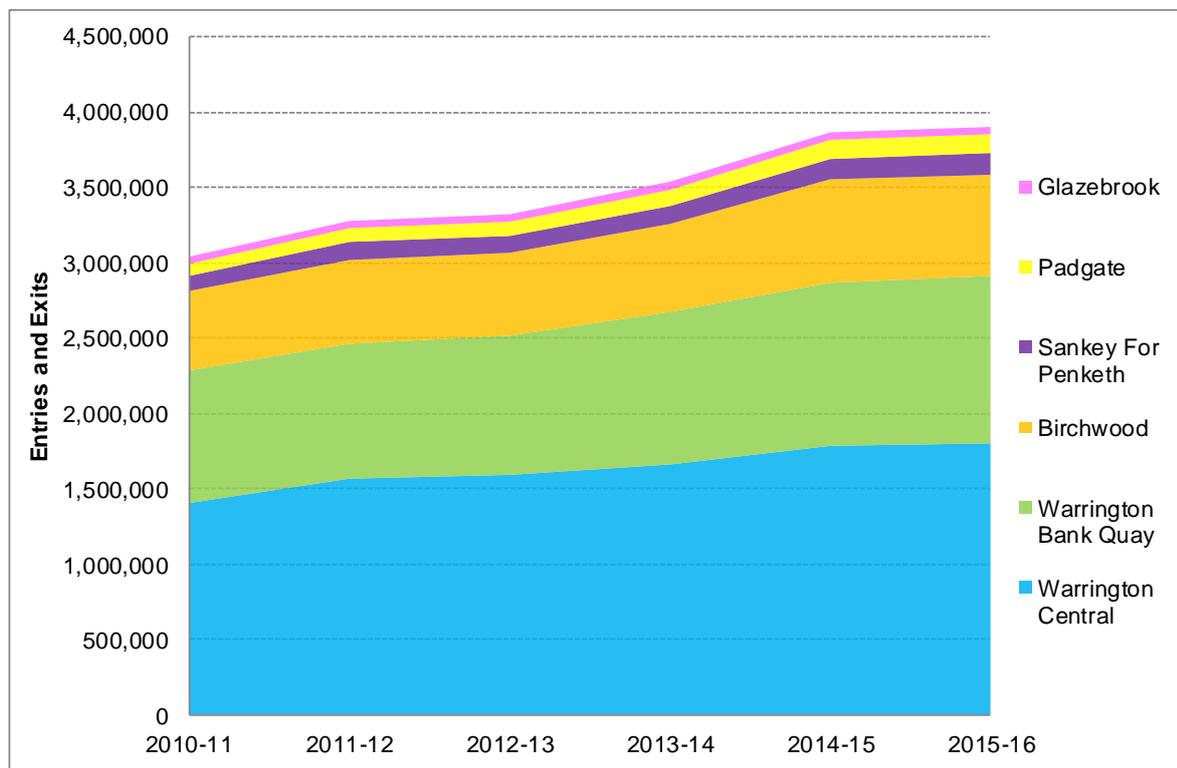
Rail

Nationally, rail use is growing and this trend is evident in Warrington with a 28% increase in patronage across Warrington’s six rail stations between 2010/11 and 2015/16 (**Figure 7**). Warrington Central is the busiest station in the borough with 1,801,788 entries and exits in 2015/16, which is 46% of the total for the borough. Warrington Bank Quay and Birchwood are the next busiest stations with 28% and 17% respectively for the borough. Meanwhile, Sankey-for-Penketh, Padgate and Glazebrook are notably quieter stations with a combined total of just 8% of entries and exits in the borough.

Between 2010/11 and 2015/16, Padgate and Sankey for Penketh have had the greatest increases in passengers (55% and 45% respectively), whilst Glazebrook has had the smallest increase (2%). Change in rail passengers at the remaining three stations was reasonably consistent with the borough increase ranging from 26 - 28%.

Data along the CLC Line was analysed to understand current operations and usage during the preparation of a Market Analysis Report³ for the CLC Line. Warrington stood out as a key origin of trips along the line with Manchester and Liverpool the most frequent destinations. Of all origins along the line, 19% originated at Warrington with the only greater origins being Mossley Hill to Sankey and Padgate to Trafford Park (22% and 19% respectively). Of the journeys originating at Warrington, almost half (48%) alighted at Manchester stations, just over a quarter (26%) at Liverpool / Edge Hill, whilst 10% alighted at a station between Padgate and Trafford Park and 9% were travelling to a station east of Manchester. The most common destinations to the east of Manchester, from Warrington, were Leeds, Sheffield, Stockport and York. Despite 19% of return journeys originating at Warrington, just 11% alighted at Warrington; indicating greater outflow by rail compared with inflow.

Figure 7: All Warrington Stations - Rail Entries and Exits (2010/11 to 2015/16)



Source: ORR

Table 2 presents the results of a journey time comparison for bus / coach, private car and the fastest rail journey for travel between Warrington and Manchester / Liverpool. The results highlight that rail is the quickest mode of travel compared with car and bus / coach, during both the AM peak and inter-peak.

³ CLC Part 1 Market Analysis Report, AECOM (2017)

Table 2: Journey Time Comparison (mins)

	Bus / Coach (AM Peak)	Bus / Coach (inter-peak)	Car (AM Peak)	Car (inter-peak)	Rail (fastest)
Warrington to Manchester	131	100	47	40	20
Manchester to Warrington	113	113	45	43	16
Warrington to Liverpool	93	45	47	41	29
Liverpool to Warrington	92	89	41	40	22

Source: CLC Part 1 Market Analysis Report, AECOM (2017). N.B. table presents Mon-Fri passenger service.

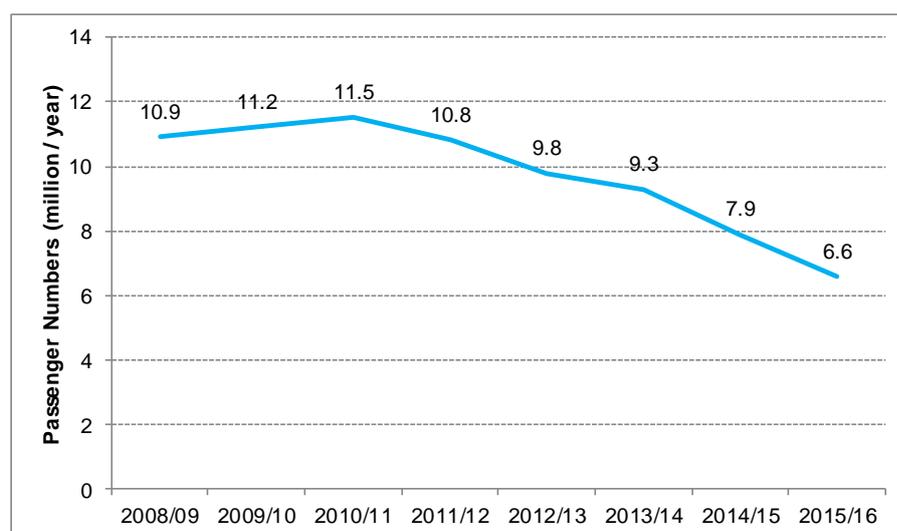
Bus

Network Warrington is the main bus provider within Warrington. These services are centred on Warrington Interchange with most services providing a circular route from the town centre. This provides effective access to the town centre, but bus travel across the borough is less convenient and generally requires interchange in the town centre. With several key employment locations outside the town centre, for example Birchwood and Gemini Business Park, it is important to ensure bus journey times are competitive.

Arriva also operate several bus services within Warrington and these services extend the available bus network, particularly to the south west and west of Warrington with services to Runcorn, Chester and Liverpool. In addition, there are several bus services operated by smaller companies as well as private sector funded commuter services within the borough.

Bus patronage in Warrington between 2008/09 and 2015/16 is presented in **Figure 8**. The chart shows bus patronage was relatively stable between 2008/09 and 2011/12, but since then has fallen considerably. In 2011/12, bus patronage was 10.8 million passengers per year but in 2015/16 this had fallen to 6.6 million passengers per year. **Figure 8** shows bus patronage fell by 39% in Warrington between 2008/09 and 2015/16. **Table 1** had shown an increase in the absolute number of bus trips between 2001 and 2011 and this small increase was also evident between 2008/09 and 2010/11 in Figure 7 with the decline in patronage since. The 2015 National Travel Survey also demonstrated a fall in bus trips with a 19% decrease since 1995/97.

Figure 8: Bus Patronage (Boarders in WBC area)



Source: Introduction to Public Transport Presentation WBC June 2016

Public Transport Accessibility

Public transport accessibility analysis has been undertaken for key destinations within Warrington using TRACC⁴. **Figure 9** shows almost the entire borough was able to access **Golden Square, Warrington Town Centre** by public transport within one hour. A large area was within 15 minutes reflecting bus and rail services from Warrington Interchange and this area extended reasonably consistently outwards from the town centre. In addition, public transport accessibility extends beyond the borough in all directions.

The public transport accessibility catchment for Birchwood Business Park (**Figure 10**) reflects the CLC Line and bus network from Warrington Interchange. Public transport accessibility within one hour is concentrated to the north-east of the borough and the town centre. The Manchester Ship Canal forms a barrier with limited public transport accessibility within one hour south of this boundary.

Accessibility to Lingley Mere (**Figure 11**) was greater east-west with the M62 and River Mersey forming barriers to the north and south. Public transport journey times were shorter to the east of the site, towards Warrington Town Centre, reflecting the circular bus routes from Warrington Town Centre to the outskirts of the borough.

Figure 12 presents accessibility to Gemini Retail Park. The map shows accessibility within 15 minutes was an area south of the M62 and generally followed the bus routes identified earlier. Warrington Town Centre is approximately 30 minutes away by bus and highlights the 'hub and spoke' nature of bus travel in Warrington. The M6 and Manchester Ship Canal form barriers to public transport travel within one hour.

Issues

- The frequency with which Warrington stations are served by rail services on the CLC Line varies considerably with some services stopping just once every two hours at stations.
- Bus travel is centrally focused on Warrington Interchange which is effective for access to the town centre but cross-town travel requires people to travel into the town centre and back out again on another service.
- There has been a decline in bus patronage in the borough, particularly since 2011.
- In general, public transport access to key sites in Warrington is generally quicker according to the proximity of the site to the town centre or CLC Line. With several key employment areas outside the town centre, improving the attractiveness of sustainable travel to these sites could be by reducing public transport journey times.
- Barriers to public transport accessibility include the motorway network and the Manchester Ship Canal.

Opportunities

- An Outline Business Case (OBC) for a new station at Warrington West has been prepared and an additional station would support greater levels of residential and commercial development, increase accessibility and create a gateway to the west.
- From December 2017 / May 2018, rail services in Warrington will change as the Transpennine Express service will transfer to the Chat Moss Line via Newton-le-Willows, with Northern replacing this service with a new semi-fast service running between Liverpool Lime Street and Manchester Airport.
- Rail patronage has been growing in Warrington and this has been reflected in the ORR Station Entries and Exits data as well as the proportion commuting by train in the Census.
- The fastest rail journeys between Warrington and Manchester / Liverpool are quicker than car during the AM peak and inter-peak.
- The positive impact of the CLC Line on public transport accessibility was particularly evident with sites to the west of the borough. A higher density development should help opportunities for modal shift from solo car driving to public transport.

⁴ Public transport data from October 2016 and Meridian2 road network data used. Parameters: Tuesday AM Peak, maximum pedestrian walking speed of 4.8km/hr and maximum 800m connections for users to public transport links.

Figure 9: Accessibility to Golden Square, Warrington Town Centre

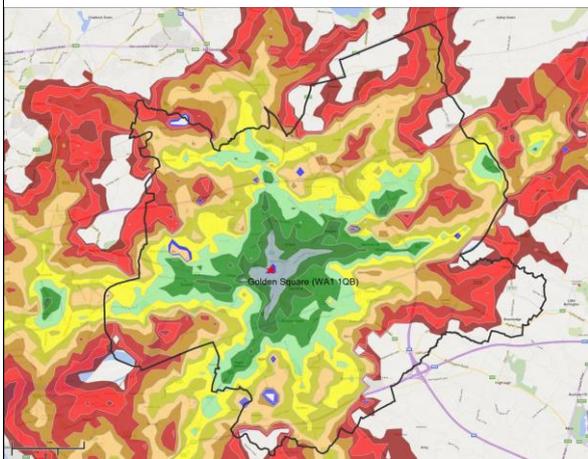


Figure 10: Accessibility to Birchwood Business Park

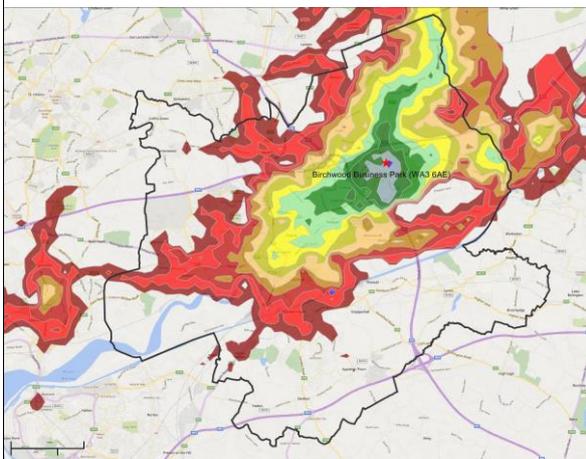


Figure 11: Accessibility to Lingley Mere

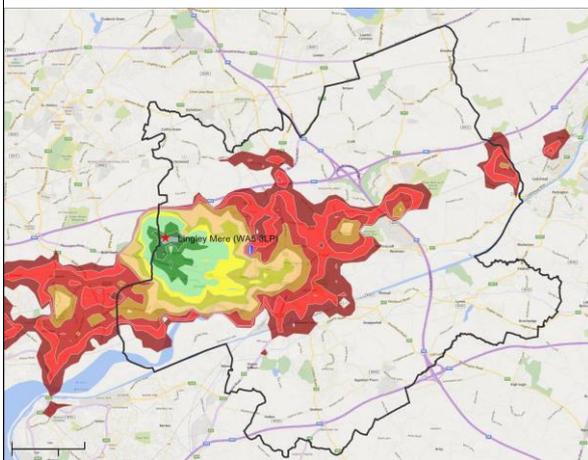
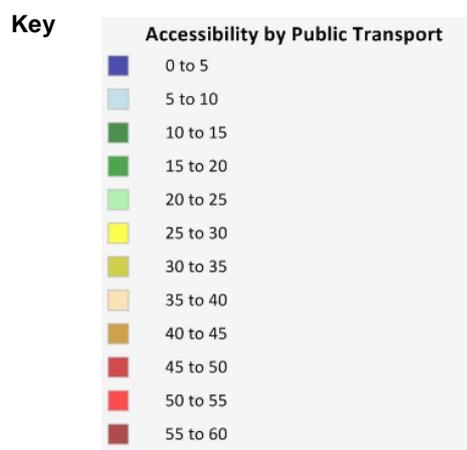
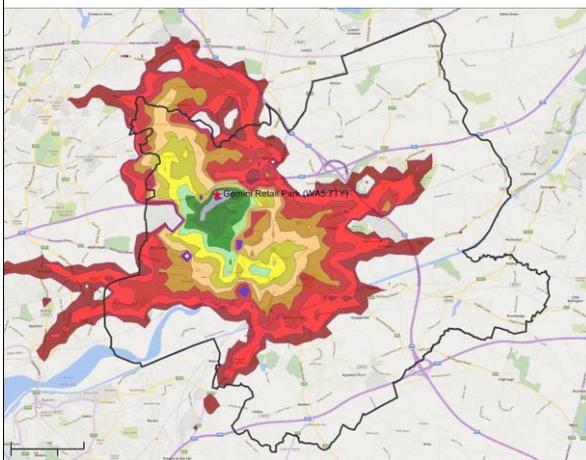


Figure 12: Accessibility to Gemini Retail Park



Source: TRACC

6. Active Travel

In 2016, WBC updated their cycle map and this is available to download online. The map includes an assessment of the road network on a five point scale to show the 'cycleability' as well as identifying cycle paths, shared-use cycle paths and pedestrian links. National Cycle Network (NCN) routes are labelled as well as cycle parking, crossings and key destinations.

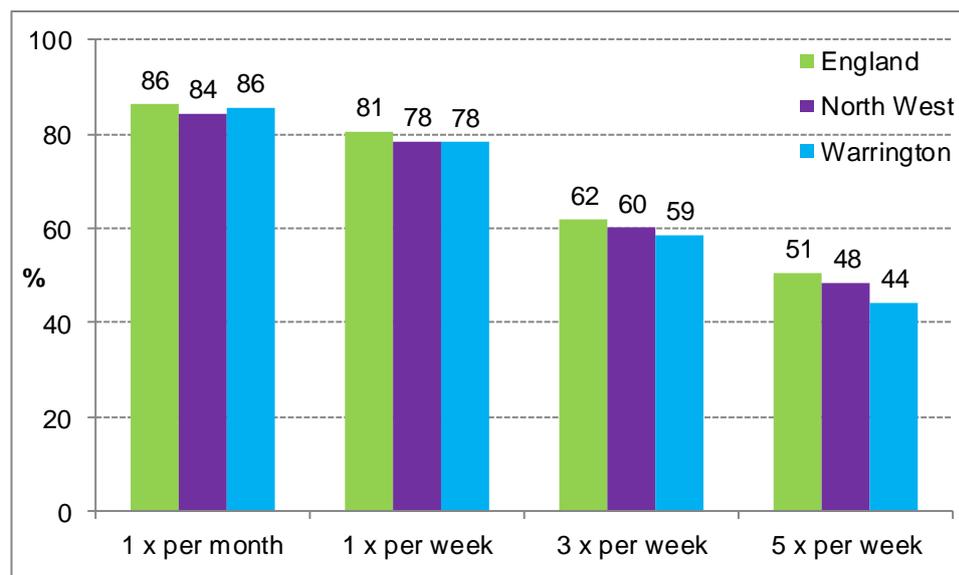
National Cycle Route 62 runs through the south of the borough and forms the west and central sections of The Transpennine Trail which is a long-distance path running from coast to coast across northern England. From Warrington, this route provides a connection to Widnes in the west and through Lymm and onwards towards Altrincham in the east.

Level of Walking and Cycling

DfT prepare walking and cycling statistics based on results from the Active People Survey which is an annual household survey administered by Sport England. In 2014-15, 86% of Warrington residents had walked at all which was consistent with the national average. The trend shows a fall in the proportion walking in 2013-14 in Warrington (78%), whilst the national and North West results were consistent across this time period.

The proportion walking at least once per month in Warrington was consistent with the national figure. However, nationally 51% of adults walk for at least 10 minutes five times per week, but in Warrington this proportion was notably lower at 44% (**Figure 13**). Although the proportion across the North West (48%) was lower than the national figure, it was greater than the proportion in Warrington.

Figure 13: Proportion of Adults that Walk for at least 10 minutes (2014-15)

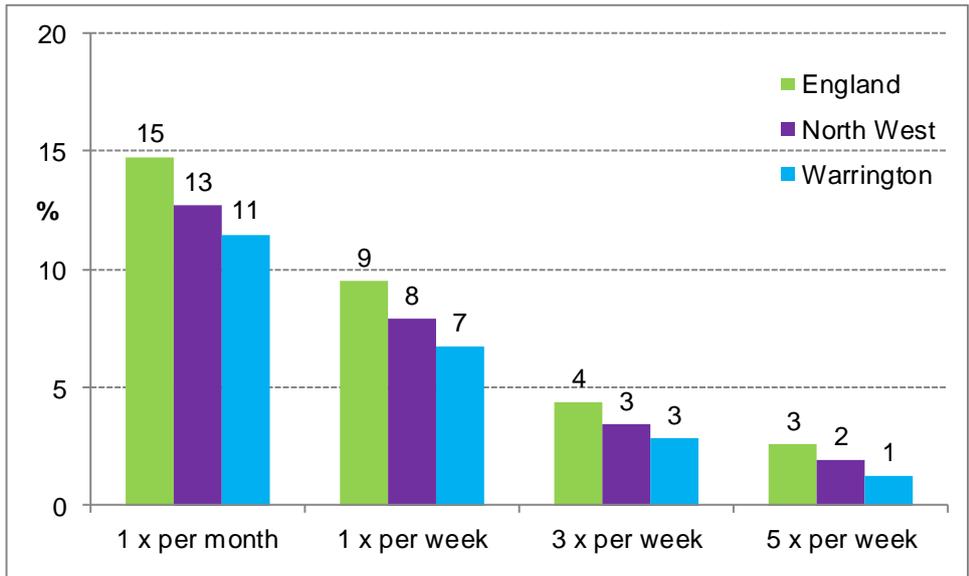


Source: DfT Local Area Walking and Cycling Statistics

With regards to cycling at all, the proportion cycling in Warrington has fallen from 17% in 2012-13 to 11% in 2014-15. National and North West proportions have remained consistent over time (15% and 13% respectively); therefore, the level of cycling has fallen from being above these averages to below.

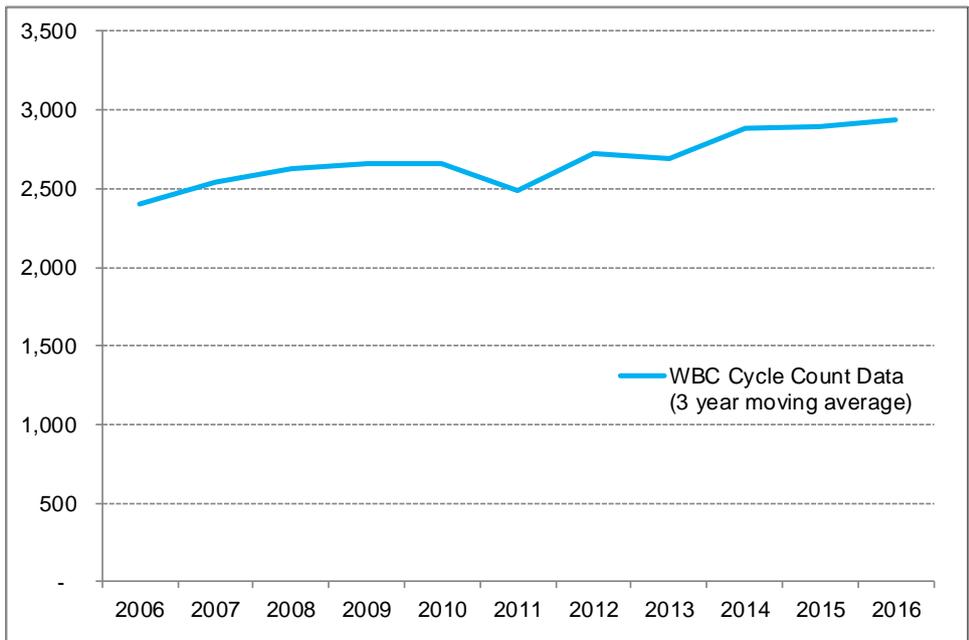
Similarly, the proportion of adults cycling for at least 10 minutes was notably lower in Warrington compared with the national proportion (**Figure 14**). Despite the results of the Active People Survey, WBC cycle count data has shown a 21% increase in the level of cycling on the Warrington network (**Figure 15**).

Figure 14: Proportion of Adults that Cycle for at least 10 minutes (2014-15)



Source: DfT Local Area Walking and Cycling Statistics

Figure 15: Level of Walking in Warrington (2010-16)



Source: Walking and Cycling Count data provided by WBC

Issues

- Motorways, railways and waterways can all be barriers for active travel permeability. This can force pedestrians and cyclists to take a detour or a route they are less comfortable with which can discourage active travel.
- In areas of low car ownership, walking is a particularly important mode of transport therefore there is a need to ensure pathways are of a good standard and along desire lines.
- Compared with National and North West figures, there are below average proportions walking or cycling for at least 10 minutes three or more times per week in Warrington. This may in part be due to the high car dependency for the journey to work.

Opportunities

- Warrington is reasonably compact and has a fairly flat terrain which gives good potential for active travel. Furthermore, the availability of an up-to-date cycle map online is a convenient source for people to identify routes which are suitable for them.
- 16% of Warrington commuters travel less than 2km to work, whilst a quarter (25%) travel 2-5km⁵. These distances are reasonable for walking and cycling amongst residents.
- Cycle counts have observed an increase in the level of cycling in Warrington.

⁵ Source: Nomis

