

Opposition against the Warrington Borough Council plans to decimate South Warrington by replacing Green Belt with Houses & more Roads.

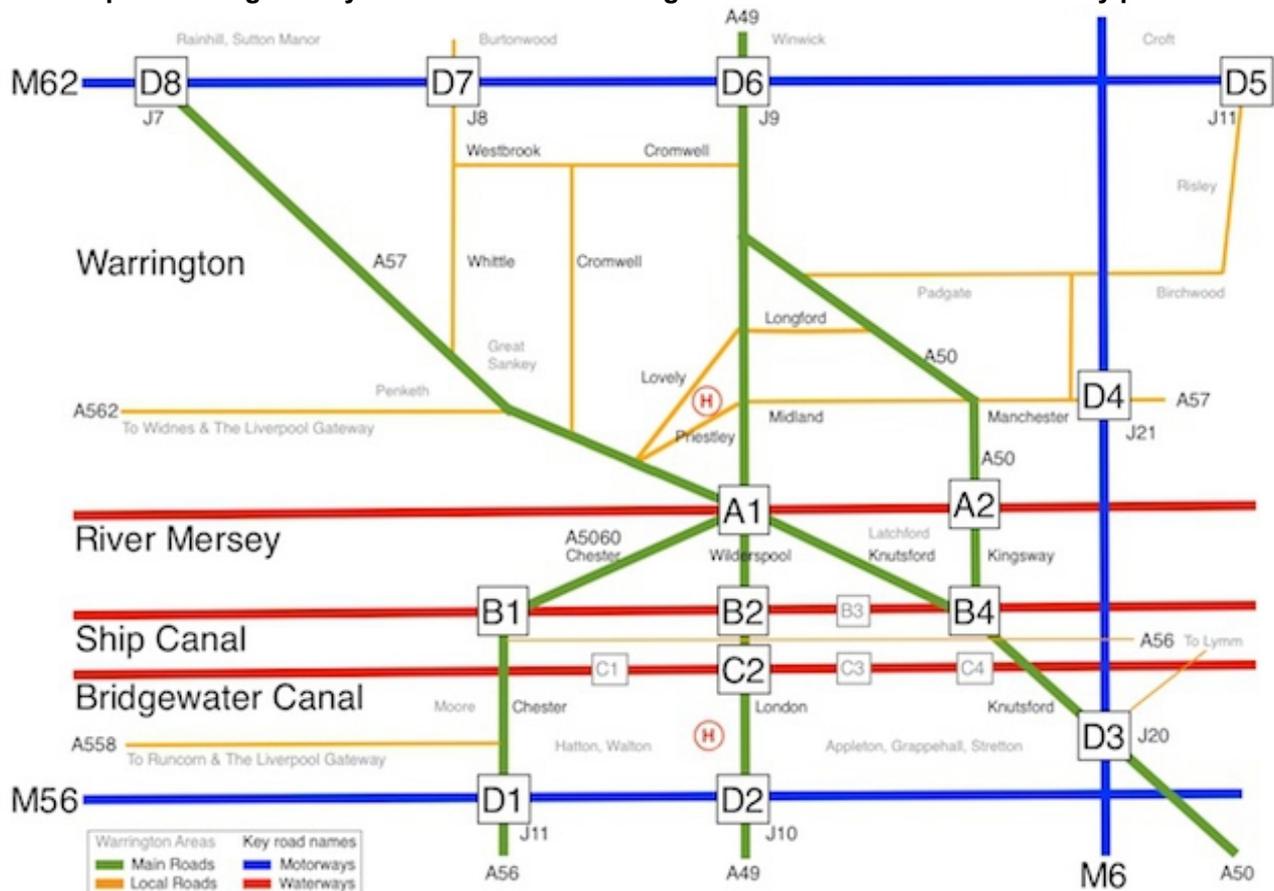
This document objects to the WBC preferred development plan, currently with a title of “Garden City Suburb” on the following grounds. We insist that local residents should have a right to self-determination.

The impact on the roads will be catastrophic and will impact all residents of Warrington both North and South as they travel across Warrington. WBC planning are guilty of gross negligence as this document will show.

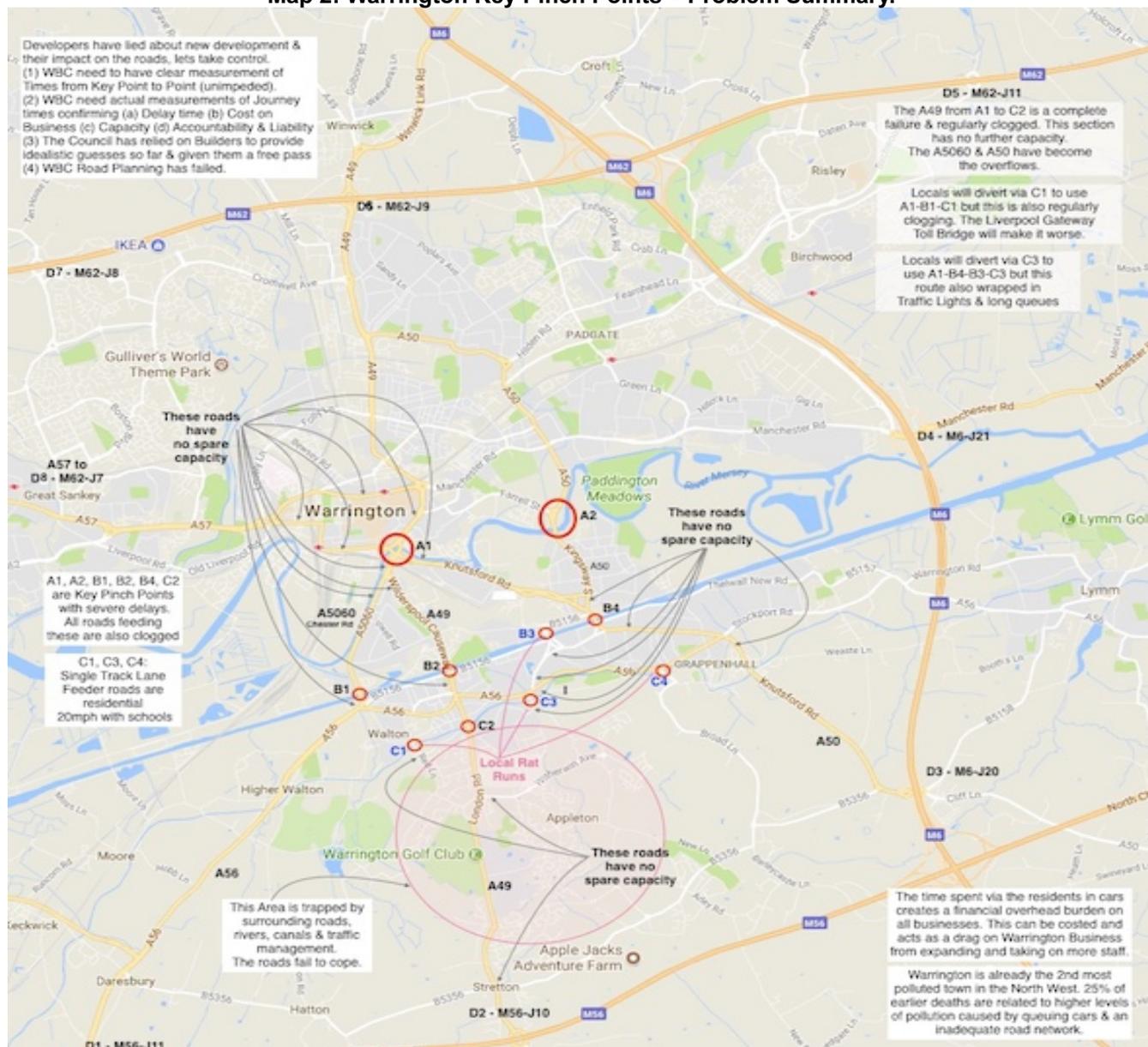
- 1) Green belt should be protected and not built on. This is an area of outstanding beauty.
- 2) There can be no exceptional circumstances that allow our green belt to be built on.
- 3) The WBC strategy should be to wait and explore the use of Brown sites before all other plans.
- 4) No land that can be used for Agriculture should be used to build on – it should not be designated as “spare”
- 5) WBC have not given clear facts to confirm there is a need for this number of houses to be built.
- 6) WBC plan gives no thought to our cultural heritage of smaller settlements like Appleton Thorn, Grappenhall Village, Stretton, Walton, Hatton village. WBC should drop all plans for WARRINGTON to be a city.
- 7) WBC have not analysed nor provided sufficient road planning to confirm that traffic flow is sustainable.
- 8) Local roads all over Warrington are already congested with no further capacity for new houses.
- 9) There are already too many major roads and road noise surrounding Warrington.
- 10) Warrington is the second most polluted town in the North West and WBC plans will add to the pollution.
- 11) 5% of early deaths are related to respiratory problems and pollution in the air.
- 12) New houses will require more substantial by-passes which will attract non-residents to avoid Toll charges.
- 13) WBC has not put any care into the local wildlife.
- 14) WBC would need to expand facilities for Hospitals, Schools, Shops bringing more people into Warrington.
- 15) The impact on the Road Systems of Warrington has produced a drag on Business efficiency.
- 16) The Drag on Business Efficiency means less jobs and borderline jobs at risk.
- 17) The Liverpool Gateway Toll bridge will drive more traffic through Warrington to avoid the tolls.
- 18) The Liverpool Gateway also takes away a Free Runcorn Bridge and replaces it with another Toll Bridge.

This document will focus on the Road Planning which has proven itself as ineffective.

Map 1: Warrington Key Pinch Points – How long does it take to travel between key points?



Map 2: Warrington Key Pinch Points – Problem Summary.



Key Pinch Points: See Red Circles on the map.

- (1) River Mersey – A1, A2
- (2) Manchester Ship Canal – B1, B2, B3, B4
- (3) Bridgewater Canal - C1, C2, C3, C4

Warringtons Road network is so appallingly bad, it is on every residents mind on every trip through Warrington. The proposal to build 8,500 new houses south of Warrington will add to this congestion. Residents feel this badly thought out plan is being railroaded in without first improving the road network.

WBC should put as a priority one - the current Road Network, to significantly reduce queuing and to put in place sufficient tolerance before any new houses go ahead. Secondly, houses should not be built on Greenbelt but should focus on consuming all Brown sites.

From every perspective, the Health of residents must be the overarching priority and chuffing cars creating pollution whilst in queues needs to be stopped.

I do not see any evidence of a credible Road Network Strategy from WBC (1) in practise today nor (2) from the documentation that I have seen so far. It really doesn't analyse the Key Pinch Points and there are no statistics to measure the current delays due to the inadequacy of the current network nor does it state any change once the new houses are built. [Nor does it outline its contingency plan upon closure of the M6, M56, M62.](#)

Road Networks

80% of Residents travel to work via Car, yet the planning documents give "Travel by Car" little planning priority. The main roads are greyed out on maps and even the bus routes (5% of residents) receive more attention.

The road planning is WBC biggest failure and this is clear from the documentation. It is not obvious that WBC has an effective focus or strategy for the road network.

The number & frequency of buses (5% of journeys) is such that we take valuable road space (bus lanes) away from 80% and create queues & pollution.

There are traffic lights and pedestrian crossings everywhere.

In the South of England, they too have very busy roads but use roundabouts to stop the queues forming. The traffic keeps moving as it does north of Warrington.

In Appleton, we can stop at Lyons Lane and 4 cars will form a queue.

At the next set of lights, that becomes 8 cars then 16 at the next traffic lights and we haven't even got to Bridgefoot roundabout. Many a time, at these lights - nothing is moving in any direction. The WBC Road Planning team needs replacing.

We should be looking at the journey times of all our residents, not trying to solve one problem for Buses with a bus lane that then shifts the problem to the 80% of residents travelling by car.

South Warrington - 3 Obstacles:

All Warrington Residents travelling North to South, South to North must cross these three obstacles:

(1)The River Mersey (2)The Ship Canal (3) Bridgewater Canal.

Looking at the Housing Application Plans or the Warrington Transport plans - all these main A roads and Obstacles tend to be greyed out on maps.

Greyed out as if there was a deliberate policy to hide the problem being created.

These plans do not appear to give any importance to what residents consider as a number one priority - the road network already cannot cope. Building on Green Belt introduces merely adds to the list of priorities.

Liverpool Gateway Impact

When the Liverpool Gateway is built, people will divert to the A56 rather than pay the tolls.

Local residents normally using the A56 will then shift towards the A50 or try to use the A49 (already really bad).

As each of these roads become more crowded, so residents start using the 20mph residential side roads more. More crowded residential roads will confirm a failure of the main road network.

[The Toll Roads will force traffic towards Sankey and their residential roads.](#)

Residential side roads are 20mph because the WBC recognise an increased risk to safety, yet WBC road network strategy will increase traffic in these areas. See map rat runs and for points (C1, C3, C4). Local roads (C1, C4) are two single track hump back bridges and (C3) is a single track bridge under the Bridgewater canal, none of these roads should be used as part of an overall Road Strategy and yet they are currently bearing the brunt of local residential traffic which is avoiding the main A roads. Bridge (B3) is also a local rat run road that is quite often hammered and potholed in spite of recent repairs. It should not form part of a strategy but it should be measured and monitored as a measure of how residents are avoiding the main A roads.

The approach to resolve this new residential problem should not be stopped by "force" (ie No Access etc) but rather we should plan to "attract" residents back to the main routes (A56, A49, A50) because they work (which they currently do not)

You can see the WBC approach to its car parking failure in Stockton Heath by charging for the car park and double yellow lines.

These haven't solved the fundamental problem, it has merely shifted it further out and deterred customers from coming in or staying longer to buy more.

The WBC car park approach has been to "throttle back" the customers rather than support Stockton Heath businesses & the jobs they bring. Delays throughout Warrington because of the bad road network planning also throttles back business.

Buses

Bus routes are Warrington Centric, most of us are not interested in shopping or working in Warrington - **we just want to by-pass it**. Only 5% of residents are using a bus.

Warrington town centre is exactly that, a "Town Centre", it is not a city, nor will it ever be - and it doesn't do a great job of being a Town Centre either.

Difficult to get in, difficult to get out and you have to pay for the privilege.

It is very rare that we go into Warrington centre.

Shopping at Gemini or the Trafford Centre is a far better experience and they have free parking.

Lessons learned from Switzerland/Zurich:

Zurich integrated Bus/Tram network surveyed its citizens.

"How long would you be prepared to wait for a bus before going home and getting the car out?"

Zurich citizens said "6-9 minutes max" and that became the design criteria. No matter where you are in Zurich, that is how long you wait for public transport.

A Star shaped tram system crosses the city and Buses create the "web" from one star line to the next. Max waiting time from one bus to the next tram is 6 minutes.

The Warrington Bus service is pretty well irrelevant for working people even if there were no cars & queues.

The Bus service is too infrequent, too expensive and goes to the wrong places.

If there are a few of you, it is far cheaper to travel by car or taxi but not by bus. It is not surprising that it is not increasing its customer base. It really has little relevance.

Cycling

Cycling (down to 2.8% of journeys) receives even less attention in the planning documents.

Cycling is very effective in mainland Europe - bikes everywhere, just brilliant - but WBC have lost an opportunity.

WBC planning for a dedicated Cycling & Pedestrian grid network across Warrington has been a major failure when it could have been included for free.

If Warrington had a dedicated grid (no cars, only pedestrians and bikes) and landscaped - people would walk more, run and cycle.

Start with the Canal towpaths and absorb it via the Sports Budget.

Where are the bike routes that are safe enough for children to cycle on.

Warrington roads are too dangerous for bikes. Has the Council asked for suggestions ? I have plenty.

Lessons learned from Canals in Bath

In Bath, they have laid a tarmac path on towpaths and it is buzzing with Cyclists, Runners & Pedestrians. Very inclusive for wheelchairs.

Along the way, the pubs have also done well. Even a water taxi business has recently just started up.

WBC should be encouraging the health of its citizens and its image - the canal scenery is something we should exploit.

The towpaths might be owned by Peel Ports, but there would be ways to bring this into local resident use without anyone being out of pocket. Imagination is all that is required to create a win-win.

WBC Obfuscation

There is so much documentation (I counted 47 documents) and plans that it has resulted in Obfuscation.

The Road Network is perhaps the most important current priority yet there are over 40 documents before you get to the Transport Summary.

The WBC Transport Summary doesn't form a Road Network Strategy but there are issues that should be considered (see below).

One example:

On the document, Site Assessment - South Warrington - 164 page document:

The key developments were geographically randomised throughout the document.

Other plans, for providing work were spliced in to further bury the key building sites.

Site maps are in such low resolution that it is near impossible even when fully zoomed to read street names.

Maps are very difficult to determine the location - even when comparing side by side with Google maps.

The site for 4000 houses was buried in over 100 pages. WBC Road Planners should be blocking this.

It is a standard Change Management technique, measure what you have first, make the change and remeasure to confirm that the change went to plan. If WBC has not measured and published travel times between the various Key Pinch Points then how can it know whether the changes it makes create any improvement. WBC should be measuring & publishing before any Housing Plans were proposed. This is gross negligence of the planners. Voluminous documents are designed to hide, bury and scatter information which serves to confuse, disorientate and dissuade any opposition.

Road Network - Planning Proposals (see maps above)

(1) Create Benchmarks for Car travel between major Junctions.

Every Warrington KEY pinch point, major junction should be identified. (like the London underground stations). We should then create bench mark times to travel **unimpeded** between each junction. Every set of traffic lights, pelican crossing, bus lane, traffic calming then adds to the travel time and defines a measure of the failure of the Warrington Road systems.

Residents already know WBC continue to incrementally fail each year, let's measure this failure year on year and plan for success.

(2) Analyse the Costs to Warrington.

(Financial Overheads, Jobs, Unemployment benefits, FTE lives lost, Pollutions Metrics, Accountability)

(2.1)

An extra 30 minutes journey time to get over Bridgefoot roundabout or an extra 30 minutes to get through Stockton Heath is totally unacceptable. Multiply this delay by the number of business people travelling between these junctions and you have an overhead cost on local businesses due to inadequate road planning.

(2.2)

More overheads for a business owner means less jobs for assistants needed to help business owners. You might only have time to do 1 job instead of 2 in a day. Vulnerable businesses will go out of business.

(2.3)

Travel time reduces the circumference for looking for jobs which means more people claiming benefits.

(2.4)

More travel delays create more chuffing cars that impact on the health of all existing residents. Warrington is already the second most polluted town in the Northwest and it is believed that more than 25% of deaths are related to pollution.

WBC should convert the 5% of deaths into Full Time Equivalent - to quantify how many FTE lives are lost and have a duty of care to reduce this figure. To not do this is a negligence of duty.

(2.5)

Given that we are already surrounded by densely packed motorways, what measures will WBC take to mitigate the current pollution problems.

What action will WBC take to mitigate the pollution problems WBC intends to create by building 8,500 new houses south of Warrington.

(2.6)

Money talks & Builders want profit so residents opinions will be cast aside.

If builders want to build 8,500 new houses, those developments should bear the cost before building to mitigate the road system, impact on local business time and pollution. Not a cost for existing residents.

One moron on the WBC said, "we should vote through the proposal (for 800 houses) and build, which then creates traffic problem which we then look to solve". This is not planning, just profit for builders without accountability.

As each Builder lies about their "800 houses won't impact the local journey times," lets change that. Builders submitted plans must show timed impact on all Junctions, for every percentage point they lied about, then let's hold them legally accountable & underwritten by insurance so we can then finance mitigation.

The Planning consent for 800 houses discussed at Parr Hall on 22-Jun-2017 should never have got so far. WBC Road Planning dept effectively gave the Builders a free pass when Builders had not made any actual Warrington Road traffic measurements but had used a simulation which produced the right answer. Really ! That night it took us 50 mins, roads (A1, B1, B2, B4) gridlocked, car abandoned to get to that meeting.

Something in the way we fail to plan has to change. Lets hold the people who 'sign off' on local plans accountable. Lets start putting jobs on the line where the Residents have been let down by their so called representatives.

Example Travel Times – WBC should be explaining the impact to residents.

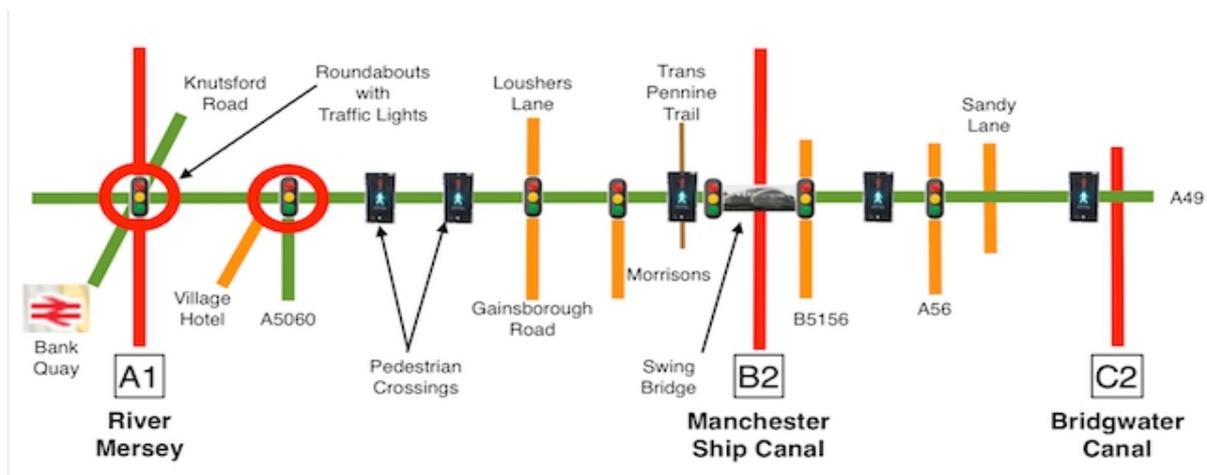
The following gives the kind of information that WBC should be preparing upon a Road Planning analysis.

It was confirmed at the Parr Hall Meeting discussing an 800 house development, that nobody had measured actual traffic travel times around Warrington. Planners had invented figures supposedly based on a town like Warrington – the town wasn't named – and surprise, surprise – there would be no noticeable impact. Really ! WBC need to be far more insistent on real data before & after developments, to put in feedback loops to HALT further development until Builders have paid for the mitigation of the problems they have caused. If you build for profit, you must pay for the risks too.

Comments	A1 - B2	B2 - C2
Time to travel 3.5 miles at 30 mph (ie. Unimpeded) Assumes no Roundabouts, Junctions, Traffic lights. This sets the initial yardstick on what should be achievable for the distance.	2 min	2 min
Fastest travel time during day (all lights green) There is an inherent delay added by the nature and state of the roads. Items such as Bus Lanes, traffic calming all slow the traffic down.	10 mins	14 mins
Off Peak Travel Time (9:30-15:30) ie. The inherent delay added by the nature and state of the roads.	14 mins	14 mins
Peak Hour Travel Time (7:30-9:30 & 15:30-18:30)	20 mins	14 mins
Ship Canal Closures – 6 times per day Times for roads to recover	20+ mins added for 1 hour	10+ mins added for 1 hour
Motorway Closures - 4 times per yr. Times for roads to recover	2+ hours added for 7 hours	2+ hours for 7 hours
Effect of New Build of 800 Houses at XYZ		
Off Peak Travel Time	+ 12 minutes	+ 15 minutes
Peak Hour	+ 22 minutes	+ 25 minutes

WBC should also add to the table above travel times for B2-A1 and C2-B2

Below is an example of the A49 between A1 and C2 and how much the various measures have added to the delay. The useless Bus Lane has not been shown. All Roads should be mapped this way and an impact on each Road Measure introduced should be measured after implementation and reversed if it has failed.



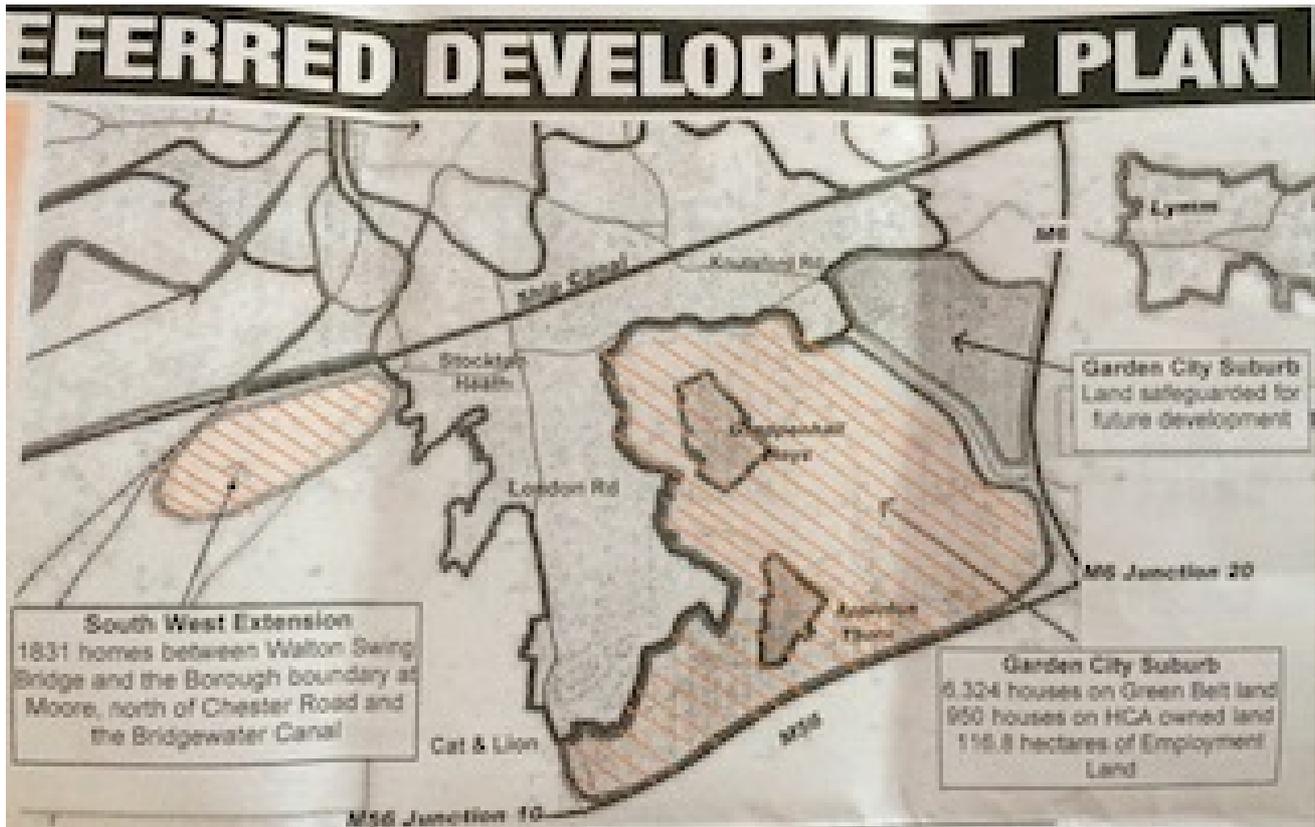
Traffic islands could add less delay than Pedestrian crossings. Roundabouts could add less delay than traffic lights or even part time traffic lights would improve flow. When the Bus Lane was introduced on the Causeway, this effectively removed a lane for cars and stopped cars getting through Brian Bevan island roundabout. The Pedestrian cycle at Stockton Heath allows for pedestrians to cross, the cars remain stationary and there are no pedestrians crossing.

Appendix: Warrington Preferred Local Development Plan 2017

As produced by the FOCUS Local Parish Councillors summary.

Please note that this document raises valid objections that would apply to all similar plans. We note the tactic used by WBC previously to put forward successive plans that then draw a line under previous plans and their objections.

Each new plan then invalidates all previous objections and WBC then reopens the objection process once again. This process is designed to gradually erode those people from re-submitting their original objections and effectively staying deaf to the residents. This is a policy intended to favour the Builders and to put Builders interests above the residents.



Garden City Suburb – Future:

Land safeguarded for future development

Garden City Suburb:

6,324 houses on Green Belt Land

950 houses on HCA owned land 116.8 hectares of Employment Land

South West Extension

1831 homes between Walton Swing Bridge and the Borough boundary at Moore, north of Chester Road and the Bridgewater Canal

9105 Houses + Future Development not outlined.