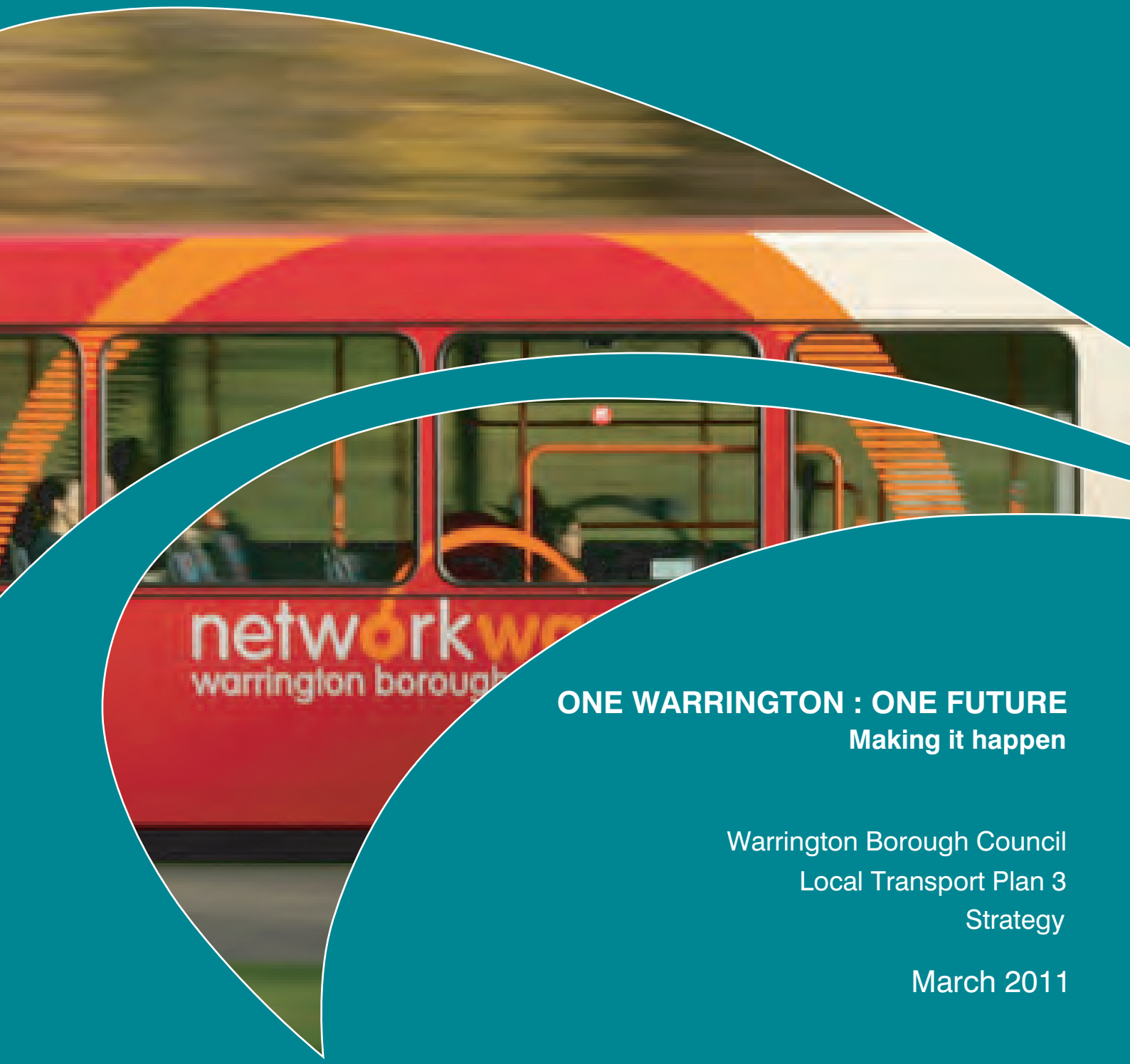

ONE WARRINGTON : ONE FUTURE

Making it happen

Warrington Borough Council
Local Transport Plan 3
Strategy

March 2011

If you would like the information contained in this document provided in another language or format including large print, Braille, audio or British Sign Language please telephone 01925 443322.

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One Warrington: One Future - Local Transport Plan

Welcome to Warrington's third Local Transport Plan (LTP3).

This document sets out our Local Transport Plan Strategy for the period 2011-2030.

LTP3 is being developed at a time of uncertainty for all public services and the effects of the recession and reductions in public sector funding have already been felt. The Government's Comprehensive Spending Review in October 2010 resulted in a reduction in funding for our Integrated Transport schemes of around 35% over the next two years. Nationally, the priorities for transport are being reshaped by the new Government with greater emphasis being placed on measures which support the economy and help to reduce carbon emissions.

What is clear is the need for LTP3 to focus on those transport issues with most importance at a local level. '**One Warrington: One Future** Where Everyone Matters' is the Sustainable Community Strategy for Warrington and guides public sector agencies in deciding what services to provide and how and where to allocate resources. LTP3 and the Core Strategy of the Local Development Framework (LDF) will complement each other and provide a framework to guide decisions on the future provision of transport services for the Borough in line with the ambitions of '**One Warrington: One Future'**. We share the vision set by ''**One Warrington: One Future'** that …

"by 2030, Warrington will be recognised as one of the best places to live and work in the UK, where everyone enjoys an outstanding quality of life"

In developing LTP3 we have tried to:

- Provide a strategic approach to setting local transport policies and deciding where to target our future investment to improve transport.
- Set out our policies in a concise and easy-to-read strategy.
- Identify themes on which to target spending, illustrated by the types of actions that may be delivered rather than detailed programmes of schemes for which funding may be uncertain.
- Focus on being accountable to our local community in our development and delivery of LTP3.

Councillor Alan Litton

Executive Board Member
Environment & Transport

Andy Farrall

Executive Director
Environment & Regeneration

1.0 Local Transport Plan 2011-2030 (LTP3)

1.1 Why do we need a Local Transport Plan?

1.1.1 Transport is an essential part of our lives and connects us with jobs, education, healthcare, shopping and leisure. It is also a key component of the economy, linking businesses with workers, customers and clients, and providing for delivery of goods. Transport shapes our neighbourhoods and our choice of transport can have positive and negative impacts on both us as individuals and the wider environment.

1.1.2 As a transport authority, Warrington Borough Council has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce a Local Transport Plan (LTP) and to keep the plan under review. This policy document, together with Annex-A 'Implementation Plan' and Annex-B 'Monitoring Report' form the third Local Transport Plan (LTP3) for Warrington and the polices and actions will run from 01 April 2011 to 31 March 2030.

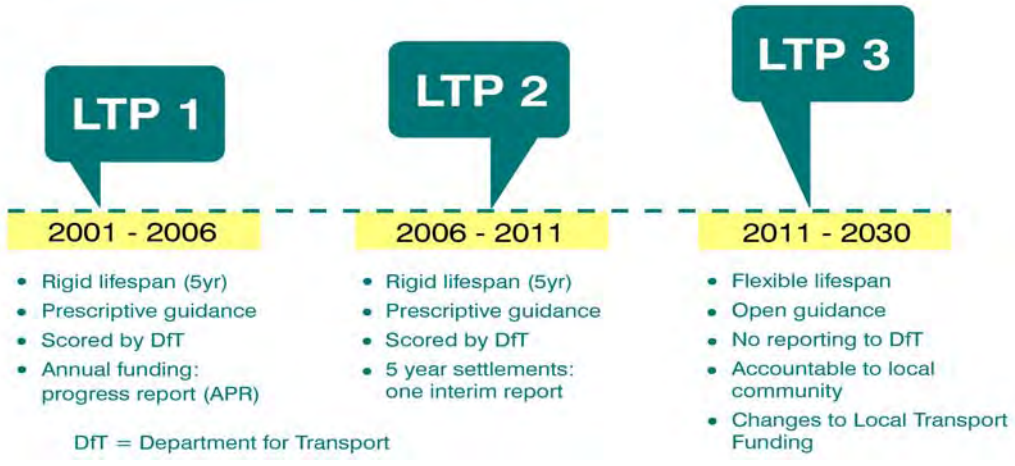
1.1.3 The Local Transport Plan (LTP) helps us to address local transport issues by providing a framework for decisions on future investment. It:

- sets objectives for transport to support our wider goals and ambitions;
- establishes policies to help us achieve these objectives; and
- contains plans for implementing these policies.

1.1.4 Unlike previous Local Transport Plans, LTP3 will not be assessed by or reported on to Central Government: instead we are accountable to our local community for its quality and delivery. These changes have given greater flexibility to how we approach LTP3 and we have taken the opportunity to produce a Local Transport Plan Strategy which focuses on setting out our policies against which future transport investments will be judged.

1.1.5 Figure 1.1 highlights the key changes in Local Transport Plans (LTPs) since they were first introduced in 2001, illustrating the greater flexibility, less prescription and reduced reporting requirements of LTP3.

Figure 1.1 - Evolution of LTP



1.1.6 To ensure an ongoing process of engagement and accountability we will produce at the start of each financial year, a brief **summary of LTP3 progress**. The summary will be available to public and stakeholders and will include an update on the performance of the transport network as well as schemes delivered and schemes planned for the coming 12 months.

1.2 What is the National and Regional policy context for LTP3?

1.2.1 Significant changes have taken place at both a national and regional level since work first commenced on developing LTP3. In June 2010 the Coalition Government inherited five 'National Goals' for transport from the previous administration. These 'Goals' being to:

Support Economic Growth

Reduce Carbon Emissions

Promote Equality of Opportunity

Contribute to Better Safety, Security & Health

Improve Quality of Life and a Healthy Natural Environment

1.2.2 In Autumn 2010 government ministers indicated that the first two of these 'Goals' would now form the overarching national objectives for transport. Further advice from the Department for Transport (DfT) was for authorities to focus on these as objectives whilst not neglecting other important priorities covered by the other three 'Goals'.

1.2.3 In January 2011 the refocusing of priorities was confirmed further through a new government White Paper on transport, **'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'**. This White Paper brings together the key messages and initiatives on local transport announced by the Coalition Government and recommends an approach to improving local transport which emphasises the need for measures which both Support Economic Growth and Reduce Carbon Emissions. The key themes from the White Paper are summarised in Figure 1.3 overleaf but Figure 1.2 explains what we think this means for Warrington.

Figure 1.2
How could we make 'Sustainable Local Transport Happen' in Warrington?

During the consultation on the Draft LTP3 Strategy it became clear that there are a wide range of views on what constitutes sustainable travel. Following the White Paper and to help clarify the position from the perspective of the policies within LTP3, the following travel choices are put forward as examples of sustainable travel behaviour.

- Walking or cycling
- Using bus, train or Light Rapid Transit for all or part of a journey
- Car sharing, car clubs or car pooling
- Changing to more fuel efficient vehicles
- Use of fuels which produce lower levels of carbon emissions and have a reduced impact on Climate Change
- Driving more efficiently

Figure 1.3 Key Themes from the Transport White Paper (2011)

Local Transport

The key theme of the White Paper is offering travel choices that will deliver a shift in behaviour for local journeys with the aim of making walking, cycling and public transport more attractive. Councils and the community are seen as having a vital role in enabling people to make sustainable transport choices. The Government's role will be to remove burdens and make sustainable choices integral to mainstream transport planning. Where people still need to use cars, and particularly for longer journeys, the climate change impact will be mitigated by supporting the market in electric and other ultra-low emission vehicles. Rail travel is also seen as critical to providing alternatives for longer journeys.

Enabling Local Delivery

Actions recently taken by the Government to enable local delivery include:

- Reducing the number of grants to local authorities and removing ringfences;
- The Regional Growth Fund (RGF), to support job creation including potentially, transport schemes;
- Local Enterprise Partnerships (LEPs) to bring together business and civic leaders to set strategies to allow areas to prosper;
- Tax Increment Financing (TIF) as a means to lever local investment and growth; and
- No longer requiring a review of LTP progress to be submitted but ensuring that Local Authorities are still accountable through assessing key data on performance.

Active Travel

Improving walking and cycling helps increase local accessibility and provides considerable public health benefits. Active travel for journeys to school can reduce local congestion as well as improving cognitive performance and academic achievement.
The Government will continue to fund the Bikeability cycle training programme until 2015, as well as the Links to Schools programme, Bike Club, Bike It and Walk to School.

Sustainable Transport Choices

To encourage more sustainable transport choices the Government looks to the concept of 'informed choice' to promote changes in travel behaviour. Smarter Choices are low cost, high value measures which seek to change travel behaviour. Often developed as a package, they can be implemented quickly so they are financially as well as environmentally sustainable.

Local Sustainable Transport Fund

The Government has also announced the Local Sustainable Transport Fund (LSTF). This fund will provide £560 million over the next four years to support local councils in delivering sustainable transport measures that underpin economic growth and reduce carbon emissions.

Reducing Carbon, Tackling Congestion

Where there is no alternative to car travel, the market for electric, and other ultra-low emission vehicles will be supported to reduce the carbon impact. Other measures to help reduce congestion and carbon emissions that will be supported include:

- A basic carbon calculator to assist in appraising the carbon impacts of policies;
- Car clubs or car sharing;
- Better design and management of local roads;
- Signal improvements and reduced sign clutter;
- Parking strategies and pedestrian schemes; and
- Work within Local Economic Partnerships to agree joint approaches to congestion hotspots.

Local Transport in Society

The Government sees partnerships of local councils with voluntary and community groups as making an important contribution to local economies and to the quality of life. This would include support for schemes such as:

- Demand responsive minibuses;
- "Wheels to work" schemes; and
- Community Rail Partnerships.

1.2.4 Perhaps the most urgent issue identified by the Coalition Government in June 2010 was the need to reduce the financial deficit and work towards continued economic recovery. The process started with the Emergency Budget in June 2010 which resulted in the in-year reduction in LTP funding to local authorities. In December 2010 the Government announced the funding allocations for the first 4 years of LTP3. Whilst the allocation for Highway Maintenance has been largely retained in the first two years, there are significant reductions in the Integrated Transport Block equivalent to around 35% compared to the average LTP2 allocation. The Integrated Transport Block provides funds for a range of transport infrastructure improvement schemes. Table 1.1 sets out the Highways Maintenance and Integrated Transport Block allocations for the first 4 years of LTP3.

Table 1.1 Funding Allocations for LTP3

	LTP2 Average	FINAL		INDICATIVE	
Block Allocations	**2006 -11** £m	**2011/12** £m	**2012/13** £m	**2013/14** £m	**2014/15** £m
Integrated Transport	2.14	1.39	1.49	1.49	2.09
Highways Capital Maintenance	3.06	3.36	3.25	3.27	2.94

1.2.5 In terms of regional policy and governance, significant changes are underway. The Government has announced the abolition of the Regional Government Offices with effect from 31st March 2011. Moving forward it remains to be seen how the Government will liaise and communicate with individual authorities.

1.2.6 The abolition of the North West Development Agency (NWDA), the North West Leaders Board (4NW) and the anticipated abolition of Regional Spatial Strategies (RSS) set out in the Localism Bill will result in significant change for local authorities in the North West. A large amount of research and work had already been carried out for the development of the next Regional Strategy (RS2010) and this has been drawn together in a non-statutory strategic framework document entitled 'Future North West: Our Shared Priorities' published jointly by the NWDA and 4NW.

1.2.7 One of the ways in which this transition is being managed is through the establishment of Local Economic Partnerships (LEPS). Warrington has joined with Cheshire East and Cheshire West and Chester to form the Cheshire and Warrington Local Economic Partnership. LEPs have also been formed locally in Greater Manchester and Merseyside.

1.3 What is the policy context at a Local Level?

1.3.1 With the changes happening at a regional level, the policies of the borough and of its adjoining authorities and partners will be critical in shaping the direction of future development and success. Listed below are some of the key strategies, partnerships and drivers which Warrington's future transport and planning policies will need to consider.

Local Development Framework

1.3.2 Aside from LTP3, another significant delivery mechanism for the Sustainable Community Strategy is the **Local Development Framework (LDF**) and particularly the LDF **Core Strategy**. Transport Planning and Spatial Planning are closely connected and LTP3 needs to reflect the planning policies being formalised in the Core Strategy for Warrington. Links have been developed between the LDF and LTP3 including joint-commissioning of a multi-modal transport model (MMTM) to help inform future decisions about land-use developments and the transport infrastructure required to support them.

1.3.3 A draft Core Strategy for Warrington will be published in 2011 and will undergo a period of public consultation. The draft Core Strategy will draw upon the current spatial planning approach which emphasises regeneration within the inner area of Warrington together with selected release of strategic sites. The use of the MMTM will help us to understand the implications of these land use scenarios and guide the authority on the recommended focus for future regeneration. It is envisaged that this joined up approach to the Local Development Framework will allow a spatial framework to be established which will support the development and use of sustainable travel modes such as walking, cycling and public transport.

Warrington's Sustainable Community Strategy

1.3.4 Local ambitions for Warrington are identified in the '**One Warrington: One Future Where Everyone Matters**' Sustainable Community Strategy (SCS). LTP3 is being developed in line with the SCS and **we are proposing that LTP3 will have the same end date as the current 'One Warrington: One Future' strategy (2030).**

1.3.5 LTP3 also shares the SCS vision and ambitions for Warrington:

SCS Vision:

By 2030, Warrington will be recognised as one of the best places to live and work in the UK, where everyone enjoys an outstanding quality of life

SCS Ambitions:

1.3.6 The ambitions in the SCS are wide ranging and as the vision suggests they are intended to deliver improved quality of life for all residents and visitors to the borough. However, whilst Warrington is a successful town with many strengths, there are also areas of significant deprivation and residents in real need of support. Consequently, a key component of the SCS is the emphasis on the need to **close the gaps** in quality of life for our most disadvantaged communities

Cheshire and Warrington Local Economic Partnership

1.3.7 The **Local Enterprise Partnerships (LEPs)** are replacing the Regional Development Agencies and have been formed as strategic partnerships between private, public and voluntary sectors.

1.3.8 The Cheshire and Warrington Local Enterprise Partnership has set the following vision to guide its activities:

"To make Cheshire and Warrington quite simply the best place to do business in the UK. We will provide the ideal environment for businesses to grow: access to the right skills; supportive and efficient public services; effective infrastructure and utilities; and a beautiful part of the country for people to enjoy."

1.3.9 To achieve this vision one of the private-sector-led functions of the Partnership will be to undertake strategic planning for growth including research and intelligence, economic development and supply planning for skills, housing, transport and infrastructure.

1.3.10 The Partnership will be looking to build on what they believe to be the significant competitive advantages of Cheshire and Warrington which include; its well connected geographical location, particularly to the national motorway network; strong track record of partnership working; and a strong economy.

Supporting Regeneration in the Town Centre

1.3.11 As mentioned in section 1.3.3 above, the approach to developing the LDF Core Strategy is one which emphasises the importance of supporting and regenerating the inner area of Warrington and in particular the town centre. Broad Masterplans have been developed over the recent past to highlight the opportunities which exist to redevelop the Bridge Street and Warrington Waterfront areas located around the southern end of the town centre.

Figure 1.4
3D Visualisation of Bridge Street Area (2008)

1.3.12 The opportunities now being examined through the Local Development Process include the regeneration of a wide area of land with a mixture of commercial, retail, leisure and residential land uses, over the next 15 years and beyond.

1.3.13 Delivering enhancements to the transport network within and linking to the town centre, for all modes of travel, will be critical to the success of any redevelopment scheme and, as the plans develop, transport and accessibility issues will be at the core of considerations. Indeed the policies and proposals set out in LTP3 are expected to play a vital role in supporting the sustainable regeneration of these areas.

Mersey Gateway

1.3.14 The proposed second crossing of the River Mersey in Halton received planning permission on 20th December 2010 having previously been included in a list of schemes approved for government funding announced in the October 2010 Comprehensive Spending Review. The funding package will require the imposition of tolls on both the new Mersey Gateway and existing Silver Jubilee bridges at a level comparable with the fee charged for using the Mersey tunnels. The Mersey Gateway bridge is currently scheduled to be open to traffic in late 2015.

1.3.15 Warrington BC has been a keen supporter of the proposal to deliver a new bridge across the Mersey in recognition of the significant economic benefits expected for the region. However, the council has some concerns over the extent to which traffic will divert to Warrington's local roads as a result of the tolls.

1.3.16 In order to address these concerns, in 2009 Warrington Borough Council and Halton Borough Council signed a joint Memorandum of Understanding. The Memorandum establishes arrangements to consider mitigation measures should traffic levels exceed agreed expected levels. The levels of traffic expected to divert through Warrington as a result of the imposition of tolls has been predicted to be no more than 4% across the day if the charges are set at a level equivalent to that of the Mersey Tunnels.

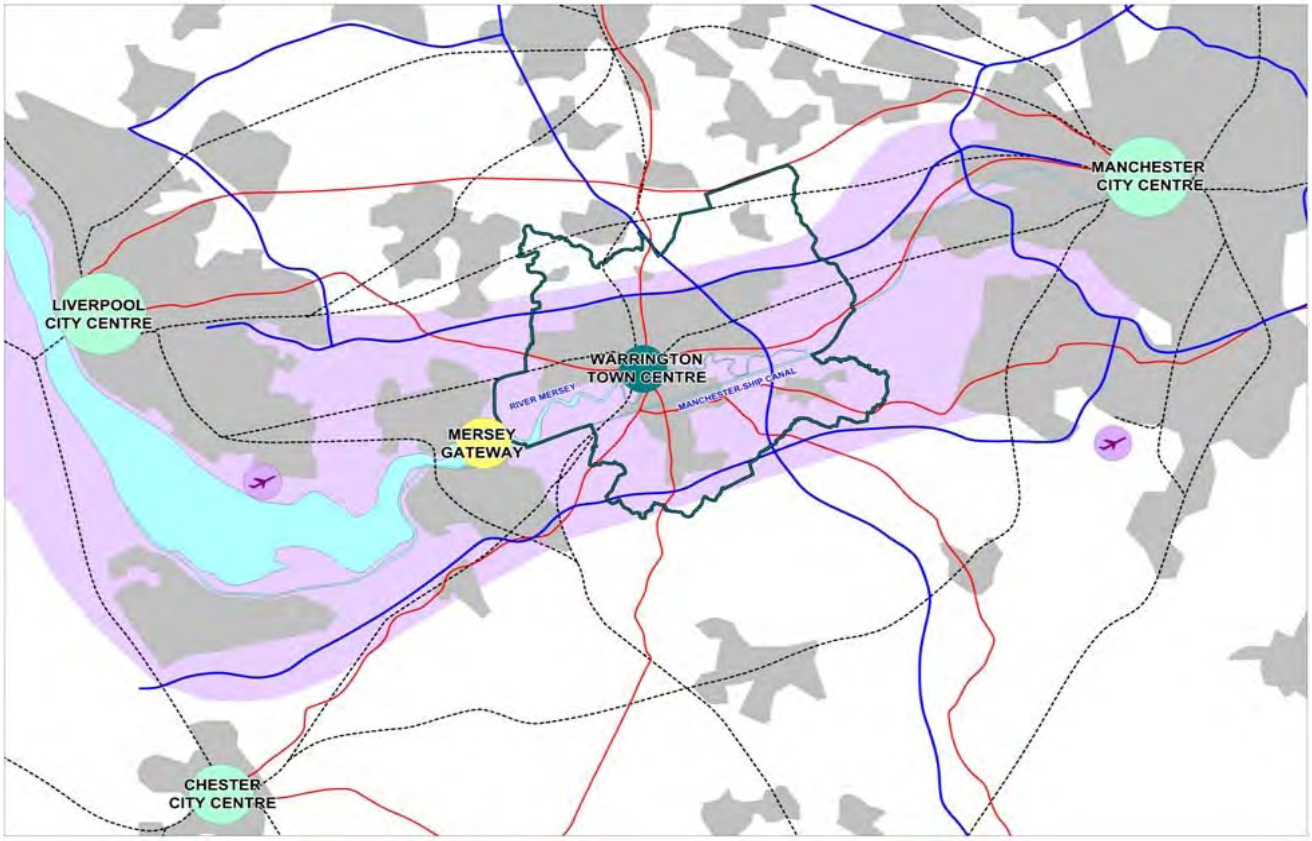
1.3.17 As Halton Borough Council continues to develop the Mersey Gateway scheme and in particular to set the toll prices, the Council will closely monitor the potential impact on increased traffic levels in Warrington of the proposed tolls. Once the Mersey Gateway is open, the actual level of traffic diversion will be monitored very closely to establish whether traffic diversion is as predicted.

Atlantic Gateway

1.3.18 The Atlantic Gateway framework provides for collaboration between the Manchester and Liverpool city regions to help to unlock the full potential for sustainable economic growth. The city region areas extend beyond the administrative boundaries of Greater Manchester and Merseyside to include the wider shared hinterland of both city regions across Warrington, Halton, Chester and northern Cheshire.

1.3.19 The connected economic geography, with overlapping labour and housing markets, provides a unique opportunity for the Atlantic Gateway to become one of Europe's leading low carbon, economic growth areas – second only to London within a UK context.

Figure 1.5 - Warrington, its transport linkages and key partners



1.3.20 Warrington is at the heart of the area covered by the Atlantic Gateway and will be working with the partners to ensure that Warrington contributes to and benefits from the collective growth potential. One of the components of the Atlantic Gateway is the emerging project, Port Warrington. This reinstatement of port activity on the Manchester Ship Canal in Warrington may further enhance the opportunities for waterborne freight, linked to the national rail network via Arpley rail sidings and the West Coast mainline.

1.3.21 Figure 1.5 above illustrates where Warrington sits in relation to the city regions and emphasises the importance of joint working with our partners to deal with planning and transport issues which extend across boundaries.

Housing Growth

1.3.22 Warrington is currently part of the Mid-Mersey Growth Point which covers the local authority areas of Halton, St.Helens and Warrington. Growth Points represented one of several measures to help achieve the target set at the time of delivering 240,000 homes a year by 2016. The Growth Point programme is strongly founded on an approach that seeks to unite Central Government, local authorities and key stakeholders towards the realisation of four key principles:

- Early delivery of housing
- Achieving sustainable growth
- Ensuring infrastructure provision keeps pace with growth
- Partnerships and effective delivery

1.3.23 Due to the ending of central Government funding, the Mid Mersey Housing Growth Point will cease to exist in its current form in March 2011. The three authorities involved will continue to work alongside each other, and jointly as appropriate, in the future, to provide a growth point legacy**.**

1.4 How have we developed the Local Transport Plan Strategy?

1.4.1 We have followed the principles set out in 'Guidance on Local Transport Plans' published by the Department for Transport (DfT) in July 2009.

1.4.2 The process of developing LTP3 started with the task of bringing together information on current transport provision, patterns of use and issues in an **'evidence base'**. From this we have identified the particular **'issues'** and **'challenges'** which Warrington faces. During the Stage 1 consultation process this information was presented to stakeholders at a half-day workshop held on the 25th March 2010 and made available to the public on the Warrington Borough Council website. Stakeholders were asked for their views on the challenges and were given a period of 4 weeks to respond.

1.4.3 Taking on the feedback expressed by stakeholders together with the emerging national policy framework, the challenges were refined at a more strategic level; excluding challenges that focused on types of 'solutions' and concentrating on 'issues' that need to be addressed. The revised challenges then fed into the development of a draft LTP3 Strategy in which the challenges where grouped into 7 themes, identified to distinguish the range of issues for which policies could be set.

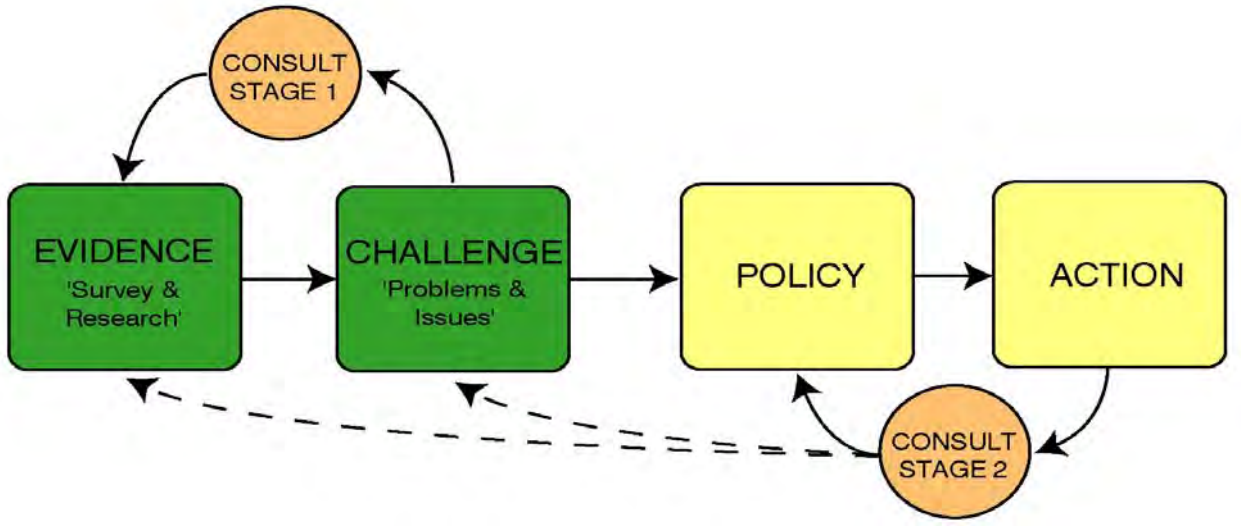
1.4.4 The first three themes; Active Travel, Public Transport, and Managing Motorised Travel relate to the different types or 'modes' of transport that people use to make all or part of their journey. Smarter Choices looks at how we can encourage people to change their behaviour and travel more sustainably. The remaining themes; Safety & Security, Asset Management and Network Management; look at how we deliver safety, maintenance and efficiency for all transport users. The themes and a summary of the key elements covered are illustrated in Table 1.2.

1.4.5 The draft strategy also included a set of proposed LTP3 objectives. During LTP2, Warrington Borough Council developed a **Transportation Framework** to help integrate the Local Transport Plan with the Council's wider aspirations and the 'One Warrington: One Future' SCS. The Draft LTP3 Strategy issued for public consultation, took the Transportation Framework objectives as the starting point for the LTP3 objectives and specifically asked consultees on their suitability as a basis for LTP3 policy.

1.4.6 To complete the draft LTP3 Strategy, a set of draft 'policies' were proposed based on the challenges in order to guide future decision making. The policies were followed by short and longer term 'actions' which will help us to achieve our LTP3 objectives. This process of Evidence, Challenge, Policy and Action is consistent with the LTP3 guidance produced by the DfT and is illustrated in Figure 1.6 overpage.

1.4.7 A draft LTP3 Strategy for Warrington was published on 25th October 2011 and was followed by an **8 week period of consultation** with the public and stakeholders which ended on Friday 17 December 2010. The consultation included public exhibitions, stakeholder meetings and online questionnaires and was publicised through the neighbourhood boards, press advertisements and articles. Two sets of documents were produced for the consultation; the full draft LTP Strategy document with response form and a Public Summary leaflet with response form.

Figure 1.6 - LTP3 development process



1.4.8 In total, 127 responses to the consultation were received; of these 67 were on response forms to the Public Summary (53%), 46 on full Strategy response forms (36%) and 14 were freeform comments (11%). Of the respondents who answered the question, 62 were individuals (71%) and 25 organisations (29%). The key outcomes included the following:

- Of those who replied to the Public Summary leaflet, 86% said that they thought the 7 themes covered the issues that need to be addressed by LTP3.
- Public Transport stood out as the theme which respondents thought should get a larger share of funding in LTP3 than its current allocation. However respondents found it difficult to distinguish between LTP3 capital funding for public transport infrastructure/schemes and Council revenue funding used to support local bus services. Many of the comments which accompanied responses referred to providing/improving bus services, particularly during evenings and on Sundays.
- Safety & Security and Asset Management were themes which many respondents thought should receive a smaller share. However this may in part reflect that these two themes currently have the largest individual allocations in LTP2 (14% and 61% respectively).
- Network Management stood out as the theme which most respondents thought had a current allocation that was about right.

- When asked if they supported the proposal to allocate a small amount of funding for each Neighbourhood Area to support them in achieving small-scale transport improvements, 72% replied that they did.

1.4.9 The consultation feedback also broadly endorsed the Transportation Framework objectives, but suggestions were made to improve the scope and wording of the objectives. The key areas where respondents suggested amendments included additions to better cover climate change, safety and security, integration between transport modes and networks, and the natural environment. The LTP3 objectives have been amended accordingly and it is now felt that the **objectives listed in Figure 1.7 provide a sound basis for the development of LTP3** policy and delivery.

Figure 1.7 LTP3 Objectives

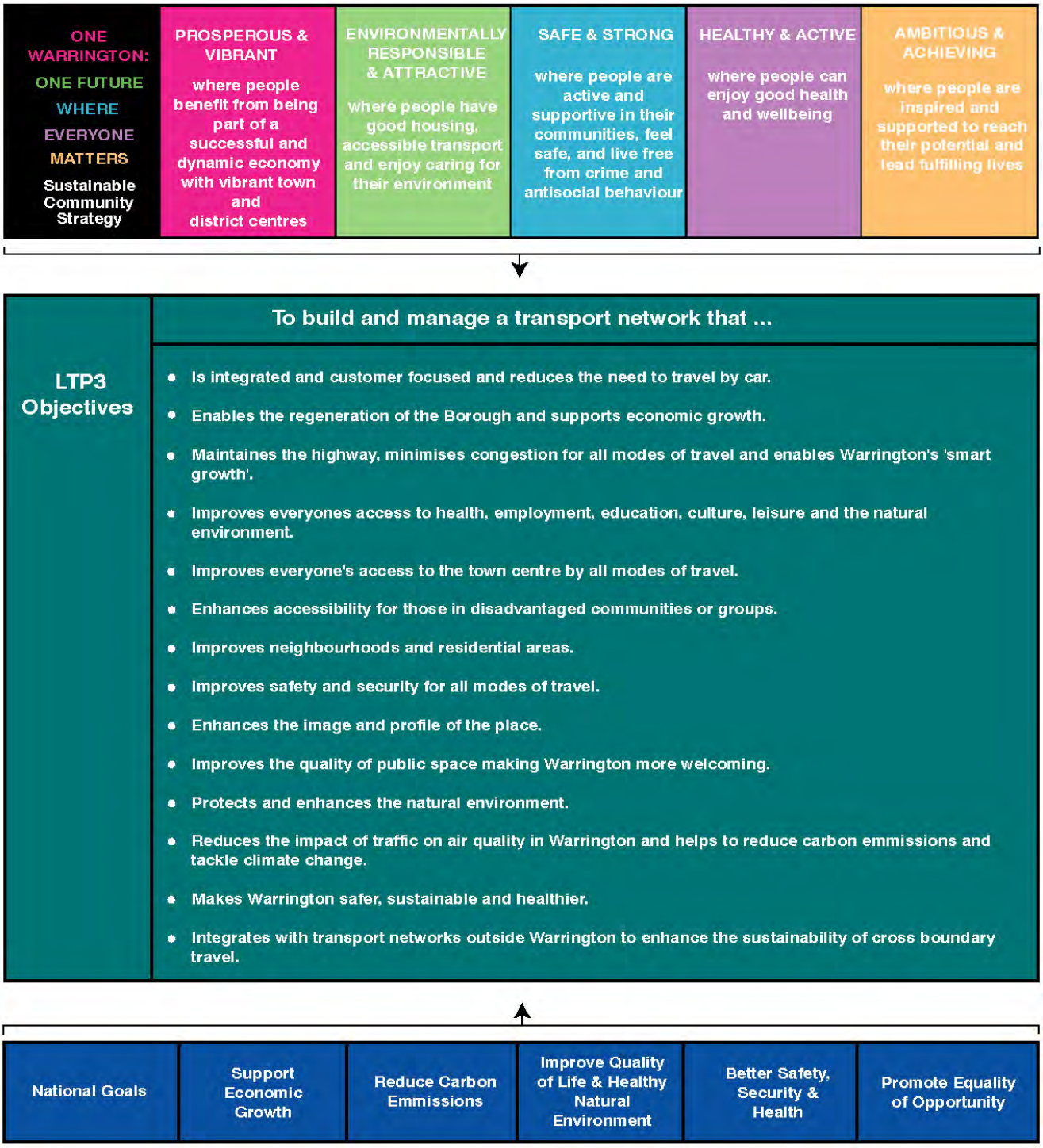
To build and manage a transport network that:

- ✓ Is integrated and customer focused and reduces the need to travel by car.
- ✓ Enables the regeneration of the Borough and supports economic growth.
- ✓ Maintains the highway, minimises congestion for all modes of travel and enables Warrington's 'smart growth'.
- ✓ Improves everyone's access to health, employment, education, culture, leisure and the natural environment.
- ✓ Improves everyone's access to the town centre by all modes of travel.
- ✓ Enhances accessibility for those in disadvantaged communities or groups.
- ✓ Improves neighbourhoods and residential areas.
- ✓ Improves safety and security for all modes of travel.
- ✓ Enhances the image and profile of the place.
- ✓ Improves the quality of public space making Warrington more welcoming.
- ✓ Protects and enhances the natural environment.
- ✓ Reduces the impact of traffic on air quality in Warrington and helps to reduce carbon emissions and tackle climate change.
- ✓ Makes Warrington safer, sustainable and healthier.
- ✓ Integrates with transport networks outside Warrington to enhance the sustainability of cross boundary travel.

1.4.10 Responses to the consultation were published in a report in February 2011. The Consultation Report explains the consultation process in full and summarises the key outcomes and actions from the feedback.

1.4.11 Figure 1.8 overpage shows how the objectives for LTP3, the 5 National Goals for transport and the ambitions of the 'One Warrington: One Future' SCS align to support each other.

Figure 1.8 – The relationship between Local, National and LTP3 Objectives



1.4.12 It should be noted that the LTP is seen as a key delivery mechanism of the SCS and it is critical therefore that the LTP polices and actions can be shown to have clear linkages to the SCS priorities. The policy tables in Sections 2 to 8 of this document identify clearly the individual LTP3 policies which will make a direct contribution to achieving each SCS ambition. The contributions made by each policy have been assessed against the measures identified by Warrington Partnership for that ambition. Full details of the measures are available in the SCS document published by Warrington Partnership.

1.4.13 The policy tables also indicate with a green footprint symbol where policies have a particular importance in tackling **climate change** through reduced carbon emissions.

1.4.14 Another important environmental consideration is air quality. In addition to developing LTP3, Warrington has a statutory duty to review and assess air quality and where levels exceed certain prescribed limits, designate an **Air Quality Management Area** (AQMA). To date, three AQMAs have been declared for Warrington, two close to the town centre at Parker Street and Sankey Green, and one around the motorways.

1.4.15 In Warrington road transport has been identified as the main source of emissions contributing to high levels of Nitrogen Dioxide in the three AQMAs and LTP3 is the most appropriate mechanism through which actions can be targeted to help reduce these emissions. Following the designation of an AQMA, an Air Quality Action Plan (AQAP) should be produced. In Warrington one combined draft AQAP covering all three Air Quality Management Areas has been developed in parallel with the draft LTP3 Strategy. The AQAP integrates the actions within the themes of LTP3 and was subject to separate localised consultation in early 2011. The AQAP is set out in full in Annex A – Implementation Plan.

1.4.16 The **Implementation Plan** which forms Annex A to the LTP3 Strategy sets out how the polices and priorities in the Strategy will be delivered. As well as asking for comments on the objectives and polices as part of the draft 2nd stage consultation, respondents were asked which elements of policy (identified by theme), should be prioritised for investment. The feedback from the consultation responses has helped to develop the Implementation Plan which defines both the confirmed allocation of LTP funding in 2011/12 and the indicative allocation for the following three years 2012/13 to 2014/15. The Implementation Plan will be updated as required during the LTP3 lifespan. More detail is provided in Section 9 and at Annex A.

1.4.17 The past and future years LTP programme will inform an annual brief 'at-a-glance' summary of LTP3 progress which we propose to publish at the start of each financial year**.** The summary will also include information against key performance indictors to give an overview of progress of LTP3 actions. More detail of this monitoring and review process is provided at section 10 and Annex B – **Monitoring Report**.

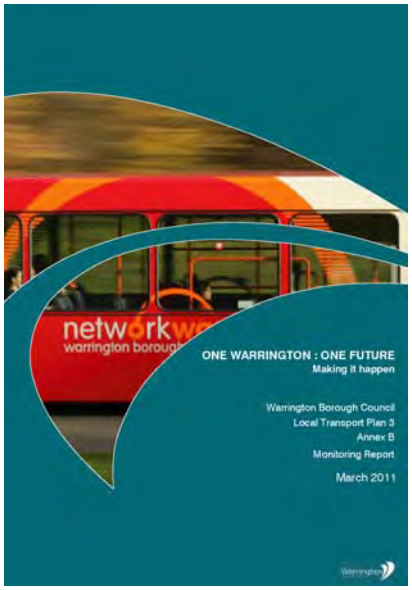
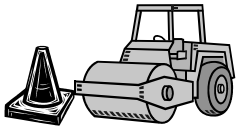
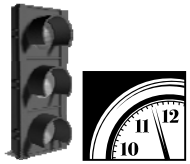


Table 1.2 Seven themes for LTP3		
LTP3 Theme	**Includes …**	**Description**
Active Travel	**Walking, cycling, equestrianism, public rights of way, and the Rights of Way Improvement Plan (ROWIP).**	Active Travel focuses on providing for **walking** and **cycling** as modes for making day-to-day journeys but also includes **equestrianism** and **public rights of way** which are more likely to be related to leisure purposes. We have grouped these modes together as users are often seeking similar characteristics in their choice of routes; **attractive lightly trafficked and/or lower speed roads, facilities to help them safely use busier roads, or traffic free off-road routes.**
Public Transport	**Rail, local bus, coach, Light Rapid Transit (e.g. trams or guided bus) and taxis / private hire.**	Public Transport covers **all forms of passenger transport** services available for use by the general public, in contrast to private transport modes such as car, motorcycle or bicycle. Public transport currently available in Warrington includes **express coach, local bus and rail services, and taxi/private hire vehicles**. Future modes could include **light rapid transit services such as tram/light rail or express/guided bus.**
Managing Motorised Travel	**Private car, motorcycles and freight. Parking, park & ride and measures to manage demand from private motorised vehicles.**	Managing Motorised Travel includes **routes and facilities used by private motorised passenger modes such as cars and motorcycles and the transportation of freight goods by road, rail or water**. Elements of **parking policy** and **Park-and-Ride** are also considered under Managed Motorised Travel together with the **longer-term need to manage demand** from private motorised vehicles.
Smarter Choices	**Campaigns, initiatives, and travel plans to change the travel behaviour of individuals and organisations.**	Smarter Choices focuses on the **decisions people make about their journeys including if they need to travel, when and where, and mode of transport** used. The aim is to change the travel behaviour of individuals and to encourage them to make more sustainable choices such as Active Travel, Public Transport or sustainable Motorised Travel such as car-sharing. **Smarter Choices involves marketing and promotion of travel options.**

Safety & Security 	**Road safety, safety & security of active travel users and safety & security of public transport users.**	Safety and Security is an important consideration throughout the LTP but has been included as a separate theme to reflect that **Warrington Borough Council (WBC) has specific statutory duties in relation to road safety.** Under the Road Traffic Act 1988, WBC is required to prepare and carry out a programme of measures to promote road safety. Bringing this programme under the wider umbrella of the LTP will help to embed safety into broader transport schemes and encourages efficient use of resources**. Safety and security for all users and all parts of the network needs to be considered including elements such as personal safety** whilst waiting at bus stops or whilst cycling or walking along off-road routes.
Asset Management 	**Carriageway condition, footway condition, street lighting, highway structures, signs and street furniture, public transport infrastructure and public parking infrastructure.**	Asset Management focuses on our **proposals for maintaining the physical transport assets which make up the transport networks for which we have direct responsibility**. The local highway network and associated infrastructure forms the largest capital asset for many local authorities and includes roads, footways, cycleways, bridges, street lighting, traffic signals, bus stops, street furniture and signs. **Asset Management is the process by which we seek to ensure an optimal allocation of resources towards the management, operation, preservation and enhancement of infrastructure** in order to meet current and future needs.
Network Management 	**Network Management Duty, demand management, Urban Traffic Management & Control (UTMC), co-ordination of streetworks and utilities, journey time reliability, managing congestion and network efficiency.**	The Network Management theme sets out **how we propose to make best use of the existing highway network and fulfil our Network Management Duty**. This duty established under the Traffic Management Act (2004) is to "secure the expeditious movement of traffic on the highway network, and to facilitate the same on other authorities' networks". This duty requires Warrington to coordinate its activities with the Highways Agency, adjoining local highway authorities and The Manchester Ship Canal Company. Maximising highway network efficiency for different users (Active Travel, Motorised or Public Transport) forms a key part of Network Management.

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2.0 Active Travel

2.1 Evidence, Issues & Challenges

2.1.1 Warrington's compact size and fairly flat terrain generally gives good potential for local journeys to be made by **walking and cycling**.

2.1.2 Walking (including use of wheelchairs and mobility scooters) is an essential part of our day-to-day journeys; either on its own for shorter journeys or as part of journeys using cars, bicycles or public transport. However nationally, the number of walking trips made per person has fallen by around 24% over the last 10 years. The scope for local journeys to be made by walking is good in both the central area of Warrington and in some of the older residential areas. However in outer semi-rural areas and in some New Town developments the potential for walking can be limited by a lack of footways alongside roads.

2.1.3 Although bicycle ownership in the town is quite high, especially amongst children, the fear of the speed of traffic is one factor which deters people from cycling and speed reduction is covered in further detail in Section 6.0 'Safety & Security' and more specifically policy SS10 which relates to 20mph speed limits. Training is also important for encouraging cycling and this is covered in Section 5.0 'Smarter Choices'.

2.1.4 The **Warrington Cycle Map** shows the highway network graded according to the level of skill and experience required of the cyclist and this gives a useful indication of the coverage of the network. However there are gaps; routes need to cross motorways, railways and waterways and this can force cyclists to use roads graded at higher levels of difficulty. Access through the town centre is also complicated by the current ban on cycling in the pedestrianised area.

2.1.5 '**Greenways**' is a term used to describe a largely off-road network of attractive routes for getting around on foot, in a wheelchair or mobility scooter, on a bike and where appropriate on horseback. They connect people to facilities and open spaces in and around towns and originate from the late 1990's when pilot programmes of Greenways & Quiet Lanes were launched by the Countryside Agency (see current Natural England website for more information). The Greenway network within the borough includes the following routes:

- Trans-Pennine Trail;
- River Mersey Towpaths;
- Sankey Canal Trail;
- Woolston New Cut / Farrell Street; and
- the Bridgewater Canal Towpath.

2.1.6 The Bridgewater Canal Towpath is currently a public right of way for pedestrians only, but the Bridgewater Canal Trust is seeking to upgrade this to a permissive shared route (The Bridgewater Way) for both pedestrians and cyclists. If successful, this will provide an off-road route linking Warrington with neighbouring areas in Wigan, Trafford, Halton, Salford, Cheshire East and Cheshire West and Chester.

2.1.7 The Trans-Pennine Trail is part of the National Cycle Network (NCN) developed by the charity Sustrans and provides a signed route from Southport/Liverpool to Hull. Roughly three quarters of the Trail through Warrington is on un-surfaced traffic free paths and is not currently maintained as part of the highway network.

2.1.8 **Rights of Way** include public footpaths, bridleways, byways and roads used as public paths. The Warrington Rights of Way Improvement Plan (ROWIP) created in 2006, looked at the Rights of Way network; identified issues facing users; and set objectives along with aspirations for actions to address these issues. Although the lifespan of the ROWIP was originally aligned with that of the second LTP (2006-2011), much of the analysis, issues and aspirations are still current. **For this reason we are proposing to retain the existing ROWIP as a supporting document for LTP3.** We will also continue to review progress on delivering ROWIP actions and aspirations on an annual basis.

2.1.9 The Transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' published in January 2011 was explicit in identifying the challenges facing local transport as excess delay is costing our urban economies £11 billion per annum and carbon emissions impose costs to society of up to £4 billion per annum. The costs to public health are even greater at up to £25 billion per year on the costs of physical inactivity, air quality and noise and £9 billion on road traffic accidents. With around two-thirds of all journeys being less than 5 miles in length, many of these could be easily walked or cycled. Encouraging sustainable travel choices for such journeys would assist economic growth, reduce congestion, cut carbon emissions, improve health as well as improve accessibility to key services and amenities. We understand that it is not feasible to make every journey on foot or by bike, but providing people with a choice of sustainable transport options can help make a real difference in Warrington.

2.1.10 To improve sustainable travel options, consideration needs to be given to how well people can interchange between different modes of transport. Active Travel modes are generally for shorter journeys under 5 miles, but can play a critical role in providing more sustainable alternatives for longer distance trips. For instance, the quality of pedestrian and cycle networks linking to rail stations, and other facilities such as secure parking, can be crucial in supporting sustainable travel choices. Section 3 includes a policy which relates to improving interchange between different modes of transport through the provision of facilities and joint working with operators and partners.

Figure 2.1 - Active Travel – Headline Facts & Issues

- 18% of commuters who live in Warrington travel less than 2km to work and 26% travel less than 5km to work.
- Statistics for car trips indicate that around 20% of car journeys are under 1 mile, 57% are under 2 miles and 78% are under 5 miles
- The number of people cycling in Warrington has increased, in 2009 an additional 500 cyclists were recorded at sites compared to the number recorded in 2004
- For some people in Warrington walking is a very important mode of transport and particularly for those without access to a car (21% of households)
- The Rights of Way Improvement Plan (ROWIP) identifies the following cross-cutting issues: managing user conflicts; developing a strategic and local network for all users; enhancing and maintaining network condition for all users; greater use of the network; and better internal and external communication.
- Neighbourhood Area Profiles (2009) show that Central Warrington has the highest percentage of residents in the borough classed as overweight or obese (57%) and the highest percentage of residents reporting a sedentary lifestyle (52%).

Figure 2.2 - Active Travel – Key Challenges

Give priority to providing for and encouraging walking and cycling for day-to-day 'utility' trips.

Create and promote a cycle network that will encourage more people to cycle.

Encourage 'new' and 'returning' cyclists in order to increase the level of cycling within Warrington.

Work with stakeholders to encourage walking and cycling to school.

Facilitate and promote active travel for health benefits – particularly in disadvantaged areas.

Ensure that walking, and cycling options are publicised and promoted.

Work with partners to facilitate and encourage travel to employment sites and other services by public transport, walking or cycling using existing services and routes.

Seek to continue to provide 'Bikeability' training to 10yr olds and seek to extend Bikeability training other age groups.

Table 2.1 Policies and Actions for Active Travel

Warrington Borough Council will …	CO_2	One Warrington Ambitions
AT1: Develop a comprehensive borough-wide network of walking and cycling routes utilising quiet roads, cycle paths, off-road routes and cycle-friendly highway links, which connect to employment, key services and amenities as well as opportunities for recreation.		
AT2: Ensure that routes in the network are convenient, accessible, safe and attractive to users.		
AT3: Establish policies in the Local Development Framework that support making journeys by Active Travel by encouraging development to be sited in sustainable locations and to contribute to development of walking and cycling networks and facilities.		
AT4: Ensure that Travel Plans submitted at the planning application stage of the Development Control process fully consider the role of physical measures to support walking and cycling.		
AT5: Require comprehensive cycle audits to be carried out at the planning application stage of the Development Control process for relevant highway and land-use development proposals.		
AT6: When designing for both pedestrians and cyclists or when making changes to the highway network, seek to follow the guidelines set out in DfT Local Transport Note 2/08 (Cycle Infrastructure Design), Manual for Streets 1 & 2 and any subsequent documents, including specified hierarchies for types of design.		
AT7: Seek to minimise potential conflict between different categories of Active Travel users and ensure that facilities introduced to benefit one category of user are not detrimental to the convenience, accessibility of safety of other users.		
AT8: Maintain pedestrian and cycle facilities to appropriate standards in accordance with the Transport Asset Management Plan and policies for highway maintenance.		
AT9: Seek to implement the goals identified within the Rights of Way Improvement Plan.		

Short Term Actions	Longer Term Actions
• Ensure that land-use developments do not sever or reduce access to existing routes, and where appropriate include measures to improve access. • Require new developments to provide facilities for walking and cycling within the site and where appropriate contribute towards improvements in the wider area. • Ensure that new developments provide good walking and cycling access to public transport stops and interchanges. • Carry out audits of key links on the pedestrian network with the aim of identifying physical deterrents to walking and developing measures to address these. Priority will be given to the following locations: o Routes within and linking to Warrington Town Centre. o Routes to/from Public Transport Interchanges. o Routes within and linking to District Centres. • Work with partners, to provide information to the public on Active Travel networks and facilities in the borough. • Improve signage of Active Travel networks and facilities in the borough • Provide advice on desirable standards for cycle parking provided at major new developments for inclusion in the Local Development Framework (LDF).	• Implement physical measures to improve the connectivity of routes making up the cycling network, concentrating on providing 'missing links' and 'closing gaps' • Implement physical measures to improve the pedestrian network and remove barriers/deterrents to walking. • Implement physical measures to improve safety, access and journey times for Active Travel users. • Work with partners to improve cycle parking facilities in key public places, with priority being given to the following locations: o Warrington Town Centre. o Public Transport Interchanges. o Schools, Colleges and Educational Establishments. o Hospitals, Medical Centres and Health Facilities. o Libraries. o Leisure and Community Centres. o Other Public Buildings. • Work with partners to create and improve facilities at public transport interchanges which make interchange between walking (including wheelchair users and mobility scooters), cycling and public transport easier, quicker and safer.

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3.0 Public Transport

3.1 Evidence, Issues & Challenges

Local Bus

3.1.1 Over 90% of local bus services in the borough are provided by the Council-owned operator **Warrington Borough Transport (WBT).** The remaining services in the Borough, which are generally cross-boundary, are run by a range of different operators.

3.1.2 Local bus operators including WBT run bus services on a commercial basis and rely on revenue from passenger fares to sustain their business. If passenger numbers on a route are too low to be commercially viable, local bus operators can amend or withdraw the service. Local Authorities such as Warrington Borough Council do however have the power to secure socially necessary bus services and through competitive tender, can engage a commercial bus operator to run a bus service in return for payment from the Council. This payment acts as a financial subsidy, enabling the service to run which otherwise would not be possible on a commercial basis.

3.1.3 Warrington currently has a relatively small budget to secure **socially necessary bus services**. Whilst the overall Council budget in 2010/11 was around £1.4million, the vast majority of this (over £1.1million) was spent on providing bus services to schools and colleges, leaving the remainder to be spent largely on providing financial subsidy to evening and rural bus services, which often do not carry sufficient passengers to be financially viable.

3.1.4 The bus network in Warrington runs largely on a 'hub and spoke' pattern with Warrington Bus Interchange acting as the 'hub' and routes radiating out like 'spokes' from the town centre. Although this is very effective for most journeys into the town centre, the pattern does require users to travel into the centre and back out again for cross-town journeys. This is a particularly significant issue and barrier for residents living in areas to the north of the town centre seeking to travel east/west to the Birchwood, Gemini and Omega developments. This characteristic also results in most bus trips from within Warrington requiring an interchange in the town centre to access Warrington General Hospital, a key destination for employment, patients and visitors.

3.1.5 Warrington Borough Transport (WBT) was awarded **Bus Operator of the Year** in 2008 in acknowledgement of how WBT has transformed the quality of bus travel in Warrington with its innovative local marketing initiatives and continued investment in vehicles. Indeed, all its vehicles will be low floor from March 2011. WBT also works closely with the Council to ensure good standards of bus service information and on improving bus punctuality and reliability. All this is reflected in a consistent increase in bus patronage which has remained above the national average.

Rail

3.1.6 The borough is crossed by three rail lines carrying passenger services and has a broad range of both regional and national destinations served by rail:

- Westcoast Mainline: connects London with the West Midlands, North West England and Scotland. Warrington Bank Quay station provides access to these services.

- Liverpool-Manchester (Chat Moss): runs across the northern tip of the borough. There are no stations within Warrington on this line however North Wales to Manchester services use the Chat Moss line after calling at Warrington Bank Quay. Outside Warrington, Newton-le-Willows station provides access to services on this line and attracts passengers from the northern part of the borough.

- Liverpool-Manchester (CLC): runs through the middle of the borough. Warrington Central and Birchwood are the main Warrington stations on this line but selected services also stop at the smaller stations of Sankey for Penketh, Glazebrook and Padgate.

3.1.7 Warrington Borough Council does not have any direct influence over rail services but during previous LTPs has actively supported station operators in making improvements at both Warrington Bank Quay and Warrington Central. Warrington Bank Quay was originally identified for a further multi million pound investment under the previous government's 'Better Stations' initiative but financial support for this has now been withdrawn meaning there is uncertainty about whether further improvements can be secured.

3.1.8 Future opportunities to increase the frequency of passenger rail services or the capacity of passenger trains will depend very much on what happens nationally with rail investment and franchising. The Coalition Government has committed to improvements to the track between Manchester and Leeds including the full electrification of the Chat Moss line. Similarly we currently do not know what investment will be available to improve rail network capacity at 'bottlenecks' into Manchester.

3.1.9 It is important that Warrington continues to work with adjoining local planning and transport authorities to press for improvements to the rail network in the North. Many of the issues such as passenger overcrowding or pinch points on the rail network impact on a wide range of authorities and as such there is a clear common interest in seeing investment brought forward on a series of capacity and infrastructure improvements referred to by NWDA and Network Rail as the 'Northern Hub'.

3.1.10 The Coalition Government has made a clear commitment to the development of a high speed rail network as part of their ambition to achieve a low carbon economy and this may present opportunities for Warrington in the future. The government company HS2 is currently looking at options for **high speed rail** north of Birmingham and is due to undertake a major public consultation exercise on plans for the first phase between London and the West Midlands Conurbation.

3.1.11 The proposals are expected to take some years to come to fruition with the London-Birmingham section expected to be delivered by 2025. The Council will ensure that it continues to work closely with other stakeholders in the rail industry to ensure that HS2 provides the maximum possible benefit for Warrington when plans are made to extend high speed rail north of Birmingham.

Other forms of Public Transport

3.1.12 There are currently no **Light Rapid Transit** (LRT[1]) services such as tram or guided/express bus operating in the Borough. There may be opportunities to develop LRT services in the future but given constraints on public sector spending, any future development of LRT would be heavily reliant on private sector investment.

3.1.13 National Express **coaches** call at the Warrington Bus Interchange and offer commercial coach travel to the following destinations: London, Manchester, Liverpool, Edinburgh, West Yorkshire, North Yorkshire, the North East, Birmingham, the East Midlands, Cambridge, Chester and Wrexham, with a summer only service to Skegness.

3.1.14 Two regional **airports** act as gateways to international travel: Manchester Airport and Liverpool John Lennon Airport (JLA). Both are within easy travelling distance of Warrington and take roughly 30 minutes by car when traffic conditions are good. There are direct train services from Warrington to Liverpool South Parkway; the nearest station to JLA where passengers then have to transfer to bus or taxi. Warrington to Manchester Airport requires users to change trains in Manchester but the station itself is adjacent to the airport terminals.

3.1.15 Until recently a commercial hourly express coach service, the X2, ran from Piccadilly Station to Liverpool Lime Street Station via Manchester Airport, Warrington, Widnes and Liverpool John Lennon Airport. Unfortunately the service was subsequently withdrawn due to journey time reliability issues, but the need to improve cross-boundary transport opportunities remains.

3.1.16 There are currently 154 **taxis** and over 400 **private hire** vehicles operating in Warrington. Warrington Borough Council licences these vehicles and is able to work with operators to develop provision that complements the main public transport modes of local bus and rail. The Council currently has a policy of 'managed-growth' regarding the number of taxi licences with growth only allowed where this would increase the availability of accessible vehicles.

3.1.17 **Warrington Community Transport (WCT)** is the main provider of demand responsive accessible transport services such as Dial-a-Ride. WCT relies heavily on funding from the Council to maintain its operations. There are also two partly demand responsive rural services provided by another operator through Rural Bus Subsidy Grant (RBSG) funding; these serve the Glazebrook, Glazebury, Kenyon, Croft, Lymm, Statham and Broomedge areas.

3.1.18 The Council has an integrated approach to **Social Transport** provision, co-ordinating access to social care, education and community services through the use of an in-house fleet complemented by contracts with local operators. This ensures a high quality of service whilst ensuring efficient use of resources.

[1] LRT is a collective term which covers tram, tram/train and guided express bus

Figure 3.1 - Public Transport – Headline Facts & Issues

- During the day,1 out of 4 Warrington residents have the potential to reach the town centre by bus within 20 minutes.
- Since 2004/5, annual passenger numbers on Warrington buses have risen by 28% to a figure of 11.2 million in 2009/10. This is strong improvement compared to national growth of 13% during the same period.
- Rail services from Warrington Central and Birchwood provide a daytime Mon-Fri frequency of 3-4 trains per hour to Liverpool and Manchester.
- Growth in rail patronage in the North West has been greater than average. Warrington Bank Quay and Warrington Central are amongst the top 20 busiest stations in Greater Manchester, Cheshire and Merseyside.
- Warrington Bank Quay is the first stop north from London on Virgin Train's services to Scotland and has a journey time of 1 hour 46 minutes to London.
- Warrington has around 1200 bus stops, 445 of which are built with raised kerbs and are therefore fully accessible for low floor vehicles.
- Over crowding on trains into Manchester from Warrington Central is such that in the AM peak, seat occupancy is between 100 and 125% (Network Rail 2007).
- Warrington Community Transport has over 3,000 members and handled 32,800 journey bookings in 2009/10. Services operate throughout Warrington seven days a week (except Bank Holidays) 08.30 - 17.00hrs and are provided by 10 employees and 21 volunteers.
- Warrington Borough Council funds a range of public transport initiatives including:
    - Local school bus services - £1.1m
    - Warrington Bus Interchange - £300,000
    - Supported bus services - £230,000
    - Dial a Ride - £180,000
- In Warrington the annual cost of Concessionary Travel[2] by bus is £3.8m.

[2] The costs of concessionary travel are grant funded by central government

Figure 3.2 - Public Transport – Key Challenges

- Link public transport hubs (rail & bus stations) to key employment areas.
- Close the gaps in Warrington's local bus network.
- Encourage use of public transport for all or part of journeys to help reduce single car occupancy trips.
- Find alternative ways to meet demand for travel where scope to introduce new bus services is limited.
- Seek to maximise the benefits from future changes to rail networks & services.
- Improve the attractiveness of bus travel by reducing lengthy journey times from residential areas to key employment sites.
- Maintain and improve local bus information and make it more accessible.
- Ensure cross-town, cross-boundary and longer distance connections are achieved from residential areas, employment sites and transport hubs.
- Recognise the impact of withdrawal of public transport services on the quality of life of specific users.
- Make multi-operator and cross-boundary travel on public transport simpler and cheaper.
- Improve integration between transport modes through joint working with operators, physical enhancements and improved information.
- Improve access to Warrington Hospital by public transport.

Table 3.1 - Policies and Actions for Public Transport

Warrington Borough Council will …	CO_2	One Warrington Ambitions
PT1: Seek to maintain a core strategic public transport network linking key residential areas of the borough with employment sites and key local services.		
PT2: Give priority to supporting public transport services which enable disadvantaged groups and communities to access employment sites and key local services.		
PT3: Consider the impact of key decisions made by the Authority on the ability of residents to access services and on possible need for public transport changes or enhancements to facilitate this.		
PT4: Establish policies in the Local Development Framework that support making journeys by Public Transport by encouraging development to be located in sustainable locations where access to public transport is good and to contribute to the development of Public Transport services and facilities.		
PT5: Maintain and seek to improve the provision of local bus information and make maximum use of electronic technology to provide convenient information to public transport users.		
PT6: Seek to ensure that the environment at public transport stops and interchanges is designed to minimise opportunities for anti-social behaviour and increase passengers sense of personal security.		
PT7: Ensure that new public transport infrastructure complies with the requirement of the Disability Discrimination Act (DDA).		
PT8: Maintain a policy of managed growth of Hackney Carriage Licences to ensure sufficient capacity of accessible vehicles in line with The Equality Act 2010.		
PT9: Seek to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight services.		
PT10: Seek to improve integration between modes of transport through joint working with transport operators and authorities and through provision of interchange facilities.		
PT11: Seek to improve cross boundary travel by public transport through joint working with transport operators and authorities.		

KEY: = Prosperous & Vibrant = Environmentally Responsible & Attractive = Safe & Strong = Healthy & Active = Ambitious & Achieving

Short Term Actions	Longer Term Actions
• Continue to invest in small scale physical improvements to the public transport network, such as at bus stops and rail stations. • Through the Development Control process, ensure that new developments have good access to public transport networks and seek contributions to improved services and infrastructure where appropriate. • Work with partners to improve links between public transport interchanges and key employment areas in the borough. • Work with partners from all sectors to improve access to Warrington Hospital by public transport. • Continue to work with partners to facilitate and promote use of public transport services by 16-19 year olds. • Work with partners to explore opportunities for greater co-ordination and integration of door-to-door transport services. • Work directly with the community and third sector organisations to engage them in the development and provision of public transport. • Work with partners to press for improvements which will benefit rail access to and from destinations within the borough.	• Work with partners to identify the gaps in the local bus network and develop innovative alternatives to meet travel demands where scope or ability to support new or enhanced conventional services is limited. • In securing socially necessary transport, encourage the use of lower-emission public transport vehicles by giving priority to companies that use higher Euro standard engine vehicles. • Work with partners to create and improve facilities at public transport interchanges which support the use of multiple modes of transport (rail, bus, cycle, car, taxi, walking) to make journeys. • Implement physical measures to improve the Disability Discrimination Act (DDA) compliance of existing public transport infrastructure. • Identify opportunities to encourage ticket interoperability and explore the potential contribution of electronic technology such as smartcard ticketing. • Work with partners to maintain and improve the reliability and punctuality of the public transport networks and implement physical measures to give public transport priority where appropriate. • Work with partners to explore opportunities to improve cross town journeys; making them simpler, easier and quicker and investigate the feasibility of creating orbital and cross-town bus routes. • Work with partners to investigate opportunities to improve cross boundary access by public transport to major employment sites.

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4.0 Managing Motorised Travel

4.1 Evidence, Issues & Challenges

4.1.1 Managing Motorised Travel in LTP3 recognises the need for policies and actions which support the sustainable use of cars, motorcycles and road-based freight in a manner which is consistent with achieving our overall objectives.

4.1.2 Secretary of State for Transport, Rt Hon Philip Hammond stated that '*For short-distance urban travel, our challenge is to make public transport or low-impact modes such as walking and cycling the most attractive options. But for intermediate journeys involving complex routing across rural and suburban areas, there is no realistic prospect of displacing the car through persuasion … Whether we like it or not, the ability to travel point-to-point on an individually-tailored timetable is one of the great quality-of-life gains of the second half of the 20th century – and not one that people will give up without a fight*'[3]. This reflects the growing recognition that for some users and for some journeys, the car remains a very necessary form of transport.

4.1.3 Warrington is a car dependant town; it has a lower percentage of households without access to a vehicle (21%) than the rest of the UK (27%) or North West (30%) and has a higher percentage of households with more than one vehicle. Breaking the connection between households owning/having access to a vehicle and the automatic choice of this mode for journeys is a key challenge for the future and links closely with Smarter Choices.

4.1.4 The availability, cost and quality of **parking** can be a key influence on the use of motorised vehicles and on the economic success of specific locations. Warrington Borough Council has direct control over only a small proportion of the off-street parking spaces in the borough and will need to develop parking policies and actions in partnership with the private companies and employers who control the majority of spaces.

4.1.5 Although a key objective of LTP3 is to reduce the need to travel by car, we also need to recognise that some journeys do not have a viable public transport or active travel alternative. **Park-and-Ride** may have a role to play in capturing these trips as they enter the borough, transferring users from motorised to public transport. Given Warrington's proximity to the national motorway network and the volume of cross-boundary trips, strategic Park-and Ride sites around motorway junctions which provide opportunity for express coach services to destinations such as Manchester and Liverpool and direct bus services to destinations such as Warrington town centre and key employment sites could prove successful.

[3] Speech to the IBM START Conference: Business Summit 10/09/2010

4.1.6 Increasing emphasis is being given to ways in which drivers can run more fuel efficient vehicles, or electric vehicles which reduce the impact on climate change and reduce emissions. The new government White Paper, 'Creating Growth, Cutting Carbon' sets out that the government will support the market for **electric and other ultra-low emission vehicles**. In Warrington, the Council is to shortly install the first electric charging point in the Town Centre.

4.1.7 '**Car sharing'** where people travel together in the same vehicle to make journeys rather than travelling in separate vehicles is one way in which motorised travel can be made more sustainable. The Council needs to consider the scope for encouraging car sharing and the measures which may be required to make this happen. Car sharing is one of the options which could be promoted as part of Smarter Choices campaigns. Parking spaces for 'park-and-share' users could form part of the facilities offered at strategic Park-and-Ride sites aimed at capturing cross boundary trips.

4.1.8 **Demand management** measures seek to reduce demand or redistribute it to higher capacity locations or less congested times of day. The London Congestion Charge is a well-known example of demand management. Warrington Borough Council does not currently have any plans to investigate or introduce congestion charging but we do propose to explore how parking charges may be used to influence demand.

4.1.9 Traditionally the focus on **motorcycling** has been from the point of view of improving safety as statistics show that motorcyclists are more likely to be involved in a fatal collision than other road users. However in considering the wider objectives of LTP3, it is important to recognise that motorcycles contribute less to emissions and congestion than single occupancy cars and therefore are a legitimate travel option. In considering the needs of motorcyclists, there is a wide range of machines in use from small engine 'twist-and-go' scooters to large engine touring bikes. 'Powered Two Wheelers' is a collective term which is used to reflect this range of machines.

4.1.10 Managing the movement of **freight** in/out and through the borough is an important issue for Warrington particularly as a number of large freight distribution or 'logistics' companies have developed bases in the borough, attracted by good access to the motorway network which surrounds Warrington. Congestion and incidents on the motorway also impact on the amount of freight traffic travelling through the borough as strategic traffic including Heavy Goods Vehicles (HGVs) are regularly displaced onto local roads.

4.1.11 Warrington has existing **rail freight** operations mainly located to the north and south of Warrington Bank Quay station and there are proposals for future large-scale rail based multimodal freight distribution centres in areas adjoining the borough. However opportunities to increase the amount of freight carried by rail are constrained by available capacity on the busy Westcoast Mainline and by the need for freight trains using the Arpley line to turnabout in Latchford.

4.1.12 The **Manchester Ship Canal** runs east-west through Warrington and connects the Port of Liverpool with Salford Quays. The Ship Canal provides a unique 44 mile seaway for "big ships" and the owner, Peel Ports, is keen to develop the commercial potential of the Ship Canal. Peel Ports is investing in a multi-million pound inland intermodal freight terminal at Port Salford and expects other port developments along the canal to stimulate further growth in waterborne freight. In principal, transferring freight trips from road to water has clear environmental and social benefits. However there is a local impact in Warrington associated with the swing road bridges (A56/A5060, A49 & A50) which have to be opened to allow ships to pass along the Canal. Bridge swings disrupt local transport movements (including public transport and active travel) and cause traffic congestion which has economic and environmental costs.

4.1.13 Warrington Borough Council and Manchester Ship Canal Company have for some years now been working together to consider the impact of bridge swings on local roads. Currently both partners are looking to integrate our information and control systems and produce jointly agreed processes to allow us to manage the network and provide real time information to road users. It is proposed that these joint protocols are formalised in a Memorandum of Understanding.

Figure 4.1 - Managing Motorised Travel – Headline Facts & Issues

- Warrington has a higher percentage of households with 2 or more vehicles (36%) than the rest of the North West (27%) or UK (30%).
- Warrington attracts more journeys to work (97,078) each day than it generates (85,813) and is the 8th largest attractor of work trips in Greater Manchester, Merseyside & Cheshire.
- Warrington has a higher percentage of people commuting over 20km to work in (17%) or out (18%) of the borough than the rest of the North West (10% & 14%).
- 39% of off-street parking spaces in the town centre are privately owned by non-retail businesses, 27% are owned by retail businesses and available to customers/staff and 26% are privately operated public parking spaces. The majority of these spaces (96% to 99%) are offered free of charge. Warrington Borough Council only controls 7% of off-street parking spaces.
- Charges for Long Stay Parking (over 4 hours) in Warrington town centre are comparatively low compared to other adjoining locations with park and ride services. Examples of the range of costs:

  Warrington £2.20 - £4.00 Chester £4.00 - £5.90

  Manchester £5.00 - £15.00 Liverpool £5.00 - £9.00

- Rail and waterborne freight typically produces 75% less CO2 per tonne kilometre than an articulated Heavy Goods Vehicle (HGV).

Figure 4.2 - Managing Motorised Travel – Key Challenges

Encourage behaviour which makes sustainable use of motorised vehicles.

Balance the provision of short and long term parking in a way which supports the vitality of retail centres whilst discouraging single-occupancy car use.

Break the link between car/vehicle availability and automatic choice of this mode for journeys.

Encourage drivers of Heavy Goods Vehicles (HGVs) to use appropriate routes.

Consider how charges and levies might be used to reduce parking demand and discourage single-occupancy car use.

Consider how Park and Ride services may help improve sustainable use of motorised vehicles for cross boundary journeys.

Support the principle of freight switching from road to rail or inland waterways whilst being mindful of the impact of Ship Canal bridge swings on Warrington.

Recognise the possible role of Powered-Two-Wheelers in addressing congestion/ emissions and facilitate their safe use.

Make freight train movements to/from the Arpley line easier.

Table 4.1 - Policies and Actions for Managing Motorised Travel

Warrington Borough Council will …	CO_2	One Warrington Ambitions
MT1: Consider the role of charges and controls in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.		
MT2: Balance the provision of short-stay and long-stay public parking provided by Warrington Borough Council so that it supports the vitality of retail centres whilst encouraging use of more sustainable travel modes.		
MT3: Deal with requests for the provision of 'Residents Only' parking schemes in accordance with approved council policy for new and existing schemes.		
MT4: Seek to ensure that Heavy Goods Vehicles (HGVs) use appropriate routes within the borough**.**		
MT5: Seek to ensure delivery of goods by road to businesses in the town centre and other key locations in the borough can be made efficiently and with minimal disruption to traffic flows on key sensitive routes.		
MT6: Support the principle of encouraging freight to switch from using road to rail or inland waterways where this would result in a reduction in carbon emissions from transport at a strategic and local level.		
MT7: Seek to develop park and ride provision in Warrington which provides the opportunity to intercept car trips to destinations in and outside Warrington onto more sustainable forms of travel, including rail, bus, coach, car-share and bike**.**		

Short Term Actions	Longer Term Actions
• Undertake regular monitoring of parking stock availability, usage, and prices of both on and off-street public parking. • Review provision for disabled parking in Warrington with the aim of ensuring that there is an appropriate supply of spaces	• Work with partners to provide facilities for electric motorised vehicles including charging points and priority parking. • Provide highway and parking infrastructure which facilitates

close to key facilities whilst maintaining efficient passage of traffic on key sensitive routes.

- Develop an effective working relationship with companies providing public parking in Warrington and work together to improve the quality, safety, and security of parking offered.
- Provide advice on desirable standards for parking provided at major new developments for inclusion in the Local Development Framework (LDF).
- Review all aspects of off and on-street parking provision in Warrington Town Centre and consider if charges should be introduced for the use of on-street parking as part of overall management of parking .
- Consider whether to allow Power Two Wheelers to use bus/taxi priority lanes provided in Warrington.
- Work with partners to develop a strategic routing strategy for Heavy Goods Vehicle (HGV) traffic through the borough.
- Support the principle of providing appropriately located, good quality Heavy Goods Vehicle (HGV) parking facilities in and around Warrington.
- Consider the application of Residents' Parking Policy to existing schemes.
- Support the pilot installation of electric vehicle charging points in Warrington town centre.

car-sharing as an alternative to single occupancy car trips.

- Develop facilities for safe and secure parking for Powered Two Wheelers at town and local centres.
- Work with partners to identify opportunities for bus or light rapid transit park-and-ride at a local, borough and sub-regional level and develop proposals for appropriate sites.
- Work with rail industry partners to investigate opportunities for rail based park-and-ride in Warrington.
- Implement measures to enable efficient delivery of goods to businesses in Warrington Town Centre.
- Implement measures to support strategic routing of Heavy Goods Vehicles.
- Work with the freight industry to promote use of rail and inland waterways for the distribution of freight and the development of rail and inland water freight facilities.
- Consider how future charges and controls could be used in the long term to discourage single-occupancy car use.
- Work with businesses and developers to roll out an electric vehicle charging network across the borough - dependant on the success of the town centre pilot scheme.

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5.0 Smarter Choices

5.1 Evidence, Issues & Challenges

5.1.1 '**Smarter Choices'** describes a range of measures designed to encourage people to change their travel behaviour and make greater use of sustainable transport options such as Active Travel or Public Transport. Smarter Choices often include:

Workplace or School Travel Plans which set out site-specific measures to encourage behaviour change and a switch to sustainable transport modes.

Personal Travel Planning which provides individuals with information about the different transport options available to make a specific journey.

Promotion & marketing of sustainable transport options and services such as public transport, walking and cycling.

Travel awareness campaigns which seek to raise awareness about the impacts of travel choices and the benefits of sustainable travel behaviour.

Specific measures which support behaviour change such as offering matching services for potential car sharers or cycle hire and training.

5.1.2 **Workplace Travel Plans** linked to planning obligations have been part of Warrington's transport strategy since the late 1990s and all schools in Warrington are now covered by a School Travel Plan since the launch in 2003 under the 'Travelling to School Initiative'. Officers from Warrington Borough Council offer support and advice to schools and businesses on developing their Travel Plans and we will continue with this in LTP3.

5.1.3 Since 2007, professionally delivered **Bikeability cycle training** has been made available to every 10 year old in the borough free-of-charge. The current programme is funded mainly by a government grant with a small contribution from the Council's LTP2 budget. Withdrawal or reduction of the government grant would constitute a real threat to the continuation of this programme and this has been recognised in the Coalition Government's pledge to continue providing support for Bikeability over the life of this parliament.

5.1.4 If future funding is insufficient to cover the costs of providing Bikeability training free-of-charge, options may include charging for the training; however other authorities that have introduced charges have seen a drop-off in numbers taking up Bikeability training. The provision of high quality cycle training for both children and adults comes with a high price tag, and exploring options on how to provide this will be a high priority within the Smarter Choices agenda.

5.1.5 The introduction of other Smarter Choices activities has been more piecemeal and has depended to a large degree on the availability of resources. The effectiveness of Smarter Choices has however been demonstrated in Warrington by the Birchwood Business Park Travel Management Plan which has been operating since 2001. The initiative has achieved a 12% reduction in single-occupancy car trips and surveys show a corresponding increase in public transport and active travel trips.

5.1.6 In 2010, a restructuring of the Sustainable Transport Service at Warrington Borough Council has given the opportunity to form a small Smarter Choices team to focus on the development and delivery of Smarter Choices. Bringing together activities under a single team should enable a more holistic approach to encouraging change in travel behaviour. However, it is important to stress that the success of Smarter Choices will depend heavily on continued partnership working with both outside organisations and internal departments.

5.1.7 Seeking to change travel behaviour throughout Warrington will be a challenge particularly given our high dependence on the private car and the financial constraints faced by the Authority. Smarter Choices in LTP3 will need to target and tailor initiatives to focus on those segments of our population who are most likely to change to sustainable travel behaviour. Smarter Choices will also have a key role to play in 'closing the gap' between affluent and less-affluent areas of the borough by ensuring that residents are aware of the transport options available to access employment and services.

Figure 5.1 - Smarter Choices – Headline Facts & Issues

- 22% of the borough's CO_2 emissions come from road traffic on motorways and 13% of emissions from non-motorway road traffic. Petrol cars produce 35% more CO_2 per passenger kilometre than local buses and 66% more than rail.
- Walking and cycling emit virtually zero CO_2 per passenger kilometre.
- After introducing and promoting measures such as shuttle buses, car share and improvements in walking & cycling infrastructure, Birchwood Park has reduced the percentage of trips made by single occupancy car from 82% to 70% and increased public transport trips from 3% to 10%. Active travel increased slightly from 6% to 7%.
- A larger percentage of children (40%) travel to school by car in Warrington than nationally (30%). Fewer use public transport (15% compared to 18%) and fewer walk (42% compared to 50%).
- Modelling shows that 84% of young people aged 11-16 years are within 20 minutes travel time by bus of the nearest secondary school.
- 82% of all 10yr old pupils in Warrington received Bikeability training in 2008/09.

Figure 5.2 - Smarter Choices – Key Challenges

Help to break chain of linked work-school car trips by making independent travel to school by bike, on-foot or by bus easier.

Work within the planning process to ensure that new developments are in sustainable locations.

Help to reduce the number of commuting trips by promoting the benefits of flexible and home working.

Give priority to schemes that reduce single occupancy car trips.

Make the most of limited resources by using market segmentation techniques to target initiatives at the most receptive audience.

Continue to provide high quality Bikeability training in schools and encourage new and returning cyclists by offering training to other age groups.

Provide information & promote walking and cycling routes.

Work with partners and neighbouring authorities to influence cross-boundary travel behaviour.

Encourage greater levels of utility walking and cycling.

Table 5.1 - Policies and Actions for Smarter Choices

Warrington Borough Council will …	CO_2	One Warrington Ambitions				
SC1: Engage with business, education, health, leisure, and retail sectors in order to promote access by sustainable travel modes and the adoption of smarter travel choices.						
SC2: Establish policies in the Local Development Framework (LDF) which encourage services and facilities to be developed in locations favourable for journeys made by walking, cycling and public transport.						
SC3: Encourage existing employers in the Borough to develop and implement effective Travel Plans.						
SC4: Ensure that Travel Plans submitted in support of planning applications are of appropriate quality and contain effective measures to facilitate and promote travel by walking, cycling and public transport, as well as schemes to reduce the need to travel.						
SC5: Ensure that planning applications for new or extended schools are accompanied by an up-to-date School Travel Plan.						
SC6: Ensure that Travel Plans submitted for speculative developments are taken on by future occupiers of the development and measures implemented.						
SC7: Ensure that Active Travel is recognised as an integral part of the solution to health issues related to physical inactivity and that Active Travel is promoted within the health agenda.						
SC8: Continue to provide professional cycle training based on the national Bikeability programme and explore opportunities to offer training to a wider range of age groups.						

KEY: = Prosperous & Vibrant = Environmentally Responsible & Attractive = Safe & Strong = Healthy & Active = Ambitious & Achieving

Short Term Actions	Longer Term Actions
• Develop and deliver an annual programme of campaigns to promote the use of sustainable travel modes and adoption of smarter travel choices. • Update planning guidance to assist developers in fulfilling planning requirements to produce a Travel Plan. • Continue to provide Warrington schools with advice on how to produce, implement and update effective School Travel Plans. • Continue to seek funding to offer Bikeability cycle training on annual basis to 10 year-olds in Warrington schools • Work with partners to produce and distribute easy-to-use information about cycling, walking and public transport networks and facilities available in the borough.	• Work with partners to develop a programme of initiatives to ensure that jobseekers have full knowledge of transport options which can be used to access job opportunities. • Work with partners and neighbouring authorities to influence travel behaviour and encourage use of sustainable travel modes for cross-boundary journeys starting or ending in Warrington. • Work with partners to provide young people with information and training to enable them to confidently use public transport. • Work in partnership with relevant organisations to make independent travel to school for young people simpler and easier. • Work in partnership with local public transport operators in promoting positive images of travel by public transport. • Look for opportunities to extend Bikeability cycle training to other age groups including adults.

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6.0 Safety & Security

6.1 Evidence, Issues & Challenges

6.1.1 **Safety and security** is an important issue for all transport users and for those who live alongside transport corridors and facilities. This importance is reflected in identifying 'Safety & Security' as a separate theme in LTP3.

6.1.2 In seeking to improve overall safety and security, we need to consider a wide range of issues involving: road traffic collisions and casualties; security at sensitive transport locations which may be vulnerable to terrorist attack; effective emergency incident response including traffic control; and environmental improvements such as CCTV or improved lighting which can reduce the opportunity for crime and antisocial behaviour;

6.1.3 The risk of road traffic collisions and casualties can be reduced by:

- Improving safety for all road users but especially vulnerable users.
- Directing traffic to use the most appropriate roads.
- Managing the speed of traffic.
- Behavioural change through Road Safety Education, Training and Publicity programmes.
- Delivering targeted engineering measures to reduce collisions through the annual Local Safety Scheme Programme.

6.1.4 Road safety measures have played an important role in a recent town centre initiative to reduce antisocial behaviour. The Bridge Street **Arc Angel Action Plan** was formulated in 2008 in partnership with the Primary Care Trust and Cheshire Constabulary following an increase in incidents within the Town Centre. One aspect of this plan addressed a conflict between pedestrians and vehicles around the Bridge Street / Academy Way / Friars Gate area with various traffic management measures introduced on an experimental basis, effectively extending the existing pedestrianised area within of the town centre during the evening period. The impact of the measures have had a positive impact on personal safety in the area, with the number of recorded crimes committed during 2010 reduced by 12.4%[4] compared with 2009. It is planned to confirm the experimental traffic management measures during 2011.

6.1.5 The **Cheshire Safer Roads Partnership** (CSRP) operated up to 31st March 2011 as a multi-agency partnership between local Highway Authorities including Warrington Borough Council, Cheshire Constabulary, Cheshire Fire & Rescue Service, the Highways Agency and Her Majesty's Court Service. During 2011/12 and beyond a new model for joint road safety working in Cheshire will be introduced. Warrington will continue to be a key member of the joint working arrangements developed through CSRP.

[4] Data provided by Cheshire Constabulary

6.1.6 The new group will be responsible for operating speed cameras and delivering high-quality collision data. The Police will also establish a local traffic response team to provide reactive enforcement activity. The new group will assist in delivering local road safety agendas and provide a responsive service to address community concerns. It will therefore create a central resource that responds to local issues and is led by community requirements and needs.

6.1.7 **Speed management** is a key part of both traffic management and casualty reduction and measures can include: changes to speed limits, area-wide traffic calming, route speed assessments, 20 mph speed limits or zones, speed activated signs and Community Speed Watch schemes. Speed management also plays an important role in encouraging Active Travel with slower vehicle speeds creating more attractive conditions for walking and cycling. Warrington Borough Council has undertaken a Speed Limit Review in line with DfT circular 01/06 'Setting of Local Speed Limits'.

A56 Chester Road - speed limits have been reduced as part of Speed Limit Review

6.1.8 Over the last decade Warrington has invested in measures to reduce speeds in residential areas and 20mph zones have been implemented in a number of areas such as Latchford, Fairfield and the Bewsey and Whitecross Homezone. As the potential benefits of slower vehicle speeds in residential areas have become more widely acknowledged, the council has been in discussion with local stakeholders including the 20's Plenty campaign, over where and how to reduce speeds within the borough. To this end, work has been ongoing to establish whether 20mph speed limits without the usually associated traffic calming measures can deliver sustainable benefits to Warrington communities without increasing the demand for enforcement by Police colleagues.

6.1.9 In February 2009 the Council introduced experimental 20mph limits in three areas as a pilot study to see if the benefits of 20mph limits could be achieved in Warrington by signing alone and which types of road might be most appropriate. Monitoring was undertaken at key sites to study road traffic collision and casualty data, traffic speed and flow, level of cycle usage and public perception information. The following provides a snapshot of the key results:

- Traffic flow reduced by an average of 2678 vehicles per week per road (vpwpr) throughout the 3 trial areas;
- Average speed reduced throughout the 3 trial areas by 1.45 mph;
- The lowest average speeds for all sites were recorded in stage 3, which coincided with Police enforcement activity.
- Each area showed increases in average speed at the final monitoring stage.
- Injury Collision Analysis has established an average annual reduction of just under 14 collisions (25%) per annum, but an increase in casualties of just over 3 per annum.
- Overall, positive support from residents for the 20mph speed limits continued through the 3 survey stages. However, the final survey, close to the end of the pilot period indicated that perceptions had changed significantly; people believed that additional measures such as traffic calming and/or Police enforcement would now be necessary for the speed limits to be effective.

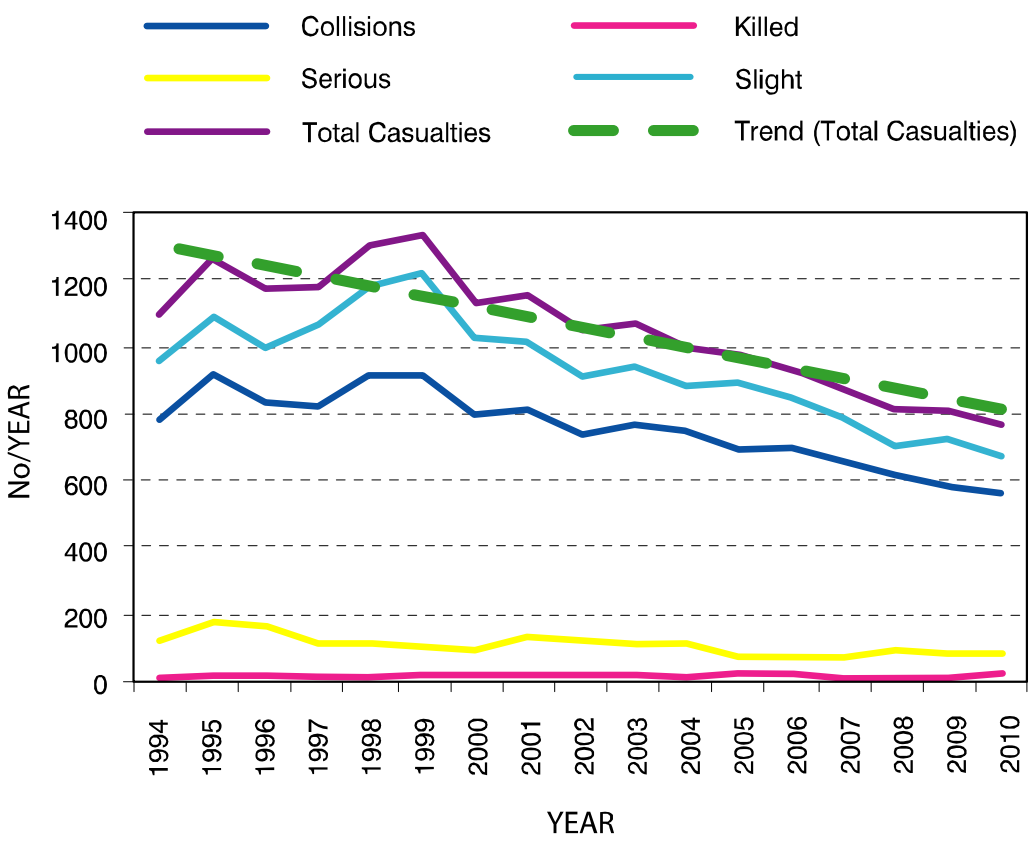
6.1.10 The Council intends to make the 20mph speed limits in the pilot areas permanent with the exception of A50 Long Lane, Orford which carries strategic as well as local traffic and Park Road, Great Sankey. A road hierarchy, assessment criteria, and prioritisation process will be developed with the view of developing a long term roll out of 20mph speed limits in residential areas across the whole of the Borough subject to the availability of funding and overall prioritisation of LTP3 schemes.

6.1.11 **Community Speed Watch** schemes empower local communities to encourage slower speeds. Volunteers operating under strict guidelines are provided with training and equipment to collect the registration numbers of vehicles found to be speeding and an advisory letter is sent to the registered keeper of the vehicle. If the same vehicle is detected on a further occasion, a final warning letter is sent to the keeper and the vehicle details are passed to the Road Traffic Policing Unit. It must be stressed that the purpose is to encourage drivers to comply with speed limits and that no person is prosecuted as a result of the Community Speed Watch. In Warrington, there has been growing interest from community groups to establish Community Speed Watch schemes for their areas and may prove to be an example of how the 'Big Society' can contribute to transport.

Figure 6.1 - Safety & Security – Headline Facts & Issues

- For the local road network (excluding motorways) from 1994-1998 on average there were 853 collisions resulting in 1205 casualties each year: 7 casualties fatally injured, 139 seriously injured and 1060 slightly injured.

- In 2010, this had reduced to 558 collisions and 763 casualties: 7 casualties fatally injured, 81 seriously injured and 675 slightly injured.



- Warrington has performed well on reducing casualties on local roads during LTP2 although overall figures which include motorways have shown less of a reduction.

- There has been a general downward trend in the rolling average of child casualties killed or seriously injured in Warrington during LTP2. On average 63% of these casualties were injured whilst undertaking pedestrian journeys.

- Data analysis in 2005 determined that casualties from the 7 deprived wards, home to 37% of the population, represented 50% of the casualties for the borough as a whole.

Figure 6.2 - Safety & Security – Key Challenges

Reduce traffic speeds in residential areas.

Continue the reductions in road casualties.

Reduce the higher rates of road casualties observed in deprived areas of the Borough.

In designing new schemes, seek to reduce opportunities for crime and anti-social behaviour.

Ensure that the design and management of transport infrastructure reduces the risk of it becoming a target.

Involve the community in speed reduction / road safety education.

Reduce fear of crime and perceived poor personal safety for all transport users.

Support CSRP in developing a consistent approach to road safety.

Seek to minimise conflict between different users of Public Rights of Way.

Work with partners to target road safety 'at-risk' groups.

Table 6.1 - Policies and Actions for Safety & Security

Warrington Borough Council will …	CO_2	One Warrington Ambitions
SS1: Develop and implement strategies for continuing the reduction in frequency and severity of road traffic collisions and casualties.		
SS2: Seek to ensure that highway traffic uses appropriate routes in making journeys through and within the borough to minimise the impact of traffic on safety and the environment in sensitive areas.		
SS3: Ensure that road safety benefits are a consideration in the design, implementation and promotion of all highway improvements.		
SS4: Work with partners to eliminate higher road casualty rates from disadvantaged areas.		
SS5: Ensure that appropriate speed limits are in place on Warrington's roads and set 'local speed limits' where it is desirable for drivers to adopt a speed which is different from the national speed limit.		
SS6: Respond to community concerns associated with traffic speed and ensure a consistent approach is adopted by the Cheshire agencies.		
SS7: Ensure that all highway improvements in Warrington, including developer-led proposals, undergo safety audits to reduce any risk of introducing collisions.		
SS8: Seek to reduce opportunities in the transport environment for terrorism, crime, and antisocial behaviour through careful design of highway and transport schemes.		
SC9: Consider the role of maintaining and upgrading highway assets in improving the safety and security of highway users and the wider security of public spaces.		
SC10: Develop a road hierarchy, assessment criteria and prioritisation process to facilitate the long-term roll-out of 20mph speed limits.		

KEY: = Prosperous & Vibrant = Environmentally Responsible & Attractive = Safe & Strong = Healthy & Active = Ambitious & Achieving

Short Term Actions	Longer Term Actions
• Continue to study the sustainability of the benefits of 20mph speed limits applied without the use of traffic calming measures and seek to define 'residential' roads. • Develop and implement low cost, collision remedial engineering interventions at known problem locations. • Work with partners to develop and adopt protocols for responding to community concerns associated with traffic speed. • Develop an appropriate system of assessing and prioritising requests from communities for highway safety and traffic management interventions, including pedestrian crossing facilities. • Continue to work with Cheshire Authorities, Cheshire Constabulary and Cheshire Fire and Rescue to provide a coordinated and locally driven road safety service. • Develop and implement specialist road safety, education, training and publicity to target at-risk groups in Warrington. • Continue to monitor and review transport elements of the 'Arc Angel' project to reduce alcohol fuelled disorder in the town centre. • Seek to continue the low incidence of reported crime in public car parks achieved through the presence of CCTV and civil enforcement officers, and retain the 'Parkmark' status awarded to council operated car parks.	• Introduce 20mph speed limits in all residential streets where appropriate. • Through improved Network Management develop and implement a highway signing strategy which encourages traffic to use appropriate routes and provides drivers with clear and easy to understand information. • Introduce measures to control vehicle movements and speeds where required to ensure safe and efficient movement of highway users. • Develop and adopt protocols to ensure that security of transport users and the security of public spaces are considered in the design of highway improvements. • Work with partners and local public transport operators to improve the sense of personal security experienced by public transport users on the end-to-end journey. • Work with partners including Neighbourhood Boards and Parish Councils to install security measures such as CCTV at bus stops and public areas used by passengers, pedestrians and cyclists.

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7.0 Asset Management

7.1 Evidence, Issues & Challenges

7.1.1 The local highway network and transport infrastructure together form the **largest capital asset that the Authority has a responsibility to maintain**. Around 60% of the LTP capital budget has traditionally been spent on maintaining transport assets and during LTP2 this equalled an average of £3.2 million each year. General revenue funding from the Council is also spent on maintaining transport assets and contributed around £2.1 million a year during LTP2.

7.1.2 The total amount spent on maintenance reflects the scale and diversity of the transport networks for which we are responsible. In LTP2, our spend on maintenance worked out at equivalent to £5.40 per metre of highway each year to cover maintenance of all our transport assets including carriageways, footways, cycleways, bridges, street lighting, signs, illuminated bollards, traffic signals and pedestrian crossings, public transport infrastructure, road markings, on-street parking and street furniture and green spaces.

7.1.3 The condition of transport assets and the local environment is something that Warrington residents feel strongly about. The impact of the most recent severe winters has resulted in a sudden and severe decline in the condition of the road network as highlighted by National Indicator results and has seen a 40% increase in potholes reported and requiring repair.

7.1.4 Much welcomed support has assisted with this problem with an award of £259,000 by the DfT following the 2009/10 winter. This has funded a range of measures including repairing an increasing amount of road defects, resurfacing additional stretches of roads that rapidly deteriorated and also supported an increased surface treatment programme on the local roads. A further award has also been announced following the 2010/11 winter that will also be much welcomed and will be used to ensure the roads remain safe for users.

7.1.5 In 2008/09 the Authority agreed a '**Look of the Borough**' programme that has also seen an additional £600,000 invested in the roads over three years through its medium term financial plan. This has assisted with the growing issue of more pothole repairs being identified and helped to address public concerns. The Look of the Borough programme also contained an additional £350,000 funding to improve gully maintenance and £350,000 to improve perceptions of safety by undertaking locally agreed environmental hot spot improvements, all of which contribute to a range of LTP3 objectives such as those linked to Active Travel and Safety & Security. This is now built into core service delivery due to the success of the programme.

7.1.6 **Transport Asset Management Plans (TAMPs)** are aimed at helping Authorities to determine investment priorities for the assets in their areas and to develop and agree annual maintenance and management plans. Warrington Borough Council is in the process of developing and finalising it's TAMP for the Borough to complement and support LTP3 and organisational objectives. The TAMP will be used to determine future maintenance priorities that will assist with the delivery of LTP3.

7.1.7 Asset management is a robust process that demonstrates that optimal allocation of resources is being adopted for the management, operation, preservation and enhancement of the highway and its transport infrastructure to meet the needs of both current and future customers. The asset management process results in the development of a Transport Asset Management Plan (TAMP) for the local authority. The TAMP covers only assets for which the Council has direct responsibility and transport assets owned by other organisations or which other organisations have a responsibility to maintain are not part of the TAMP although consideration has to be given to private and partially owned assets that impact on our ability to deliver outcomes of the LTP and Warrington's ambitions.

7.1.8 Warrington's TAMP has been developed further over the last 12 months to take account of the changing financial picture and the impact that severe winters have had on the condition of the road network and other assets. The TAMP is to be presented to elected members in May 2011 for approval and it will set out how the core asset groups including roads, bridges and lighting will be managed and maintained in the short, medium and long term. It will also identify the alternative investment opportunities that will need to be explored in order to ensure assets are maintained to an agreed level of service provision.

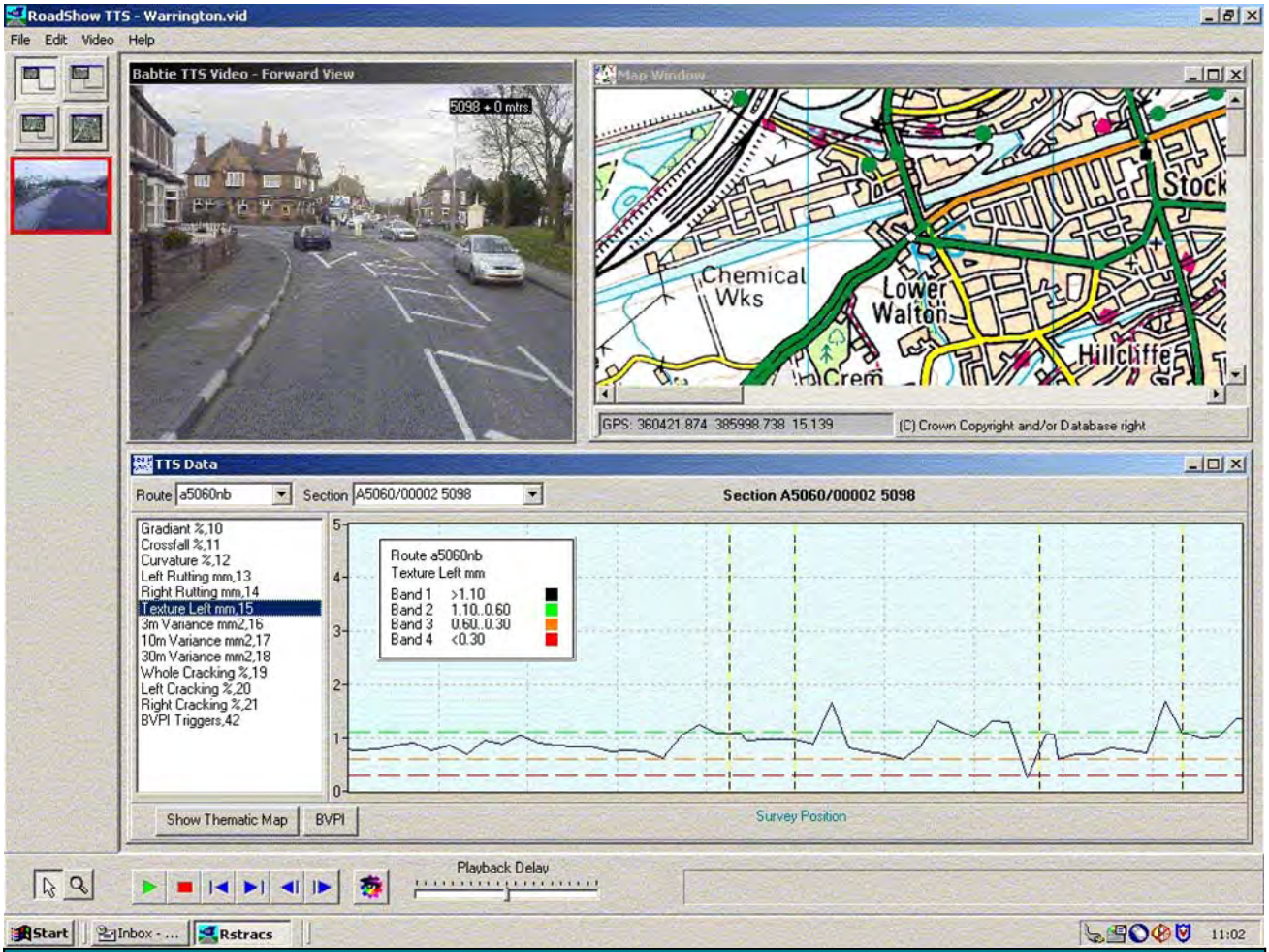
7.1.9 Warrington was successful at being only one of five authorities to secure and be invited to submit an outline business case for £45.5m of Private Finance Initiative (PFI) credits in 2009. Unfortunately the comprehensive spending review subsequently cancelled the **PFI street lighting projects** and therefore Warrington has been exploring alternative financial options following this announcement. Warrington applied for EU technical assistance funding in February 2011 to assist Authorities in the development of spend to save borrowing options that could be used to finance the much needed improvements to the ageing street lights across the Borough.

7.1.10 During development of the PFI submission, Warrington was successful at securing £150,000 of **Salix funding** in early 2010/11 that was match funded with LTP monies to deliver reductions in energy consumption by replacing illuminated bollards and illuminated signs with LED and improved technology. Further investment of £268,000 was secured later in 2010/11 that allowed lanterns and components to be changed contributing further to energy efficiencies. The Salix funding stream has been invaluable and is awarded on a 'spend to save' principal, aimed at reducing energy costs and reducing Warrington's carbon emissions. The bids have been successful as a result of the work that was required in order to submit the PFI, therefore demonstrating that applying asset management principals can secure investment opportunities.

7.1.11 Moving forward, Warrington has been successful at securing a third street lighting Salix bid of £392,000 to be delivered during 2011/12. The three phases of Salix work will see over 4000 illuminated assets receiving energy efficient improvements and will also potentially **save £200,000 per annum in energy costs**.

7.1.12 Funding options are being explored to look at the medium and longer term challenges with regard to managing not only the highway authority bridges but also the privately owned bridges that are crucial to the travelling public by all modes and to the economy of the Town and the region. There are a number of bridges in critical locations that could be identified as having heritage and conservation status including a transporter bridge that will be 100 years old in 2016. Options are being explored to identify match funding that could potentially ensure these bridges are improved thus contributing to longer term ambitions and LTP3 objectives.

7.1.13 Investment and improvements in all asset groups at the desired level of service will be a challenge in the short to medium term. Severe winters and other potential climate change impacts in the longer term will also impact upon the management and condition of assets if investment and funding opportunities are limited. Warrington is committed to looking at innovation and alternative funding options that can complement LTP funding and maximise the investment available to improve and maintain all assets and infrastructure in a safe and sustainable way.



UKPMS (Pavement Management System) results mapping and analysis

Figure 7.1 - Asset Management – Headline Facts & Issues

- Warrington Borough Council has 978 km of highway network to maintain; 101 km on principal 'A' roads, 36 km on 'B' roads, 80 km on 'C' roads and 758 km of unclassified roads and passageways.

- There are 207 bridges and structures owned by the authority which are on the publicly maintained highway. There are a further 19 Network Rail bridges, 2 privately owned bridges, 13 waterway bridges and 71 highways agency structures that carry or span publicly maintained highway. In addition there are in excess of 700 other assets in the structures group that are not on public highway.

- There are 26,398 street lighting columns, 3,374 illuminated traffic signs & beacons, 1,070 illuminated bollards and 211,000 metres of electric cabling for which the Council has responsibility.

- Additional infrastructure includes over 300 items of traffic management equipment including variable message signs, real time passenger information in over 200 bus stops, car park management signs and CCTV. There are 79 signal controlled junctions with a further 66 controlled pedestrian facilities. The Authority also runs a UTMC system and traffic control room with 'state-of-the-art' database and traffic management systems.

- Road condition indicators based on 2009 SCANNER surveys highlight that the following lengths of road network on the Principal (NI169) and Non Principal (NI168) Classified road network are in need of maintenance
  - NI169 – 7% (with 16km in red and 54km in the amber condition)
  - NI168 – 4% (with 7km in red and 37km in amber condition)

  2010 SCANNER surveys undertaken in October 2010 are expected to show a significant worsening in road condition due to the severe winter of 2009/10.

- The transport assets have been calculated to have a Gross Replacement Cost (GRC) of £1.1billion based on CIPFA (Chartered Institute of Public Finance and Accountancy) requirements.

- National Highways and Transport (NHT) public satisfaction surveys undertaken in 2010 indicate that the public are fairly dissatisfied with the condition of roads and pavements. All authorities who took part in the 2010 surveys had the same low levels of satisfaction with no authorities having customers being fairly or very satisfied.

Figure 7.2 - Asset Management – Key Challenges

Maintain strategic and primary highway networks and freight routes in the Borough to an acceptable standard.

Carry out effective monitoring of asset condition to inform TAMP and Annual Management and Maintenance Plans.

Maintain transport assets to a Level of Service (LoS) that both meets public/member expectations and is achievable with available resources.

Ensure value for money is maximised from schemes identified that will minimise future maintenance liability and impact on delivery of the Network Management Duty.

Develop 'Whole Life Plans' for the different categories of transport assets to help determine longer term maintenance and replacement priorities.

Consider and take account of the affects of the change in climate on the long term sustainability and accessibility of the road network.

Ensure that well-maintained transport assets support economic growth and reduces carbon emissions.

Consider use of innovation in the design of new schemes through effective choice of materials and design standards.

Ensure investment is secured for the ongoing viability and sustainability of the transport asset infrastructure so the network and the assets remain accessible, safe and fit for purpose.

Table 7.1 - Policies and Actions for Asset Management

Warrington Borough Council will …	CO_2	One Warrington Ambitions
AM1: Ensure that the categorisation and classification of the transport network and associated assets on strategic, primary and freight routes supports the transport objectives for the borough.		
AM2: Seek to maintain and improve transport assets on strategic, primary and freight networks in accordance with the Warrington Transport Asset Management Plan (TAMP).		
AM3: Ensure that the Levels of Service (LoS) and Lifecycle plans as agreed in the TAMP reflect customer and member expectations that can be met with the likely available resources.		
AM4: In determining asset management priorities, consider the role of well maintained transport assets in supporting economic growth and reducing greenhouse gas emissions in Warrington.		
AM5: Seek opportunities in maintaining and improving transport assets to reduce future negative impacts of climate change on asset condition.		
AM6: Seek opportunities to reduce the amount of greenhouse gases produced during maintaining and improving transport assets.		
AM7: Seek to support improved safety, security and quality of life through the maintenance and improvement of transport assets.		

Short Term Actions	Longer Term Actions
• Identify and review the network hierarchies, classifications and highway links which together comprise the strategic, primary and freight routes for the borough. • Develop further the Transport Asset Management Plan (TAMP) and establish agreed Levels of Service (LoS) and Lifecycle Plans for the management and maintenance of the core range of transport assets. • Assess the level and quality of transport asset inventory and condition data and agree a data collection and management policy which meets the delivery needs of the Transport Asset Management Plan (TAMP). • Ensure that asset inventory and data is gathered and updated in robust and sufficient detail to allow valuation and depreciation of transport assets to be undertaken in line with CIPFA and Whole of Government Accounting (WGA) requirements • On an annual basis, review and update operational delivery and implementation plans as covered by the Transport Asset Management Plan (TAMP).	• Review and update the Transport Asset Management Plan (TAMP) strategy, aims and objectives every 3 years in accordance with best practice or as required in light of annual spending review requirements or emerging policy, practice and legislation that materially alters the delivery of the plan. • Review and develop appropriate structural maintenance and surfacing policies and link to planning and development policies to take account of climate change and sustainability requirements. • Develop further the Transport Asset Management Plan (TAMP) so that it takes account of and is integrated with Surface Water Management Plans and Property Asset Management Plan priorities.

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8.0 Network Management

8.1 Evidence, Issues & Challenges

8.1.1 **Network Management** focuses on the management of the highway network and looks at introducing measures to help us make **best use of the existing highway resources**. The **Network Management Duty** (Traffic Management Act 2004) applies to local traffic authorities such as Warrington Borough Council and requires them to:

> …….*manage their road network with a view to achieving, so far as it may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives -*
>
> *(a) secure the expeditious movement of traffic on the authority's road network; and*
>
> *(b) facilitate the expeditious movement of traffic on road networks for which another authority is the traffic authority.*

8.1.2 The Act defines 'traffic' as including pedestrians and so the Network Management Duty is relevant to all transport using the road network, including pedestrians and cyclists. Our approach to Network Management is therefore broad, as we seek to manage the network proactively to improve conditions for all road users.

8.1.3 Local Highway Authorities must nominate a **Traffic Manager** who will ultimately be responsible for delivering our Network Management Duty. The role of the Warrington Traffic Manager is to:

- champion the Network Management Duty and ensure it is met;
- liaise with internal and external stakeholders;
- manage the demand for road space;
- develop, introduce and maintain integrated systems to manage the network;
- consider the effects of our actions on other Highway Authorities networks; and
- Manage and enforce on-street parking to improve network operations.

8.1.4 The Traffic Manager seeks to achieve these through a process of establishing current network performance, developing improvement plans, managing the operation of the network, and continually monitoring performance.

8.1.5 Network efficiency can be defined as the ability of a highway corridor to cope with traffic demand. Where traffic demand exceeds network capacity, traffic congestion in the form of slow moving and/or queuing traffic occurs. The majority of major roads suffer from some degree of traffic congestion at certain times during the day or at key hotspots. This is the inevitable result of peak surges in demand or reduced capacity at junctions or pinch-points on the network.

8.1.6 Traffic congestion not only affects motorised travel users but also public transport and active travel users who may find themselves equally delayed or 'squeezed' out of road space by heavy traffic. Traffic flows and congestion are also the main source of emissions which contribute to poor air quality and are responsible for triggering the **Air Quality Management Areas (AQMAs)** declared for several locations in the Borough.

8.1.7 Traffic congestion can never be completely eliminated as peak surges in demand are always likely to exceed available capacity, but the network can be managed in a way which minimises the occurrence of congestion and reduces its impact. Warrington's **Urban Traffic Management and Control (UTMC)** system helps to optimise flows and better manage congestion events. It can also be used to give priority to specific vehicles such as local buses.

8.1.8 **Streetworks** (or 'roadworks') are necessary to enable maintenance or improvements to be carried out on highways, drains and underlying utilities such as electricity cables, gas pipes, communications cables, water pipes and sewers. Streetworks reduce the capacity of highways and can contribute to traffic congestion. Co-ordinating, planning, and controlling streetworks is an essential element of work to help fulfil our Network Management Duty. Permit systems for Streetworks can give Authorities greater control over the scheduling and duration of works and encourage permit holders to comply with agreed deadlines. Warrington Borough Council currently does not operate a permit system for Streetworks but this will be investigated during LTP3.

8.1.9 **Traffic management** measures seek to improve the movement of traffic by introducing controls to vehicle movements and on-street parking and loading activity. Examples include one-way streets, bus lanes or waiting restrictions. Warrington Borough Council is empowered to make Traffic Regulation Orders (TROs) to implement these controls for the purpose of preventing danger to all highway users, assisting free flow of traffic or preventing unsuitable traffic from using certain roads.

8.1.10 Managing congestion is therefore a combination of managing traffic demand and traffic flows, and making the highway network operate as efficiently as possible. This is particularly important to Warrington where traffic patterns can be severely affected by incidents on the surrounding motorway network, or when Ship Canal swing bridges are operating.

8.1.11 Warrington Council is working closely with the Highways Agency and Peel Ports (Ship Canal owners). We will seek to integrate our information and control systems and produce jointly agreed processes to allow us to manage the network and provide real time information to road users.

8.1.12 The Borough's Network Management Plan (NMP) will be updated from the outset of LTP3. This document will set out how Warrington will meet its Network Management Duty by describing our approach to network management along with future improvement plans based on detailed assessments of route and junction performance.

8.1.13 Network management systems such as Urban Traffic Management and Control (UTMC) provides one of the key tools by which we can achieve better network operations. UTMC is an integrated network management system that delivers real-time information on traffic flows and traffic signal operation linked to driver information systems such as variable message and car park occupancy signs.

8.1.14 The operation of a network can be monitored, controlled and automatically adjusted within UTMC to react to changing conditions. Operators can also monitor conditions on the network to ensure that system faults are quickly reported. They are also able to make adjustments to traffic signal operations to relive congestion problems.

8.1.15 Warrington has historically invested in state of the art technology solutions and now has a highly advanced UTMC system in place. We will commit to further developing UTMC within the Borough, particularly with regard to bus priority, queue management and co-ordination of streetworks.

Figure 8.1 - Network Management – Headline Facts & Issues

- Traffic flows measured crossing into the borough and into the town centre have remained fairly static over LTP1 and LTP2, with small reductions in recent years.

- Journey times have been measured against a National Indicator and the average time taken to travel 1 mile during the morning peak is 3 minutes and 12 seconds. This compares favourably to Greater Manchester at 4 minutes and 43 seconds and Merseyside at 4 minutes and 05 seconds. However, speeds of less than 10mph are regularly experienced on a number of core routes and at critical junctions in Warrington.

- Over recent years congestion levels have stabilised and in some areas reduced, but the network remains susceptible to delays, particularly when motorway traffic is diverted on to local roads or when the Ship Canal swing bridges are in use.

- Bus punctuality is generally good. In 2010 89.4% of services started on time and 75.8% of services were on time at intermediate points along the route. However, buses can still delayed on busy roads and at critical junctions. Further journey time and punctuality improvements could be gained through use of bus priority measures.

Figure 8.2 - Network Management – Key Challenges

Reduce delays to bus services in order to help improve punctuality & reliability.

Develop protocols for reacting to planned and emergency events (both within and outside the borough), including extreme weather events.

Investigate traffic management and parking problems and take action to improve traffic flow.

Proactively manage the implementation and enforcement of parking restrictions to prevent highway obstruction.

Integrate systems with Highways Agency and Ship Canal and agree protocols for motorway closures and bridge swings.

Investigate how demand management measures might be used in the future to support Network Management.

Contribute to improved air quality in Air Quality Management Areas (AQMAs).

Improve traffic flow on congested routes.

Improve and refine the co-ordination of streetworks.

Table 8.1 - Policies and Actions for Network Management

Warrington Borough Council will …	CO_2	One Warrington Ambitions
NM1: Fulfil our Network Management Duty to ensure the 'safe and expeditious movement of traffic' (Traffic Management Act, 2004).		
NM2: Use traffic management measures and traffic signalling improvements to relieve congestion and improve road safety for all highway users.		
NM3: Ensure that schemes planned, designed and implemented under LTP3 provide facilities for pedestrians and cyclists and assist in meeting the requirements of the Network Management Duty ('safe and expeditious movement of traffic').		

Short Term Actions	Longer Term Actions
• Establish a method and programme of audits to identify where key highway corridors are not operating as efficiently as they could be and the reasons for this. • Use the results of these audits to develop 'Route Management Plans' for key highway corridors which include proposed low-cost / short-term actions to address congestion, improve working efficiency of the network and improve conditions for public transport and active travel users.	• Develop longer-term packages of improvements for key highway corridors based on the 'Route Management Plans' which together should provide improved efficiency and better conditions for public transport and active travel users. • Seek to improve the efficiency of traffic flow on the principal road network through ongoing development and pro-active use of the Urban Traffic Management Control (UTMC) system.

• Introduce parking and loading controls where the presence of stationary vehicles interferes with the free-flow of traffic on key highways or sensitive streets and/or presents an unacceptable risk to the safety of highway users. • Provide pro-active enforcement of on-street parking and loading restrictions where these restrictions are in place. • Review existing policy and provision of selective priority (bus lanes, bus/taxi lanes, bus gates, cycle lanes etc) to ensure that they are both appropriate and effective.	• Develop an enhanced reporting and co-ordination system for the management of street works and investigate the potential for the introduction of a Street Works Permit scheme. • Investigate the potential for introducing enforcement systems applied to moving traffic, including bus lane camera enforcement. • Integrate Highways Agency and Ship Canal control systems with Warrington UTMC and agree joint actions plans and event protocols.

9.0 Implementation Plan

9.1 Background

9.1.1 LTP3 has been developed during a time of uncertainty over funding levels and delivery mechanisms for local transport improvements. We have tried to minimise the impact of this uncertainty by focusing this document on the strategic LTP policies which will help us achieve our transport objectives rather than individual schemes.

9.1.2 During the consultation process on the draft LTP3 Strategy respondents were specifically asked to state how they would wish to see funding prioritised across the seven themes during the short term. The responses to this question are outlined in the Implementation Plan in Annex A. However it is important to note that there are some existing commitments which were made in the final years of LTP2 which largely shape the implementation programme for the first year of LTP3.

9.1.3 These commitments include:

- A50 Winwick Road/A50 Long Lane Improvement – a committed scheme with funding phased over LTP2/LTP3
- The 'Bikeability' cycle training grant which requires top-up funding from LTP3
- 20mph Speed Limits – Executive Board decision to confirm the three pilot areas and carry out further study work to develop road hierarchy and assessment criteria leading to the long-term roll-out of 20mph in residential areas.
- Orford Park Project - contribution from LTP3 towards funding package for Orford Park project and implementation of greenway enhancements within the park.

9.1.4 In addition, during consultation on the draft LTP Strategy, respondents where asked if they supported the proposal for a small funding pot to help Neighbourhood Coordination areas implement small scale transport improvements. Nearly three quarters of respondents said that they did.

9.1.5 **Annex A sets out in full the Implementation Plan for LTP3**. The Implementation Plan describes the process by which the LTP funding allocation is to be divided amongst the seven themes set out in the LTP3 Strategy. It is anticipated that the Implementation Plan will be updated as required through the course of the LTP3 Strategy. In addition to LTP funding, transport improvements in Warrington are delivered through a number of internal and external sources. These are set out in more detail in the Implementation Plan, but include:

- Revenue expenditure
- Council capital programme
- Developer contributions

9.1.6 **Annex A also includes, in full, the Air Quality Action Plan for Warrington**

10.0 Monitoring and Review

10.1 Monitoring LTP3 Progress

10.1.1 Over recent years through LTP2 and Local Area Agreements there has been a significant degree of prescription around performance monitoring of transport and associated outcomes. With the change of government in June 2010 a number of announcements have changed many of the requirements to report on progress to government and others.

10.1.2 The move away from centralised reporting gives us greater freedom over how to report progress on LTP3. It is proposed to focus on providing our community each year with an at-a-glance summary of LTP schemes implemented during the past 12 months and schemes planned for the coming 12 months, accompanied by reporting of a number of 'Core Indicators'.

10.1.3 The majority of indicators to be used for this monitoring exercise are outcomes and are intended to provide an annual 'health-check' of transport provision in Warrington. This set of indicators is largely a continuation of previous mandatory or national indicators and as such comparative information will be available to monitor future trends on an annual basis.

10.1.4 **The Core Indicator set together with further background on how progress on outputs will be measured are described in Annexe B Monitoring Report**

10.2 Reviewing & Refreshing LTP3

10.2.1 The 2008 Transport Act requires local transport authorities to keep their Local Transport Plan (LTP) under review and the 2009 guidance from the Department for Transport (DfT) recommends that authorities should include a policy for keeping the Plan under review in their LTP.

10.2.2 A review of the LTP could be triggered by national events such as the development of new Government policies on transport, changes to funding mechanisms or results of future Comprehensive Spending Reviews. Local triggers might include a need to reflect the emerging Local Development Framework or decisions taken by Council members.

10.2.3 In the absence of any events triggering a review, we propose that the policies established in the LTP should remain current for the lifespan of the document but that the **scope of the policies and wording should be reconfirmed in a public consultation to be undertaken every 4 years**. It is anticipated that the policy review would coincide with a revised Implementation Plan based on a revised 4 year financial allocation from 2015/16 onwards associated with the 4 year funding cycle of the Comprehensive Spending Review.

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