

Warrington ATF

Central 6 Streets Plan: Orford & Westy

Public Engagement Report



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1. Introduction

1. Introduction

Project Outline

Warrington Borough Council was awarded funding through the UK Government's Active Travel Fund. Within this, approx. £100,000 has been allocated for delivery of local access improvements within the Central 6 area, with Orford and Westy initially identified as focus areas.

We are looking to use this funding to build on the 'Central 6 Regeneration Masterplan' work and consultations undertaken in the last few years. This will aim to improve your local area through improvements to streets – and it is known as the Central 6 Streets Plan.

Why are we looking at this?

The engagement activities undertaken in 2018 for the 'Central 6 Regeneration Masterplan' told us that people want to see change in their neighbourhoods. Engagement activities were held across a wide range of venues, with over 2,500 residents involved with the process feeding their ideas into the plan.

'Better, cleaner and safer environment' was the top priority identified from public feedback.

The Central 6 Streets Plan will deliver this by reducing vehicle traffic and improving conditions for those walking, cycling and living within the selected areas.

This document describes the public engagement process undertaken to gather the local communities' views and insights that helped shape the plans for Orford and Westy.



Approach to Public Engagement

Public engagement has been a crucial part of the Warrington Central 6 Streets Plan development to design more effective proposals by listening and taking on board the views of the public and interested groups – and ensure full transparency of the project through public consultations.

To collect the feedback of Orford and Westy residents on issues and opportunities put forth by the proposed schemes, we conducted:

- two online surveys;
- four in-person consultations; and
- two virtual consultations.

The purpose of the surveys and consultations was to gain an understanding of what the local communities believe to be an issue in their neighbourhood, as well as how they travel through the area.

Public consultation details, including links to the online survey, online consultation and an email contact to request accessible copies of the materials were publicised through two letter-drops carried out in both neighbourhoods. All the above was also made available on the Warrington Council website and advertised via Warrington Borough Council (WBC) Social Media channels. Surveying the community has been an important step of the Central 6 Streets Plan consultation process to connect with the local community and collect valuable local feedback.

Method

We adopted a two-stages consultation process to first investigate issues and opportunities across the neighbourhoods and then give all the residents the opportunity to comments on the proposed schemes. The two stages included the following steps:

Stage #1 – Issues and Opportunities

The first letter drop was delivered to residents and businesses within the study areas on the 28th of October 2021 - introducing the project and providing links to Survey #1 and the first public consultation events.

- Survey #1 ran from 28th October to 10th December 2021.
- In-person consultation #1 - Introduction, issues and opportunities:
 - Orford: held at Orford Jubilee Neighbourhood Hub on Tuesday 9th November 2021 between 2-7 pm.
 - Westy: held at Grange Sport & Social Club on Wednesday 10th November

between 2-7 pm.

- A combined, virtual consultation event was held via Microsoft Teams on Thursday 11th November between 6-7 pm.

Stage #2 – Proposed Schemes

The second letter drop included a link to survey #2, information on the second round of public consultation as well as maps of the proposed Low Traffic Neighbourhood (LTN) schemes for both neighbourhoods. This was delivered to residents on the 25th of November 2021.

- Survey #2 ran from 25th November to 10th December 2021.
- In-person consultation #2 - Scheme Ideas:
 - Orford: held at Orford Jubilee Neighbourhood Hub on Tuesday 30th November 2021 between 2-7 pm;
 - Westy: held at Grange Sport & Social Club on Wednesday 1st December between 2-7 pm.
- Stage #2 combined, virtual consultation event was held via Microsoft Teams on Thursday 2nd December between 6-7 pm.

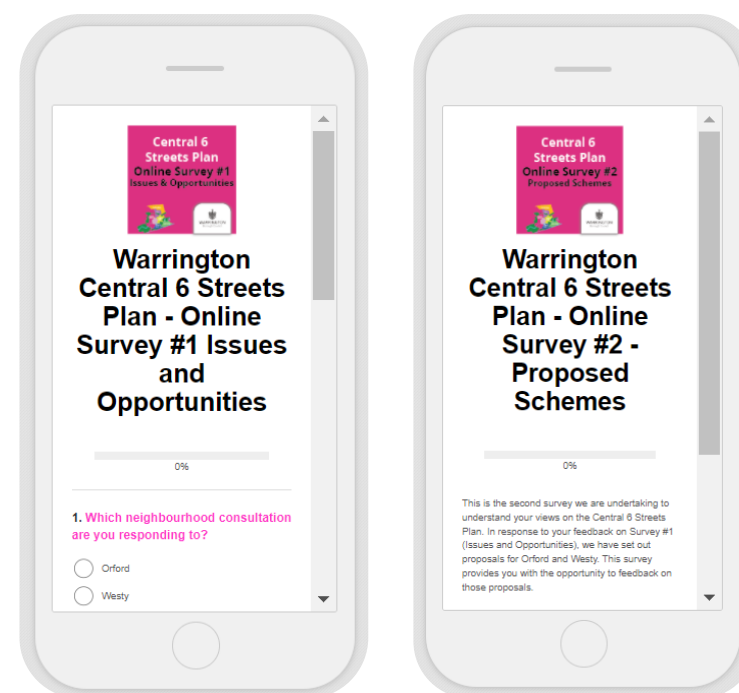


Figure 1.1 – Central 6 Streets Plan – Online Survey #1 and #2

Public Engagement Materials

All the materials shared through the public engagement process have been uploaded to the WBC website and can be viewed here: www.warrington.gov.uk/central-6-streets-plan

The online materials include:

- Orford and Westy area map;
- Orford and Westy Consultation Boards for Stage #1 and Stage #2;
- Contents of the Online Event Stage #1 and Stage #2.

The consultation boards available on the website include the proposed schemes residents were asked to comment on through Survey #2.

Limitations of Approach

Online surveys are relatively easy to develop and offer an efficient method to collect data from a wide range of respondents, giving good flexibility in data analysis. Still, there are a number of constraints to consider:

- 'Relevance bias' meaning the survey is more likely to attract comments from those who feel directly affected;
- Accessibility to the online survey: to overcome this a contact email was provided to allow requests of other formats such as large format and paper copies;
- Accuracy limitations: due to the survey being anonymous to preserve privacy, resulting in the project team being unable to fully track if someone has filled the survey multiple times;
- Low response rates reduce the representation of 'whole community' responses: response rates from Orford and Westy were between 2-5% of all households;
- Missed addresses at the letter drop or failure to notice;
- Inability to determine residents from non-residents in response to survey #1.

All surveys present some limitations in terms of accessibility and accuracy, however alternative options to make the consultation inclusive were offered where possible – e.g. paper copies of the survey were provided at in-person events and the project team were also available to directly assist the members of the public filling the survey online.

Data Validation Exercise

After downloading the full survey data sets we carried out a validation exercise to identify information that was improperly formatted or duplicated to ensure the collected data was accurate and representative. This process involved:

- Ensuring all provided postcodes were formatted correctly to guarantee full coverage of responses when using GIS mapping to present the collected data; and
- Comparing surveys collected from the same IP address and postcode to analyse the set of responses ensuring there were no duplicates.

The review process did not highlight any exact duplicates, therefore no submissions were excluded from the dataset. We can also confirm blank and uncompleted surveys have not been included in the data presented in this report.

Please note the online surveys were fully anonymous and none of the data provided can be used to identify respondents individually. Providing postcodes and contact details was optional and with the only purpose to help us better understanding where specific issues are arising.

Central 6 Streets Plan study areas

Figure 1.2 and 1.3 show Orford and Westy study areas and public consultation venues. The two letter drops mentioned on the introduction page took place within the displayed boundaries.

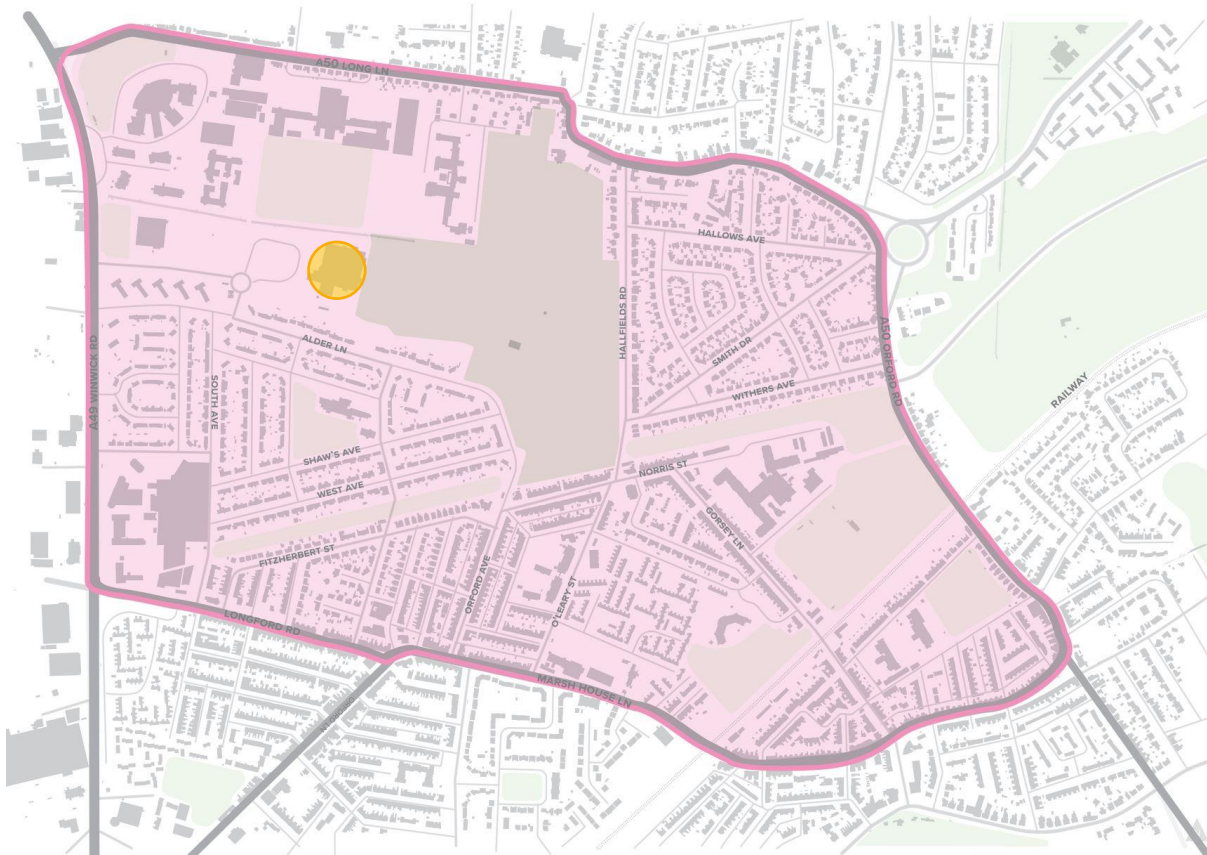


Figure 1.2 – Orford Central 6 Streets Plan Boundary

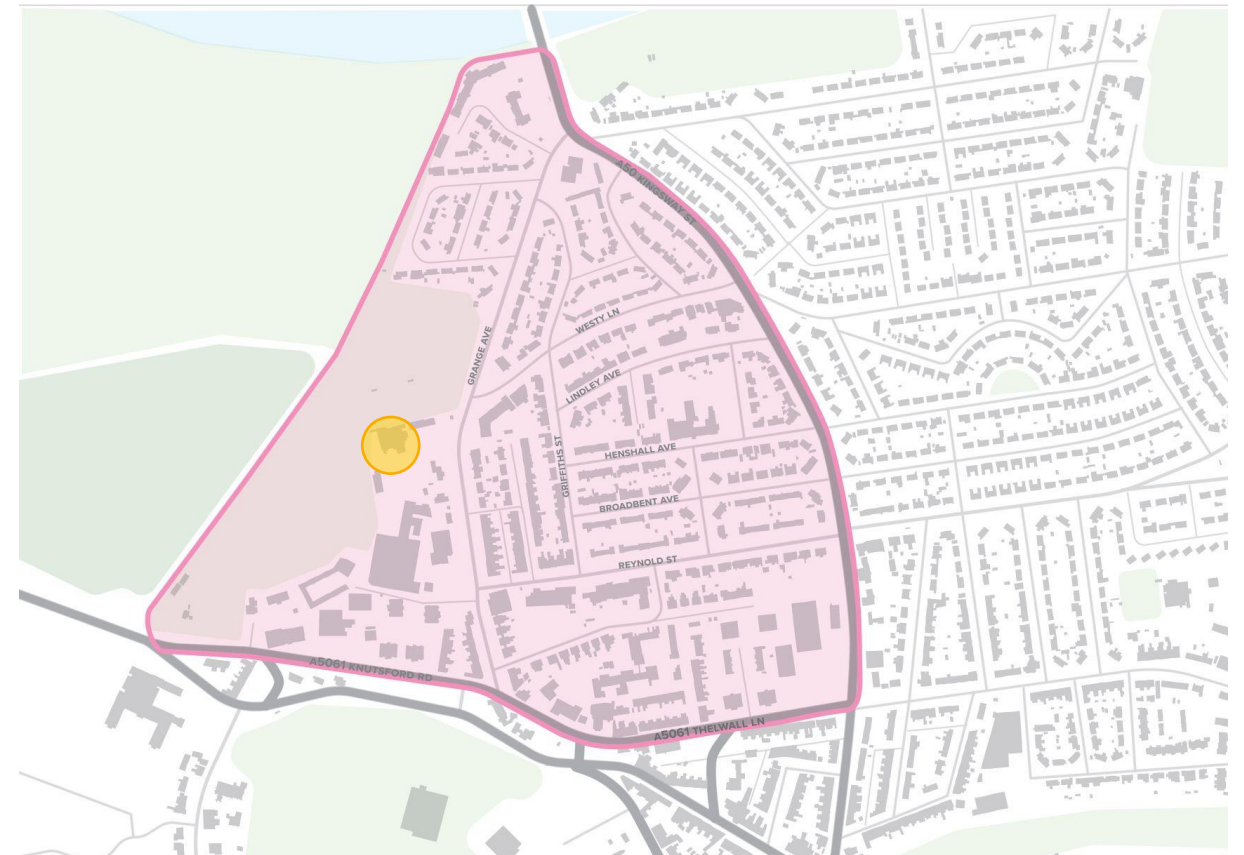


Figure 1.3 – Westy Central 6 Streets Plan Boundary

 Public Engagement Venue: Orford Neighbourhood Hub

 Public Engagement Venue: Grange Sports & Social Club

2. Orford

Orford Online Survey Stage #1

Survey #1 received a total of 168 responses, with 144 responding from Orford (4% of overall neighbourhood households). Please note, question 1 of the survey was used as a filter to track which neighbourhood people were responding to.

Figures 2.1, 2.2 and 2.3 illustrate the key demographics of Survey #1's respondents. The majority of respondents (63%) are aged between 35-65 years old – while 12% are under 35 and 25% are over 65.

The gender split of survey respondents is 43% male and 53% female with 4% of people preferring not to say.

15% of Orford respondents declared to have a disability, with 64% of these being between the ages of 35-64.

Q2: Age

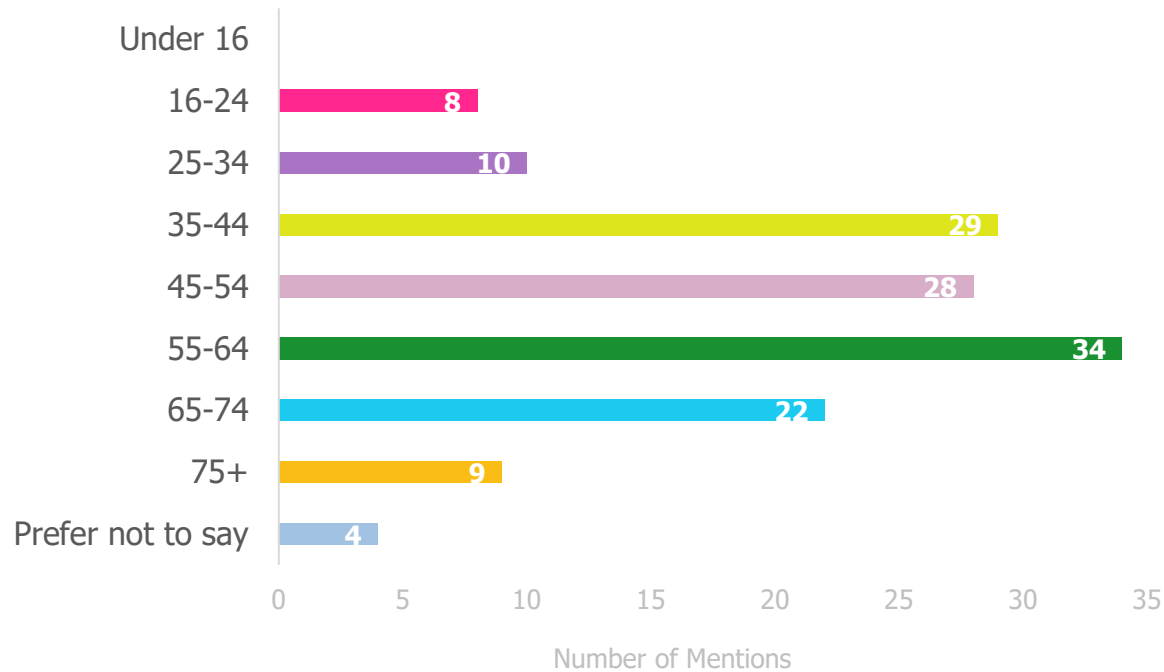


Figure 2.1 – Orford Survey #1 – Q2 Age

Q3: Gender

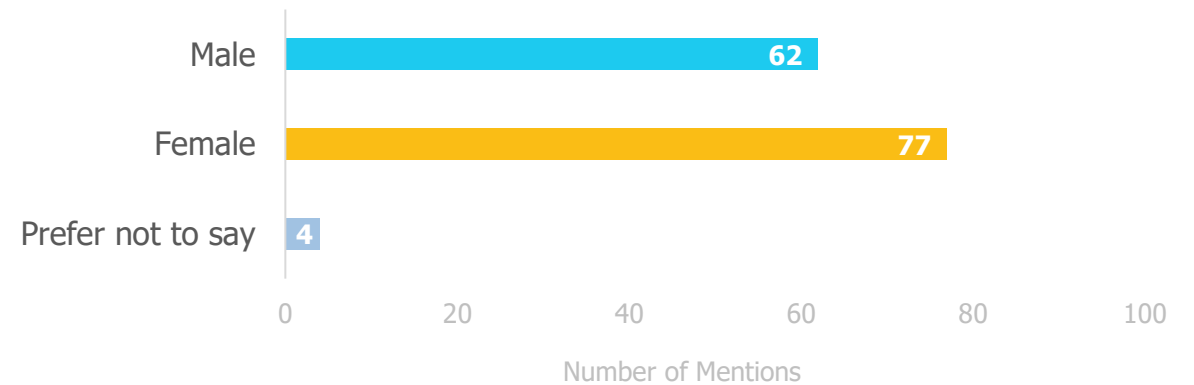


Figure 2.2 – Orford Survey #1 – Q3 Gender

Q4: Do you consider yourself to have a disability?

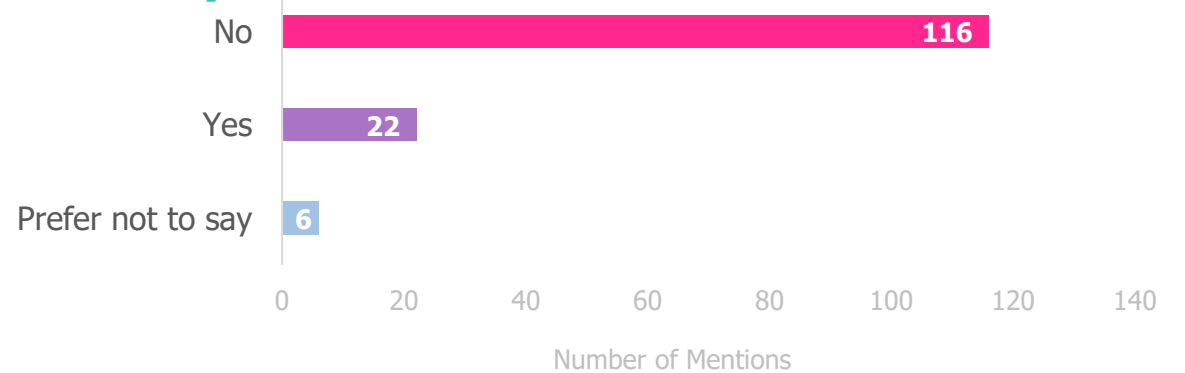


Figure 2.3 – Orford Survey #1 – Q4 Disability

Q5: What do you believe are the biggest issues within the streets of your neighbourhood?

Figure 2.4 shows the most common issues identified by Orford respondents – with traffic being a key theme within the identified local concerns. The top four issues noted in Orford are:

- Speeding traffic;
- Too much rat-running traffic on local roads;
- Littering, graffiti and fly tipping;
- Overall too much traffic in the neighbourhood.

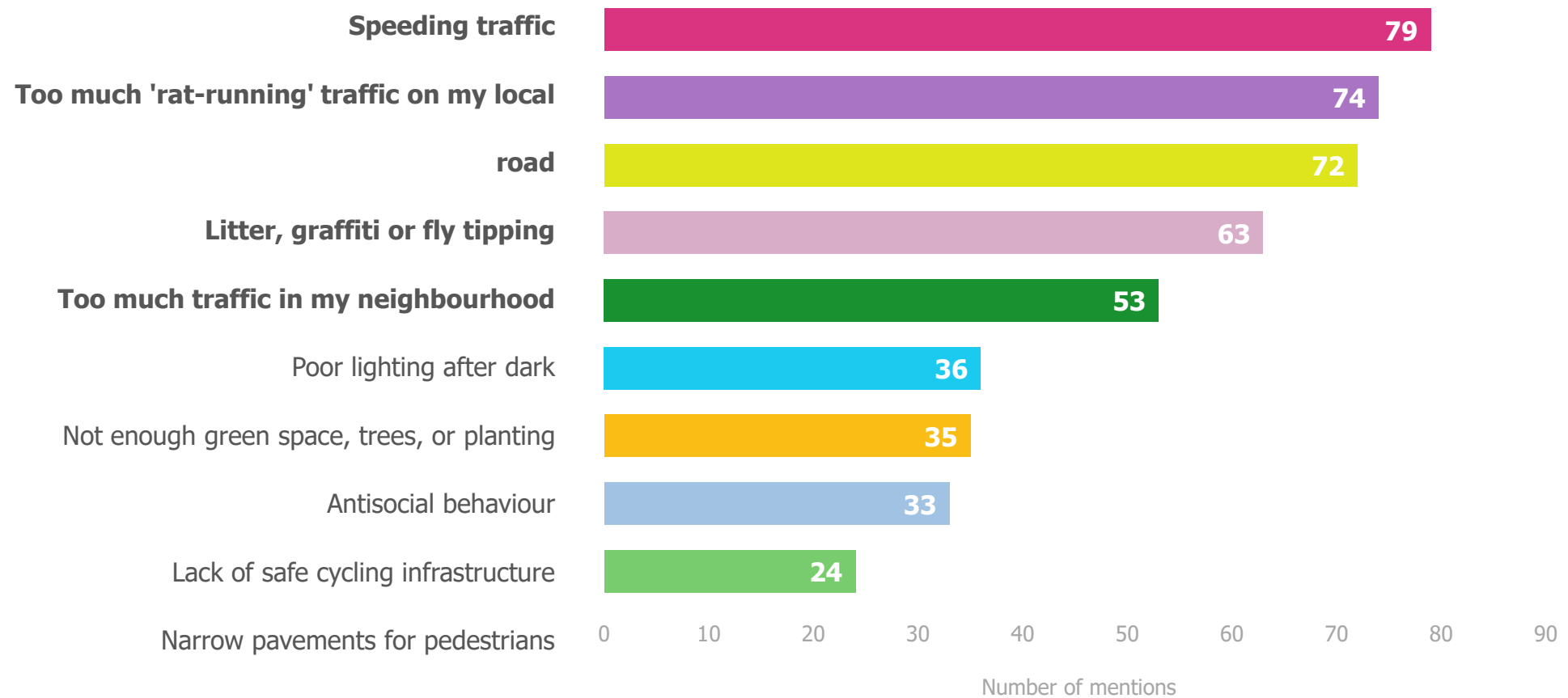


Figure 2.4 – Orford Survey #1 – Q5 - Neighbourhood Issues by number of mentions

Q5: What do you believe are the biggest issues within the streets of your neighbourhood?

Table 2.1 shows the perception of local issues by age, gender and disability groups. The highlighted figures show responses with significant differences between the groups on the highest mentioned issues – for example 63% of people over the age of 65 consider

rat running traffic and speeding traffic to be an issue, against 50% and 53% of respondents aged under 65.

Issue	All respondents (144)	Age			Gender			Disability		
		Under 65 (107 responses)	Over 65 (30 responses)	Prefer not to say (3 responses)	Male (62 responses)	Female (75 responses)	Prefer not to say (4 responses)	Yes (22 responses)	No (112 responses)	Prefer not to say (6 responses)
Speeding traffic	56% 79	53% 57	63% 19	100% 3	50% 30	60% 45	75% 3	68% 15	54% 60	67% 4
Too much 'rat-running' traffic on my local road	53% 74	50% 53	63% 19	67% 2	55% 33	52% 39	25% 1	59% 13	51% 57	67% 4
Litter, graffiti or fly tipping	51% 72	53% 57	43% 13	67% 2	42% 25	60% 45	50% 2	55% 12	51% 57	50% 3
Too much traffic in my neighborhood	45% 63	45% 48	47% 14	33% 1	38% 23	49% 37	50% 2	41% 9	46% 51	50% 3
Poor lighting after dark	38% 53	39% 42	30% 9	67% 2	27% 16	48% 36	25% 1	32% 7	39% 44	33% 2
Not enough green space, trees or planting	26% 36	28% 30	20% 6	0%	20% 12	31% 23	0%	23% 5	28% 31	0%
Antisocial behavior	25% 35	27% 29	17% 5	33% 1	18% 11	32% 24	0%	32% 7	25% 28	0%
Lack of safe cycling infrastructure	24% 33	22% 24	20% 6	100% 3	28% 17	19% 14	50% 2	23% 5	23% 26	33% 2
Narrow pavements for pedestrians	17% 24	16% 17	23% 9	0%	17% 10	16% 12	25% 1	18% 4	18% 20	0%

Q5: What do you believe are the biggest issues within the streets of your neighbourhood? – Written responses summary.

Parking behaviour

- **On-street and pavement parking is often an obstruction to pedestrian and wheelchair movements**, as well as making it difficult for people to access their house
- Lack of available parking spaces for residents causing excessive parking on the pavements
- Parking spaces in residential areas are often being used by local businesses and school staff
- Parked cars along Hallfields Road are particularly problematic as they are obstructing the road, causing cars to come very close to crashing
- Disabled parking spaces not being utilised on Steel Street

Through traffic

- **Speeding is a relevant issue within the neighbourhood**, with motorists ignoring speed limits and driving dangerously over speed bumps
- Parked cars around schools at drop-off and pick-up times with engines on are causing road blocks and air pollution
- High volumes of traffic including HGV's along Long Lane and Orford Green – where motorists also tend to speed
- Rat-running traffic along Norris Green making the route unsafe for cyclists
- Motorists ignoring traffic regulation orders in place on Withers Avenue and Smiths Drive

Footway quality

- **Several section of the footway across the neighbourhood are uneven, patchy** and an eye sore which require maintenance
- Footway is also often narrow and this reduces accessibility particularly for people with prams or using wheelchairs
- Narrow footways sections near the schools and along Long Lane are a danger for children
- There are a lack of safe crossings and dropped kerbs and again this reduces accessibility particularly for people with prams or using wheelchairs

Localised flooding and drainage

- **Flooding and drainage issues** on Oakwood Avenue, St Anne's School and Orford Green
- Insufficient road cleaning leading to roads flooding and drains being blocked
- Waste water causing flooding from local car wash, using chemicals which is harmful to the environment

Q5: What do you believe are the biggest issues within the streets of your neighbourhood? – Written responses summary.

Litter and fly tipping

- **Litter and clutter in the area are an eyesore and dangerous for children or elderly people as obstructions on the footpaths**
- Fly tipping and littering are particularly problematic along the former railway embankment, as well as behind Venns Road and Ridgway Street
- Litter is often building up around St Ann's school due to takeaways and a lack of bins provided

Poor lighting

- **Poor lighting and uneven pavements** are hazardous for pedestrians
- Poor and broken lighting in Orford Park makes the area feel unsafe and reduce accessibility
- Overgrown greenery makes areas darker and more shadowed
- Poor lighting emphasises fear of crime and antisocial behaviour after dark
- Poor lighting across Oakwood Park resulting in rubbish and dog littering building up

Green maintenance

- **Trees were removed by the council on Wilkinson Street and have not yet been replaced** with alternate green space or planters
- **Several sections of Orford Park are overgrown and poorly maintained**, as well as maintenance of trees' along Orford Green
- Trees around the railway embankment are high and overgrown which block sunlight to properties behind
- Foliage on the footway from poorly maintained green space can be dangerous for pedestrians when wet and dark

Other issues mentioned

- **Antisocial behaviour and fear of crime** is a problem in some areas around Orford – e.g. Orford Park
- Clutter from previous gate posts are an eye sore near Warrington Business Park
- Concerns for children's safety outside of St Ann's School due to reckless driving
- Insufficient cycle infrastructure and shared use pavements in the neighbourhood have caused many near misses

Q6: How comfortable do you feel walking, scooting or using a wheelchair in your local area?

Question 6 was intended to understand the condition of streets and the experience of walking in the Orford local area. Figure 2.5 shows that 59 (42%) respondents feel somewhat uncomfortable or very uncomfortable walking, scooting or using a wheelchair in the neighbourhood.

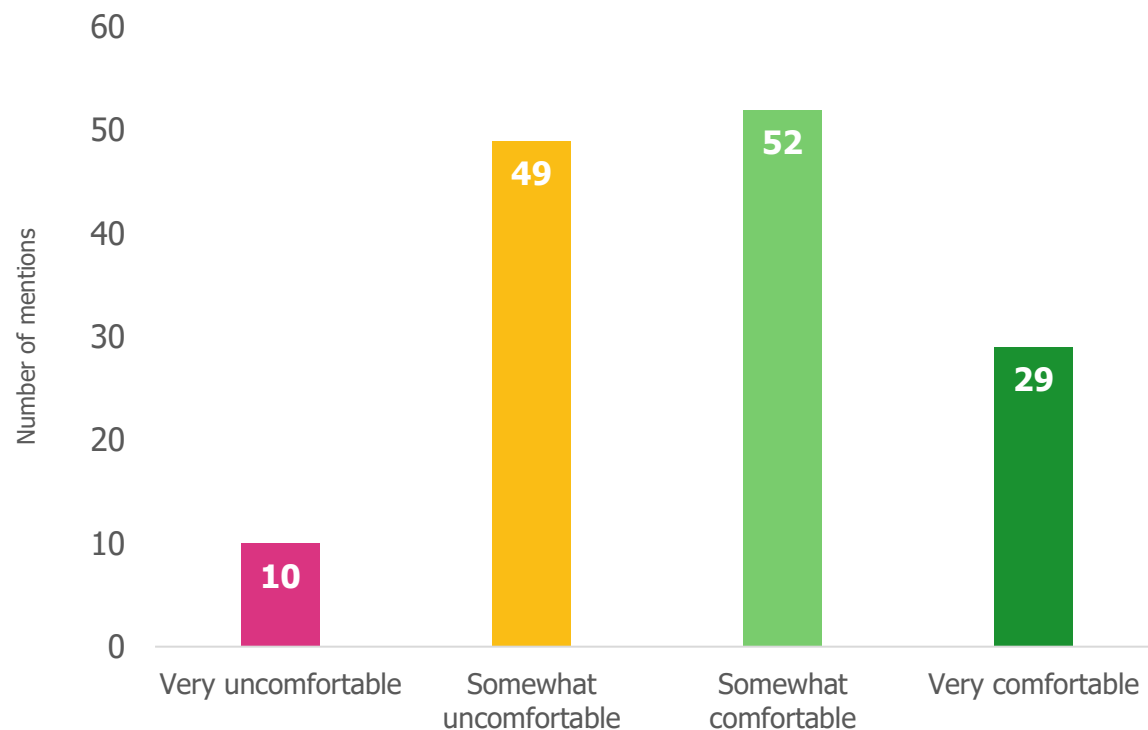


Figure 2.5 – Orford Survey #1 –Q6 – Walking Level of Comfort

When broken down by gender, 43% of men and 42% of women feel somewhat uncomfortable or very uncomfortable walking, scooting or using a wheelchair in the neighbourhood.

It is then relevant to note how 57% of respondents with a disability feel somewhat or very uncomfortable using the local streets, vs 36% of respondents declaring no disability.

Q7: If your answer is very or somewhat uncomfortable, is this because of:

Figure 2.6 highlights the key reasons why respondents do not feel comfortable accessing the local streets – with the strongest motive being road traffic speed and volume in the area.

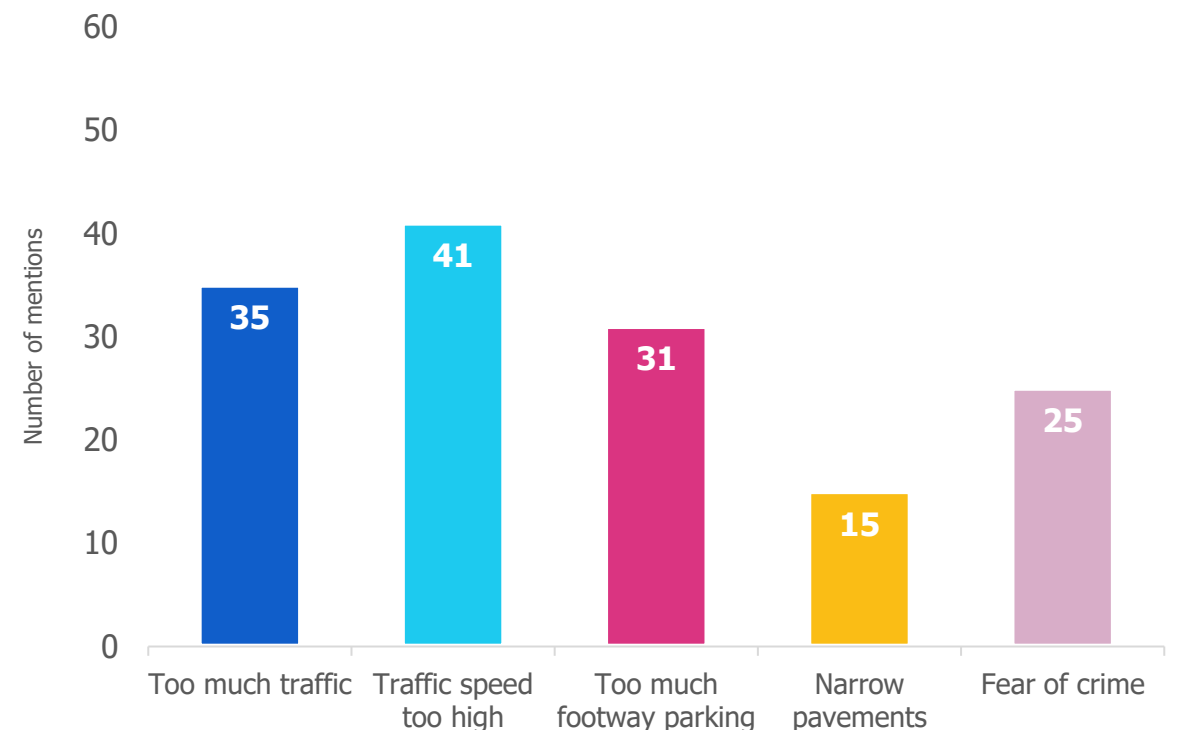


Figure 2.6 – Orford Survey #1 – Q7 - Walking Issues by number of mentions

Top issues for both male and female respondents relate to traffic speeds and volumes, but it was also highlighted by women that fear of crime was a key concern when walking within the neighbourhood. The feel of discomfort due to safety concerns has frequently been linked to dark and poorly light areas.

Out of 22 respondents who consider themselves to have a disability, 10 (45%) reported that they are uncomfortable walking within the neighbourhood because of the high speed of traffic.

**Q7: If your answer is very or somewhat uncomfortable, is this because of -
Written responses summary.**

**Parking
behaviour**

- **On-street and pavement parking from local businesses is blocking streets and footpaths**, making it difficult for pedestrians to use them
- Inconsiderate parking in the area has led to obstructions for people in wheelchairs - dropped kerbs and driveways are often blocked
- Damaged or abandoned vehicles are becoming an issue building up on on-street and pavement parking

**Through
traffic**

- **High volumes of traffic make it extremely difficult to cross over Marsh House Lane to access O'Leary Street**
- Cyclists and scooters using the footway are a danger to pedestrians as they can travel at high speeds
- Motorists are often ignoring speed limits making the roads unsafe for other users

**Footway
Quality**

- **Uneven footpaths and shared use paths make it difficult to access for pedestrians and wheelchairs users**
- Uneven pavements uprooted by trees' are a hazard, especially on Orford Green where there are elderly and children visiting the church
- Fallen leaves on the footpath are a slip hazard
- There is a lack of low kerbs in the neighbourhood to accommodate wheelchair and pram users

**Other
issues
mentioned**

- **Streets are perceived unsafe for children to play out due to the speed of traffic**
- Still, some residents feel traffic levels are not an issue in their local area
- A positive note was made about pavements on Hallows Avenue being wide and providing sufficient space for pedestrians
- Insufficient lighting was yet again flagged as an issue on several streets across the neighbourhood
- Antisocial behaviour also makes the neighbourhood feel unsafe to walk through after dark

Q8: How comfortable do you feel cycling in your local area?

Out of the total responses received from Orford, 51% of respondents declared cycling did not apply to them – meaning they do not own a bike, or they are not cycling at all. As shown in Figure 2.8, of the 69 respondents able to cycle, 50% feel somewhat uncomfortable or very uncomfortable doing so in the neighbourhood.

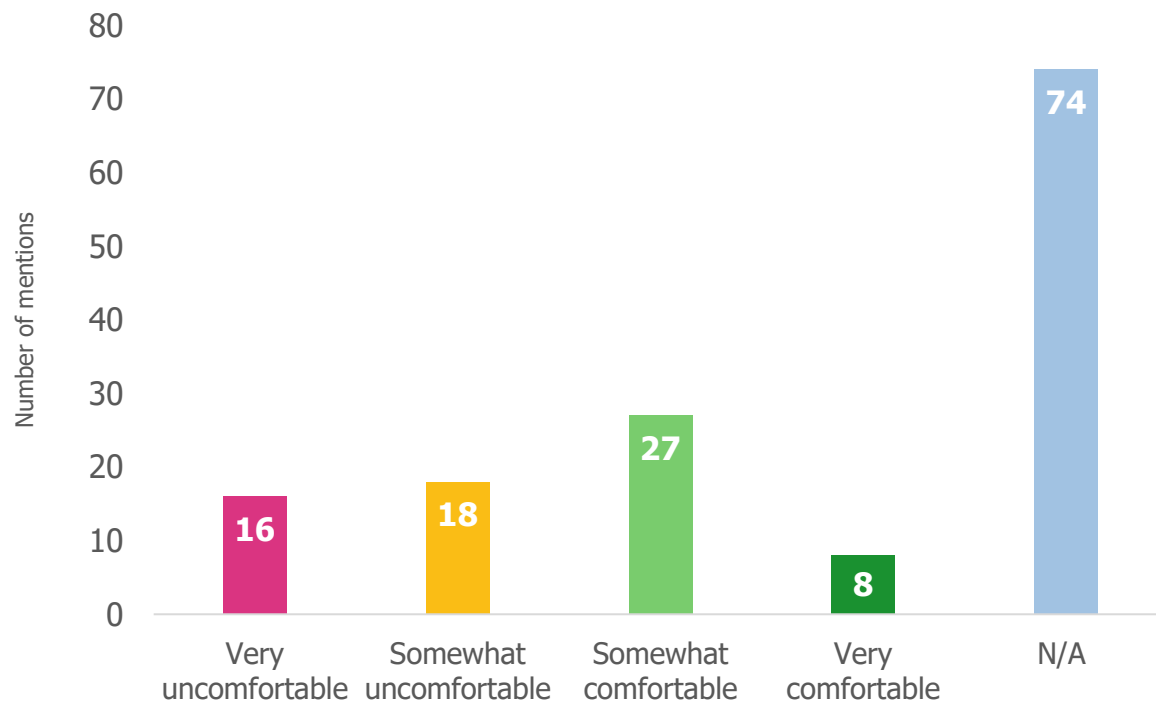


Figure 2.8 – Orford Survey #1 – Q8 – Cycling Level of Comfort

When broken down by gender, 42% of men and 51% of women able to cycle feel somewhat uncomfortable or very uncomfortable doing so in the neighbourhood.

Of the 22 respondents who consider themselves to have a disability, 68% do not currently own a bike or cycle – and of the 7 people able or willing to bike, 57% feel uncomfortable doing so across the neighbourhood.

Q9: If your answer is very or somewhat uncomfortable, is this because of:

Figure 2.9 highlights the key reasons why respondents do not feel comfortable cycling on the local streets – with the strongest motives being speed and volume of vehicular traffic in the area, followed by the lack of appropriate cycling facilities.

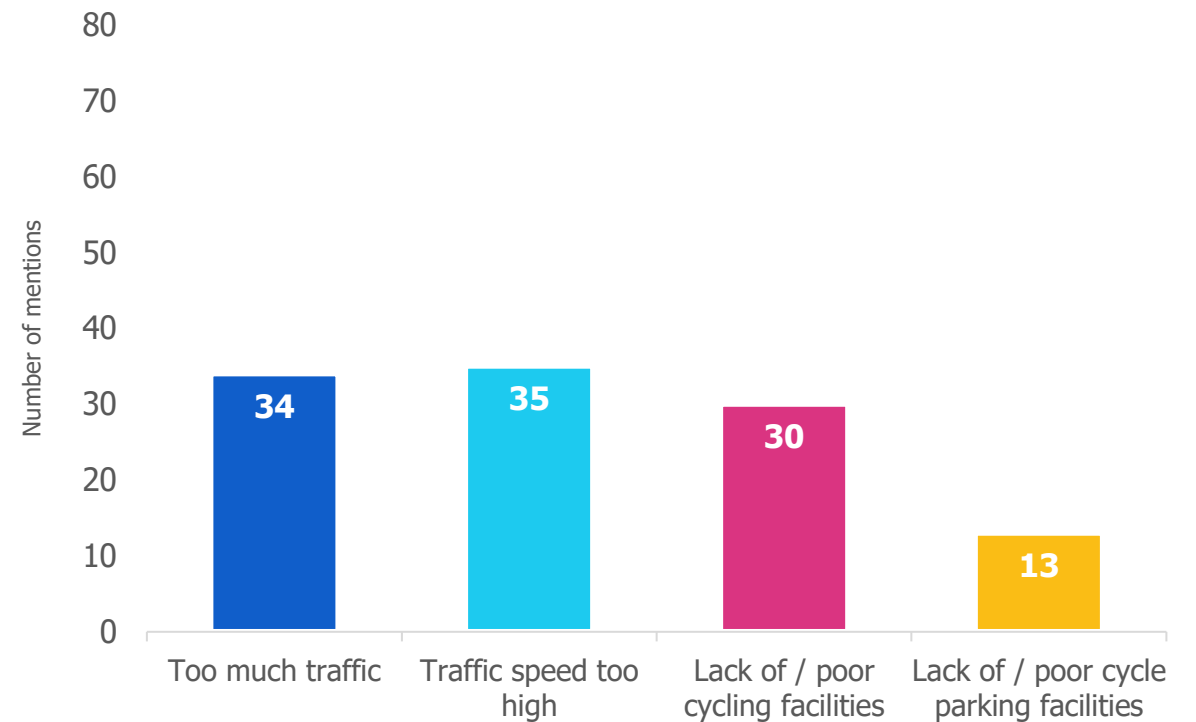


Figure 2.9 – Orford Survey #1 – Q9 - Cycling Issues by number of mentions

Top issues for both male and female respondents relate to traffic speed and volumes, but females strongly highlighted the lack of cycling facilities as a key concern – with 73% of female respondents mentioning it as an issue versus 42% of male respondents.

Of the 22 respondents who consider themselves to have a disability, 6 reported that they are uncomfortable cycling locally due to high traffic speed.

**Q9: If your answer is very or somewhat uncomfortable, is this because of –
Written responses summary.**

Cycle infrastructure

- **There are no cycle paths immediately around the neighbourhood connecting to the rest of Warrington**
- There are no segregated cycle lanes so cyclists are required to cycle on the roads
- **Cyclists using the pavements are a danger to pedestrians**

Through traffic

- **Lack of speed bumps to slow the speeding traffic in the area** and make cyclists feel safer
- Rat-running traffic is an issue particularly on Norris Street making residents who wish to cycle feel unsafe to do so
- High volumes of traffic during school hours block the roads making it difficult to cycle safely

Poor lighting

- **There is insufficient lighting after dark to cycle through some areas of the neighbourhood**

Other issues mentioned

- Despite the highlighted issues there are some residents feeling traffic levels are not an issue in their local area

Q10: Have you noticed an increase in the amount of traffic within your neighbourhood over recent years?

Figure 2.10 shows that out of the 144 responses we received for Question 10, 79% of respondents noticed a moderate or significant increase in traffic within the neighbourhood. Figures 2.11 and 2.12 display a breakdown of the answers between those living within the LTN area and those living outside.

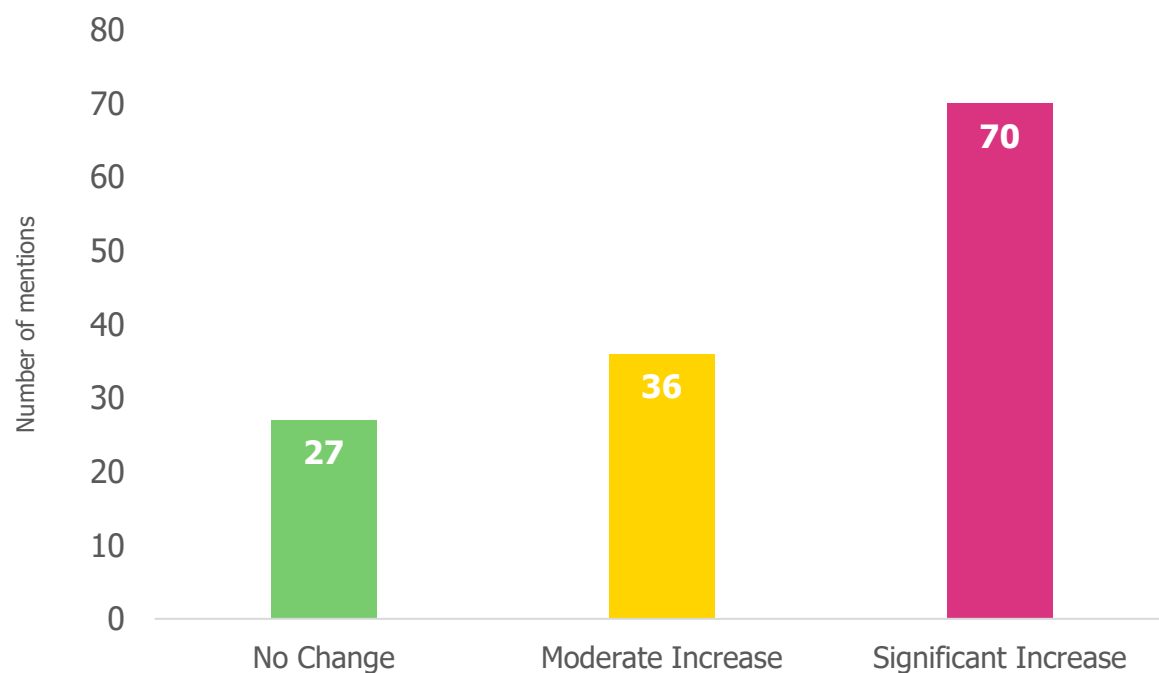


Figure 2.10 – Orford Survey #1 – Q10 – Increase in Traffic

Q7 – Responses from those who live within the study area

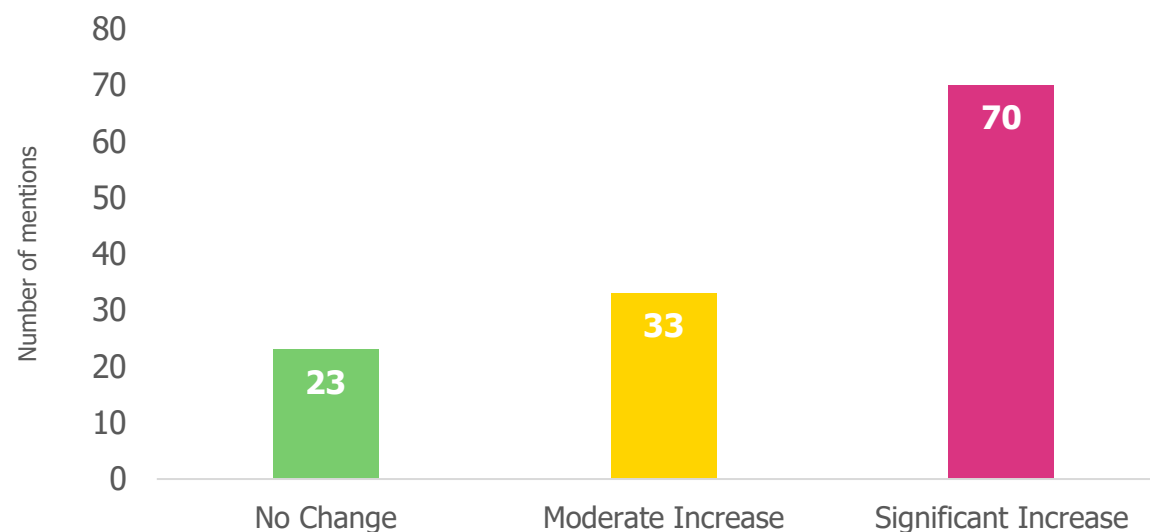


Figure 2.11 – Orford Survey #1 – Q10 – Increase in Traffic - Residents

Q7 – Responses from those who live outside the study area

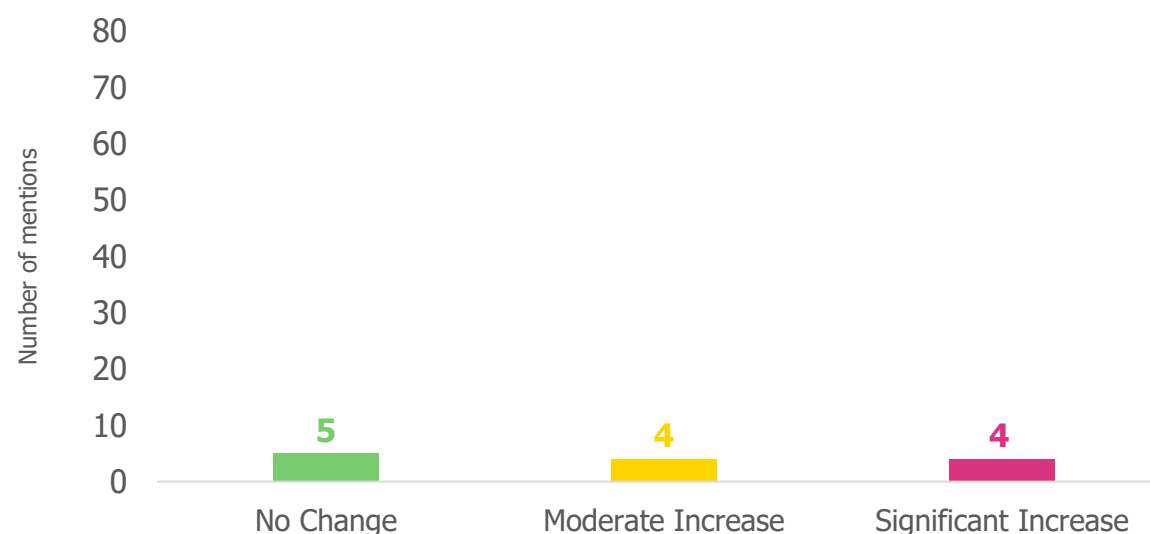
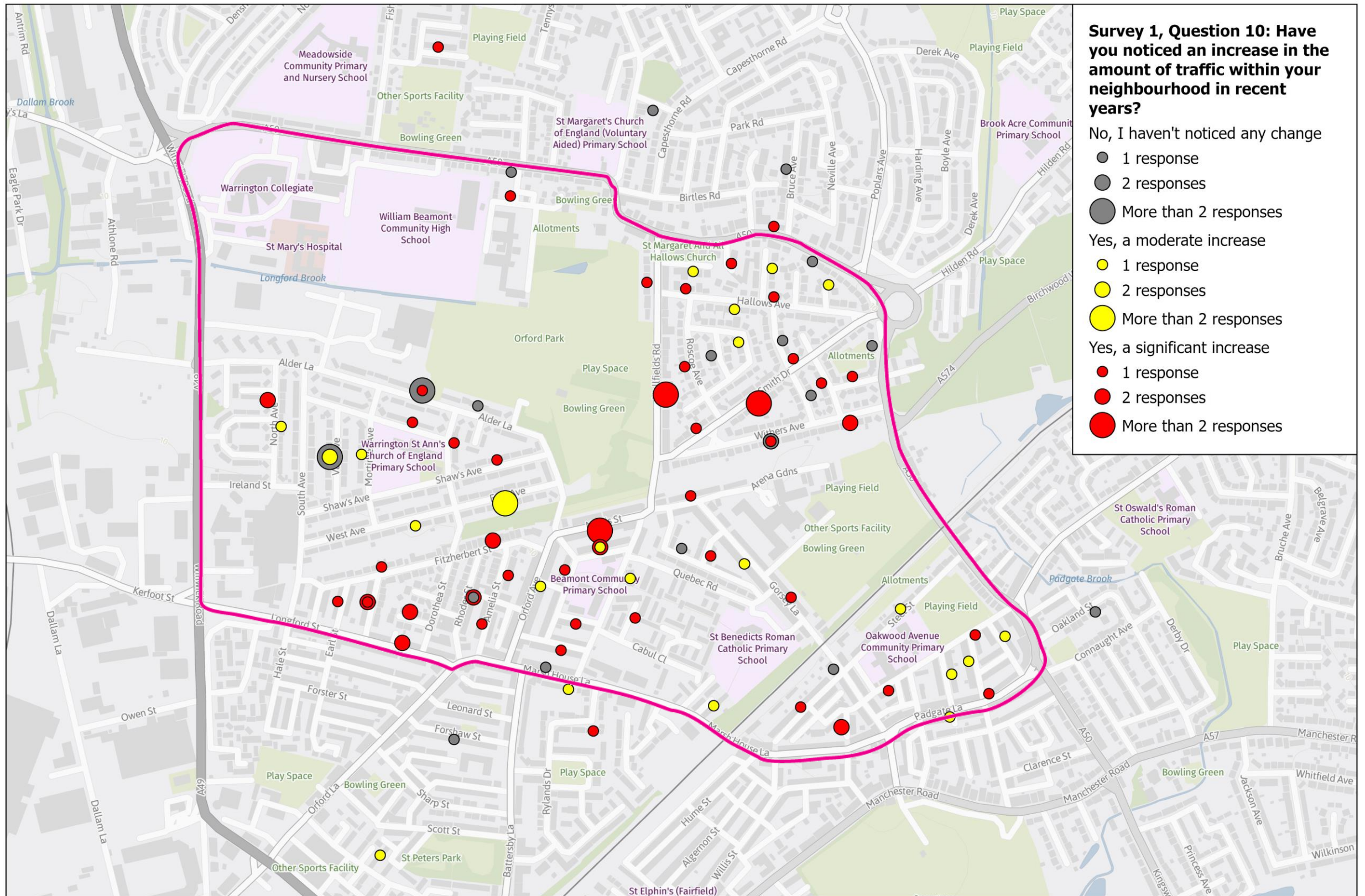


Figure 2.12 – Orford Survey #1 – Q10 – Increase in Traffic – Non Residents

Q10: Have you noticed an increase in the amount of traffic within your neighbourhood over recent years?



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GB Background: Contains OS data © Crown Copyright and database right 2020
Contains data from OS Zoomstack

0 100 200 300 400 500 Kilometers



Figure 2.13 – Orford Survey #1 – Q10 – Spatial Distribution of Responses

Q11: How comfortable are you letting your children play in the street?

Question 11 aimed to understand the level of safety and accessibility perception from the neighbourhood. This question applied to only 41% of the 144 total respondents from Orford.

As shown in Figure 2.14 - out of those offering a response - 92% reported they are very or somewhat uncomfortable letting their children play in the street.

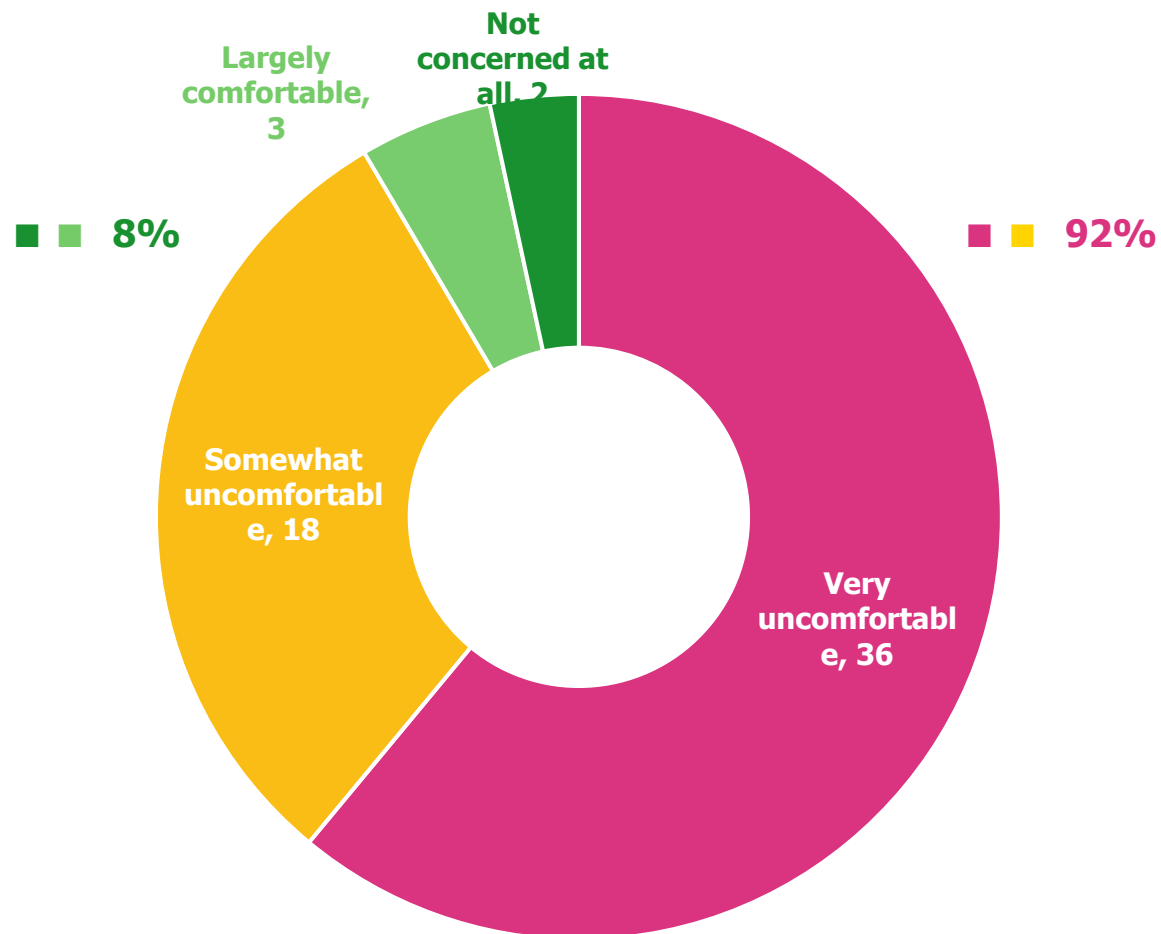


Figure 2.14 – Orford Survey #1 – Q11 Level of Comfort Allowing Children To Play In The Street

Q12: Do you feel traffic air pollution of affecting you?

Figure 2.15 shows responses relating to how air pollution due to vehicular traffic is affecting Orford respondents. 88 (61%) respondents feel they are very or somewhat affected by traffic air pollution while the remaining 56 do not consider themselves affected by it.

When broken down by gender, women feel more strongly affected by air pollution – with 65% of female respondents declaring to be very or somewhat affected by traffic pollution versus 55% of male respondents.

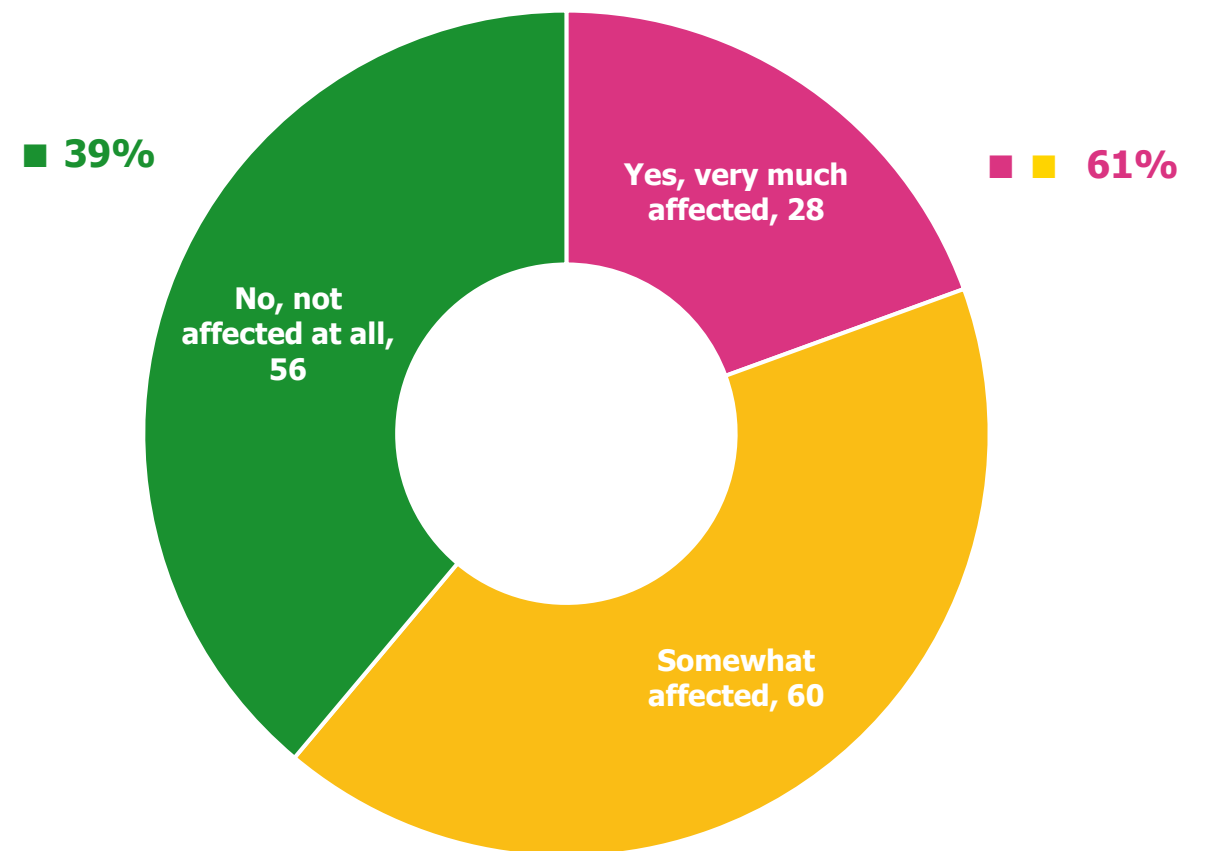


Figure 2.15 – Orford Survey #1 – Q12 Air Pollution

Q13: How many cars or vans does your household have direct access to?

Q14: How many bikes does your household have direct access to?

Figure 2.16 shows a comparison of cars/vans and bicycles ownership per household. From the collected survey responses, 5 households (4%) were reported as having no direct access to a car/van while 31 households (28%) reported no direct access to a bike. The majority of respondents (88%) has access to one to two cars per household, while 58% of households have access to 1 to 2 bike.

It is relevant to notice that according to 2010 Census data, 31% of Orford residents did not have access to a car. The lower proportion of Survey #1 respondents with no access to a private vehicle may be due to a stronger interest from motorists to respond to the Central 6 Streets Plan – rather than those who already use alternative travel modes within the neighbourhood.

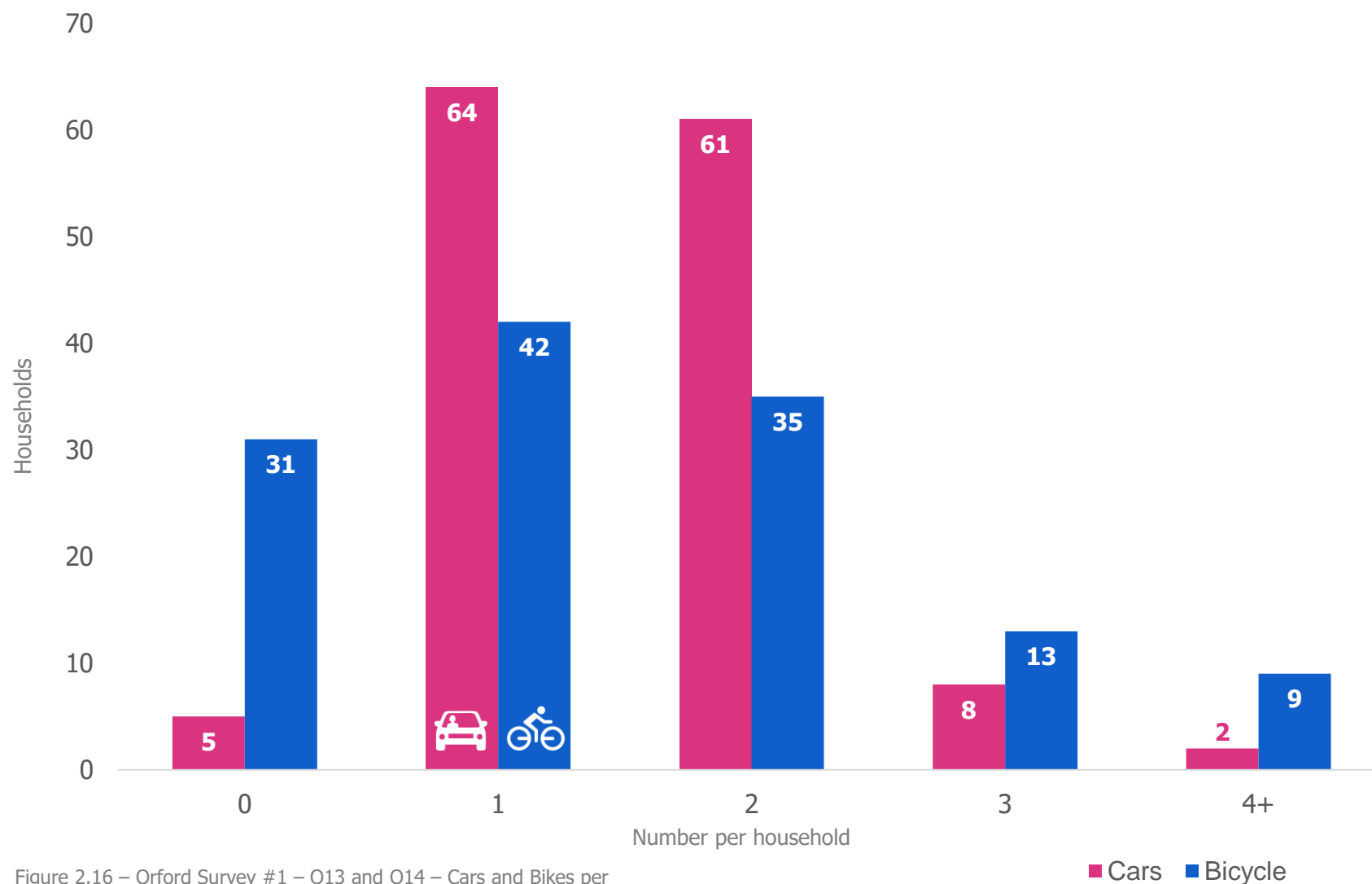


Figure 2.16 – Orford Survey #1 – Q13 and Q14 – Cars and Bikes per

Q15: How do you usually travel to your regular place of work?

Question 15 investigated how people travel from home to their place of work and how often they use a certain mode of transport, if occasionally or regularly.

The responses show a large portion of travelling by single-occupancy vehicle as 97 respondents selected it as their preferred mode – with 47% of them using their private car, as drivers, 5+ times a week.

In comparison, public transport has been indicated as the preferred mode by 22 people – with only 8 of them using it 4+ times a week.

Modes of Travel	Occasionally	Once or twice a week	Three or four times a week	Five or more times a week	Never	Response total
Car/van driver	9% 11	8% 10	17% 20	47% 56	18% 22	119
Car/van passenger	19% 16	6% 5	4% 3	7% 6	64% 54	84
Taxi/hire car	20% 17	4% 3	0%	1% 1	75% 64	85
Public transport	15% 13	8% 7	1% 1	1% 1	75% 67	89
Cycling	16% 15	5% 5	4% 4	1% 1	73% 68	93
Walking, scooting or using a wheelchair – most or all of the way	18% 16	10% 9	8% 7	10% 9	55% 50	91
No journey – work from home	19% 15	6% 5	9% 7	14% 11	51% 39	77
No journey – unemployed/retired	8% 7	4% 4	5% 4	5% 4	79% 67	85

Table 2.2 – Orford Survey #1 – Q15 – Commuting Travel Modes

Q16: How do you usually travel for other purposes?

Question 16 investigated how people travel for purposes such as shopping, school run, leisure trips or business travel – and where they use the mode of transport occasionally/ regularly.

Overall when looking at frequency of use of each transport mode, single occupancy vehicle is still the preferred mode of travel. Although the responses show a wider split between different transport modes than they did for travelling for work - with 119 people preferring to drive their own car, 50 preferring to use public transport, 43 preferring to cycle and 93 to walk.

Modes of Travel	Occasionally	Once or twice a week	Three or four times a week	Five or more times a week	Never	Response total
Car/van driver	15% 20	18% 23	32% 41	27% 35	9% 11	130
Car/van passenger	34% 30	20% 17	14% 12	3% 3	29% 25	87
Taxi/hire car	46% 41	0%	1% 1	1% 1	52% 47	90
Public transport	36% 37	8% 8	3% 3	2% 2	51% 52	102
Cycling	25% 25	11% 11	4% 4	3% 3	57% 58	101
Walking, scooting or using a wheelchair – most or all of the way	31% 36	14% 16	12% 14	23% 27	20% 23	116

Table 2.3 – Orford Survey #1 – Q16 – Other Purposes Travel Modes

Orford Public Consultation Event #1

Two in person events were held at the Orford Jubilee Neighbourhood Hub:

- Stage #1 – Introduction, issues & opportunities on Tuesday 9 November; and
- Stage #2 – Proposed schemes on Tuesday 30 November.

Stage #1 event focused on understanding the key issues and opportunities within Orford neighbourhood and the key insights from the consultation are showcased in the following pages.

Attendance at the Stage #1 event was good throughout the day and this allowed the project team to engage with the Orford community directly and collect several feedbacks.



Figure 2.17 – Orford Public Consultation #1

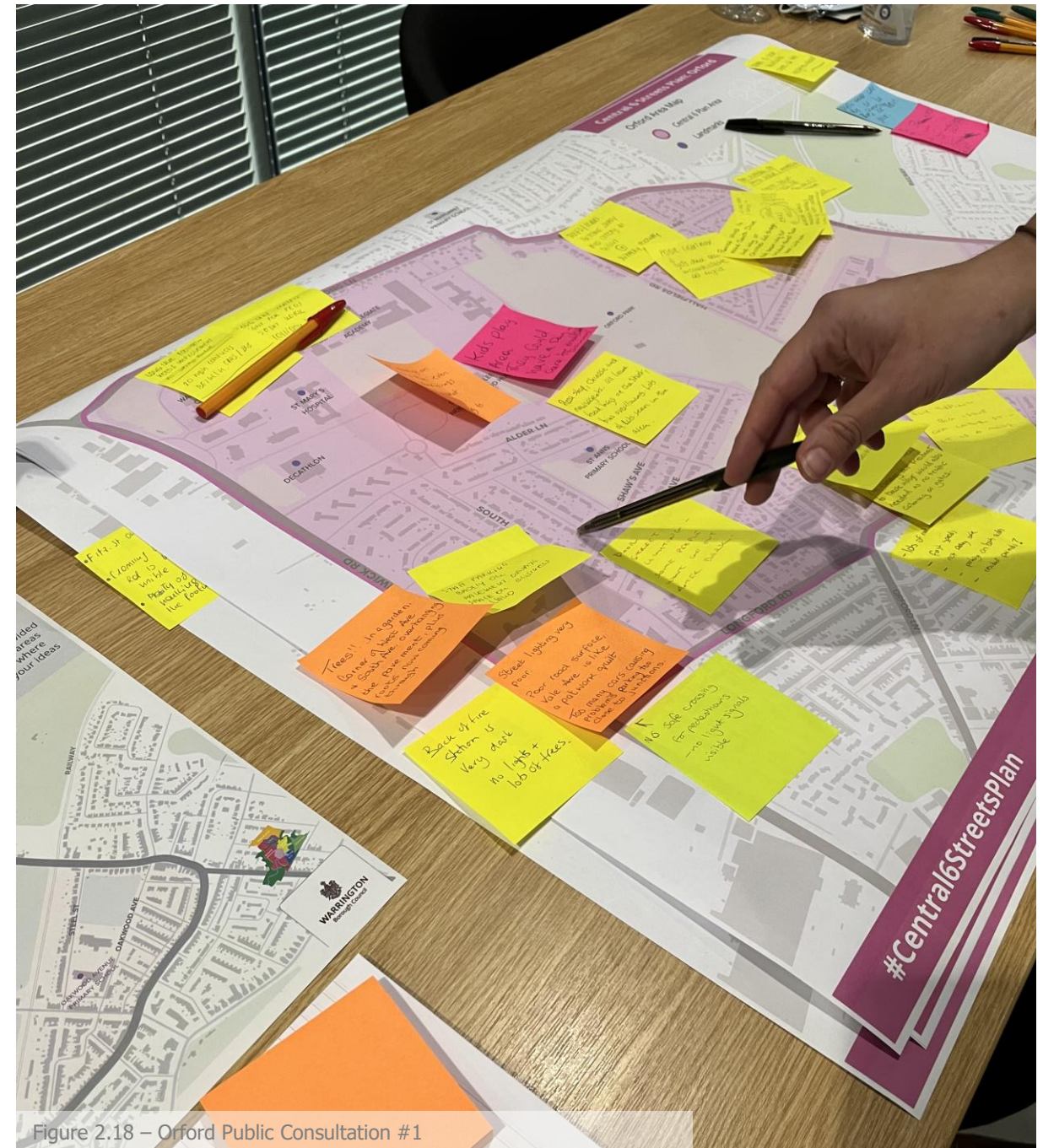


Figure 2.18 – Orford Public Consultation #1



Key Consultation Comments



Figure 2.19 – Orford Public Consultation #1 – Feedback

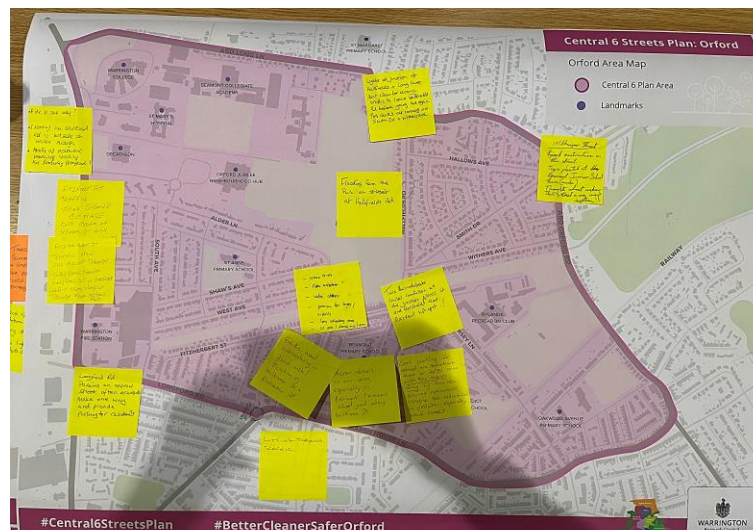


Figure 2.20 – Orford Public Consultation #1 – Feedback

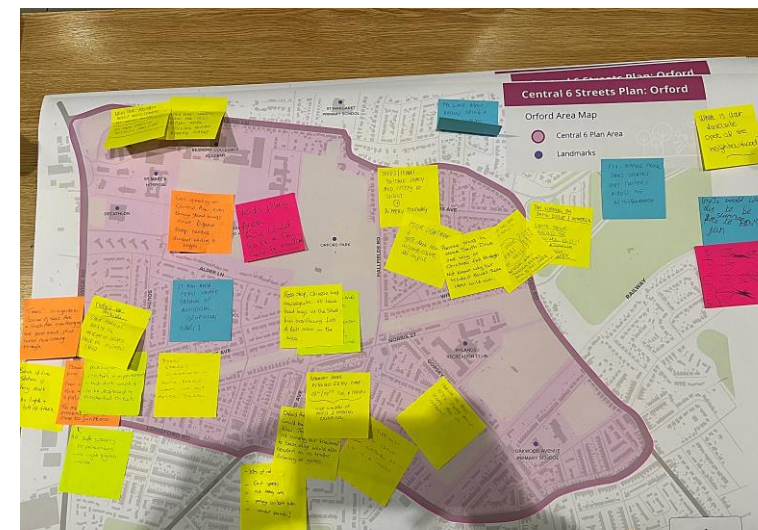


Figure 2.21 – Orford Public Consultation #1 – Feedback

- **Crossings on boundary roads are not safe for pedestrians as drivers do not stop and give way**
- Footway through Rylands playing fields to the main road is filthy with clutter and foliage
- Fly tipping is an issue particularly around the railway bridge to Alder Lane, as well as in the brook
- **Roads are dangerous around Central Avenue and St Ann’s School especially for children in the street and cyclists**
- Flooding / drainage is a frequent issue despite there being road sweeps, drains are still blocked
- The trees on Amelia Street that were recently cut down should be replaced
- **Concerns of anti-social behaviour in the park since ranger service and formal surveillance got withdrawn.**

- **Traffic lights at junction of Hallfields and Long Lane do not allow for enough traffic to leave Hallfields Road before going red again. This encourages rat-running on Smith Drive and Withers Ave**
- Speed restriction should be considered as well as a one-way system on Wilkinson Street
- Flooding from Orford Park causes issues on Hallfields Road
- Twin roundabouts cause confusion at the junction of Norris Street and Hallfields Road, leading to accidents
- Consider more trees in the Beaumont Primary School area
- **Cars idling around school areas with engines running causing pollution in the area**
- Blocked drains creating flood risks between Wilkinson Street and Richardson Street.
- Lack of parking for residents on Longford Road leading to parking on the narrow streets often causing accidents.

- Poorly maintained trees make several areas shaded and dark at night, as well as foliage on the ground making it slippery and blocking drains
- **Feeling unsafe due to poor street lighting at night**
- Previous plans to make Smith Drive one way fell through but residents are in favour of this idea
- **Fitzherbert St traffic should be made one-way until Rhodes St junction as traffic currently uses Fitzherbert St as a cut through route to bypass Longford St and Orford Ave**
- Litter is an issue around Orford Park from takeaways and overflowing bins.
- **Speed bumps on Central Avenue are not preventing cars from speeding**
- Poorly maintained trees and poor lighting around the back of the fire station cause safety concerns while using the footways
- Excessive staff parking on pavements near the fire station.



Figure 2.22 - Orford Issues & Opportunities – Summary Map

Orford Online Survey Stage #2

Survey #2 received a total of 210 responses, with 190 responding from Orford (5% of neighbourhood's households). Please note, question 1 of the survey was used as a filter to track which neighbourhood people were responding to.

As the scope of Survey #2 was to create awareness of the LTN and its possible impacts on the community and allow comments on the proposed schemes - a plan of the LTN proposal was provided and this is now included in Appendix A.

Figure 2.23, 2.24 and 2.25 illustrate the key demographics of Survey #2's respondents. The majority of respondents (61%) are aged between 35-65 years old – while 19% are under 35 and 20% is over 65.

The gender split of survey respondents is 45% male and 52% female with a 3% preferring not to say. 25 (13%) Orford respondents declared to have a disability. Within this group 68% of respondents are female, and 56% are aged between 35-64.

Q2: Age

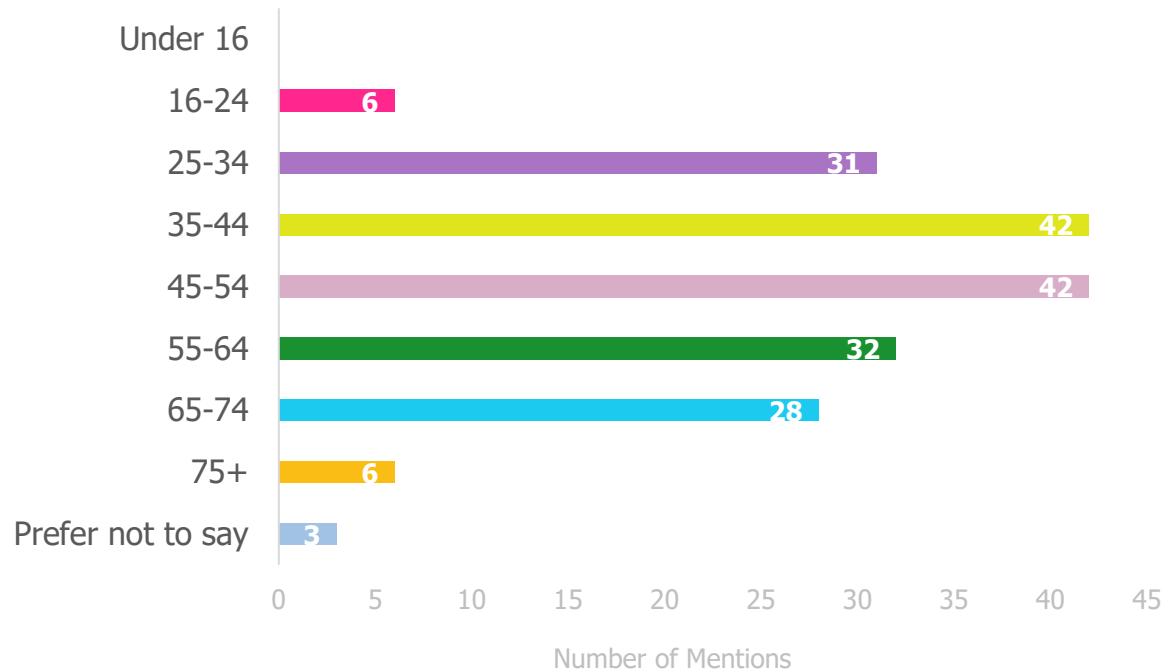


Figure 2.23 – Orford Survey #2– Q2 Age

Q3: Gender

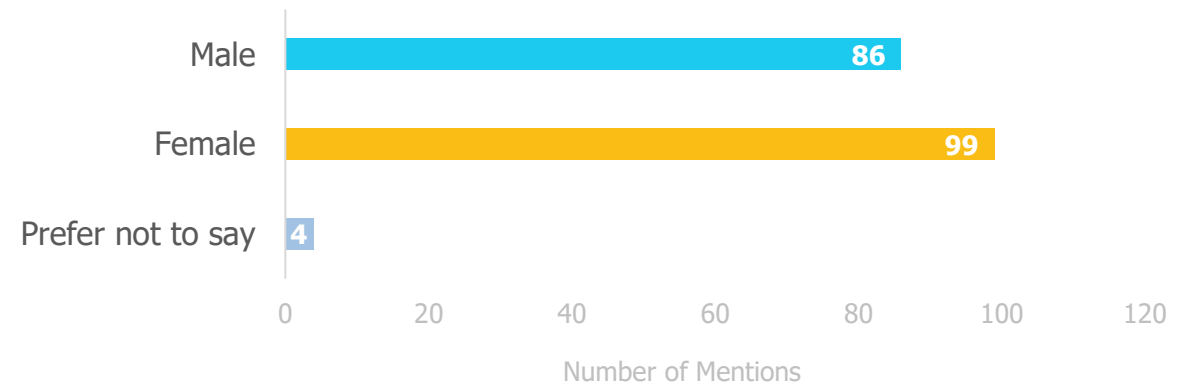


Figure 2.24 – Orford Survey #2 – Q3 Gender

Q4: Do you consider yourself to have a disability?

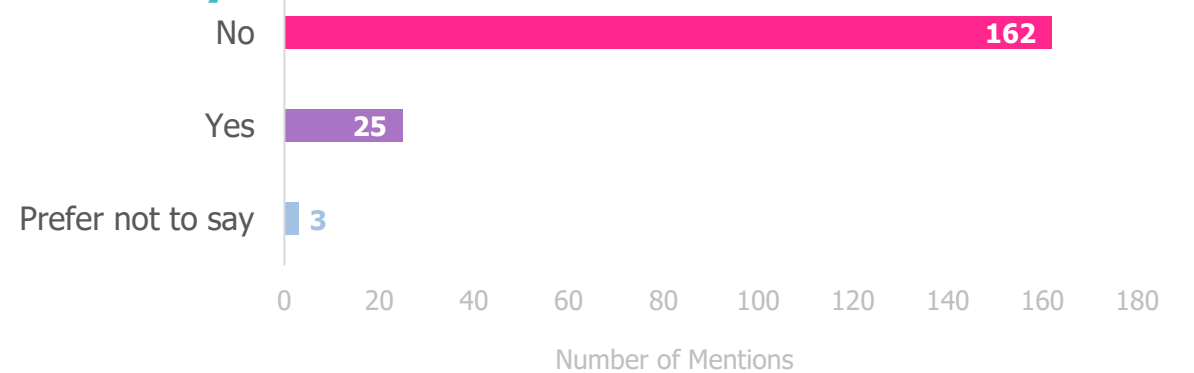


Figure 2.25 – Orford Survey #2 – Q4 Disability

Q5: Did you respond to the previous (Stage #1 Issues and Opportunities) survey for the Central 6 Streets Plan in Orford?

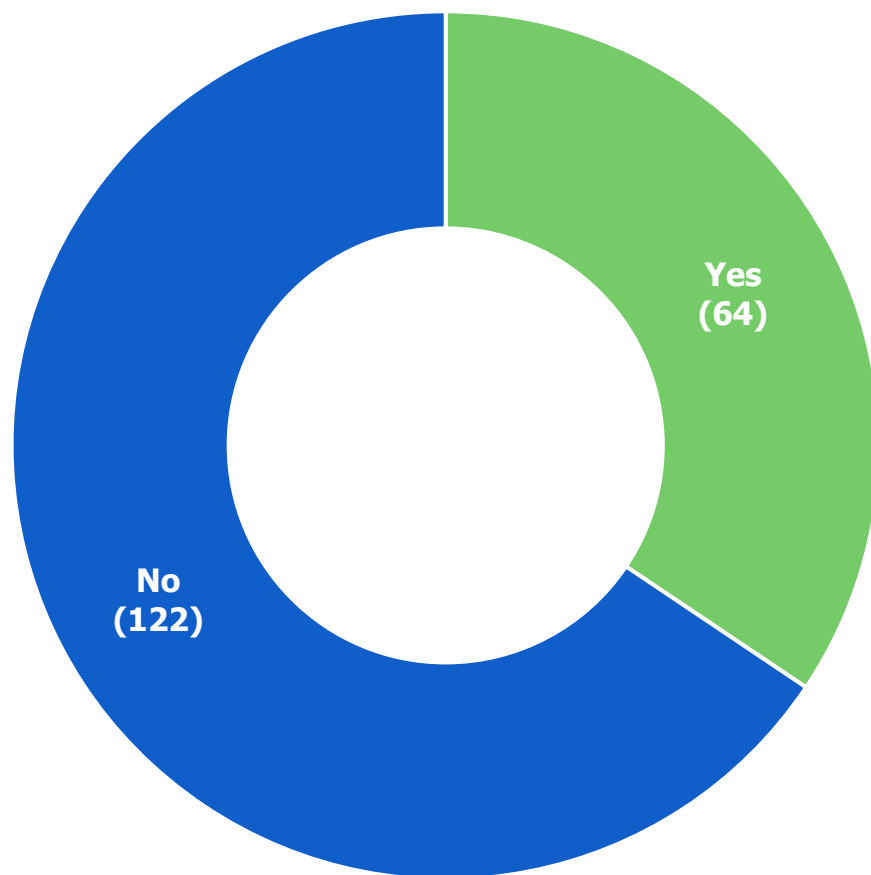


Figure 2.26 – Orford Survey #2 – Q5 – Number of Respondents to Survey #1

Q6: Which of the below best describes your connection to the area in question?

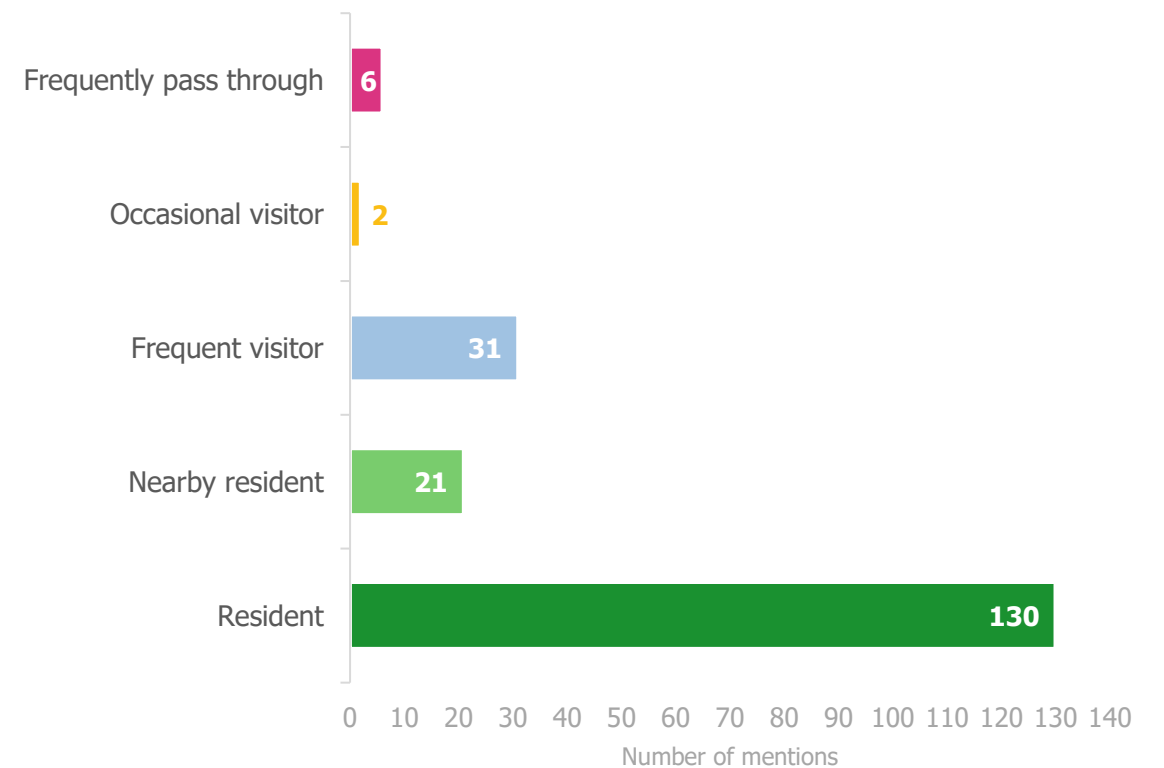


Figure 2.27 – Orford Survey #2 – Q6 – Connection To The Area

Q7: Which of the below best describes your support for the proposed schemes?

Figure 2.28 shows the overall degree of support expressed by the full group of Orford Survey #2 respondents. In the following pages a breakdown of support by response groups is displayed to analyse feedback by age, gender, disability and other categories.

It is worth noting at this stage that LTN initiatives frequently start as fairly controversial schemes due to the traffic and travel habit changes implicated by the schemes – but opposition levels often diminish over time.

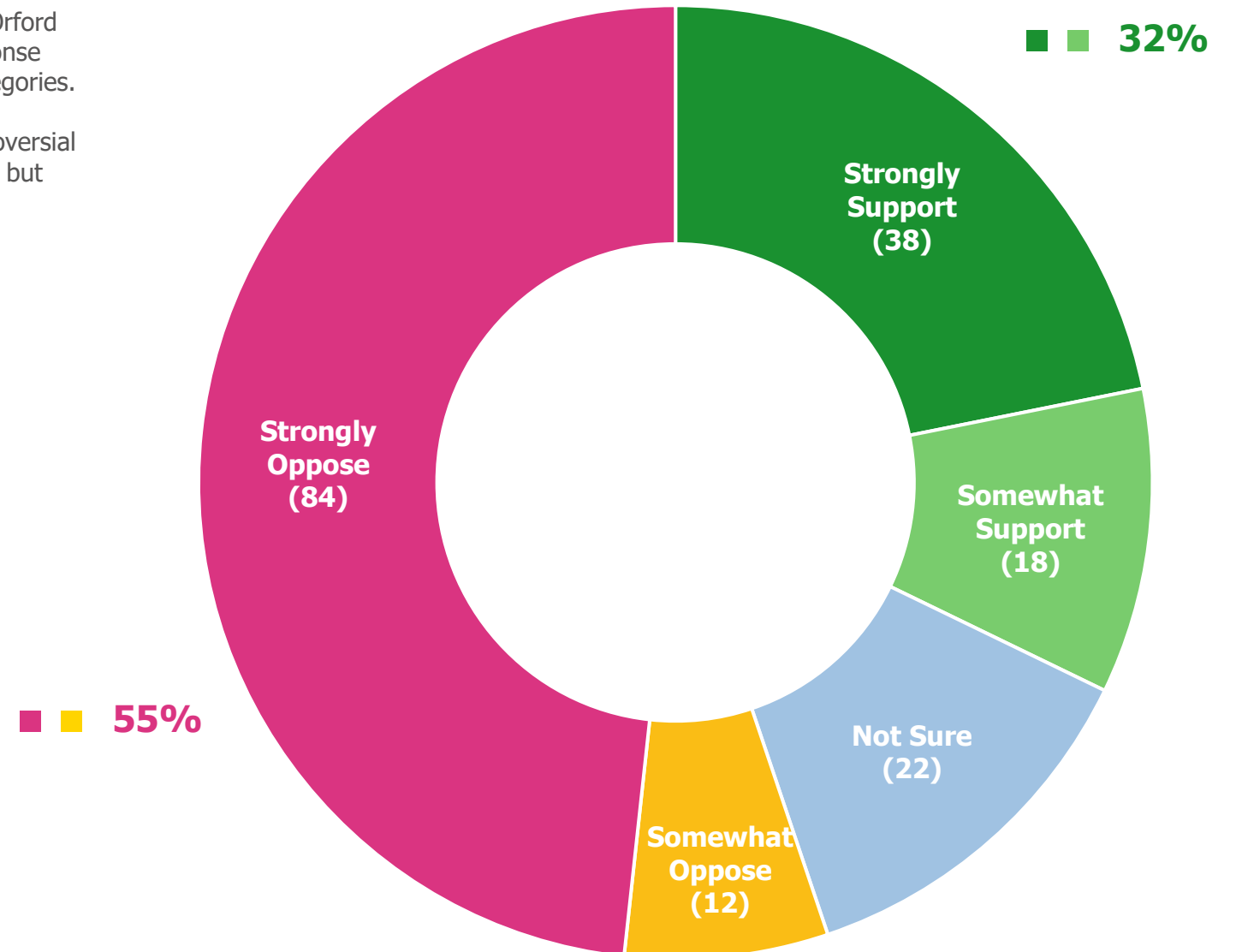


Figure 2.28 – Orford Survey #2 – Q7 – Overall Support of Proposed Scheme by Number of Mentions

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from those who filled Survey #1

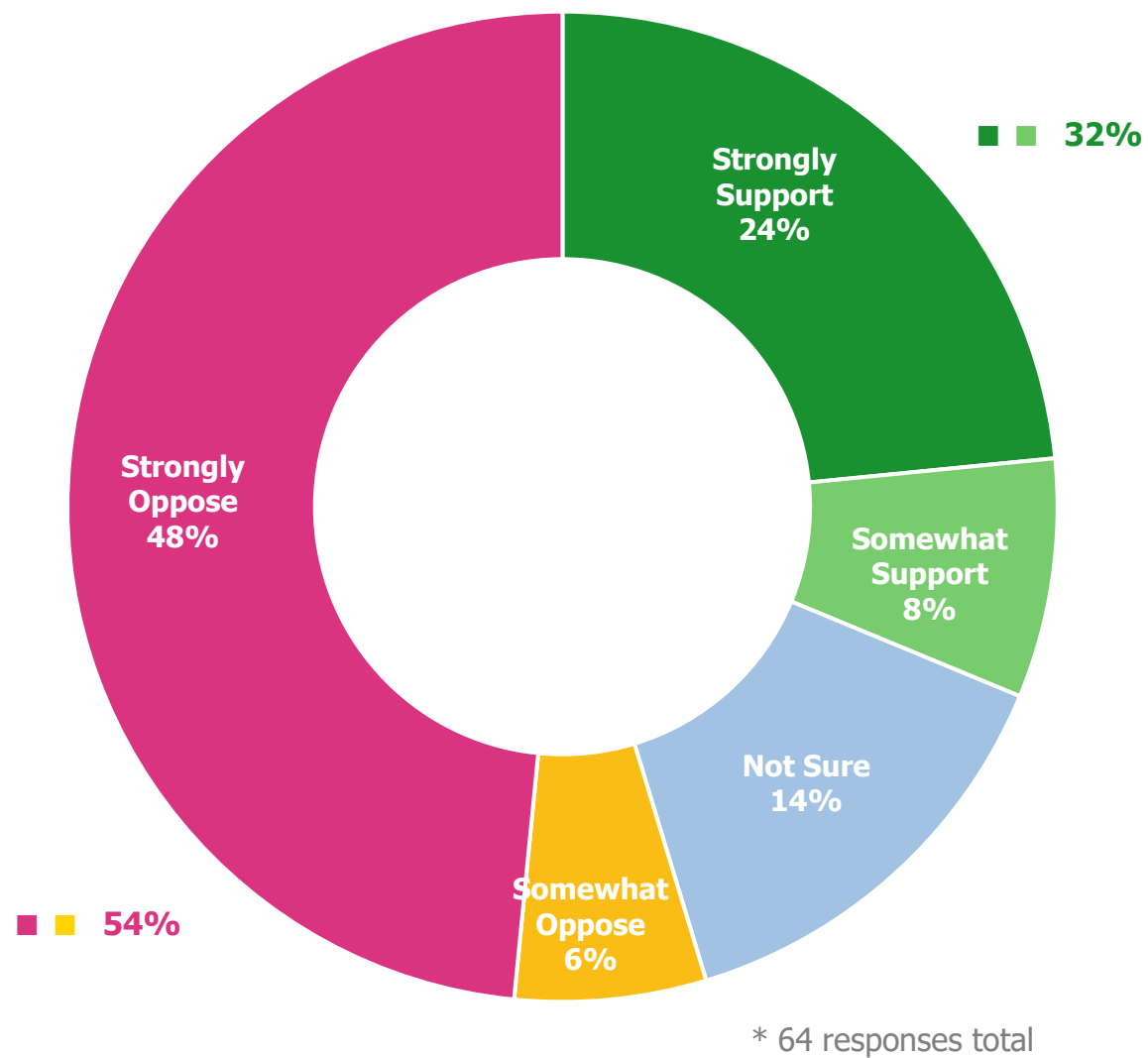


Figure 2.29– Orford Survey #2 – Q7 – Support From Response Group

Q7 – Responses from those who did NOT fill Survey #1

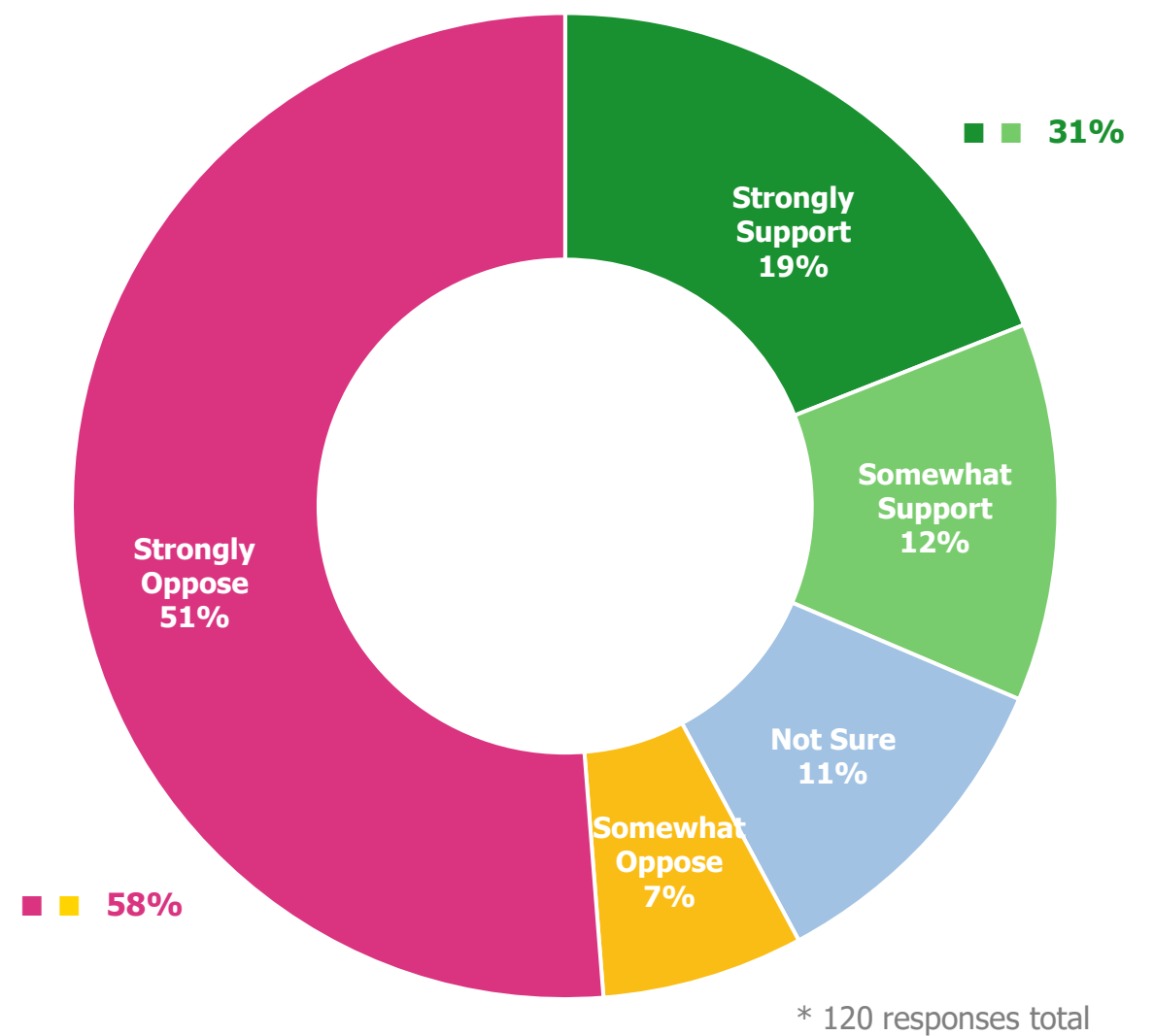
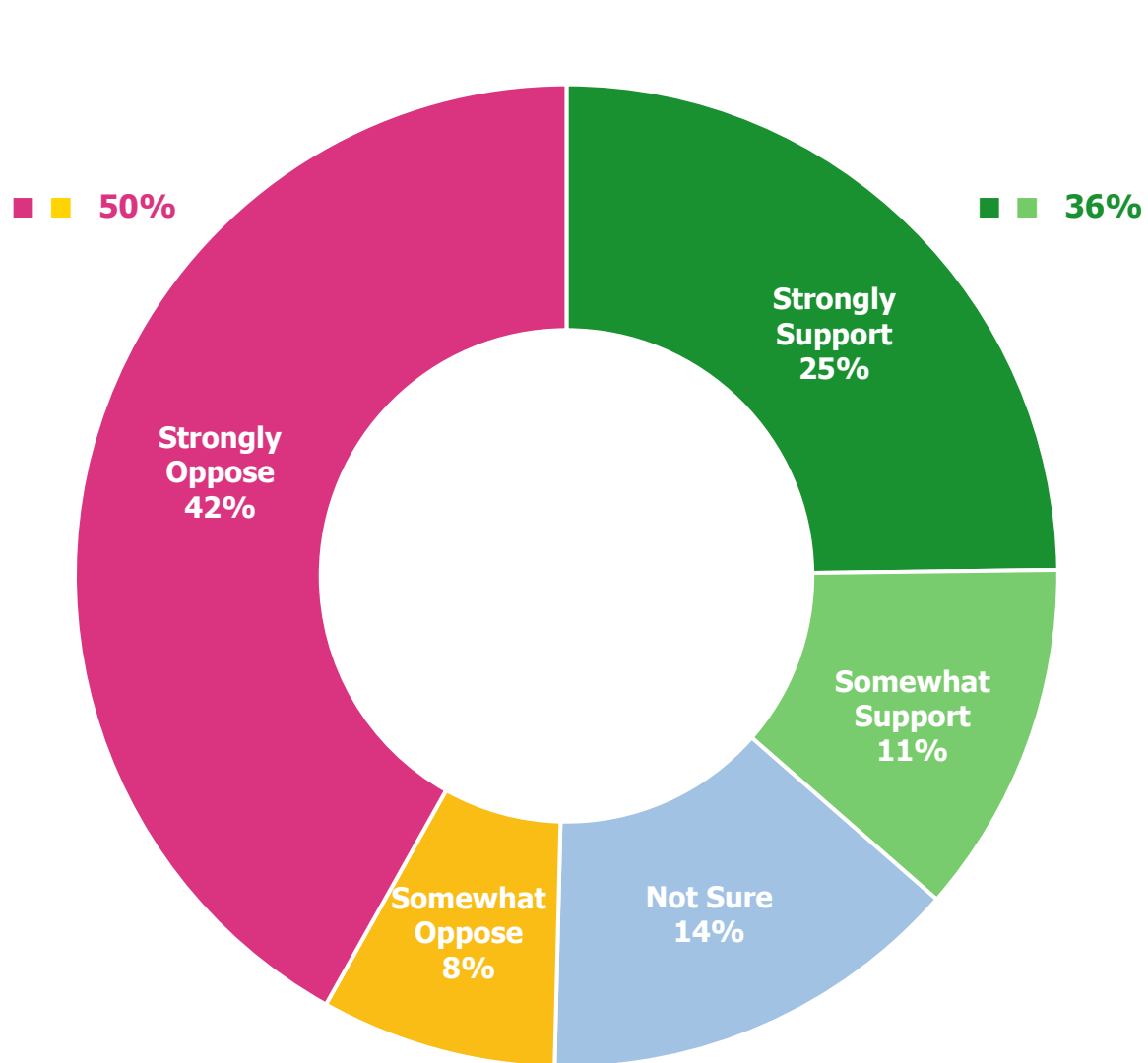


Figure 2.30 – Orford Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

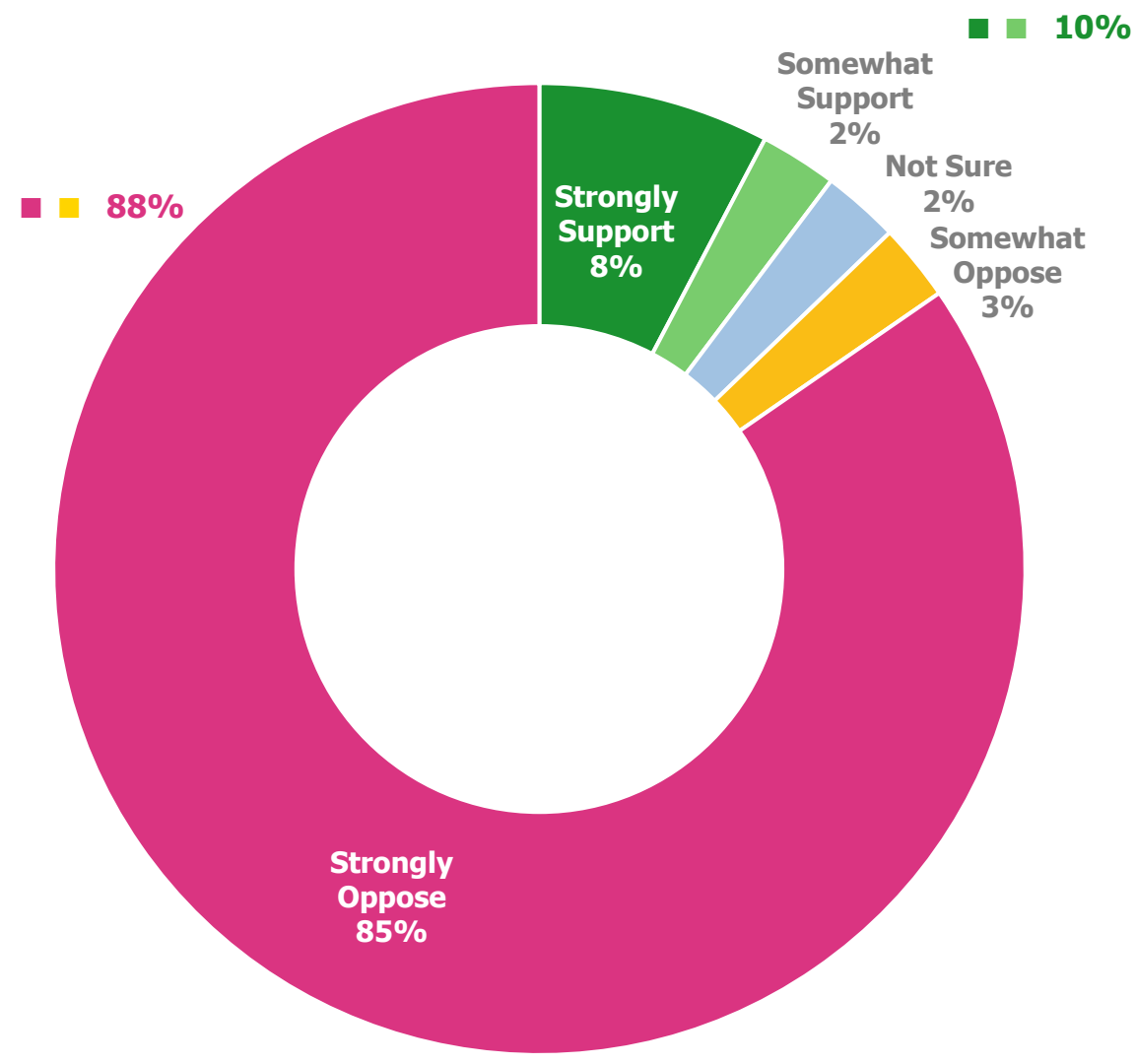
Q7 – Responses from residents (within pink line area shown on page 7)



* 129 responses total

Figure 2.31 – Orford Survey #2 – Q7 - Support From Response Group

Q7 – Responses from visitors / passing through people



* 39 responses total

Figure 2.32 – Orford Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from over 65's

3 respondents did not disclose their age and have not been included in the below graph.

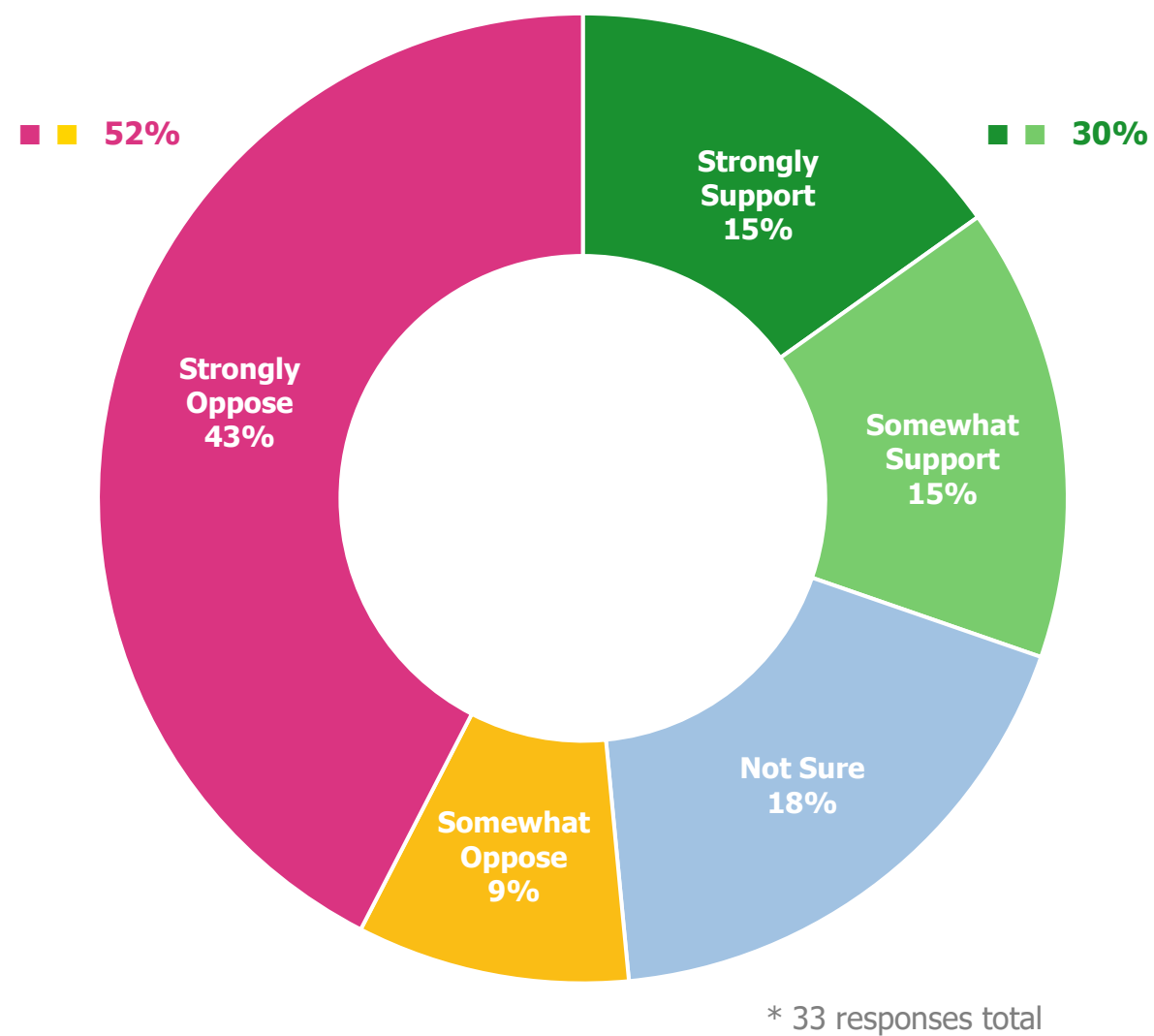


Figure 2.33 – Orford Survey #2 – Q7 - Support From Response Group

Q7 – Responses from under 65's

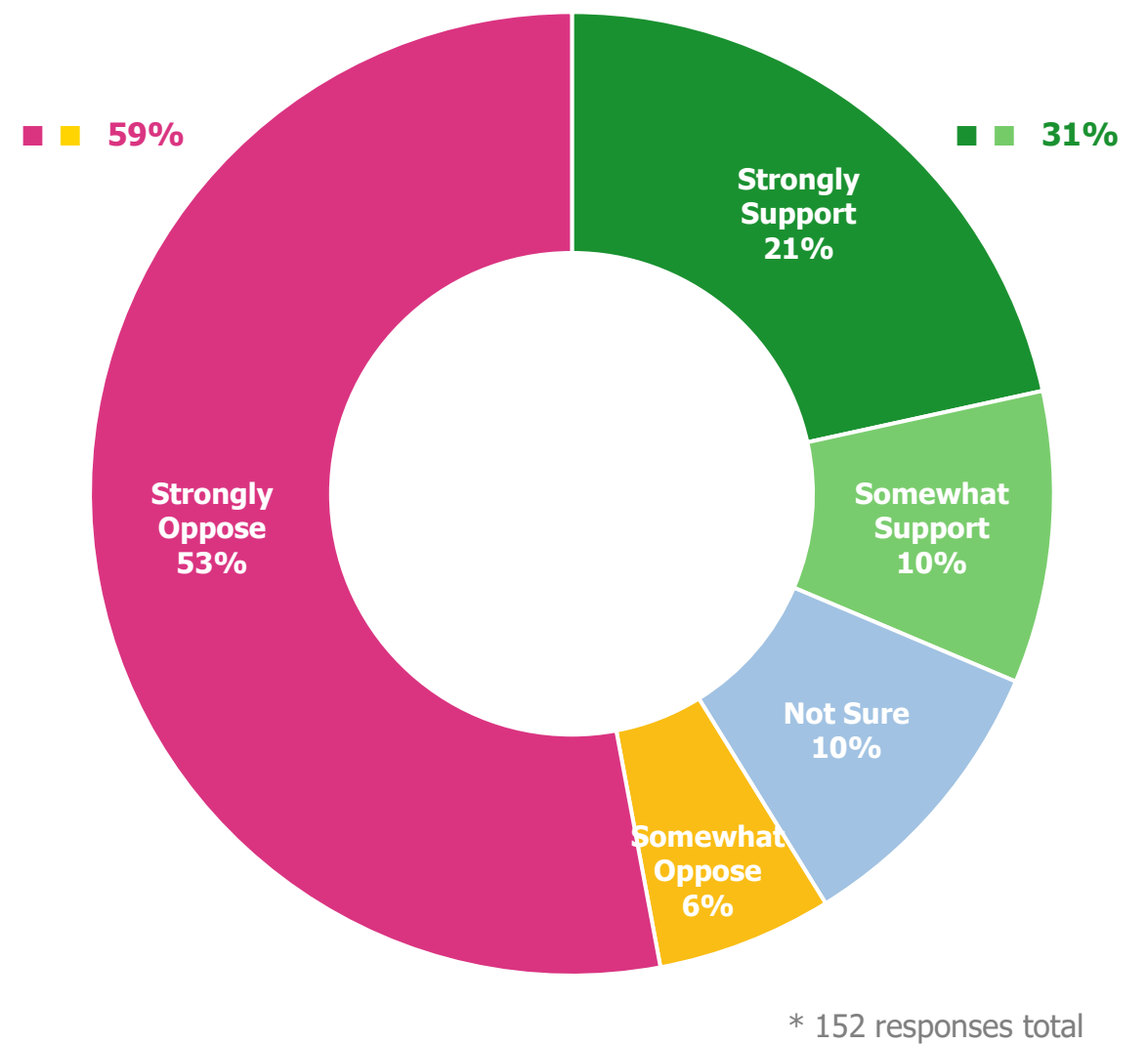


Figure 2.34 – Orford Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from male respondents

4 respondents did not disclose their gender and have not been included in the below graphs.

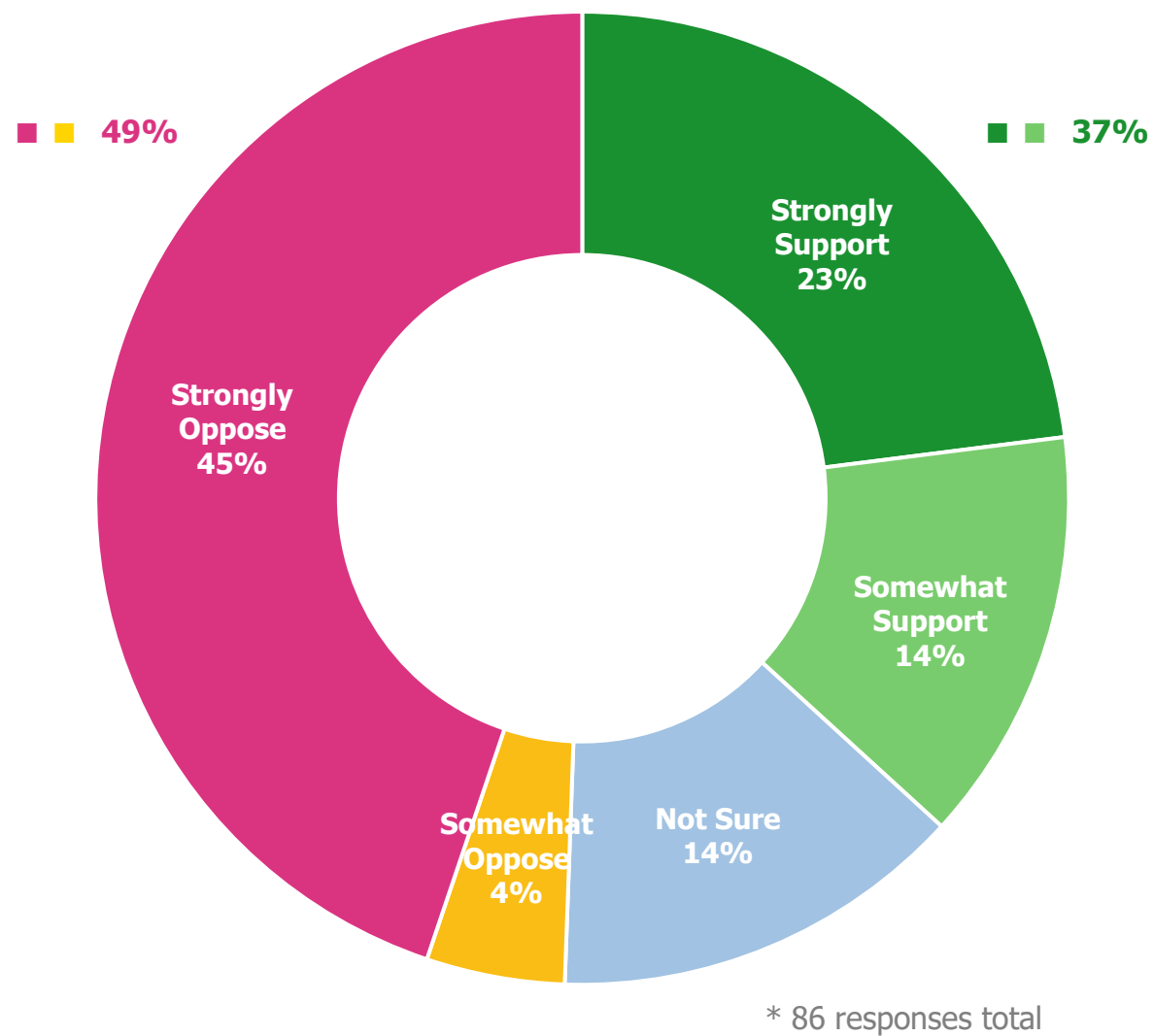


Figure 2.35 – Orford Survey #2 – Q7 - Support From Response Group

Q7 – Responses from female respondents

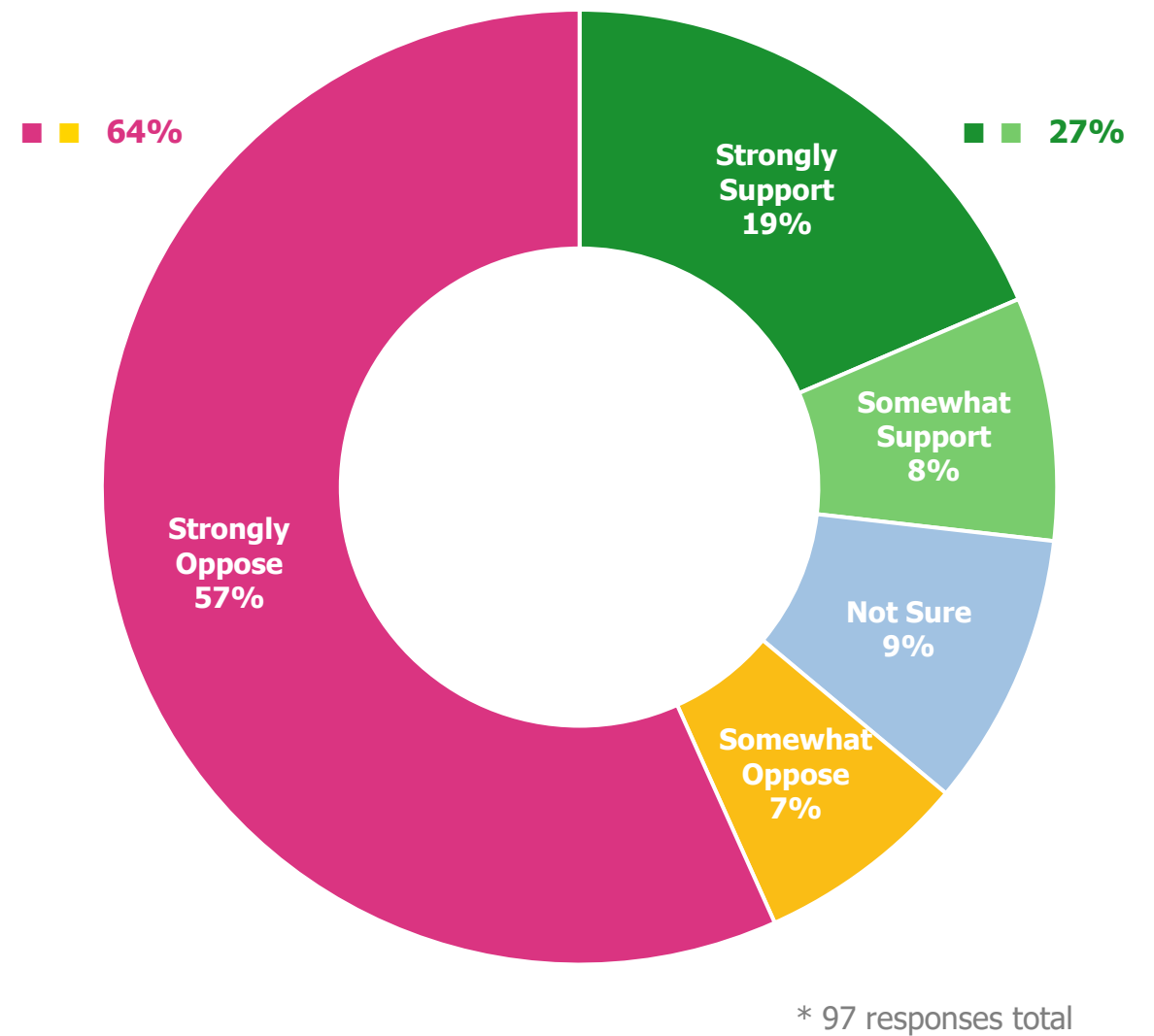


Figure 2.36 – Orford Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from respondents who consider themselves to have a disability

4 respondents did not disclose information about disability and have not been included in the below graphs.

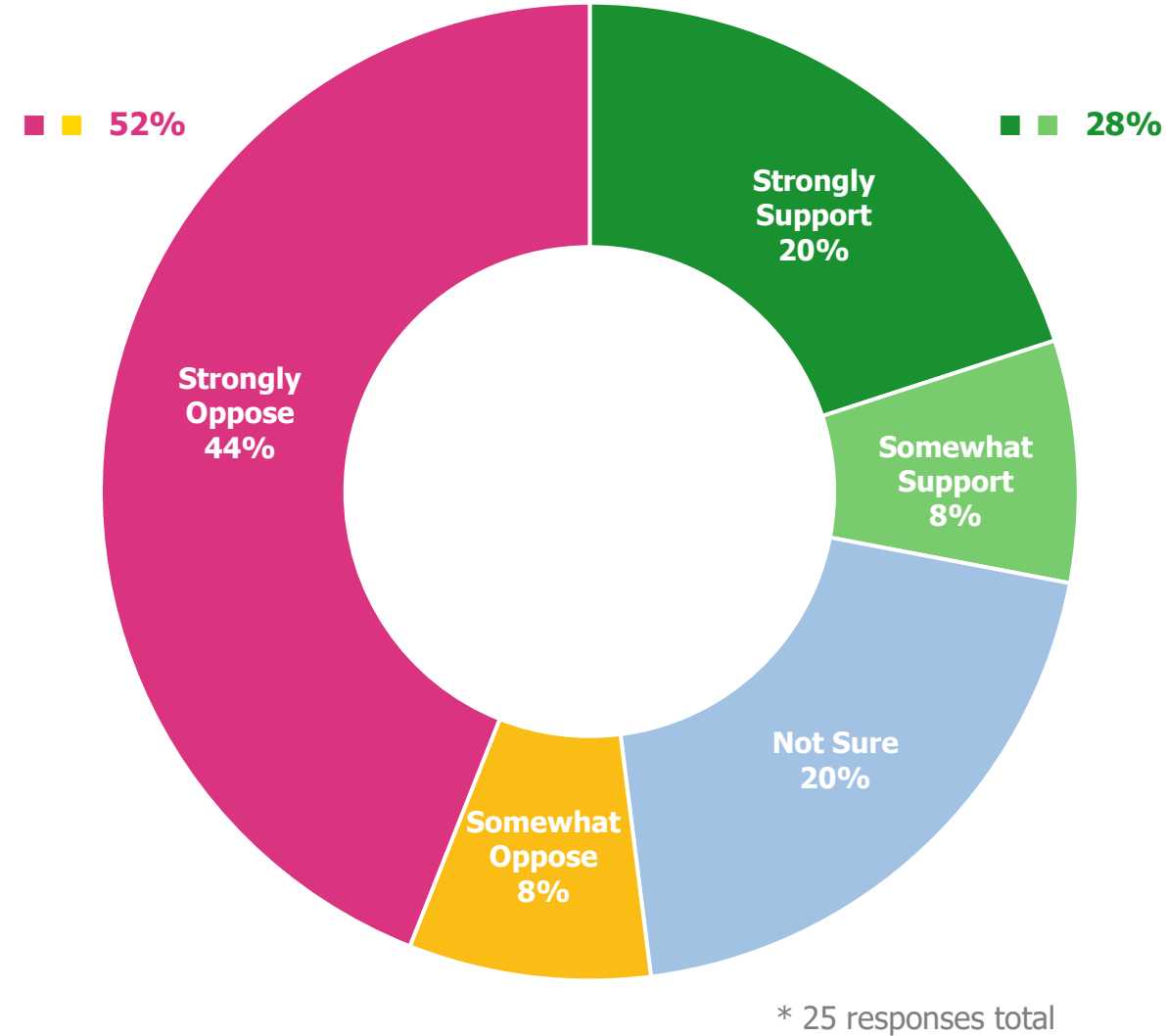


Figure 2.37 – Orford Survey #2 – Q7 - Support From Response Group

Q7 – Responses from respondents who do NOT consider themselves to have a disability

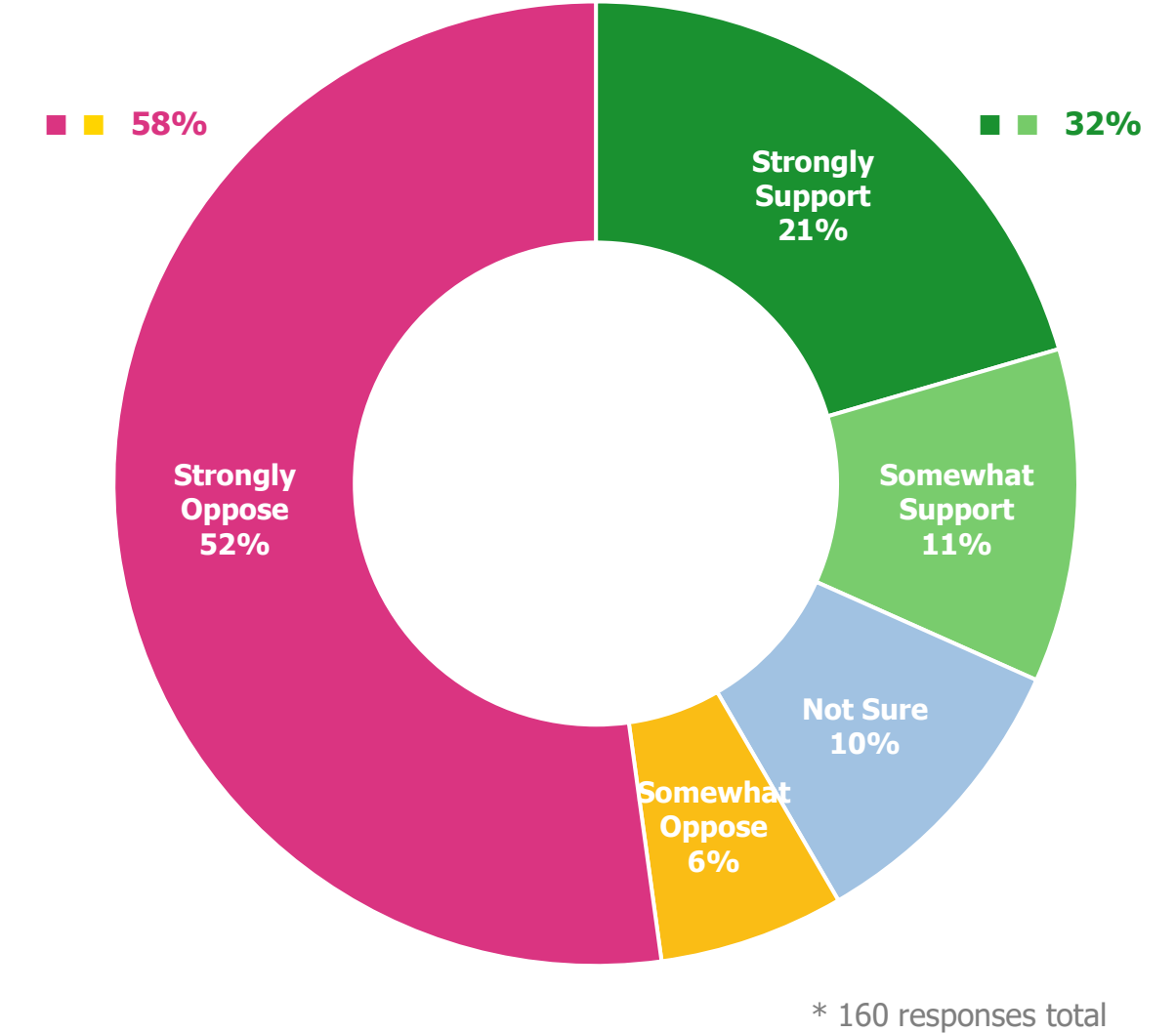


Figure 2.38 - Orford Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from those who provided postcodes

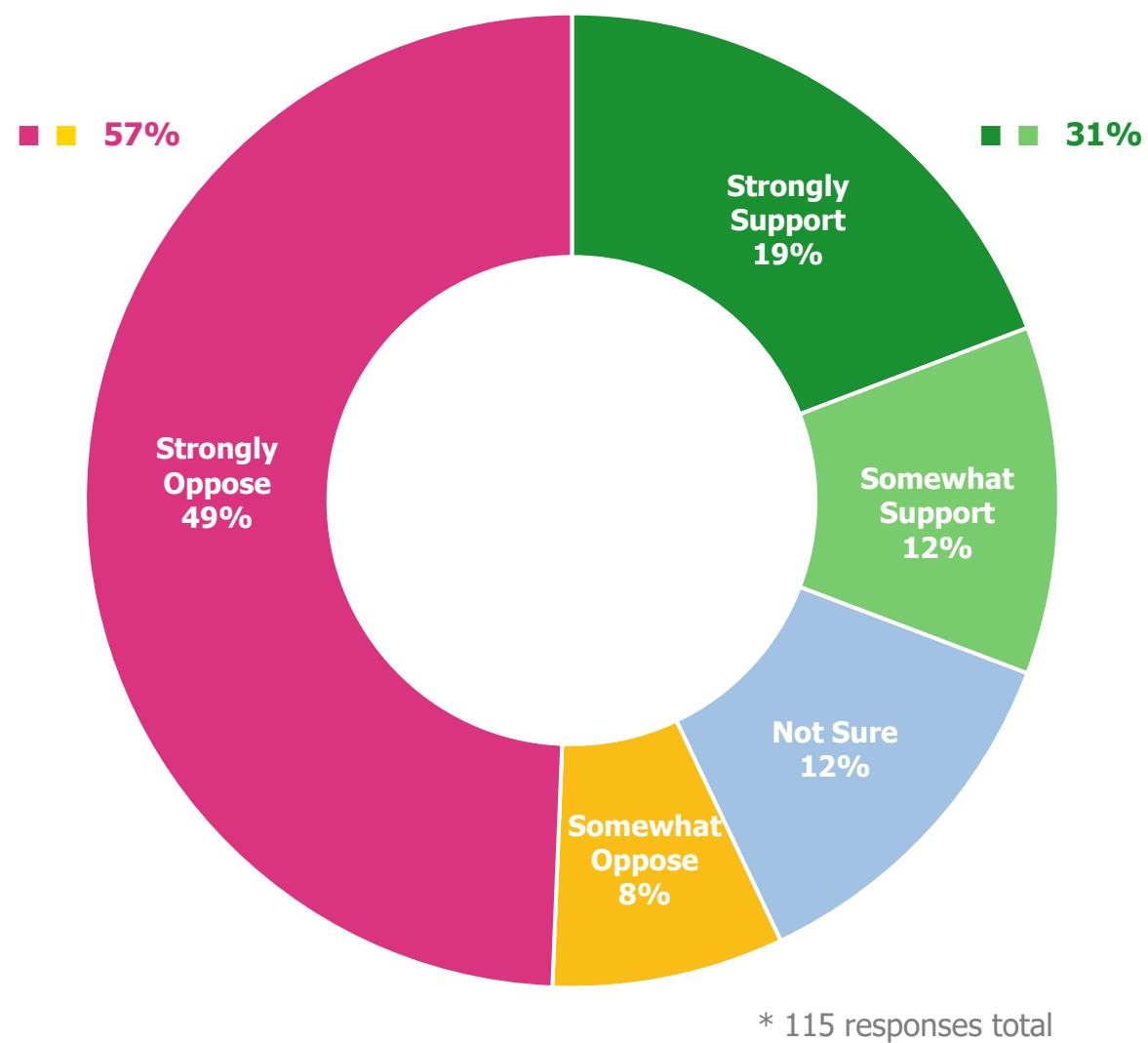


Figure 2.39 – Orford Survey #2 – Q7 - Support From Response Group

Q7 – Responses from those who omitted postcodes

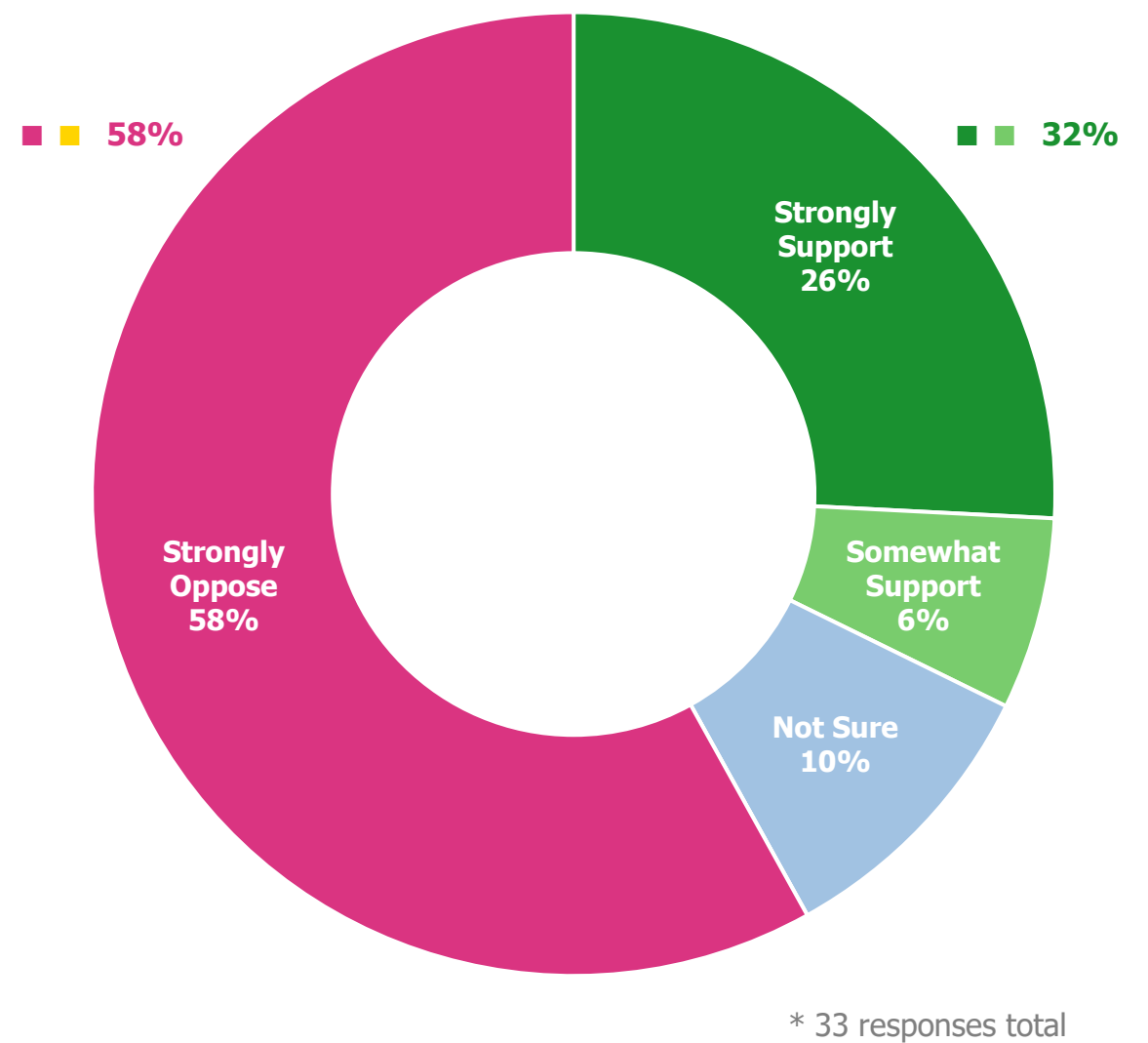
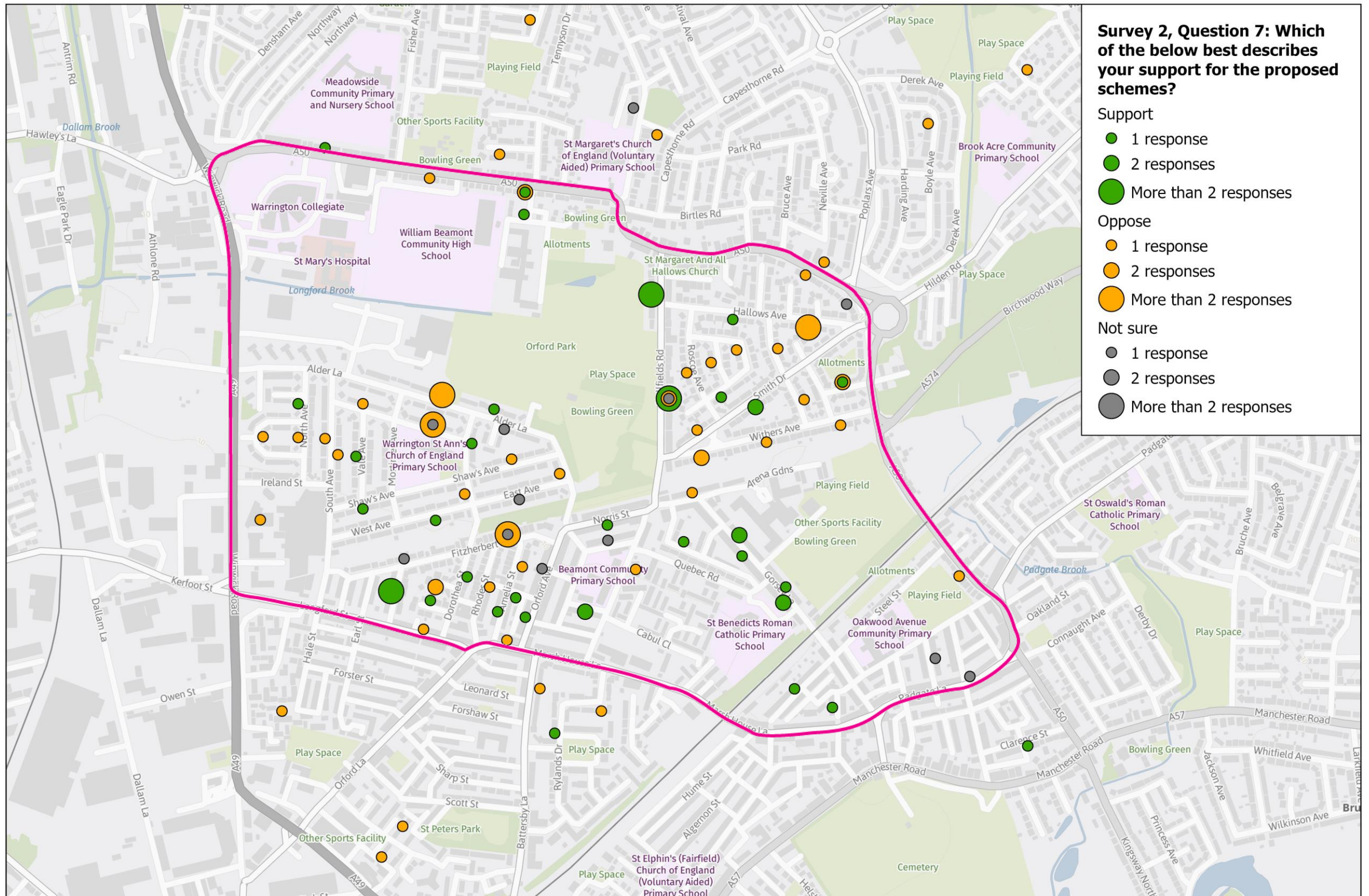


Figure 2.40 - Orford Survey #2 – Q7 - Support From Response Group

Q7 – Which of the below best describes your support for the proposed schemes?



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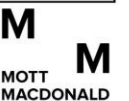
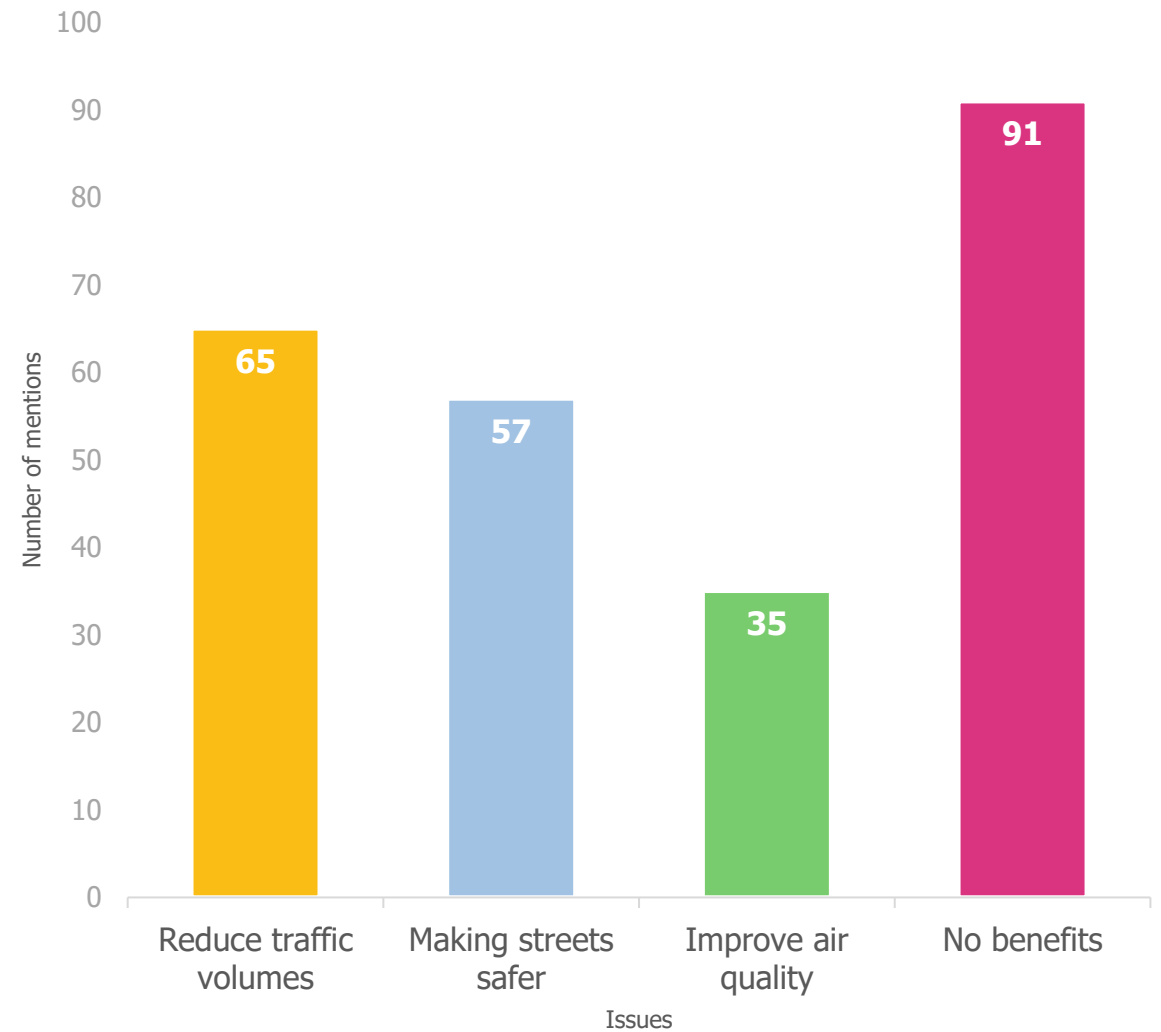


Figure 2.41 – Orford Survey #2 – Q7 – Spatial Distribution of Responses

Q8: What do you think would be the benefit of the proposed schemes?

Figure 2.42 showcases the proposed scheme's expected benefits by the number of mentions from Survey #2 respondents.

Overall, 157 mentions of expected LTN benefits were recorded against 91 mentions of no expected benefits. In the following pages a breakdown of expected benefits by respondents groups is displayed to analyse feedback by age, gender, disability and other categories.

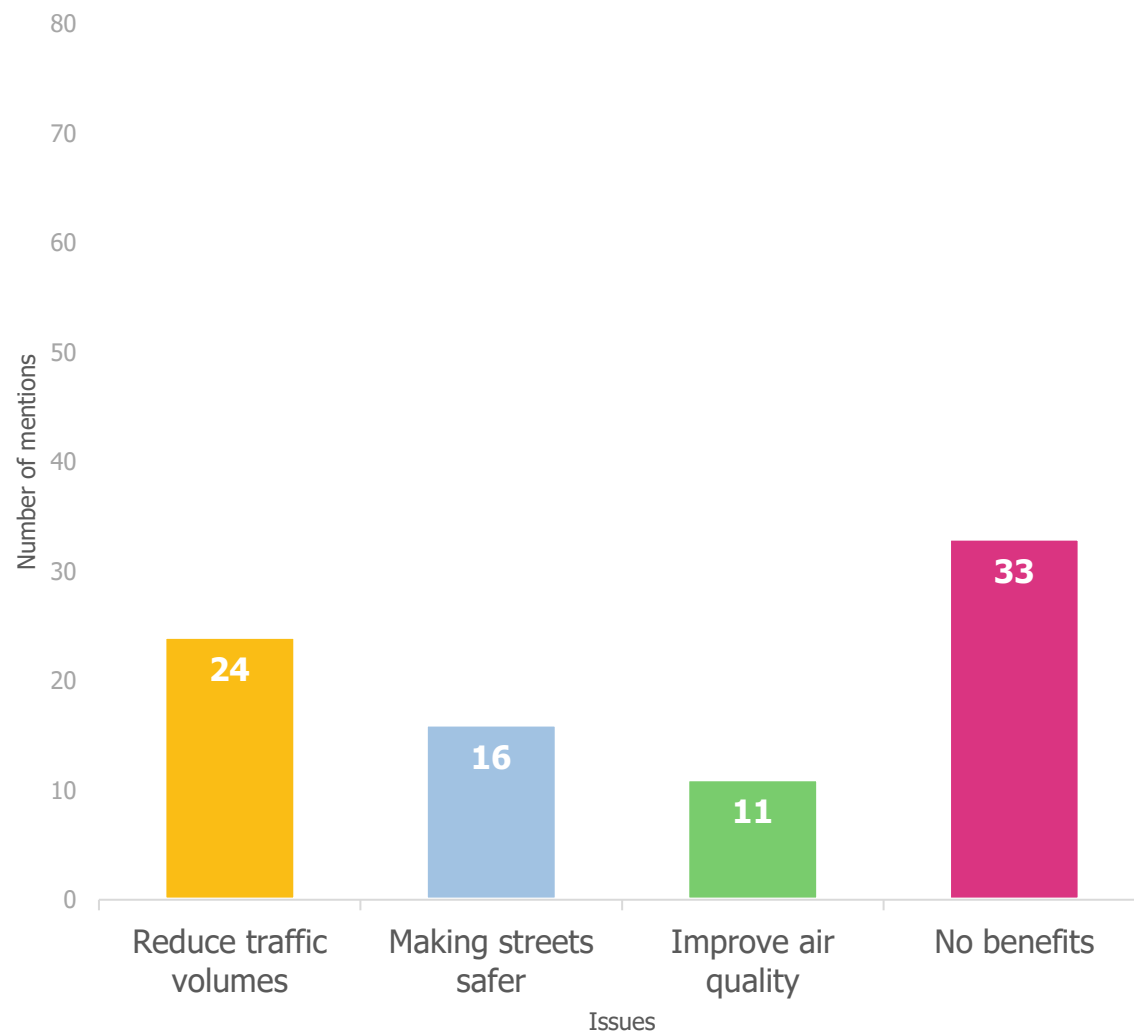


* 119 responses total

Figure 2.42 – Orford Survey #2 – Q8 - Overall Support of Proposed Scheme by Number of Mentions

Q8: What do you think would be the benefit of the proposed schemes?

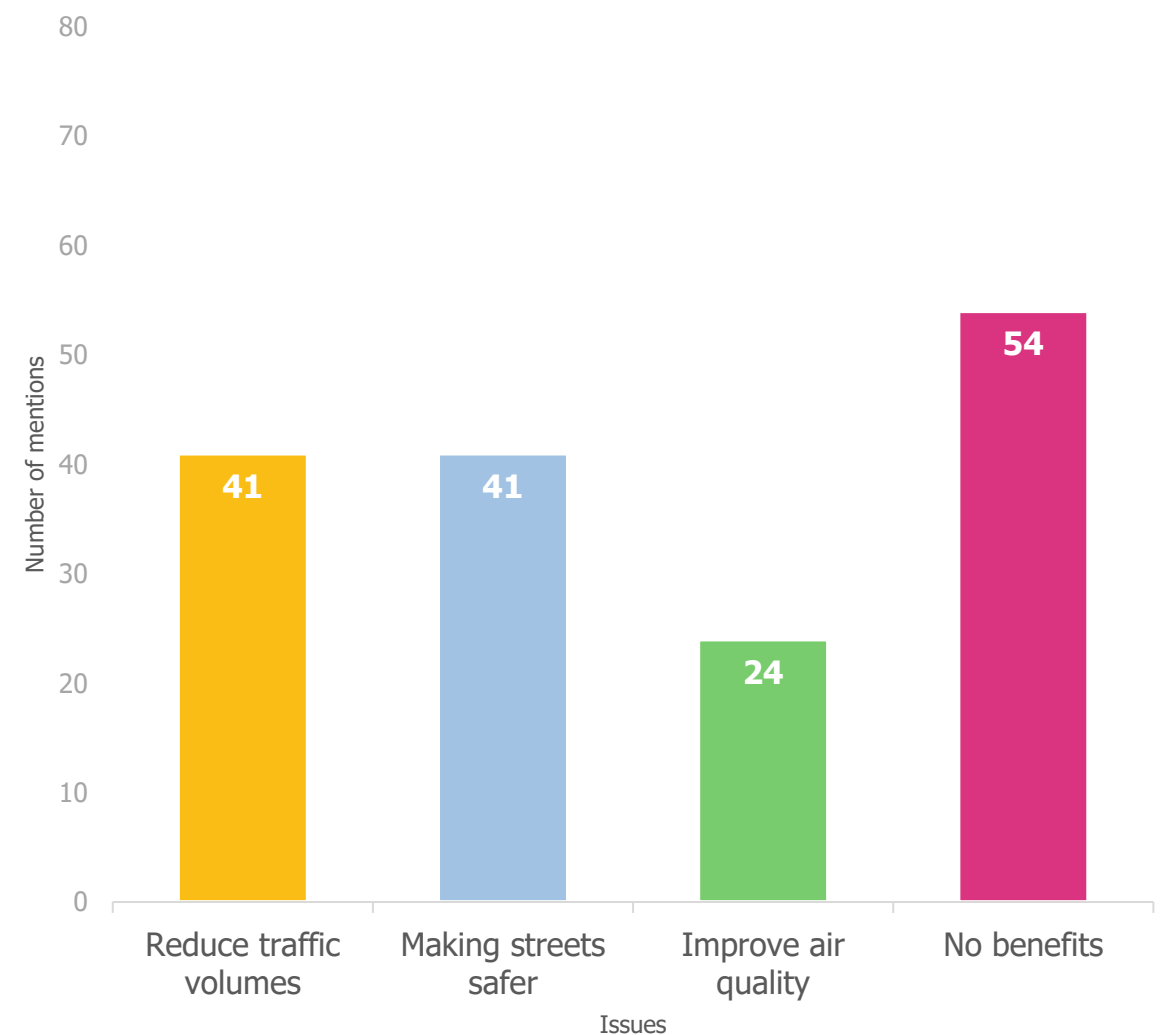
Q8 – Responses from those who filled Survey #1



* 64 responses total

Figure 2.43 – Orford Survey #2 – Q8 – Support From Response Group

Q8 – Responses from those who did NOT fill Survey #1

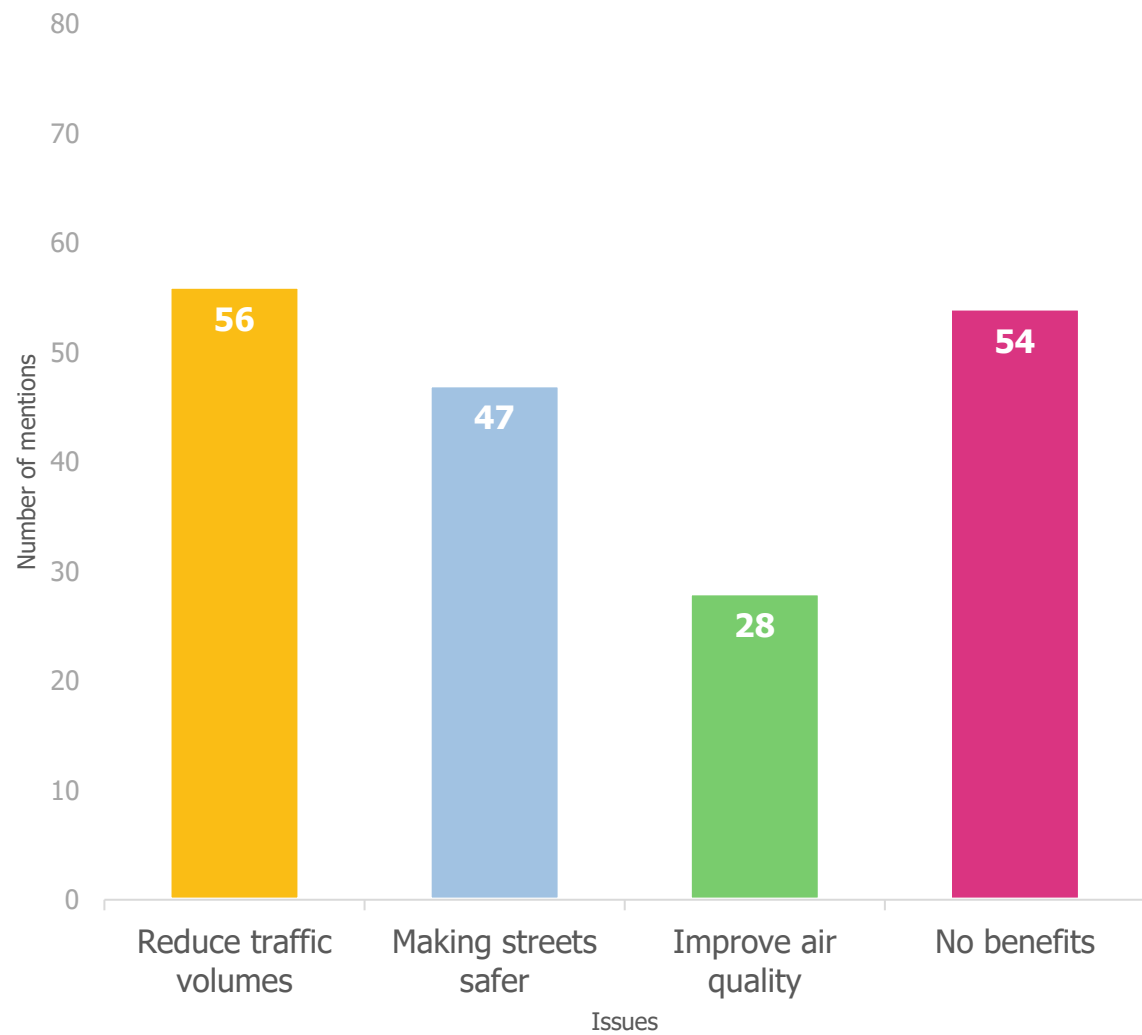


* 119 responses total

Figure 2.44 – Orford Survey #2 – Q8 - Support From Response Group

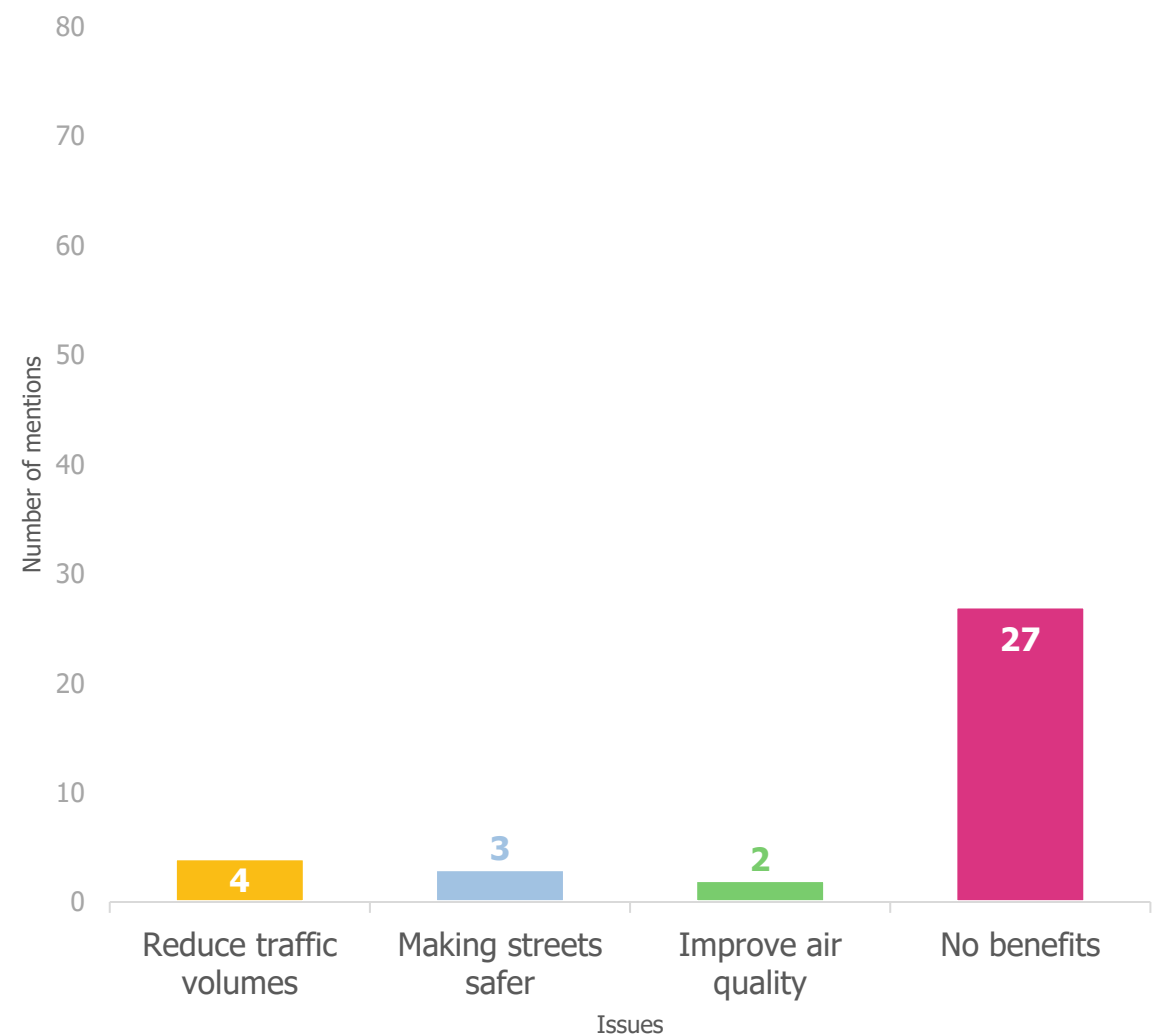
Q8: What do you think would be the benefit of the proposed schemes?

Q8 – Responses from residents (within pink line area)



* 128 responses total

Q8 – Responses from visitors / passing through people



* 38 responses total

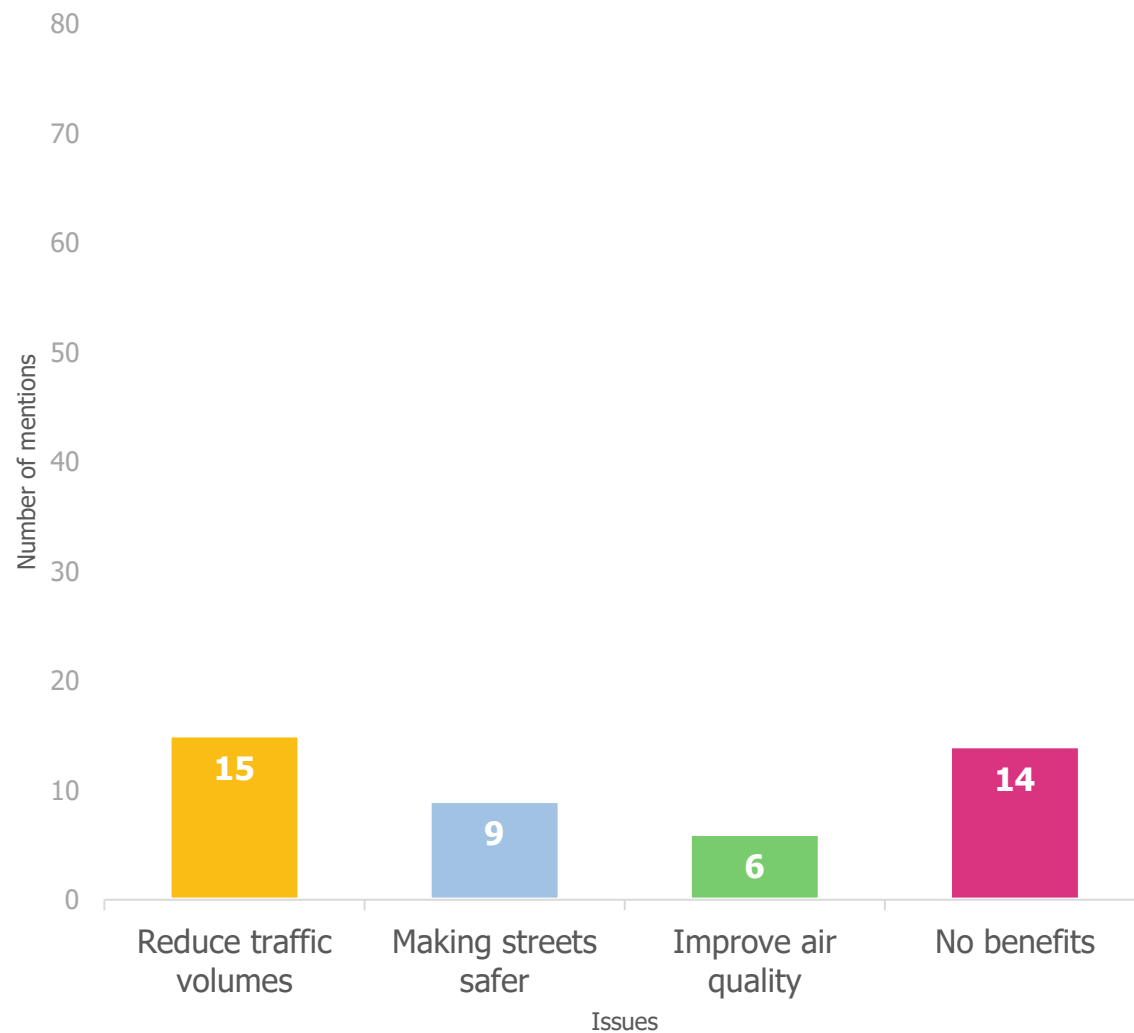
Figure 2.45 – Orford Survey #2 – Q8 - Support From Response Group

Figure 2.46 – Orford Survey #2 – Q8 - Support From Response Group

Q8: What do you think would be the benefit of the proposed schemes?

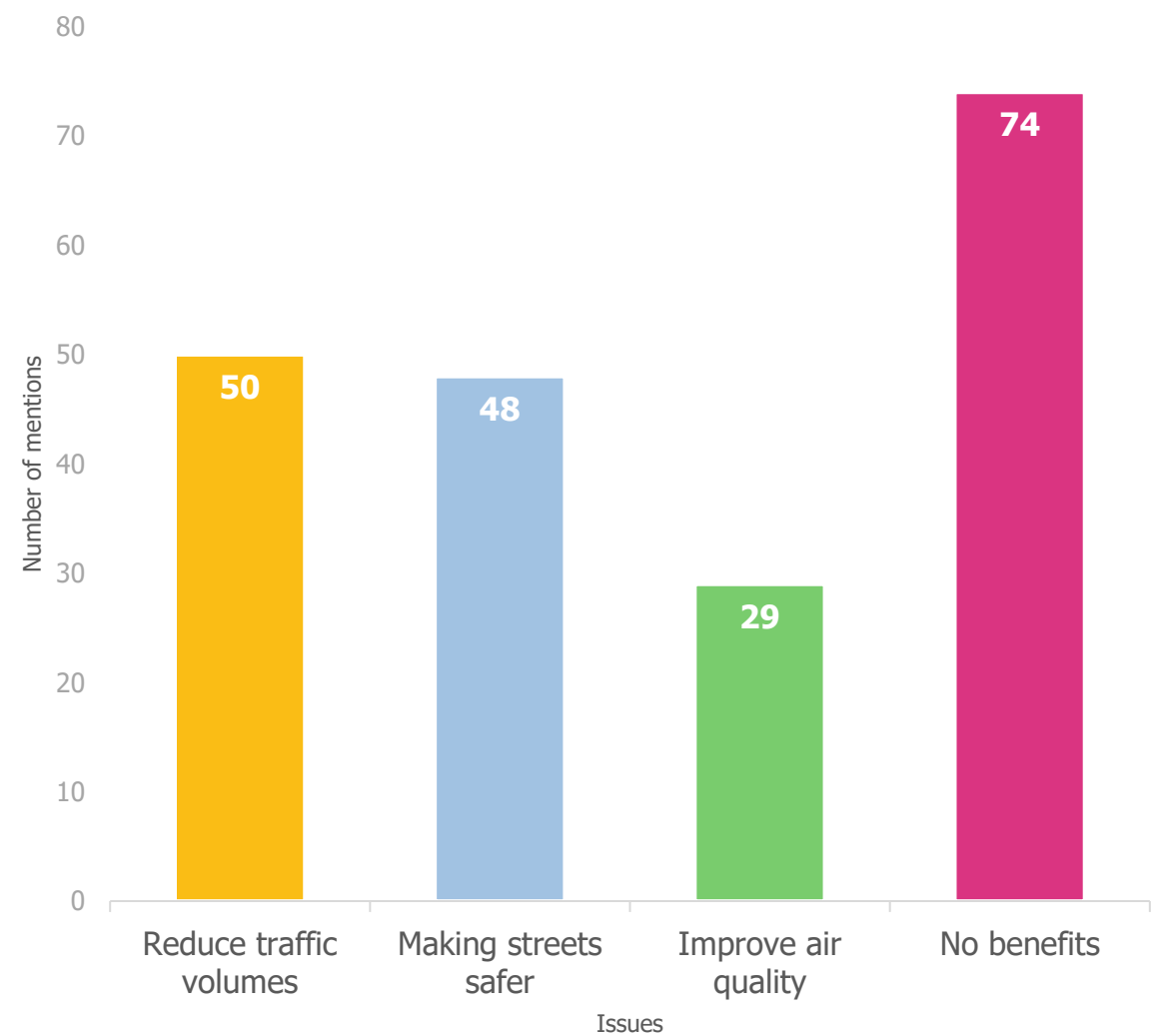
Q8 – Responses from over 65's

3 respondents did not disclose their age and have not been *included in the below graph.



* 33 responses total

Q8 – Responses from under 65's



* 151 responses total

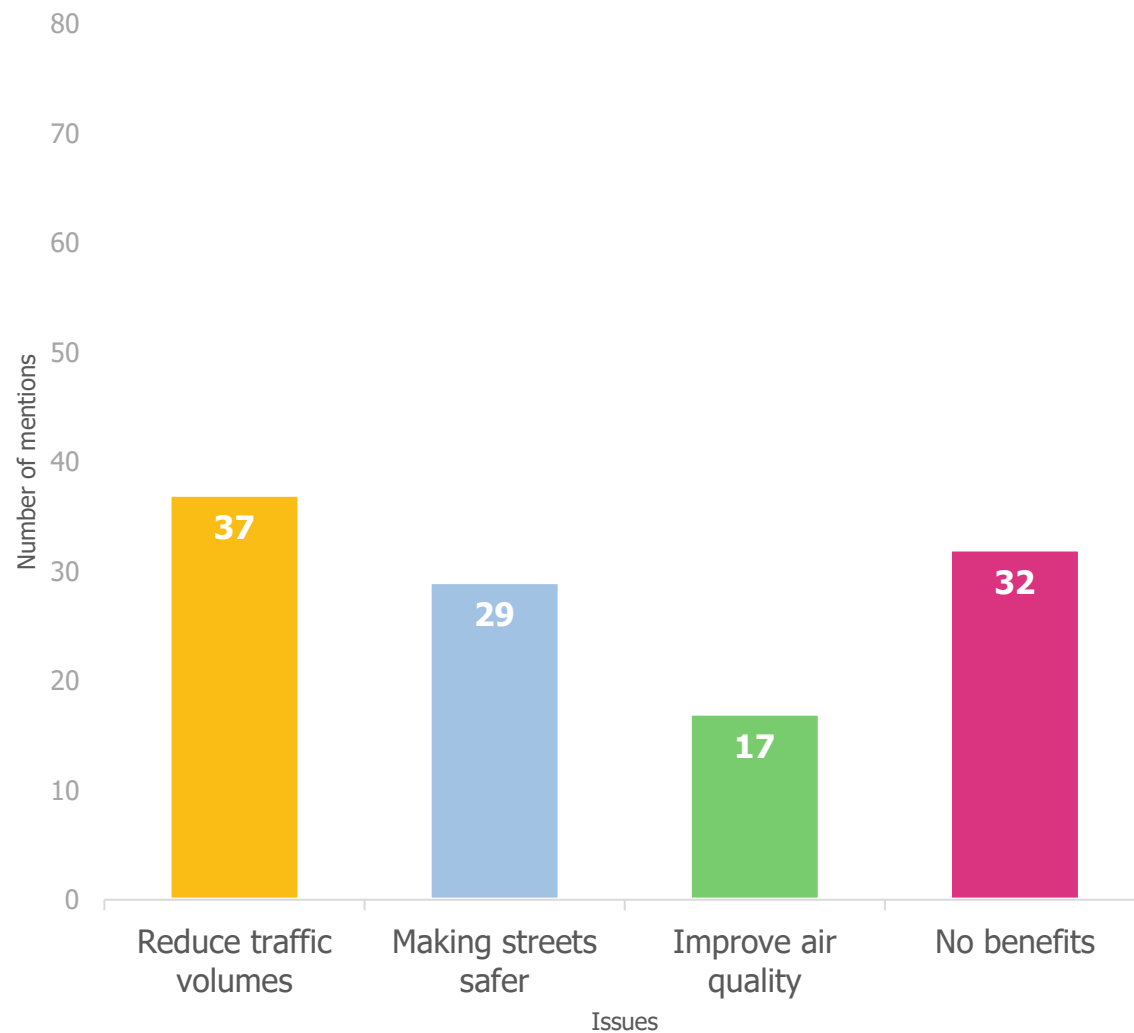
Figure 2.47 – Orford Survey #2 – Q8 - Support From Response Group

Figure 2.48 – Orford Survey #2 – Q8 - Support From Response Group

Q8: What do you think would be the benefit of the proposed schemes?

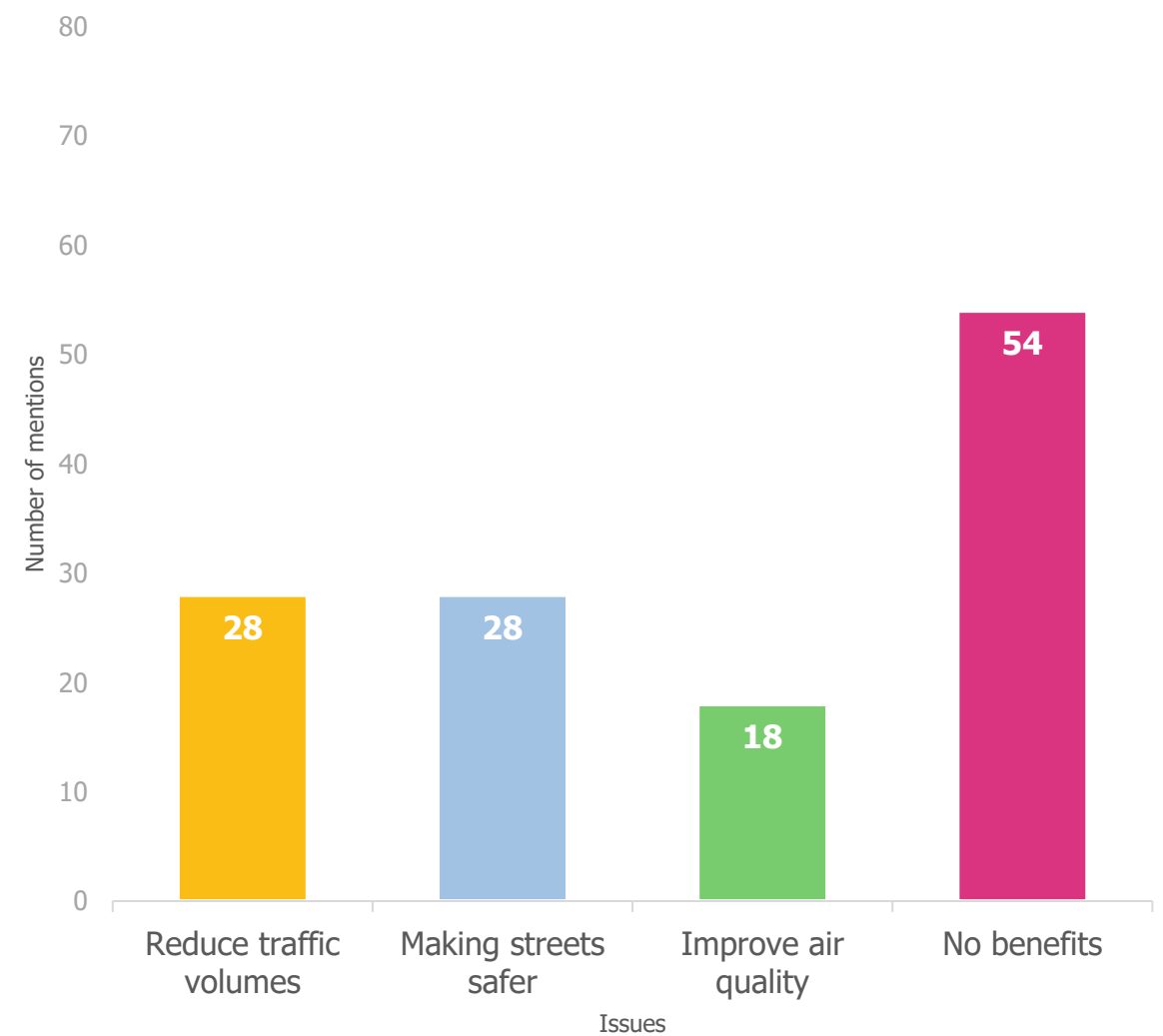
Q8 – Responses from male respondents

4 respondents did not disclose their gender and have not been included in the below graphs.



* 86 responses total

Q8 – Responses from female respondents



* 96 responses total

Figure 2.49 – Orford Survey #2 – Q8 - Support From Response Group

Figure 2.50 – Orford Survey #2 – Q8 - Support From Response Group

Q8: What do you think would be the benefit of the proposed schemes?

Q8 – Responses from respondents who consider themselves to have a disability

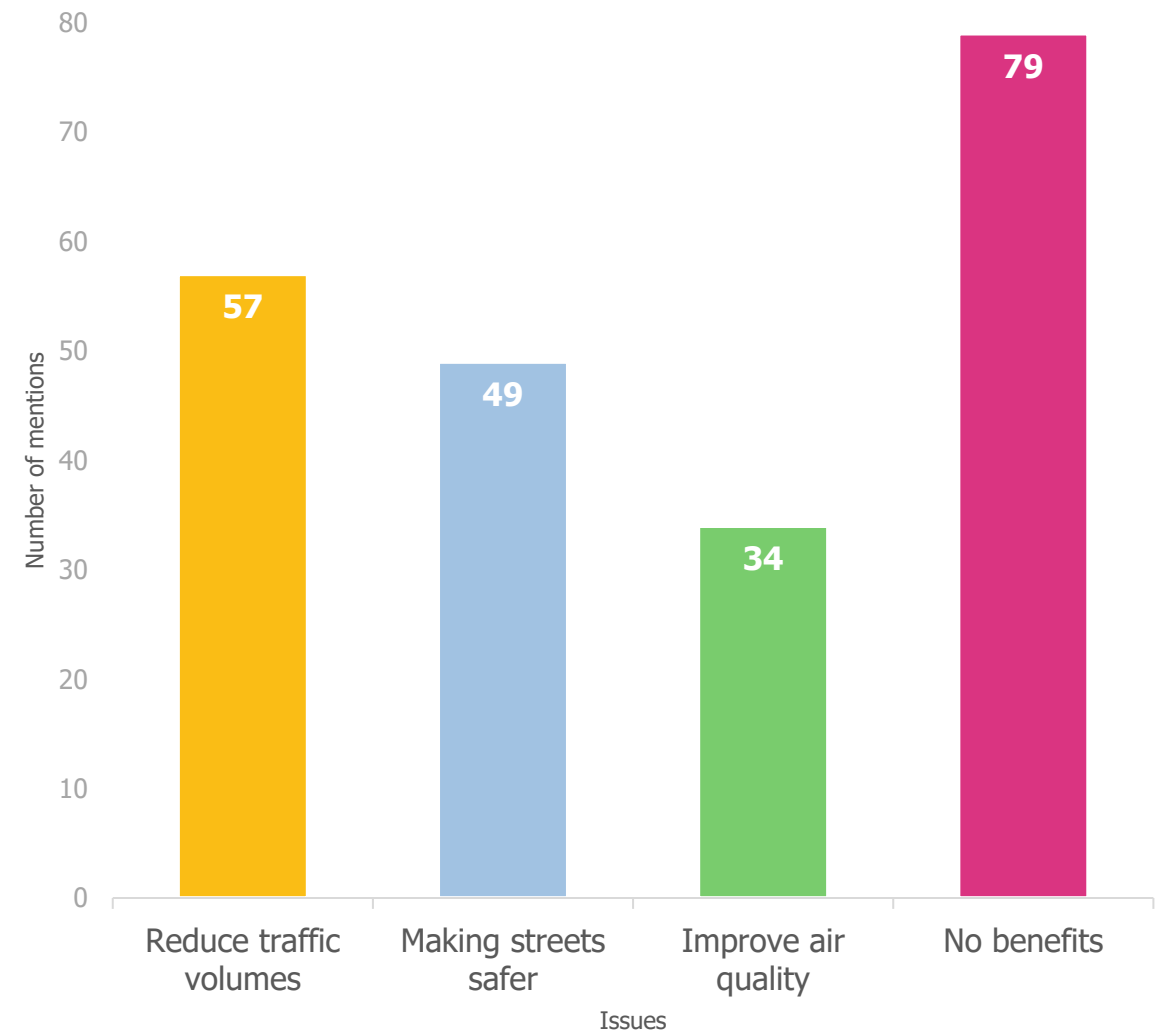
4 respondents did not disclose information about disability and have not been included in the below graphs.



* 24 responses total

Figure 2.51 – Orford Survey #2 – Q8 - Support From Response Group

Q8 – Responses from respondents who do NOT consider themselves to have a disability

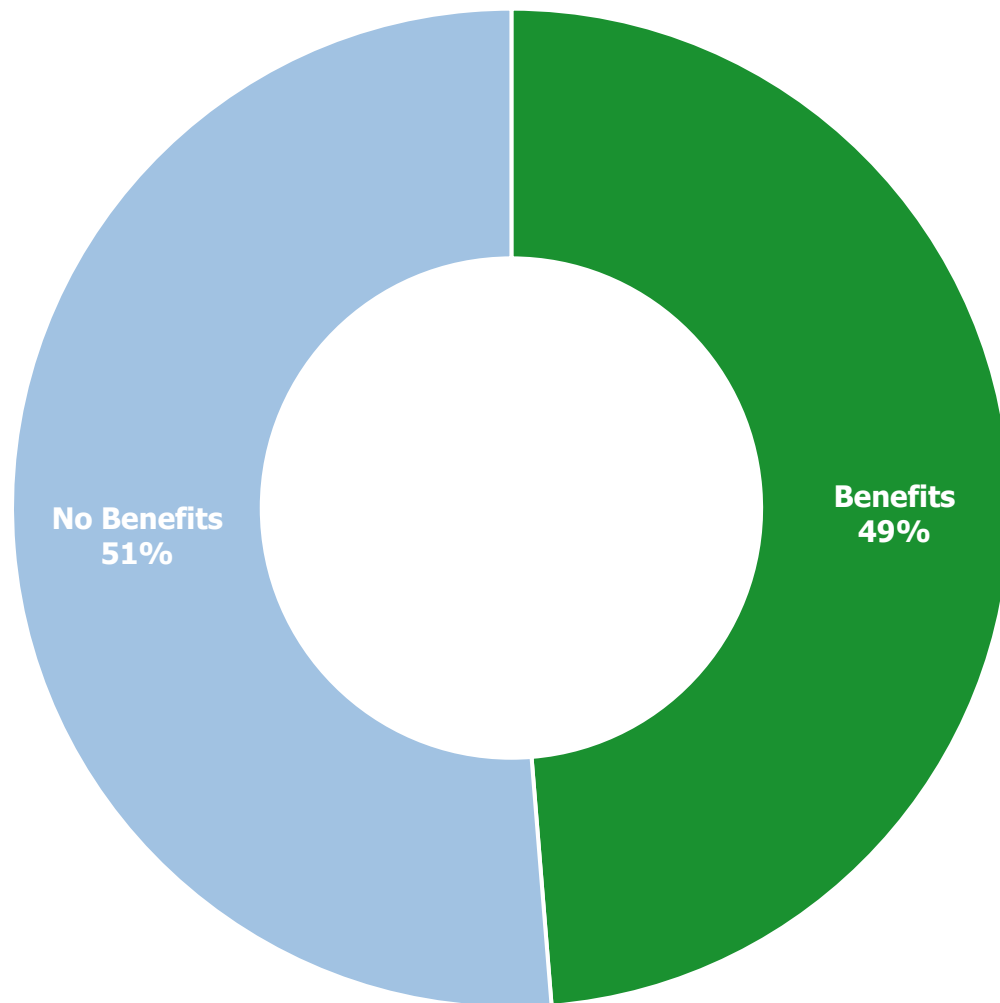


* 160 responses total

Figure 2.52 – Orford Survey #2 – Q8 - Support From Response Group

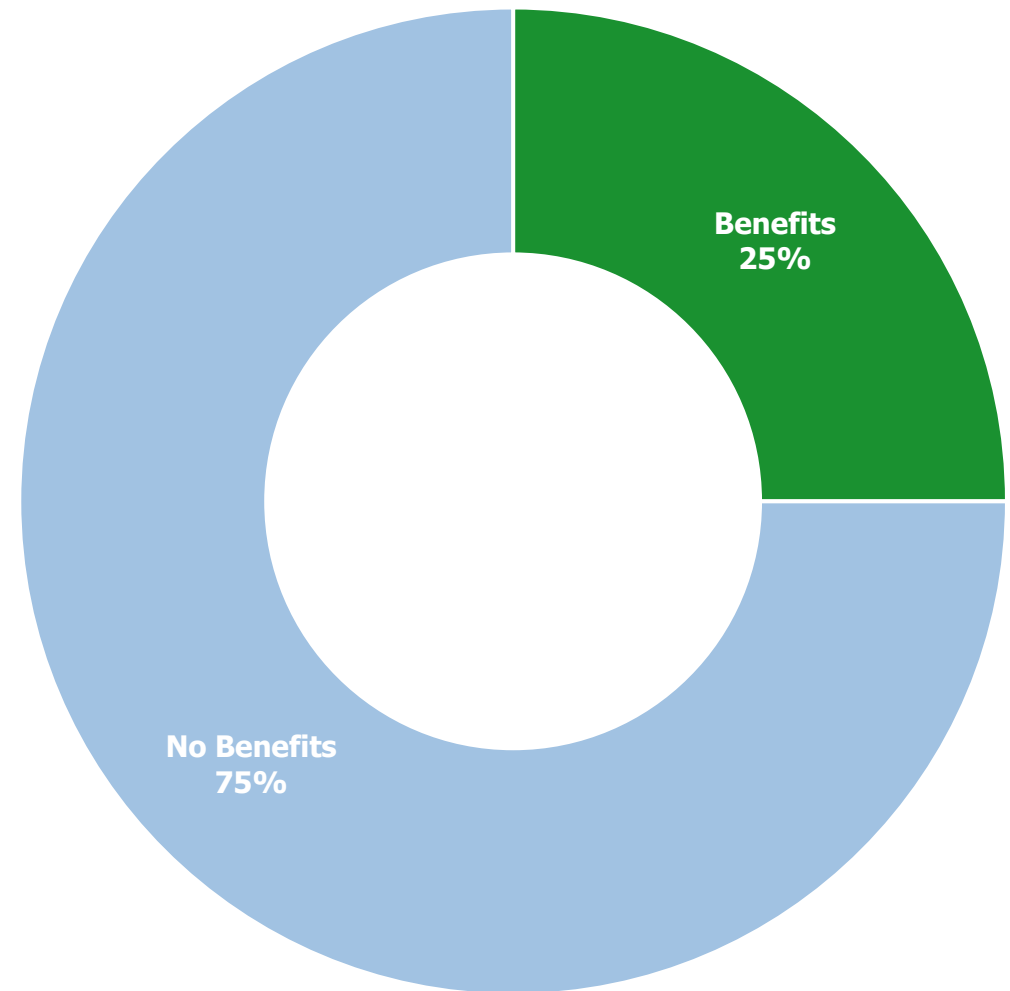
Q8: What do you think would be the benefit of the proposed schemes?

Q8 – Responses from residents (within the pink line area)



* 117 responses total

Q8 – Responses from visitors / passing through people

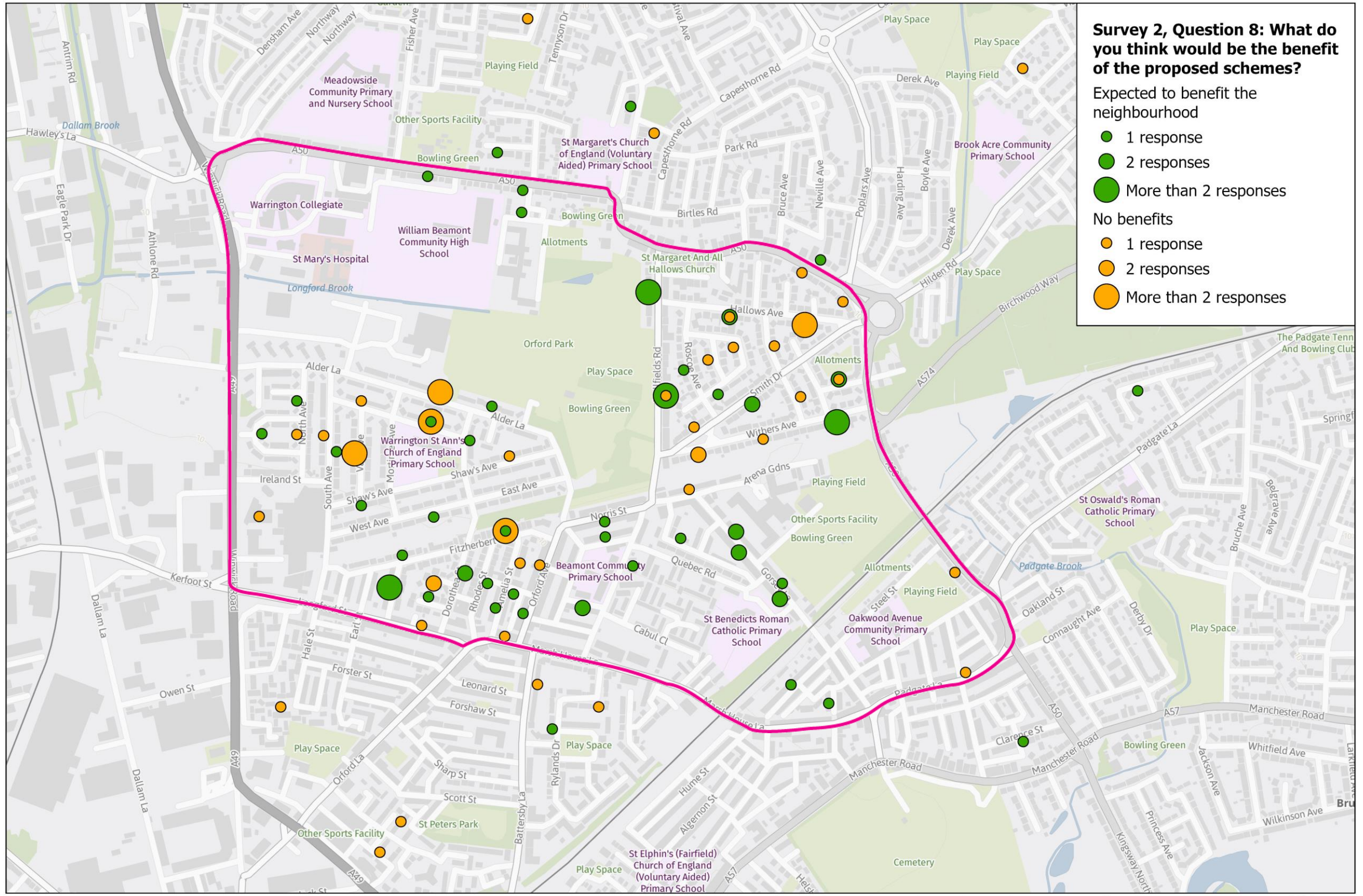


* 24 responses total

Figure 2.53 – Orford Survey #2 – Q8 - Support From Response Group

Figure 2.54 - Orford Survey #2 – Q8 - Support From Response Group

Q8 – What do you think would be the benefit of the proposed schemes?



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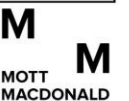


Figure 2.55 – Orford Survey #2 – Q8 - Spatial Distribution of Responses

Q9: What, if any, changes would you suggest making to the proposed schemes? – Written responses summary.

Through traffic

- **Consider changes to traffic controls at junctions** to ease traffic flow through the areas
- Concerns that schemes will push traffic into the surrounding area
- Build up of traffic on Winwick Road caused by the scheme will cause residential areas to become congested
- An increase of traffic on Long Lane when the motorway is closed causes congestion, consider a diversion from this road
- Implement schemes to relieve congestion on boundary roads

Parking behaviour

- Provide parking spaces and drop-off areas for school runs
- **Introduce more restrictions on bad parking behaviour to prevent pavements and crossings being blocked**
- Introduce residents only parking to prevent local businesses using parking spaces
- Create a scheme for staggered drop-off / pick-up times for schools to relieve congestion
- People starting to park by the modal filters may become an issue to save some journey time
- Address parking issues with Haliwell Jones/BMW estates

Accessibility

- Allow residents to pass through Hallfields Road bus-only filter to avoid splitting the community
- Concerns of the scheme causing **residents to have to exit and re-enter the community boundary onto busy roads to reach schools and services** such as the dentist
- Concerns that schemes will increase journey times for residents
- Have residents only and emergency services access through filters monitored by cameras
- Filters may cause people who live on the outskirts to have difficulties reaching schools and services within the boundary
- Schemes cause barriers for residents who cannot walk around the area
- Consider the needs of residents who require a carer and how then can access patients

Public transport

- **Consider including a bus lay-by to allow traffic to pass in areas with noticeable traffic build up**
- Improve public transport links to the area to support the scheme, such as additional bus routes

Q9: What, if any, changes would you suggest making to the proposed schemes? – Written responses summary.

Air quality

- **Concerns that the schemes will cause air quality to deteriorate in Orford** - as residents will be forced to take longer trips or sit in stand-still traffic
- Congested traffic around the remaining entry/exit points to the district will cause more air pollution

Traffic regulation orders

- **Introduce speed calming measures throughout the neighbourhood**, including enforceable access only roads
- Installation of cameras on traffic light junctions to prevent cars running red lights
- Enforce current TRO's including access only on Smith Drive and Withers Avenue as well as HGV weight restrictions
- Introduce speed bumps going into the business park to prevent speeding traffic
- Consider one-way systems throughout the neighbourhood
- Lower the speed limit on residential roads throughout Orford to 20mph

Additional filters

- **Additional filters have been mentioned in comments** on Padgate Lane, Fitzherbert Street, Close Smith Drive, Withers Avenue and Hallows Avenue to prevent rat running traffic
- Option to block off roads half way to allow access to some residents
- Enforce residents only through side roads
- Close off Brian Avenue to prevent traffic cutting through to avoid traffic lights

Access points

- **Concerns that the loss of access points to the area will put more strain on Winwick Road**
- Ireland Street is too busy and too narrow to be used as an access point
- Allow an additional access point so traffic isn't all filtered through Winwick Avenue

Q9: What, if any, changes would you suggest making to the proposed schemes? – Written responses summary.

Cycle infrastructure

- **Provide sufficient cycle infrastructure to support the scheme**
- Reduce the amount of on street parking to make cycle lanes safe and accessible

Public realm

- **Improve the quality of roads and footways**
- Address flooding and drainage issues throughout the area
- Provide additional bins in the area to help reduce littering
- Remove the old railway bridge on Hallfields road to widen the footway
- Addition of green space and trees in the area would look more attractive
- Maintenance of tree's to prevent blockage of drains and dark shaded areas
- Improve lighting in the area to encourage people walking

Safety perception

- **Introduction of a zebra crossing has been mentioned** on Norris Street to Orford Park and Marsh House Lane to allow pedestrians to cross whilst maintaining traffic flow
- Implement security measures such as CCTV in Orford Park
- Some comments were in favour of the scheme as it allows children to play in the streets without traffic

Other issues mentioned

- **Concerns that the schemes could have a negative impact on local businesses** due to reduced number of passing traffic
- Build a flyover or bypass to improve traffic flow on main routes from the motorway
- Some comments expressed that closing roads wouldn't be the solution to problems as the entirety of Warrington see's too much traffic
- New houses being built in Orford will only make traffic worse and these schemes will not be able to accommodate for the additional traffic

Q9: What, if any, changes would you suggest making to the proposed schemes? – Key words.



Figure 2.56 – Orford Survey #2 – Q9 Suggested Changes to Proposed Scheme – Key Words

Orford Public Consultation Event #2

Two in-person events were held at the Orford Jubilee Neighbourhood Hub:

- Stage #1 – Introduction, issues & opportunities on Tuesday 9 November; and
- Stage #2 – Proposed schemes on Tuesday 30 November.

Stage #2 focused on presenting proposed schemes allowing all residents to hear about the next stages of the Central 6 Streets Plan and answer any questions the public had– as the feedback received has helped shape the plan for Orford.

Attendance to the Stage #2 event was very good throughout the day and this allowed the project team to engage with the Orford community directly and collect feedback.



Figure 2.57 – Orford Public Consultation #2

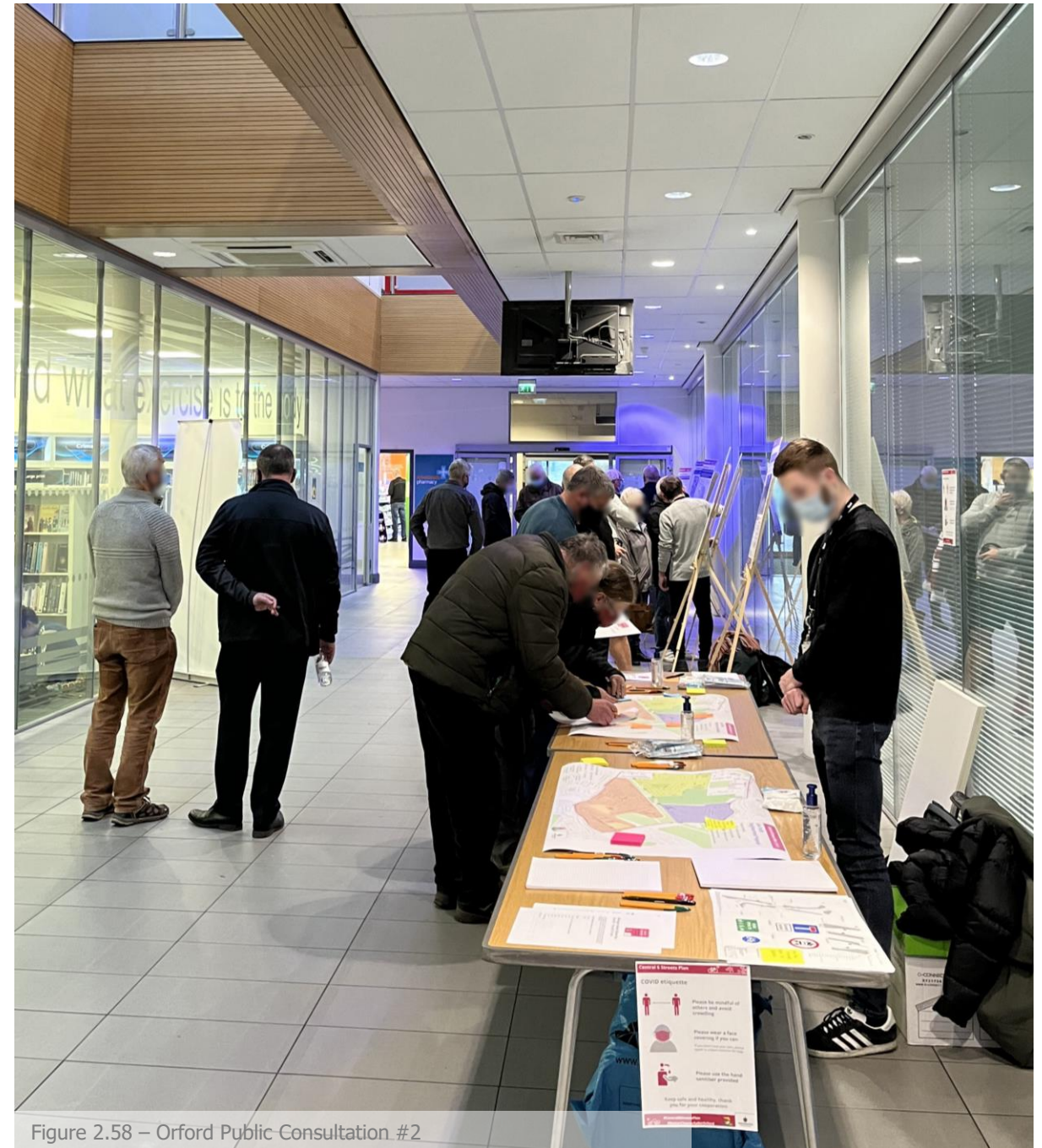


Figure 2.58 – Orford Public Consultation #2



Key Consultation Comments

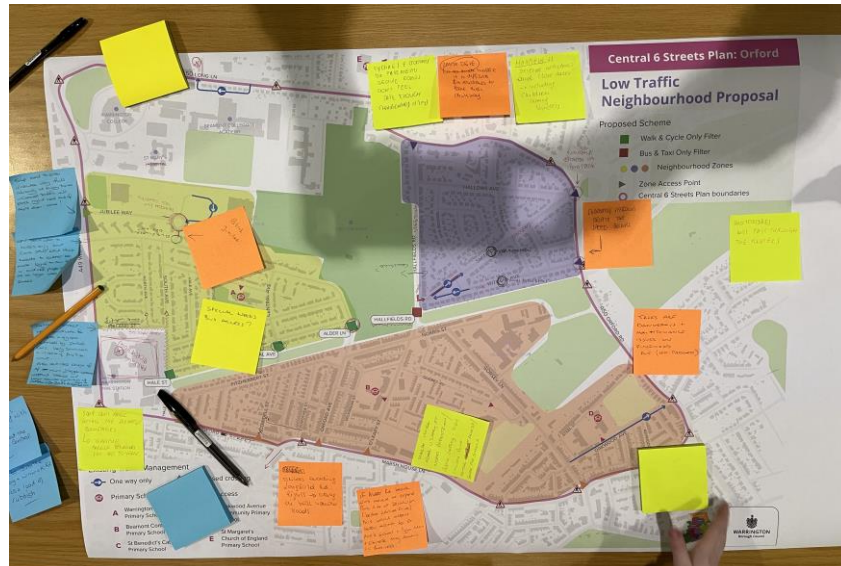


Figure 2.59 – Orford Public Consultation #2 – Feedback



Figure 2.60 – Orford Public Consultation #2 – Feedback

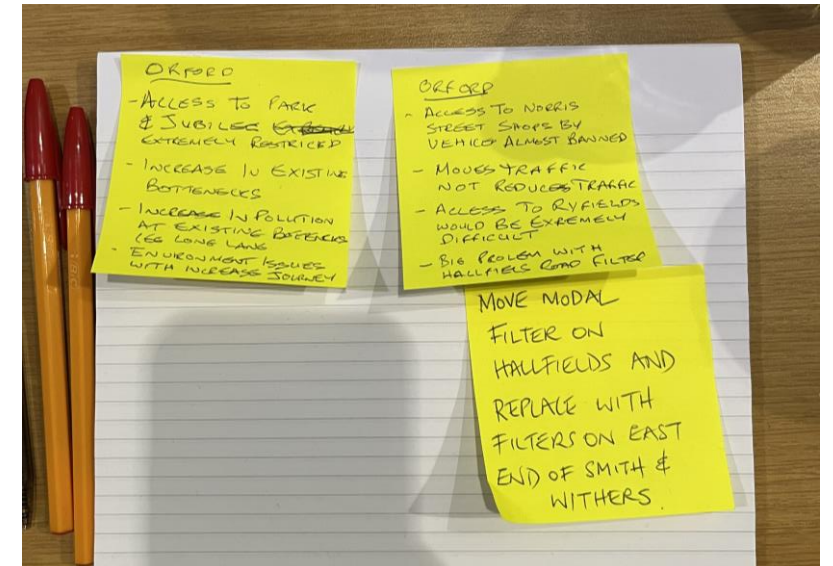


Figure 2.61 – Orford Public Consultation #2 – Feedback

- **Cyclists and E-Scooters riding on pavements along Hallfields Road are dangerous**
- Some Smith Drive residents currently often struggle to get out of their driveway due to traffic
- **Several accidents and close calls on Hallfields Road including children and cyclists**
- Speeding traffic along Withers Avenue is an issue despite existing speed bumps
- **Poor maintenance of trees on Pinewood Ave**
- If Alder Road block was moved to Orford Park side (before Jubilee Drive) this would allow better access to St Ann's School and takeaways
- Marsh House near O'Leary Street is a collision point and needs a pedestrian crossing

- **Slip road to enter Jubilee Way is full already at busy times, increased traffic will block right hand lane of A49 even more**
- Will there be provision for special needs bus access?
- **Bad parking behaviours across the neighbourhood but particularly problematic along Ireland Street and nearby pavements**

- **Access to park and Jubilee Way is extremely restricted**
- Suggest to move the modal filter on Hallfields and replace with filters on east end of Smith and Withers
- Access to Norris Street shops by vehicle is blocked
- **Scheme just moves traffic rather than reduces it**
- Access to Ryfields Village would be extremely difficult

Orford - Survey #1 vs Survey #2

In Orford, Survey #1 received 144 responses and Survey #2 received 190 responses. Table 2.4 compares the two surveys key demographics breaking down the total number of responses by age, gender and disability.

Orford Survey Responses		Survey #1	Survey #2
Age	Under 16	0	0
	16-24	8	6
	25-34	10	31
	35-44	29	42
	45-54	28	42
	55-64	34	32
	65-74	22	28
	75+	9	6
	Prefer not to say	4	3
Gender	Male	62	86
	Female	77	99
	Prefer not to say	4	4
Disability	Yes	22	25
	No	116	162
	Prefer not to say	6	3

Table 2.4 – Orford Survey #1 vs Survey #2 Demographics

3. Westy

Westy Online Survey Stage #1

Survey #1 received a total of 168 responses, with 24 responding to Westy (2% of households). Please note, question 1 of the survey was used as a filter to track which neighbourhood people were responding to.

Figures 3.1, 3.2 and 3.3 illustrate the key demographics of Survey #1's respondents for Westy. The majority of respondents (70%) are aged between 25-54 years old – we only received 1 response below the age of 24.

The gender split of survey respondents is 29% male and 67% female with 4% of people preferring not to say.

5 (21%) of Westy respondents declared to have a disability.

Q2: Age

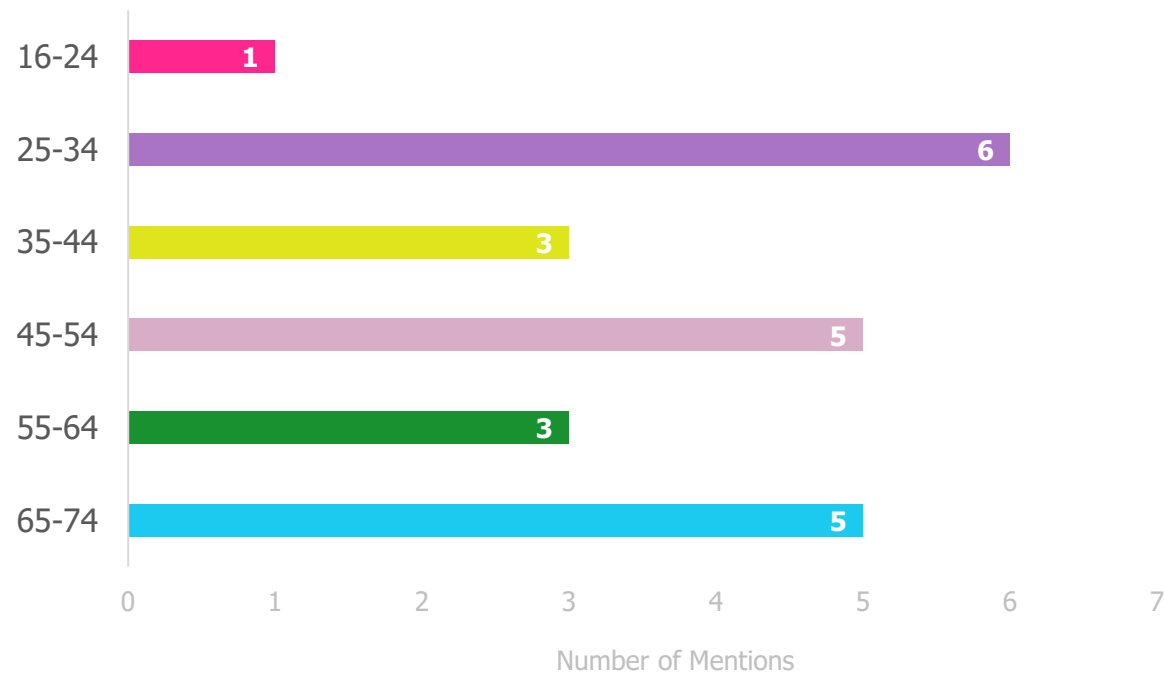


Figure 3.1 – Westy Survey #1 – Q2 Age

Q3: Gender

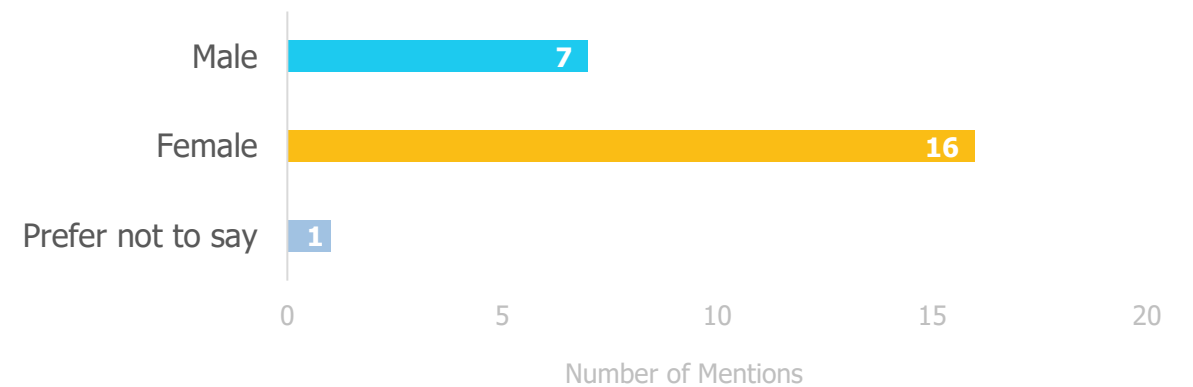


Figure 3.2 – Westy Survey #1 – Q3 Gender

Q4: Do you consider yourself to have a disability?

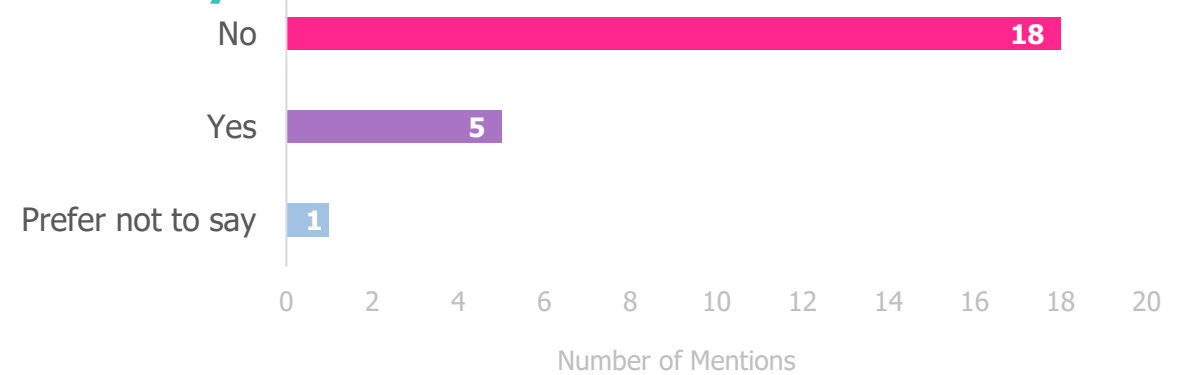


Figure 3.3 – Westy Survey #1 – Q4 Disability

Q5: What do you believe are the biggest issues within the streets of your neighbourhood?

Figure 3.4 shows the most common issues identified by Westy respondents – the top four issues within the neighbourhood are:

- Littering, graffiti and fly tipping;
- Too much rat-running traffic on local roads;
- Speeding traffic;
- Overall too much traffic in the neighbourhood.

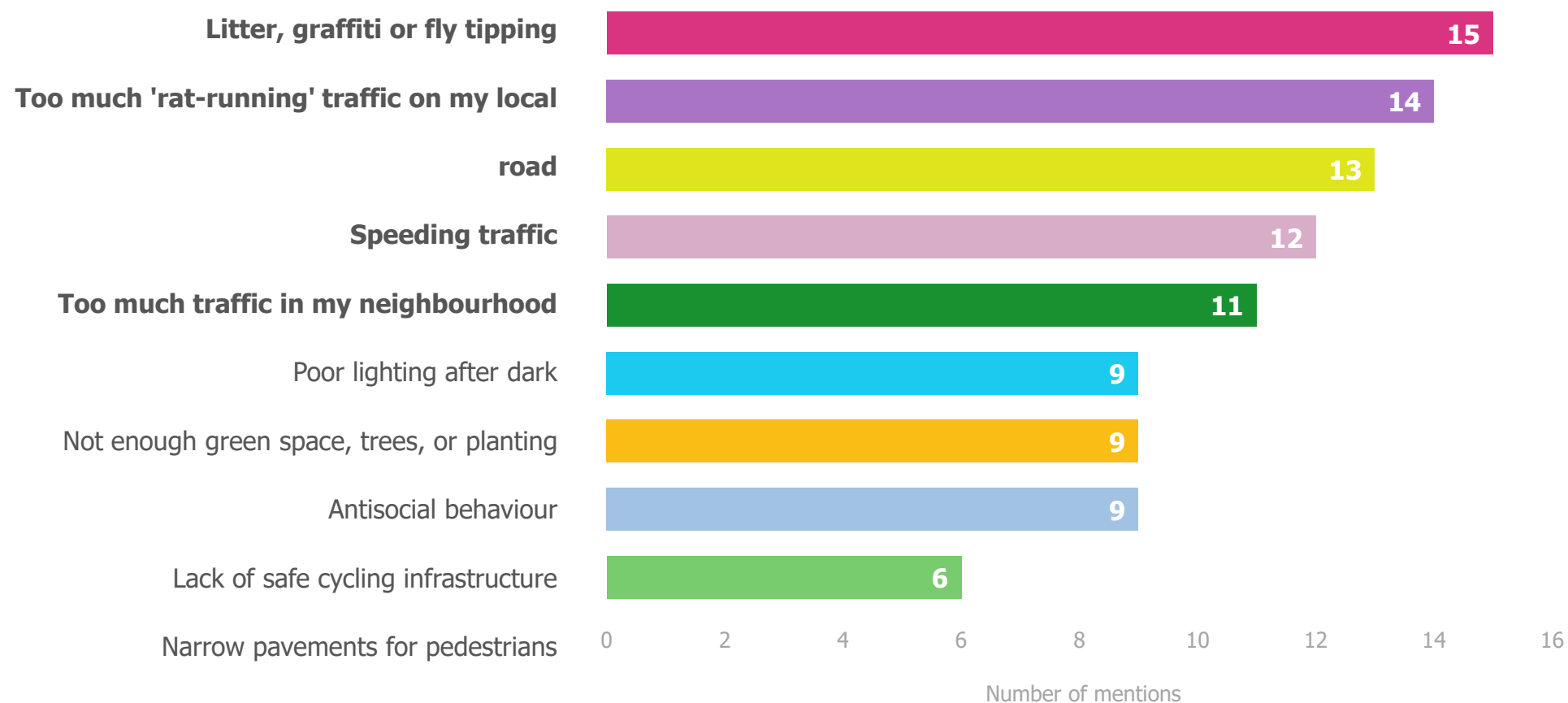


Figure 3.4 – Westy Survey #1 – Q5 - Neighbourhood Issues by number of mentions

Q5: What do you believe are the biggest issues within the streets of your neighbourhood?

Table 3.1 showcases opinions on issues by age, gender and disability groups. The highlighted figures show responses with significant differences between the groups on the highest mentioned issues – for example, 80% of people over the age of 65 consider

rat-running traffic to be an issue, against 56% of respondents aged under 65.

Issue	All respondents (24)	Age		Gender			Disability		
		Under 65 (18 responses)	Over 65 (5 responses)	Male (7 responses)	Female (16 responses)	Prefer not to say (1 response)	Yes (5 responses)	No (18 responses)	Prefer not to say (1 response)
Litter, graffiti or fly tipping	63% 15	61% 11	60% 3	100% 7	44% 7	100% 1	100% 5	56% 10	0%
Too much 'rat-running' traffic on my local road	58% 14	56% 10	80% 4	57% 4	63% 10	0%	60% 3	61% 11	0%
Speeding traffic	54% 13	56% 10	60% 3	71% 5	44% 7	100% 1	80% 4	50% 9	0%
Too much traffic in my neighborhood	50% 12	50% 9	40% 2	71% 5	44% 7	0%	80% 4	44% 8	0%
Poor lighting after dark	46% 11	44% 8	60% 3	43% 3	44% 7	100% 1	40% 2	50% 9	0%
Not enough green space, trees or planting	37% 9	39% 7	40% 2	57% 4	31% 5	0%	40% 2	39% 7	0%
Antisocial behavior	38% 9	39% 7	40% 2	14% 1	44% 7	100% 1	40% 2	39% 7	0%
Lack of safe cycling infrastructure	38% 9	39% 7	40% 2	43% 3	38% 6	0%	40% 2	33% 6	100% 1
Narrow pavements for pedestrians	25% 6	28% 5	20% 1	29% 2	25% 4	0%	40% 2	16% 3	100% 1

Figure 3.1 – Westy Survey #1 – Q5 - Neighbourhood Issues by Age, Gender and Disability Groups

Q5: What do you believe are the biggest issues within the streets of your neighbourhood? – Written responses summary.

Parking behaviour

- **Bad driving behaviours at the junction between Grange Avenue and Reynolds Street**
- Issues have been highlighted about pavement parking, double parking and parking on yellow lines near junctions
- Insufficient parking spaces available for residents
- Difficulties for wheelchairs and prams to follow the footway due to excessive pavement parking forcing them into the road

Traffic regulation orders

- **One-way street signs are regularly ignored by drivers**
- Consider residents only access and one-way system on Grange Avenue
- Speed limits often ignored within the neighbourhood

Air pollution

- **Concerns about air pollution levels as cars parked around schools at drop-off and pick-up times wait with their engines on**
- Locals frequently driving a short distance to drop-off and pick-up children from school
- High levels of traffic in the area due to local businesses and schools

Other comments

- **Antisocial behaviour is a concern at night especially near apartment blocks**
- High levels of littering generated from local businesses
- Lack of green space since trees were removed
- Concerns of uneven pavements being a danger for people with mobility issues

Q6: How comfortable do you feel walking, scooting or using a wheelchair in your local area?

Question 5 sought to understand the condition of streets and the experience of walking in Westy’s local area. Figure 3.5 shows that 12 (50%) respondents feel somewhat uncomfortable or very uncomfortable walking, scooting or using a wheelchair in the neighbourhood.

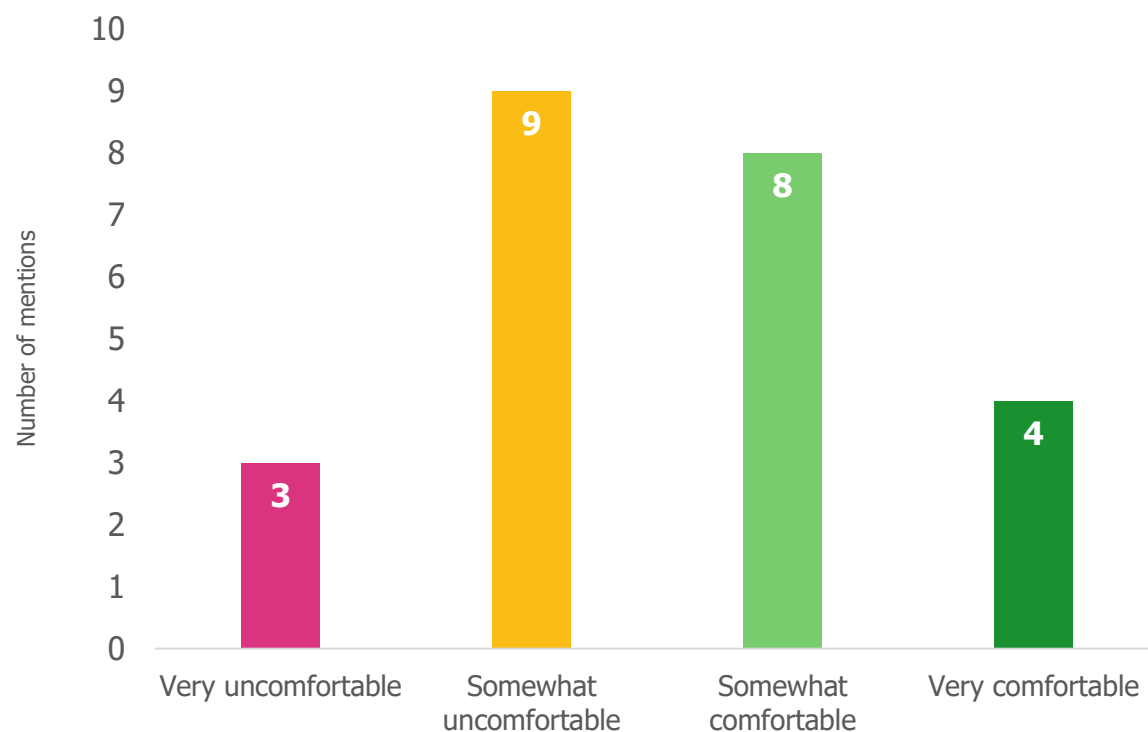


Figure 3.5 – Westy Survey #1 –Q6 – Walking Level of Comfort

When broken down by gender, 42% of men and 55% of women feel somewhat uncomfortable or very uncomfortable walking, scooting or using a wheelchair in the neighbourhood.

It is then relevant to note how 40% of respondents with a disability feel uncomfortable using the local streets, versus 50% of respondents declaring no disability.

Q7: If your answer is very or somewhat uncomfortable, is this because of:

Figure 3.6 highlights the key reasons why respondents do not feel comfortable accessing the local streets – with the strongest motive being pavement parking and speeding traffic in the area.

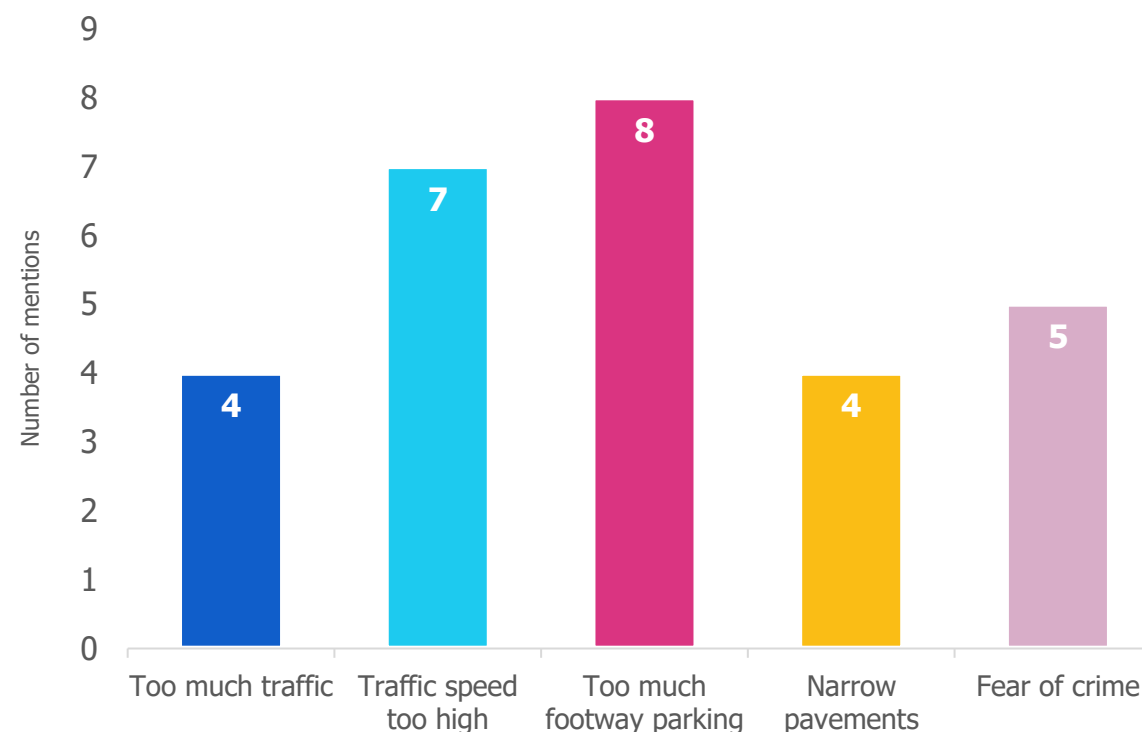


Figure 3.6 – Westy Survey #1 – Q7 - Walking Issues by Number of Mentions

Top issues for male and female respondents are excessive pavement parking and traffic speed, but women also highlighted fear of crime as a key concern when walking within the neighbourhood. The feel of discomfort due to safety concerns has frequently been linked to dark and poorly lit areas.

Of the 3 respondents who consider themselves to have a disability, all reported pavement parking as a key obstacle to safe walking across the neighbourhood – followed by narrow pavements and high traffic speed.

Q8: How comfortable do you feel cycling in your local area?

Out of the total responses received from Westy, 38% of respondents declared cycling was not applicable to them – meaning they do not own a bike, or they are not cycling at all. As shown in Figure 3.7, of the 15 respondents able to cycle, 67% feel somewhat comfortable or very comfortable cycling in the neighbourhood.

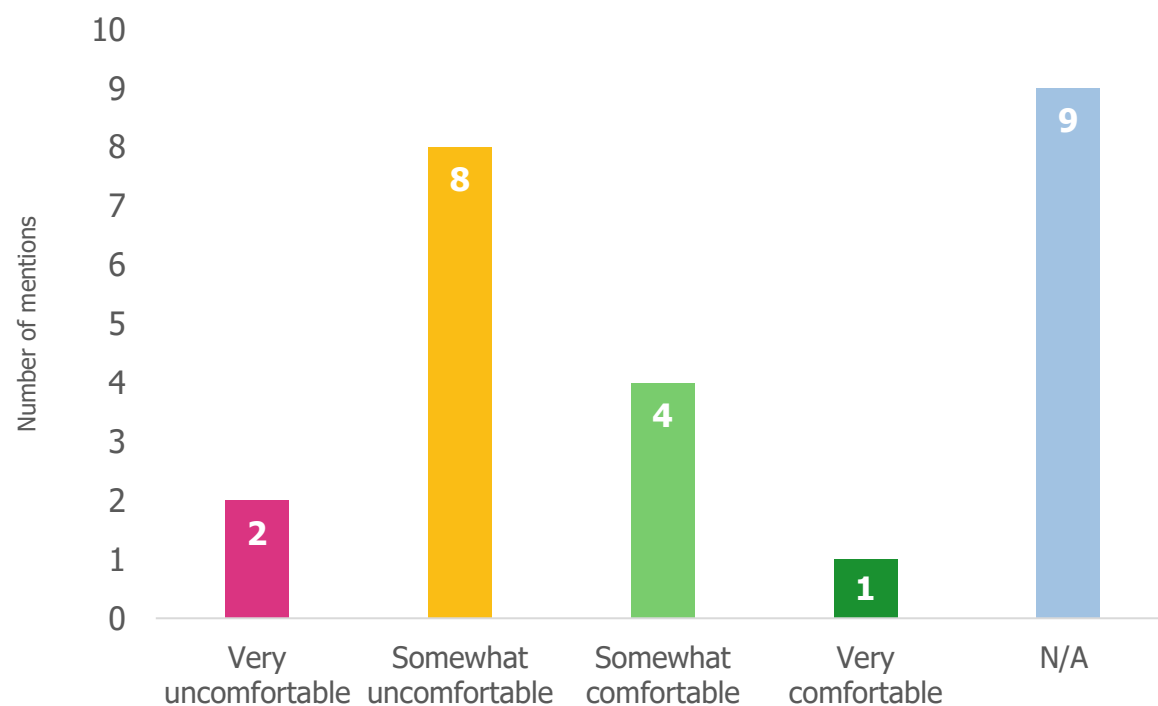


Figure 3.7 – Westy Survey #1 – Q8 – Cycling Level of Comfort

When broken down by gender, 28% of men and 50% of women feel somewhat uncomfortable or very uncomfortable cycling in the neighbourhood.

Of the 5 respondents who consider themselves to have a disability, 3 declared to be somewhat uncomfortable cycling in the local area.

Q9: If your answer is very or somewhat uncomfortable, is this because of:

Figure 3.8 highlights the key reasons why respondents do not feel comfortable cycling on the local streets – with the strongest motives being speed and volume of traffic in the area, followed by the lack of appropriate cycling facilities.

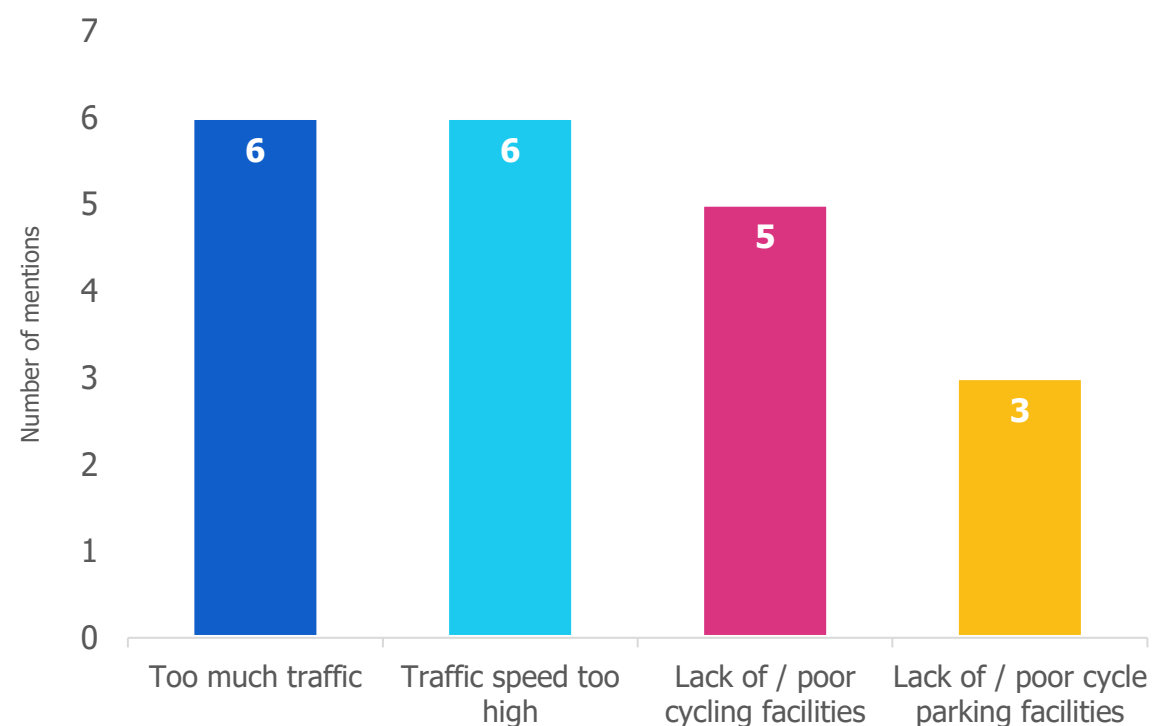


Figure 3.8 – Westy Survey #1 – Q9 - Cycling Issues by number of mentions

Top issues for either male and female respondents relate to traffic speed and volumes, but women strongly highlighted the lack of cycling facilities as a key concern – with 66% of female respondents mentioning it as an issue versus 50% of male respondents.

The 2 respondents who consider themselves to have a disability and are able or interested in cycling, reported that they are uncomfortable doing so locally mostly due to high traffic speed and volumes.

Q7&9: If your answer is very or somewhat uncomfortable, is this because of: – written responses summary

Public transport

- **Poor public transport connections to schools**
- Poor public transport leads to more residents using cars, high levels of pavement parking and higher traffic levels

Footway quality

- **Narrow footpaths near schools are a concern as it could result in children walking in the road**
- Poor maintenance of footways and roads

Safety perception

- **Insufficient lighting after dark to cycle through some areas of the neighbourhood**
- **Mentions of high volumes of traffic discouraging people from cycling**

Other issues mentioned

- **Insufficient cycle infrastructure making cyclists feel unsafe**
- Dangerous driving behaviours through Westy with motorists ignoring traffic signals and Traffic Regulation Orders in place
- Cyclists and E-Scooters using pavements can be a danger for pedestrians

Q10: Have you noticed an increase in the amount of traffic within your neighbourhood over recent years?

Out of the 24 responses for Westy, 71% of respondents noticed a moderate or significant increase of traffic within the neighbourhood. Figure 3.10 and 3.11 break down the answers between those living within the LTN area and those living outside.

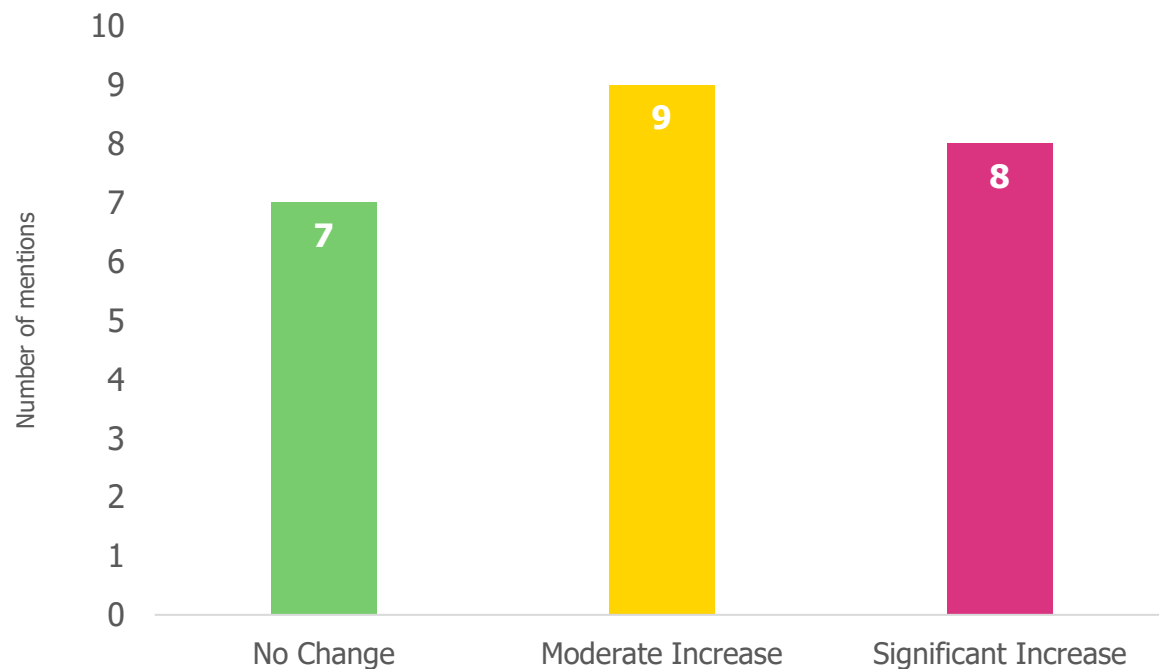


Figure 3.9 – Westy Survey #1 – Q10 – Increase in Traffic

Q7 – Responses from those who live within the study area

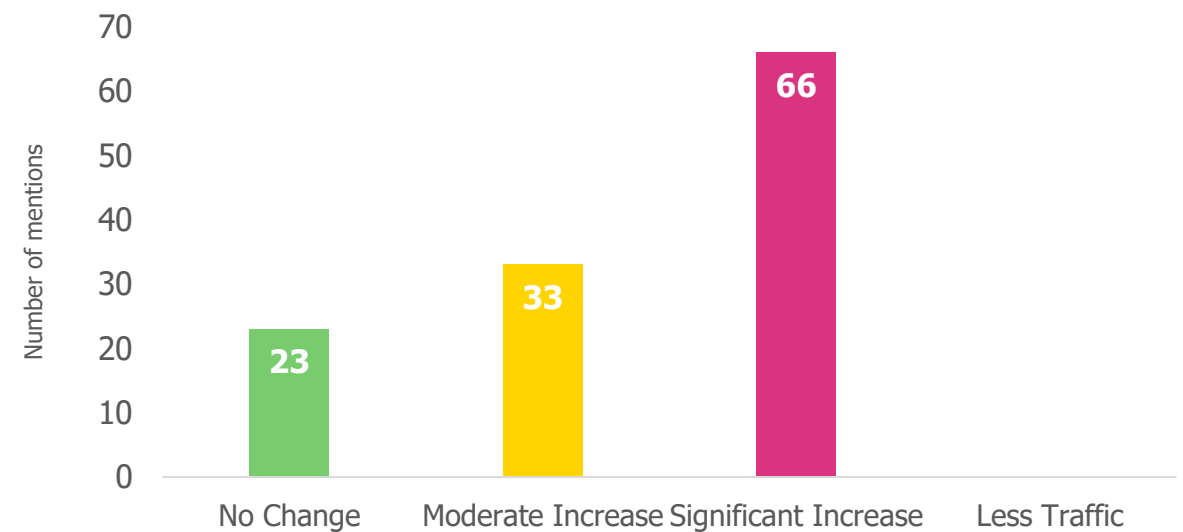


Figure 3.10 – Westy Survey #1 – Q10 – Increase in Traffic - Residents

Q7 – Responses from those who live outside the study area

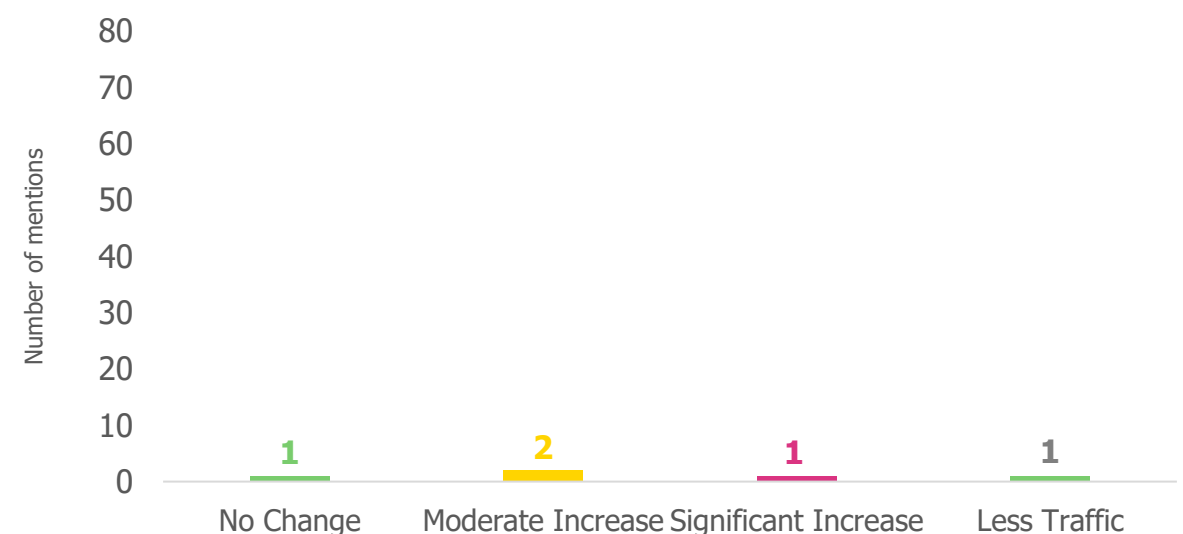
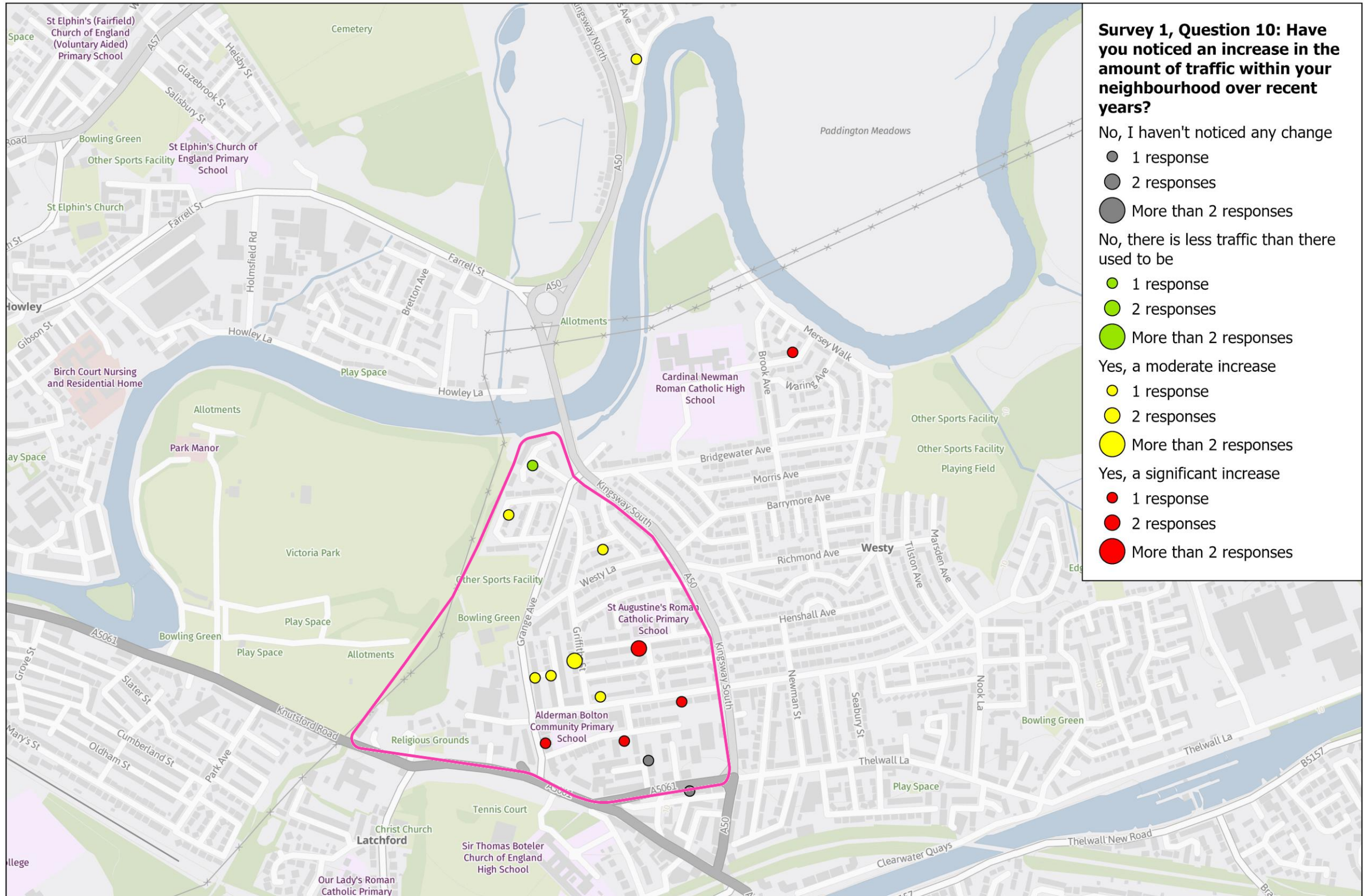


Figure 3.11 – Westy Survey #1 – Q10 – Increase in Traffic – Non Residents

Q10 - Have you noticed an increase in traffic?



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GB Background: Contains OS data © Crown Copyright and database right 2020
Contains data from OS Zoomstack

0 100 200 300 400 500 Kilometers

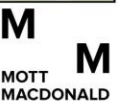


Figure 3.12 – Westy Survey #1 – Q10 – Spatial Distribution of Responses

Q11: How comfortable are you letting your children play in the street?

Question 11 meant to understand the level of safety and accessibility perception across the neighbourhood local streets. Worth noting this question was not applicable for 13 (54%) of the total respondents.

As shown in Figure 3.10 - out of those offering a response - 90% reported they are very or somewhat uncomfortable letting their children play in the street.

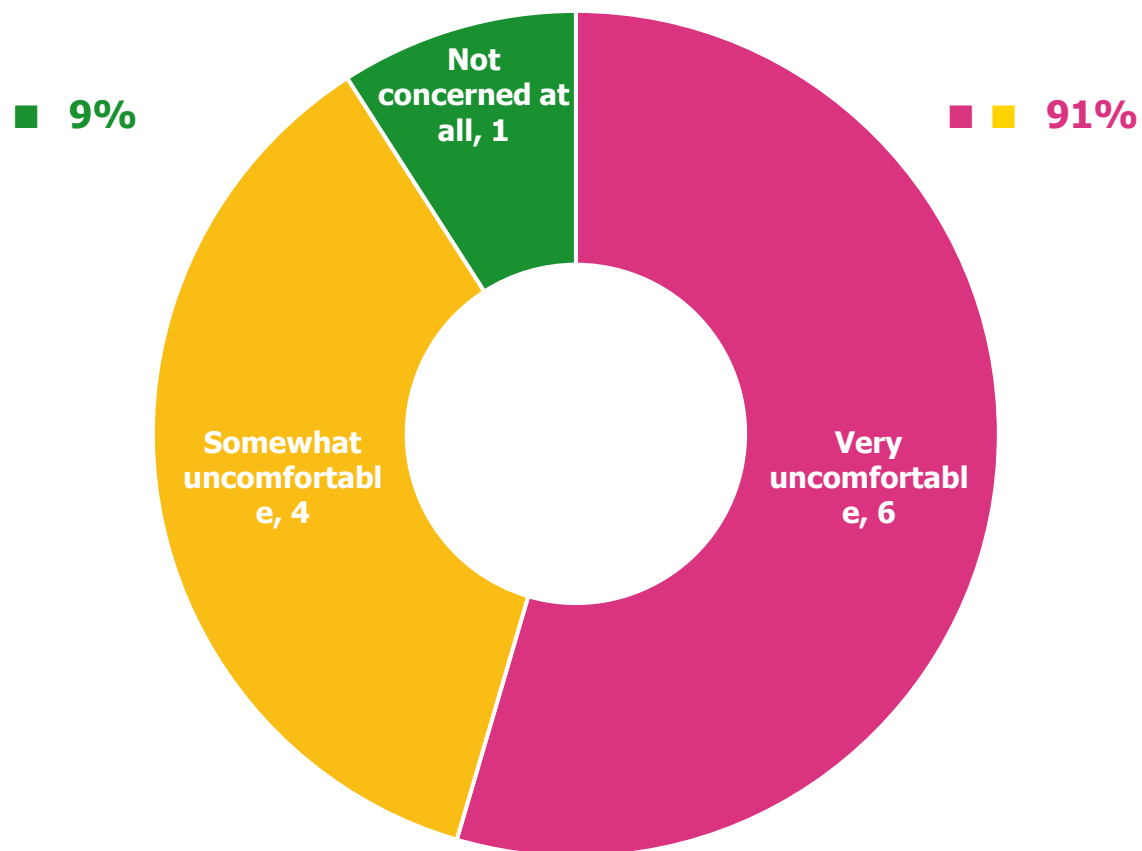


Figure 3.13 – Westy Survey #1 – Q11 Level of Comfort Allowing Children To Play In The Street

Q12: Do you feel traffic air pollution is effecting you?

Figure 3.11 shows responses in relation to traffic air pollution. 14 (58%) respondents feel they are very or somewhat affected by traffic air pollution while the remaining 10 do not consider themselves affect by it.

When broken down by gender, 70% of female respondents feel that they are not affected by pollution at all – vs 28% of male respondents. The majority (71%) of male respondents reported to be somewhat or very much affected by traffic pollution vs 56% of female respondents.

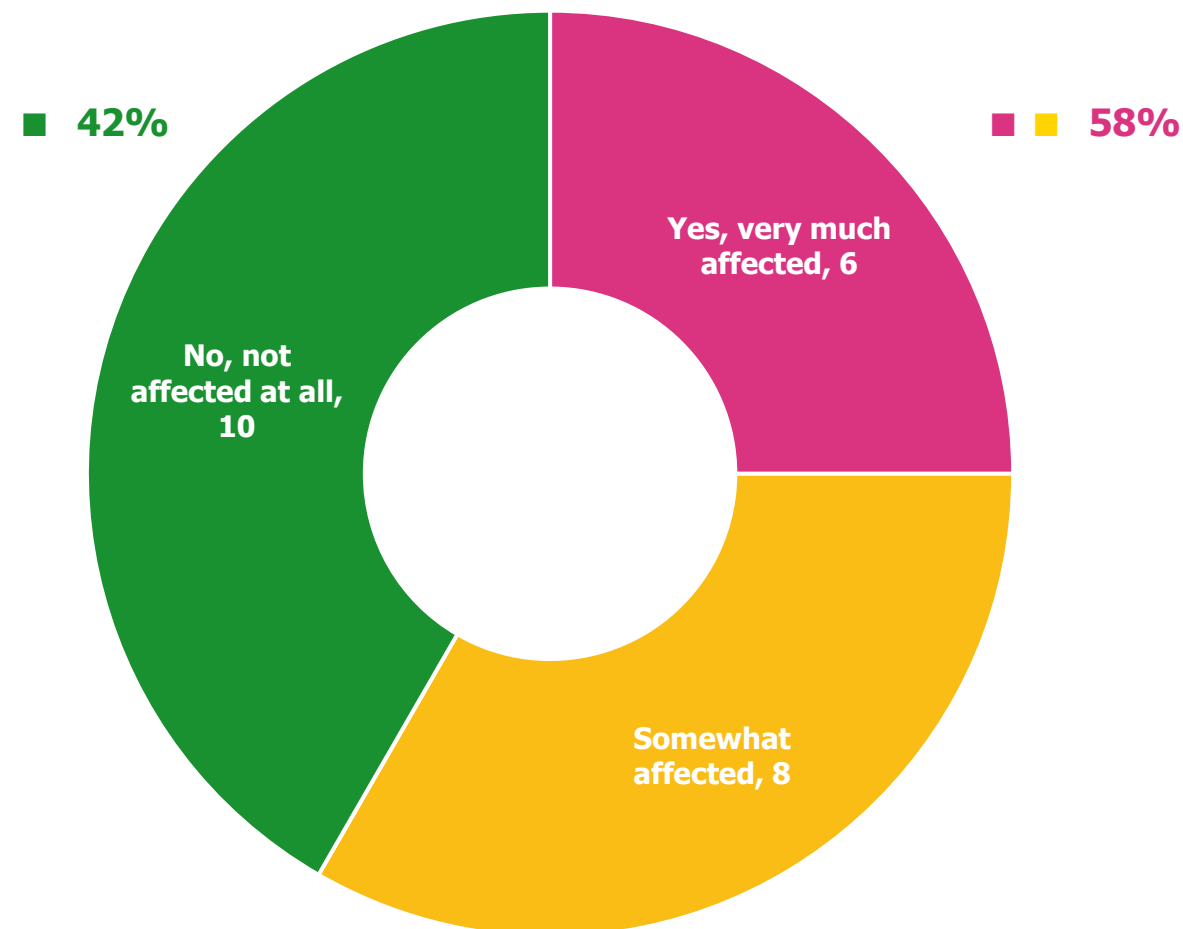


Figure 3.14 – Westy Survey #1 – Q12 Air Pollution

Q13: How many cars or vans does your household have direct access to?

Q14: How many bikes does your household have direct access to?

Figure 3.12 shows a comparison of cars/vans and bicycles ownership per household.

No households who responded to the survey in this area do not have direct access to car/vans while 6 households (25%) do not have access to a bike. The majority of respondents (96%) have access to one to two cars per household.

It is relevant to notice that according to 2010 Census data, 31% of Westy residents did not have access to a car. The lower proportion of Survey #1 respondents with no access to a private vehicle may be due to a stronger interest from motorists to respond to the Central 6 Streets Plan – rather than those who already use alternative travel modes within the neighbourhood.

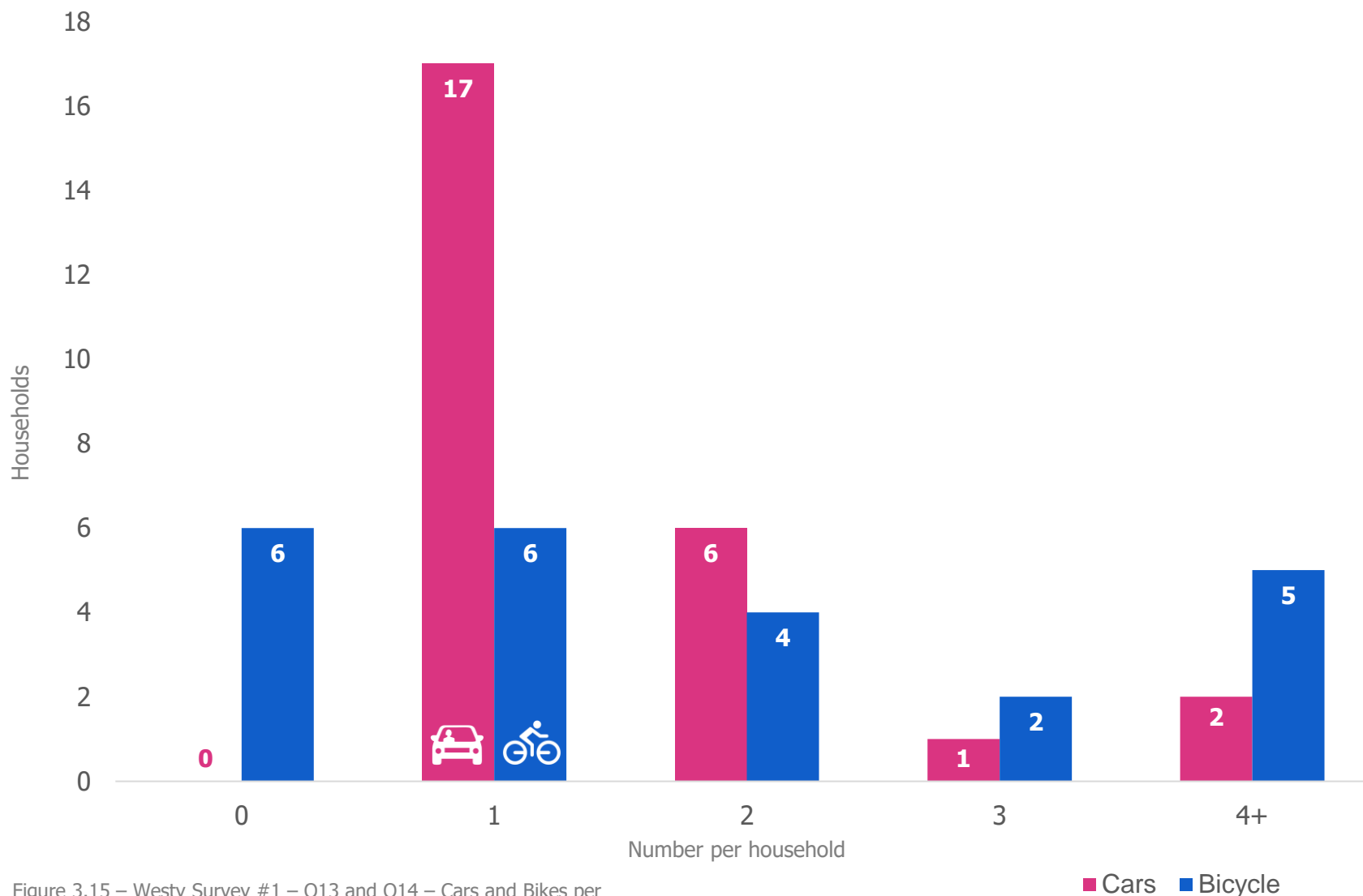


Figure 3.15 – Westy Survey #1 – Q13 and Q14 – Cars and Bikes per

Q15: How do you usually travel to your regular place of work?

Question 15 investigated how people travel from home to their place of work and how often they use a certain mode of transport, if occasionally or regularly.

The responses show a large portion travelling by single-occupancy vehicle as 14 respondents selected it as their preferred mode – with 25% of them using their private car as drivers 5+ times a week.

In comparison, it shows public transport is never used by 12 respondents, and only occasionally by 3. Overall when looking at the frequency of use of each transport mode, single-occupancy vehicles is the preferred mode of commuting by Westy respondents.

Modes of Travel	Occasionally	Once or twice a week	Three or four times a week	Five or more times a week	Never	Response total
Car/van driver	5% 1	15% 3	25% 5	25% 5	30% 6	20
Car/van passenger	0%	0%	0%	8% 1	92% 3	13
Taxi/hire car	0%	0%	0%	0%	100% 14	14
Public transport	20% 3	0%	0%	0%	80% 12	15
Cycling	13% 2	13% 2	6% 1	0%	69% 11	16
Walking, scooting or using a wheelchair – most or all of the way	12% 2	0%	0%	24% 4	65% 11	17
No journey – work from home	8% 1	15% 2	23% 3	0%	54% 7	13
No journey – unemployed/retired	0%	0%	7% 1	14% 2	79% 11	14

Table 3.2 – Westy Survey #1 – Q15 – Commuting Travel Modes

Q16: How do you usually travel for other purposes?

Question 16 investigated how people travel for purposes such as shopping, school run, leisure trips or business travel – and where they use the mode of transport occasionally/regularly.

In comparison to the previous question, we see a higher number of people occasionally using public transport, with 7 respondents reporting they use public transport occasionally and 11 cycling three to four times a week. Overall when looking at the frequency of use of each transport mode, single-occupancy vehicles is still the preferred mode of travel even for the not-commuting journey – but there is a relevant increase in the number of people preferring to walk most or all of the way to their destination.

Modes of Travel	Occasionally	Once or twice a week	Three or four times a week	Five or more times a week	Never	Response total
Car/van driver	13% 3	23% 5	43% 10	13% 3	9% 2	23
Car/van passenger	36% 5	29% 4	0%	14% 2	21% 3	14
Taxi/hire car	54% 7	0%	0%	0%	46% 6	13
Public transport	54% 7	0%	0%	0%	46% 6	13
Cycling	38% 6	19% 3	13% 2	0%	31% 5	16
Walking, scooting or using a wheelchair – most or all of the way	19% 3	25% 4	12% 2	25% 4	19% 3	16
No journey – work from home	13% 3	23% 5	43% 10	13% 3	9% 2	23
No journey – unemployed/retired	36% 5	29% 4	0%	14% 2	21% 3	14

Table 3.3 – Westy Survey #1 – Q16 – Other Purposed Travel Modes

Westy Public Consultation Event #1

Two in-person events were held at Grange Social & Sport Club:

- Stage #1 – Introduction, issues & opportunities on Wednesday 10 November; and
- Stage #2 – Proposed schemes on Wednesday 01 December.

Stage #1 focused on understanding the key issues and opportunities within the neighbourhood, key highlights and insights are showcased in the following pages.



Figure 3.16 – Orford Public Consultation #1



Figure 3.17 – Orford Public Consultation #1



Westy Public Consultation Events
Stage #1

Key Consultation Comments



Figure 3.18 – Westy Public Consultation #1 – Feedback

- Kingsway bridge area suffers from flooding and poor footway maintenance
- Kingsway / Grange Ave / Bridgewater Ave junction footprint is really wide and it creates obstacles for either pedestrians crossing and drivers from Bridgewater Ave trying to join Kingsway traffic
- Pavements across the neighbourhood are often narrow and in poor conditions



Figure 3.19 - Westy Issues & Opportunities – Summary Map

Westy Online Survey Stage #2

Survey #2 received a total of 210 responses, with 20 responding to Westy (2% of households). Please note, question 1 of the survey was used as a filter to track which neighbourhood people were responding to.

As the scope of Survey #2 was to create awareness of the LTN and its possible impacts on the community and allow comments on the proposed schemes - a plan of the LTN proposal was provided and this is now included in Appendix B.

Figures 3.20, 3.21 and 3.22 illustrate the key demographics of Survey #2's respondents. Half of the respondents are aged between 45-64 years old – while 1 respondent was under the age of 24, and 1 was over the age of 75.

The gender split of survey respondents is 35% male and 55% female with 10% preferring not to say. 5 (25%) Westy respondents declared to have a disability.

Q2: Age

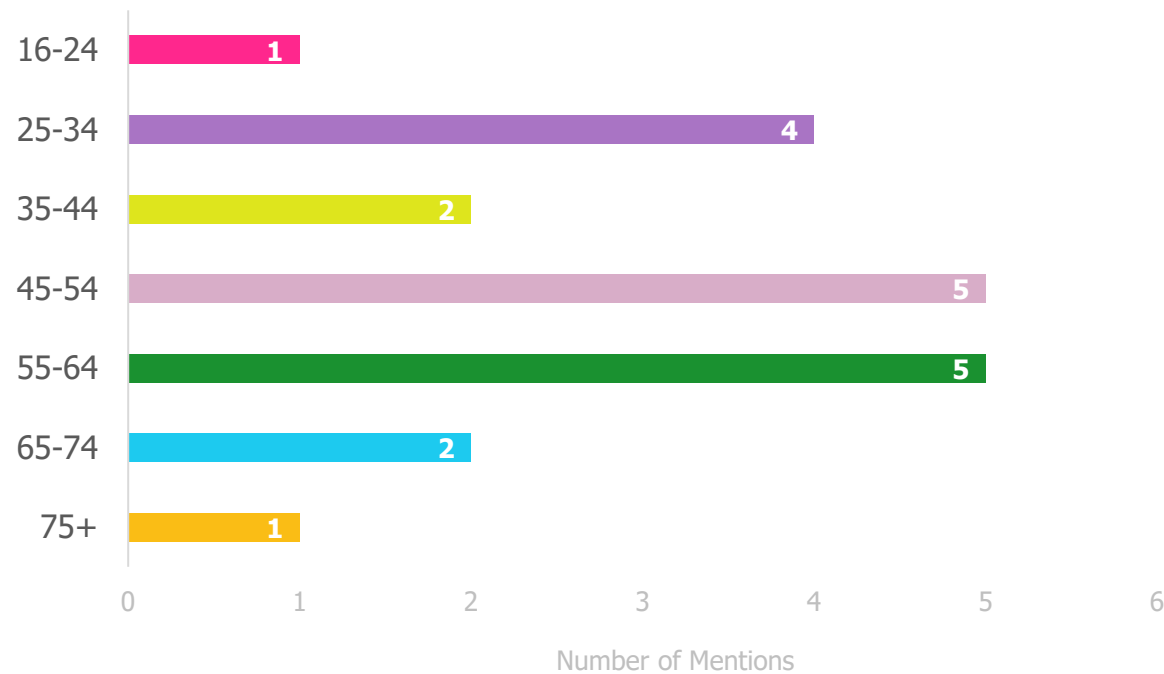


Figure 3.20 – Westy Survey #2– Q2 Age

Q3: Gender

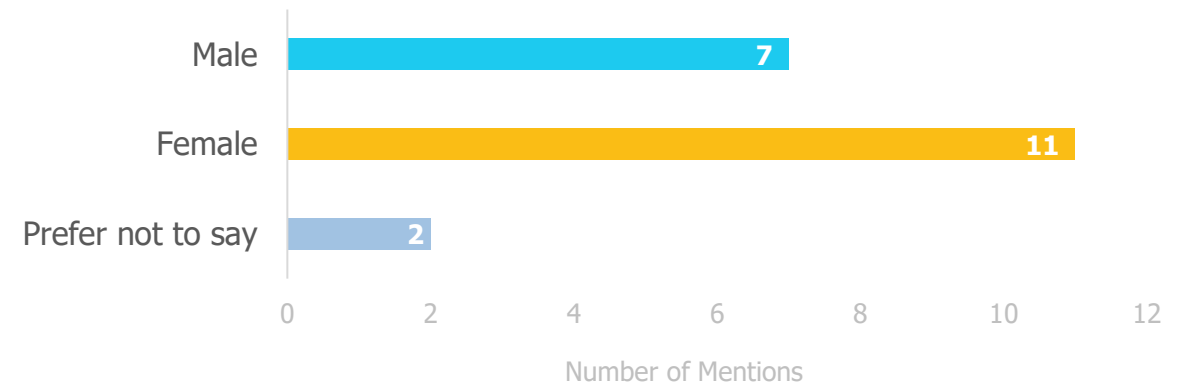


Figure 3.21 – Westy Survey #2 – Q3 Gender

Q4: Do you consider yourself to have a disability?

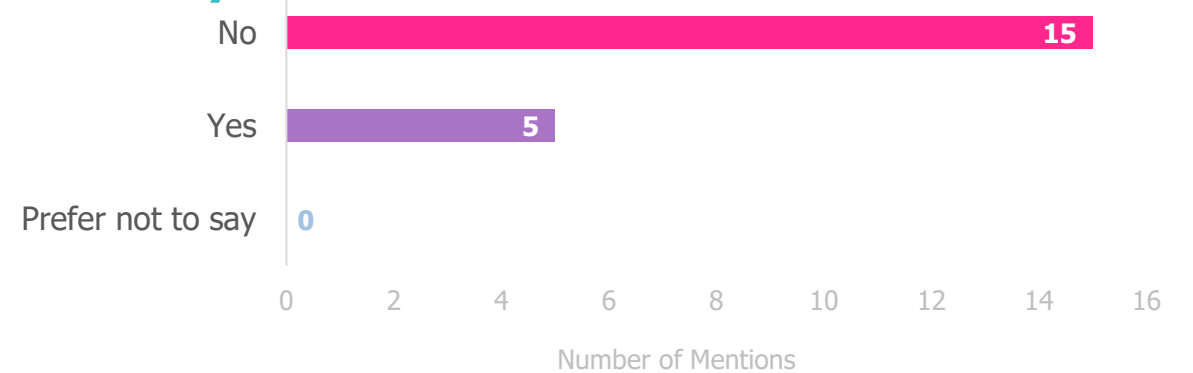


Figure 3.22 – Westy Survey #2 – Q4 Report of Disability

Q5: Did you respond to the previous (Stage #1 Issues and Opportunities) survey for the Central 6 Streets Plan in Orford?

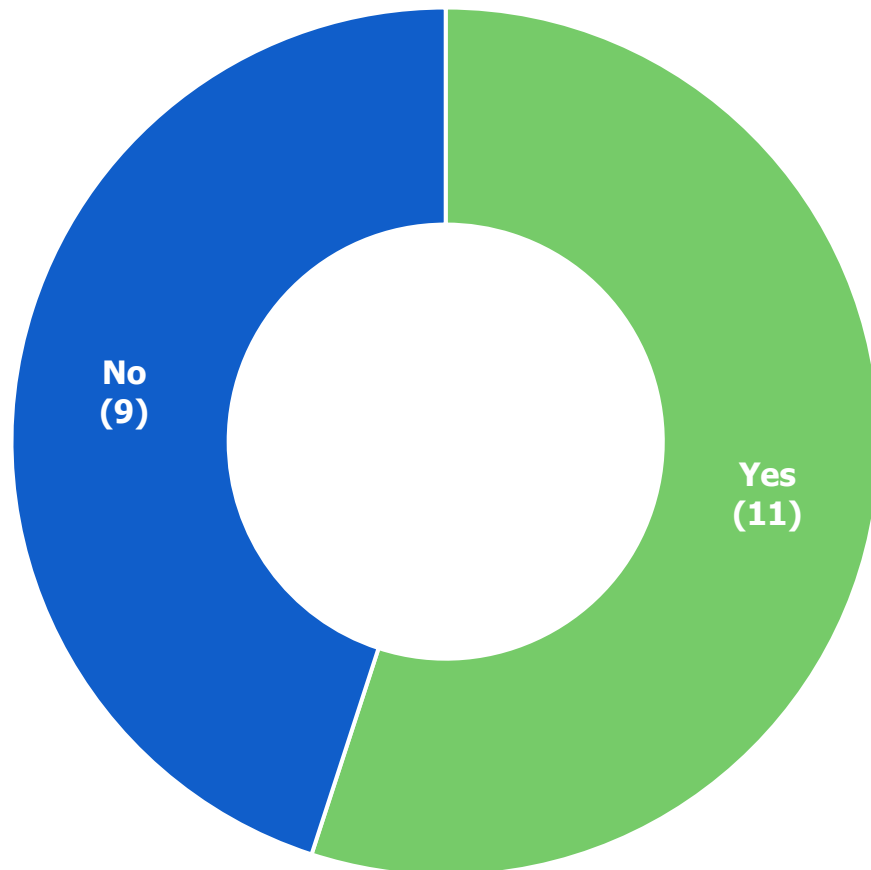


Figure 3.23 – Westy Survey #2 – Q5 – Number of Respondents to Survey #1

Q6: Which of the below best describes your connection to the area in question?

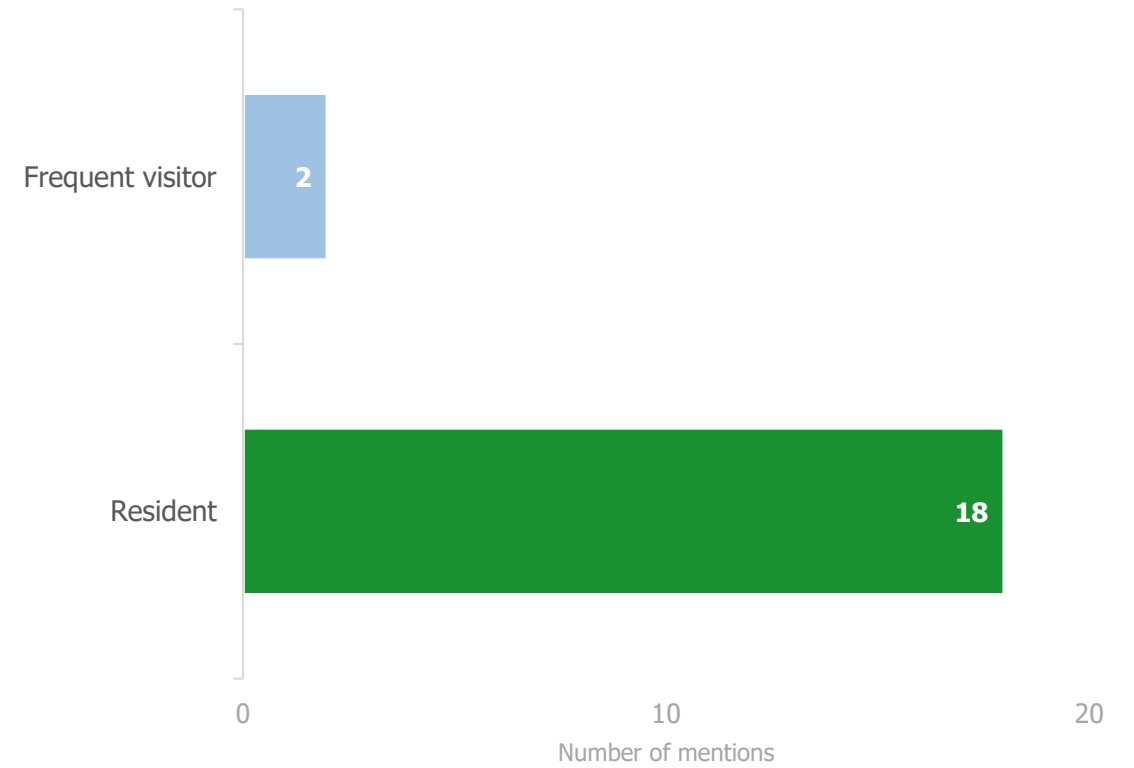


Figure 3.24 – Westy Survey #2 – Q6 – Connection To The Area

Q7: Which of the below best describes your support for the proposed schemes?

Figure 3.25 shows the overall degree of support expressed by the full group of Westy Survey #2 respondents. In the following pages a breakdown of support by response groups is displayed to analyse feedback by age, gender, disability and other categories.

It is worth noting at this stage that LTN initiatives frequently start as fairly controversial schemes due to the traffic and travel habit changes implicated by the schemes – but opposition levels often diminish over time.

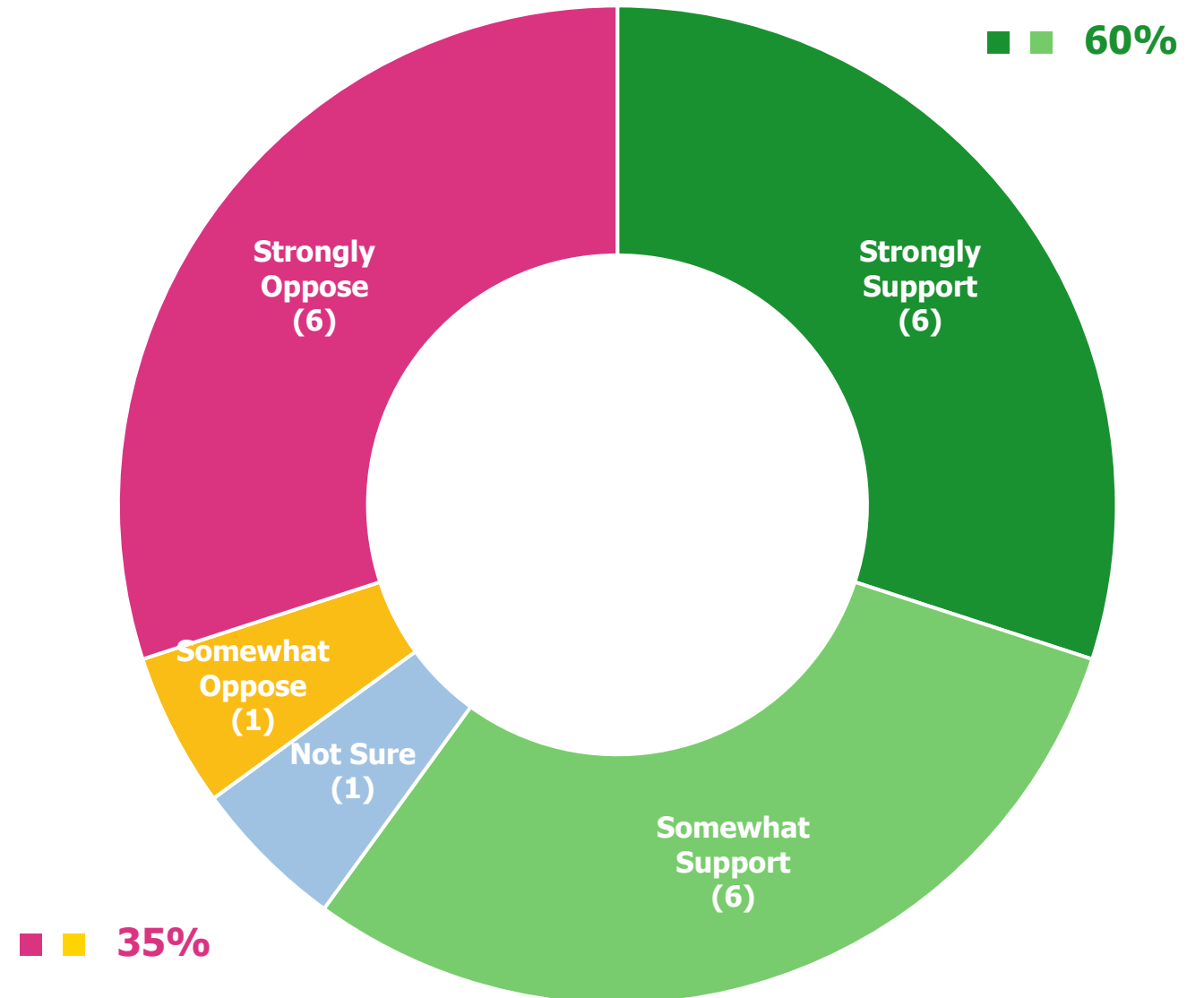


Figure 3.25 – Westy Survey #2 – Q7 – Overall Support of Proposed Scheme by Number of Mentions

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from those who filled Survey #1

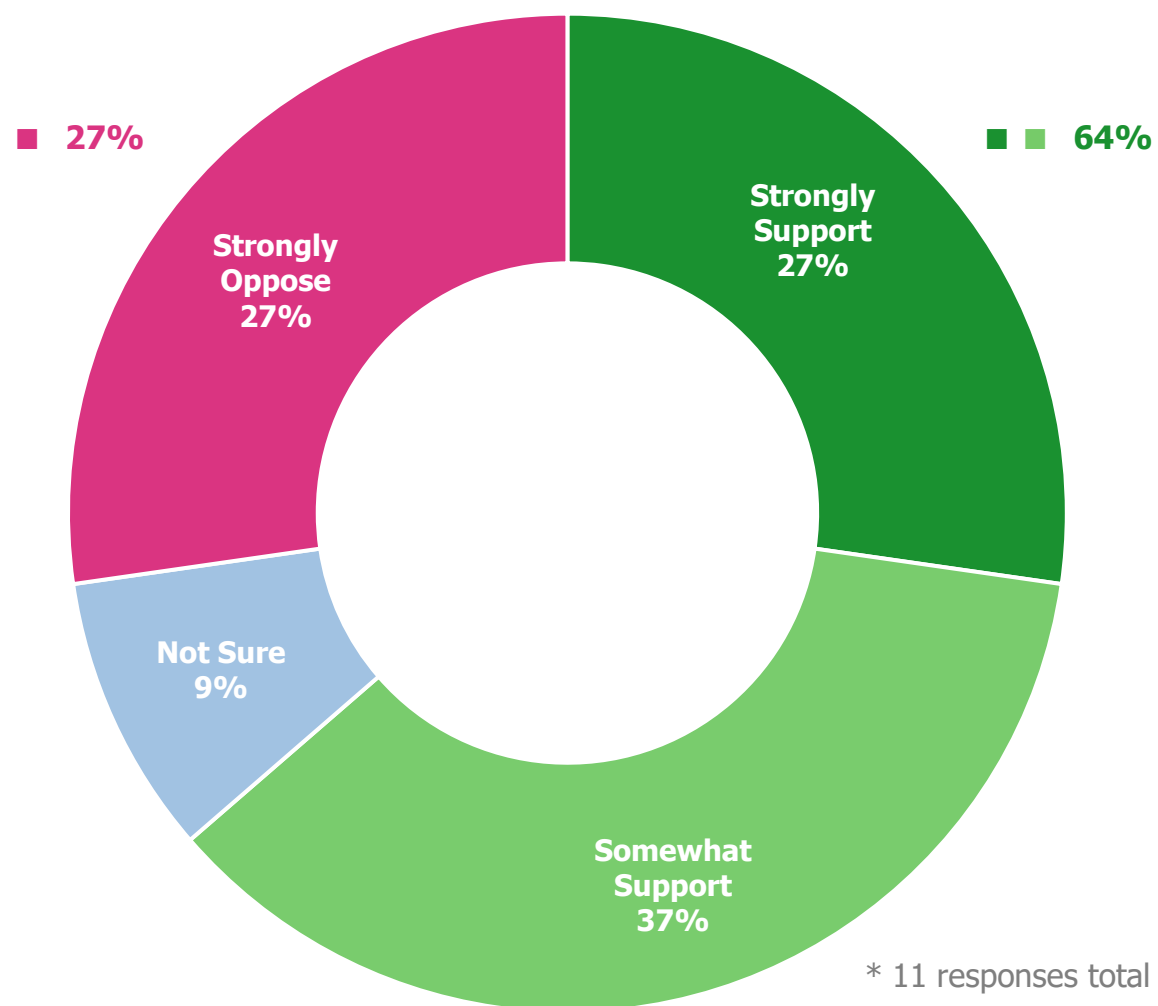


Figure 3.26 – Westy Survey #2 – Q7 – Support From Response Group

Q7 – Responses from those who did NOT fill Survey #1

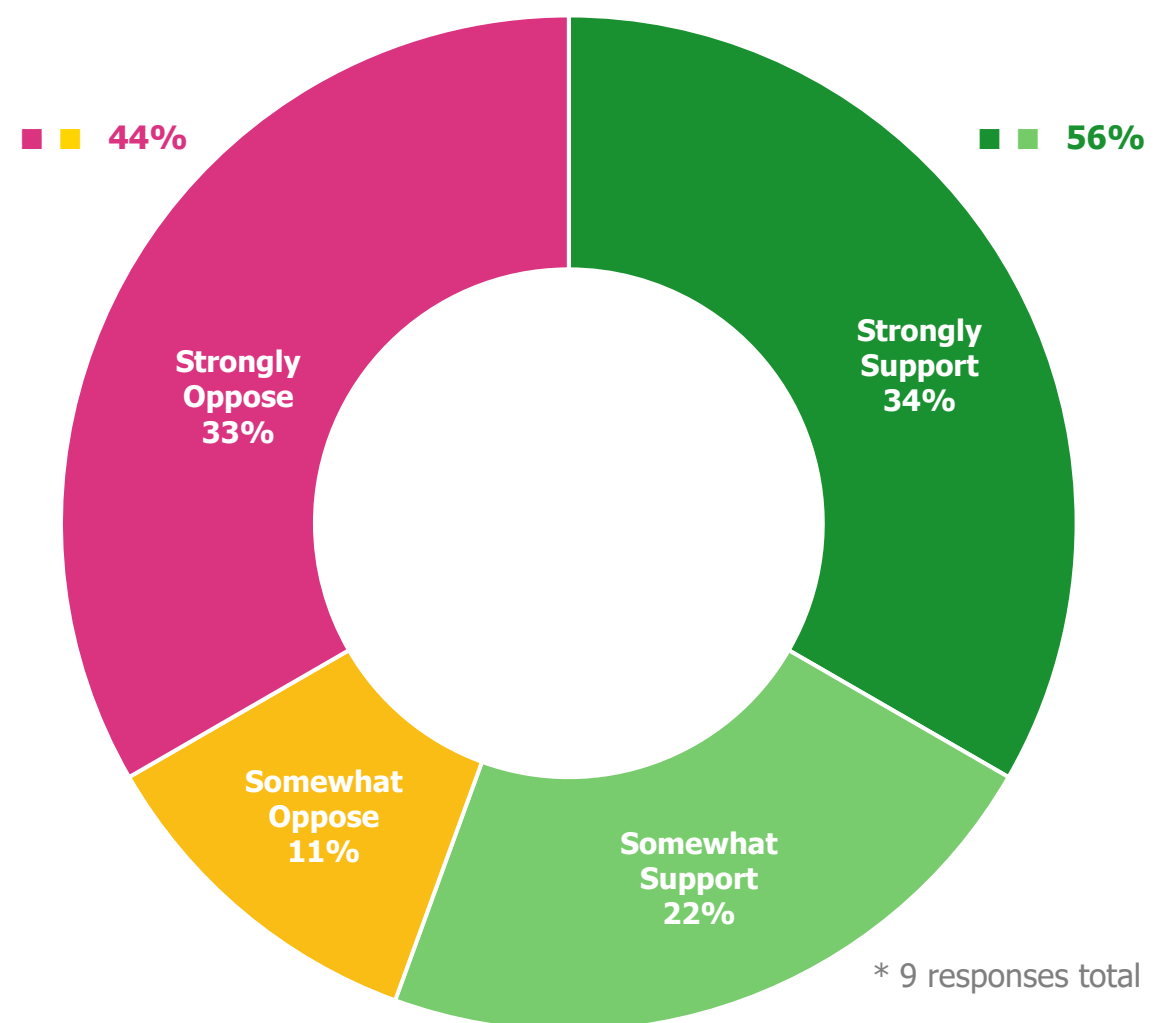


Figure 3.27 – Westy Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from residents (within pink line area shown on page 7)

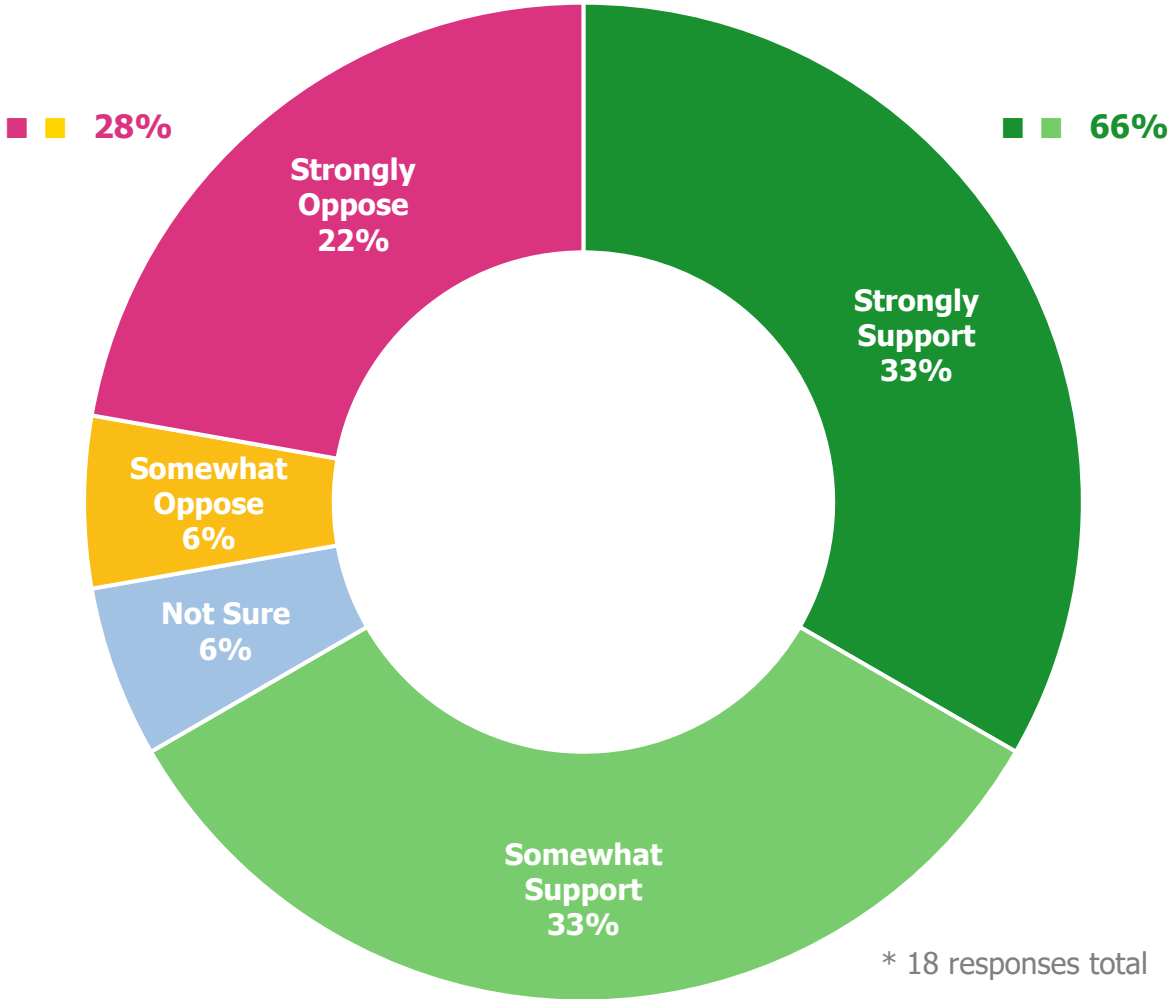


Figure 3.28 – Westy Survey #2 – Q7 - Support From Response Group

Q7 – Responses from visitors / passing through people

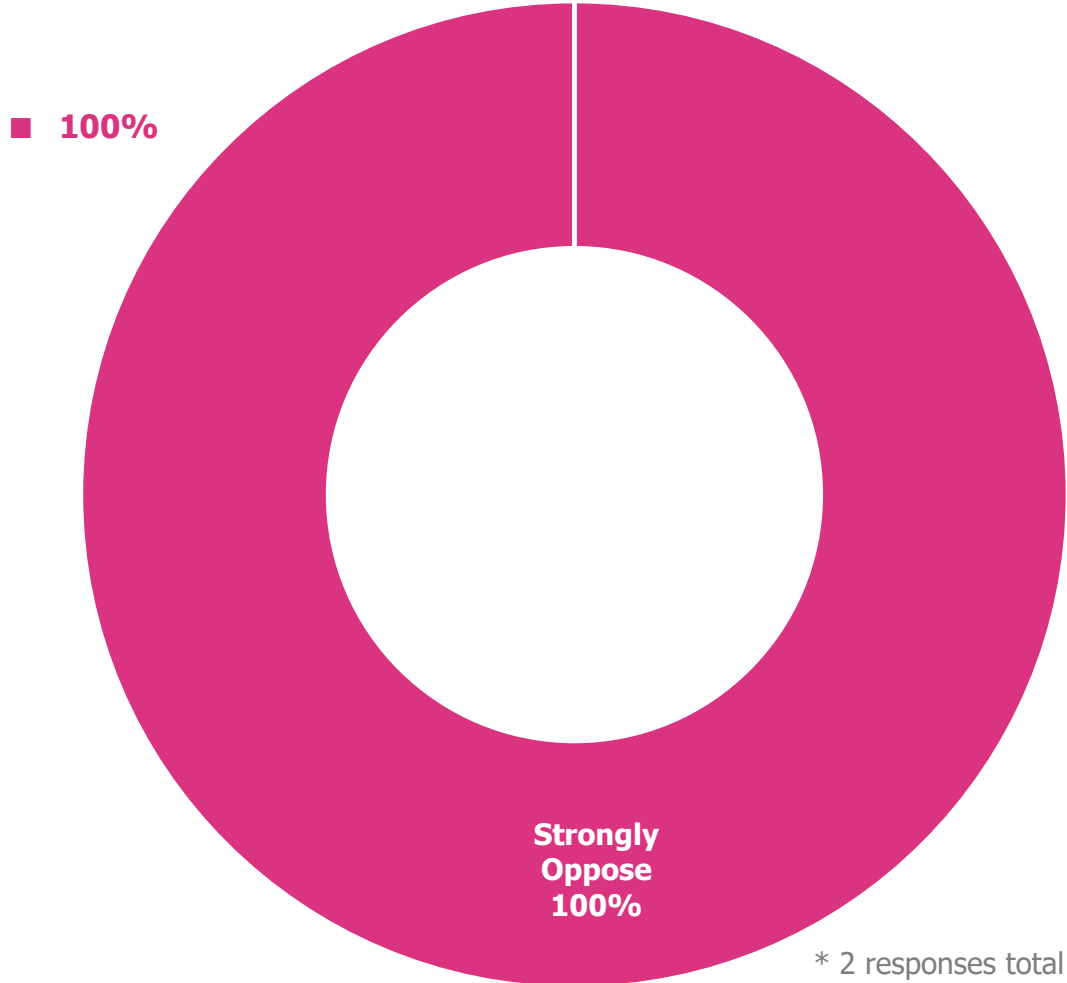
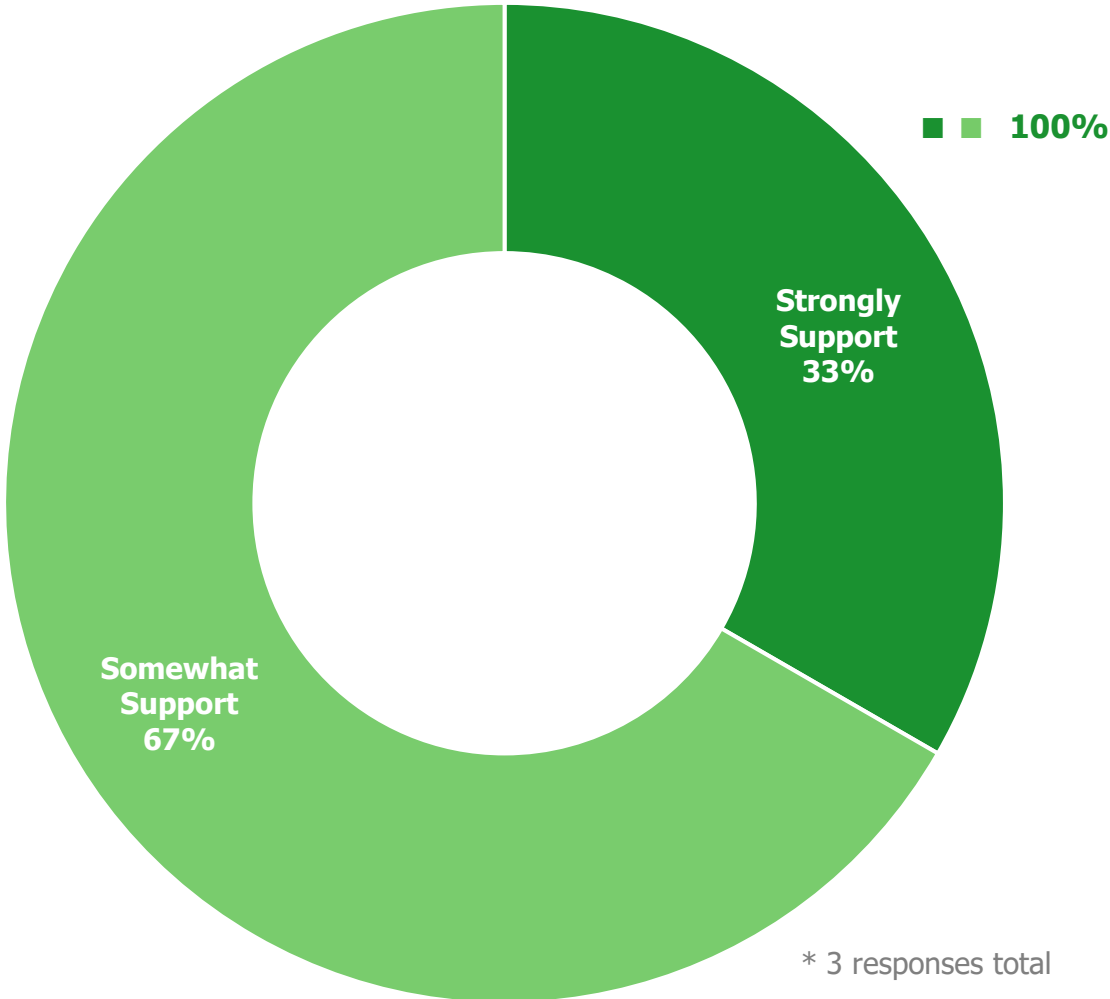


Figure 3.29 – Westy Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from over 65's



Q7 – Responses from under 65's

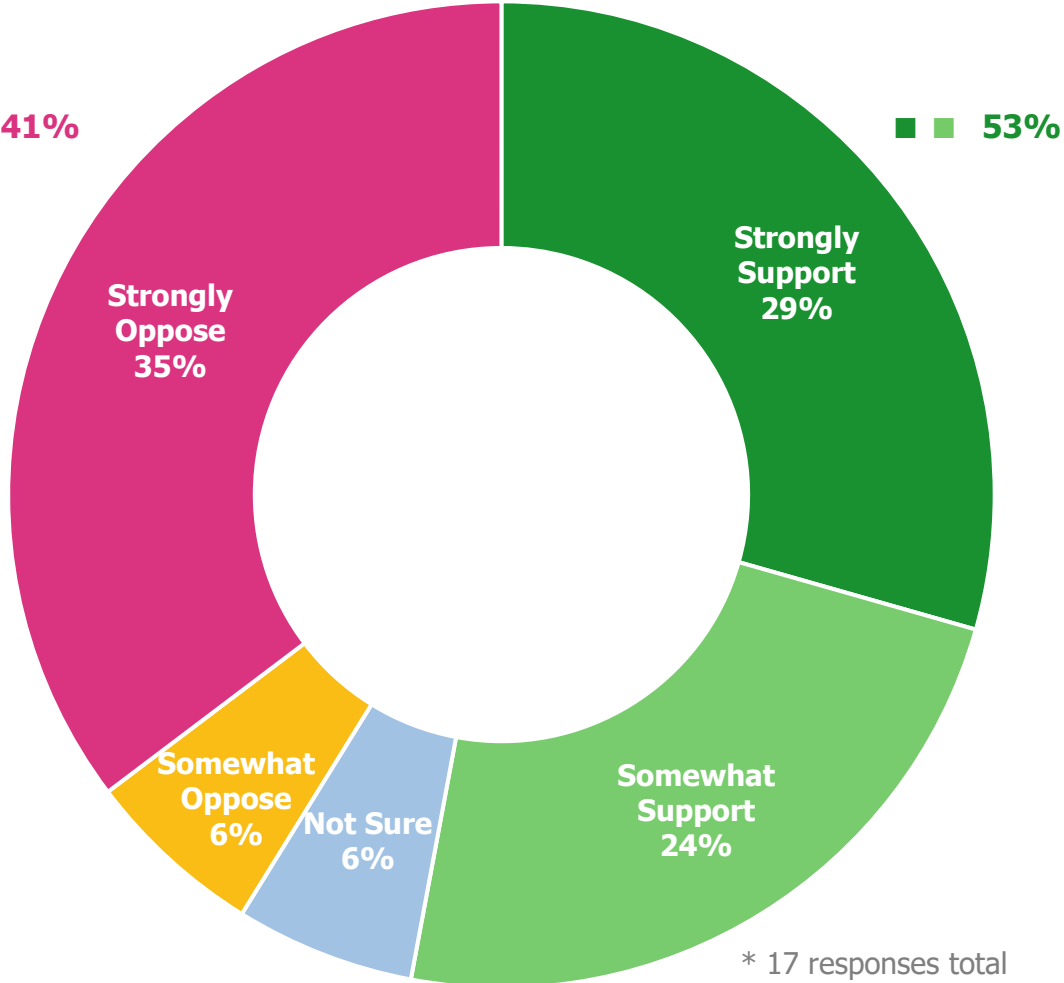


Figure 3.30 – Westy Survey #2 – Q7 - Support From Response Group

Figure 3.31 – Orford Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from male respondents

1 respondent did not disclose their gender and has not been included in the below graphs

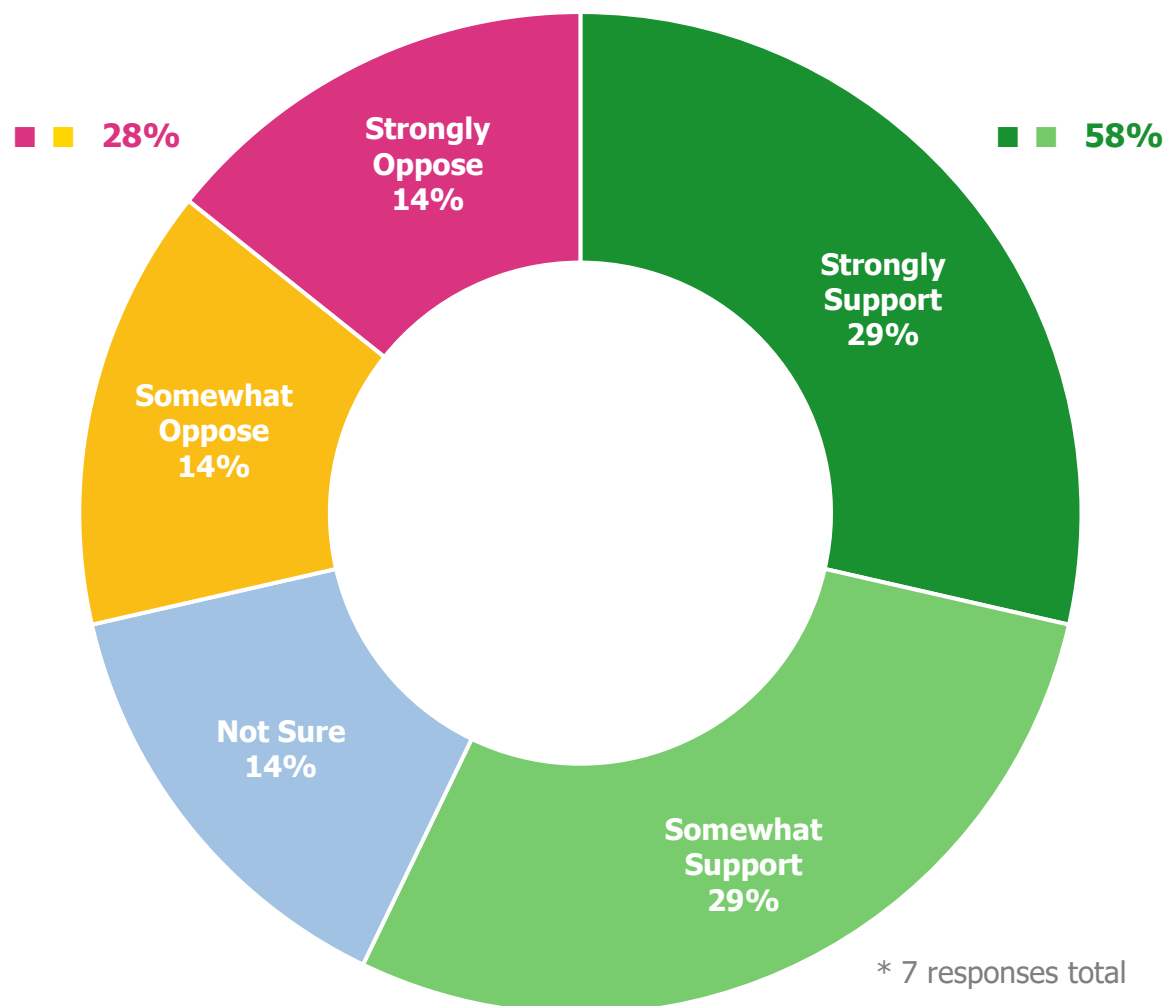


Figure 3.32 – Orford Survey #2 – Q7 - Support From Response Group

Q7 – Responses from female respondents

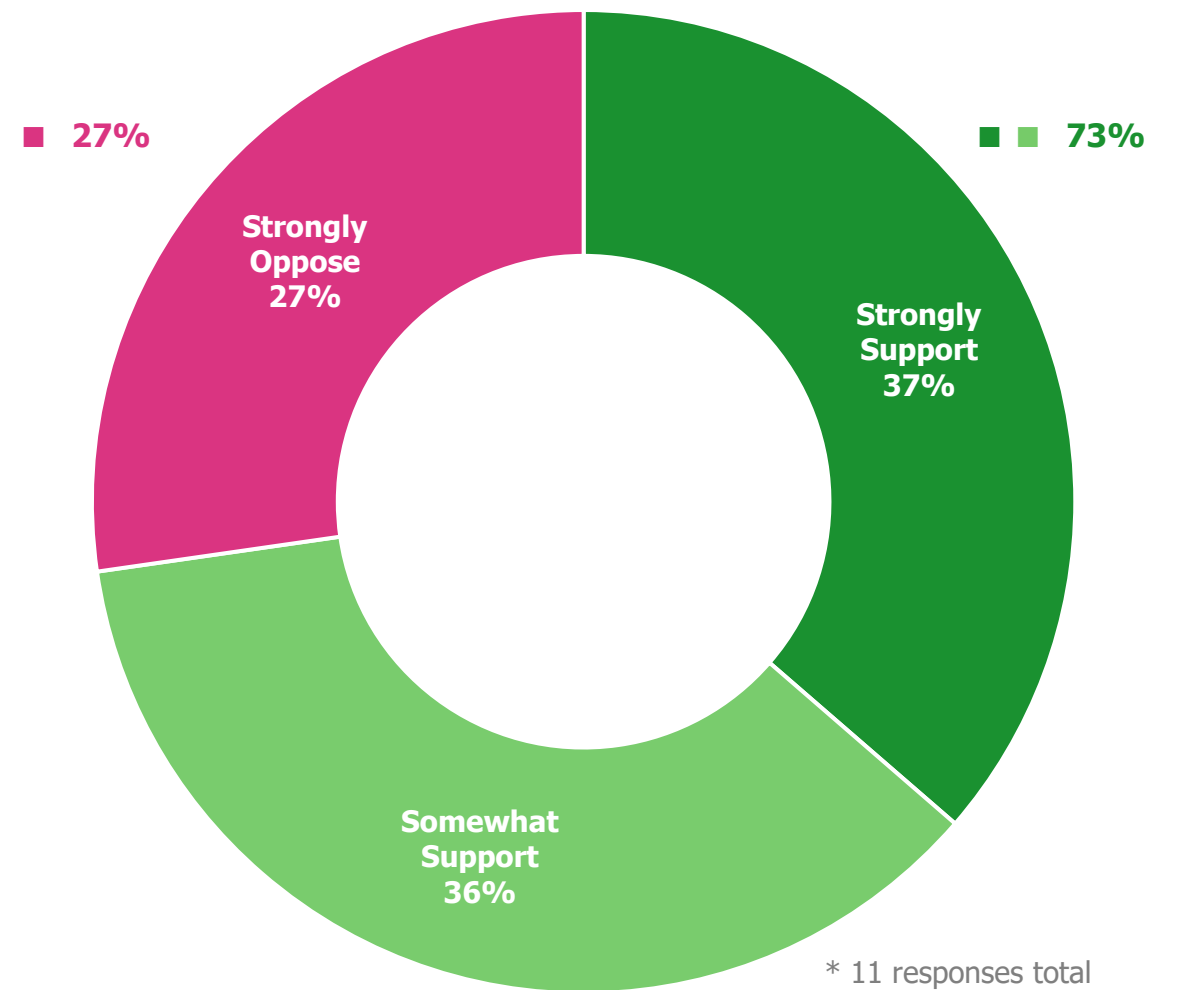
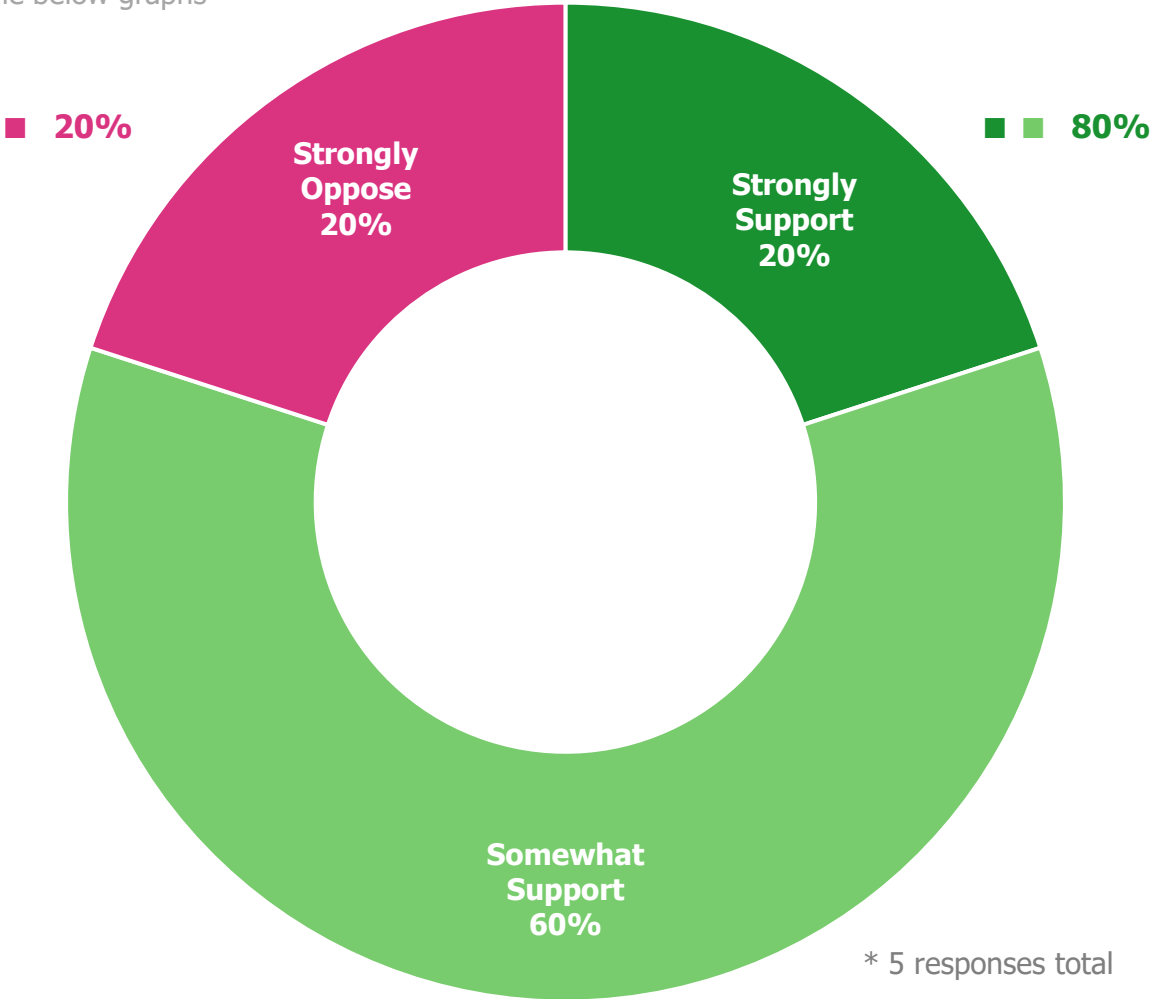


Figure 3.33 – Orford Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from respondents who consider themselves to have a disability

1 respondent did not disclose information about disability and has not been included in the below graphs



Q7 – Responses from respondents who do NOT consider themselves to have a disability

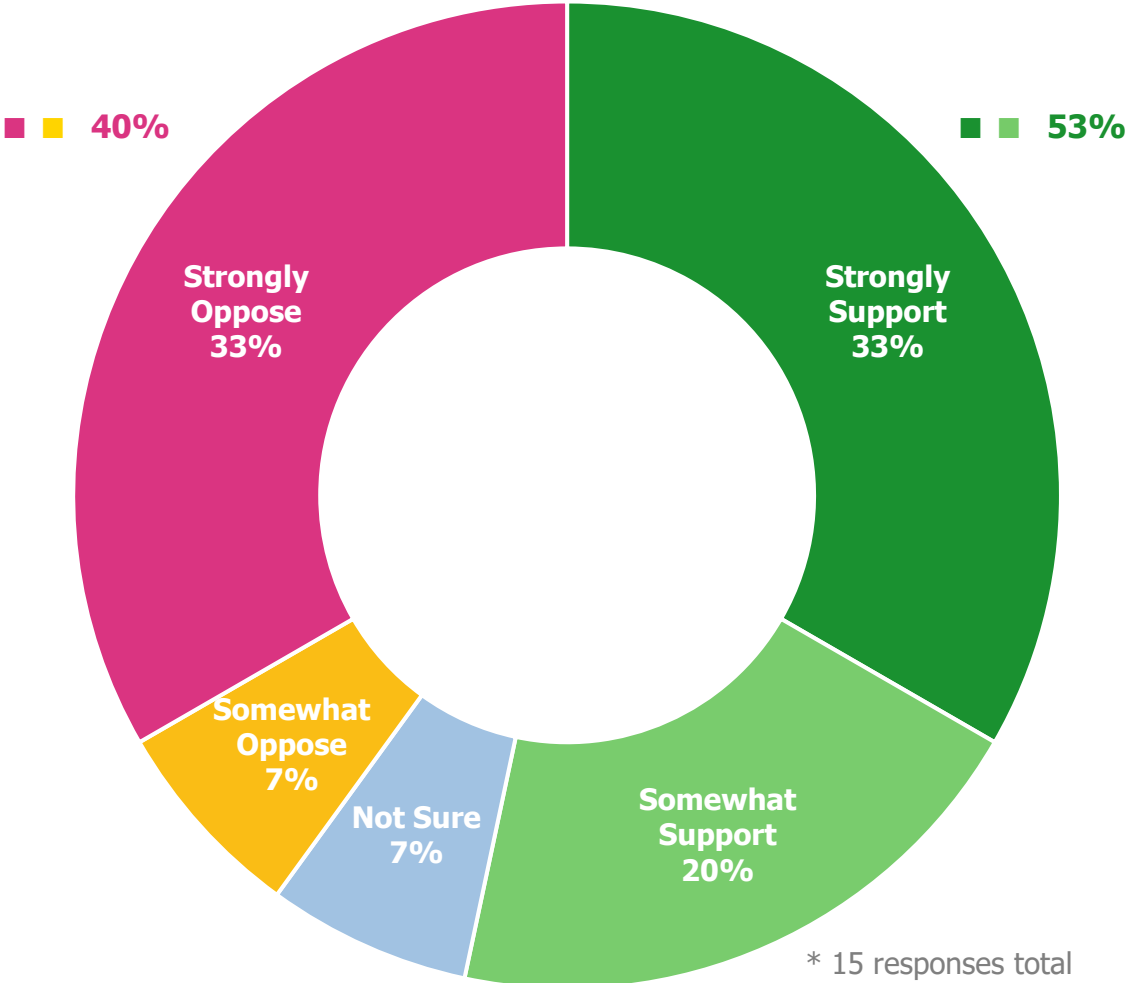


Figure 3.34 – Westy Survey #2 – Q7 - Support From Response Group

Figure 3.35 – Westy Survey #2 – Q7 - Support From Response Group

Q7: Which of the below best describes your support for the proposed schemes?

Q7 – Responses from those who provided postcodes

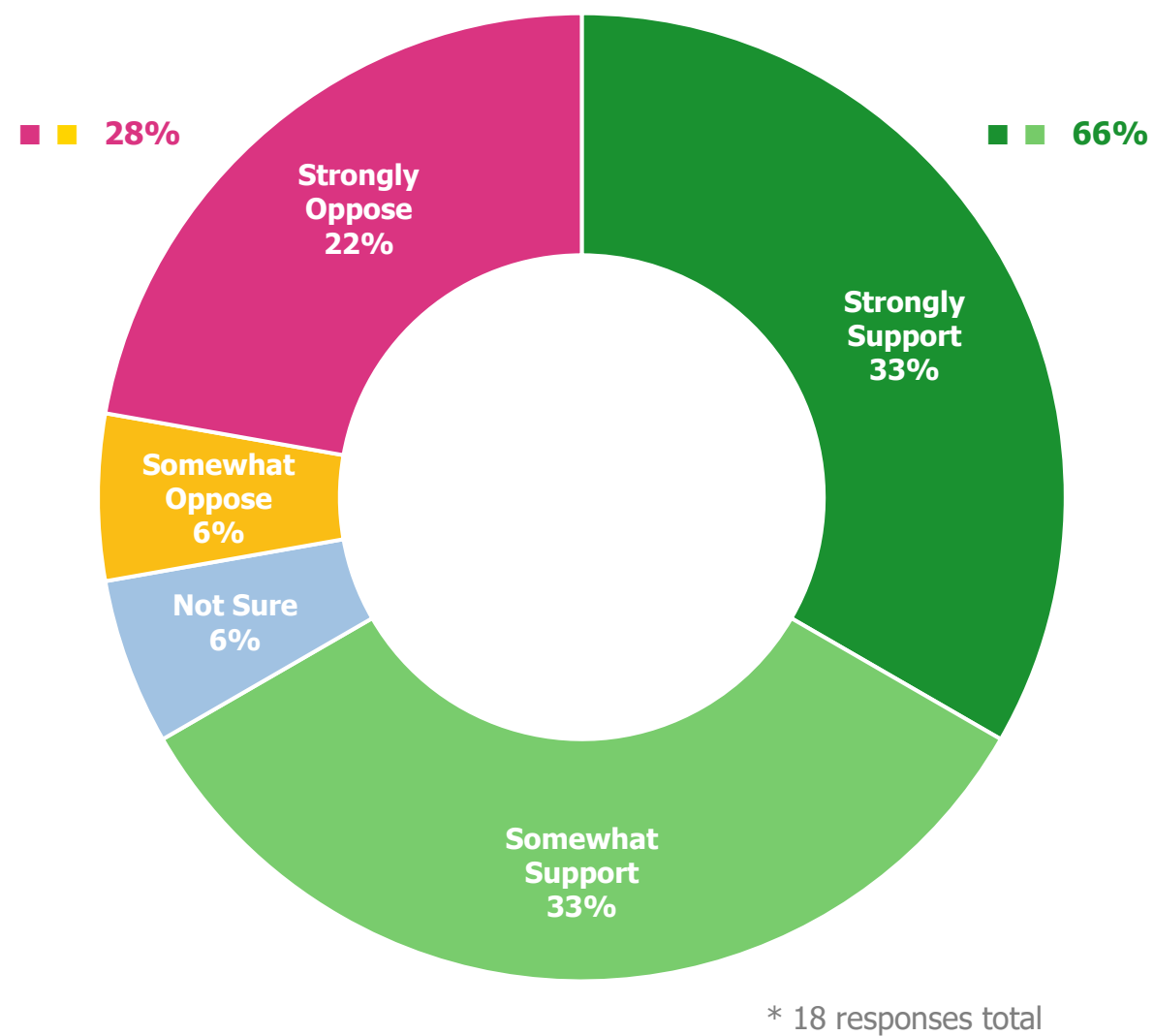


Figure 3.36 – Westy Survey #2 – Q7 - Support From Response Group

Q7 – Responses from those who omitted postcodes

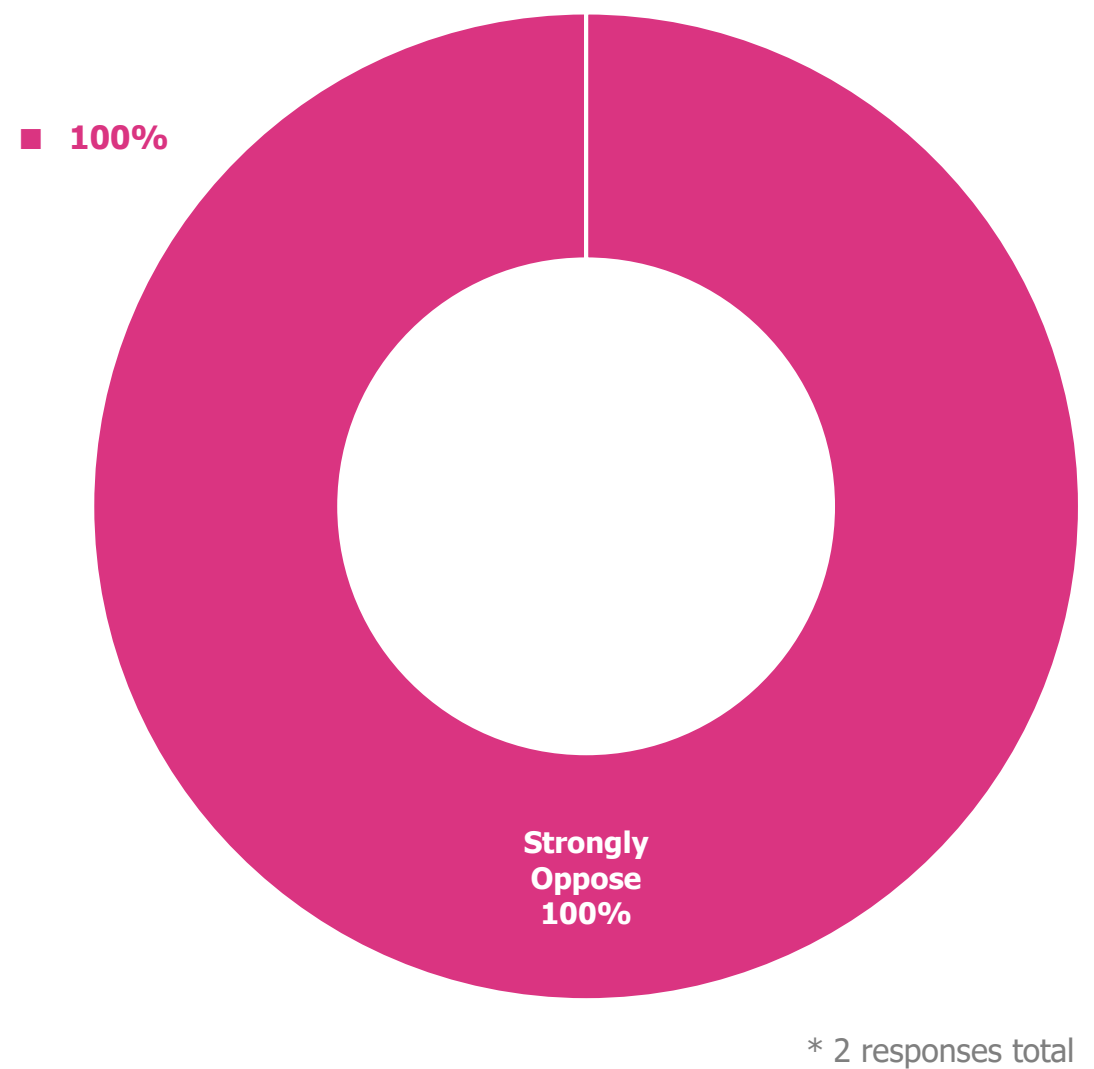
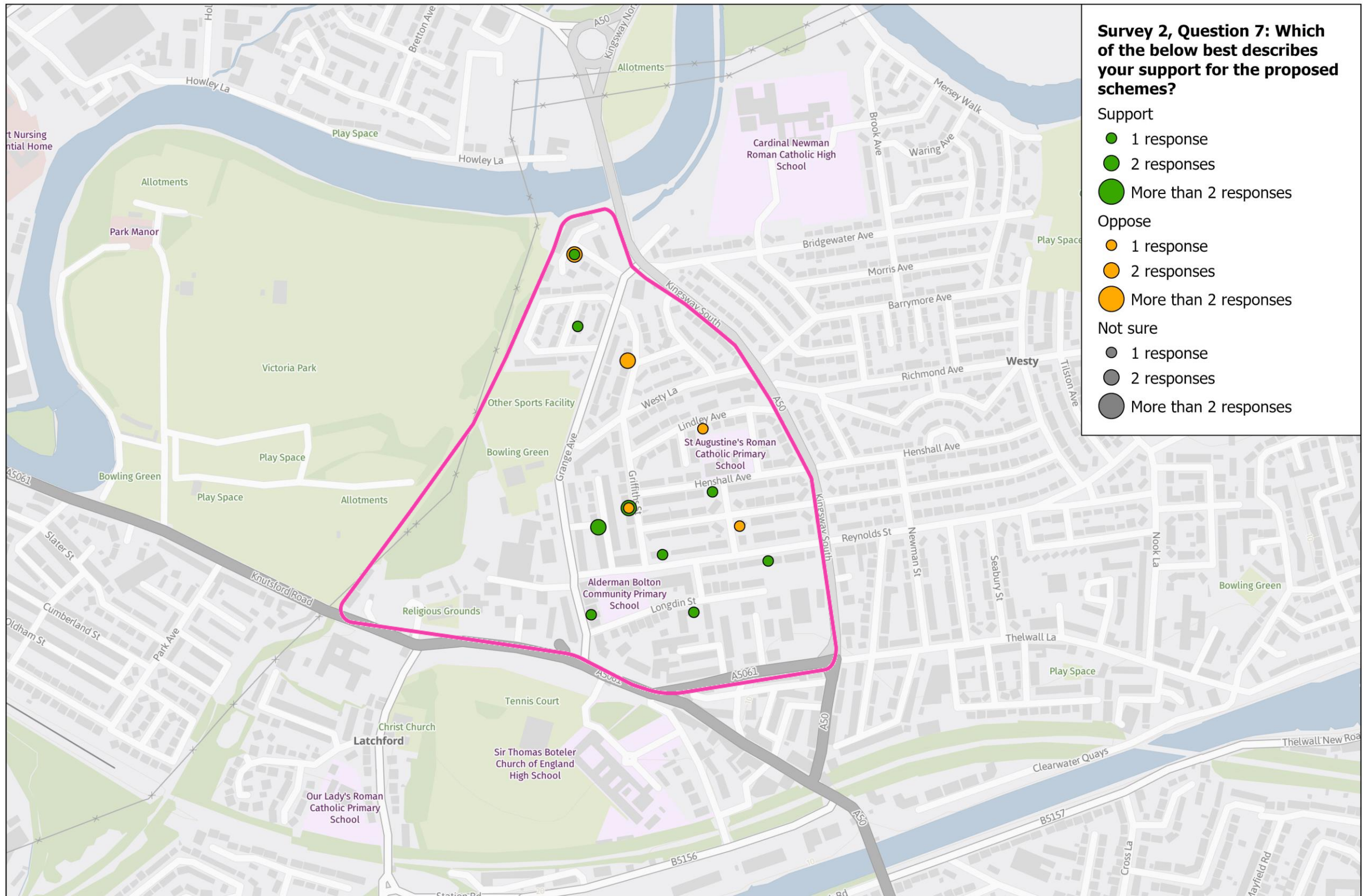


Figure 3.37 – Westy Survey #2 – Q7 - Support From Response Group

Q7 – Which of the below best describes your support for the proposed schemes?



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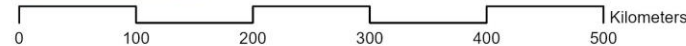
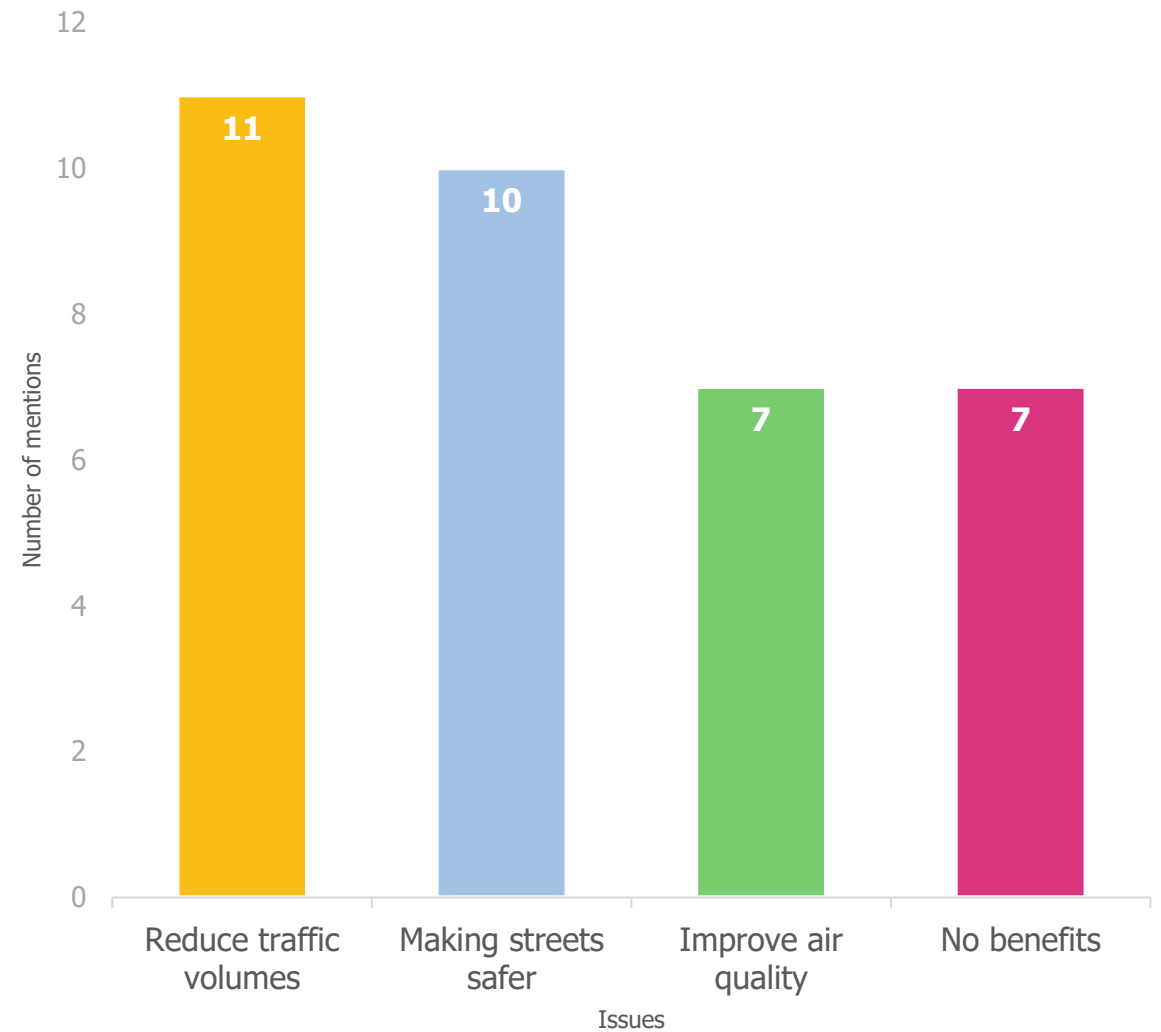


Figure 3.38 – Westy Survey #2 – Q7 – Spatial Distribution of Responses

Q8: What do you think would be the benefits of the proposed schemes?

Figure 3.39 shows the proposed schemes expected benefits by number of mentions from the full group of Survey #2 respondents.

Overall, 28 mentions of expected LTN benefits were recorded against 7 mentions of no expected benefits. In the following pages it is presented a breakdown of expected benefits by respondents groups to analyse feedback by age, gender, disability and other categories.

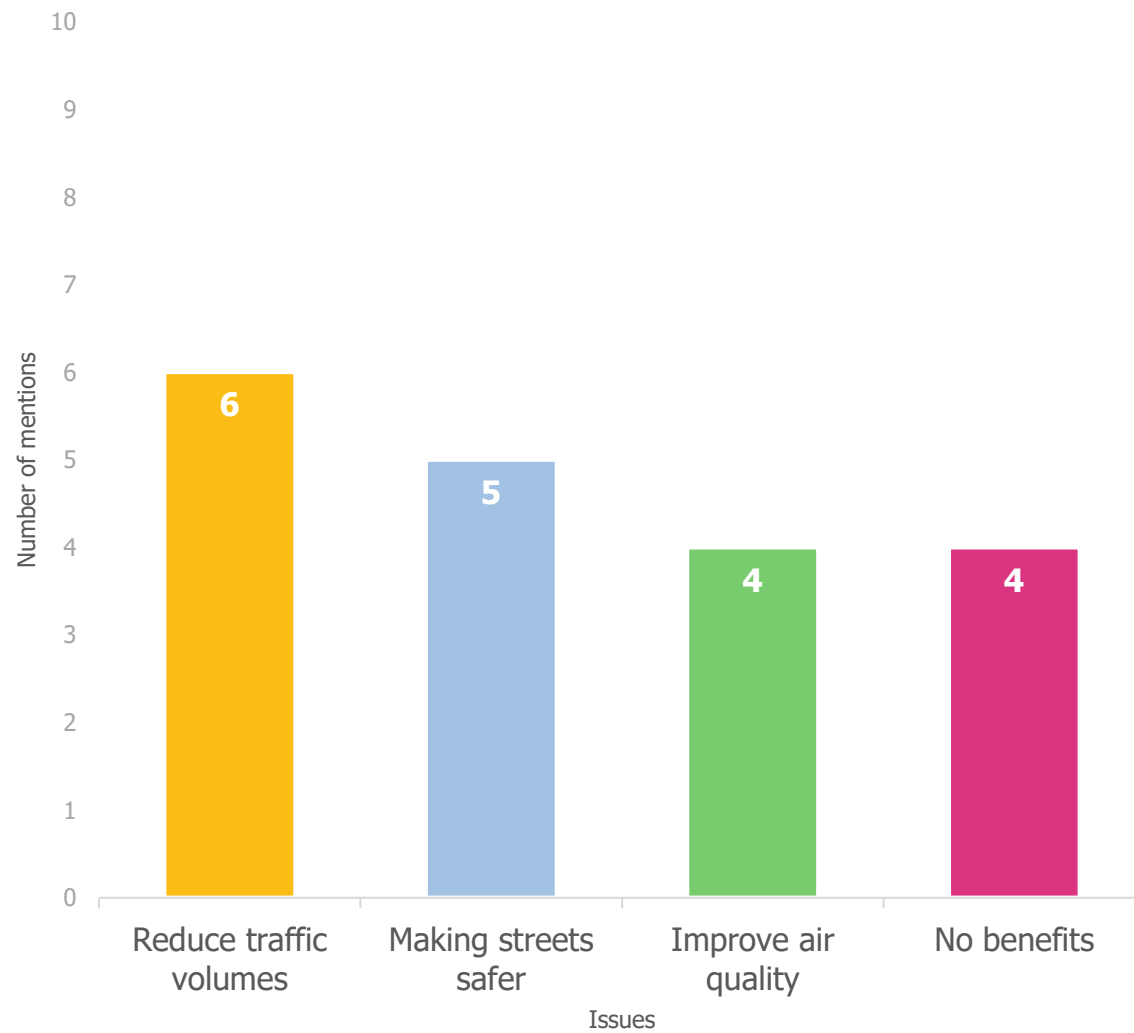


* 20 responses total

Figure 3.39 – Westy Survey #2 – Q8 - Overall Support of Proposed Scheme by Number of Mentions

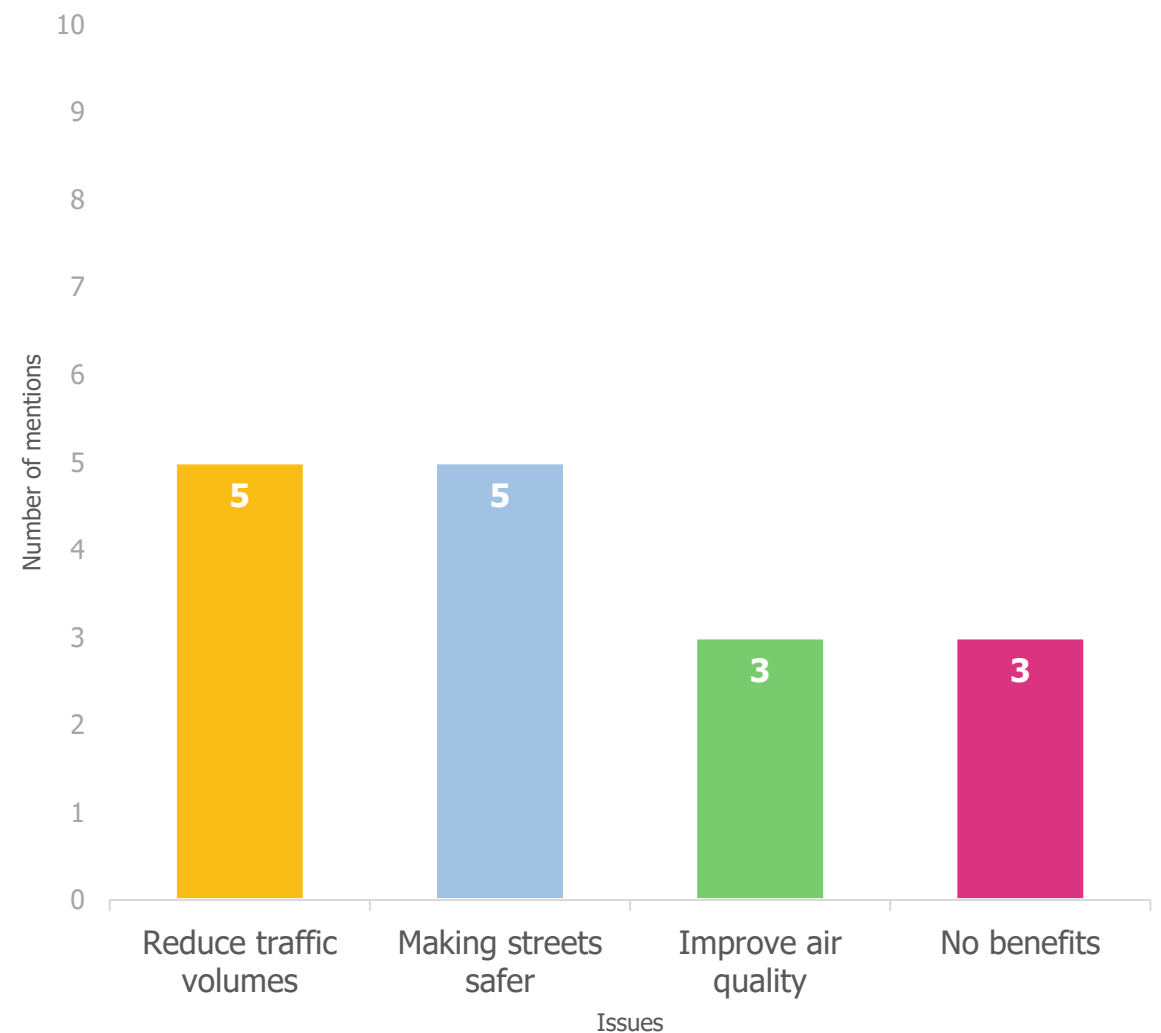
Q8: What do you think would be the benefits of the proposed schemes?

Q8 – Responses from those who filled Survey #1



* 11 responses total

Q8 – Responses from those who did NOT fill Survey #1



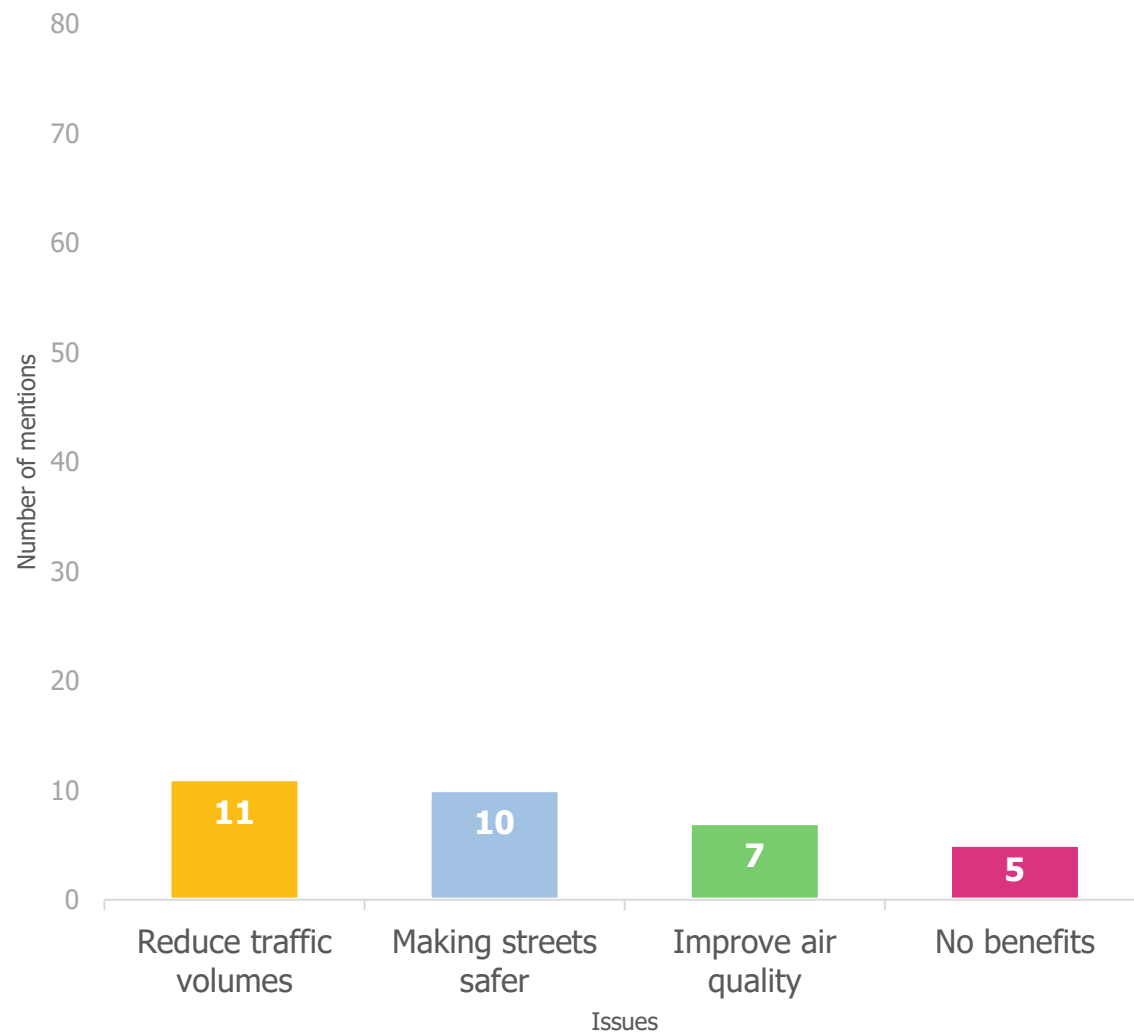
* 9 responses total

Figure 3.40 – Westy Survey #2 – Q8 – Support From Response Group

Figure 3.41 – Westy Survey #2 – Q8 - Support From Response Group

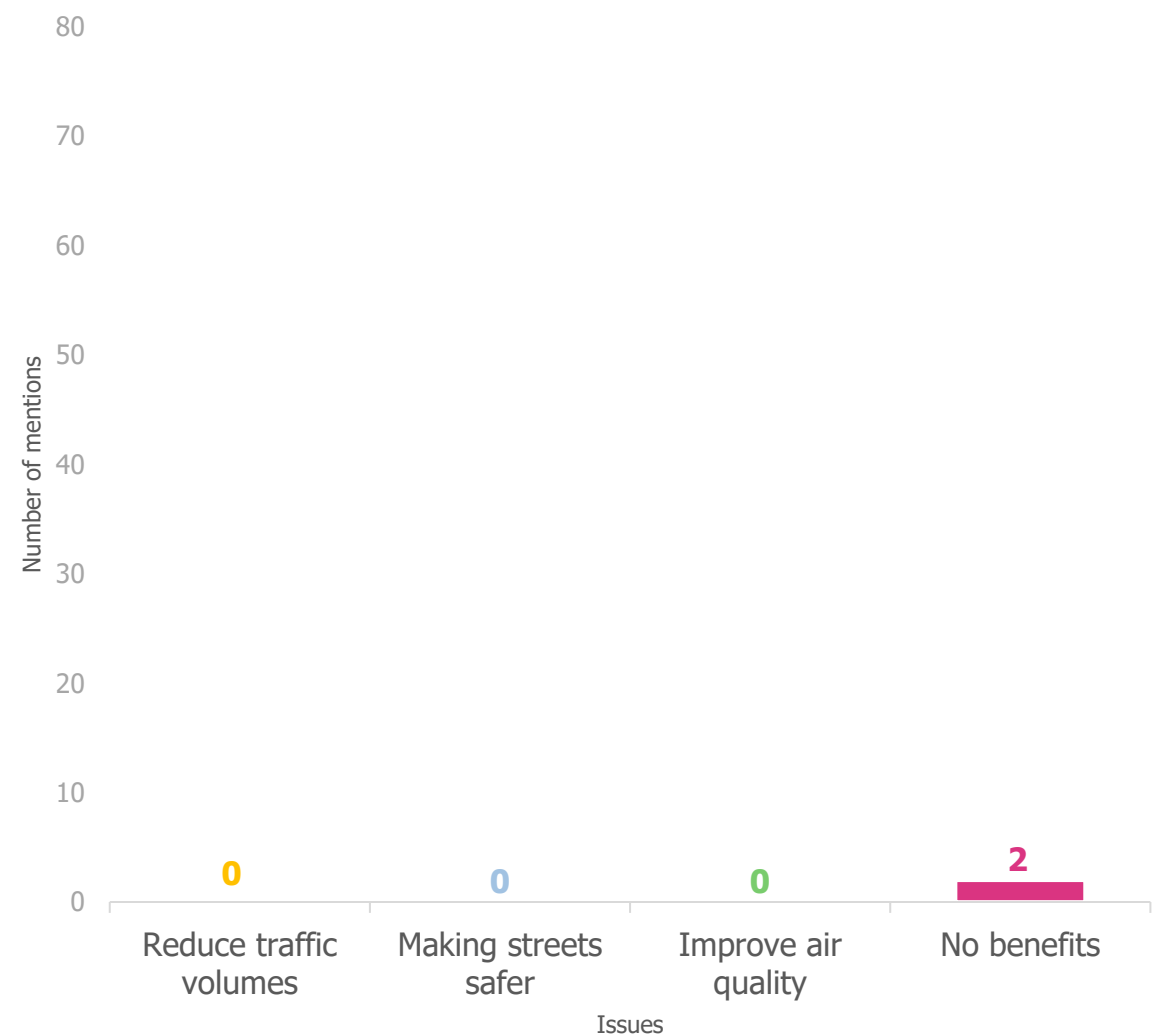
Q8: What do you think would be the benefits of the proposed schemes?

Q8 – Responses from residents (within pink line area)



* 18 responses total

Q8 – Responses from visitors / passing through people



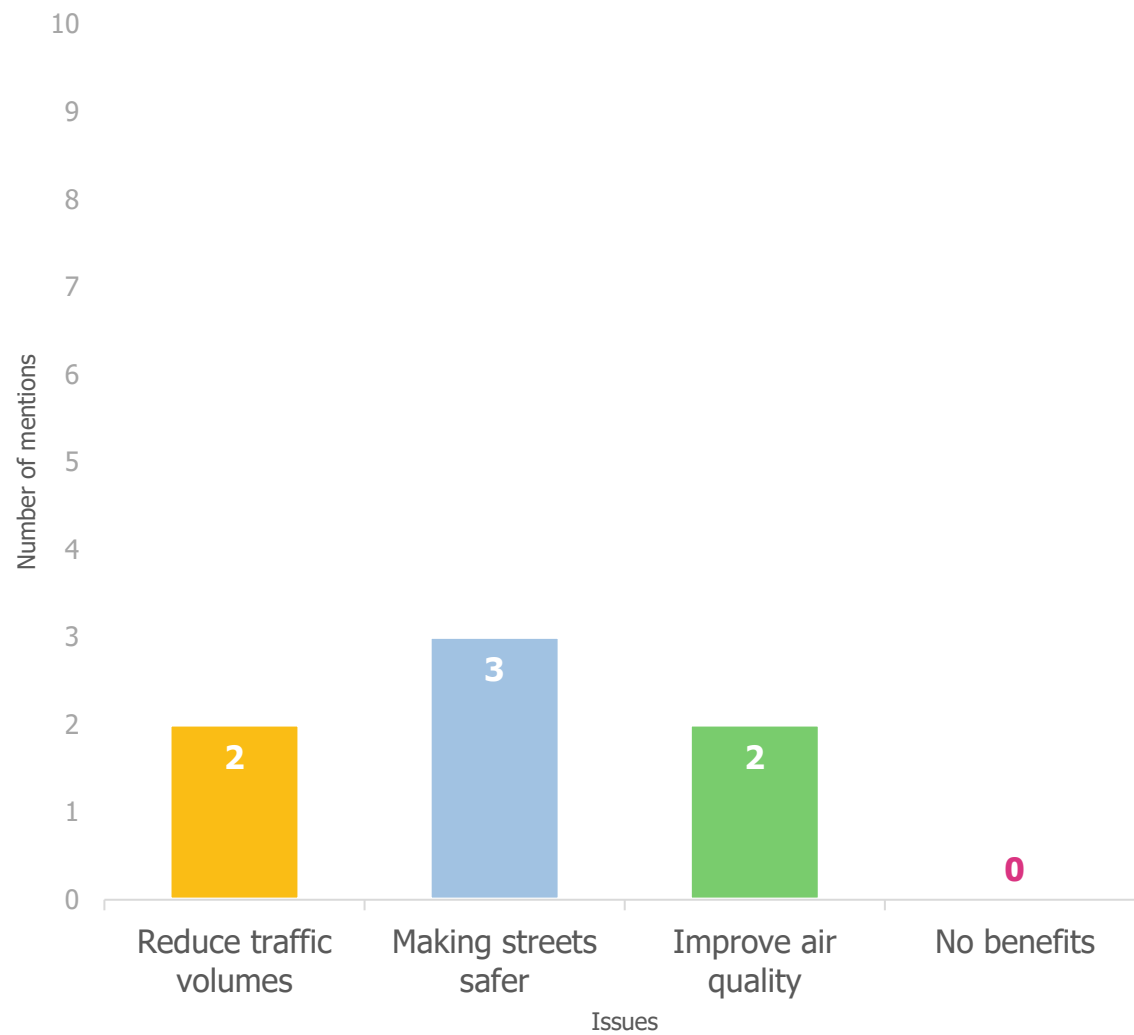
* 2 responses total

Figure 3.42 – Westy Survey #2 – Q8 - Support From Response Group

Figure 3.43 – Westy Survey #2 – Q8 - Support From Response Group

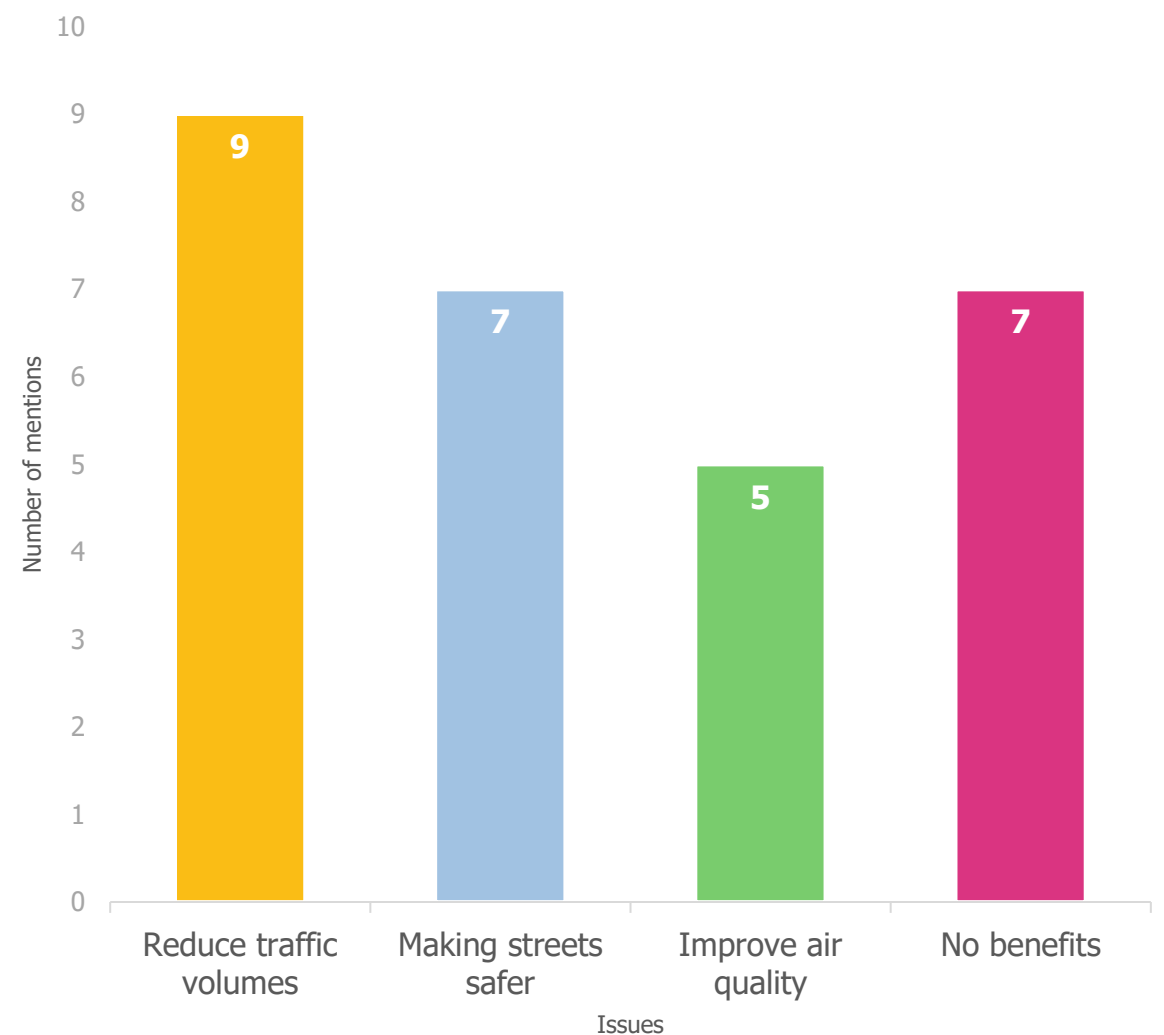
Q8: What do you think would be the benefits of the proposed schemes?

Q8 – Responses from over 65's



* 3 responses total

Q8 – Responses from under 65's



* 151 responses total

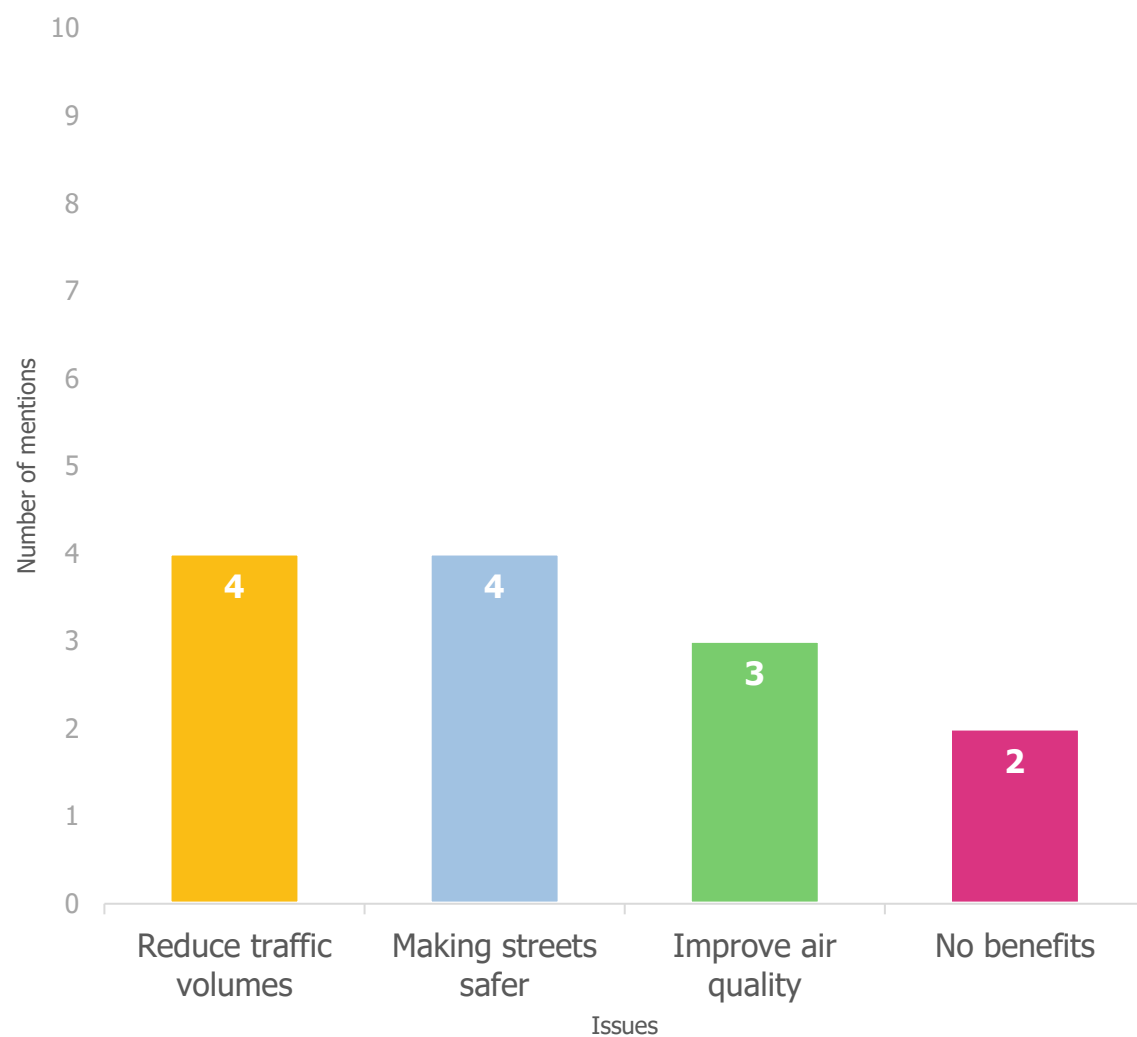
Figure 3.44 – Westy Survey #2 – Q8 - Support From Response Group

Figure 3.45 – Westy Survey #2 – Q8 - Support From Response Group

Q8: What do you think would be the benefits of the proposed schemes?

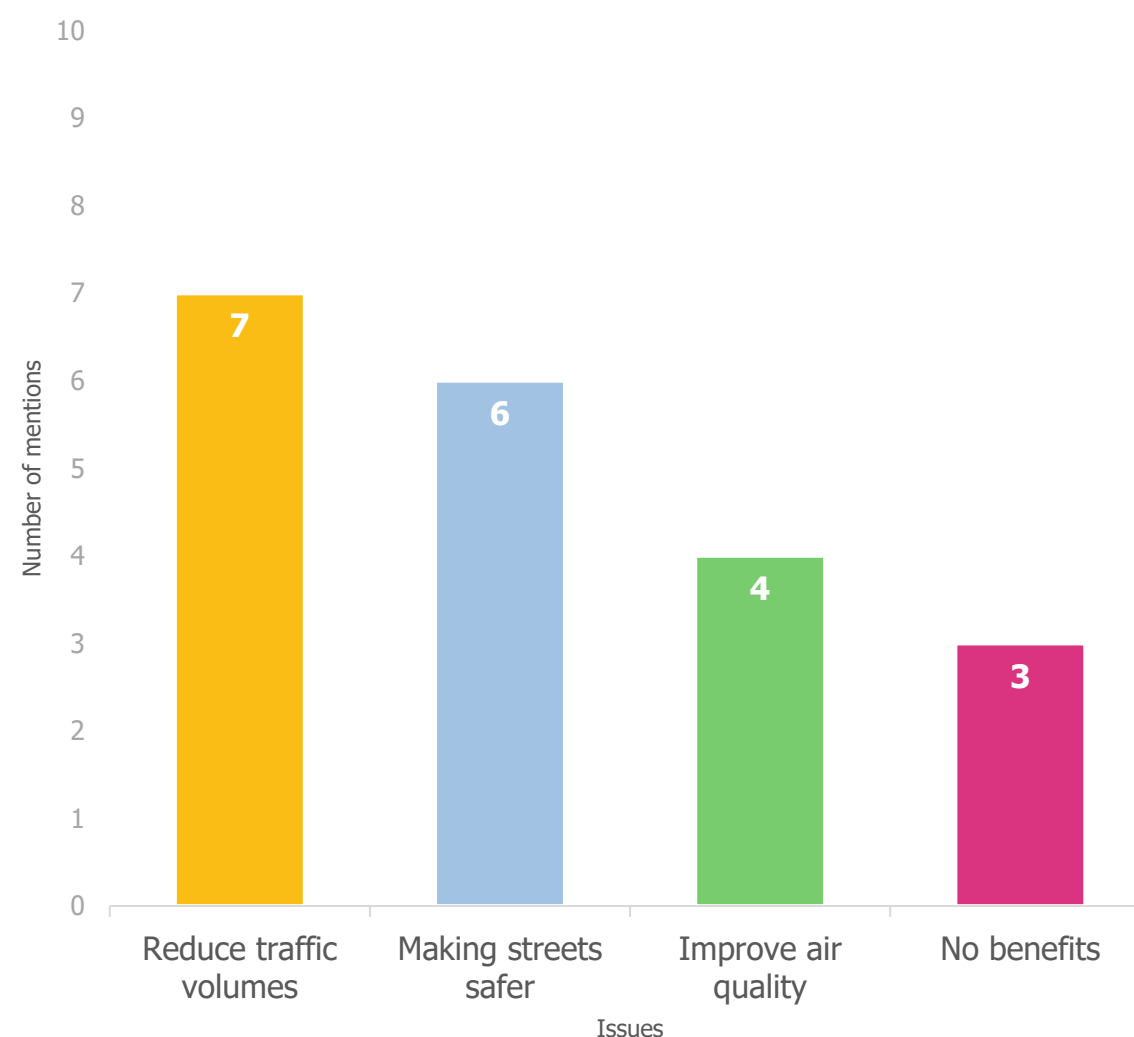
Q8 – Responses from male respondents

1 respondent did not disclose their gender and has not been included in the below graphs



* 7 responses total

Q8 – Responses from female respondents



* 11 responses total

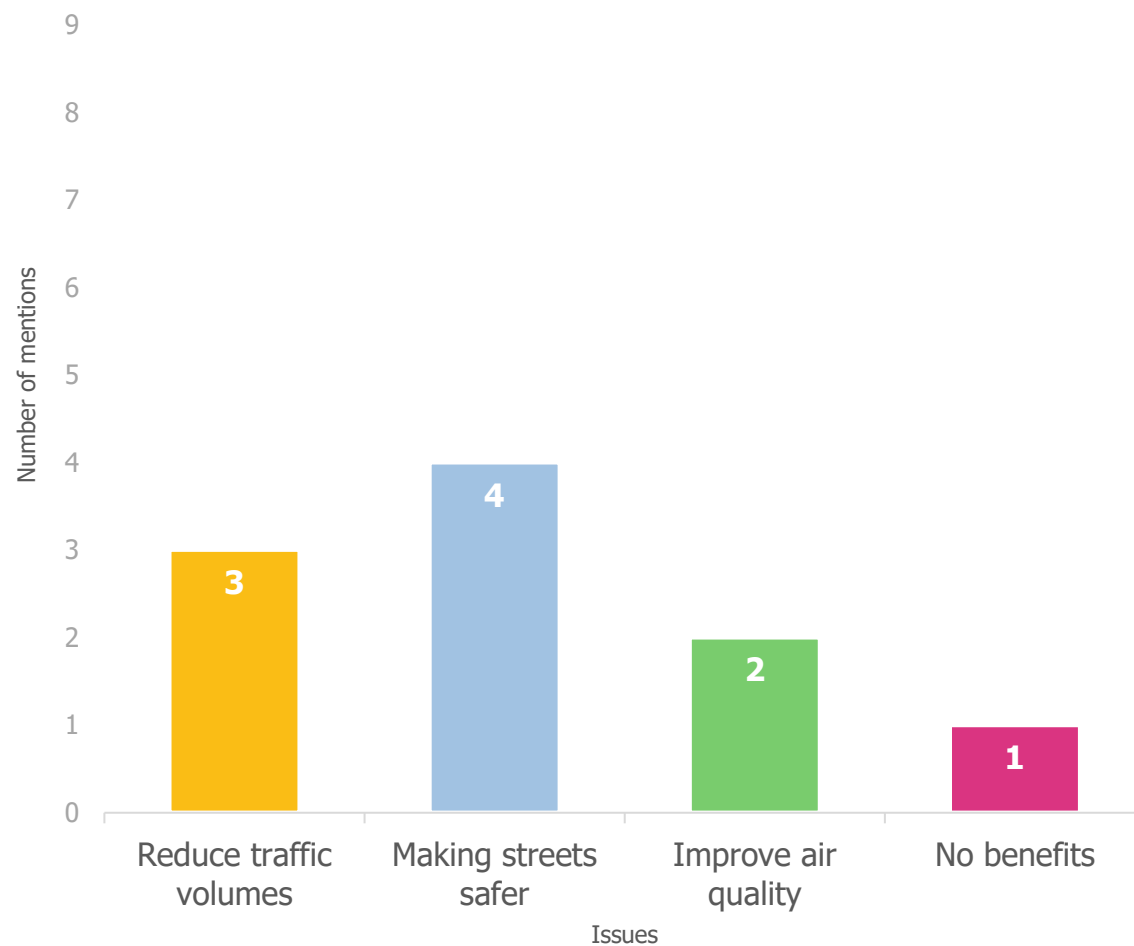
Figure 3.46 – Westy Survey #2 – Q8 - Support From Response Group

Figure 3.47 – Westy Survey #2 – Q8 - Support From Response Group

Q8: What do you think would be the benefits of the proposed schemes?

Q8 – Responses from respondents who consider themselves to have a disability

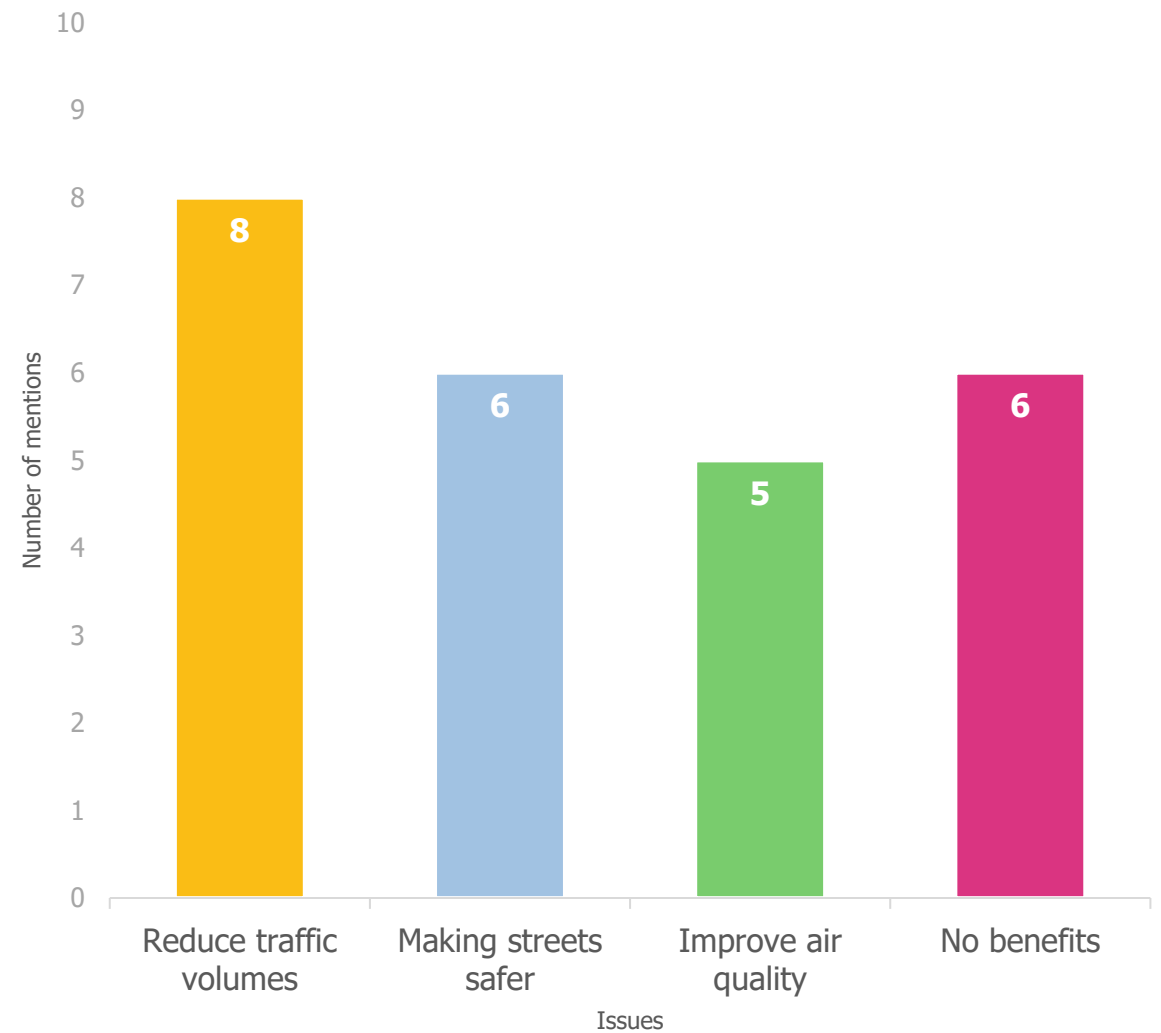
1 respondent did not disclose information about disability and has not been included in the below graphs



* 5 responses total

Figure 3.48 – Westy Survey #2 – Q8 - Support From Response Group

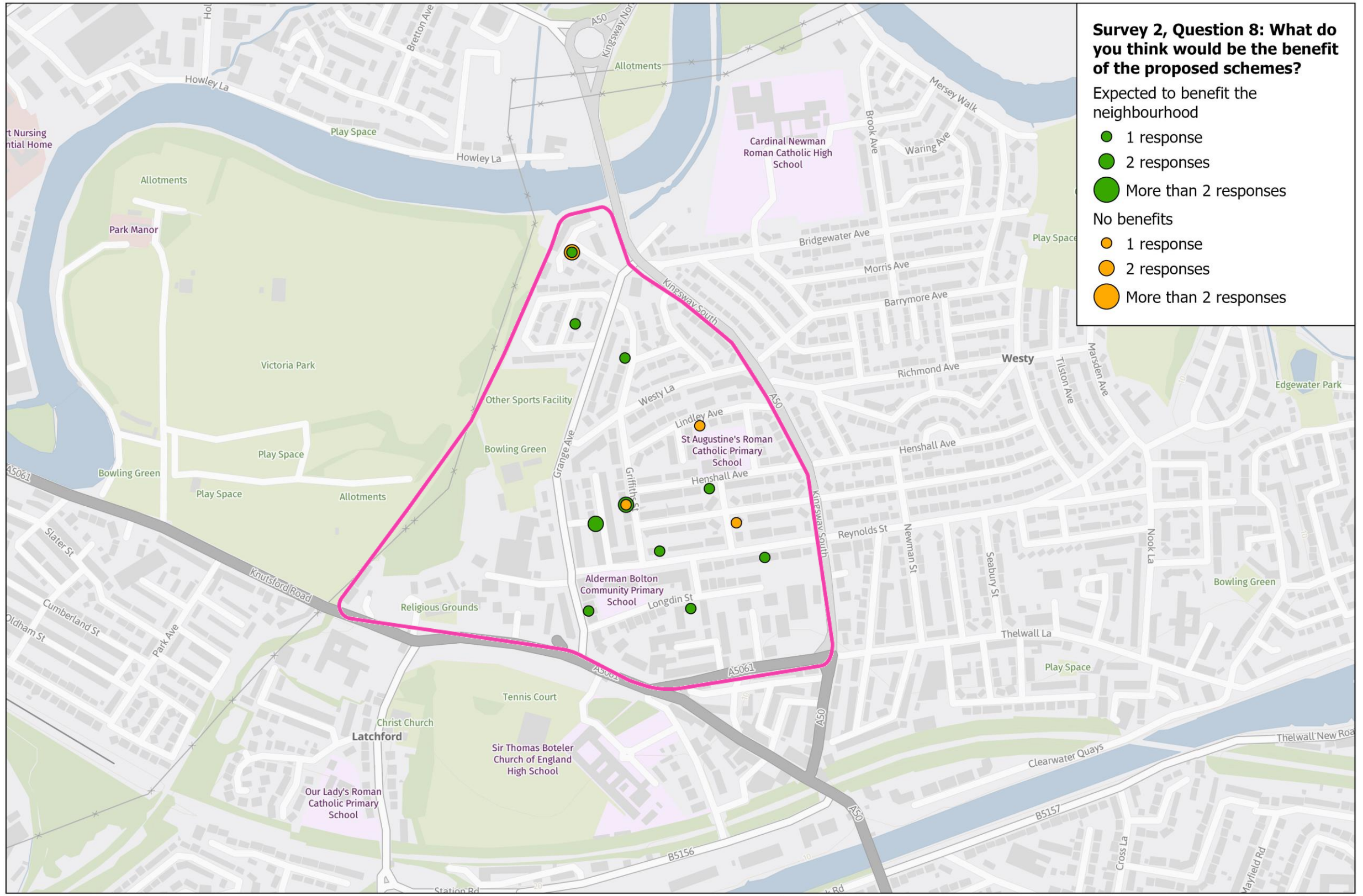
Q8 – Responses from respondents who do NOT consider themselves to have a disability



* 15 responses total

Figure 3.49 – Westy Survey #2 – Q8 - Support From Response Group

Q8 – What do you think would be the benefits of the proposed schemes?



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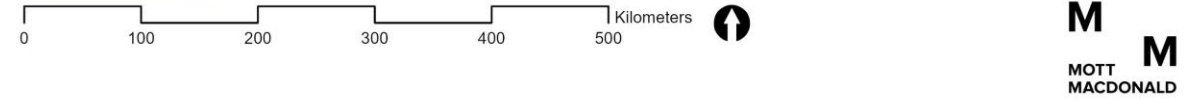


Figure 3.50 – Westy Survey #2 – Q8 – Spatial Distribution of Responses

Q9: What, if any, changes would you suggest making to the proposed schemes? – written responses summary

Through traffic

- **Concerns that schemes will push traffic into the surrounding area**
- Concerns about congestion and disruption whilst implementing the new system
- Suggested considering using one way systems to prevent rat-running traffic on all vertical roads
- Concerns that increased traffic on the remaining roads that are open will cause problems for people crossing on their way to school
- Address issues relating to motorway traffic, Kingsway is mentioned as a highly congested road when the M6 is closed

Speeding

- **Support enforcing the proposed systems as many current ones, such as one way streets, go ignored**
- Suggested to consider speed bumps and speed control measures where possible
- Suggested speed limits on Kingsway and Knutsford Road

Accessibility

- Concerns of the scheme causing **residents to have to exit the community boundary onto busy roads to reach schools and services** such as the dentist
- Consider residents only access and one-way systems on residential streets

Other issues mentioned

- **Provide sufficient cycle infrastructure to keep cyclists off pavements**
- Allocation of residents parking near schools needs to be addressed
- Implement a one way system on Grange Road to allow a two way cycle lane
- Concerns for safety due to double parking, blind spots, traffic speed
- Replace or remove half cut down trees in the area

Q9: What, if any, changes would you suggest making to the proposed schemes? – Key words.

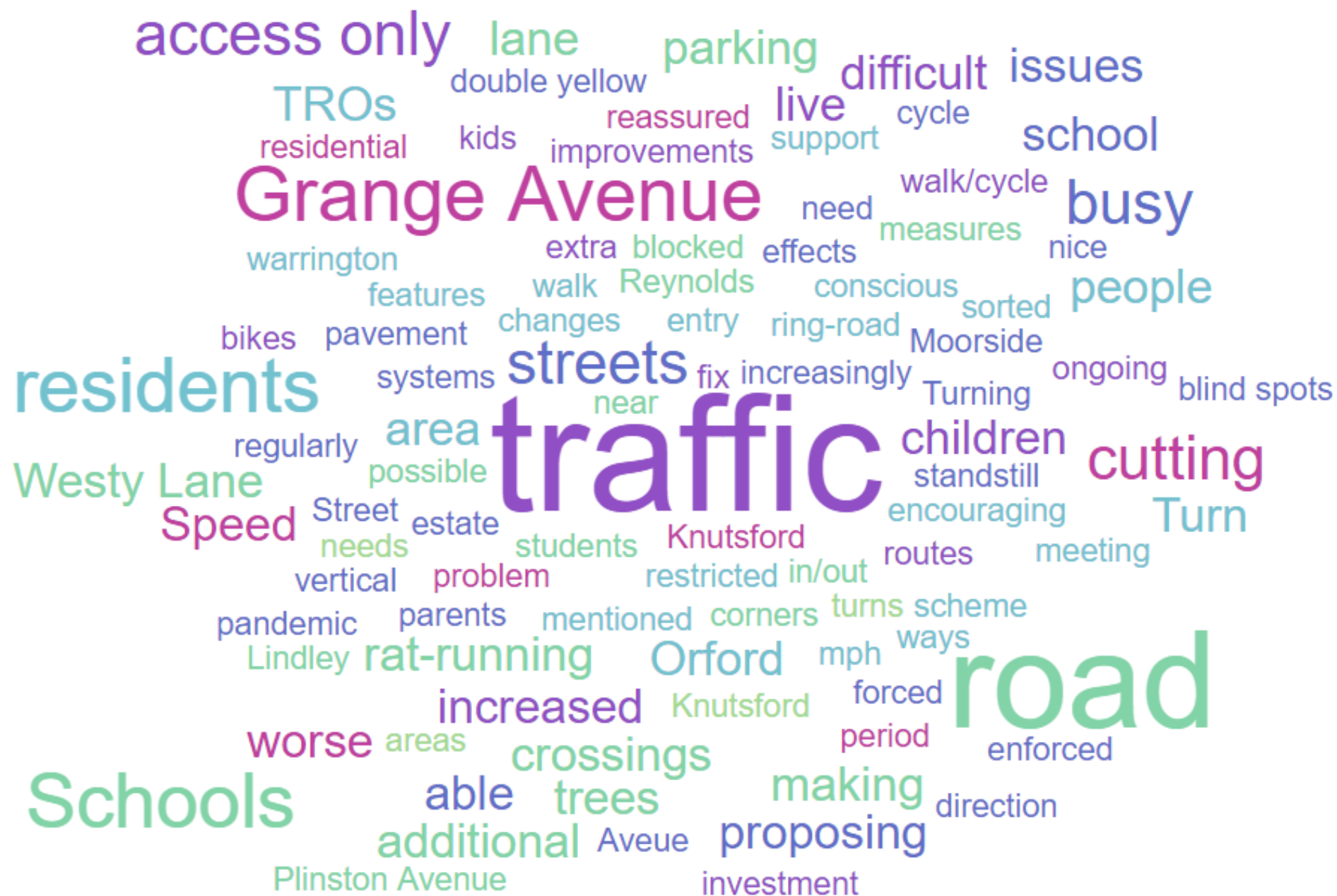


Figure 3.51 – Westy Survey #2 – Q9 Suggested Changes to Proposed Scheme – Key Words

Westy Public Consultation Event #2

Two in person events were held at Grange Sports & Social Club:

- Stage #1 – Introduction, issues & opportunities on Wednesday 10 November; and
- Stage #2 – Proposed schemes on Wednesday 01 December.

Stage #2 focused on presenting proposed schemes giving the public the opportunity to hear about the next stages of the Central 6 Streets Plan as well as to answer any questions.

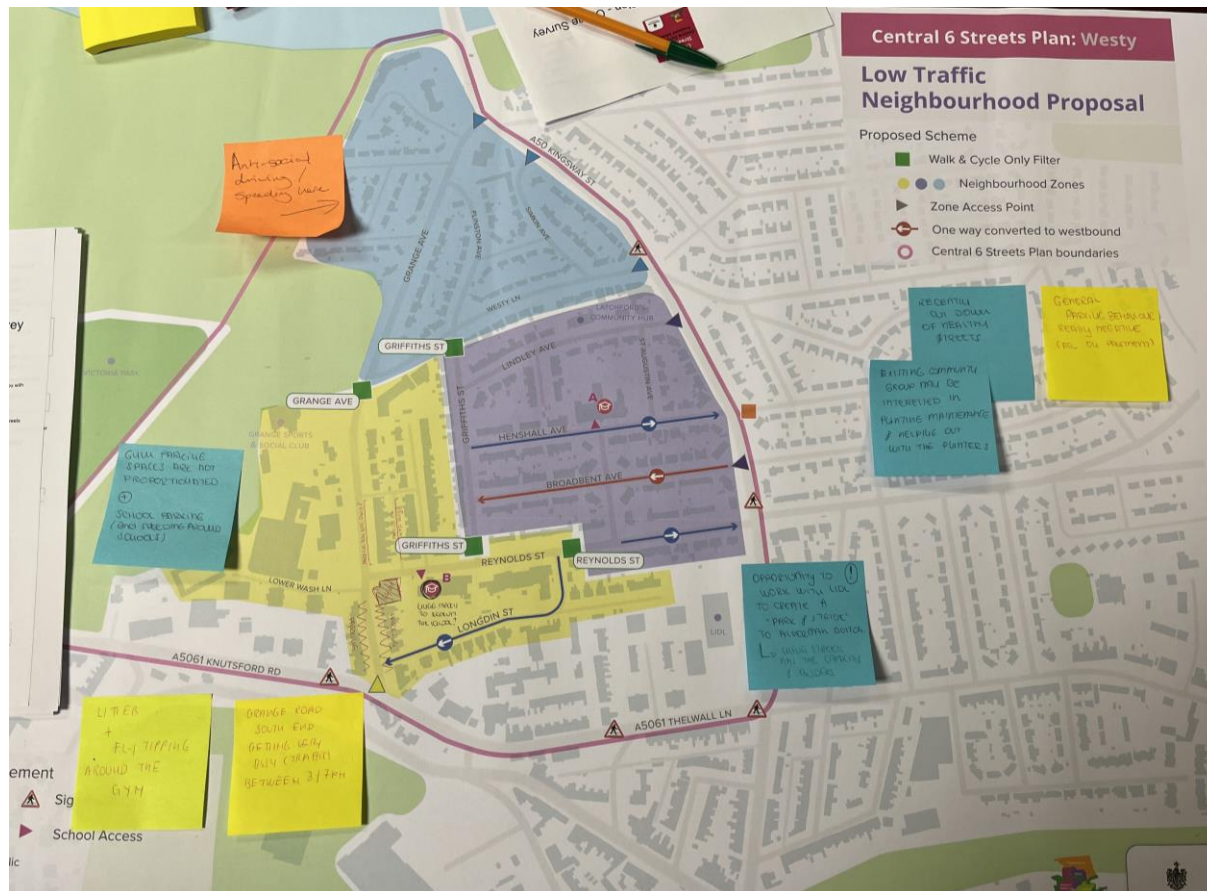


Figure 3.52 – Westy Public Consultation #2



Figure 3.53 – Westy Public Consultation #2

Key Consultation Comments



- Pavement parking is an issue across the neighbourhood but particularly around schools and the Hard Labour gym – general parking behaviour is anti-social across the neighbourhood.
- Clutter and fly-tipping on Grange Ave especially around the Hard Labour gym.
- There are existing community groups that may be interested in planters maintenance and generally helping out with green initiatives across the area.

Figure 3.54 – Westy Public Consultation #2 – Feedback

Westy - Survey #1 vs Survey #2

In Westy, Survey #1 received 24 responses and Survey #2 received 20 responses. Table 3.4 compares the two surveys key demographics breaking down the total number of responses by age, gender and disability.

Westy Survey Responses		Survey #1	Survey #2
Age	Under 16	0	0
	16-24	1	1
	25-34	6	4
	35-44	3	2
	45-54	5	5
	55-64	3	5
	65-74	5	2
	75+	0	1
	Prefer not to say	0	0
Gender	Male	7	7
	Female	16	11
	Prefer not to say	1	2
Disability	Yes	5	5
	No	18	15
	Prefer not to say	1	0

Table 3.4 – Westy Survey #1 vs Survey #2 Demographics

4. Conclusion

4. Conclusion

The public engagement exercise described within this document has been an important part of the development of the Central 6 Streets Plan schemes. It is anticipated that this document will be key part of the evidence base used to determine the preferred interventions in Orford and Westy.

The data and inputs collected from public consultation Stage 1 and 2 will also be used as baseline to compare the feedback that will be captured through the monitoring phase to evaluate the scheme impact.

The project will be delivered in both neighbourhoods in early Spring 2022 – as shown in Figure 3.55 below. At this stage the schemes will be implemented on a temporary basis to then allow for comprehensive monitoring – during which feedback from the local community will be collected to oversee changes in traffic routing and travel habits.

At the end of the monitoring phase, the project will be reviewed on the basis of the collected quantitative and qualitative data.

All public consultation materials, further details on the Central 6 Streets plan and progress updates are available on the WBC website at: warrington.gov.uk/central-6-streets-plan.

You are also invited to join the conversation with the hashtags on social media:

- #Central6StreetsPlan
- #BetterCleanerSaferOrford
- #BetterCleanerSaferWesty

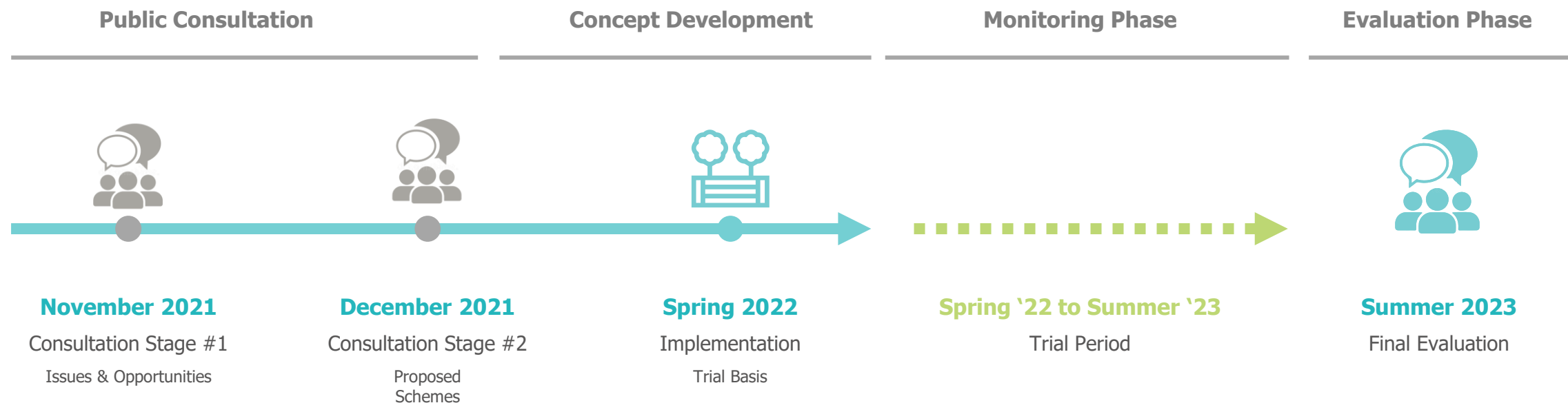


Figure 3.55 Central 6 Streets Plan – Indicative Implementation Timescale

5. Appendix

Appendix A – Consulted Scheme (Orford)

Central 6 Streets Plan: Orford

Low Traffic Neighbourhood Proposal

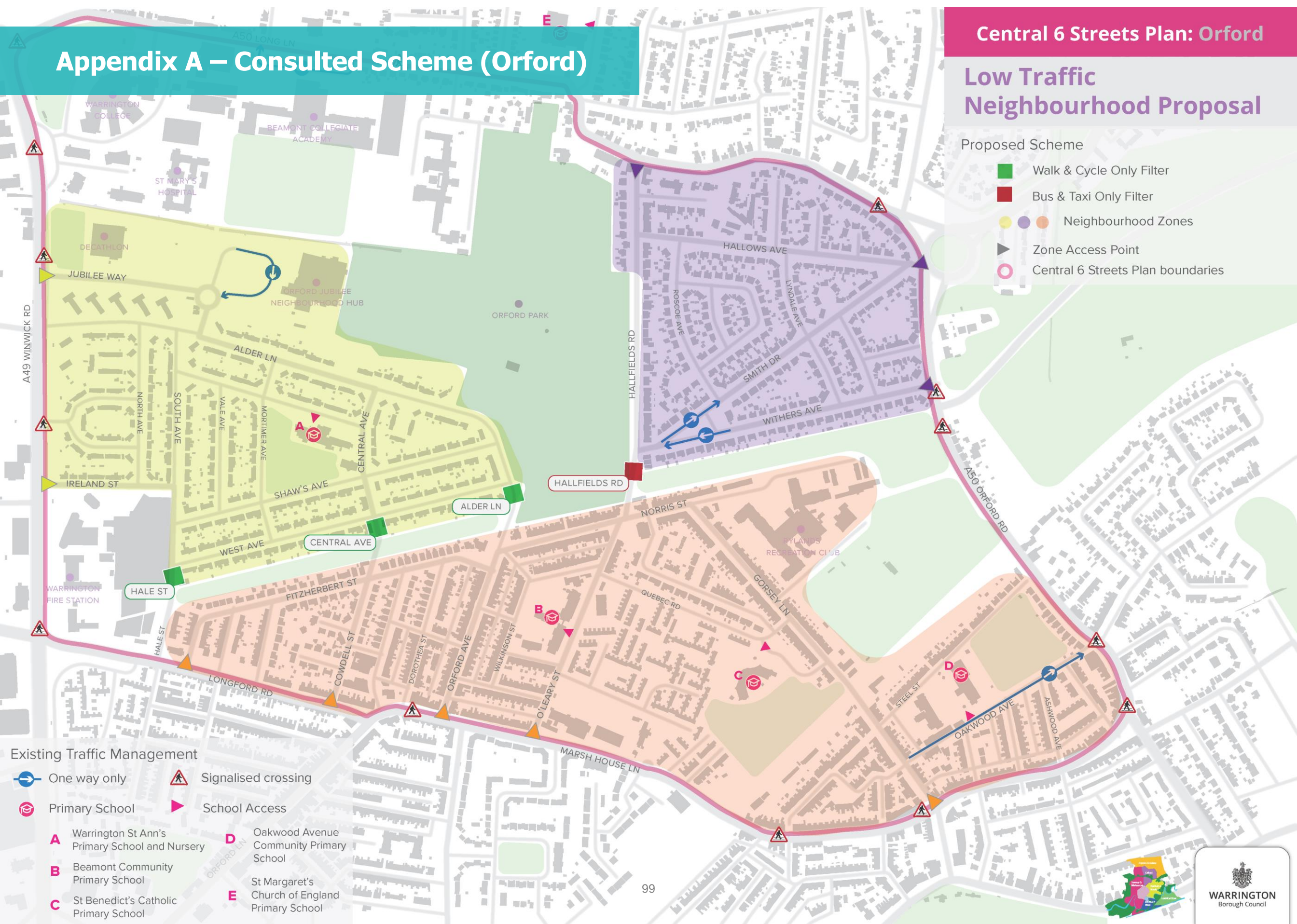
Proposed Scheme

- Walk & Cycle Only Filter
- Bus & Taxi Only Filter
- ● ● Neighbourhood Zones
- ▶ Zone Access Point
- Central 6 Streets Plan boundaries

Existing Traffic Management

- One way only
- ▲ Signalled crossing
- Ⓜ Primary School
- ▶ School Access

- A** Warrington St Ann's Primary School and Nursery
- B** Beamont Community Primary School
- C** St Benedict's Catholic Primary School
- D** Oakwood Avenue Community Primary School
- E** St Margaret's Church of England Primary School



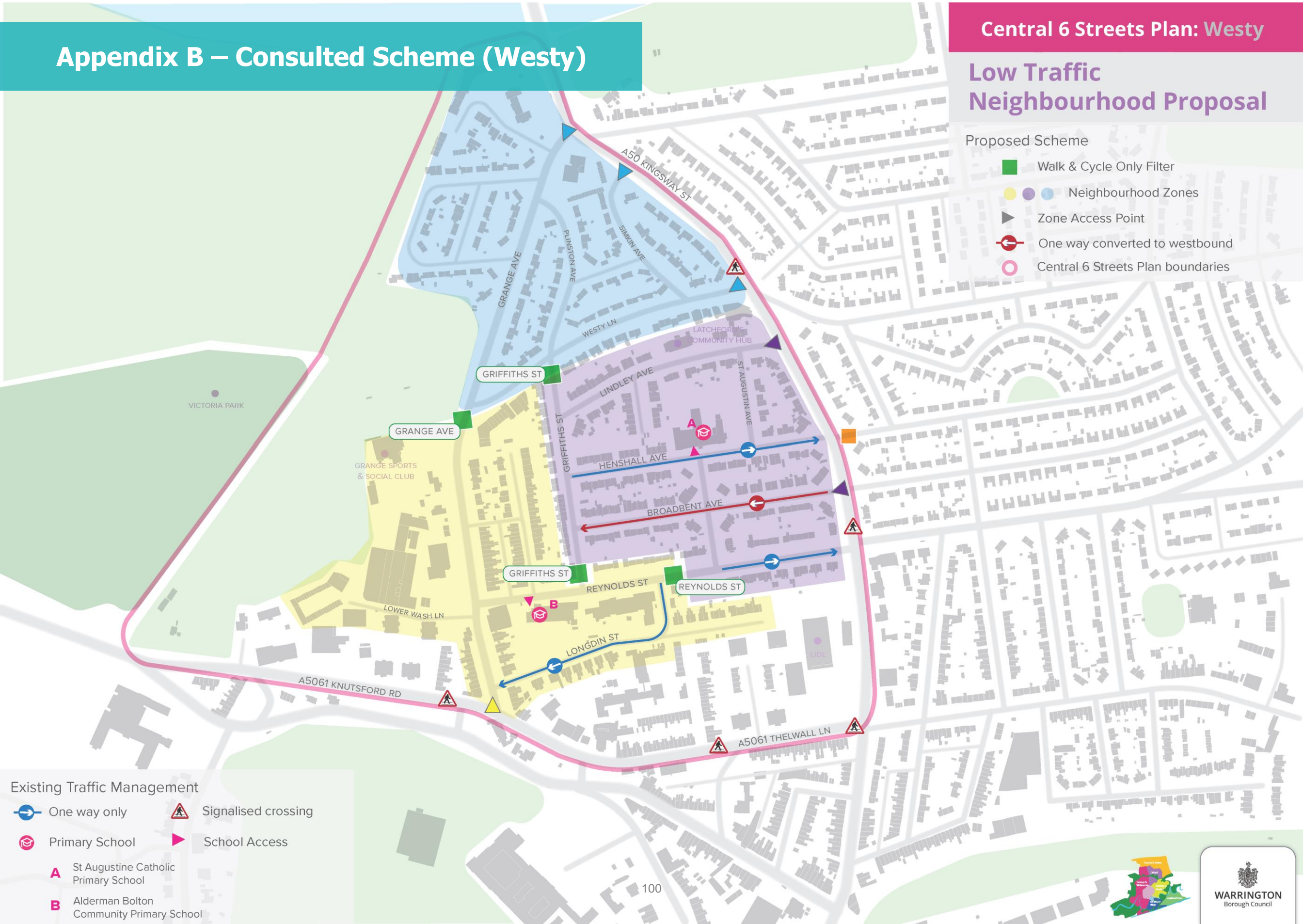
Appendix B – Consulted Scheme (Westy)

Central 6 Streets Plan: Westy

Low Traffic Neighbourhood Proposal

Proposed Scheme

- Walk & Cycle Only Filter
- ● ● Neighbourhood Zones
- ▶ Zone Access Point
- ↔ One way converted to westbound
- Central 6 Streets Plan boundaries



- #### Existing Traffic Management
- ↔ One way only
 - ⚠ Signalised crossing
 - 🎓 Primary School
 - ▶ School Access
 - A** St Augustine Catholic Primary School
 - B** Alderman Bolton Community Primary School



