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1 Introduction

1.1 Background

1.1.1 Halton Borough Council and the Merseyside region are heavily dependent on the existing Runcorn – Widnes (Silver Jubilee) bridge, but it can no longer cope with the heavy traffic flows that cause:

- an unacceptable number of personal injury accidents;
- congestion during peak periods; and
- regular gridlock over a wide area.

1.1.2 As traffic levels continue to increase, congestion will become worse and essential maintenance will become increasingly disruptive.

1.1.3 Halton Borough Council and the Mersey Crossing Group believe that a new Mersey crossing in Halton is essential as a solution to the problems associated with the existing bridge. The Mersey Crossing Group was formed to promote a new Mersey crossing and to guide the development of the project. The Group comprises Halton Borough Council, Liverpool City Council, the Metropolitan Borough Councils of Knowsley, St Helens, Sefton and Wirral, Warrington Borough Council, Merseytravel, English Partnerships, Halton Chamber of Commerce and Enterprise, other local Chambers of Commerce and Peel Holdings.

1.1.4 The main objectives of a New Mersey Crossing are:

- to relieve the Silver Jubilee Bridge;
- to maximise development opportunities;
- to improve public transport links across the river; and
- to encourage the increased use of cycling and walking.

1.1.5 In July 2001, the Mersey Crossing Group appointed Gifford and Partners as Project Manager and Lead Consultant to undertake further studies necessary to take the project forward. This includes a comprehensive Environmental Impact Assessment (EIA) to inform decisions on the preferred route option and bridge form, as well as detailed design work.

1.1.6 An important component of the EIA is to consult with relevant stakeholders including local residents, businesses, travellers, regional partners, local authorities, transport providers and user groups, environmental interest and statutory bodies. Effective consultation will ensure a scheme is developed that is widely acceptable.

1.1.7 The consultation process has been carried out in defined stages. Stage One focused on current perceptions of the Silver Jubilee Bridge and travel needs. This has now been reported (New Mersey Crossing Consultation – Stage One). The report details: current use of the bridge; problems using the
Introduction

bridge and their impacts; suggested improvements to the bridge; support for a new crossing; and expectations and potential impacts of a new crossing.

1.1.8 The Stage One public consultation also included initial perceptions regarding a number of possible crossing options. However, the selection of a preferred route option was not an objective at this stage.

1.1.9 Following the completion of Stage One, detailed research provided an assessment of the impact of each of the route options. Stage Two therefore concentrated on detailed discussions of the routes, including: probable impacts; advantages; disadvantages; and the identification of a preferred crossing route.

1.1.10 A combination of qualitative and quantitative techniques were used for Stage Two. Initial qualitative research with the identified stakeholder groups generated detailed views regarding the proposed route options. In addition, a large-scale postal survey was conducted to determine preference for a route option with a larger sample.

1.1.11 It was clear from the consultation that respondents are supportive of a new crossing. Congestion problems on the current bridge have a great impact on residents and businesses in the Borough of Halton, and improvement is vital. In addition, the bridge also acts as a barrier to both residents and businesses on opposite sides of the river, making it difficult for them to socialise and work together.

1.1.12 The research indicated that Halton Borough Council could expect to secure public support for a new crossing at either Option 3 or Option 3A. However, if the Council were to select Option 1 or Option 2 they would need to clearly communicate their reasons and have strong reasons for their choice. Option 1, in particular, would not be a popular choice (Report – New Mersey Crossing Consultation – Stage Two).

1.2 Current Situation

1.2.1 Halton Borough Council submitted a bid for the new crossing, with a preferred route that runs from the Central Expressway in Runcorn to the Eastern Bypass in Widnes (Route 3A), to the Department for Transport in July 2003.

1.2.2 In December 2003 the Government gave its support in principle to the bid by classifying the work done to date as “Super Work in Progress”.

1.2.3 Following this, detailed discussions took place early in 2004 between the Department for Transport, Halton Borough Council and Gifford and Partners.

1.2.4 Halton Borough Council agreed to carry out further studies in a number of areas, including environmental assessments, impact on the wider traffic
network and, while the Council still supports an untolled crossing, the feasibility of tolling.

1.2.5 Additional consultation was conducted with residents, businesses and users of the bridge to obtain respondents' views regarding the implementation and expected impact of tolls on the Mersey Gateway and/or the Silver Jubilee Bridge (New Mersey Crossing Tolling Feasibility Study – Focus Groups, New Mersey Crossing Tolling – Quantitative Research).

1.2.6 As part of the Environmental Impact Assessment, a Social Impact Assessment for the Mersey Gateway is required. This needs to include expected social impacts both during the building of the bridge and after completion.

1.2.7 MVA have thus been commissioned by Gifford and Partners to provide information to assist in the production of the Environmental Impact Assessment for the Mersey Gateway.

1.2.8 The research will investigate how people perceive their local area, how people make use of the space around them, the local facilities they use and how involved they are in community activities. Additional social research that will be conducted later in the development of the EIA will determine stakeholders' concerns regarding impacts during building of the bridge and after completion.

1.3 This Report

1.3.1 This report focuses on the local facilities people use and how they make use of the space around them. It contains information on the demographic statistics of the area and location of community facilities; in addition it details the findings of a survey to determine residents' main travel patterns to key destination types. The aim of the survey was to determine the use of community facilities and frequently made trips to key destination types and was conducted in order to map how people use the space in their local areas. This information will enable an understanding of the impact of the bridge on disruption to daily living and community infrastructure. If this detailed understanding is available then effective mitigation measures can be designed and implemented.
2 Background Statistics

2.1 Introduction

2.1.1 Halton Borough is located on both sides of the River Mersey at its lowest bridging point. Halton consists of two towns, Runcorn and Widnes that were formally joined following national reorganisation of local government and are geographically linked by the Silver Jubilee Bridge. Figure 2.1 shows the location of Halton.

![Map of Halton](image)

**Figure 2.1 Map of Halton**

2.1.2 Halton is an urban and industrial area and its population and economy relies heavily on the current Silver Jubilee Bridge. This bridge has been in operation for 44 years and during this time it has been widened to four lanes to cope with increasing traffic demands.

2.1.3 As you would expect the population density (persons per hectare) of Halton has dramatically risen over the last century. The increase in population density in Halton has risen faster than the national average since 1801, which suggests that Halton is growing and continues to have a buoyant economy. The link between Widnes and Runcorn is of extreme importance and a new crossing over the River Mersey would allow better access to main motorway networks.

2.2 Halton Wards

2.2.1 Halton consists of 21 borough wards. A detailed map showing the wards in Runcorn and Widnes areas can be seen in Figure 2.2. There are 10 wards on the northern (Widnes) side of the borough and 11 on the southern (Runcorn) side.
2.3 Current Population of Halton

2.3.1 Halton is currently the most densely populated district in Cheshire, with 14.9 persons per hectare; with density increasing over the last ten years. According to the mid 2003 population estimates, there were 118,300 people residing in Halton, of whom 48.3 per cent were male and 51.7 per cent were female. Children under five accounted for six per cent of the population in Halton and 16.1 percent of the resident population were of retirement age (65 and over [males] and 60 and over [females]).

2.3.2 Table 2.1 details the age profile for the borough based on 2001 Census statistics. The average age of the resident population of Halton was 37.2 years, this compared with an average age for England and Wales of 38.6 years.
Table 2.1  Resident Population by Age / Gender Group

<table>
<thead>
<tr>
<th>Age</th>
<th>2001 Census</th>
<th>% of Overall population</th>
<th>North West average</th>
<th>% of Male population</th>
<th>% of Female population</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4</td>
<td>7,152</td>
<td>6.0%</td>
<td>5.9%</td>
<td>6.3%</td>
<td>5.8%</td>
</tr>
<tr>
<td>5-14</td>
<td>16,678</td>
<td>14.1%</td>
<td>13.4%</td>
<td>14.9%</td>
<td>13.4%</td>
</tr>
<tr>
<td>15-29</td>
<td>22,891</td>
<td>19.4%</td>
<td>18.4%</td>
<td>19.6%</td>
<td>19.1%</td>
</tr>
<tr>
<td>30-44</td>
<td>26,188</td>
<td>22.2%</td>
<td>22.1%</td>
<td>22.0%</td>
<td>22.3%</td>
</tr>
<tr>
<td>45-59</td>
<td>23,818</td>
<td>20.1%</td>
<td>19.1%</td>
<td>20.5%</td>
<td>19.8%</td>
</tr>
<tr>
<td>60-74</td>
<td>14,580</td>
<td>12.3%</td>
<td>13.7%</td>
<td>12.3%</td>
<td>12.4%</td>
</tr>
<tr>
<td>75+</td>
<td>6,908</td>
<td>5.8%</td>
<td>7.4%</td>
<td>4.4%</td>
<td>7.2%</td>
</tr>
<tr>
<td>Total</td>
<td>118,215</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2.3.3 At the time of the Census in April 2001, the resident population of Halton consisted of 47,948 households with an average household size of 2.4 people.

2.4 Disability

2.4.1 The limiting long-term illness question used in the 2001 Census is a self assessment of whether or not a person has a limiting long-term illness, health problem or disability that limits their daily activities or the work they can do, including problems that are due to old age. Census 2001 statistics for Halton show that 21.5% of the population classified themselves as having a limiting long-term illness.

2.4.2 Figures have been calculated based on the Lower Layer Super Output Area (SOA), which allows geographical patterns to be identified and is most appropriate, as it is the most consistent in population size and is therefore more suited for this approach. SOA's are a new geographic hierarchy designed to improve the reporting of small area statistics. Lower layer SOA's have a minimum population of 1000, a mean population of 1500 and are built up from groups of Output Areas (four to six) and constrained by the boundaries used in the 2001 census. In addition, the figures quoted in all maps showing statistics at SOA are from the April 2001 Census.

2.4.3 Figure 2.3 shows the location of high concentrations of people with limiting long term illness. The map shows that there are a number of SOAs both north and south of the borough with up to 32% of the resident population classifying themselves as having a limiting long term illness.
2.5 Ethnicity

2.5.1 Census 2001 statistics showed that 98.79% of the population of the borough classed themselves as White (97.62% White British, 1.18% White Irish/Other). This means that 2.43% of the population classified themselves as either black, minority ethnic or of mixed ethnicity.

2.5.2 Figure 2.4 shows the proportion of Black and Minority Ethnic (BME) people in each SOA. It can be seen, that Upton in Widnes and areas close to the Silver Jubilee Bridge and Runcorn East Train Station in Runcorn have the highest incidence of BME individuals.

2.6 Indices of Deprivation

2.6.1 In 2004 the Office of the Deputy Prime Minister (ODPM) released updated indices of deprivation (ID 2004). The new Index of Multiple Deprivation contains seven domains with varying weights applied to them. These domains relate to income deprivation (22.5%), employment deprivation (22.5%), health deprivation and disability (13.5%), education, skills and training deprivation (13.5%), barriers to housing and services (9.3%), crime (9.3%) and living environment deprivation (9.3%). Numerous components contribute to each of these domains.

2.6.2 A score is calculated for each area; a low ranked score indicates greater deprivation - the most deprived Local Authority is indicated by a rank of 1. According to the 2004 English Indices of Multiple Deprivation, Halton has an overall rank of 21 out of 354 local authorities.

2.6.3 Figure 2.5 details the Indices of Multiple Deprivation for each of the SOAs in Halton.
2.6.4 The map shows that parts of Kingsway, Windmill Hill, Halton Lea, Castlefields and Riverside wards have a high index of multiple deprivation. In particular Kingsway and Simms Cross in Widnes, and Windmill Hill and the area between Shopping City and Palace Fields in Runcorn.

2.6.5 In total, 30% of the Halton region is in the top 10% of the most deprived areas.

2.7 Car Ownership

2.7.1 Just under 30% (29.37%) of households in the borough did not have access to a car or van in April 2001.

2.7.2 Figure 2.6 shows the SOAs where higher numbers of households did not have access to a car or van. Areas include: Kingsway, West Bank, Simm’s Cross, Crow Wood, Upton, Ditton and Appleton north of the River Mersey. And, areas close to the Silver Jubilee Bridge, Astmoor, Castlefields, Windmill Hill and the area surrounding Runcorn Town Hall south of the river. In some of these areas more than half of households did not have access to a car or van in April 2001.
Figure 2.6  Percentage of households without access to a car/van per SOA

Legend:
- Blue: 0%
- Light blue: 10-20%
- Green: 20-30%
- Yellow: 30-40%
- Orange: 40-50%
- Red: 50-60%

For area (square miles):

- Blue: 0%
- Light blue: 10-20%
- Green: 20-30%
- Yellow: 30-40%
- Orange: 40-50%
- Red: 50-60%
3 Community Facilities

3.1 Community Facilities in Halton

3.1.1 Halton Council serves the community in many ways; one of these ways is to ensure an acceptable and improving quality of life. This means making sure that the local population has access to a variety of community facilities.

3.2 Education Facilities

3.2.1 In Halton there are 83 education centres, this includes nursery, primary, secondary, 6th form colleges and various adult education centres. They are reasonably well spread across the borough.

3.3 Health Facilities

3.3.1 Figure 3.2 shows that there is one hospital (Halton General Hospital) located in Runcorn, seven doctors and health centres in Runcorn and twelve in Widnes. There are also numerous dispensing chemists and many local holistic therapy and disability groups offering support throughout the borough.

3.3.2 Residents based in the north of the borough may find it easier to access Warrington, Liverpool Royal or Whiston (St Helens) hospitals.
3.4 Other Community Facilities

3.4.1 Figure 3.3 shows some of the community facilities available in Halton. It includes community centres, leisure centres and libraries.

3.4.2 There are 11 community centres offering a range of leisure services from Arabic belly dancing to yoga. The community centres offer a range of facilities for children such as youth clubs, play schemes and playgroups. They host many Residents and Tenants Association meetings as well as MP and Councillor Surgeries. Many of the Community Centres have cafes that offer low cost food and in areas particularly vulnerable to 'loan sharks' there are credit unions located at the centres.

3.4.3 Four libraries are available in the borough, two on the northern (Widnes) side of the borough and two on the southern (Runcorn) side. In addition, a mobile library service is available that covers the whole of the borough using weekly route plans.

3.4.4 There are two public leisure centres in the borough, one in Runcorn (Brookdale Recreation Centre) and one in Widnes (Kingsway Leisure Centre). In addition there are a number of private gyms.

3.4.5 As well as the facilities shown in Figure 3.3 there are many other destinations that residents are likely to visit, including social locations (cinemas, public houses), shopping centres (Shopping City, Widnes town centre, Runcorn town centre), visiting friends and family and destinations outside the boundaries of the borough.
4 Community Facilities Survey

4.1 Background

4.1.1 Behavioural data regarding use of community facilities and frequently made trips was collected in order to map how people use the space in their local areas. This will enable an understanding of the impact of the bridge on disruption to daily living and community infrastructure.

4.2 Methodology

4.2.1 The behavioural data was collected by targeting community facilities/services in Halton and asking users of these facilities to complete a short questionnaire. The questionnaire was designed to determine where people come from, which community facilities they use, (including hospitals and other health facilities as well as social facilities), how often residents use these facilities and their main mode of transport. A copy of this questionnaire can be found in Appendix A.

4.2.2 Copies of the questionnaire were made available at:

- Castlefields, Grangeway, Murdishaw, Ditton and Upton Community Centres;
- Widnes Library;
- Runcorn Library;
- Kingsway and Brookvale leisure/recreation centres; and
- Halton Stadium.

4.2.3 Business reply envelopes were supplied, but questionnaires were short to encourage respondents to complete them on-site and leave completed questionnaires with the relevant member of Halton Borough Council’s staff.

4.2.4 A information poster was displayed in all distribution locations informing Halton residents why we are collecting these data and to confirm that they are for research rather than consultation purposes (i.e. we are using them to determine how residents in Halton use community facilities and services in order to minimise potential impacts from the construction and operation of the Mersey Gateway). This poster included an MVA contact telephone number for respondents to call if they require any help or any further information and additionally included the Mersey Gateway website address. A copy of the poster can be found in Appendix B.

4.2.5 In addition, on-street interviews were conducted in Runcorn and Widnes town centres in order to ensure a minimum of 200 completed questionnaires.

4.2.6 Data was collected in postcode format in order to allow travel patterns to key destinations to be mapped. Information regarding frequency of visit and main mode of transport was also collected in order to identify frequent travel patterns.
4.2.7 In the case of Hospitals, trips have been mapped to specific sites. However, for other locations, due to the number of different sites, trips have been mapped from one part of Halton to another.

4.2.8 For ease of mapping, Halton has been split into eight different sectors, four North of the River Mersey and four South. In addition, areas outside of Halton in the North and South have been classed as different sectors.

4.2.9 Figure 4.1 on the following page shows how the borough has been split.

4.2.10 Details of the wards in each of the sectors are shown in Table 4.1.

**Table 4.1 Frequency of Trip - Hospitals**

<table>
<thead>
<tr>
<th>Sector</th>
<th>Wards/Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>Riverside</td>
</tr>
<tr>
<td>Two</td>
<td>Hough Green, Ditton, Hale</td>
</tr>
<tr>
<td>Three</td>
<td>Farnworth, Birchfield,</td>
</tr>
<tr>
<td>Four</td>
<td>Halton View, Appleton, Kingsway</td>
</tr>
<tr>
<td>Five</td>
<td>Mersey</td>
</tr>
<tr>
<td>Six</td>
<td>Halton Brook, Grange, Heath</td>
</tr>
<tr>
<td>Seven</td>
<td>Castlefields, Halton Lea, Beechwood</td>
</tr>
<tr>
<td>Eight</td>
<td>Daresbury, Windmill Hill, Norton North, Norton South</td>
</tr>
<tr>
<td>Nine</td>
<td>Areas North of Halton</td>
</tr>
<tr>
<td>Ten</td>
<td>Areas South of Halton</td>
</tr>
</tbody>
</table>
4.3 Profile of Respondents

4.3.1 A total of 214 completed questionnaires were returned. The demographic and geographic profile of respondents is shown in Table 4.2.

<table>
<thead>
<tr>
<th>Table 4.2 Profile of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Respondent Characteristic</strong></td>
</tr>
<tr>
<td>Gender (Base: 206)</td>
</tr>
<tr>
<td>Male</td>
</tr>
<tr>
<td>Female</td>
</tr>
<tr>
<td>Age Group (Base: 212)</td>
</tr>
<tr>
<td>16-24 years</td>
</tr>
<tr>
<td>25-34 years</td>
</tr>
<tr>
<td>35-44 years</td>
</tr>
<tr>
<td>45-54 years</td>
</tr>
<tr>
<td>55-59 years</td>
</tr>
<tr>
<td>60-64 years</td>
</tr>
<tr>
<td>65-74 years</td>
</tr>
<tr>
<td>75 years and over</td>
</tr>
<tr>
<td>Area (Base: 198)</td>
</tr>
<tr>
<td>North of River Mersey</td>
</tr>
<tr>
<td>South of River Mersey</td>
</tr>
</tbody>
</table>

4.3.2 As can be seen in Table 4.2, the vast majority of completed questionnaires were returned by females. This could be because more females attend sessions at the community centres. In addition, as it is a household survey, questionnaires may well have been completed by a female on behalf of the family/household.

4.3.3 In regards to age, there is a good spread of responses, with both younger and older residents well represented. The sample is slightly biased in favour of those residing North of the River Mersey. However, on the whole, the sample offers a reasonably representative response.

4.4 Hospitals

4.4.1 Respondents were requested to specify the Hospital that they most frequently visit. Figure 4.2 shows the travel patterns of residents to the hospital they most frequently visit.

4.4.2 As can be seen in Figure 4.2, a significant number of journeys are made across the Silver Jubilee Bridge to access hospitals. A number of respondents from each sector on the north side of the river access Runcorn Hospital on the south side. In addition, some residents from Sector Six (Halton Brook, Grange, Heath) visit Warrington and Whiston Hospitals, and residents from Sector Eight (Daresbury, Windmill Hill, Norton North & South) and Five (Mersey) visit Warrington.
4.4.3 In all of these cases, access from one side of the Mersey to the other is required. Delays on the Silver Jubilee Bridge will potentially impact on all of these journeys. In addition, roadworks during construction of the crossing on the southern approach could impact on access to Runcorn Hospital for many Halton residents.

4.4.4 Halton and Warrington Hospitals form North Cheshire Hospitals NHS Trust, which provides healthcare services for residents of Halton and Warrington. Although Halton Hospital is an acute general hospital and therefore provides general surgery, critical care and a minor injuries unit, it does not provide an Accident and Emergency Unit. The nearest Accident and Emergency Units are at Warrington Hospital or Leighton Hospital in Crewe. The impact therefore on emergency transport across the borough will also need to be considered.

4.4.5 Respondents were asked to indicate how frequently they travel to the hospital they had identified. Results are shown in Table 4.3. As can be seen, a significant number of respondents visit a hospital at least once a month (16.4%), with over half of respondents (56.2%) visiting a hospital at least once a year.

<table>
<thead>
<tr>
<th>Frequency of Trip</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekly</td>
<td>3.1</td>
</tr>
<tr>
<td>Monthly</td>
<td>13.3</td>
</tr>
<tr>
<td>Once or Twice a Year</td>
<td>39.8</td>
</tr>
<tr>
<td>Less Frequently</td>
<td>43.9</td>
</tr>
</tbody>
</table>

4.4.6 Respondents were also asked to indicate their main mode of transport to the hospital they had identified in the questionnaire. As can be seen in Table 4.4, the majority travel by car/van (72.9%). However, a significant number use a bus, taxi or train. Consideration will therefore need to be given as to the impact of construction of the crossing on the public transport network. Many residents who need to visit hospital regularly are elderly and they may not therefore have access to a car.

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Van</td>
<td>72.9</td>
</tr>
<tr>
<td>Bus</td>
<td>20.3</td>
</tr>
<tr>
<td>Other</td>
<td>3.6</td>
</tr>
<tr>
<td>Walk</td>
<td>2.1</td>
</tr>
<tr>
<td>Train</td>
<td>1.0</td>
</tr>
</tbody>
</table>
4.5 Health Centres

4.5.1 Not surprisingly, very few trips are made to health centres or GPs outside of the sector where a respondent resides. However, a small number of trips where recorded between Sector Four (Halton View, Appleton, Kingsway) and Six (Halton Brook, Grange, Heath) and Sector Four and Seven (Castlefields, Halton Lea, Beechwood). In both cases, these trips would involve crossing the river.

4.5.2 Trips made to GPs and Health Centres outside of the sector in which a respondent resides are shown on the following page in Figure 4.3.

4.5.3 In addition, a number of respondents who live in Sector Six (Halton Brook, Grange, Heath), Seven (Castlefields, Halton Lea, Beechwood) and Eight (Daresbury, Windmill Hill, Norton North & South), travel to Sector Five to visit their GP/Health Centre.

4.5.4 Respondents were asked to indicate how frequently they travel to the health centre/GP they had identified. Results are shown in Table 4.5. As can be seen, the vast majority of respondents visit their health centre or GP at least once a year (86.2%), with over three in ten (36.2%) visiting at least monthly.

<table>
<thead>
<tr>
<th>Frequency of Trip</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekly</td>
<td>5.0</td>
</tr>
<tr>
<td>Monthly</td>
<td>31.2</td>
</tr>
<tr>
<td>Once or Twice a Year</td>
<td>50.0</td>
</tr>
<tr>
<td>Less Frequently</td>
<td>13.9</td>
</tr>
</tbody>
</table>

4.5.5 For any residents who have to cross the river to visit their GP and visit at least monthly the impact of any problems on the Silver Jubilee Bridge could be considerable.

4.5.6 Respondents were asked to indicate their main mode of transport to the health centre/GP they had identified in the questionnaire.

4.5.7 In the aim to make health provision accessible to all residents, GPs should be within walking distance or supplied by a good public transport network. As can be seen in Table 4.6, just over four in ten respondents (40.5%) do walk or rely on public transport to access primary healthcare services.
Table 4.6  Mode of Transport – Health Centre

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Van</td>
<td>57.9</td>
</tr>
<tr>
<td>Walk</td>
<td>24.6</td>
</tr>
<tr>
<td>Bus</td>
<td>15.9</td>
</tr>
<tr>
<td>Other</td>
<td>1.5</td>
</tr>
</tbody>
</table>

4.6 Education Centres

4.6.1 Respondents were asked to indicate the education centre that they travelled to most frequently and how often they travelled there. Table 4.7 details the results.

4.6.2 Not surprisingly, over half of respondents (62.5%) travel to an education centre every day. With nearly nine in ten (89.6%) travelling to an education centre at least once a week.

Table 4.7  Frequency of Trip – Education Centre

<table>
<thead>
<tr>
<th>Frequency of Trip</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every day</td>
<td>62.5</td>
</tr>
<tr>
<td>Weekly</td>
<td>27.1</td>
</tr>
<tr>
<td>Monthly</td>
<td>4.2</td>
</tr>
<tr>
<td>Once or Twice a Year</td>
<td>3.1</td>
</tr>
<tr>
<td>Less Frequently</td>
<td>3.1</td>
</tr>
</tbody>
</table>

4.6.3 Respondents were also asked to indicate their main mode of transport to the education centre they had identified in the questionnaire. As can be seen in Table 4.8 a significant number of respondents walk to education centres (39.3%), but the majority (50.6%) travel by car/van.

Table 4.8  Mode of Transport – Education Centre

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Van</td>
<td>50.6</td>
</tr>
<tr>
<td>Walk</td>
<td>39.3</td>
</tr>
<tr>
<td>Bus</td>
<td>7.9</td>
</tr>
<tr>
<td>Train</td>
<td>2.2</td>
</tr>
</tbody>
</table>

4.6.4 Not surprisingly, only a few trips are made to primary schools that involve travelling outside of a respondents own sector. However, a small number are made between Sectors One (Riverside) and Two (Hough Green, Ditton, Hale) and Sector Five (Mersey) that involve crossing the river. Also, a small
number of trips are made from Sector Six (Halton Brook, Grange, Heath) to areas North of Halton.

4.6.5 All trips to primary schools outside of a respondent’s own sector are shown in Figure 4.4.

4.6.6 Once again, very few trips are made outside of a respondent’s own sector to secondary schools. The only trip that involves crossing the river is between Sector Four (Halton View, Appleton, Kingsway) and Sector Seven (Castlefields, Halton Lea, Beechwood). This is shown in Figure 4.5.

4.6.7 A significant number of trips that involve crossing the river are made to sites of higher education. The majority of these involve trips to Halton College in Sector Five (Mersey). In addition, a number of trips are made from Sectors Five (Mersey) and Six (Halton Brook, Grange, Heath) to areas North of Halton. These trips are detailed in Figure 4.6.
Place of Employment

4.6.8 Respondents were asked to indicate how frequently they travel to the place of employment they identified. As can be seen in Table 4.9, the vast majority of respondents travel to their place of employment daily (84.0%).

<table>
<thead>
<tr>
<th>Frequency of Trip</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every day</td>
<td>84.0</td>
</tr>
<tr>
<td>Weekly</td>
<td>12.8</td>
</tr>
<tr>
<td>Monthly</td>
<td>1.1</td>
</tr>
<tr>
<td>Once or Twice a Year</td>
<td>1.1</td>
</tr>
<tr>
<td>Less Frequently</td>
<td>1.1</td>
</tr>
</tbody>
</table>

4.6.9 A number of trips are made to respondents’ places of employment that involve crossing the River Mersey. Trips are made from Sectors Five (Mersey), Six (Halton Brook, Grange, Heath) and Seven (Castlefields, Halton Lea, Beechwood) for areas North of Halton. These trips are in danger of being affected by any delays during construction or on the Silver Jubilee Bridge. This effect is compounded by the frequency of the journeys.

4.6.10 In addition, a number of trips are made from Sectors Six (Halton Brook, Grange, Heath), Seven (Castlefields, Halton Lea, Beechwood) and Eight (Daresbury, Windmill Hill, Norton North & South) to Sector Four (Halton View, Appleton, Kingsway).

4.6.11 All trips made outside of a respondent’s own sector are detailed in Figure 4.7.
4.7 Social Locations

4.7.1 Respondents were asked to indicate the social locations that they visit most frequently and how frequently they travel to the locations identified.

4.7.2 Results are shown in Table 4.10. As can be seen, nearly half of respondents (47.1%) make trips to their most frequent social location at least once a week, with 86.7% visiting at least monthly. Due to the frequency of trips, any delays due to construction of the new crossing or problems on the Silver Jubilee Bridge could have a major impact on residents' social activities.

<table>
<thead>
<tr>
<th>Frequency of Trip</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every day</td>
<td>5.0</td>
</tr>
<tr>
<td>Weekly</td>
<td>42.1</td>
</tr>
<tr>
<td>Monthly</td>
<td>39.6</td>
</tr>
<tr>
<td>Once or Twice a Year</td>
<td>12.6</td>
</tr>
<tr>
<td>Less frequently</td>
<td>0.6</td>
</tr>
</tbody>
</table>

4.7.3 Respondents were asked to indicate their main mode of transport to the social locations that they had identified in the questionnaire.

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Van</td>
<td>46.1</td>
</tr>
<tr>
<td>Walk</td>
<td>21.7</td>
</tr>
<tr>
<td>Other</td>
<td>17.4</td>
</tr>
<tr>
<td>Bus</td>
<td>13.2</td>
</tr>
<tr>
<td>Train</td>
<td>1.6</td>
</tr>
</tbody>
</table>

4.7.4 For mapping, the locations identified have been grouped as follows:

- Public houses/restaurants/clubs/bars;
- Cinemas/theatres/bingo halls;
- Leisure centres/sports facilities;
- Community centres/libraries; and
- Shopping centres.

**Public Houses, Restaurants, Clubs and Bars**

4.7.5 A significant number of trips to pubs, restaurants, clubs and bars outside of a residents' own area (sector) take place. Those of note include:
Trips from Sector One (Riverside) to Sector Eight (Daresbury, Windmill Hill, Norton North & South) and Sector Ten (areas South of Halton);

Trips from Sector Two (Hough Green, Ditton, Hale) to Sector Five (Mersey);

Trips from Sector Three (Farnworth, Birchfield) to Sector Eight (Daresbury, Windmill Hill, Norton North & South); and

Trips from Sector Four (Halton View, Appleton, Kingsway) to Sector Seven (Castlefields, Halton Lea, Beechwood) and Sector Eight (Daresbury, Windmill Hill, Norton North & South).

4.7.6 All social trips made outside of a respondents sector of residence can be found in Figure 4.8.

Cinemas, Theatres and Bingo Halls

4.7.7 A number of trips outside of Halton (both North and South) are made to cinemas, theatres and bingo halls. Respondents from Sectors Two (Hough Green, Ditton, Hale), Five (Mersey), Six (Halton Brook, Grange, Heath), and Seven (Castlefields, Halton Lea, Beechwood) make trips to these types of locations outside of Halton that involve crossing the river.

4.7.8 There are also a number of trips made to Cineworld in Halton Lea from Sectors One (Riverside), Two (Hough Green, Ditton, Hale) and Four (Halton View, Appleton, Kingsway), all of which involve crossing the Mersey.

4.7.9 Finally, trips are made from Sectors One (Riverside) and Four (Halton View, Appleton, Kingsway) to Sector Five (Mersey).

4.7.10 All trips that respondents make to leisure centres and sport facilities outside of their own sectors are shown in Figure 4.9.

Leisure Centres and Sports Facilities

4.7.11 A number of trips that involve crossing the River Mersey from Sector Six (Halton Brook, Grange, Heath) are made to the Kingsway Leisure Centre. In addition, a number of trips are made between Sectors Six (Halton Brook, Grange, Heath) and Three (Farnworth, Birchfield).

4.7.12 All trips that respondents make to leisure centres and sport facilities outside of their own sectors are shown in Figure 4.10.
Community Centres and Libraries

4.7.13 Respondents make a number of trips that involve crossing the river to access libraries and community centre facilities. This includes travelling from:

- Sector Eight (Daresbury, Windmill Hill, Norton North & South) to Sector Two (Hough Green, Ditton, Hale);
- Sector Three (Farnworth, Birchfield) to Sector Five (Mersey); and
- Sectors Six (Halton Brook, Grange, Heath) and Eight (Daresbury, Windmill Hill, Norton North & South) to Sector Nine (areas North of Halton).

4.7.14 In addition, trips from Sectors Six (Halton Brook, Grange, Heath) and Eight (Daresbury, Windmill Hill, Norton North & South) to Sector Seven (Castlefields, Halton Lea, Beechwood) could be affected by any required changes to the road network for the new crossing.

4.7.15 All trips that respondents make to libraries and community centres outside of their own sectors are detailed in Figure 4.11.

Shopping Centres

4.7.16 A large number of trips are made to shopping centres that involve crossing the River Mersey including a number made to areas outside of Halton (e.g. Liverpool City Centre, Chester, and Cheshire Oaks Retail Outlet). In addition, some residents from Sector Five (Mersey) and Eight (Daresbury, Windmill Hill, Norton North & South) travel to Widnes town centre and supermarkets in Sector Four (Halton View, Appleton, Kingsway) regularly for shopping.

4.7.17 All trips that respondents make to shopping centres outside of their own sectors can be found in Figure 4.12.
4.8 Place of Worship

4.8.1 Respondents were asked to indicate how frequently they travel to the Place of Worship they had identified. Results are shown in Table 4.12. As can be seen, the majority of respondents who indicated a place of worship on their questionnaire visit on a weekly basis or more frequently (51.6%).

<table>
<thead>
<tr>
<th>Frequency of Trip</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every day</td>
<td>1.6</td>
</tr>
<tr>
<td>Weekly</td>
<td>50.0</td>
</tr>
<tr>
<td>Monthly</td>
<td>11.3</td>
</tr>
<tr>
<td>Once or Twice a Year</td>
<td>29.0</td>
</tr>
<tr>
<td>Less Frequently</td>
<td>8.1</td>
</tr>
</tbody>
</table>

4.8.2 Respondents were asked to indicate their main mode of transport to the Place of Worship they had identified in the questionnaire. The majority of respondents travel by car/van to their place of worship.

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Van</td>
<td>54.0</td>
</tr>
<tr>
<td>Walk</td>
<td>41.3</td>
</tr>
<tr>
<td>Bus</td>
<td>4.8</td>
</tr>
</tbody>
</table>

4.8.3 Very few trips involve crossing the river. However, trips between Sectors Two (Hough Green, Ditton, Hale) and Seven (Castlefields, Halton Lea, Beachwood) and trips from Sector Six (Halton Brook, Grange, Heath) to areas North of Halton are included.

4.8.4 All trips to a respondent’s place of worship outside of their own sector are shown in Figure 4.13.
Other Key Destinations

4.8.5 Respondents were asked to indicate any other key destinations (e.g. family, friends, and post office) that they frequently visit. The main type of destination listed was family and/or friends.

4.8.6 Respondents were asked to indicate how frequently they travel to the other key destinations they had identified. As can be seen in Table 4.14, trips to other locations are made frequently, with the majority of respondents travelling at least once a week (88.3%).

<table>
<thead>
<tr>
<th>Frequency of Trip</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every day</td>
<td>24.5</td>
</tr>
<tr>
<td>Weekly</td>
<td>63.8</td>
</tr>
<tr>
<td>Monthly</td>
<td>11.0</td>
</tr>
<tr>
<td>Once or Twice a Year</td>
<td>0.7</td>
</tr>
</tbody>
</table>

4.8.7 Respondents were also asked to indicate their main mode of transport to the other key destinations they had identified in the questionnaire. As with other destinations, the majority of respondents use a car/van (55.1%), however, a significant number also walk or travel by bus (41.1%).

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Van</td>
<td>55.1</td>
</tr>
<tr>
<td>Walk</td>
<td>25.1</td>
</tr>
<tr>
<td>Bus</td>
<td>16.0</td>
</tr>
<tr>
<td>Other</td>
<td>2.8</td>
</tr>
<tr>
<td>Train</td>
<td>1.0</td>
</tr>
</tbody>
</table>

4.8.8 A significant number of trips that involve crossing the river are made from Sector Two (Hough Green, Ditton, Hale) to areas South of Halton. In addition, trips are made from Sectors Five (Mersey), Six (Halton Brook, Grange, Heath) and Eight (Daresbury, Windmill Hill, Norton North & South) to areas North of Halton. All of these trips are likely to be affected by construction of the new crossing and any delays on the Silver Jubilee Bridge.

4.8.9 All trips to other destinations, including family and friends, are shown in Figure 4.14.
Appendix A

Community facilities Questionnaire
Mersey Gateway

Serial:  

MVA are conducting this research on behalf of Halton Borough Council in order to aid the Environmental Impact Assessment for the Mersey Gateway. This questionnaire is designed to establish an understanding of the community facilities in the borough. We are therefore asking for key information about facilities that you may use.

Please answer all questions as fully as you can by ticking the appropriate boxes or writing in your answer as applicable; where possible, when asked to provide address details please specify the postcode of the location; Please note key destinations CAN be outside of Halton Borough; and Please answer on behalf of you and your immediate family.

Be assured that all information you give is strictly confidential.

About You

Q1 Are you: (Please tick one box only)
   Male ...............  1  Female ...............  2

Q2 Please indicate your age: (Please tick one box only)
   16-24 years ..........  1  55-59 years ...............  5
   25-34 years ..........  2  60-64 years ...............  6
   35-44 years ..........  3  65-74 years ...............  7
   45-54 years ..........  4  75 years and over ..........  8

Q3 Please provide us with your home postcode

Hospital

Q4 Please write in the name and address of the Hospital that you most frequently visit?
   (write in as much address information as possible)

Q4a On average how frequently do you visit this Hospital? (tick one box only)
   Weekly ...............  1  Monthly ...............  2  Once or twice per year ...............  3  Less frequently ....  4

Health Centre (Doctors surgery, Dentist, Holistic therapy)

Q5 Please write in the name and address of the Health Centre that you MOST frequently visit?
   (write in as much address information as possible)

Q5a On average how frequently do you visit this Health Centre? (tick one box only)
   Weekly ...............  1  Monthly ...............  2  Once or twice per year ...............  3  Less frequently ....  4
Social Event (Pubs, Restaurants, Cinemas, Bars)
Q6 Please write in the name and address of the Social Location that you most frequently visit? (write in as much address information as possible)

Q6a On average how frequently do you visit this Social Location? (tick one box only)

Every day .... 1  Weekly ........ 2  Monthly ....... 3  Once or twice per year ................. 4

Q7 Please write in the name and address of the Social Location that you visit SECOND most frequently? (write in as much address information as possible)

Q7a On average how frequently do you visit this Social Location? (tick one box only)

Every day .... 1  Weekly ........ 2  Monthly ....... 3  Once or twice per year ................. 4

Education Centres (Nursery, Primary & Secondary Schools, Higher & Further Education)
Q8 Please write in the name and address of the Education Centre that you most frequently visit? (write in as much address information as possible)

Q8a On average how frequently do you visit this Education Centre? (tick one box only)

Every day .... 1  Weekly ........ 2  Monthly ....... 3  Once or twice per year ................. 4

Place of Worship
Q9 Please write in the address or postcode of the Place of Worship that you most frequently visit? (write in as much address information as possible)

Q9a On average how frequently do you visit this Place of Worship? (tick one box only)

Every day .... 1  Weekly ........ 2  Monthly ....... 3  Once or twice per year ................. 4
Place of Employment
Q10 Please write in the name and address where you work. If you have more than one job, then please think of the job that you spend most time at (write in as much address information as possible)

Q10a On average how frequently do you visit your Place of Employment? (tick one box only)
Every day ... ☐ 1 Weekly .......... ☐ 1 Monthly ........ ☐ 2 Once or twice per year ............ ☐ 3 Less frequently .. ☐ 4

Other Key Destinations (such as local council, local organisations, post offices, library, friends, family etc)
Q11 Please write in the address or postcode of the destination that you most frequently visit during an average week?

Q11a On average how frequently do you visit this place? (tick one box only)
Every day .... ☐ 1 Weekly .......... ☐ 1 Monthly ........ ☐ 2 Once or twice per year ............ ☐ 3 Less frequently .. ☐ 4

Q12 Please write in the address or postcode of the destination that you visit SECOND most frequently?

Q12a On average how frequently do you visit this place? (tick one box only)
Every day .... ☐ 1 Weekly .......... ☐ 1 Monthly ........ ☐ 2 Once or twice per year ............ ☐ 3 Less frequently .. ☐ 4

Our Method of Transport
Q13 Which method of transport do you normally use to access these services? TICK ONE BOX ON EACH LINE

<table>
<thead>
<tr>
<th>Service</th>
<th>Car</th>
<th>Bus</th>
<th>Train</th>
<th>Walk</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital</td>
<td>☐ 1</td>
<td>☐ 2</td>
<td>☐ 3</td>
<td>☐ 4</td>
<td>☐ 5</td>
</tr>
<tr>
<td>Health Centre</td>
<td>☐ 1</td>
<td>☐ 2</td>
<td>☐ 3</td>
<td>☐ 4</td>
<td>☐ 5</td>
</tr>
<tr>
<td>Social event (most frequent)</td>
<td>☐ 1</td>
<td>☐ 2</td>
<td>☐ 3</td>
<td>☐ 4</td>
<td>☐ 5</td>
</tr>
<tr>
<td>Social event (second most frequent)</td>
<td>☐ 1</td>
<td>☐ 2</td>
<td>☐ 3</td>
<td>☐ 4</td>
<td>☐ 5</td>
</tr>
<tr>
<td>Education Centre</td>
<td>☐ 1</td>
<td>☐ 2</td>
<td>☐ 3</td>
<td>☐ 4</td>
<td>☐ 5</td>
</tr>
<tr>
<td>Place of worship</td>
<td>☐ 1</td>
<td>☐ 2</td>
<td>☐ 3</td>
<td>☐ 4</td>
<td>☐ 5</td>
</tr>
<tr>
<td>Other key destination (most frequent)</td>
<td>☐ 1</td>
<td>☐ 2</td>
<td>☐ 3</td>
<td>☐ 4</td>
<td>☐ 5</td>
</tr>
<tr>
<td>Other key destination (second most frequent)</td>
<td>☐ 1</td>
<td>☐ 2</td>
<td>☐ 3</td>
<td>☐ 4</td>
<td>☐ 5</td>
</tr>
</tbody>
</table>
Please return the questionnaires in the pre-paid envelope provided by 22\textsuperscript{nd} July 2005
Appendix B

Information Poster
If you require any further information you may contact Mr. Chris Cullen or Rachel

Return in a pre-paid envelope.

We are therefore asking for key information about facilities that you may use.

Mersey Gateway Research
MVA provides sustainable transport solutions to enable clients achieve their ambitions across the transport sector. The whole consultancy is committed to delivering value, quality and innovation and has an enviable international reputation for objective, independent and effective advice to clients who include governments, operators, agencies, developers, and financiers.

MVA has always been at the forefront of transport planning thinking and design, delivering practical solutions in multi-modal planning, traffic engineering, public transport appraisal, demand and revenue forecasting, information management, intelligent transport systems, payment strategies and social and market research.