

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 13 November 2024

REPORTING OFFICER: Executive Director - Environment and Regeneration

PORTFOLIO: Environment and Urban Renewal

SUBJECT: Halton Local Cycling and Walking Infrastructure Plan

WARD(S) Borough wide

1.0 PURPOSE OF THE REPORT

1.1 This report provides an update on the recent completion of a Halton specific Local Cycling and Walking Infrastructure Plan (LCWIP) document (which builds upon the broader City Region LCWIP produced in 2019) and requests Member endorsement. A DfT standard approach has been used to identify a network of future interventions for walking and cycling.

1.2 A map of the LCWIP network can be found in Appendix 1.

2.0 RECOMMENDED: That the Board:

- 1) endorses the Halton LCWIP (which comprises the Halton Borough Wide LCWIP and East Runcorn Connectivity Programme documents). See link in paragraph 3.4; and**
- 2) notes the prioritised list of potential schemes set out in paragraph 3.6 and Appendix 1.**

3.0 SUPPORTING INFORMATION

3.1 Members may recall that the Liverpool City Region LCWIP document was approved by the Combined Authority on 14 October 2019 and reported to this board on 26 February 2020. Since then, schemes identified in that (City Region) plan have been completed or are in the process of being taken forward including:

- Runcorn-Daresbury (complete)
- Runcorn Busway (being delivered in phases - Shopping City to Runcorn East Station/Whitehouse nearing completion)
- SJB to Sandy Lane/Knowsley boundary (complete)
- Wilmere Lane/Birchfield Road (subject to ongoing design/consultation and funding)

- 3.2 To enable a continuing pipeline of schemes to be developed, funding has been secured through East Runcorn Connectivity and Active Travel England Programmes to develop a more localised Halton specific LCWIP document. The LCWIP will set the structure and strategic direction to allow the development and delivery of a planned active travel network for Halton over a 10-year period, to help provide active travel infrastructure for its residents, workers and visitors.
- 3.3 A DfT standard approach has been used to identify a network of future interventions for walking and cycling.
- 3.4 The LCWIP reports can be found on the link [cycling and walking](#). The LCWIP identifies a network of strategic routes across the borough. These focus on key origin to destination routes that will be used by commuters and people cycling and walking as transport. The routes will be designed to offer a safe and convenient alternative route to private cars. The routes have been prioritised into a programme based on elements such as connectivity to new developments, existing population, employment and services, air quality issues and deliverability. Stakeholders were engaged at various stages of the process.
- 3.5 The LCWIP supports a number of national and local policies including the LCR's Local Journeys Strategy and Halton's Local Transport Plan, and Delivery and Allocations Local Plan. The LCWIP will deliver some of the local priorities to reduce transport emissions, and improve the health of the region by providing safe and direct cycle and walking corridors to encourage residents and visitors to Halton and the wider City Region to make more sustainable travel choices.
- 3.6 A collated table of the prioritised routes for both walking and cycling and their current status can be found at the end of the main Halton LCWIP document and are shown on plans in the document extract in Appendix 1. Walking routes are focussed around town centre 'core walking zones'. The higher priority routes are listed below and a number of these are currently at design stage or being taken forward for funding pipeline (in the 2nd round City Region Sustainable Transport Settlements (CRSTS2) period 2027/28-2031/32):

Cycling (and walking):

- Silver Jubilee Bridge to Shopping City (ERC) – consulted, implementation due via CRSTS2
- Runcorn East Rail station (ERC) – Barnfield Av to A56 – consulted, implementation due via CRSTS2
- Runcorn Station and town centre loop (inc Leiria Way) (ERC) – consulted, implementation due via CRSTS2
- Chester Road Daresbury (ERC)– consulted, partially

- complete along A56 (CRSTS1)
- Halton Brow, Main St, Norton La (ERC) – consulted, on hold
- Runcorn, Astmoor, Manor Park (ERC) – consulted, minor modifications to busway junctions on hold
- Chester Rd/Beechwood/Halton Station Rd – being considered in part through ‘Missing Links’ design project
- Boston Avenue – Heath Park
- Hough Green – Widnes south (via Dundalk Rd) – CRSTS2
- Ditton Road to Dans Road – due via CRSTS2
- North Widnes inc Widnes Rail Station to South Lane – Section 106/Developer

Walking:

- Widnes town centre routes – due via CRSTS2
- Silver Jubilee bridge routes

4.0 POLICY IMPLICATIONS

4.1 The LCWIP delivers policy objectives contained in Halton’s Local Transport Plan 3 (LTP3), Halton’s statutory Development Plan, and the priorities of the LCR Mayoral Transport Strategy and emerging LTP4.

5.0 FINANCIAL IMPLICATIONS

5.1 No immediate financial implications as the report is for information/endorsement only.

6.0 IMPLICATIONS FOR THE COUNCIL’S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

The LCWIP acts as enabler for Halton residents to engage in active travel to promote health and well-being and access the variety of open spaces and parks without the use of motorised vehicles. The delivery of the LCWIP will provide greater opportunities to walk or cycle on those shorter journeys which are currently taken by car. A reduction in short car journeys will help reduce congestion and help improve air quality.

6.2 Building a Strong, Sustainable Local Economy

The LCWIP will support a well-connected Halton, reducing barriers to accessing employment and training, and by providing safe sustainable links to current and future opportunities.

6.3 Supporting Children, Young People and Families

The LCWIP will benefit the children and young people by improving sustainable, affordable access to places of interest whilst connecting communities.

6.4 Tackling Inequality and Helping Those Who Are Most In Need

The LCWIP will help reduce barriers to accessing training and employment and aims to provide schemes which provide inclusive mobility for all.

6.5 Working Towards a Greener Future

The delivery of the LCWIP will provide greater opportunities to walk or cycle on those shorter journeys which are currently taken by car. A reduction in short car journeys will help reduce congestion and help improve air quality and reduce emissions.

6.6 Valuing and Appreciating Halton and Our Community

The LCWIP has been developed by considering accessibility to Halton's local facilities, including shopping, employment and leisure. It will help provide accessible modes of travel to reach these facilities and connect communities.

7.0 RISK ANALYSIS

7.1 The overall risks to this strategy are relatively low given the alignment with local and national policies to support a greener, sustainable and healthier environment. Programme and funding risks will be developed as these initiatives progress in the longer term.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 The introduction of the LCWIP has no negative impacts on protected characteristics, seeks to be inclusive, and promotes community cohesion through enhanced connectivity

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 The endorsement of the LCWIP will give a clear commitment to enable the continued forward planning of active travel as a key alternative mode of transport to the private car, and to allow significant investment using external (City Region) funding. This is in line with local policies and plans, including the Councils own Climate Change Action Plan

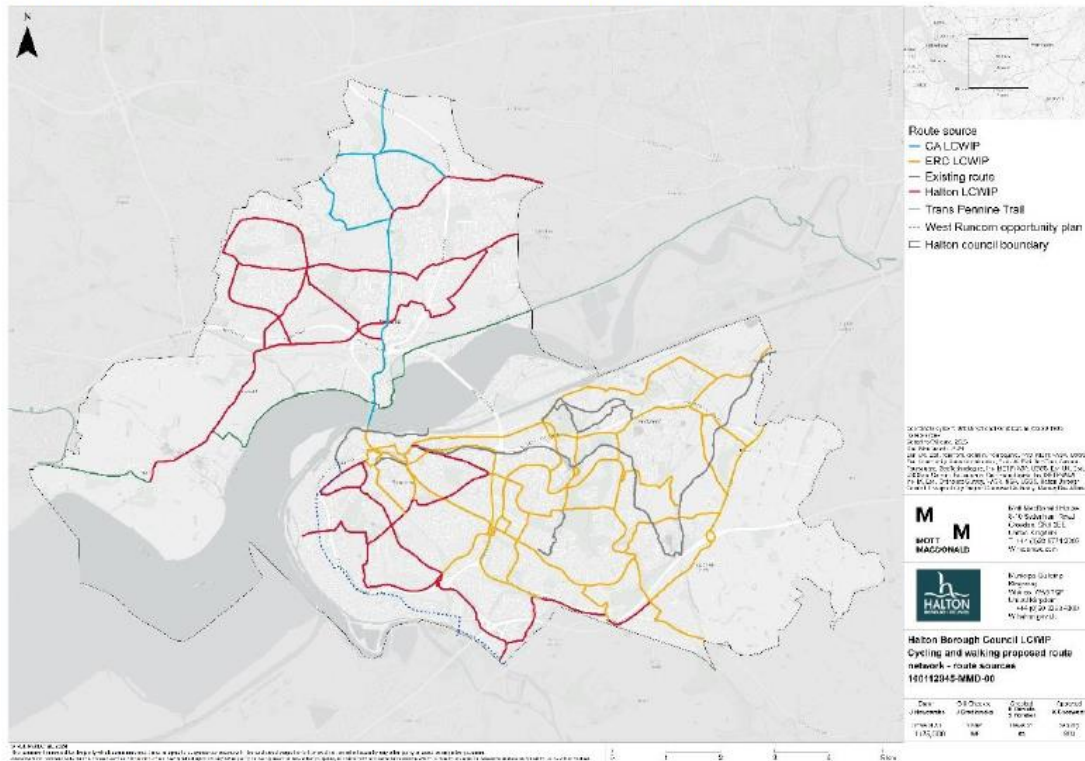
10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Liverpool City Region LCWIP - <https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/LCR-LCWIP-Final.pdf>

Halton LCWIP documents – Municipal Building – Jonathan Farmer

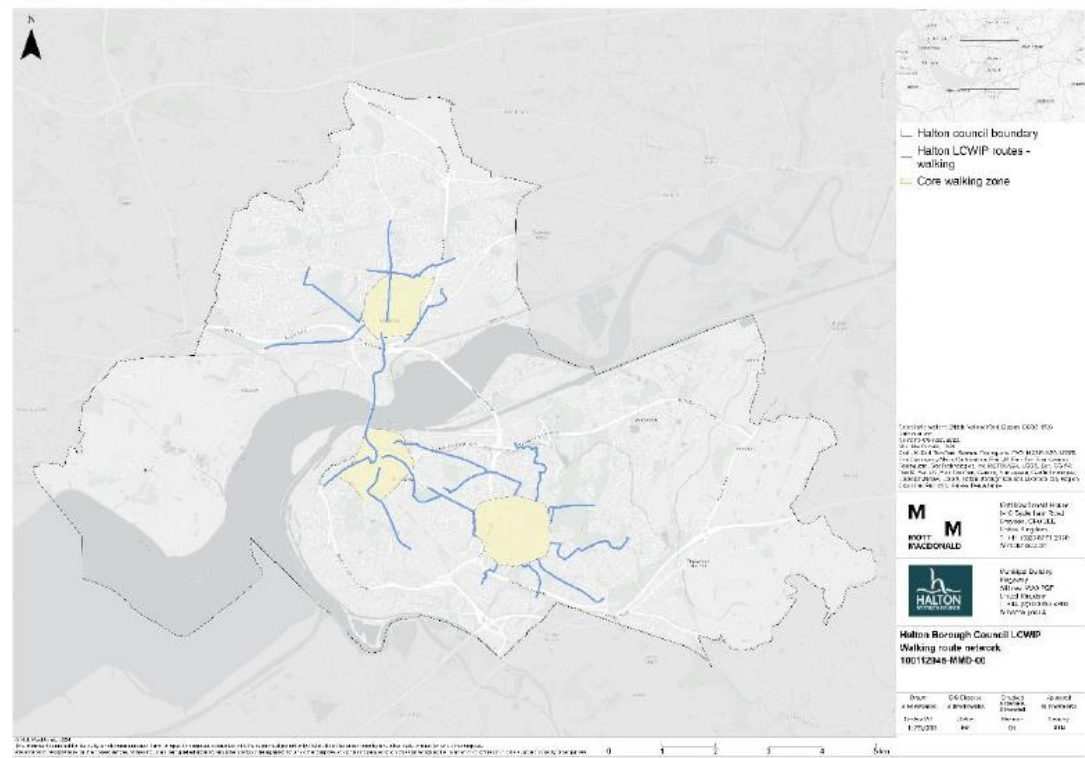
Appendix 1 LCWIP Document extract - Cycling and Walking Route Plans

Figure 7.4: Halton proposed cycling and walking network



Source: Mott MacDonald

Figure 7.5: Halton proposed walking network



Source: Mott MacDonald