

REPORT TO: Management Team

DATE: 17th February 2026

REPORTING OFFICER: Executive Director Environment and Regeneration

PORTFOLIO: Environment and Urban Renewal

SUBJECT: North Widnes (East – West) Active Travel Link

WARD(S) Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 A waiver in compliance with Procurement Standing Order 1.14.4 iv of part 3 of Procurement Standing Orders is sought, for the direct award of design work for active travel links (routes 40 and 36 on Map 1 below - Lunts Heath Road, Derby Road, and Cronton etc to Flinders Chase Consultants to the value of c.£120k. Flinders Chase have already undertaken design and consultation work within Widnes and therefore have collated a significant amount of data and are familiar with the issues and opportunities in this locality for active travel.



Map 1 – North Widnes Active Travel Routes

- 2.0 RECOMMENDATION:** That a waiver in compliance with Procurement Standing Order 1.14.4 iv of part 3 of Procurement Standing Orders is sought, for the direct award of design work for active travel links to Flinders Chase Consultants to undertake design work for a scheme of active travel links along Routes 36 & 40 (Lunts Heath Road, Derby Road, and Cronton Lane).

3.0 SUPPORTING INFORMATION

- 3.1 Halton's Local Cycling and Walking Local Plan (LCWIP)
Halton's sets out the network of cycling and walking investment in the

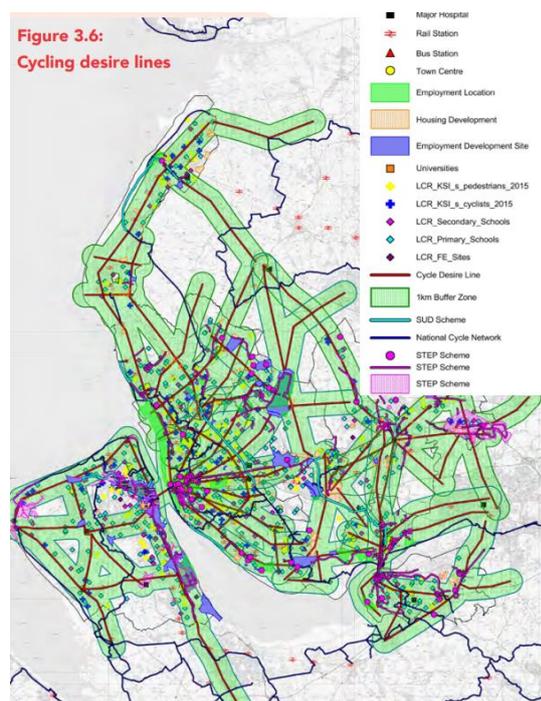
borough. This scheme was identified within that strategy to enable the delivery of sustainable routes connecting communities with education, health and employment opportunities.

- 3.2 The Lunts Heath Road, Derby Road, Cronton Lane (Route 36 & 40) scheme will connect the new housing developments along Lunts Heath Road with educational hubs (Cronton College) and train stations (Widnes), and connectivity into the wider LCWIP network.
- 3.3 The design works to be commissioned need to be consistent with previous design work completed, to ensure this scheme connects into another Flinders Chase designed scheme at Wilmere Lane. These schemes were highlighted in the Executive Board Transport Update July 2023.

4.0 POLICY IMPLICATIONS

4.1 Liverpool City Region Local Cycling and Walking Local Plan

Halton's Local Cycling and Walking Local Plan (LCWIP) provides for an interconnected network of active travel routes linking into neighbouring boroughs (St Helens and Knowsley) and their respective active travel networks, as identified in the Liverpool City Region LCWIP.



Overview of LCR LCWIP Network [LCR-LCWIP-Final.pdf](#)

- 4.2 Flinders Chase have previously undertaken design and consultation work for the Wilmere Lane and Birchfield Road active travel link (Route 37 on Map 1) which has been completed to detailed design stage. This route links from the St Helens borough boundary at Wilmere Lane through to Birchfield Road (Route 37), terminating at the Derby Road junction. As an update on Route 37, this scheme is fully designed and has been through public

consultation. The Wilmere Lane scheme has undergone consultation with the public and Ward Members. ([Active Travel Consultation | HBC active consultation tool](#)). Route 37 is due to go to a consultation review panel (comprising chair / vice chair of EUR PPB, ward councillors, and portfolio holder) for additional scrutiny of the consultation responses and design work. The final scheme will then be presented to the Executive Board for consideration.

5.0 FINANCIAL IMPLICATIONS

5.1 Funding for scheme design will come from planning obligations (Section 106) collected from the new housing development in North Widnes.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

The north Widnes (East – West) active travel links will feed into a larger network of measures to encourage walking, wheeling, cycling and public transport linking Halton with neighbouring boroughs and linking routes to colleges, schools and leisure. The route will encourage exercise and reduction in car journeys improving carbon emissions and air quality.

6.2 Building a Strong, Sustainable Local Economy

Attractive safe links to employment, leisure, education and retail facilities.

6.3 Supporting Children, Young People and Families

The design of active travel routes is to cater for all ages and encourage safe inclusive routes for all abilities. Providing safe easy to negotiate routes for young cyclists and families with pushing prams.

6.4 Tackling Inequality and Helping Those Who Are Most In Need

The route will be designed to cater for the most vulnerable with a route that is inclusive for all including wheelchair users and those with visual impairment.

6.5 Working Towards a Greener Future

The scheme is to provide a full alternative route in North Widnes for walking, wheeling and cycling to encourage alternative travel and reliance on the car.

6.6 Valuing and Appreciating Halton and Our Community

The design will be visually attractive and will upgrade the existing infrastructure. The route links communities i.e. Cronton College and local schools.

7.0 RISK ANALYSIS

7.1 The risk of not undertaking this work means that the North Widnes (East – West Link) would be delayed, with the Council still required to deliver the requisite Section 106 obligations.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no direct equality or diversity issues raised in this report as it is a request for a procurement waiver.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 The scheme will have a beneficial effect on carbon reduction by encouraging alternative forms of transport other than the car, encouraging modal shift.

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

Document	Place of Inspection	Contact Officer
LCWIP (Halton)	Municipal Building, Widnes	Jonathan Farmer
Delivery and Allocations Local Plan (DALP) 2022	Municipal Building, Widnes	Rebecca Taylor