

REPORT TO: Environment and Urban Renewal Policy
and Performance Board

DATE: 24th June 2015

REPORTING OFFICER: Strategic Director Policy and Resources

PORTFOLIO: Transportation

SUBJECT: Local Transport Plan 3 Review

WARDS: Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To provide Members with a summary of delivery of the four-year implementation programme of Integrated Transport schemes and interventions.

2.0 RECOMMENDATION: That the report be noted.

3.0 SUPPORTING INFORMATION

3.1 Halton's third LTP 'Transport - Providing for Halton's Needs' sets out a Transport Strategy covering the period 2011/12 to 2025/26 and contains an 'Implementation Plan' setting out in detail how the strategy would be delivered in the first four years, based on the levels of transport capital funding announced in the Comprehensive Spending Review 2010.

3.2 Members will be aware that local transport authorities receive two principal sources of formula-based capital funding from Government to improve local transport conditions, namely the Integrated Transport Block (ITB), which is used to fund small transport improvements and the Highways Maintenance (HM) block, which is used to maintain the highway and associated structures, (covering works such as resurfacing, bridge maintenance and new street lighting).

3.3 This report reviews the delivery of schemes funded through the ITB.

3.4 The ITB is allocated over a range of themes and interventions that were reported and approved by Executive Board for inclusion into the Council's annual Capital Programme. Expenditure across these themes during the four-year period has been in accordance with the overall ITB allocation as follows:

Integrated Transport Budget Allocations £	2011/12	2012/13	2013/14	2014/15	Total
Transport Integration	143,503	163,498	166,271	225,000	698,272
Measures to Assist Walking	112,100	184,920	132,703	239,098	668,821
Measures to Assist Cycling	110,718	100,529	111,378	85,902	408,527
Measures to Assist Buses	153,143	125,179	150,415	240,000	668,737
Local Safety Schemes	130,372	131,175	137,575	180,000	579,122
Intelligent Transport Systems	30,164	19,706	25,000	50,000	124,870
Total	680,000	725,007	723,342	1,020,000	3,148,349

- 3.5 Within each of the themes listed above, the budget allocations enabled the delivery of a wide range of schemes each financial year. These are too numerous to mention in detail within this report; however, Appendix 1 lists the schemes that were completed or commenced during this period. The following paragraphs provide an illustration of the type of schemes that were implemented:

Integrated Transport

Hough Green Station access and car park was improved during 2011/12 providing better pedestrian access, junction visibility and an extended car park for commuters. Several 'Greenway' routes have been provided or improved, most notably at Dungeon Lane, Rock Lane, Widnes and to the rear of the Grange School, Runcorn. The provision of signage and more 'modest' upgrades have also contributed to the improvement of cycleway links across the Borough. The delivery of a new cycleway along the Mineral Line, Widnes and A56 Daresbury, which were funded separately through the Local Sustainable Transport Fund in this period, are also worthy of note here.

Neighbourhood Centres

A range of pedestrian, cycle and bus route improvements, together with work to address road safety, have been successfully delivered focusing on neighbourhood centres. The 'packaging' of these types of work has

enabled a holistic approach to transport improvements as well as enhancing the public realm. Examples are: Ditchfield Road / Hale Road, West Bank and Warrington Road / Moorfield Road.

Walking and Cycling Improvements

These have ranged from the 'simple' provision of new crossing points incorporating drop-kerbs, carriageway refuges or 'Puffin' controlled crossings, to route-based interventions providing improved links to existing footpaths and cycleways. Examples of this type of scheme are: Warrington Road, Widnes, Castlefields Avenue, Moore Village and Clifton Road to Halton Lodge. Specific interventions have been implemented such as the replacement of steps with pedestrian ramps at Myrtle & Almond Grove (off Hale Road) and the provision of an alternative route to the pedestrian subway at The Knoll.

Measures to Assist Buses

Again a wide range of schemes has been implemented. In addition to incorporating bus stop access improvements within neighbourhood centre schemes, an annual programme of bus stop upgrades has been delivered, providing boarder kerbs, shelters and improved passenger information. This has enabled the Council (and bus operators) to continue to make progress in achieving DDA compliance for public transport. Bus Station improvements at Halton Lea South (supplemented by S106 Planning Agreement funding) and at Green Oaks, Widnes have provided enhanced passenger waiting facilities.

Local Safety Schemes and other Highway Improvements

Local safety schemes have been delivered both through neighbourhood centre schemes and as specific interventions to address known road traffic accident sites. Junction improvements at locations such as Sea Lane / Halton Road, Queensbury Way and Kingsway, Widnes have included simple road marking alterations, adjustments to road geometry & alignment and the reinstatement of skid resistant materials as examples of action taken. New 20mph zones have been introduced covering residential estate roads in Widnes and Runcorn under two programmes, in 2012/13 and 2014/15. Other significant highway improvement schemes delivered during the period include Milton Road, a scheme which addresses delays and congestion at the junction with Kingsway and is aimed at improving air quality in the area. S106 Planning Agreement contributions and Better Bus Area Grant have funded similar highway improvements at Cronton Lane, Derby Road and Wilmere Lane.

4.0 POLICY IMPLICATIONS

- 4.1** There are no policy implications associated with this report. The delivery of the ITB implementation programme has been in accordance with the policies and strategies contained in the Council's LTP - 'Transport - Providing for Halton's Needs'

5.0 FINANCIAL IMPLICATIONS

- 5.1** There are no financial implications associated with this report. The delivery of the LTP ITB implementation programme has been in accordance with the Transport Block grant funding each year.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The highway and transport schemes and interventions described above and delivered over the four-year period of the implementation plan have contributed to a safer, more accessible highway network providing improved and sustainable access to schools, colleges and other services.

6.2 Employment, Learning and Skills in Halton

The highway and transport schemes and interventions described above and delivered over the four-year period of the implementation plan have contributed to a safer, more accessible and integrated highway network providing improved and sustainable access to employment centres, town centres and other services.

6.3 A Healthy Halton

The provision of improved walking and cycling routes is aimed at encouraging healthier and more sustainable modes of travel to work and for leisure.

6.4 A Safer Halton

Improvements to the highway and transport network outlined above provide a safer environment by tackling road safety and providing improved pedestrian and cycle routes across the Borough.

6.5 Halton's Urban Renewal

Improvements to the highway and transport infrastructure outlined above contribute to a more accessible and enhanced public realm.

7.0 EQUALITY AND DIVERSITY ISSUES

There are no equality and diversity issues associated with this report.

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

Document	Place of Inspection	Contact Officer
Halton's third Local Transport Plan, 'Transport - Providing for Halton's Needs'	Available on HBC website	N/A

Integrated Transport

Hough Green Station access and car park improvements

Greenway routes:

- Dungeon Lane
- Rock Lane
- Grange School
- St Helens Canal Towpath
- Montgomery Road
- Ann Street East
- Manor Farm Road cycleway
- Cranshaw Lane bridleway

Cycleway and Public Rights of Way (PROW) signage and upgrades
Mineral Line, Widnes (part Local Sustainable Transport Fund or LSTF)
A56 Cycleway, Daresbury (LSTF)

Neighbourhood Centre Improvements

Ditchfield Road / Hale Road

West Bank

Warrington Road / Moorfield Road

Crow Wood / Bancroft Road

Hough Green (Quality Corridor)

Halton Brook (Quality Corridor)

Chesnut Lodge

Royal Avenue / Sunningdale

Cherry Sutton

Walking and Cycling Improvements

Warrington Road, Widnes (Puffin Crossing)

The Knoll / The Uplands

Halton View Road / Albert Road

Clifton Road to Halton Lodge Cycle Route

Programme of provision of new crossing points incorporating drop-kerbs at:

- Castlefields Avenue,
- Runcorn Road, Moore
- Milton Road
- Plumley gardens
- Wavertree Avenue
- Myrtyl Grove
- Hankey Street
- Green Oaks Way
- Picow Farm Road
- Oakfield Drive
- West Lane / Hospital Way
- Petersgate
- Ramsbrook Lane
- Batherton Close

Clifton Road
Aston Green Lane
Caernarvon Close
Alforde Street
Milton Road
Public Hall Street
Ellesmere Close / Bridge Street
Arndale
Carter House Way / The Hive
Spennymoor
Pit Lane / Farnworth Street
Waterloo Road

Measures to Assist Buses

Halton Lea South Bus Station improvements
Green Oaks Bus Station, new shelters
Bus Stop Upgrades (incorporating DDA compliant access) a total of 120 bus stops including the following routes:

Weates Close
Dundalk Road
Liverpool Road
Palacefields Avenue
Birchfield Road

Local Safety Schemes and other Highway Improvements

20mph zones in residential estate roads in 2012/13 and 2014/15.
Sea Lane / Halton Road junction improvement
Milton Road / Kingsway junction improvement
Wilmere Lane / Lunts Heath Road junction improvement (Better Bus Area / S106 funding)
Cronton Lane / Norlands Lane junction improvement (incl. S106)
Derby Road / Peelhouse Lane / Farnworth (incl. S106)
Queensbury Way
Kingsway, Widnes

Intelligent Traffic System Improvements

Traffic Signal junction upgrades and installation of MOVA including:
Watkinson Way
Leigh Avenue / Kingsway
Traffic Signal conversions to LED lamps including:
Hale Road / St Michaels Road
Clifton Road / Rocksavage Way.