

REPORT TO: Executive Board

DATE: 15th January 2026

REPORTING OFFICER: Executive Director Environment and Regeneration

PORTFOLIO: Environment and Urban Renewal

SUBJECT: Additional Highway Grant allocations

WARD(S) Borough wide

1.0 PURPOSE OF THE REPORT

1.1 This report seeks Executive Board approval to accept capital funding from the Liverpool City Region Combined Authority in compliance with Standing Orders

2.0 RECOMMENDED: That

- 1. the Board approves the Director Planning and Transportation, in consultation with the Portfolio Holder Environment and Urban Renewal be delegated to accept the Grant Funding Agreement and enable timely delivery of the agreements; and**
- 2. the Director Planning and Transportation in consultation with the Portfolio Holder Environment and Urban Renewal be delegated to deal with any matters relating to procurement and operation of these agreements.**

3.0 SUPPORTING INFORMATION

3.1 In addition to previous capital funding arrangements through the Liverpool City Region Combined Authority (LCRCA), Halton has now received a grant of £190,000 as part of Active Travel Fund 5. We have also received notification of an imminent Active Travel Fund 6 Grant which has been rebranded Consolidated Active Travel Fund (CATF). Internally, Combined Authority approvals on the allocation of the CATF Liverpool City Region wide funding are ongoing but are currently expected to allocate £577,000 to Halton. Finally, we have been allocated £564,556.12 for Pre-Development Work of the Transport Pipeline projects that are due to be constructed with the future funding from the Transport for City Regions Capital allocation to the City Region. We are currently awaiting the final Grant Funding Agreement for this.

- 3.2 The ATF5 funding is to be invested in three schemes, £100,000 towards North Albert Road pedestrian improvements, £50,000 for Detailed Design works for the Runcorn High Street Phase 2 detailed design and £40,000 for maintenance works / amendments identified by Active Travel England when they audited the Active Travel Route along Runcorn busway. Funding is due to be spent by March 2027.
- 3.3 CATF is to be invested in the construction of the East Runcorn Connectivity Active Travel Schemes prioritised at their interface with the Runcorn High Street scheme itself paid for by the allocation to Runcorn from the Local Government Town's Fund.
- 3.4 The LCRCA have requested we seek Grant acceptance for the CATF in advance to ensure funding expenditure can start as soon as possible in the new financial year. Funding is due to be spent by Summer 2027.
- 3.5 The Pre Development Funding is to be invested in three broad schemes, £50,000 in the options appraisal for the potential A558 improvements, £515,000 for the three Runcorn Active Travel schemes to have detailed design development completed including the Runcorn Old Town/Shopping City route and Runcorn East/Red Brow Lane. All works completed with this Fund are to be completed or committed by 31st March 2026. The Grant Funding Agreement is expected imminently from the CA and has been seen by Officers at Draft status.

4.0 POLICY IMPLICATIONS

- 4.1 Approval will comply with Standing Orders and enable compliance with the Council Procurement Standing Orders for the future works.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The work to be covered entirely by these Capital grant funding agreements have no requirement for HBC match funding.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

Well maintained Highways ensure that the public can travel quickly and easily on the Highway network. The construction of cycleways enables a health choice for the public when determining travel options not only for commuting but leisure.

6.2 Building a Strong, Sustainable Local Economy

Workforce accessibility to jobs and amenities supports the local economy.

6.3 Supporting Children, Young People and Families
None identified.

6.4 Tackling Inequality and Helping Those Who Are Most In Need
Well maintained Highways ensure that the public can travel quickly and easily on the Highway network. Cycle routes give those on low incomes viable safe and commodious options to travel for work.

6.5 Working Towards a Greener Future
Active travel in all its forms supports a greener future by reducing mechanised transport miles and their carbon footprint.

6.6 Valuing and Appreciating Halton and Our Community
None identified.

7.0 RISK ANALYSIS

7.1 Approval as requested enables the quickest start to expenditure of these Grants once funding is received. Failure to approve would mean no expenditure and hence completion of works funded by these funding streams.

8.0 EQUALITY AND DIVERSITY ISSUES

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

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 Highway funding is generally to be invested to likely utilise materials which have high carbon values, such as bituminous and concrete products. However, the service aims to use lower carbon materials, if possible, such as warm mix asphalt rather than hot mix which reduces carbon emissions. Similarly proprietary materials are used where they are suitable which overall as a process have been independently evaluated as carbon neutral.

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

Funding letter for Active Travel Fund Grant Award 5
Draft GFA for Pre Development Funding