

REPORT TO: Executive Board

DATE: 16th April 2026

REPORTING OFFICER: Executive Director Environment and Regeneration

PORTFOLIO: Environment and Urban Renewal

SUBJECT: Transport Infrastructure Update

WARDS: Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 Following the previous report in July 2023, this update gives details of the proposed investments in Halton's transport network. It is deliberately comprehensive to capture the integrated nature of the offer, the links between modes, and the relationship with Halton's growth. Board approval is sought for the 'transport pipeline' set out in Appendix 2 and 3.
- 1.2 Following the July 2024 general election, national transport policy has shifted. Core transport priorities are now framed around the creation of an integrated transport network that is cleaner, more inclusive, and reliable. Further devolution of funding is expected for strategic authorities, with a focus on growing the economy through infrastructure investment, decarbonising transport modes, improving user experience, and enhancing regional connectivity.
- 1.3 Funding reflects these national policy drivers and is distributed via the Department for Transport (DfT) to the Liverpool City Region Combined Authority (LCR CA) and ring-fenced for schemes within the City Region.

2.0 RECOMMENDATION: That

- 1. Members note Appendix 1, summarising completed scheme since the 2023 update.**
- 2. Members note Appendix 2, listing the schemes in delivery.**
- 3. Members approve Appendix 3, the "transport pipeline" of future schemes. (Approval includes design and feasibility, business case preparation, funding bids, and when appropriate, grant acceptance, and entry into the Council's Capital Programme).**
- 4. In consultation with the Portfolio Holder for Environment and Urban Renewal, the Director - Planning and Transport will be authorised to take the necessary actions to ensure value for money through the appropriate procurement processes relating to the list of schemes (Appendix 2 and 3); and**
- 5. In consultation with the Portfolio Holder for Environment and Urban Renewal, the Director - Planning and Transport be authorised to take any other actions necessary to accept grant**

funding and enable timely delivery of the list of schemes (Appendix 2 and 3).

3.0 SUPPORTING INFORMATION

- 3.1 Good transport links bring significant benefits to people, businesses, the environment, and the overall economy of the Borough. For example, good transport can help people access jobs; shape greener and healthier places; attract new firms / investment; and unlock new development sites.
- 3.2 Halton has natural advantages in its geographical location and excellent transport links. The Council continues to invest in a comprehensive programme of infrastructure projects with the objective of providing safe, efficient, and effective transport systems.
- 3.3 Transport improvements contribute to the wider public policy objectives of providing access to life opportunities for all, reducing congestion, reducing road casualties, efficient freight movement, air quality improvement, decarbonisation, and improved health and well-being.
- 3.4 Halton's adopted Local Transport Plan 3 (LTP3) sets out the statutory context for investment in infrastructure to 2025/6. In association with the 22 'Primary Transport Strategies' contained in LTP3 there are a number of major schemes covering road, rail, bus, cycling and walking.
- 3.5 The LTP3 major schemes (identified in Chapter 10, page 192) are now complete. Chapter 11 (Implementation Options, page 200) sets out further schemes and many of these schemes have been delivered. Following the adoption of LTP3, the Liverpool City Region Combined Authority (LCR CA) was created. Department for Transport funding is directed to the LCR CA and redistributed to the local councils. This means that funding that was previously dedicated to Halton now forms part of a City Region investment strategy. It is imperative that schemes are developed to an advanced stage of design and appraisal to ensure funding success.
- 3.6 The LCR CA is producing Local Transport Plan 4, expected to be adopted in 2026 and superseding Halton's LTP3. It contains new transport policies for the whole Liverpool City Region. LTP4 will cover strategic transport priorities such as Transport for the North, Northern Powerhouse Rail, and the Liverpool to Manchester rail line upgrade.
- 3.7 'Transport for City Regions' funding (TCR) has replaced the CRSTS (City Region Sustainable Transport Settlement) as the primary source of funding for transport interventions. Starting 1 April 2026, the LCR CA will receive an 'Integrated Settlement' ('IS') from government. This framework includes £417 million in revenue and £1.1 billion in capital funding over three to four years, enabling combined decision-making across transport, regeneration, and skills to boost the local economy. The IS covers revenue funding for three years and capital investment until 2029/30. The TCR Programme is part of the IS, and covers the period from 2027 to

2032. A LCR pipeline of schemes for TCR has been developed. Other LCR CA led active travel schemes such as Runcorn Busway cycleway (Runcorn East to Shopping City) and Widnes Station to St Helens will be carried forward from CRSTS. Development funding has been received for 2025/26 and is anticipated for 2026/27 to allow the design of options, in line with the LCR CA 'gateway' process.

- 3.8 Halton's current transport schemes are set out in three appendices:
- Appendix 1 completed schemes since the 2023 update
 - Appendix 2 schemes currently in delivery
 - Appendix 3 future schemes identified for Halton's future pipeline.

4.0 POLICY IMPLICATIONS

4.1 The Council has responsibility for the maintenance of its highway network, a £2.3 billion asset (just in Halton), that comprises 606 km of roads, 838 km of footway, 141 highway bridges and 85 other structures. Maintenance requires a complex asset management approach to stay within limited maintenance budgets. Dating from the 1960's Runcorn New Town has some unique challenges arising from the maintenance of its infrastructure.

4.2 Some highlights of the work recently undertaken are set out below:

4.3 Silver Jubilee Bridge (SJB) over the River Mersey

The steelwork of the SJB requires constant maintenance to protect the lifespan of this Grade 2 listed structure. The LED architectural floodlighting and re-painting work below the road deck have been completed. The next significant work package will be structural maintenance of the supported footway along the eastern side of the SJB.

4.4 East Runcorn Connectivity

£18m A56 upgrade was completed on time and in budget. The wider East Runcorn Connectivity (ERC) project comprised five elements to support development growth and maintain network resilience.

- A56 Major Maintenance - £18m scheme completed in Dec 2025
- Active Travel links – outline design complete, currently at detailed design for three routes
- Whitehouse concept-mapping – complete
- A558 widening – based on traffic capacity modelling, this option is now superseded by proposals for Pitts Heath junction.
- E-mobility and alternative energy element – not funded so paused.

4.5 Runcorn Town Deal

The Runcorn Town Centre scheme enhances sustainable links along High Street. Acting as an enabler for the wider town centre regeneration, it delivers improved public realm, a LTN/120 guidance compliant segregated cycle path, and bus station / taxi rank improvements. Connection of cycle links into the Runcorn Station Quarter piazza to facilitate safer travel for commuters. Bus station upgrades include:

- modern facilities, installation of new lighting and enhanced waiting facilities to improve passenger comfort.
- improved visibility through adjustments to the current layout
- integrated taxi rank to streamline services.
- electric vehicle (EV) infrastructure for charging and secure motorcycle parking.

4.6 Local Electric Vehicle Infrastructure (LEVI) Charging Points

Following the delivery of on-street charge points as a pilot with Connected Kerb, the Council is now part of an LCR CA wide scheme to expand the network of on-street chargers through the “LEVI” bid. This is a government initiative providing capital and capability funding for expanding public EV charging in areas without off-street parking. The LCR CA are expected to award a contract in July 2026. Cross pavement channels (no trip hazard) are being piloted for those without a driveway to use home chargers. A grant of c.£250k is expected to partly subsidise installation costs.

4.7 Network Models

Work to update both the Mersey Gateway traffic model (Halton Traffic Model), and the local element of the LCR model, to ensure they can be used as evidence to support future scheme bids, has been completed.

4.8 Traffic Management & Road Safety

Halton has achieved substantial reductions in road casualty numbers through a programme of road safety engineering measures targeted at roads and junctions with the highest collision densities. Information supplied by Cheshire Police via their STATS20 collision data as well as the Department for Transport’s MAST road safety analysis software is vital in this task. In addition, concerns raised by residents and elected Members also help inform decisions regarding where resources should be focused. Since the pandemic, schemes that concentrate on interventions to enhance the safety of pedestrians and pedal cyclists (who still account for a third of all KSIs) have been prioritised, including measures to enhance safety at schools and routes to schools.

4.9 The Road Safety Team are delivering national and local initiatives. School engagement is excellent and interventions like pop-up bollards to keep footways clear of parked vehicles are effective. School Crossing Patrols continue to provide an effective way to enhance safety of children at our busiest school sites and are very popular with children and parents.

4.10 New mobile speed camera sites have been installed at locations, the most recent at Daresbury Expressway, and all fixed speed camera sites are live. New speed indication devices (SiDs) have been commissioned in response to requests and are in active use across the Borough.

4.11 Physical safety improvements are carried out across the Borough, for example, improvements to road markings and layouts as safety reviews based on evidence. Recent improvements include road improvement scheme at Mersey Road (West Bank); Hough Green Road (Widnes) (new

30mph limit, and refuge island near playing fields in response to local concerns), and at Picow Farm Road (Runcorn).

4.12 Road Safety Education in schools has been undertaken for pupils: 687 at key stage 1 (KS1); 1050 at KS2 - Pedestrian Training; 510 at KS3 Colleges. To encourage cycling, 'Bikeability' training sessions are delivered to children aged 5-12years. These sessions are split into: 'Balanceability' and Learn to Ride - Level 1; Level 2 (learning to ride on the road learning emergency stop, overtaking a parked car, turning left / right out of a junction); and Level 3 (riding on complex roads).

During 2024-2025 there were 2139 children trained as follows:

- 163 reception Year 1 received Balanceability.
- 249 Year 2 pupils received Learn to ride.
- 533 Year 3 & 4 received Level 1
- 1128 Year 5 & 6 pupils received Level 2
- 66 Year 6 pupils received Level 3
- An additional 88 school aged children attended 'Learn to Ride' sessions over the school holidays.

During 2025-26

- 250 Year 2 pupils received Learn to ride.
- 360 Year 3 & 4 received Level 1
- 829 Year 5 & 6 pupils received Level 2
- 30 Year 6 pupils received Level 3
- An additional 124 school aged children attended Learn to Ride sessions over the school holidays.

4.13 Road Safety education is regularly provided, examples include:

- 12 parking campaigns outside of schools, some with police support
- Leading Cheshire Road Safety Group 'Be Bright Be Seen' campaign.
- Seat belt campaign as the Cheshire RSG
- 'Power Two Wheeler' safety night engaging 120 motorcyclists.
- Training for HBC Professional drivers on drink / drug drive risks
- Road safety days with Fire Service at Morrisons, Runcorn Hill, Victoria Park, Asda Runcorn Costa Coffee Runcorn and Fire Station open days
- Child Safety week - education on In Car Safety.

For 2026/27 the following are planned

- 2 x Cheshire-wide motorbike safety campaigns
- Tyre Safety Sessions
- Summer Cycle Safety Campaign planned.
- Drink / drug drive campaign (festival season / Christmas)
- Winter Drive awareness sessions planned for November.

4.14 Active Travel

In addition to the footways beside roads, Halton has c.74km of public rights of way (including 71km of footpath and 3km of bridleways). Local Cycling and Walking Infrastructure Plans (LCWIPs) outline a 10 year delivery plan for active travel in the LCR. These were reviewed by the Environment and Regeneration Policy and Performance Board (Nov 2024). [Halton Local Cycling and Walking Infrastructure Plan.pdf](#)

- 4.15 An interconnected cycle network is being created that allows active travel within and beyond Halton. For example, the cycleway over the SJB connects into the Trans-Pennine Trail (running east / west) and extends north to Prescott and St Helens. On the Runcorn side, there are links from SJB onto the Bridgewater Canal, and also along the busway through Astmoor, to connect into the bridleway at Moore and also along Keckwick Lane to join the A56 cycleway into Warrington.
- 4.16 Since 2020, the Runcorn busway has seen investment to provide a car free route for active travel that connects to key locations for leisure, shopping, education and work. Several sections of the busway scheme have been delivered. The remaining sections have been added to the TCR programme and form part of the Transport Pipeline.
- 4.17 East Runcorn Connectivity Active Travel (Phase 2). This 9km project is in detailed design and includes:
- 2.5km segregated cycleway connecting the bridge to Runcorn Shopping City via the A533 and Runcorn Spur Road, and routes in and around Runcorn town centre
 - 2.1km segregated path along Barnfield Avenue to Red Brown Lane linking Runcorn East Station to key employment sites
 - Red Brow Lane “Quietway” with planned restriction of vehicle access to create a dedicated cycling/walking corridor.
 - Further links across M56 junction 11 with signalised crossings are intended to follow as part of future pipeline of schemes to link to Preston Brook
- 4.18 Within Widnes, there is a focus is on northern connectivity to the wider network. Cycleways are being considered for Wilmere Lane, Lunts Heath Road and Birchfield Road. These provide linkages between Widnes Train Station and St Helens (along Jubits Lane/Chester Lane), creating a continuous link from Widnes to Lea Green Station.
- 4.19 Pedestrianisation of Albert Road (North) between Deacon Road/Bradley Way and Robert Street is being funded by Active Travel Fund (ATF5). Completion is expected in March 2027. Key features include:
- Levelling of the carriageway to create a level kerb-free surface
 - outdoor on-street seating for local food and drink establishments
 - improved safety from exclusion of motorised traffic
 - infrastructure upgrades to enhance public realm including new public art, feature lighting, street furniture, and signage.
 - Bus services will divert to a new bus stop on Robert Street

4.20 Rail

Runcorn (Liverpool – London) Station is to have a new station building funded by TCR. This is a second phase following the completion of the RSQ and de-linking project.

4.21 Daresbury Station. A new station at Daresbury is an ambition of the Metro Mayor and Merseyrail to extend the Merseyrail network into Cheshire and North Wales. Feasibility and detailed options appraisal are still required.

4.22 The re-opening of Ditton Station remains an ambition to support the planning growth and regeneration in the local area. At Hough Green Station an options appraisal will consider disabled access improvements.

4.23 Bus

The Combined Authority is undertaking bus franchising in phases, starting in St Helen and Wirral in 2026. Further franchising phases are expected in 2027. More details can be found online:

<https://www.liverpoolcityregion-ca.gov.uk/movingbusesforward/>

4.24 The £2 fare cap remains in place for the time being, it is currently funded from the BSIP (Bus Service Improvement Plan) funding received from Government. Operators are reporting an upturn in patronage as a result of this reduced fare.

4.25 76 new bus shelters have been installed across the Borough, with 12 bus stops were upgraded to Equalities Act 2010 standards, which includes installing higher ('Kassel') kerbs to provide level access to board buses.

4.26 Adult Social Care – Vulnerable Adult Transport

Since 2006, transport costs have increased from £0.50 per passenger journey to £4.18 in April 2026. However, numbers of service users has reduced. In 2006/07 520 individuals generating 156,000 annual journeys. In 2025/26 this has reduced to 140 individuals generating 42,000 annual journeys. The Council's in-house service has responded by continuing the efficient use of its passenger vehicle fleet and proactively managed the use of third-party taxi services to control increasing costs.

4.27 Home to School Transport - Policy

Changes to the Home to School Transport Policy will come into effect from September 2026. As alternatives to post age 16 transport provision, a range of initiatives are being implemented such as personal travel budgets, travel passes to eligible families, introducing centralised pick up points, promoting and incentivising Independent Travel Training, and ensuring more stringent annual reviews. These changes are necessary to keep costs within budget.

4.28 Street Lighting & Highways Electrical

There are 22,000 street lighting columns in the Borough. These have all been converted to LED lanterns to reduce electricity consumption and related carbon emissions. The team also maintains all the signalised

junctions in the borough (excluding the Mersey Gateway infrastructure) and all illuminated signage and bollards. The annual energy supply cost for highway electrical items is c.£1.2m. Replacement following road traffic collisions where lamp columns and signage are damaged can be costly.

4.29 Contract Renewal

The Council does not have a direct labour organisation. As such it relies upon the private sector to undertake site works. Design work and contract management and supervision is still undertaken in-house. The following contracts have been renewed or will need procurement in the next year:

- Highway Term Maintenance Contract – Renewed with Tarmac
- Highway Improvement Contract – renewal in procurement
- Street lighting contract – Jones Lighting
- Winter salt – YPO / Compass Minerals
- Intelligent Transport Systems
- Junction signal maintenance - Yunex
- Traffic Management – Amberon until Feb 27
- Highway electrical supply – SSE until Apr 2027

5.0 FINANCIAL IMPLICATIONS

5.1 The combined investment for Halton to 2031 will be c.£130m, if all funding bids are successful. This funding is primarily grant, and as such it is 'ring fenced' and not available for spending on other Council services.

Fund	Source*	Value (Est.) *	Delivery	Schemes
TCR - Revenue (project development)	LCR Grant	£5.15m	2026/28	Initiating TCR projects / business cases
TCR – Capital (project delivery) (+CRSTS carry forward)	LCR Grant	£108.9m	2027/31	TCR infrastructure scheme delivery (see Appendix 3)
Active Travel England Revenue	Gov Grant	£0.310	2026/28	Initiating projects / business cases
Active Travel England Capital	Gov Grant	£5.12m	2026/28	Active Travel Schemes (ATF 4 & 5)
LEVI Capital	LCR Grant	£1.4m	2026/31	EV chargers for public use at on-street locations
Environment Fund (EF)	S.106	£0.5m	2026/27	Hough Green Station – disabled access options appraisal
Town Deal Funding	Gov Grant S.106 (EF)	£2.1m	2026/27	Runcorn High Street Improvements
Highways Revenue (HBC)	Council	£4.1m	2026/27	Highways Maintenance and street lighting
Highways Capital (HBC)	Council	£0.2m	2026/27	Street lighting structural maintenance
DfT Pot Hole funding	Gov Grant	£0.5m*	2026/27	
	TOTAL	£127.78m		*Grant funding not guaranteed until grant agreements signed

5.2 The table above summarises the main funding for major transport schemes, maintenance, and interventions on the Halton network. Funding

is primarily capital grant and provided direct from central government or via the LCR CA.

- 5.3 Grants often do not cover scheme development costs. To secure grants, schemes must demonstrate their feasibility, value for money, and the refinement of options into a designed preferred option. Sufficient 'start up' budget for business case appraisals, which turn concepts into "shovel ready" schemes is necessary. Grant funding agreements often impose strict criteria, for example time limits on expenditure. Sufficient budget and staff capacity to turn concepts into schemes, and then deliver the work expediently is critical. Without such commitments, grants may be missed.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

A well-maintained highway network ensures that the public can travel quickly and easily around the Borough and beyond. The construction of active travel links enables a healthy choice and encourages modal shift, not only for commuting to work and school, but also for leisure.

6.2 Building a Strong, Sustainable Local Economy

Access to opportunity is an important factor in improving life chances. Active travel provides low cost transport options to link the workforce to jobs and amenities, and this in turn supports the local economy.

6.3 Supporting Children, Young People and Families

Active travel encourages children to take part in exercise. The bus and rail network allows young people freedom to travel. Traffic free streets in the town centre are safer for children and young people to use.

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 and education.

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

Good transport links provide for a strong sense of 'place', allowing communities to enjoy the assets and opportunities in the Borough.

7.0 RISK ANALYSIS

- 7.1 Access to funding for large projects will remain a challenge. The cost of programme development to individual local authorities is increasing due to the competitive nature of funding opportunities and the level of subscription (i.e. the number of bids submitted from across the LCR).

Halton requires a 'pipeline' of schemes, but must finance the feasibility, appraisal, and business cases to demonstrate a compelling scheme and attract funding for delivery. The Council must finance the initiation of schemes and to progress them to a sufficient stage to secure funding. Appendix 3 identifies the future pipeline of transport schemes.

7.2 Scheme development requires a range of unique skills in the form of engineering design, cost assessment and quantity surveying, land acquisition knowledge, contract management, niche appraisals (Webtag), funding and bid formulation. In-house staff no longer have all the required skills and consultants are relied upon to provide bespoke input. This has implications for time and cost in programme development. Even relying upon consultants, the Council requires internal staff to act as commissioners. It is getting increasingly difficult to recruit and retain staff with the requisite skills, and the Department is carrying a large number of vacancies. This represents a major risk to scheme delivery.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Transport networks should be ubiquitous and open for everyone. Each scheme is appraised separately to ensure it provides equality of access for all users.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 Investment in public transport and active travel is fundamental to tackling climate change. A significant amount of carbon emissions and air pollution arises from transport and the use of internal combustion engines (ICE) as a travel choice. Many of these journeys are over short distances (less than 5km). The initiatives set out in this report ensure that people in Halton have a realistic choice in the way they travel, and that alternatives to the private ICE car are available.

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

Document	Place of Inspection	Contact Officer
LTP3 (Adopted) https://www3.halton.gov.uk/Pages/councildemocracy/TransportPolicy.aspx	Municipal Building	Rebecca Taylor
LTP4 (Emerging) https://www.liverpoolcityregion-ca.gov.uk/what-we-do/transport/tp-4-consultation/	Municipal Building	Rebecca Taylor
LCWIP (Local Cycling and Walking Infrastructure Plans) cycling and walking	Municipal Building	Rebecca Taylor

Appendix 1 – Completed Schemes

Major Infrastructure
East Runcorn Connectivity and active travel upgrades at A56 and A558 complete Dec 25 (delivered in time & budget)
Silver Jubilee Bridge deck steelwork maintenance, painting, cable change and testing
Silver Jubilee Bridge - Installation and commissioning of the LED lighting system
Halton Lea busway – north viaduct - refurbishment and joint replacement (Complete March 26)
Spike Island access bridge over canal - Mersey Gateway funded replacement of old timber bridge. Connection into the Trans-Pennine Trail and access for maintenance vehicles
Runcorn East Station Improvements - Improvements to be made include signage, ticket machines, cycle storage and improved waiting areas
New road bridge over the M56 and demolition of the old bridge (A533 / M56 overbridge, Preston Brook). Undertaken with National Highways
Sustainable Travel Schemes
Dukesfield to Waterloo Bridge / RSQ Station Link. Improved walking and cycling link connecting to Waterloo Bridge and bus hub
Runcorn-Daresbury Cycle route (LCRCA LCWIP)
Busway active travel corridor – section from Halton Lea to Murdishaw. Active Travel Fund Tranche 2 (ATF2)
Busway Active Travel Corridor – section from Runcorn East Station to Whitehouse Ind Est. Active Travel Fund Tranche 3 (ATF3)
Public Rights of Way
Safety replacement of 10 timber bridges with composite material (90yr life expectancy). Boardwalk at Barkers Hollow replaced.
Public Electric Vehicle Charging
Pilot on-street charger deployment with Connected Kerb. Funded by OZEV. Covered 28 public charge points (14 units) in residential areas (Ashridge Street, Beechers, Mersey Road, Runcorn, Thomas Street Car Park, Wharford Lane).
Road Safety
Red light / speed on green camera on Widnes Gyratory to improve safety and junction capacity by preventing red light jumping leading to vehicles blocking lanes for other traffic. Capital funding provided by the Police and Crime Commissioner.
Repair of vandalised camera on Speke Road with smart pole mounted equipment
Creation of Police mobile speed camera bays (Daresbury Expressway, Boston Avenue)
Road safety education programme (see report text), Bikeability / cycle training, School Crossing Patrols
Highway Electrical
LED upgrade of street lights complete (22,000 columns)
Routine & Reactive Maintenance
365 24/7 repair and maintenance of the network
Carriage and footway - surface dressing and resurfacing (see appendix 2)
Daily network inspection (Highways Act 1980 s.58 defence)
Winter maintenance – salt spreading, salt stocks, temperature forecast network
'Pothole' / sink hole / man hole fixes
Gully emptying & drainage improvements.
Further highway maintenance statistics here:
Local Highway Maintenance v2.pdf
Highway Asset Management
Highways Asset Management Plan.pdf
Live road works info for Halton – Causeway one.network

Appendix 2 – Schemes in Progress

<p>Runcorn High Street Connectivity (Town Deal, EFW/s.106, LCRCA capacity funding - total £2.1m) In delivery, completion expected late Autumn 26. Improved Cycle and walking infrastructure Improved bus waiting areas Enhanced Public Realm from Leiria Way to Granville Street. Replacement Taxi rank at Alcock Street (all day rank - up to 8 vehicles - increased capacity) Redesigned “Brindley mound” carpark to enable future EV charger and Safe Motorcycle parking.</p>
<p>Design Work - Sustainable Travel Schemes</p> <p>Design work to seek funding for improvements:</p> <ul style="list-style-type: none"> • North Widnes Active Travel Links design development (Section 106 funded East West links) • Continuation of Runcorn High St Active Travel (design ATF5 and development funding) implementation via ATF6/CATF and TCR • Development funding for option development Pitts Heath Lane, Murdishaw, Ditton/Halebank and forthcoming pipeline Active Travel LCWIP schemes (Hough Green to Widnes Town Centre, Ditton Rd to Fiddlers Ferry and Shopping City to Preston Brook)
<p>Busway - Norton-Castlefields/Halton Lea. Design completed using development funding further development funding to enable contract for start of TCR capital period (carry over from CRSTS1).</p>
<p>Delivery - Sustainable Travel Schemes</p>
<p>Busway - Murdishaw to Whitehouse and Norton, Active Travel Fund Tranche 3 (ATF3)</p>
<p>Pedestrianisation of North Albert Road, Widnes Town Centre Active Travel Fund Tranche 4 (ATF4) and Active Travel Fund Tranche 5 (ATF5)</p>
<p>Public Rights of Way – Composite replacements Renewal of small bridges and boardwalk structures on public rights of way network using state of the art composite materials to ensure longer life and less future intervention</p>
<p>Other</p>
<p>Updating of highway electrical inventory to reduce energy supply billing cost</p>

<p>Flood Risk Reduction Programme</p>	
<p>S19 Flood and Water Management Act 2010 investigations Flood Risk Assessments for planning applications. Local Flood Risk Management Strategy review Preliminary Flood Risk Assessment review SAB development Suds supplemental planning document.</p>	<p>Glastonbury close Parkland surface water alleviation Bowers Brook access improvements to enable screen cleaning. Eastgate Lane ditch flood alleviation. A558 Daresbury Expressway underpass raised walkway. Reservoir Act inspections and maintenance Keckwick Brook outfall responsibilities mapping</p>

<p>Section 278 Section 278 of the Highways Act 1980 allows a developer to carry out works to the public highway. This is generally where planning permission has been granted for a development that requires improvements to, or changes to, public highways. These works require agreement and monitoring by the Highways Authority.</p>	
<p>S278 held: Bloor Homes, Aspen Brook West, South Ln, Widnes Prospect Homes, Abbey Vale, South Ln, Widnes Halton Housing, High St, Runcorn Redrow, Oak Villa off South Lane, Widnes Redrow, Derby Rd, Widnes McDonalds, Clifton, Weaver View, Runcorn Town Lane, Hale St Michaels Rd – dated 25/6/25 – completed</p>	<p>S278 being processed The Ridgeway, Murdishaw Keepmoat, Hale Gate Road, Widnes Keepmoat, Sandymoor, Runcorn Johnsons Lane (s.184) Redrow, Combined Phase 2 Daresbury North Foundry Lane, Widnes Morris Homes, A56, Preston Brook, Runcorn</p>

Section 38

Section 38 of the Highways Act 1980 allows a developer to offer new roads within a development site for adoption by the Highway Authority. This requires a legal agreement and monitoring by the Highway Authority. Current sites include:

Daresbury Park Castle Green Extensions Redrow - bridge and Delph Central Halton Road Magenta, Tanhouse Lane, Widnes	Sandymoor - Bloor / Vistry /Keepmoat south North Widnes - Derby Rd/Lunts Heath Halebank/Halegate Rd Foundry Lane Chester Road Preston Brook
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Carriageway and Footway Resurfacing Schemes

In Design	
Footways	Carriageway
A56 Preston Brook by Northwich Rd roundabout Surface Treatment Footways: Green Oaks Way, Widnes Sandymoor, Runcorn Chester Rd, Ashville Ind Est, Runcorn Southern Expressway, Runcorn	Everite Road, Widnes Lockett Rd, Widnes Leigh Ave, Widnes Speke Rd, Widnes Gorsey Lane, Widnes Dans Road, Widnes
In Progress	
Footway	Carriageway
Whalley Grove, Widnes Nursery Close, Widnes Tuscon Drive, Widnes Beaconsfield Rd and Crescent, Widnes	Hanley Road, Widnes Crossway, Widnes Abbey Rd, Widnes Canterbury Rd, Widnes Dundalk Rd, Widnes Latham Ave, Runcorn Victoria Rd Runcorn Balfour St, Runcorn Northwich Rd Roundabout, Runcorn Palacefields Ave junction, Runcorn Surface Treatments (carriageways): St Aidans and Queensbury Way, Widnes Fiddlers Ferry Road, Widnes Ditchfield Road, Widnes Hale Road, Widnes Cronton Lane, Widnes Pitts Heath Lane, Widnes Hough Green Road, Widnes Boston Ave, Runcorn

Appendix 3 - Future Transport Scheme Pipeline

(*Values estimated and dependent on bid outcomes / business cases)

FUNDING	INFRASTRUCTURE SCHEMES	VALUE (Est*)
	ELECTRIC VEHICLES – PUBLIC CHARGING	
LEVI - DFT via LCERCA	To deliver a network of public EV chargers in the borough. Currently at tender process, start of delivery of network is anticipated in late 2026 and will continue for approx. 3 years with up to 300 units installed and managed/maintained by operator for 15years.	£1.4m
	OZEV funding for cost pavement channel subsidy	£0.25m
	TRANSPORT FOR CITY REGIONS (TCR)	
Transport for City Regions (TCR)	TCR - SUSTAINABLE TRAVEL	
	<u>Project Development Funding</u>	
	Design work – Local Cycling and Walking Infrastructure Plan (LCWIP) Routes	£1.7m
	<ul style="list-style-type: none"> • Route 2 - Hough Green to Widnes Town Centre South via Dundalk Rd. • Route 5 – Halebank Ditton Rd to Widnes Town centre and onto Fiddlers Ferry • Route 7 – Beechwood to Preston Brook/Busway • Widnes TC Connectivity in partnership with wider TC regeneration / masterplanning – (pedestrian improvements) • Widnes Bus interchange (early options/design concepts) 	£0.2m
		£0.2m
	<u>Delivery Funding</u>	
	Delivery of Local Cycling and Walking Infrastructure Plan (LCWIP) Routes	£20.4m
	<ul style="list-style-type: none"> • Route 2 - Hough Green to Widnes Town Centre South via Dundalk Rd. • Route 5 – Halebank Ditton Rd to Widnes Town centre and onto Fiddlers Ferry • Route 7 – Beechwood to Preston Brook/Busway • Widnes TC Connectivity in partnership with wider regeneration / masterplanning – (pedestrian improvements) • Widnes Bus interchange (early options/design concepts) 	
CRSTS carry forward	Runcorn Busway Sustainable Corridor – Final section Norton-Castlefields/Halton Lea. Cycle/ walking infrastructure completing the wider sustainable busway corridor. Cost relates to the need to widen structures.	£20m
CRSTS carry forward	<u>East Runcorn Connectivity Routes (Phase 2)</u> A56 – Runcorn East, Cycle/Walk route via Red Brow Lane to Runcorn East Station	£9m

	Leiria Way /Runcorn Spur Road to Runcorn Shopping City Phase 2 of Runcorn High Street to Doctors Bridge scheme	
Transport for City Regions (TCR)	<p>TCR - GREEN GROWTH</p> <p><u>Project Development Funding</u></p> <p><u>Halebank Accessibility</u> Options to improve traffic movements in this area, to support inclusive growth through improved access to job opportunities, as well as helping to sustain existing residential and business communities. Options must compliment the Halton Curve and potential reopening of Ditton Station to improve connectivity in the 3MG / Ditton / wider 'Speke Approaches' growth corridor.</p> <p><u>East Runcorn</u> Capacity improvements at key junctions along the Bridgewater expressway (A558) and Southern Expressway (A533) to support development in East Runcorn</p> <p><u>Total Delivery Funding for above schemes</u></p>	<p>£3m</p> <p>£27m</p>
	RAIL	
Transport for City Regions (TCR)	<p>Runcorn Station Building New rail station building. Phase 2 of Runcorn Station Quarter development. To provide new ticketing, waiting, rest room and kiosk facilities.</p>	£16m
TCR /Merseytravel	<p>Daresbury Station – Merseytravel led project.</p> <p>Early Design and Feasibility being undertaken by Merseytravel. Delivery (if viable) anticipate 2030 (funded by CA TCR rail allocation)</p>	£30m+
Pride of Place LCR Capacity Fund Environmental Fund	<p>Hough Green - Access for All Scheme</p> <p><u>Project Development Funding</u> Feasibility and options/design for disabled access</p>	£0.5m
	ACTIVE TRAVEL	
LCRCA / Active Travel England 4 Active Travel England 5 Active Travel England 6	<p><u>Project Development Funding</u> Project development – scheme design / feasibility / consultation / business cases Runcorn High Street – design of addition scheme from Granville Street to Waterloo Bridge Busway Shopping City to Murdishaw – ATE recommended improvements to scheme. Runcorn High Street / Leiria Way Junction improvement (TCR funded)</p> <p><u>Delivery Funding</u> North Albert Road pedestrian improvements (pedestrianisation) (ATF 4 & 5) LCR CA LCWIP - Birchfield Road – North Widnes connectivity – part of City Region Network Runcorn High Street / Leiria Way Junction improvement (£577k ATF6 + £350k Environment Fund)</p>	<p>£310k £ 50k £ 40k £100k</p> <p>£220k £5.12m £577k</p>

S.106	North Widnes East – West Links. Improved sustainable travel routes and links connecting the new housing at South Ln & Derby Rd - Design work	£120k
	BUS	
S.106	Improvement / interventions to bus routes to improve punctuality. Enhance network with service(s) via include Manor Park, Sandymoor and Daresbury Park (East Runcorn). Introduction of bus gates prioritised routes improved bus waiting areas Realtime information	£2m
	HIGHWAY MAINTENANCE	
Highway Maintenance	Network Maintenance & Improvement Schemes / Funding The Department for Transport (DfT) and Liverpool City Region Combined Authority (LCRCA) are responsible for distributing funding to individual local authorities for the maintenance and improvement of the transport network. Highways Revenue Highways Capital DfT Pot Hole funding (Gov Grant)	£4.1m £0.2m £0.5m
	FUTURE SCHEMES – FUNDING REQUIRED	
Funding required	HIGHWAY IMPROVEMENT	
	Widnes Loops – West Bank slip road Required CPO & building demolition (these aspects completed Q4 2025) Complete reconfiguration of the south side of the junction from the Mersey Gateway onto Waterloo Road (works on Waterloo Road side of Junction) heading towards Westbank.	<i>Est: £100k</i>
	Northwich Road, Murdishaw - junction improvement options (Note - added to TCR Green Growth ask as option for project development funding) Investigatory works including feasibility scheme design to relieve congestion at peak times at Murdishaw Avenue and improve active travel/pedestrian crossings etc	
Highways England funding required	Wilmere Lane Slips Requires Highways England funding - explore options to alleviate congestion at the M62 J7 area	<i>Est: £20m</i>
Funding required	SUSTAINABLE TRAVEL	
	Fiddlers Ferry / Jonsons Lane connection – sustainable travel link – included in TCR Sustainable Travel ask	
	Trans-Pennine Trail - Surface upgrade and route improvements to this national coast to coast cycle route	
	Cow Hey Lane, bridleway upgrade – within LCWIP	
	Cycling and walking improvements to complement Halton Curve and potential for reopening Ditton Station e.g. Ditton Bridge to Newstead Road. Improve the sustainability and connectivity of the 3MG Ditton Corridor and wider 'Speke Approaches' growth corridor - supporting more balanced growth by improving access to job opportunities as well as helping to sustain and grow residential communities. Potential to be included in TCR ask	
	Ditton Station. The re-opening of Ditton Station remains an ambition to support the planning growth and regeneration in the local area.	

