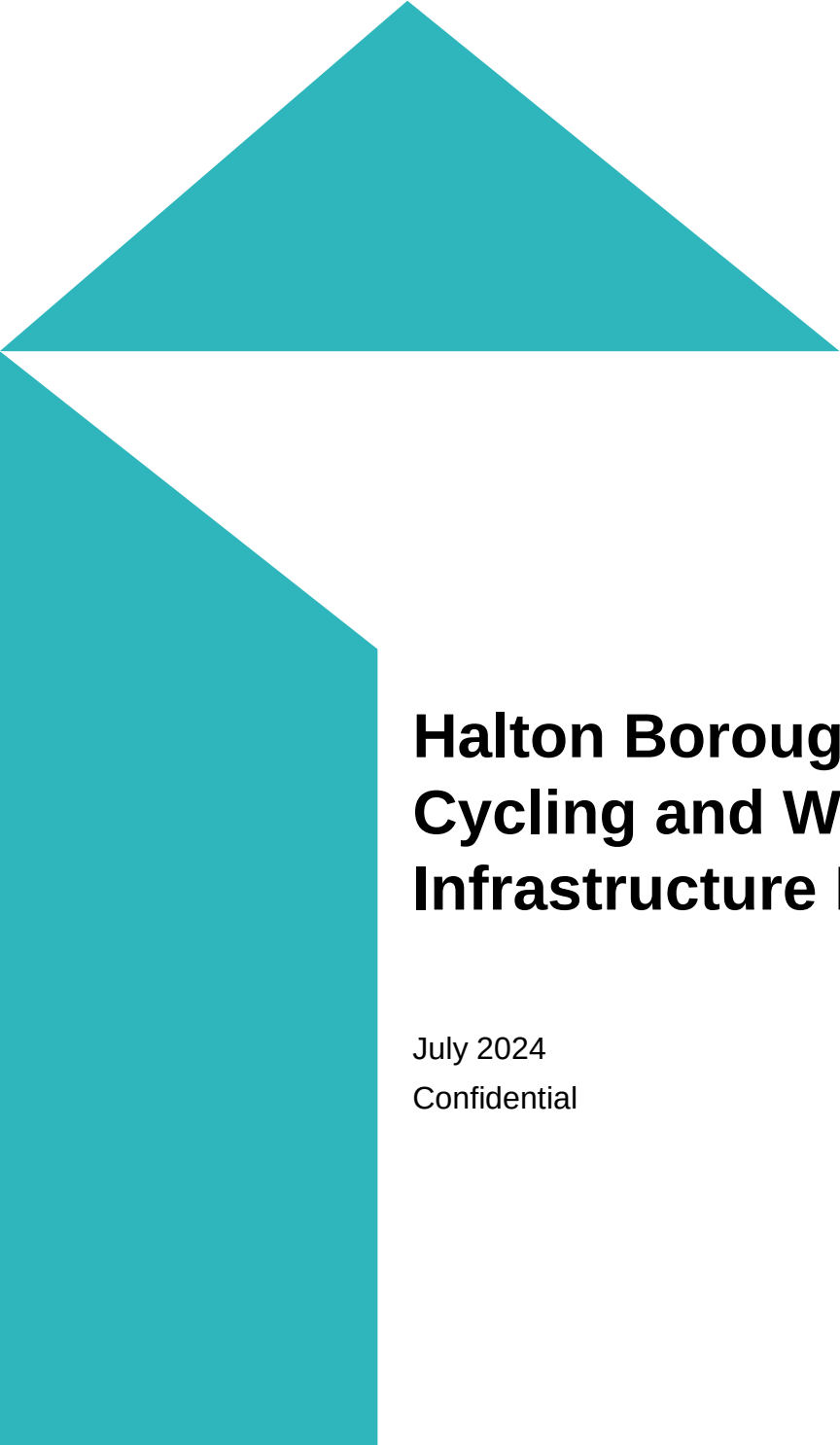




Halton Borough-wide Local Cycling and Walking Infrastructure Plan

July 2024
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Mott MacDonald
Ground floor
Royal Liver Building
Pier Head
Liverpool L3 1JH
United Kingdom

T +44 (0)151 482 9910
mottmac.com

Halton Borough Council
Municipal Building
Kingsway
Widnes
WA8 7QF

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1 Introduction

1.1 Background

In line with the Department for Transport's (DfT's) aspirations outlined within the Cycling and Walking Investment Strategy, Halton Borough Council (HBC) are developing a borough-wide Local Cycling and Walking Infrastructure Plan (LCWIP). Prior to the development of this borough-wide LCWIP, a more detailed LCWIP was developed in 2023 to cover just the East Runcorn area within Halton. Subsequent to this, Mott MacDonald has been commissioned to create a comprehensive LCWIP covering the whole Local Authority area of Halton which aims to build on the LCWIP developed as part of the East Runcorn Connectivity (ERC) Programme.

1.2 Purpose of the report

Mott MacDonald has been commissioned by HBC to provide technical support with the development of the borough-wide LCWIP. 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.

The process is iterative and provides a basis from which to amend and enhance the network in response to new developments and new funding streams that enable the development of the network. This means the LCWIP may evolve and be amended over time, to best fit the needs of Halton's active travellers and the Council's strategic plans.

This technical report covers the process and outputs of the LCWIP development. The LCWIP process consists of six stages outlined in the Department for Transport's LCWIP Guidance in **Table 1.1**.

Table 1.1: LCWIP steps from DfT Guidance

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Source: DfT

This report documents the background work associated with Stage 2 (Gathering Information) Stages 3 (Network Planning for Cycling) and 4 (Network Planning for Walking), and initial work associated with Stage 5 (Prioritising improvements).

1.3 Report structure

The remainder of the report is structured as follows:

- Section 2 (Stage 1) sets out the scope of the LCWIP and the area to be considered within the following stages.
- Section 3 (Stage 2) summarises additional background data reviewed and feedback from engagement activity.
- Section 4 (Stage 3) documents the development of the cycling network.
- Section 5 (Stage 4) documents the development of the walking network.
- Section 6 (Stage 5) documents the prioritisation of walking and cycling routes.
- Section 7 outlines recommendations and next steps.

2 Stage 1: Defining scope

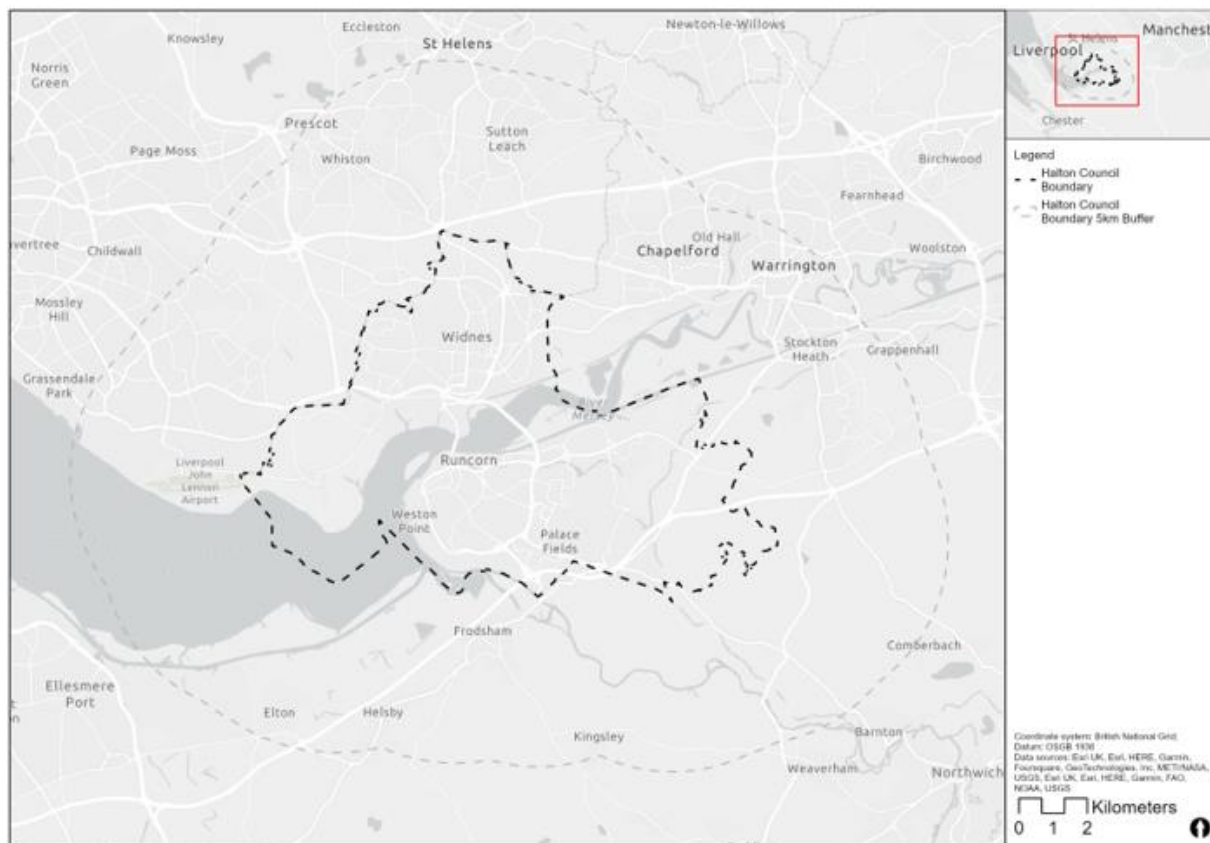
This section sets out the agreed scope that the Halton Borough-wide LCWIP will consider to inform the subsequent stages of the process.

2.1 Establishing the geographical extent

The purpose of this LCWIP is to cover the borough of Halton as a whole, and so the core geographical scope is set by the boundary of the Local Authority area.

In addition to the Halton Borough boundary, the likely distance that would be travelled by cycle or on foot has been considered. A 5km buffer (approximately a 25-minute cycle) around the boundary of Halton has been included within the scope to capture cross-boundary trips. This is particularly important given the geography of the region and proximity to key centres in surrounding area such as Liverpool and Warrington.

Figure 2.1: Halton borough wide LCWIP geographical extent



Source: Mott MacDonald

2.2 Stakeholder mapping

- The DfT guidance is clear that effective stakeholder engagement is critical to ensure that high-quality LCWIPs are produced which accommodate stakeholder needs and are well integrated with other networks and proposals. A stakeholder mapping exercise was therefore undertaken at the outset of the process to identify key stakeholders, as well as a plan for engagement to enable input at key decision points. This helped ensure that a range

of views could be expressed by key stakeholders and considered within outputs. The following key stakeholders were identified:

- Active Halton Walking & Cycling for health;
- Halton BID;
- Halton Borough Council;
- Halton Chamber of Commerce;
- Halton Disability Partnership;
- Liverpool City Region Combined Authority;
- Ramblers' Association – North and Mid Cheshire;
- Runcorn cycling club; and
- Sustrans.

3 Stage 2: Gathering information

This section provides an overview of the policies, information, and data that were collated within Stage 2 to inform the initial network development.

3.1 National Policy

3.1.1 Cycling and Walking Investment Strategy

The Department for Transport (DfT) published the Cycling and Walking Investment Strategy (CWIS1) in 2017, which sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. A second strategy, Cycling and Walking Investment Strategy 2 (CWIS2) sets out objectives and financial resources from 2021 to 2025, including the following four revised targets to achieve by 2025:

- To increase the percentage of short journeys that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025;
- To double cycling to 1.6 billion cycle stages in 2025;
- To increase walking stages to 365 stages per person per year; and
- To increase the percentage of children that usually walk to school to 55% in 2025.

The CWIS set out an expectation that Local Authorities develop Local plans – called Local Cycling and Walking Infrastructure Plans (LCWIP) - which form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle by identifying cycling and walking improvements required at the local level using an evidence-based approach.

3.1.2 Department for Transport: Gear Change, A Bold Vision for Cycling and Walking

The Department for Transport (DfT) published its vision for a new era in which England will be a great walking and cycling nation. It stated that places are to be truly walkable and cyclable, and the natural first choice for many journeys, with the ambition that half of all journeys in towns and cities will be cycled or walked by 2030. Gear Change focusses on the following key objectives:

- Healthier, happier, and greener communities: people's health and quality of life is improved by more people walking and cycling;
- Safer streets: nobody is afraid to cycle, and all road users treat each other with mutual respect; and
- Convenient and accessible travel: cycling and walking are recognised as the most convenient, desirable, and affordable way to travel in local areas.

The publication advances DfT's ambitions for a step-change in the provision of cycle infrastructure, a modal shift to cycling nationally, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy and local business, climate change, the environment and air quality, and congestion.

3.1.3 Cycle Infrastructure Design LTN 1/20

In 2020, the DfT published its updated Cycle Design Standards: Local Transport Note 1/20 (LTN 1/20). LTN 1/20 provides a refresh of national cycle infrastructure design guidance (previously LTN 2/08), reflective of latest best practices. It is intended to support the delivery of the high-quality infrastructure necessary to achieve the ambitions of the CWIS and Gear Change. Inclusive cycling is an underlying theme, so that people of all ages and abilities are considered and empowered to take up cycling.

LTN 1/20 is now integrated into the LCWIP process, establishing the design aspirations of schemes identified as part of the LCWIP.

3.1.4 Inclusive Mobility, Department for Transport

In 2021, the DfT published its updated Inclusive Mobility document. This document compiles and summarises existing design guidance on disabled access for pedestrian and transport infrastructure. Although the main purpose of these guidelines is to provide good access for disabled people, designs that satisfy their requirements also meet the needs of many other people. Those who are travelling with small children or are carrying luggage or heavy shopping will all benefit from an accessible environment, as will people with temporary mobility and many older people. Thus, the overall objective of Inclusive Mobility is to provide inclusive design and through that achieve social inclusion.

3.2 Regional Policy

3.2.1 Liverpool City Region Combined Authority (LCRCA) Corporate Plan

The LCRCA Corporate Plan 2021-2024 sets out a vision for a “*fairer, stronger, cleaner city region where no one is left behind*”. To achieve this vision, LCRCA have identified five priority areas. They are:



This Halton LCWIP is particularly relevant to the ‘connected city region’ priority. A well-connected city region will ensure opportunities can be felt in every community. Connectivity between people, business and place helps people access education, training employment and other services, helps businesses access customers and move goods around.

3.2.2 Liverpool City Region Combined Authority (LCRCA), Local Journeys Strategy

The LCRCA’s Local Journeys Strategy provides a framework for guiding the development of services and infrastructure that supports sustainable short trips across the Liverpool City Region (LCR). The strategy sets out three strategic pillars: Productivity, People, and Place, across each of which action principles are developed and grouped according to both geographic scales and broad themes, such as residential communities and active travel.

- **Productivity:** there is a need to overcome real and perceived barriers to travel for residential communities located relatively close to major employment locations. There should be a focus on providing safe and direct active travel routes that encourage sustainable access to employment and training opportunities at all hours of the day.
- **People:** green infrastructure should be used to build a comprehensive active travel network with a further aim to deliver upgrades to key routes that could be better used.
- **Place:** the strategy highlights the challenges with delivering new infrastructure and the need to retrofit using the available evidence and tools to help prioritise interventions.

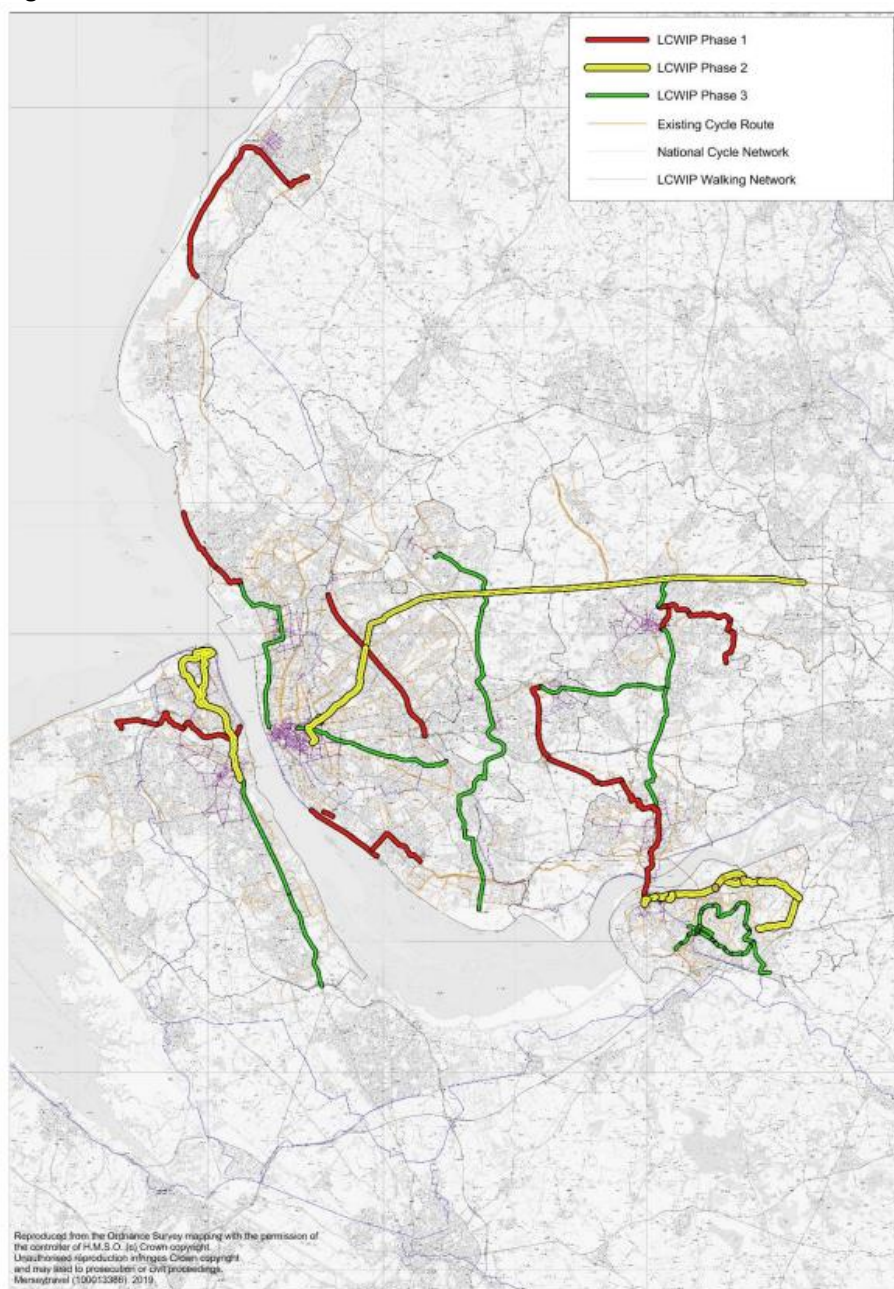
3.2.3 Liverpool City Region Combined Authority (LCRCA), Local Cycling and Walking Infrastructure Plan (LCWIP)

The LCRCA LCWIP sets out a strategic approach to developing a cohesive network of high standard active travel routes across the region, covering a period of 10 years (2019-2029). It has been developed in line with the DfT's CWIP, and the DfT's supporting technical guidance document, LCWIP Technical Guidance for Local Authorities (2017).

The LCRCA Local Journeys Strategy (LJS, 2017) set out an approved vision for sustainable travel in the region, with an overall aim of making it more feasible and desirable for people to walk or cycle. The LCWIP acts as the supporting implementation plan for a region-wide high-quality cycling and walking network and will also help to deliver the strategic objectives set out in the LCRCA Transport Plan (June 2019). The key priorities within the LCRCA LCWIP are:

- Priority 1.1 – Supporting a Clean, Inclusive Economy;
- Priority 3.6 – Developing and Delivering a Comprehensive New Cycling and Walking Network; and
- Priority 4.3 – The Importance of Quality of Place and Placemaking.

The LCRCA LCWIP Phase 2 prioritises Runcorn to Daresbury for new/upgraded walking and cycling routes. Phase 3 prioritises Runcorn Busway improvements for upgrades in active travel infrastructure which is currently being developed by Halton Borough Council. The LCRCA LCWIP routes are shown in Figure 3.1 below, including the Phase 2 and 3 routes in the Runcorn area. A number of routes have also been progressed within Widnes as part of Phase 1 and Phase 3 of the LCWIP.

Figure 3.1: LCRCA LCWIP Routes

Source: Merseytravel, 2019

3.2.4 The Third Local Transport Plan for Halton – Transport: Providing for Halton’s Needs 2011/12-2025/6, Halton Borough Council, 2011

HBC’s third Local Transport Plan, (LTP3) sets out a strategy for the development of Halton between 2011 and 2026 and associated implementation plan.

The document outlines local challenges and opportunities that guide the policy presented. Of relevance to active travel are:

- Rising car ownership and usage – the number of cars licensed in Halton has increased by 27%;
- A growing health crisis due to rising levels of obesity and lack of activity – the health of people in Halton is generally worse than the average for England; and

- Low levels of walking and cycling – only 1% of trips in Halton made by bicycle.

Following this the policy determines a key message to inform the future direction with LTP3 should be that:

“Sustainable modes of travel (public transport, cycling and walking) must be promoted and supported by the LSP¹ partner agencies to allow the Borough and Merseyside to contribute to Government priorities for Transport and thus achieve a healthier, safer and more prosperous environment for all.”

They recognise that high numbers of short trips offer opportunities for shift to sustainable modes linked to a transformational public health programme via walking and cycling.

Of particular relevance is Section 9 – Primary Transport Strategies. Within it, Section 9.3 refers to cycling strategies, and HBC acknowledge the success of schemes in LTP1 and LTP2 for cycling provision. This includes the Cycling Demonstration Towns programme which resulted in an increase in cycling of 27% of the towns it was trialled in. However, they recognise that there is still a great deal of work that needs to be undertaken to establish a fully connective cycle route network throughout the whole of the Borough.

The key goals and strategies for achievement of such goals presented in the policy document are summarised below:

- Support priorities of LCR and Halton’s Local Strategic Partnerships: provision of cross boundary cycle routes to provide sustainable transport connection;
- Low carbon transport: develop further Greenway routes to promote cycling, adding to the network that is currently being developed;
- Transport to promote health and wellbeing: encourage cycling to allow people to connect socially and improve physical and mental health; and
- Access to employment, services, and social activities: use cycling to allow people to connect with opportunities for employment, services, and social activities.

3.2.5 Liverpool City Region Combined Authority, our 4th Local Transport Plan: Issues, Challenges and Goals – Developing a Vision for Local Transport to 2040.

The Liverpool City Region is currently producing its fourth Local Transport Plan which will reflect changes in transport and travel that have occurred since the previous LTP produced in 2011. This includes walking, cycling and bus travel’s status as modes of choice.

Currently, relatively few LCR residents use methods of active travel (i.e., walking and cycling). Only 5% of residents cycle for travel at least once a week, compared to 6% nationally, while 42% walk for travel at least once a week, compared to 42% nationally. Not only does the low take up of active travel contribute to LCR’s poorer health profile, but it also means residents are more likely to use less environmentally friendly modes of travel.

The LTP4 will also highlight that radically increasing the amount of walking and cycling across the city region is core to reducing carbon emissions.

3.2.6 Liverpool City Region Combined Authority: Sustainable Transport Settlement Prospectus: A Fairer, Stronger, Cleaner, City Region Where No One is Left Behind

The LCR’s Sustainable Transport Settlement Prospectus (CRSTS) sets out the City Region’s funding pipeline for investment in the transport system between 2022/23 and 2026/27 as part of

¹ Local Strategic Partnership

its commitment to building a fairer, stronger, cleaner City Region where no one is left behind. The CRSTS will deliver a package of investments across key corridors including the Mersey Gateway corridor, which draws together the advanced manufacturing and science clusters along the Mersey estuary in Halton and south Liverpool. This cluster has the potential to drive growth not only within the LCR, but regionally and nationally through the supply chain and research and innovation. This includes several schemes within Runcorn:

- Runcorn Station Quarter Phase 2: A rebuilt Runcorn rail station, providing local access within the city region and nationally on the West Coast Main Line;
- Runcorn Busway Active Travel corridor: Repurposing a bus-only corridor to include active travel, linking Runcorn to major housing developments and employment zones;
- LCWIP Phase 2 (Runcorn to Daresbury): A new LTN 1/20 compliant active travel route between Runcorn and Daresbury; and
- East Runcorn Connectivity: Enhanced multimodal connectivity between Runcorn and Daresbury.

Transport investment in this corridor will strengthen the links between the advanced manufacturing and science assets and the City Region's labour pool, centres of academia and research, and domestic and international markets.

3.3 Local Policy

3.3.1 Halton Delivery and Allocations Local Plan, Halton Borough Council, 2022

The Delivery and Allocations Local Plan sets out planning policy and land allocations to guide decisions on development and changes in the way local land and buildings are used. It contains strategic policy which seeks to support the economic recovery of the Borough through a programme of coordinated transport interventions that align with the future sustainable growth strategy set out in the adopted Core Strategy. The policies included in this document promote the development of active travel modes, and the considerations of inclusion, innovation and climate change in pipeline schemes.

3.3.2 East Runcorn Connectivity Programme

Halton Borough Council (HBC) are promoting a programme of coordinated transport interventions in the east and southeast Runcorn areas, in support of their Delivery and Allocation Local Plan (DALP). The ERC Programme aims to support the economic recovery of the Borough and city region, driving sustainable economic growth and wellbeing for Halton's communities.

The ERC Programme includes:

- Active Travel and Public Transport: cycling, walking and bus route upgrades are proposed through the east and southeast Runcorn areas, with improved connectivity to Runcorn town centre and Shopping City.
 - Shopping City Movement Strategy which sets out proposals for complementary walking and cycling upgrades on routes within 10 minutes of the Shopping City site.

And potentially also:

- E-Travel Modes: in support of the Councils net zero ambitions and providing a transport network accessible for all, proposals are being developed for 'electric battery' forms of transport. This encompasses micro-mobility modes, such as e-bikes and/or e-scooter schemes as well as charging infrastructure for electric cars; and

- Hydrogen: to support local communities in leveraging the benefits of advances in emerging technologies, proposals are being developed for the use of hydrogen as an energy source for transport within Halton.

3.3.3 Summary

- There is a key aim nationally, regionally and locally to increase the percentage of short journeys undertaken by walking or cycling to achieve environmental targets and improve people's health and quality of life;
- There are aspirations at the national, regional and local level for a modal shift to active modes for all journeys to realise benefits associated with public health, well-being, the economy, improved air quality, and reduced congestion;
- Across all tiers of policy there is a focus on providing safe and direct active travel routes that provide solutions to real and perceived barriers to sustainable travel, especially for residential communities located relatively close to major employment locations;
- There is a need to develop and deliver comprehensive and well connected cycling and walking networks;
- Radically increasing the amount of walking and cycling across the city region is key to reducing carbon emissions;
- Transport investment in Runcorn and the Mersey Gateway will strengthen the links between the advanced manufacturing and science assets and the City Region's labour pool, centres of academia and research, and domestic and international markets; and
- The ERC programme will provide complementary investment in walking, cycling and sustainable transport modes within Runcorn, providing connectivity to Shopping City, Sci Tech Daresbury and a range of new housing development.

3.4 Data sources

The DfT's LCWIP Guidance notes that a broad range of data should be collected to inform the preparation of the LCWIP including the following:

- The transport network, including proposed schemes;
- Travel patterns;
- Location of trip generators; and
- Perception of existing facilities.

The DfT LCWIP guidance provides a list of potentially useful sources of data; however, it is not intended that all need to be used in the development of an LCWIP. The following sub sections summarise the data sources that have been used or are planned to be used in future stages for Halton's LCWIP. A more detailed data list is also provided in **Appendix A**.

3.4.1 Transport network

The existing network, including National Cycle Network (NCN) and regional routes have been mapped alongside demand analysis and is included on plans in Section 3. A number of schemes are planned by HBC or have been proposed through previous studies. These include the following:

- Liverpool City Region LCWIP
- ATF Tranche 2-3 schemes
- Busway Cycleway Scheme
- ERC route network

As the area continues to develop, there may be emerging schemes not outlined as part of this report.

3.4.2 Travel patterns

Travel patterns have been obtained using a combination of outputs from the Propensity to Cycle Tool (PCT) and locations of existing origins and trip generators. Trip generators were provided by Halton Borough Council and included major destination as well as local and town centres.

3.5 Engagement

This section provides an overview of the engagement activity undertaken to support the initial LCWIP development. Further engagement will be undertaken in later stages.

3.5.1 Engagement activity

Table 3.1 outlines the plan for stakeholder engagement undertaken as part of this LCWIP and how this aligns with the key stages of the process (i.e. 'purpose of engagement').

Table 3.1: Stakeholder engagement plan

Stage	Purpose of engagement	Format of engagement	Relevant stakeholders
Stage 3	Identify key attractors to inform development of the key attractors map	Online workshop	HBC, LCRCA
Stage 4	Agreeing the Strategic Cycle Network	Online workshop	HBC, LCRCA, Sustrans, Halton Chamber of Commerce
Stage 4	Pre Prioritisation	Online workshop	HBC, LCRCA, Sustrans
Stage 5	Agreeing Core Walking Zones and Key Walking Routes	Online workshop	HBC, LCRCA, Sustrans
Stage 6	Prioritisation	Online workshop	HBC, LCRCA, Sustrans

Source: Mott MacDonald

4 Stage 3: Developing the cycle network

This section outlines the initial development of the cycling network. This includes the methodology for identifying key demand corridors, and the selection process for cycling routes. This section will also outline concept design interventions to be further investigated as part of feasibility design.

4.1 Steps in developing the network

A summary of the process to develop the network is as follows in line with LCWIP Guidance:

1. **Origin and destination analysis undertaken**, including the trip attractors referred to in Appendix A, including all primary, secondary and sixth form schools. The following rules were applied:
 - Every origin is connected to every destination within the boundary and outside it if within 5km.

The above generates a series of desire lines. These were then assessed, and clusters of corridors identified. Consideration was then given to routes that may not be represented by the above.
2. **Allocated development sites** were connected to existing origins and destinations within 5km in order to forecast potential future demand.
3. **A sense check was also undertaken using the PCT for commuting**. This used the 'Go Dutch' scenario defined as follows:
 - Go Dutch: This is an ambitious target which estimates the levels of cycling likely to arise if the UK had the level of cycle infrastructure and cycling culture experienced by the Dutch, but still had the same trip distances and hilliness as currently in the UK.
4. **The desire lines were then confirmed** using local knowledge through an engagement session with HBC. Any missing links were added during this session. This step involved creating a connection density plan of the above three steps and identifying the main desire lines. Subsequently, these desire lines were presented to stakeholders, who contributed additional and modified links to be considered.
5. The final step was to **review the emerging desire line network and apply to the road network using GIS**, applying desire lines to the shortest possible route.

4.1.1 Origin and destination analysis

4.1.1.1 Step 1

The first step in developing the strategic network map was to identify the key attractors (destinations) within Halton. Information from OS Data Hub was used to identify key attractors through a visual assessment, which included:

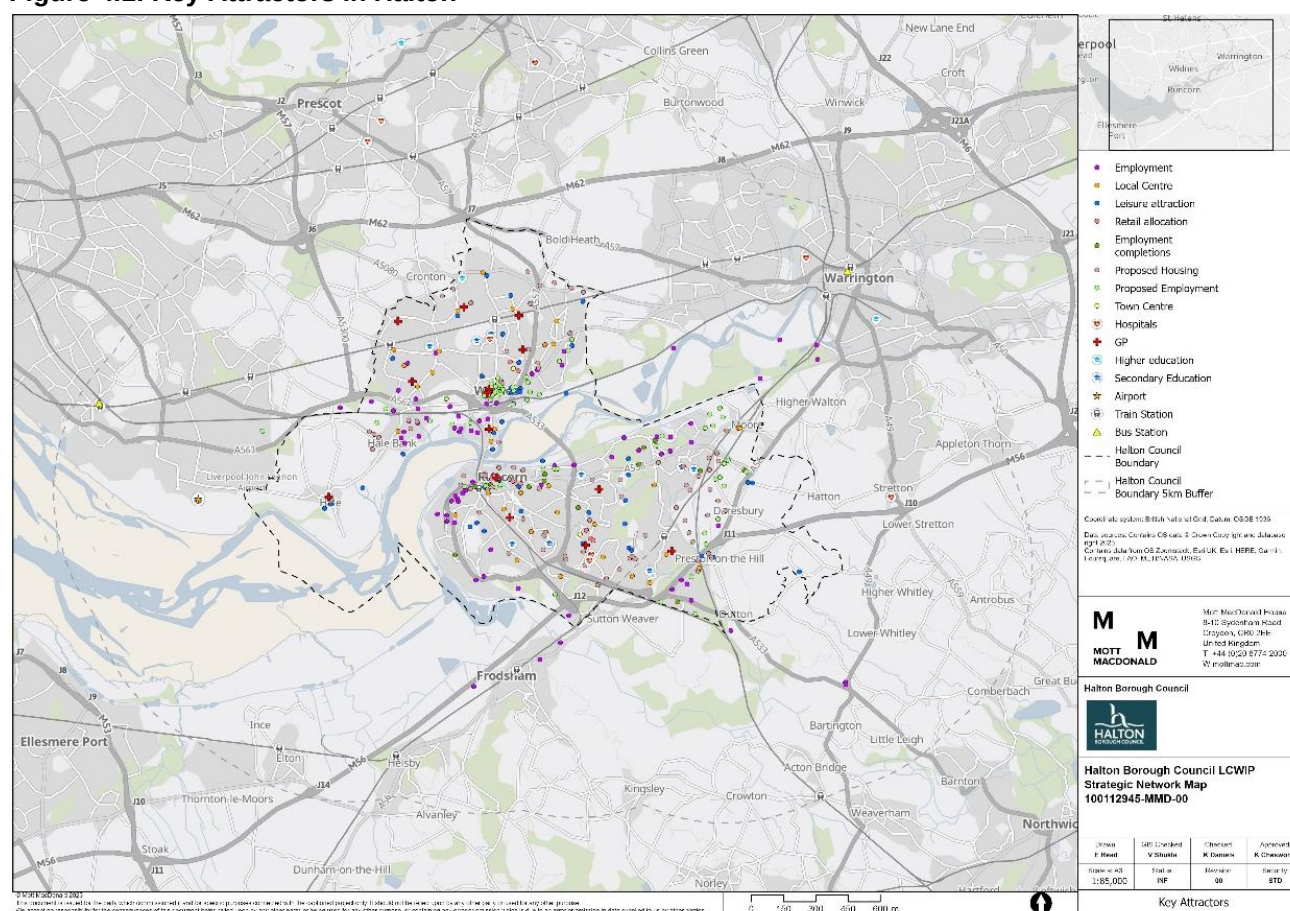
- Education facilities;
- Employment centres (including business parks and major employers);
- GPs;
- Green spaces;
- Hospitals;
- Leisure or sports centres;
- Local and town centres; and

- Retail and commercial centres.

Transport hubs such as rail and bus stations were also included. Discussion with HBC, and a review of outputs from the previous East Runcorn LCWIP were also undertaken to identify proposed regeneration and housing sites.

This data was shared with HBC and the wider stakeholder group for discussion and feedback. Comments from stakeholders were then used to revise the key attractors map to create a final version for use within the next stages of network development. The final version of the key attractors map is shown in Figure 4.1.

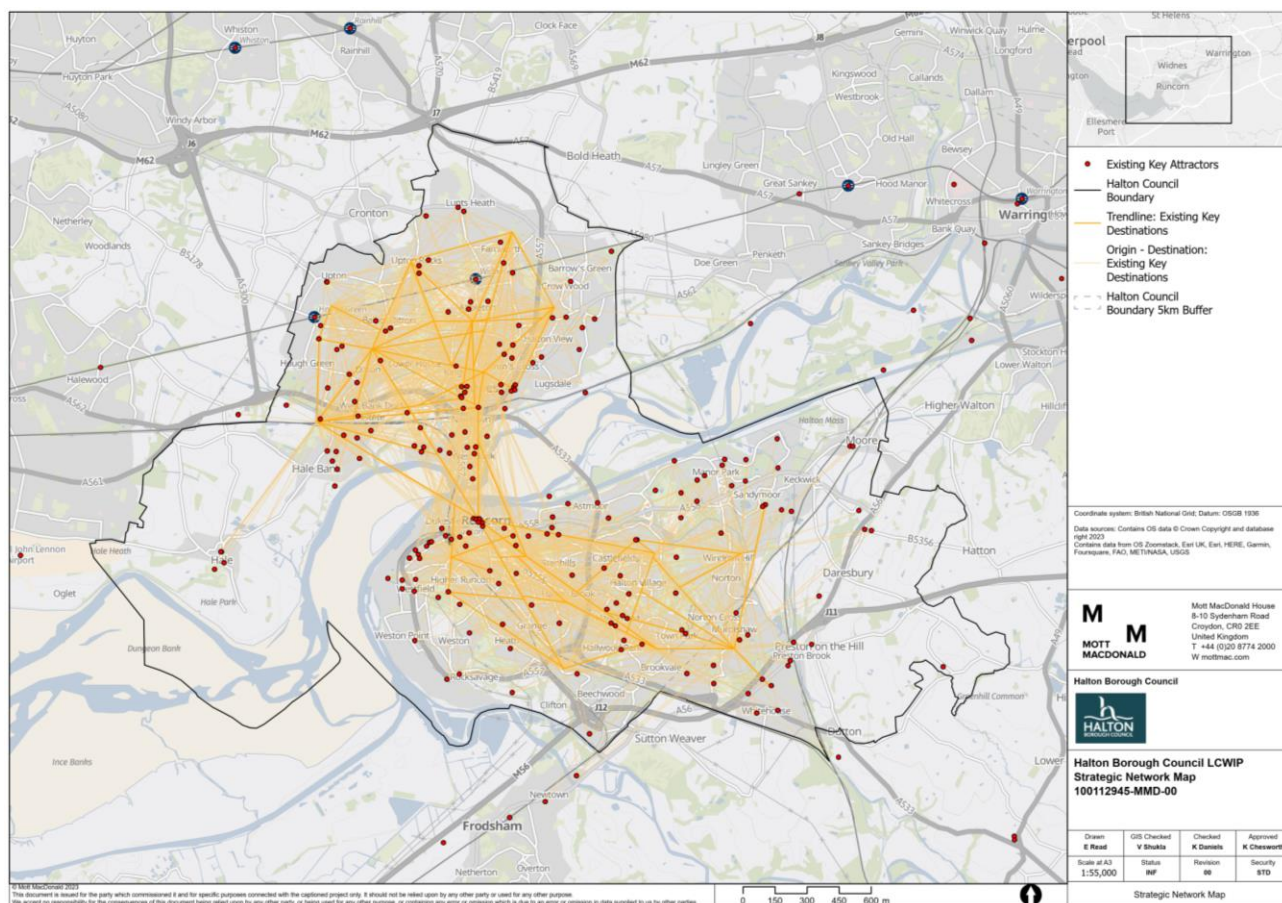
Figure 4.1: Key Attractors in Halton



4.1.1.2 Step 2

The second step was to identify desire lines between origins and key attractors (destinations) as defined in Step 1. Origins were defined as residential areas, represented by population-weighted MSOA (Middle-layer Super Output Area) centroids.

For this exercise the key attractors were treated as destinations, and the MSOA centroids as origins. Using a GIS origin destination analysis tool, trendlines were generated between these origins and destinations. Trendlines were identified as straight lines (as the crow flies) between the two points to represent potential existing cycling demand, which at this stage do not consider existing cycle routing.

Figure 4.2: Trendline Analysis – Existing Key Attractors

Source: Mott MacDonald

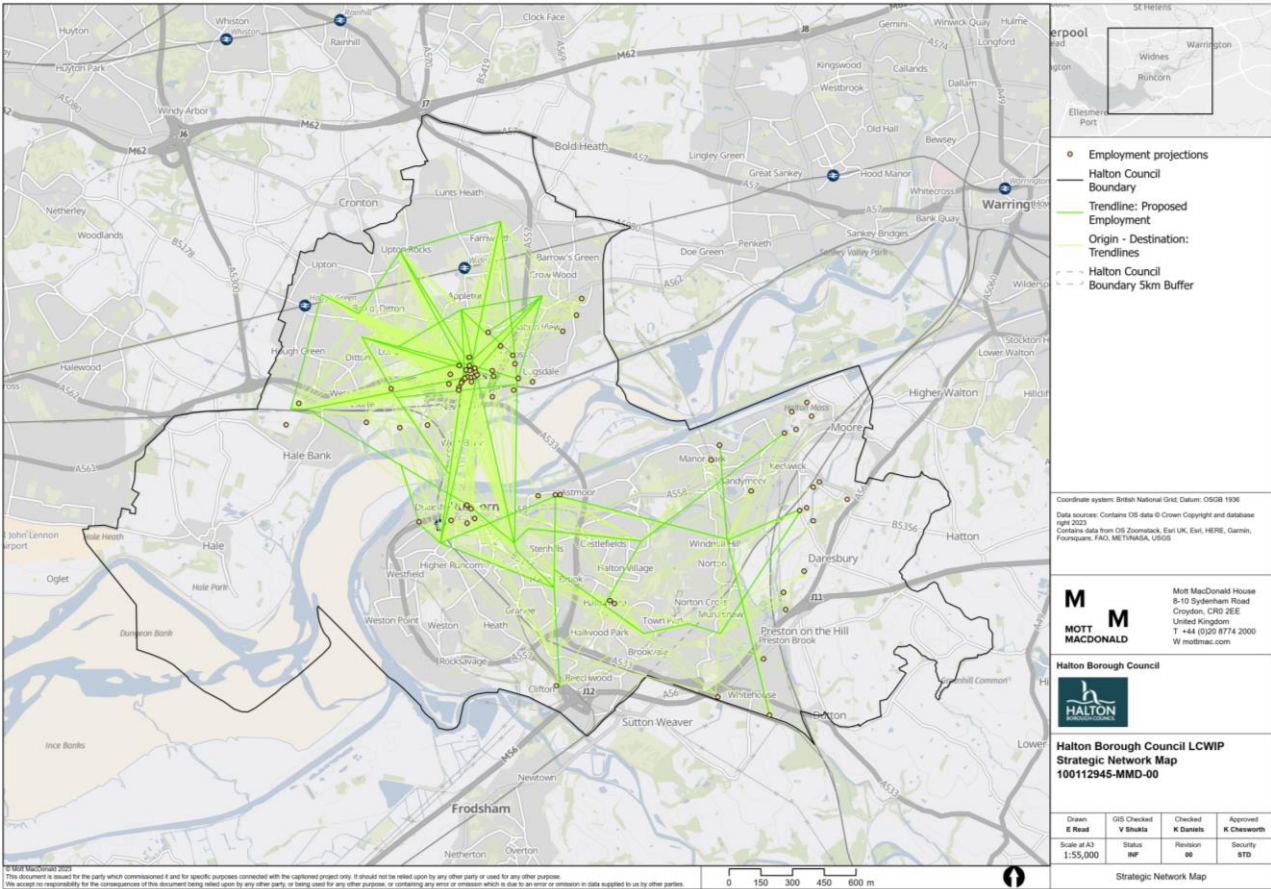
4.1.1.3 Step 3

Step 3 involved repeating the above process to account for future demand in relation to proposed housing and regeneration sites. This involved repeating the analysis using:

- Proposed regeneration locations as destinations, and the MSOA centroids for existing residential areas as origins.
- Proposed housing sites were treated as origins, and the existing key attractors as destinations.

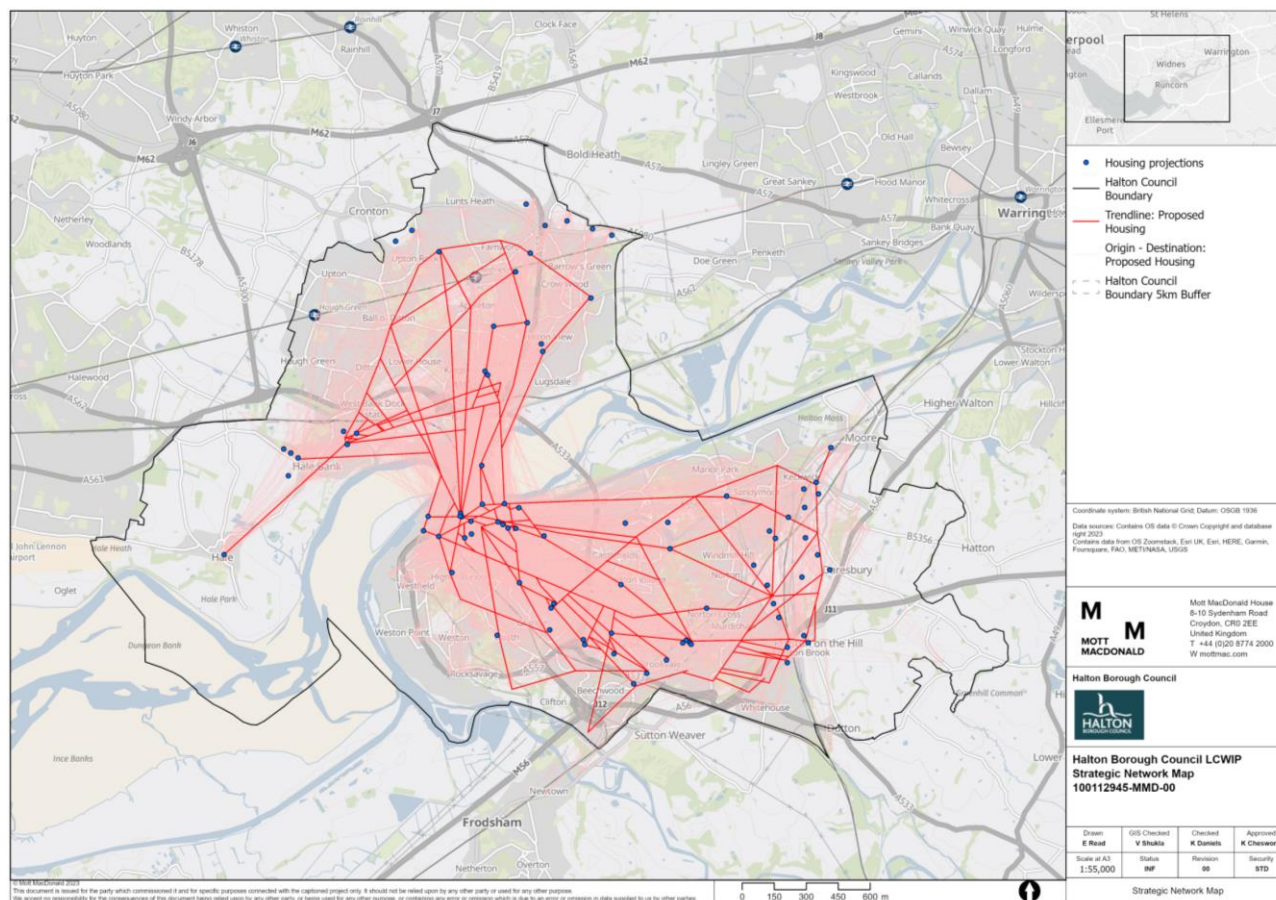
The outputs of the additional trendline analysis are set out within **Figure 4.3** and **Figure 4.4** respectively.

Figure 4.3 Trendline Analysis – Proposed Regeneration Sites



Source: Data from Halton Borough Council, produced by Mott MacDonald

Figure 4.4 Trendline Analysis – Proposed Housing



Source: Mott MacDonald

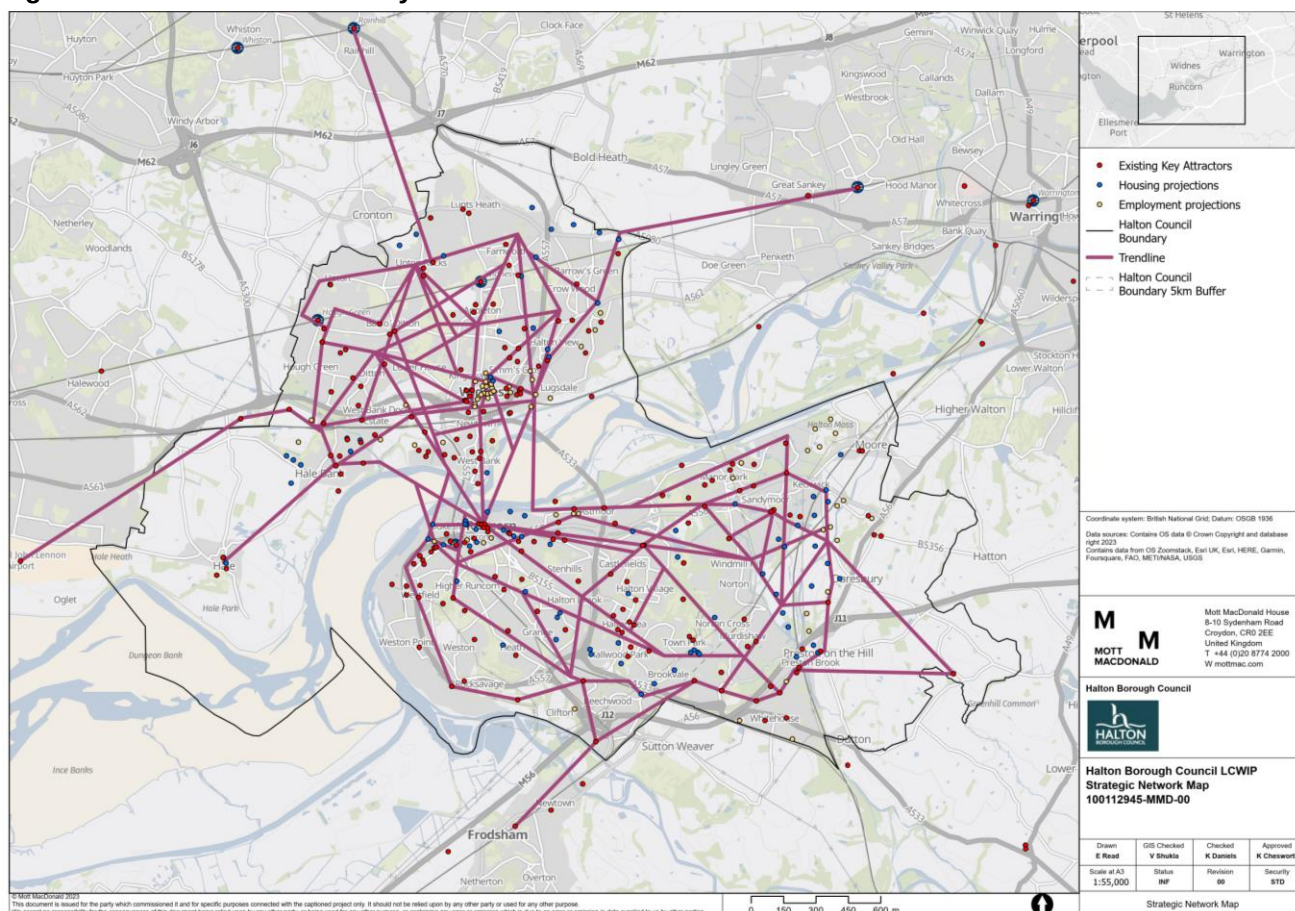
4.1.2 Overlaying desire lines on the network

All of the trendlines obtained from Steps 2 and 3 were combined to create one single trendline layer. This layer eliminated any repetitive/overlapping trendlines between Steps 2 and 3 and collapsed several trendlines into a single one for visual clarity.

Figure 4.5 overlays the main desire lines from the preceding figures onto the study area map to give a high-level overview of where the cycling routes should be developed. These lines do not represent actual routes, but important movement corridors, and include:

- Access to Widnes Town Centre from all directions;
- Access to Warrington, Rainhill, Hale and Frodsham;
- Access to Runcorn Town Centre from all directions;
- Interconnectivity between Murdishaw, Brookvale, Palacefields and Runcorn Town Centre; and
- Interconnectivity between Moss Bank, Farnworth, Hough Green and Chestnut Lodge and Widnes Town Centre.

In addition to identifying corridors from the data analysis, a stakeholder meeting was held to identify potential gaps in the network. Most routes suggested by stakeholders were consistent with those identified through the assessment process; however, some additional links were added manually to reflect stakeholder feedback. The desire lines were also overlaid on route density to ensure the desire lines connect the corridors with higher densities.

Figure 4.5: Final Trendline Analysis

Source: Mott MacDonald

4.2 Strategic Cycling Network

4.2.1 Developing the strategic cycle network

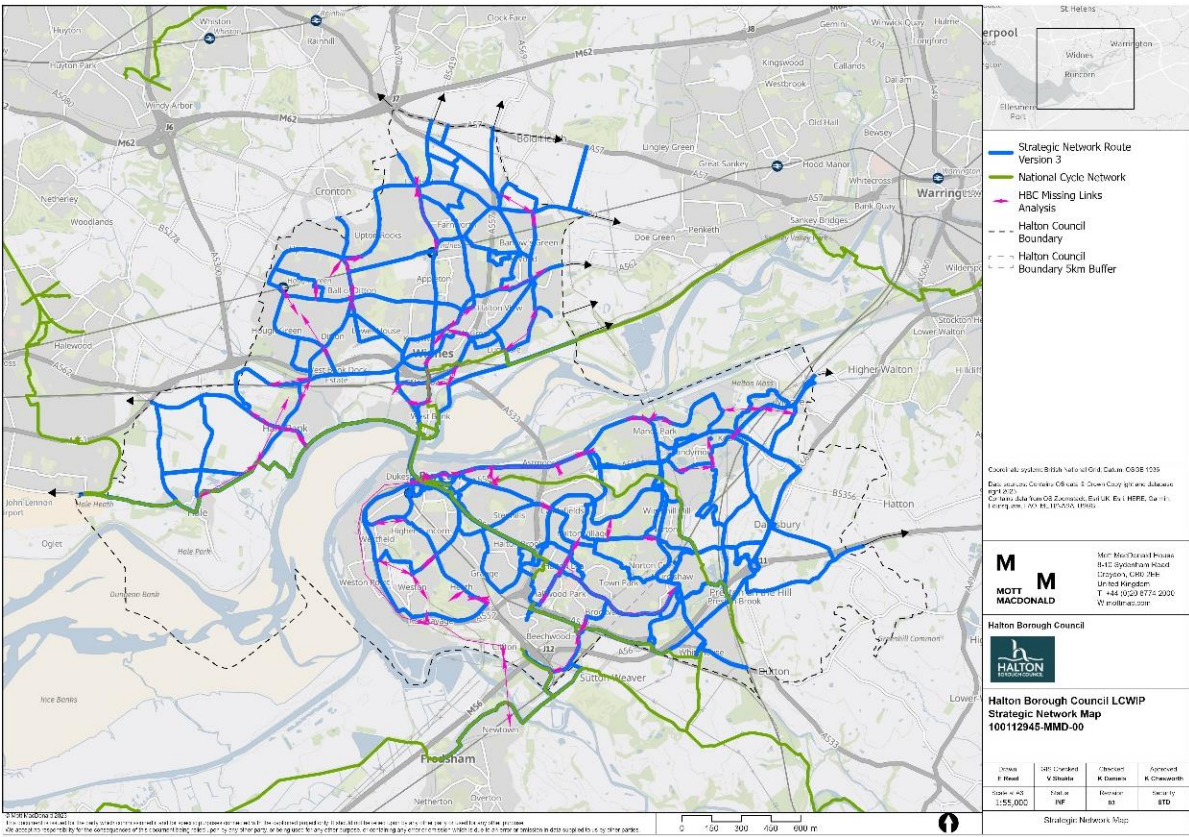
To develop the long list of strategic network routes, the trendline analysis shown in Figure 4.5 above was used and overlaid on the actual geography of roads, paths and streets. This was done by identifying the shortest path/route based on desktop measures between areas identified on the trendline analysis.

A high-level assessment of route deliverability was also undertaken. The road network was analysed to understand if a cycle route could pass through and if there were any restrictions or barriers, such as street furniture, vegetation, condition of the highway.

In addition to this high-level analysis, a stakeholder meeting was held to look at the proposed strategic cycle network and provide comments. From this, some routes were added, and some were removed if they were not feasible. All ERC LCWIP routes were included in addition to the LCRA and cycle busway schemes.

These additions are reflected in Figure 4.6 below, which shows the trendline analysis mapped onto the most suitable actual routes and amendments as suggested by stakeholders.

Figure 4.6: Strategic network routes



Source: Mott MacDonald

4.3 Pre-prioritisation

The pre-prioritisation process exists to select the priority corridors to develop further. High priority corridors represent the routes which will provide the greatest opportunity to improve a variety of social, economic, and environmental needs. The complete network resulting from the data analysis outlined in the previous section has been prioritised in accordance with the criteria detailed in Table 4.1 below.

Table 4.1: Pre-prioritisation Criteria

Factor	Dataset
Deprivation	Indices of Multiple Deprivation (IMD).
Improving active travel and accessibility to schools and workplaces	PCT - commuting and school flows.
Economic factors	Key employment, town, and local centres.
Proposed developments	Development allocations.
Network density	100sq.m hexagons showing number of intersecting network corridors.

Source: Mott MacDonald

The above datasets were imported into GIS. They were individually analysed and scored so each route received a score between 0 and 1 for each dataset to allow each dataset to be equally compared.

Proximity analysis was undertaken for economic, development and PCT factors. For the PCT, the analysis also considered the value of using the Dutch Scenario of cycling flows. This enabled the scoring process to pre prioritise routes which link to employment areas and development sites, and where the cycle demand is likely to be higher based on PCT data.

To identify routes for prioritisation, the proposed cycle network was divided into sections, based on locations of junctions along the route. For each section, a score was calculated for each of the five datasets noted in Table 4.1. A final score out of 5 was then derived for each section based on the average across all five datasets.

The below sections provide further detail on how scores were assigned within each dataset.

4.3.1 Deprivation

The routes with the highest scores are those adjacent to more deprived areas.

Table 4.2: Deprivation pre-prioritisation scoring matrix

IMD Decile	1	2	3	4	5	6	7	8	9	10
Score	1.0	0.9	0.8	0.7	0.6	0.5	0.4	0.3	0.2	0.1

Source: Mott MacDonald

4.3.2 PCT

Routes with a higher score are close to routes with a higher combined flow between the school and commuting data, based on the 'Go Dutch' scenario.

Table 4.3: PCT pre-prioritisation scoring matrix

PCT Flow	<50	>50-100	>100-200	>200-400	>400
Score	0.2	0.4	0.6	0.8	1.0

Source: Mott MacDonald

4.3.3 Economic

Higher scoring routes indicate routes that were close to town centres, local centres, or key areas of employment.

Table 4.4: Economic pre-prioritisation scoring matrix

Distance (m)	0-100	>100-250	>250-500	>500-1000	>1000
Score	1.0	0.8	0.6	0.4	0.2

Source: Mott MacDonald

4.3.4 Development

The routes that scored highest show routes that are in close proximity to development sites.

Table 4.5: Development pre-prioritisation scoring matrix

Distance (m)	0-100	>100-250	>250-500	>500-1000	>1000
Score	1.0	0.8	0.6	0.4	0.2

Source: Mott MacDonald

4.3.5 Route density

Routes with a higher score have a higher number of intersection route corridors.

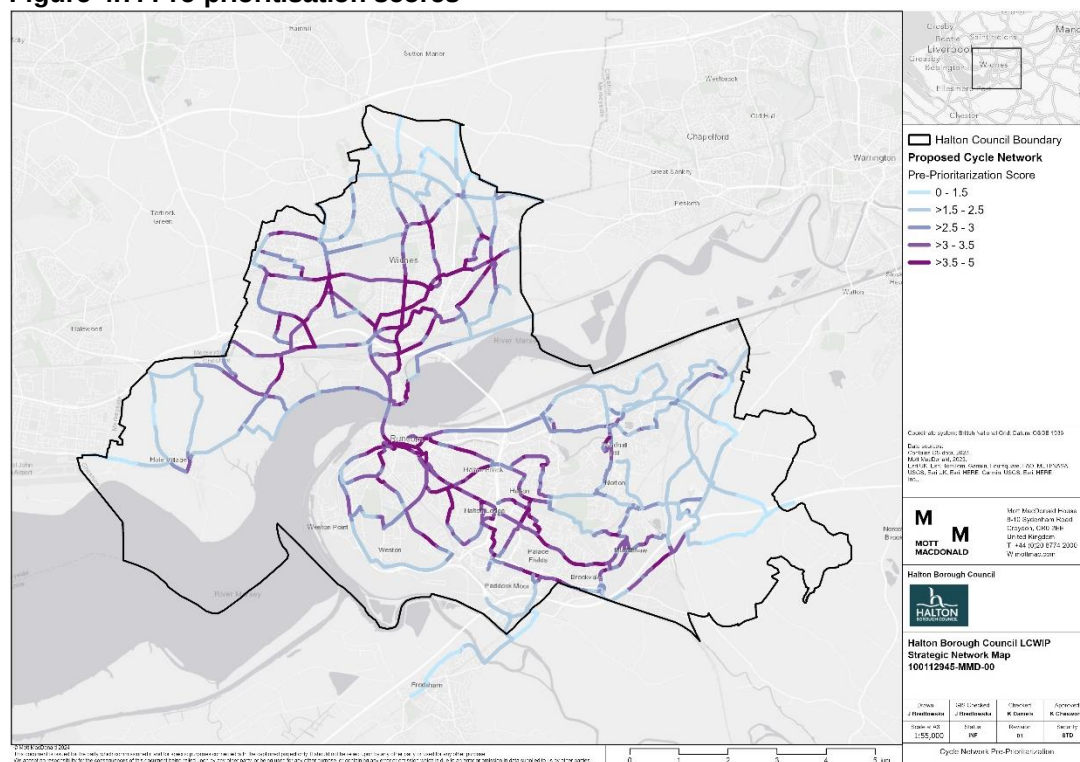
Table 4.6: Route density pre-prioritisation scoring matrix

Distance (m)	0-11	>12-41	>42-88	>89-150	>150
Score	0.2	0.4	0.6	0.8	1.0

Source: Mott MacDonald

The results of this scoring exercise are shown in Figure 4.7.

Figure 4.7: Pre-prioritisation scores



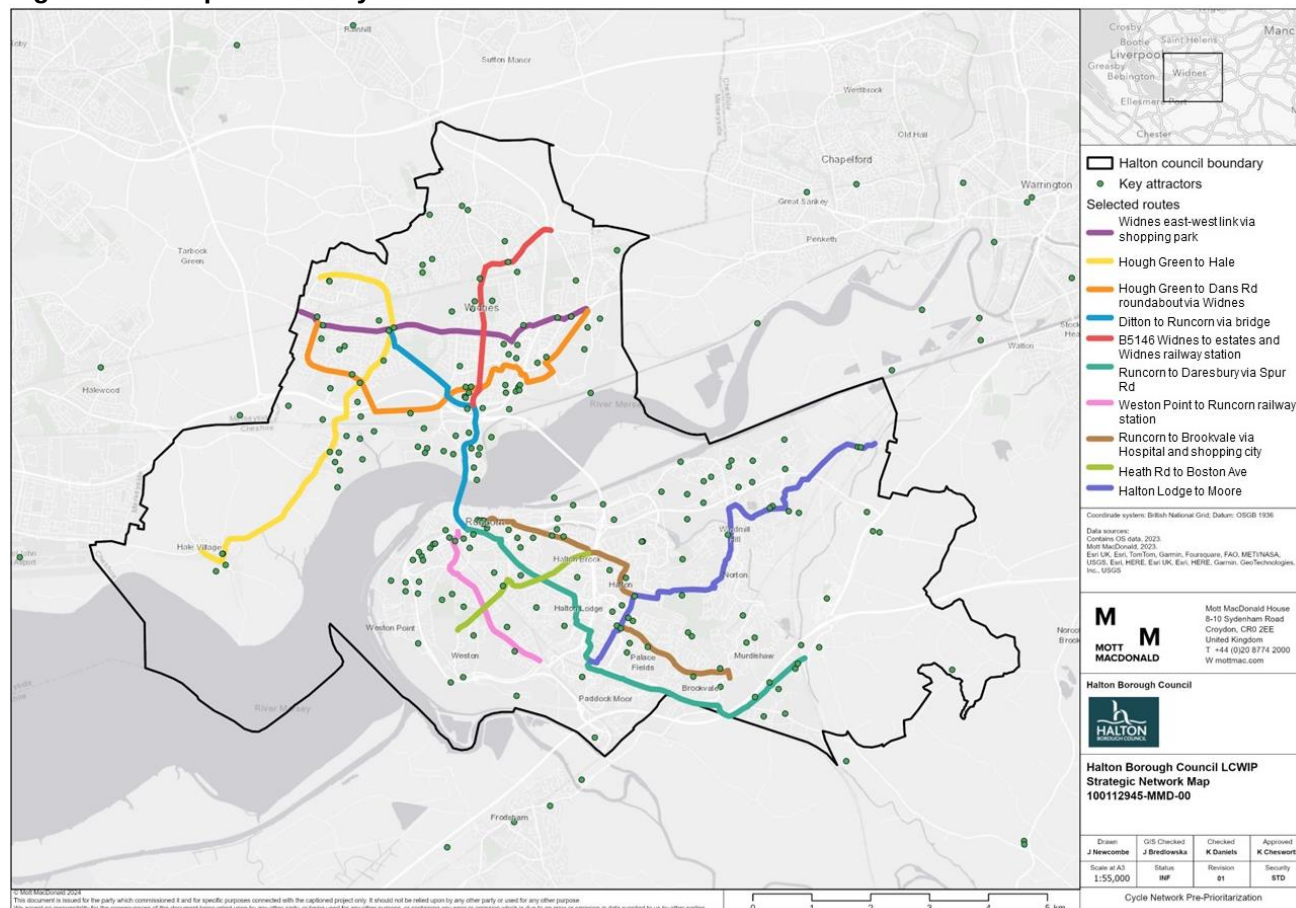
Source: Mott MacDonald

Figure 4.7 outlines the long list of routes and shows areas of priority links within west Runcorn and around the centre of Widnes. Outputs within Figure 4.7 were used to select a number of routes for further development, focusing on those with the highest pre-prioritisation scores which link key attractors and cover a wide range of the study area.

An initial list of routes was developed and shared with HBC and stakeholders as shown in Figure 4.8, which comprise the following links:

- Widnes east-west link via Widnes shopping park;
- Hough Green to Hale;
- Hough Green to Dans Road roundabout via Widnes town centre;
- Ditton to Runcorn via Silver Jubilee bridge;
- B5146 connecting Widnes town centre to suburban settlements and Widnes railway station;
- Runcorn to Daresbury via Runcorn Spur Road;
- Weston Point expressway to Runcorn railway station;

- Runcorn town centre to Brookvale via Halton General Hospital and shopping city;
- Heath Road to Boston Avenue; and
- Halton Lodge to Moore.

Figure 4.8: Pre-prioritised cycle routes

Source: Mott MacDonald

4.4 Further updates to the network

Following consultation with stakeholders and HBC, some updates to the cycle network were made which are reflected in the subsequent prioritisation exercise detailed in Section 6: Stage 5: Prioritisation of the cycling and walking networks.

The updated network would provide routes which connect with existing and proposed ERC routes, and the wider network, including links with the LCRCA LCWIP routes to the north of Halton.

5 Stage 4: Developing the walking network

This section outlines the initial development of the walking network. This includes the selection process for the core walking zones and walking corridors.

5.1 Steps in developing the network

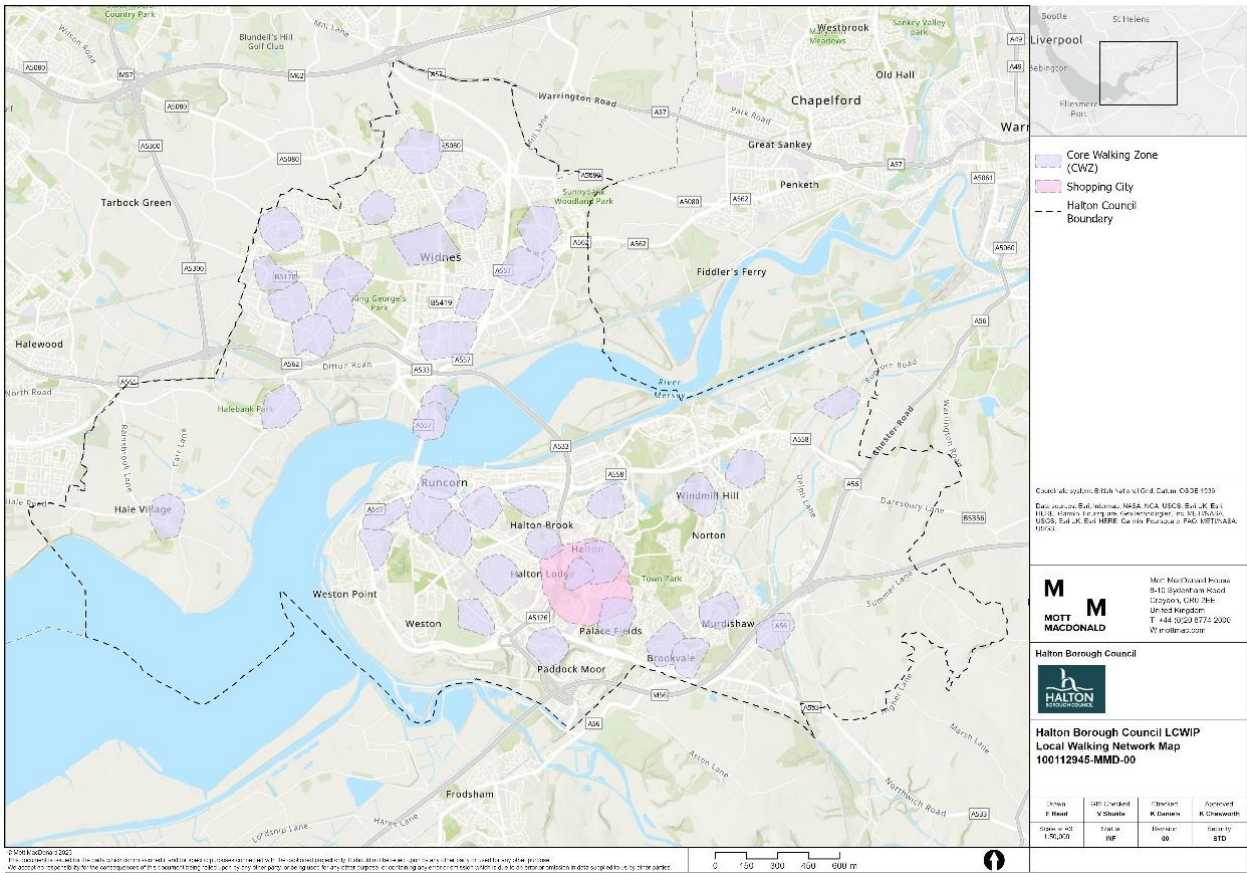
The walking methodology within DfT's LCWIP guidance reflected within this study involves the following key steps:

- **Data Collection and Analysis:** Data on walking patterns, such origin and destinations, and existing infrastructure, are collected and analysed to understand the current walking environment and identify areas of improvement.
- **Stakeholder Engagement:** Local stakeholders, including community groups, transportation experts, and relevant organisations, are engaged to gather their insights, concerns, and aspirations regarding walking infrastructure. This helps in understanding the specific needs and priorities of the community.
- **Walking Network and Core Walking Zone (CWZ) Identification:** A walking network and CWZs are identified within the local area, which includes existing pedestrian routes, pathways, and connections to key destinations like schools, parks, public transport hubs, and commercial areas.
- **Gap Analysis:** The identified walking network is compared to established standards, guidelines, and best practices to identify gaps and deficiencies in the infrastructure. This includes assessing missing or inadequate footways, unsafe crossings, poor lighting, or other barriers that hinder the walking experience. The network is audited at a high level using criteria outlined within the DfT's Walking Route Audit Tool (WRAT) which considers connectivity, accessibility, safety, and comfort criteria for walking infrastructure.
- **Prioritisation and Action Plan:** Based on the analysis, dependencies, and stakeholder input, priority areas for improvement are identified. These can include locations with high pedestrian traffic, areas with safety concerns, or places where walking can be promoted as a preferred mode of transportation. A plan is then developed, outlining specific interventions and their implementation timelines.

5.2 Core Walking Zones

CWZs within the Halton boundary study area have been identified based on clusters of trip attractors including local centres. For the purposes of this study, the core walking zones have a 400-metre radius from its centre, this is generally a 5-minute walk. The CWZ identified as part of the ERC LCWIP has been considered, with new analysis identifying those outside of the boundary. The identified CWZs are shown in Figure 5.1.

Figure 5.1: CWZs identified



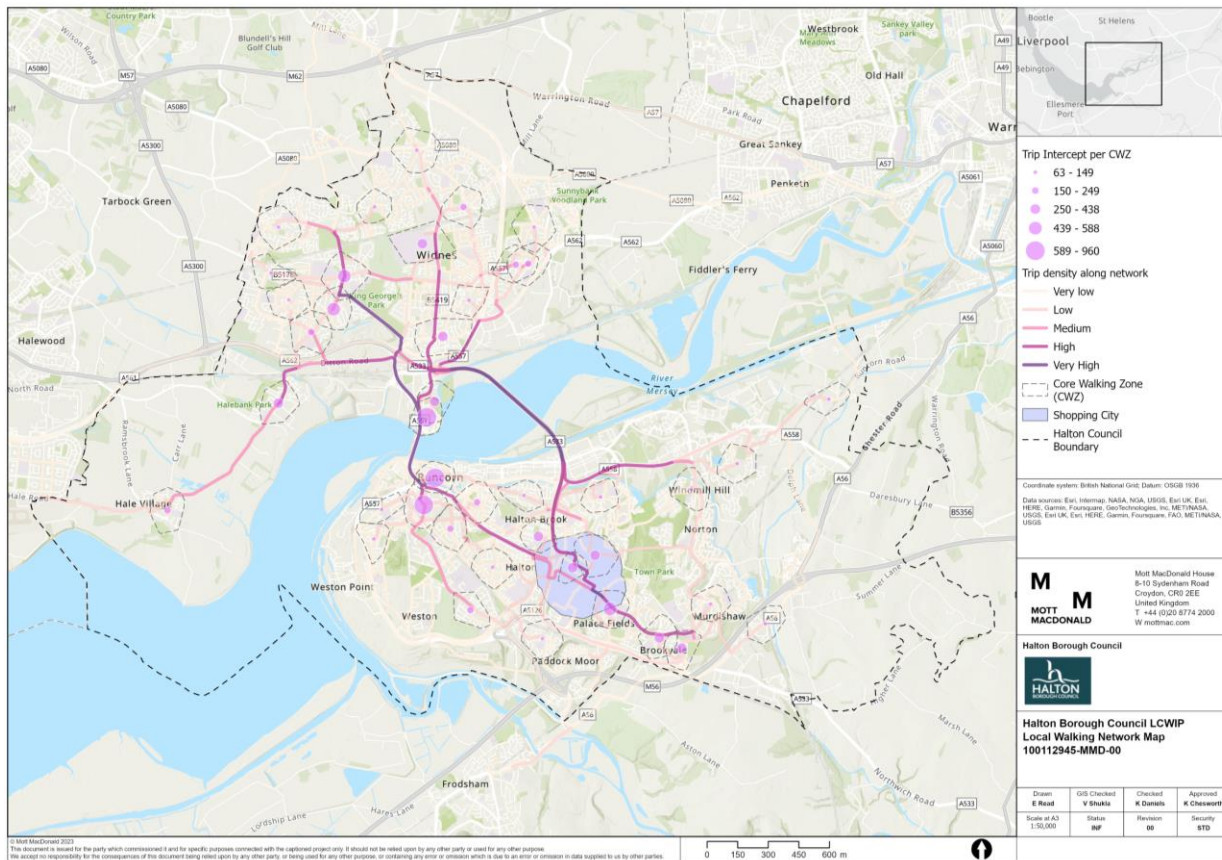
Source: Mott MacDonald

5.3 Origin-Destination analysis to select CWZs

All population-weighted Output Area centroids within 2km (the equivalent of a 25-minute walk) of the CWZs were extracted. The centroids were then routed along the OpenStreetMap road and path network on the shortest possible route into the CWZs. The purpose of this is to identify those routes which are likely to have the greatest demand based on overlapping routes.

This was overlaid by the CWZ analysis to help determine which zones would be more beneficial to a network of walking routes. This is shown in Figure 5.2.

Figure 5.2: Trip density analysis showing CWZ trip intercepts

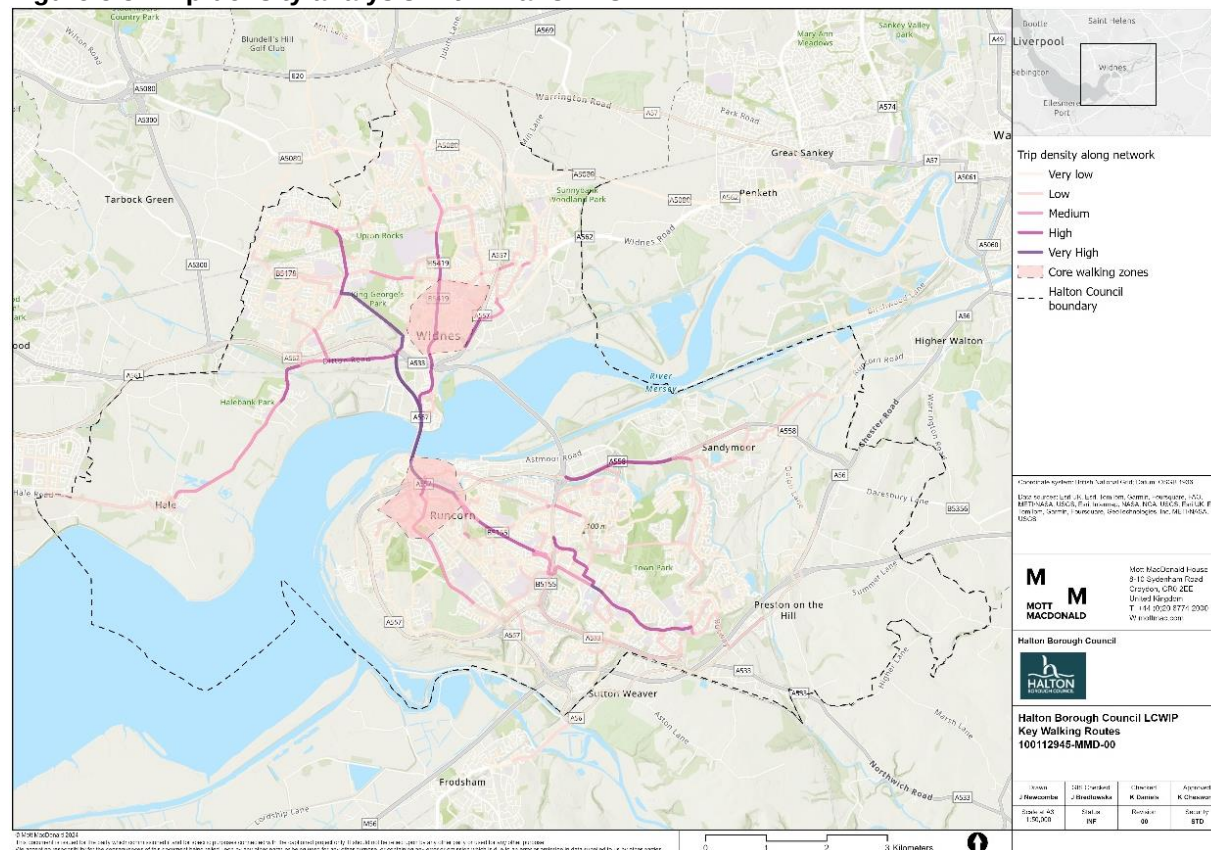


Source: Mott MacDonald

It was agreed that the key CWZs within the study area centred around the major urban settlements of Runcorn and Widnes. Therefore, two CWZ were agreed, one in the centre of Widnes and one covering Runcorn town centre. To ensure the CWZs captured the main areas of the town centre, the zones were extended to accommodate a 800m radius (approximately a 10 minute walk).

The final CWZs for this package of work are shown below in Figure 5.3, alongside the trip density analysis for context which outline the areas of the LCWIP study area where pedestrian improvements should be focused. The Shopping City CWZ is not featured as it was part of the ERC study. The analysis performed on the Mersey Gateway bridge has also been omitted due to the GIS software not interpreting that this bridge does not have provision for active travel.

Figure 5.3: Trip-density analysis with final CWZs



Source: Mott MacDonald

5.4 Key Walking Routes

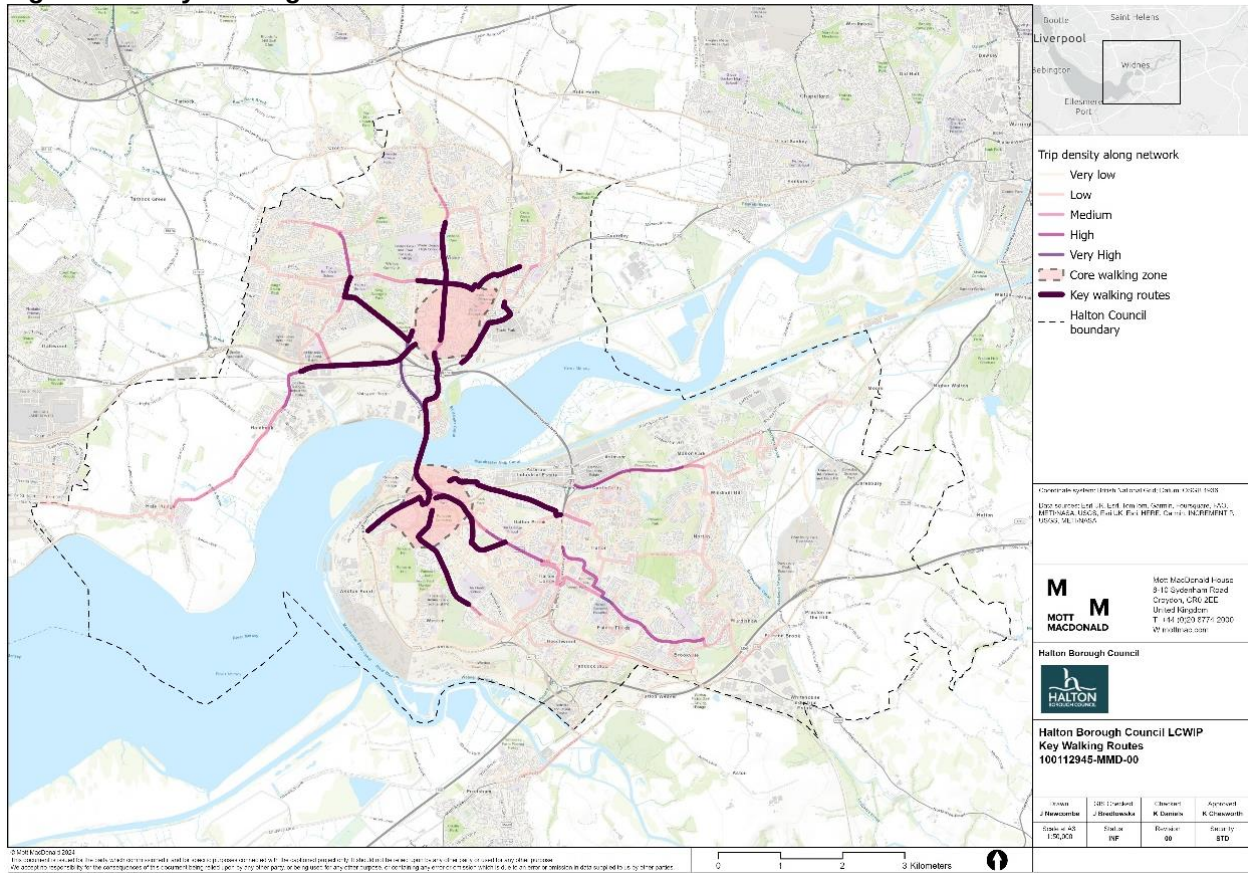
The next stage was to identify Key Walking Routes (KWRs) which are the selected walking routes that connect to the chosen CWZs. They will provide the highest priority corridors for walking within the study area. In this instance, walking corridors typically extend to between one and two kilometres, terminating at or nearby to key attractors such as schools, railway stations, or shopping areas.

The KWRs are identified through a combination of the following:

- Corridors of high demand in the Network Density map;
- Local knowledge to account for trips for other purposes;
- Connections between corridors and Shopping City walking proposals;
- Connections to key destinations; and
- Connections to developments.

The KWRs identified are shown in Figure 5.4. It should be noted that the KWRs outlined within Figure 5.4 outline the key walking links to, from and within each CWZ and link the pedestrian routes to the wider network. However, further improvements to pedestrian infrastructure within the CWZs outside of the KWRs identified may also be required to create high quality well-connected pedestrian environments. Specific interventions and locations would be identified through further localised studies and may form part of potential wider regeneration or placemaking proposals within the future.

Figure 5.4: Key walking routes



Source: Mott MacDonald

6 Stage 5: Prioritisation of the cycling and walking networks

Once the pre prioritised cycle routes and KWRs were identified, an assessment using both qualitative and quantitative methodology was carried out to further prioritise routes and identify corridors to progress to feasibility design. This involved scoring routes based on relevant policy context, key socio-economic data and a high level assessment of deliverability and feasibility of the route.

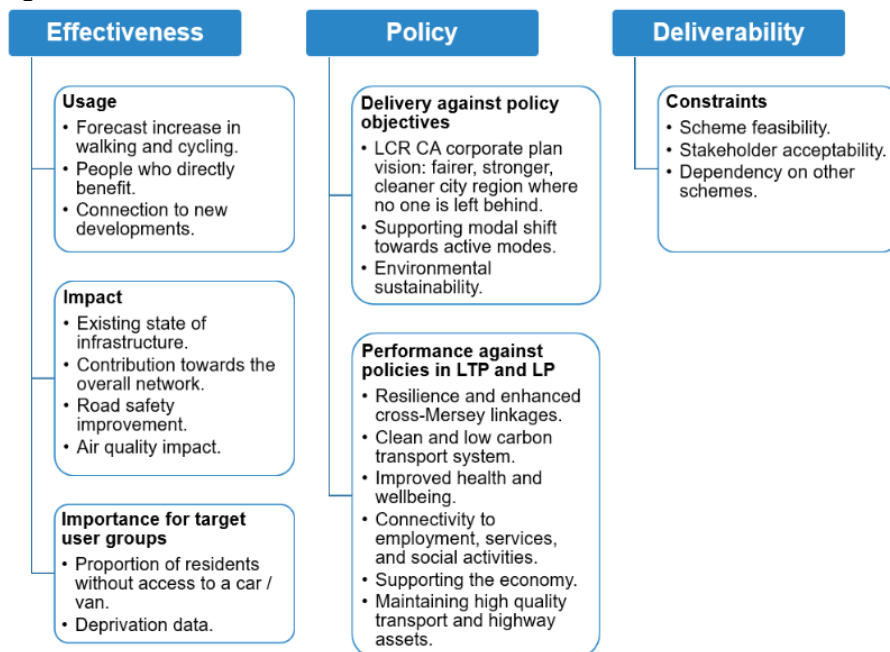
6.1 Methodology

The prioritisation process assessed routes in relation to three main criteria: **effectiveness**, **policy**, and **deliverability**:

- **Effectiveness**- used existing data sources and a high-level desktop analysis of each route to assess the existing route infrastructure. Infrastructure was assessed in relation to key criteria outlined within the DfT's Route Selection Tool: directness, gradient, safety, connectivity and comfort.
- **Policy**- focused on appraising the routes against key objectives outlined in key relevant regional and local transport plans.
- **Deliverability**- assessment comprised a desktop review of each route to identify potential constraints to determine feasibility and considered stakeholder/public acceptability, and key dependencies.

These were divided into sub-criteria as follows:

Figure 6.1: Prioritisation criteria and sub-criteria



Source: Mott MacDonald

A range of data sources were used to inform each of the sub-criteria outlined above including quantitative data used within the pre-prioritisation process, local inputs from HBC officers and desktop reviews of each route. For each sub-criteria, each route was qualitatively assigned a score from -3 to 3 (i.e. a 7-point scale) based on available evidence.

Sections 6.1.1-6.1.3 outline in more detail the criteria and methodology used to inform the prioritisation process. The scores for each criteria are provided in Appendix B, and results are set out within Section 6.4.

6.1.1 Effectiveness

- **Usage-** scoring for this criteria utilised data collated within the original network development and pre-prioritisation stages as noted within Section 4 and Section 4.3. This included proximity to trip attractors and developments, as well as links to other active travel routes.
- **Impact-** a desk-based review of the existing infrastructure along the proposed routes was undertaken to determine the impact of any potential improvement along the route. The DfT's Route Selection Tool (RST) was applied in principle, with the review considering safety of crossings, road gradients, surface quality, etc.
- **Importance for target user groups-** new data was collected to consider social and environmental impacts, such as DfT collision data, NO₂ air quality on roads, and IMD data.

6.1.2 Policy

For the policy criteria, many of the policy documents summarised in Section 3 were consulted. At the regional level, the LCRCA Corporate Plan was a key consideration which accounted for the 'Connected City Region' pledge in the five priority areas, therefore showing how well each route would contribute to a more coherent and connected active travel network.

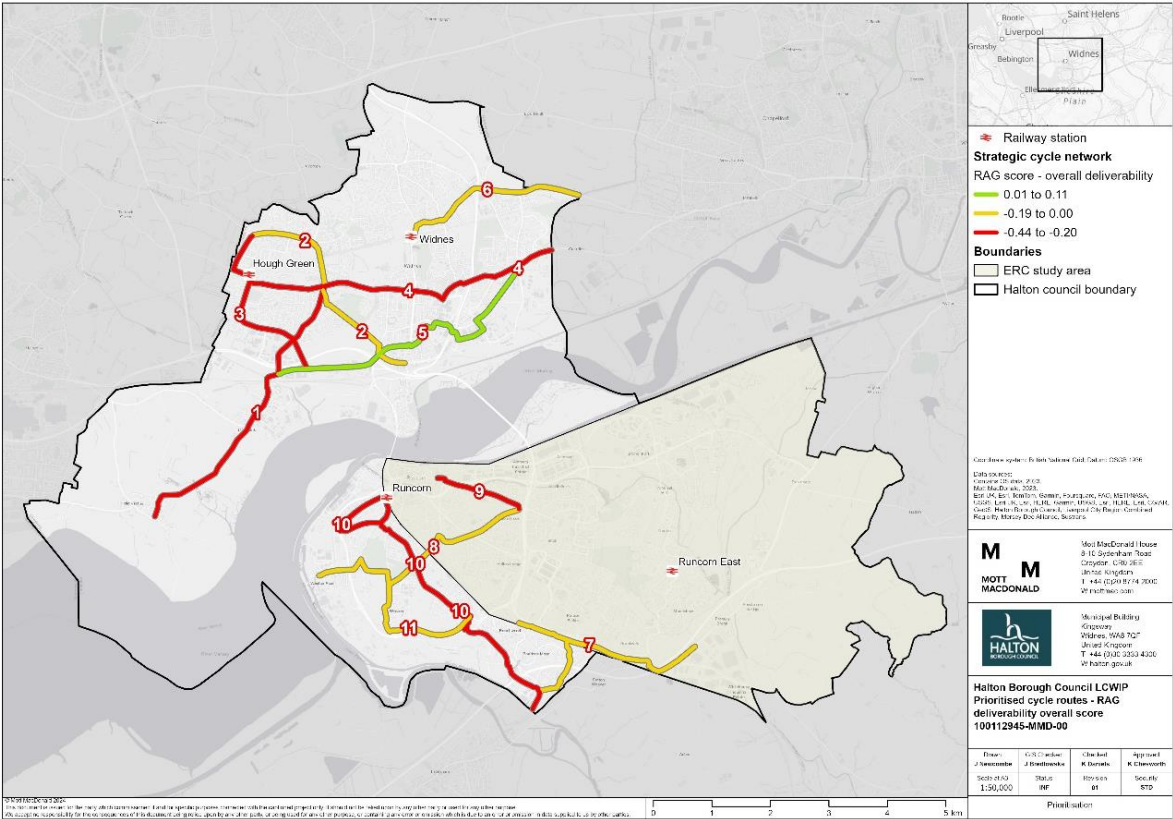
More locally, the LTP3 for Halton was consulted, which aims to tackle rising car ownership, increased obesity and low levels of active travel trips. The HBC Local Plan focused on providing a coordinated transport network, and sustainable economic growth for the area. Therefore, more direct routes which cover economic developments would likely score higher.

6.1.3 Deliverability

- **Feasibility-** a desk-based review of each proposed route was undertaken to identify any potential constraints of delivering each route, such as where significant engineering works may need to be carried out, width restraints, and street furniture.
- **Stakeholder acceptability-** a session was held to discuss the likely acceptability of each route to stakeholders, utilising the local expert knowledge of HBC.
- **Dependency on other schemes** – further discussion with HBC were undertaken to understand how routes interact with other proposed interventions and identify any key dependencies which may impact upon deliverability.

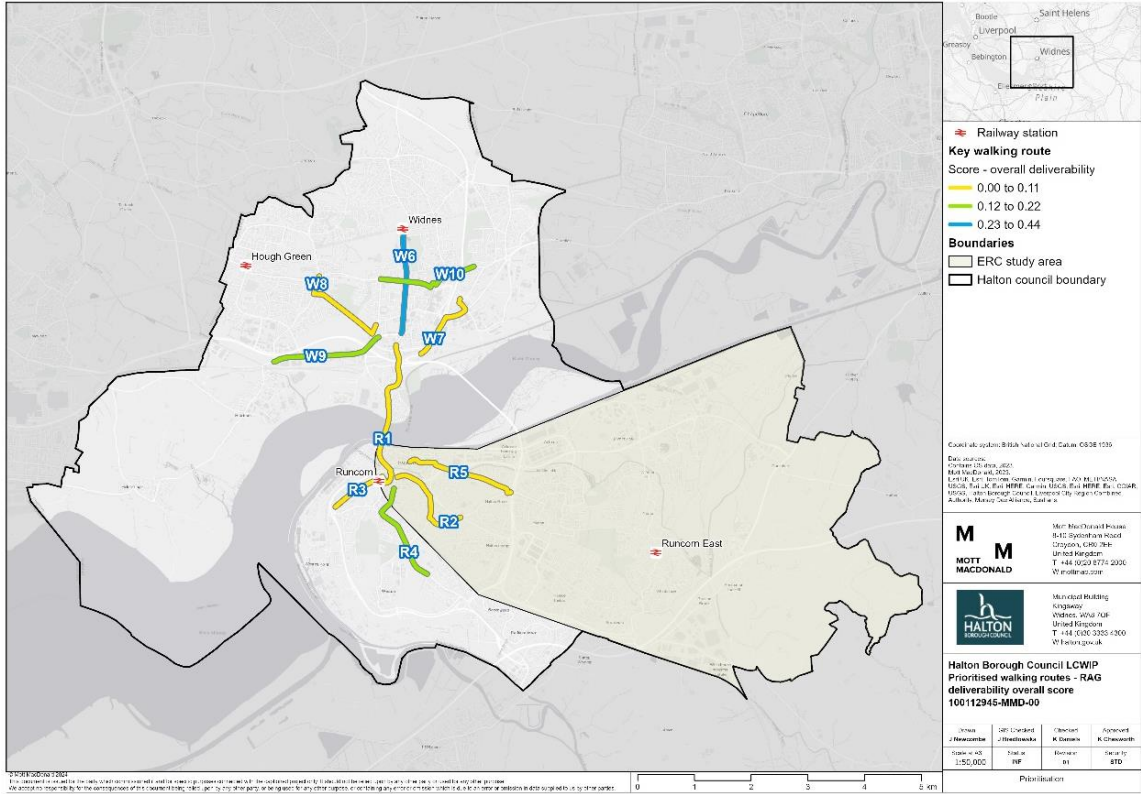
Deliverability was a key consideration within this stage of the prioritisation process to ensure that routes with significant feasibility issues were not carried forward for further exploration. Figure 6.2 and Figure 6.3 respectively outline the overall deliverability scores for the proposed cycling and walking routes which have been developed through this process. Please note that routes from other schemes such as the CA LCWIP have not been appraised here as these have already been considered within alternative LCWIP studies and are at varying stages of maturity.

Figure 6.2: Cycle routes – ‘Red, Amber, Green’ (RAG) deliverability overall score



Source: Mott MacDonald

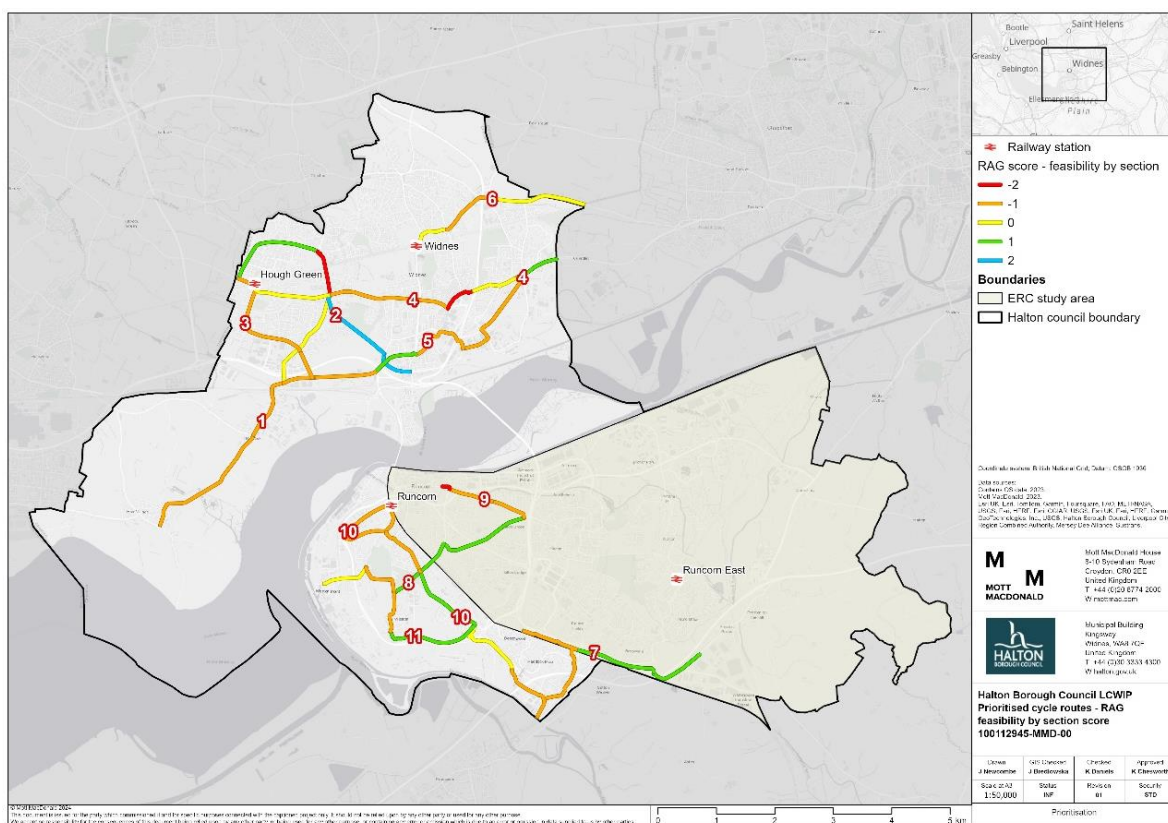
Figure 6.3: Walking routes - RAG deliverability overall score



Source: Mott MacDonald

Due to the fact that many routes varied significantly in terms of quality, safety and landscape, each route was divided into sections to give a more detailed insight into the feasibility sub-criteria. An overview of feasibility scores for each section of the routes is provided in Figure 6.4. Walking routes were assessed in their entirety.

Figure 6.4: Prioritised cycle routes - RAG feasibility by section



6.2 Stakeholder feedback

On Tuesday 12th March 2024, a virtual interactive workshop was held with key local stakeholders to discuss the proposed cycling and walking routes, the emerging prioritisation results and the criteria which has been used to inform and refine this process. This allowed stakeholders to raise their views on the emerging network and methodology, highlighting sections which may need further consideration and ensuring the process is integrated with work being undertaken by other organisations to develop active travel networks around the study area. Some useful feedback was recorded and has been reviewed in consultation with the council. A summary of stakeholder feedback is provided in Appendix D.

6.3 Refined network

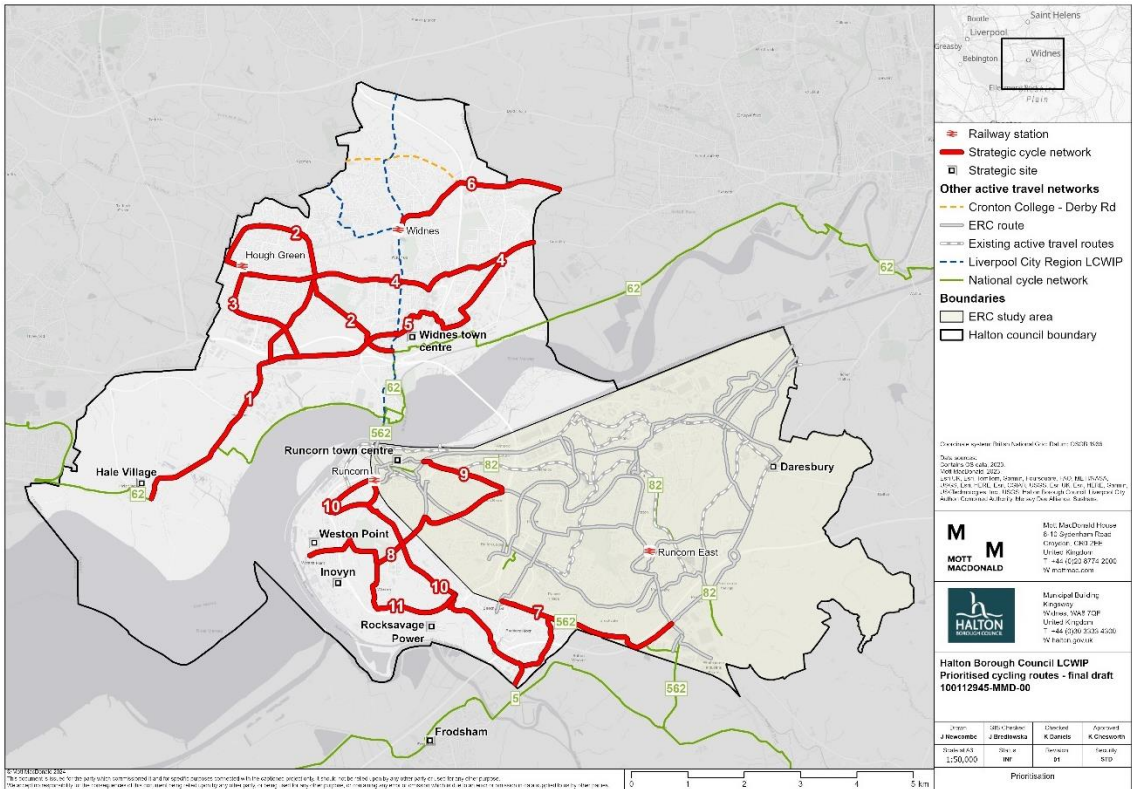
Following stakeholder feedback and discussions with HBC minor amendments to the pre-prioritised cycle routes were made.

The proposed networks for both cycling and walking are displayed in Figure 6.5 and Figure 6.6 respectively below. Both outputs show the strategic sites across the Halton boundary which are relevant to the networks, as well as the local railway stations, and other active travel networks considered within the LCRCA and ERC LCWIP studies.

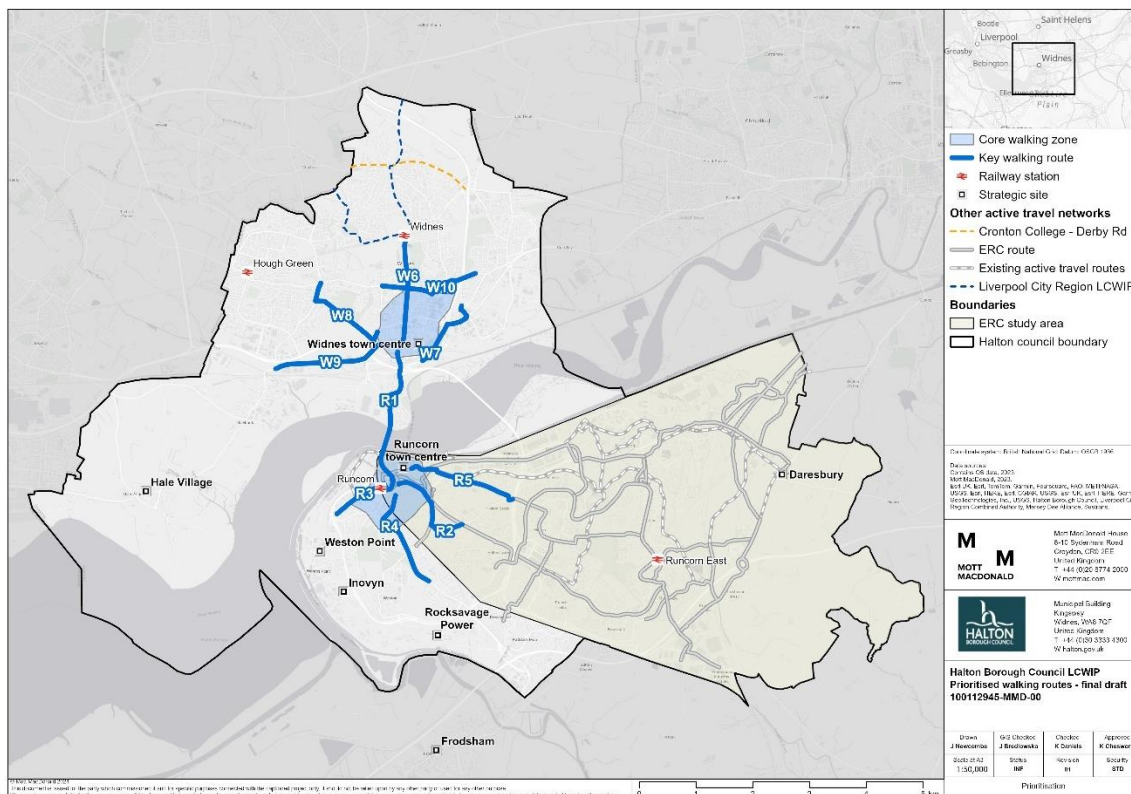
Whilst there is some clear overlap between the cycling and walking routes, both sets of routes were developed independently based on different criteria. The walking routes are no longer than 2km long and are born out of the identified core walking zones, whilst the cycling routes were generated through the detailed origin-destination spatial analysis outlined in the previous sections.

Where overlap exists, this can be addressed and synchronised by HBC in later stages where design and funding are associated.

Figure 6.5: Prioritised cycle routes



Source: Mott MacDonald

Figure 6.6: Prioritised walking routes

6.4 Results

As noted above, each route outlined within Figure 6.5 and Figure 6.6 was scored on a scale from -3 to 3 using Mott MacDonald's in-house 'Investment Sifting and Evaluation Tool' (INSET) for each sub-criteria and combined to create a score for each theme, and an overall score for each route so routes can be ranked in order of priority. A summary of the results from this scoring exercise are outlined within **Table 6.1** and **Table 6.2**. Full details of scoring and the rationale for effectiveness, policy and deliverability criteria are provided in Appendix B, with a detailed breakdown of the scores given for effectiveness shown in Appendix C Scoring rationale.

Table 6.1: Prioritisation analysis results: cycling

Rank	Scheme	Effectiveness	Policy	Deliverability	Total Score
1	Cycling 05	0.44	0.46	0.11	0.34
2	Cycling 02	0.63	0.46	-0.11	0.33
3	Cycling 07	0.57	0.41	0.00	0.33
4	Cycling 06	0.46	0.42	0.00	0.29
5	Cycling 08	0.54	0.41	-0.11	0.28
6	Cycling 04	0.67	0.42	-0.33	0.25
7	Cycling 10	0.52	0.46	-0.22	0.25
8	Cycling 11	0.34	0.41	0.00	0.25
9	Cycling 09	0.56	0.41	-0.22	0.25
10	Cycling 03	0.50	0.44	-0.22	0.24
11	Cycling 01	0.58	0.42	-0.44	0.19

Source: Mott MacDonald INSET

Table 6.2: Prioritisation analysis results: walking

Rank	Scheme	Effectiveness	Policy	Deliverability	Total Score
1	Walking W6	0.55	0.38	0.44	0.46
2	Walking R1	0.69	0.42	0.11	0.41
3	Walking W10	0.61	0.38	0.22	0.40
4	Walking W7	0.70	0.38	0.00	0.36
5	Walking R5	0.57	0.38	0.11	0.35
6	Walking W9	0.46	0.38	0.22	0.35
7	Walking R3	0.56	0.38	0.11	0.35
8	Walking R4	0.43	0.38	0.22	0.34
9	Walking W8	0.49	0.38	0.11	0.32
10	Walking R2	0.53	0.38	0.00	0.30

Source: Mott MacDonald – INSET

This shows that the top 10 walking and cycling routes which ought to be considered for further development were as follows (in order of priority):

- Cycle route 05 – Ditton Road to Dans Road roundabout: east to west connection in Widnes via the town centre;
- Cycle route 02 – Hough Green to Widnes south: connection southwards into Widnes town centre from Hough Green;
- Cycle route 07 – Chester Road to Beechwood / Halton Station Road: connection from Chester Road towards Sutton Weaver and Frodsham via Halton Station Road and Beechwood;
- Cycle route 06 – Widnes railway station to South Lane: eastbound link towards Warrington on A5080 South Lane, beginning at Widnes railway station;
- Cycle route 08 – Boston Avenue to Heath Park: connection from along Boston Avenue to Heath Park via Runcorn housing estates;
- Walking route W6 – B5419: connects Widnes town centre with railway station via B5419;
- Walking route R1 – Silver Jubilee Bridge: connects Widnes with Runcorn via the bridge;
- Walking route W10 – B5178 Appleton: connects the north of Widnes from east to west, via B5178 and Appleton;
- Walking route W7 – A557 / A562: Links Widnes town centre to the shopping park via A557 and A562; and
- Walking route R5 – Halton Road: connects eastbound from Runcorn towards Halton Brook.

It should be noted that although these routes are a priority for further development and are likely to have fewer deliverability constraints all pre-prioritised routes have been selected using the DfT LCWIP process and aim to connect areas of high trip density. Other routes not listed above should therefore be revisited in the future as and when funding becomes available.

7 Recommendations next steps

Section 1 to Section 6 of this report has summarised the robust process undertaken in line with DfT guidance to identify and prioritise future walking and cycling routes across the borough as part of this LCWIP. This section summarises the key recommendations and next steps to further explore and develop prioritised routes.

As noted within Section 6 above, the priority routes developed as part of this LCWIP which are recommended for further development within this study are listed below (in order of priority). It should be noted that the priority of these routes ought to be considered alongside prioritised routes within the ERC LCWIP and wider LCR CA LCWIP:

- Cycle route 05 – Ditton Road to Dans Road roundabout: east to west connection in Widnes via the town centre;
- Cycle route 02 – Hough Green to Widnes south: connection southwards into Widnes town centre from Hough Green;
- Cycle route 07 – Chester Road to Beechwood / Halton Station Road: connection from Chester Road towards Sutton Weaver and Frodsham via Halton Station Road and Beechwood;
- Cycle route 06 – Widnes railway station to South Lane: eastbound link towards Warrington on A5080 South Lane, beginning at Widnes railway station;
- Cycle route 08 – Boston Avenue to Heath Park: connection from along Boston Avenue to Heath Park via Runcorn housing estates;
- Walking route W6 – B5419: connects Widnes town centre with railway station via B5419;
- Walking route R1 – Silver Jubilee Bridge: connects Widnes with Runcorn via the bridge;
- Walking route W10 – B5178 Appleton: connects the north of Widnes from east to west, via B5178 and Appleton;
- Walking route W7 – A557 / A562: Links Widnes town centre to the shopping park via A557 and A562; and
- Walking route R5 – Halton Road: connects eastbound from Runcorn towards Halton Brook.

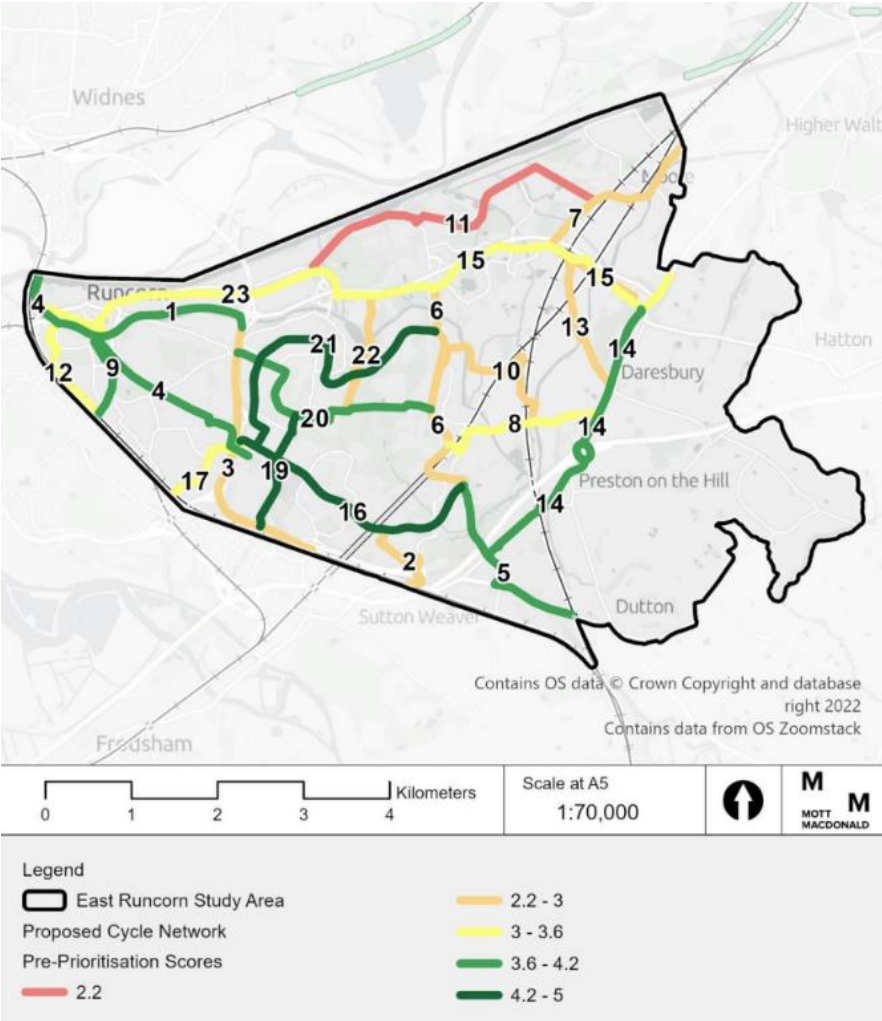
7.1 Integration with the Liverpool City Region Combined Authority LCWIP

The work done in this LCWIP helps to support the work of the CA in developing their LCWIP to create a holistic network of cycling and walking routes across the entire borough. Routes developed as part of the CA LCWIP have been captured and noted in the subsequent longlist package of routes, shown in Figure 7.4 and Appendix E.

7.2 Integration with the East Runcorn Connectivity LCWIP

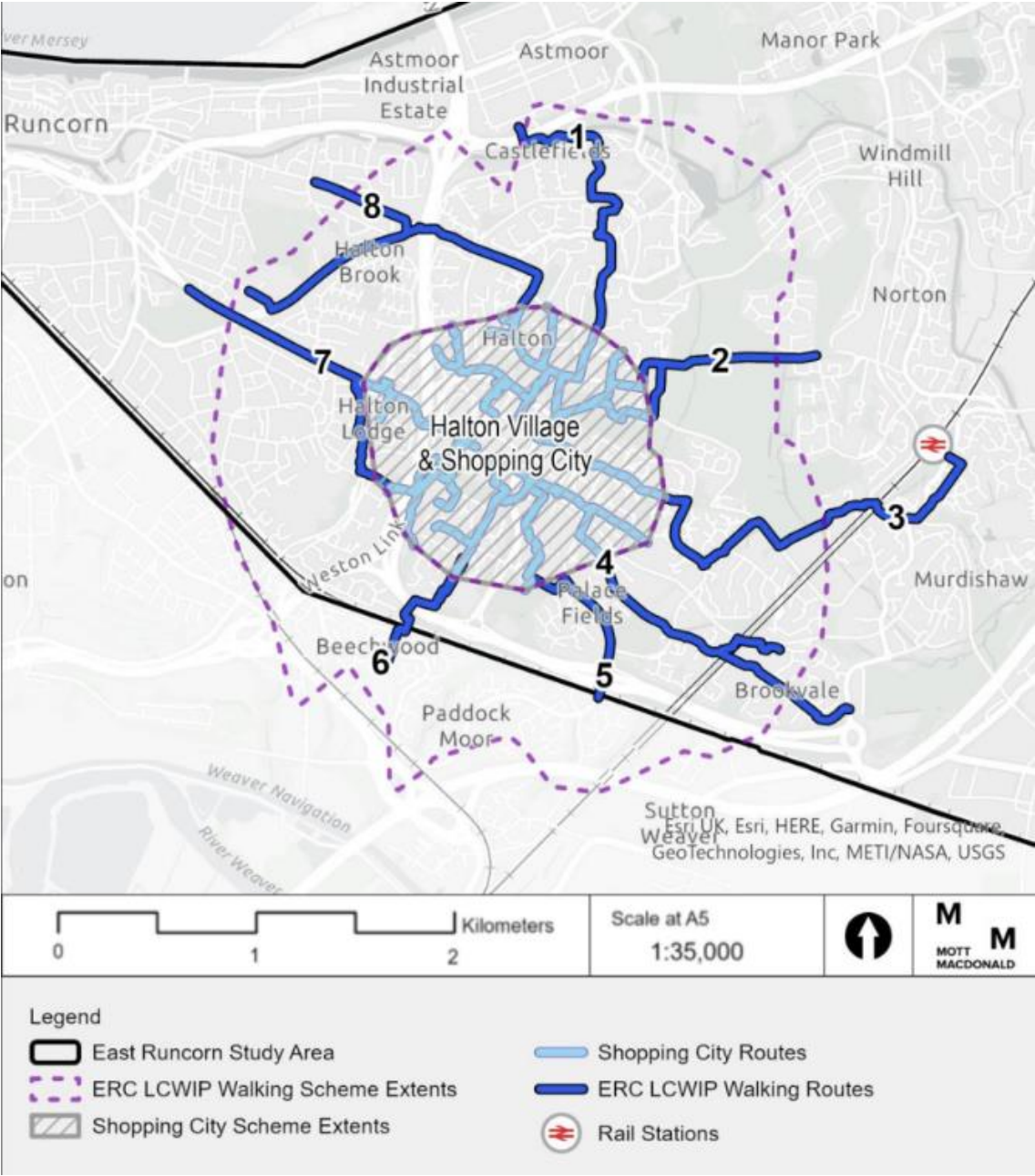
As noted earlier in Section 1, prior to the development of this borough wide LCWIP, work has already been undertaken within Halton to develop a LCWIP for a small part of the borough in East Runcorn as part of the wider ERC Programme. It is important to ensure that routes considered as part of this study are integrated with the borough-wide LCWIP to create a holistic, well-connected network across the whole borough. Priority cycling and walking routes outlined within the ERC LCWIP are illustrated in Figure 7.1 and Figure 7.2 respectively.

Figure 7.1: ERC LCWIP priority cycling routes



Source: Mott MacDonald

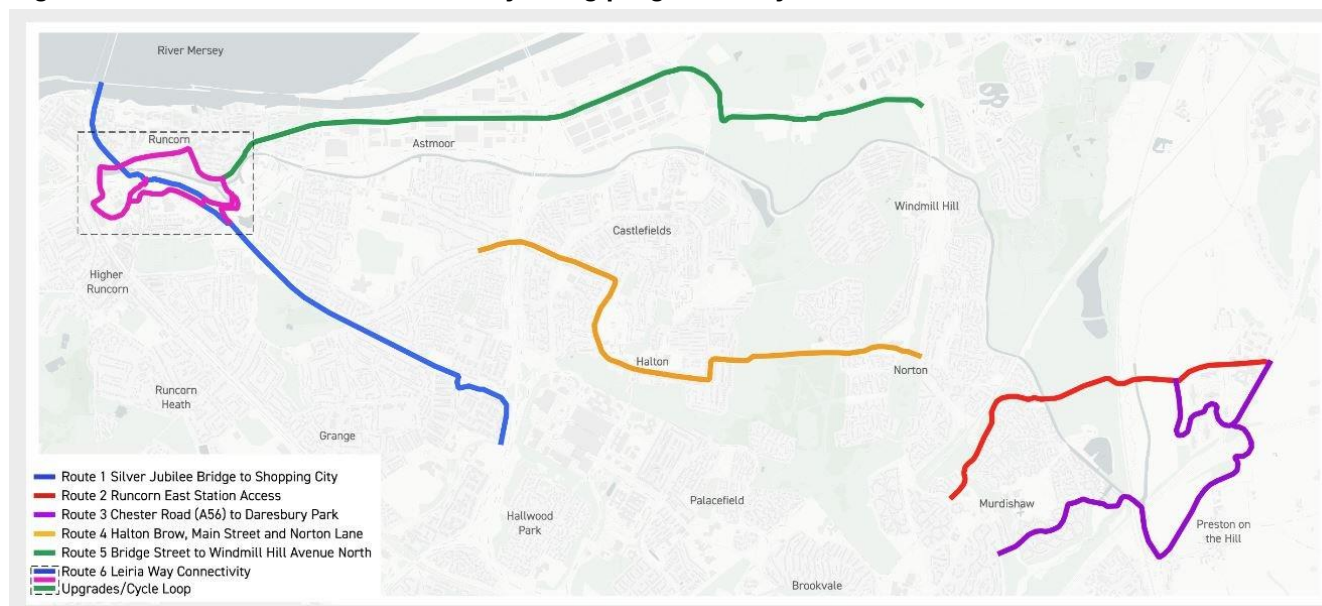
Figure 7.2: ERC LCWIP Priority walking routes



Source: Mott MacDonald

Since the ERC LCWIP was developed, a number of routes have been taken forward for further development. A summary of routes currently being further developed and progressed by HBC is provided in Figure 7.3 below.

Figure 7.3: ERC LCWIP Routes currently being progressed by HBC



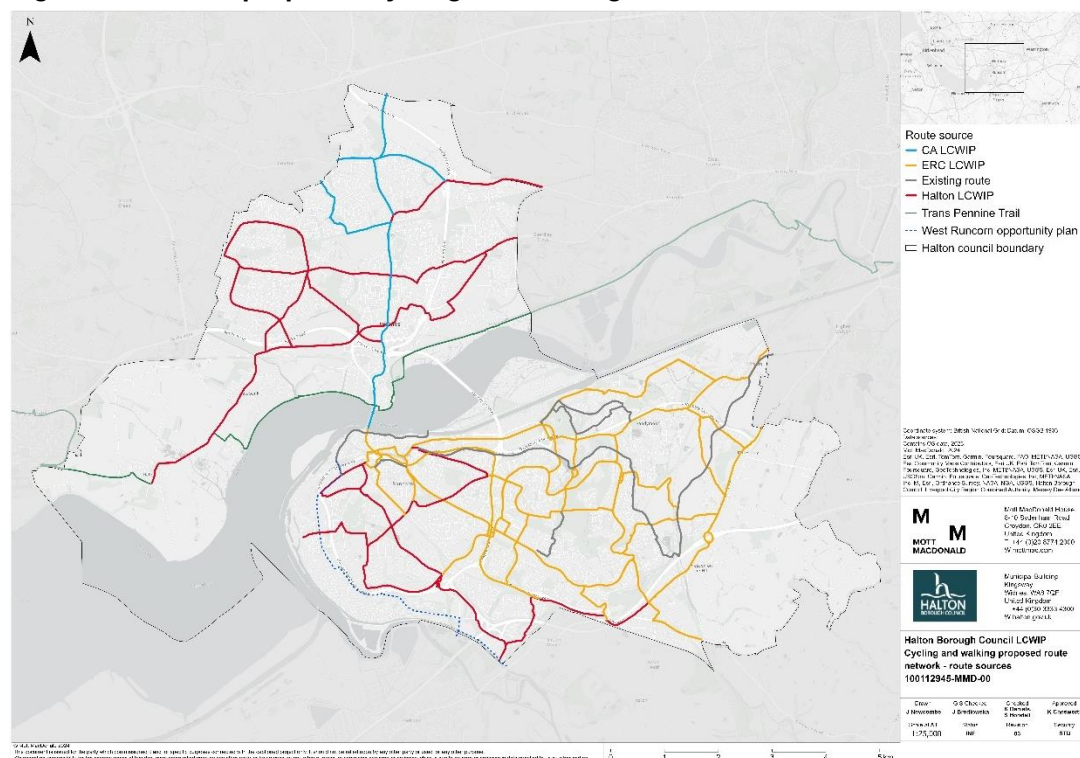
Source: Mott MacDonald

In order to view the network across Halton as a whole, and to ensure a joined-up approach to active travel schemes going forward, the above proposals have been combined with LCWIP routes identified through this study to create a network of cycling and walking routes for the whole borough.

Proposed cycling and walking routes across Halton, and associated references for use going forward are illustrated within Figure 7.4.

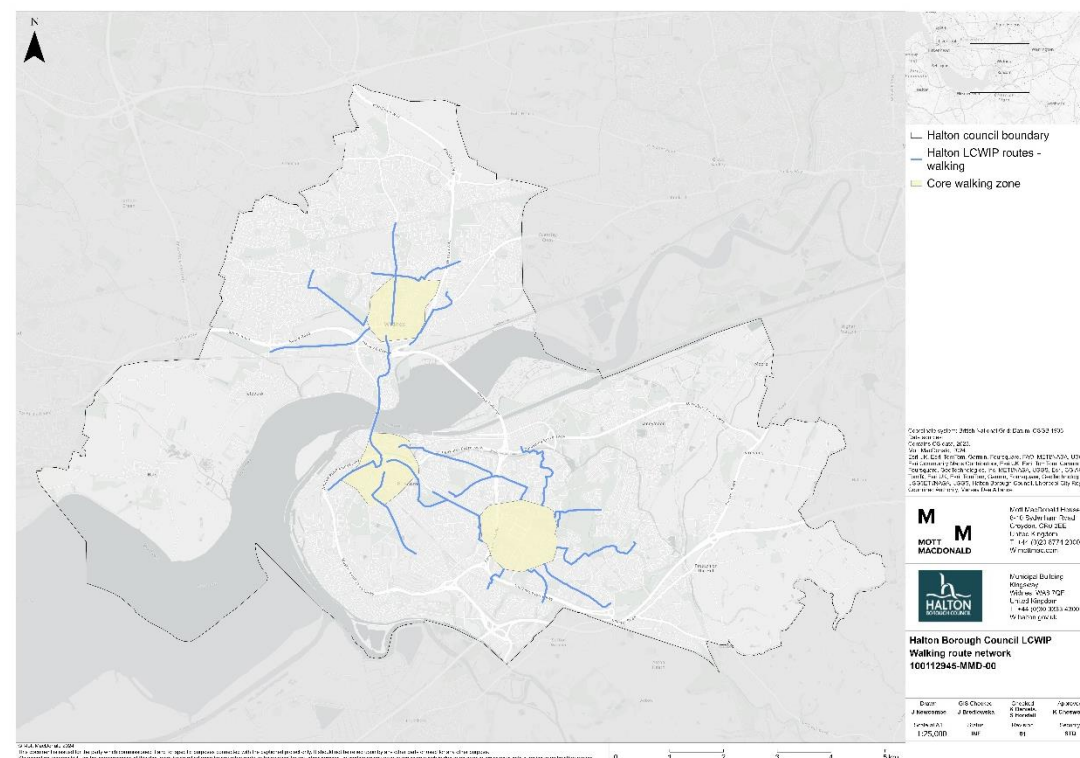
The walking routes identified from the core walking zone analysis are shown in Figure 7.5.

Figure 7.4: Halton proposed cycling and walking network



Source: Mott MacDonald

Figure 7.5: Halton proposed walking network



Source: Mott MacDonald

7.3 Next steps

In order to take forward prioritised routes, building on work already underway across Halton to develop routes noted within Section 7.1, the following tasks will be required in line with the remaining steps of DfT's LCWIP process:

- **Intervention development** – further studies will be required to explore the routes in more detail and propose suitable interventions along the route which will improve facilities for pedestrians and cyclists. This will include exploration of:
 - Dedicated segregated or shared active travel routes.
 - Junction treatments such as tightening junction radii, crossing provision, roundabout bypasses and slip lanes or minor interventions such as cycle detectors at traffic signals, advance stop lines, or dedicated cycle phases at signals.
 - Modal filter/limited access: signage and/or physical barriers to exclude motor vehicles.
 - Parking rearrangement: measure to reallocate space to cycling, or to induce traffic calming.
 - Traffic calming: introduction of lower speed limits, road cushions, or visual narrowing.
 - Subway improvement: improving lighting, infilling of subways, and creating alternative routes at grade.
 - Lighting improvements: provide lighting in areas away from main carriageways where perceptions of safety may be poor, as well as providing lighting along existing busways to improve actual and perceived safety.
 - Wayfinding and enhanced signage
 - Zebra crossings: upgrading typically uncontrolled crossings into zebra crossings.
 - Traffic calming measures such as raised tables and speed cushions to provide a safer walking environment.
 - Crossing upgrades, typically providing dropped kerbs, tactile paving, resurfacing or other improvements.
- **Feasibility studies** – further detailed feasibility studies for selected routes to understand constraints, and potential rerouting where required.
- **Stakeholder engagement and public consultation** – early engagement with stakeholders and buy-in from the public will form an important part of the design and development process.
- **Design and Implementation** – detailed designs and plans are created for the identified improvement projects, considering factors such as safety, accessibility, aesthetics, and integration with other modes of transportation. The implementation of the projects can be done in phases, depending on available resources and funding.
- **Monitoring and Evaluation** – once the improvements are implemented, ongoing monitoring and evaluation are conducted to assess their effectiveness. This includes gathering feedback from pedestrians, tracking usage and walking patterns, and making necessary adjustments based on the collected data.

A. Data sources

Table A.1: Table A.1: Data sources used for background research

Type	Data	Source
Existing Infrastructure	National Cycle Network	Sustrans
	Public Rights of Way, Canal Towpaths	HBC
	Key Trip attractors, leisure & attractions, green open space, higher education, rail stations, rivers, road classification	Ordnance survey
	Key Trip attractors: local & town centres, hospitals, schools, subways & bridges	MM desktop study and Census 2021
	Existing Cycle Network	HBC
	Recent development: Residential, Commercial and Employment completions	HBC
Travel Behaviour	Mode share (regional)	National Travel Survey, Census
	Estimated Pedestrian Demand	Propensity to Cycle Tool
	Estimated Cyclist Demand	Propensity to Cycle Tool
Barriers to Active Travel	Walking and Cycling Prohibited	HBC
	Collision Data	STATS19/Crashmap
	Severance Data	Ordnance survey
	Noise	DEFRA
	Air Quality /AQMA's	DEFRA/HBC
Proposed	Housing, Employment and Commercial Projection	HBC
	Retail Allocation	HBC
	LCRCA LCWIP Routes	HBC
	Busway Cycleway Scheme alignment	HBC
	ERC LCWIP routes	HBC
	Aspirational cycle infrastructure (missing links)	HBC

B. Halton LCWIP Scoring rationale

Effectiveness - Rationale					
Ref	Description	Usage	Impact (Existing state of infrastructure) - consideration of directness, gradient, safety (speeds, Annual Average Daily Traffic (AADT), shared space), connectivity (other routes), and comfort (surface type, wayfinding).	Impact	Importance of the intervention for particular target user groups
Cycling 01	Hale village - Ditton	- Some correlating PCT desire lines with moderate forecast number of cycle trips - Moderate impact on population density due to northern part of route, southern part very low population density. Covers many new developments, mostly housing	- No cycling provision. Cycling in carriageway, seems quite a lot of traffic on town lane into Hale. - Speeds of 30 and 40mph with no protection. - More HGVs on Hale Road. - No ASL at Hale Road/Ditton Road junction, or Hale Road/Ditchfield Road junction.	- Links to NCN 62, has clusters of trip attractors mainly in Ditton - Few slight accidents along the route - No proximity with poor air quality roads	- Vehicle ownership is high - Fairly high deprivation
Cycling 02	Hough Green - Widnes south	- Some correlating PCT desire lines with high and moderate forecast number of cycle trips - Goes through multiple LSOAs of high density - Connections into Widnes town centre with lots of employment sites	- Cyclists in carriageway, advisory cycle lanes on Hough Green Road are very narrow and poor. - Poorly maintained cycle lanes and footways. - No ASL at Hale Road/Ditchfield Road junction. - Link to cycleway on Hale Road after junction is poor, no crossing. - Cycleway is good quality, maintained, and has good coverage. - Link from cycleway back up to Dundalk Road is poor. Dundalk road has shared use path, well-lit and wide enough. - Toucan crossings provided at major crossroads at A562. - No provision on Ashley Way Road. - No ASL at Ashley Way/Victoria Road junction.	- Links to NCN 62, has clusters of trip attractors mainly in Ditton and Widnes town centre - Few slight accidents along the route - Some of route runs along polluted road A562	- Vehicle ownership is mixture of high and low - Generally fairly low deprivation
Cycling 03	Hough Green - Ditton Road	- Few correlating PCT desire lines with moderate forecast number of cycle trips - Goes through multiple LSOAs of high density - Little to no developments nearby	- No protected provision on Hough Green road or B5178. 30mph speeds. - No crossing or waiting facilities at Hale Road/Ditchfield Road/St Michael's Road junction. - No cycling provision.	- Moderate coverage through trip density analysis - No accidents along route - No proximity with poor air quality roads	- Vehicle ownership is fairly high - Fairly high deprivation

Cycling 04	Ditchfield Road - Bennett's Lane	- Some correlating PCT desire lines with high and moderate forecast number of cycle trips - Goes through multiple LSOAs of high density - longer route so has more impact as a result - Some housing developments in the central and east sections	- No cycling provision on Liverpool Road, lots of side road accesses - conflict points. - No crossing points. - No ASL at Highfield Road/B5178 junction, or B5419/B5178 junction. - Toucan crossings at B5178/Appleton Village junction. - Some attempts to traffic calm on Albert Road.	- Connects with LCRCA route and has clusters of trip attractors - Few slight and serious accidents - Some of route runs along slightly polluted road A562	- Vehicle ownership is high on a few sections but mostly low - Mostly fairly high deprivation
Cycling 05	Ditton Road - Dans Road roundabout	- Few correlating PCT desire lines with high and moderate forecast number of cycle trips - Mostly in low density areas, some moderately dense - Covers many employment developments in Widnes town centre, and some other housing developments	- Shared use path provision on B5419. - No provision for cyclists on A562 or Ditton Road.	- Connects with LCRCA route and has few clusters of trip attractors - Many slight and few serious accidents, some are in clusters - Some of route runs along and crosses by slightly to moderately polluted roads A562, A533	- Vehicle ownership is high on a few sections but mostly low - Mostly fairly high deprivation
Cycling 06	Widnes railway station - South Lane	- Few correlating PCT desire lines with low forecast number of cycle trips - Mostly covers moderately dense areas - Covers some housing developments	- No cycling provision. Cycling in carriageway, mixture of 20,30,40mph speed limits. - Heavier traffic on B5419 and A5080 sections. - Fairly level surfaces but not comfortable due to lack of segregation.	- Few trip attractors but has links to LCRCA routes and College - Derby Road route - No accidents along route - Very short section of route is on slightly polluted road A5080	- Vehicle ownership is fairly high - Deprivation is very low to low
Cycling 07	Chester Road - Beechwood / Halton Station Road	- Few correlating PCT desire lines with low forecast number of cycle trips - Mostly covers moderately dense areas - Covers few housing and employment developments	- Most of the route is along segregated shared use path. - Some on-road cycling required on A56 section and on Wood Ln, Halton Station Road. - Quality of shared use path seems adequate and comfortable. - Onward connections to other ERC routes. Some evidence of wayfinding. Quite direct.	- Connects to and covers NCN 562, links to multiple ERC routes and has few trip clusters - Some slight, 1 serious and 1 fatal accident along route - Short section of route is on slightly polluted road A56	- Vehicle ownership is mixture of high and low - Mostly fairly high deprivation
Cycling 08	Boston Avenue - Heath Park	- Some correlating PCT desire lines with low forecast number of cycle trips - Covers both very and low dense areas across a number of LSOAs - New housing development	- No cycling provision on Sandy Lane, steep gradient between Russell Road and Weston Road - 8.29% which is well beyond a comfortable level for that length of route (241.2m). - No existing provision through Heath Park fields. - Cycle path along Heath Park fields eastbound is very narrow and not well signposted. - No ASL on Heath Road / Clifton Road junction. No cycle provision on Heath Road, and some on Boston Avenue, although made up of shared use paths with minimum widths, sometimes less than 3m wide.	- Links to multiple ERC routes and has trip clusters 1 slight and close to 1 fatal accident - No proximity with poor air quality roads	- Vehicle ownership is high on a few sections but mostly low - Mixture of LSOAs with high and low deprivation along route

			Toucan crossing at Runcorn town hall park		
Cycling 09	Bridge Street - Boston Avenue	- Some correlating PCT desire lines with low and moderate forecast number of cycle trips - Covers few dense areas, not over a large area - Links into employment and housing developments in Runcorn	No cycling provision - cyclists in carriageway, lots of side road conflicts, businesses and on-street parking, very unsafe and low comfort level.	- Links to NCN 82, multiple ERC routes and has few trip clusters 2 slight and close to 1 fatal accident - No proximity with poor air quality roads	- Vehicle ownership is high on a few sections but mostly low - Fairly low deprivation
Cycling 10	Runcorn Station towards Frodsham via Clifton Road	- Few correlating PCT desire lines with low forecast number of cycle trips - Covers a range of areas, across a long stretch of Runcorn - Some housing and employment developments	- Shared use path along A557 and Clifton Road, some sections too narrow. - Uncontrolled crossing of Weaver View at roundabout. SUP follows very busy road, uncomfortable for noise pollution and proximity with road, some sections have little to no segregated or barriers. - Path improves further along A557 northbound and diverts from side of carriageway, more pleasant. - Signage and surface quality are good. - Quite long but fairly shallow ramp provided to navigate A557/Weston Link flyover. - Some signage provided at Clifton Road/Rocksavage Way junction and toucan crossings. - No cycling provision along Clifton Road, Moughland Lane, Weston Road, and all around the loop section - Overall - southern section is generally very good but loop section and link on Clifton Road is poor.	- Connection to an ERC route and some clusters of trip attractors - Several serious and slight collisions - Very small interaction with slightly polluted road A557, some proximity with A557 to the north west of Runcorn	- Vehicle ownership is fairly high - Fairly low deprivation
Cycling 11	Heath Road South - Clifton Road via Rocksavage Way	- Few to no correlating PCT desire lines with low forecast number of cycle trips - Low population density impact - No close development sites	- No cycling provision on Heath Road S, Cavendish Farm Road, Rocksavage Way. - No crossing for mini roundabout Rocksavage Way/Cavendish Farm Road. - Narrow shared use path runs alongside Rocksavage Way. Needs better signage and widening. - No ASL at Rocksavage Way/ Clifton Road junction.	- Few trip attractor clusters - Close to 1 serious and slight collision - Runs often in close proximity with A557 to the west of Runcorn	- Vehicle ownership is fairly high - Low deprivation
Walking R1	Runcorn - Silver Jubilee Bridge	- Some correlating PCT desire lines with low and moderate forecast number of walking trips - Connects low density area with high density area	Provision is provided - would be better with some segregation on the bridge approach as traffic flows and speeds are high.	- Links trip attractors in Widnes and Runcorn - Few slight accidents along the route	- Vehicle ownership is at its lowest across this route - Mostly fairly high deprivation

		Links developments in both Widnes and Runcorn town centres	- Separation from cyclists and traffic over the bridge is good. Intersection with W Bank Street could have raised table crossing, same with Constance Way. 3 stage signal crossing over the Hutchinson St junction is very undesirable. - Footway quality is lower on Victoria Road past the railway bridge. - Better wayfinding would be good.	Runs along slightly polluted Silver Jubilee Bridge	
Walking R2	Runcorn - Heath Road	- Few correlating PCT desire lines with low and moderate forecast number of walking trips - Covers high density areas - Multiple developments covered	- Footways exist. Should look to address desire line on Ivy Street and introduce raised table crossing. - Uncontrolled crossings on Heath Road / Boston Avenue roundabout. - Introduce raised table crossing at intersection with Festival Way on Boston Avenue.	- Saturated in high trip density, links other ERC routes 1 slight accident - Close proximity to slightly polluted road A533	- Vehicle ownership is high on a few sections but mostly low - Generally lower deprivation
Walking R3	Runcorn - A533 / Picow Farm Road	- Few correlating PCT desire lines with low and moderate forecast number of walking trips - Covers high density areas - Multiple developments covered	- Good quality footways generally. - Need crossing at Runcorn station mini roundabout. - More crossings along Picow Farm Road would reduce segregation.	- Has moderate and high trip density, links other ERC route 1 serious accident on route, close to another - Some of the route is on slightly polluted road A533	- Vehicle ownership is moderate - Generally lower deprivation
Walking R4	Runcorn - Moughland Lane	- Few correlating PCT desire lines with low forecast number of walking trips - Covers high, moderate and low density areas - Few housing developments covered	- Greenway Road has some street furniture which could be removed as an obstacle. - Provide priority crossing of Balfour Street/Oxford Road. - Footways are decent quality.	- Moderate coverage through trip density analysis - Few slight accidents along the route - No proximity with poor air quality roads	- Vehicle ownership is fairly high - Generally lower deprivation
Walking R5	Runcorn - Halton Road	- Some correlating PCT desire lines with low and moderate forecast number of walking trip - Covers moderate to high density areas - Lots of developments covered into Runcorn	- High St/Mersey Road intersection needs a more priority crossing, very wide entry point currently, right next to public house. - No crossing signals over busway - very unsafe and confusing for peds. - Narrow footway at Halton Road/B5155. Could do with a crossing here too. - Some narrow footways along Halton Road. Need crossings at Ringway Road/Halton Road junction.	- Moderate to low coverage through trip density analysis, connects to ERC route 1 slight and close to 1 fatal accident - Connects to polluted road A533	- Vehicle ownership is mixture of high and low - Generally lower deprivation
Walking W6	Widnes - B5419	- Few correlating PCT desire lines with low and moderate forecast number of walking trips, somewhat close to high priority corridors - Covers moderately dense areas	- Crossing of Milton Road is uncontrolled - very poor, busy traffic. - Good number of crossings of B5419 for reducing severance.	- Covers areas with high trip density - Few slight and serious accidents - No proximity with poor air quality roads	- Vehicle ownership is fairly high - Mixture of lower and higher deprived areas

		● Connection into Widnes town centre lots of employment developments	● Multi-stage crossing of B5178 is not desirable. A raised table crossing at Highfield Road and Victoria Avenue intersections with B5419 would be good.		
Walking W7	Widnes - A557 / A562	● Few closely correlating PCT desire lines with low and moderate forecast number of walking trips ● Links low to moderately dense area ● Lots of employment developments covered	● No provision on Queensway. ● Need footways on both sides on Ashley Way. ● Ashley Way roundabout is a big severance point. ● Crossings are not always on desire lines. ● There is very little wayfinding, despite multiple nearby trip attractors. ● Need a priority crossing around the Tan House Lane / Warrington Road mini roundabout.	● Covers areas with moderate and high trip density ● Close to cluster of slight accidents ● Proximity to and along slightly polluted roads A557 and A562	● Vehicle ownership is at its lowest across this route ● More deprived area
Walking W8	Widnes - Dundalk Road	● Few correlating PCT desire lines with low and moderate forecast number of walking trips ● Links low to moderate / high dense area ● No close developments	● Dundalk Road footway on tree/field side is narrow and poorly maintained. ● Footways later narrow on both sides. Introduce raised table crossing of Netherfield and Montgomery Road, Grange Drive. ● Need more crossings of Dundalk Road to reduce severance on either side. ● Too much impeding street furniture on Hale Road footways.	● Covers areas with moderate and high trip density ● Few slight accidents ● No proximity with poor air quality roads	● Vehicle ownership is mixture of high and low ● Mixture of lower and higher deprived areas
Walking W9	Widnes - Ditton Road / Hale Road	● Few to no correlating PCT desire lines with low forecast number of walking trips ● Links low to moderately dense area ● Few employment developments nearby	● Multi-stage crossing of A562 junction. ● Rest of footways are good enough quality. ● More crossings of Ditton Road would be ideal.	● Covers areas with low, moderate and high trip density ● Few slight and 1 serious accident ● Short section of route runs along slightly polluted A562	● Vehicle ownership is fairly high, very short section falls within low ownership area ● Mixture of lower and higher deprived areas
Walking W10	Widnes - B5178	● Some correlating PCT desire lines with low and moderate forecast number of walking trips ● Links moderate and high density areas ● Few developments nearby	● Consider raised tables at side roads. ● Swept path for Page Lane intersection is too wide and makes it harder to cross. ● More street furniture in built-up area, makes some footways very narrow on Albert Road. ● Uncontrolled crossings at Ross St/Robert St/Albert Road. ● Ensure there is a signalised crossing at the Deacon Road/Frederick Street junction.	● Covers areas with moderate and high trip density ● 1 serious accident ● No proximity with poor air quality roads	● Vehicle ownership is at its lowest across much of this route ● Mostly higher deprived areas

Policy - Rationale			
Ref	Description	Delivery against policy objectives	Performance against Local Transport Plans/Local Plan policies
Cycling 01	Hale village - Ditton	All options score positively against policy objectives as all routes would look to improve AT connectivity across the borough For a number of criteria, all options score the same. Further variations may become apparent once more is known around potential interventions. Any variations to scoring between routes are noted within cells below.	All options score positively against policy objectives as all routes would look to improve AT connectivity across the borough For a number of criteria, all options score the same. Further variations may become apparent once more is known around potential interventions. Any variations to scoring between routes are noted within cells below.
Cycling 02	Hough Green - Widnes south	As above	Enhancing Mersey linkages- CR 5, 2 and 10 score higher due to link to routes across Mersey Scored higher for connectivity to employment services and social activities - based on key attractors Map
Cycling 03	Hough Green - Ditton Road	As above	Scored higher for connectivity to employment services and social activities - based on key attractors Map
Cycling 04	Ditchfield Road - Bennett's Lane	As above	
Cycling 05	Ditton Road - Dans Road roundabout	As above	Enhancing Mersey linkages- CR 5, 2 and 10 score higher due to link to routes across Mersey Scored higher for connectivity to employment services and social activities - based on key attractors Map
Cycling 06	Widnes railway station - South Lane	As above	
Cycling 07	Chester Road - Beechwood / Halton Station Road	As above	
Cycling 08	Boston Avenue - Heath park	As above	
Cycling 09	Bridge Street - Boston Avenue	As above	
Cycling 10	Runcorn Station towards Frodsham via Clifton Road	As above	Enhancing Mersey linkages- CR 5, 2 and 10 score higher due to link to routes across Mersey Scored higher for connectivity to employment services and social activities - based on key attractors Map
Cycling 11	Heath Road South - Clifton Road via Rocksavage Way	As above	
Walking R1	Runcorn - Silver Jubilee Bridge	Walking routes score slightly lower for environmental sustainability due to fewer kms covered by sustainable modes	Enhancing Mersey linkages- W1 score higher due to link to routes across Mersey
Walking R2	Runcorn - Heath Road	Walking routes score slightly lower for environmental sustainability and mode shift due to fewer kms covered by sustainable modes	
Walking R3	Runcorn - A533 / Picow Farm Road	Walking routes score slightly lower for environmental sustainability and mode shift due to fewer kms covered by sustainable modes	
Walking R4	Runcorn - Moughland Lane	As above	
Walking R5	Runcorn - Halton Road	As above	
Walking W6	Widnes - B5419	As above	
Walking W7	Widnes - A557 / A562	As above	
Walking W8	Widnes - Dundalk Road	As above	
Walking W9	Widnes - Ditton Road / Hale Road	As above	
Walking W10	Widnes - B5178	As above	

Deliverability - Rationale			
Ref	Description	Constraints (feasibility) - by section	Stakeholder acceptability and dependencies
Cycling 01	Hale village - Ditton	Section 1 - High Street/Town Lane junction to Hale Road/Halebank Road junction: Town Lane is on road (20mph) due to multiple pinch points and long lengths of narrow corridors with house frontages. From Ellwood Close, farmland purchase can enable seg. on Town Lane then onto Hale Gate Road. Narrow corridor on approach to Halebank Road junction will be on road (20mph). Hale Road/Halebank Road junction will be constrained (suggest raised table junction). Section 1 score: -1 Section 2 - Hale Road/Halebank Road junction to Hale Road/Ditton Road junction: Hale Road is on road (20mph) due to narrow corridor with house frontages and rail overbridge. Hale Road/Ditton Road junction is wide and can be seg. Section 2 score: -1 Section 3 - Hale Road/Ditton Road junction to Hale Road/B5178 junction: Hale Road can be seg by utilising existing wide corridor and taking additional lane. Near Dundalk Road junction, parking will need to be managed on Hale Road., but seg. is still viable if key pinch point areas of parking can be used. Hale Road/B5178 junction seg. should be fine with space available. Section 3 score: 0 Overall Score: -1 (A number of sections which need to be on road, and many sections if parking can't be removed).	Large active frontage on route through Hale and Ditton, -2 due to probable stakeholder concerns around Hale Bank Dependencies- would need new bridge, scheme to reopen station would produce further benefits.
Cycling 02	Hough Green - Widnes south	Section 1 - A562/Victoria Road junction to Lower House Lane/Dundalk Road roundabout: A562/Victoria Road junction fine for seg crossings. Ashley way fine for seg. B5419/A562 junction fine for seg. Lower house lane has minor pinch points but should be fine for seg. Lower House Lane/Dundalk Road roundabout fine for seg. Section 1 score: 2 Section 2 - Lower House Lane/Dundalk Road roundabout to Hale Road/B5178 junction: Dundalk road fine for seg but some major trees to work around (resolved through land purchase on northern side). Off road link from Dundalk Road to Hale Road looks ok for gradient (staying close to fence line). Alternative corridor to Dundalk/Hale Road junction is too narrow from the bridge (House fronts near road). Link from the off road path to Hale Road can be seg and use grassed area to continue seg up to junction with B5178. Hale Road/B5178 junction big enough for seg. Section 2 score: 2 Section 3 - Hale Road/B5178 junction to Queensbury Way/Prescot Road roundabout: Prescot road requires on-road (20mph), especially due to rail bridge constraint (Control of vehicle speeds to 20mph will need significant calming. Queensbury Way/Prescot Road roundabout big enough to be segregated. Section 3 score: -2 Section 4 - Queensbury Way/Prescot Road roundabout to Hough Green Road/Northern Lane Junction: Hough Green Road can be seg, however on street parking at Dunsford and Downside would need removal (Can it be somewhere else nearby?). Hough Green Road/Northern Lane Junction can be realigned to be seg. Section 4 score: 1 Overall score: 0 (Prescot Road being on road is significant issue to resolve and make safe to link route).	Few issues for stakeholders - 0 Route over bridge still required along Prescot Road however likely to be more straight forward
Cycling 03	Hough Green - Ditton Road	Section 1 - Hough Green Road/Northern Lane Junction to Hough Green Road/B5178 Junction: Hough Green Road/Northern Lane Junction can be realigned to be seg. Hough Green Road can be seg. (Existing carriageway is wide but need to handle on street parking). Hough Green Road/B5178 Junction can be seg. Section 1 score: 1	Active frontages, terrace housing towards bottom end of the route which may present

		Section 2 - Hough Green Road/B5178 Junction to Liverpool Road/Ditchfield Road Junction: Liverpool road can be seg (hedge clearance needed to fence line) up to bridge and use bypass at bridge for segregation. On road (20mph) from bridge to Ditchfield Road Junction. Liverpool Road/Ditchfield Road Junction to be on road (table junction with calming?) Section 2 score: -1 Section 3 - Liverpool Road/Ditchfield Road Junction to Ditchfield Road/Hale Road Junction: Ditchfield road on road (20mph). After bend, seg. is viable using northern green space then on road (20mph) to junction. Ditchfield Road/Hale Road Junction is highly constrained and difficult to be seg. through it. Section 3 score: -1 Section 4 - Ditchfield Road/Hale Road Junction to St Michael's Road/Ditton Road Junction: St Michael's Road is on road (20mph), and past A562 underbridge can be seg. St Michael's Road/Ditton Road Junction can be seg. Section 4 score: -1 Overall score: -1 (Many sections of on road)	conflict with stakeholders - top end a bit easier as really wide Dependencies- could be positive if Hough Green station improved at Hough Green however not certain so scored neutral
Cycling 04	Ditchfield Road - Bennett's Lane	Section 1 - A562/Wrights Lane to Dans Roundabout: A562 has narrow existing footways/verge, but large central reserve to use up to Bennett's Lane. From Bennett's Lane, carriageway has level split and cyclists can't be on carriageway, so would need to take one lane from either to have space for two way cycle track. Section 1 score: 1 Section 2 - Dans Roundabout to A557/B5178 Junction: Dans Roundabout has space but high speed vehicles, so segregated signalised crossings required. Along B5178, would be mostly on-road (20mph) with some segregated. Section 2 score: 0 Section 3 - A557/B5178 Junction to Albert Road/B5178 Junction: Bridge over A557 is not sufficient width for segregated, so would be on-road (20mph) with significant traffic calming required. Albert Road and Cross Street interventions need to be balanced due to one way vehicle traffic and narrow corridor; likely on-road (20mph) required. Section 3 score: -2 Section 4 - Albert Road/B5178 Junction to Hale Road/B5178 junction: Mix of segregated and on-road (20mph) due to narrow corridors. Segregation through junctions along length should be ok to achieve. Section 4 score: -1 Section 5 - Hale Road/B5178 junction to Liverpool Road/Ditchfield Road Junction: Can be mostly segregated, however some sections would need to be on-road (20mph) due to narrow corridor and/or on street parking for housing. Hale Road/B5178 junction could be cyclops. Section 5 score: 0 Overall score: -1 (Many lengths on road)	Stakeholder acceptability- relatively complicated route which goes through schools so is very beneficial and town centre and new development. However stakeholder issues around parking, residents - large negative even though good benefits it will be contentious Dependencies- neutral
Cycling 05	Ditton road - Dans road roundabout	Section 1 - Dans Roundabout to Earl Road/Dennis Road Junction: On A562, wide verge/shared use available to make 2way segregated with some tree clearance along corridor edge. Tan House Lane can be seg but Dennis Road has narrow points which may need on road (20mph) or shared. Section 1 score: -1 Section 2 - Earl Road/Dennis Road Junction to B5419/Victoria Road Roundabout:	Ditton Road - stakeholder and public likely to be supportive, businesses and regeneration along the route that would be

		Earl Road approach to gyratory will need one lane removed, cut through middle of gyratory for seg route. Gerard Street will need land purchase for seg route. Alfred street/Brynn Street on road (20mph). Widnes Road could have seg with on-street parking removed in areas, else be on road (20mph). Victoria Road can be seg. Roundabout with B5419 is big enough to be seg. Section 2 score: -1 Section 3 - B5419/Victoria Road Roundabout to A562/Ditton Road Junction: B5419 is dual with narrow central reserve, seg could be in place with some land purchase. Seg crossings at A562 junctions (x2) should be fine with space available. Section 3 score: 1 Section 4 - A562/Ditton Road Junction to St Michael's Road/Ditton Road Junction: Under A533 bridge, 2 way cycleway viable on south east side then seg crossings on next junction to the south west. Ditton Road has restricted corridor widths in places (east of Stewart's Brook) and segregated would not be viable due to boundary fencing on both sides for long extents, and on road (20mph) not suitable due to industrial area. Most likely shared solution. Section 4 score: -1 Section 5 - St Michael's Road/Ditton Road Junction to Hale Road/Ditton Road Junction: Ditton Road has restricted corridor widths in places and segregated would not be viable due to boundary fencing on both sides for long extents, and on road (20mph) not suitable due to industrial area. Most likely shared solution. Section 5 score: -1 Overall score: -1 (Many lengths on road)	supportive Good links in to town centre regen- so dependencies positive
Cycling 06	Widnes railway station - South Lane	Section 1 - Widnes Station to Derby Road/Farnworth Street junction: B5419 fine as seg. Derby road on road (20mph) as narrow corridor with housing. Derby Road/Farnworth Street junction will need signals to get cyclists through safely. Section 1 score: 0 Section 2 - Derby Road/Farnworth Street junction to A5080/Mill Lane Roundabout: Derby Road will be on road (20mph). A5080 loop and Lunt's heath junction will be difficult due to space to get through seg. Bridge over A557 looks suitable width for seg. Derby road roundabout likely needed to be signalised junction or enable cycle bypass. Section 2 score: -1 Section 3 - A5080/Mill Lane Roundabout to A5080/Railway: Derby Road is wide carriageway so will be seg. South lane requires edge tree clearance for seg. Farmland purchase on South Lane would be required for seg. Railway underbridge has pinch point which would require cyclists to be on carriageway from that point continuing east. Section 3 score: 0 Overall score: 0 (Many lengths on road)	Stakeholders supportive but some contentious parts of the route S106 scheme for the development means tricky junctions could be improved Parking along Darby Road= contentious Dependencies = positive due to good association with north south route, and other junction improvements in the pipeline
Cycling 07	Chester Road - Beechwood / Halton station road	Section 1 - A56/Busway junction to A56/A533 roundabout: A56/Busway junction would need to be shared toucan crossings. A56 has narrow pinch points which will require land purchase/clearance to provide seg. A56/A533 roundabout can be seg signalised junction. Section 1 score: 1 Section 2 - A56/A533 roundabout to A533/Aldi roundabout: A533 has narrow pinch points which will require land purchase/clearance to provide seg. (Also boundary with construction needs to be confirmed). M56 overbridge is a single shared use path with suitable width for seg. A533/Aldi roundabout can have suitable space for seg. crossings. Section 2 score: 1	Stakeholders- neutral route largely follows existing infrastructure Contentious application in for Heath Business Park, greenspace - minus 1 due to Heath business park

		Section 3 - A533/Aldi roundabout to A533/Beechwood Ave Junction: 2way cycleway/footway in existing footway/verge/layby with spots of clearance. Seg. crossing feasible at A533/Beechwood Ave Junction if lane removed on eastern arm and tree clearance on western arm to continue 2way cycleway/footway. Section 3 score: 1 Section 4 - A533/Beechwood Ave Junction to A533 Overbridge (At Merevale Close): 2way cycleway/footway in existing footway/verge/layby with spots of clearance. Where route goes away from main carriageway, sections of clearance required to provide passive surveillance. Bypass roundabout with Hallwood link road. A533 Overbridge (At Merevale Close) is not sufficient width for cyclists, but may be width to utilise at roundabout with Hallwood link road as alternative to get across A533. Section 4 score: -1 Section 5 - SPUR - A533/Wood Lane to Halton A557/Station Road: Spur adjacent slip road down Wood Lane to Beechwood Ave is likely shared use. Seg. crossing at Beechwood Ave. Wood Lane requires significant clearance and embankments/retaining for seg., or revert to on-road (20mph). M56 overbridge requires on-road (20mph). Past bridge is on-road (20mph) on Wood Lane. Junction with Halton Station road can be seg. crossings. Halton Station road is narrow and one-way, cyclists would be at risk in contraflow. Halton A557/Station Road location would need signalling with seg. crossings. Section 5 score: -1 Overall score: 0 (Mainly consistent seg route with some on road).	
Cycling 08	Boston Avenue - Heath park	Section 1 - Halton Road/Boston Ave to Heath Road/Boston Ave roundabout: Halton Road/Boston Ave junction link will be feasible but complex as near A533 junction. Boston Ave can be seg with some minor tree clearance and bridge over Runcorn Spur Road is wide enough for seg. Heath Road/Boston Ave roundabout can be seg with new junction or realignment. Section 1 score: 1 Section 2 - Heath Road/Boston Ave roundabout to Heath Road/Heathside Nursery: Heath Road can be seg, including over wide bridge over rail/canal. Junction at Clifton Road can be seg with some lane removal. Heath Road (South) can send cyclists along adjacent park on North west. Land purchase may be required at tie in at Heath Road/Heathside Nursery. Section 2 score: 1 Section 3 - Heath Road/Heathside Nursery to Weston Road/Sandy Lane: Link through to Weston Road can be seg. but would need to be lit away from carriageway (HBC lighting policy is not to light). Very isolated in relation to Passive Surveillance. Link at Weston Road and Sandy Lane would require signals for Ped/Cyclists. Section 3 score: -1 Section 4 - Weston Road/Sandy Lane to Sandy Lane/South Road: Sandy Lane is steep and would need seg. It has sufficient width, including under A557. Slightly narrower past bridge, but seg should be possible (with land purchase to the north) until Baker Road junction where it is narrow and requires on-road (20mph). Sandy Lane/South Road can be realigned for better ped/cyclist movements. Section 4 score: 0 Overall score: 0 (One unlit, isolated, section and one on road near the end).	A lot of frontage with parking along Halton Road would mean some issues with stakeholder, busy bus route Dependencies- links to SUD/ busway schemes
Cycling 09	Bridge Street - Boston Avenue	Section 1 - B5155/Leiria Way to B5155/Halton Road: B5155/Leiria Way junction to be shared use/seg. crossings with ERC scheme and Runcorn-Daresbury LCWIP. B5155 is too narrow for seg. so requires on-road (20mph), especially over canal bridge. B5155/Halton Road junction is on bend and would need calming features for better crossings. Section 1 score: -2	

		Section 2 - B5155/Halton Road to Halton Road/Ringway Road: Halton Road is narrow to Stonehills Lane, so would be on-road (20mph) and need traffic calming. Then opens up for seg. to Ringway Road. Halton Road/Ringway Road junction is wide for seg. crossings. Section 2 score: -1 Section 3 - Halton Road/Ringway Road to Halton Road/Boston Ave: Halton Road can be seg. with removal of some on-street parking (driveways on south side not being used). Pinch point at corner where would need to be on-road (20mph). Halton Road/Boston Ave junction link will be feasible but complex as near A533 junction. Section 3 score: -1 Overall score: -2 (Too many on road sections which cannot be avoided, along dangerous bend).	
Cycling 10	Runcorn Station towards Frodsham via Clifton Road	Section 1 - Boundary/Clifton Road to Wiever View/J12: At boundary, gap under rail bridge is very narrow. Clifton road will need to be on-road (20mph) unless mature trees can be cleared for seg. When becomes A557, seg. to be provided. Through roundabout, 2way seg required on south side of A557 which will need significant clearance. Under M56 to be shared use. Signal seg. crossing at Wiever View/J12. Section 1 score: -1 Section 2 - Weaver View/J12 to Clifton Road/Busway: 2way seg would require significant earthworks or carriageway space at complex arrangement, likely stay as shared for majority on south west side of Weston Point Expressway. When route moves away from expressway, 2way seg is likely feasible with tree clearance. Link to busway is unclear but likely feasible as seg. Clifton Road/Busway junction to be shared/seg. crossings Section 2 score: 0 Section 3 - Clifton Road/Busway to Heath Road/Clifton Road: Clifton Road is wide and can have seg. with some tree clearance (working around mature trees). Pinch point at Beaufort Close will require give way feature to continue seg. Park on West side can be utilised for cycle route to avoid tree clearance. Heath Road/Clifton Road junction can be seg with some lane removal. Section 3 score: 1 Section 4 - Heath Road/Clifton Road to Weston Road/Holloway: Clifton road onto Moughland Lane is on road (20mph) due to narrow corridor. Junction with Greenway Road requires calming for improved ped/cycle crossings. Weston Road section is likely on road (20mph) due to narrow corridor. Weston Road/Holloway junction requires calming for improved ped/cycle crossings. Section 4 score: -1 Section 5 - Holloway/Picow Farm/Westfield Loop: Holloway is narrow and will be on road (20mph). Picow Farm Road can be seg if on street parking is reduced (driveways are available). Westfield is narrow and will be on road (20mph). All junctions along loop require calming for improved ped/cycle crossings, as unlikely to be signalised. Section 5 score: -1 Overall score: 0 (Mainly consistent seg route with some on road).	Tricky as lots of active frontages - unlikely to be favoured by public
Cycling 11	Heath Road South - Clifton Road via Rocksavage Way	Section 1 - Heath Road/Heathside Nursery to Heath Road/Weston Road: Land purchase may be required at tie in at Heath Road/Heathside Nursery to have seg. At Marlon Drive, corridor is narrow and will be on road (20mph). Heath Road/Weston Road junction requires calming for improved ped/cycle crossings. Section 1 score: -1 Section 2 - Heath Road/Weston Road to Cavendish Farm/Rocksavage Way:	Wester village is tricky, easier through parts along the busway so neutral

		Heath Road South has sufficient width for seg, but Cavendish Farm Road is narrow and would be on-road (20mph). Cavendish Farm/Rocksavage Way roundabout would be signalised junction to be safer for ped/cycle. Section 2 score: -1 Section 3 - Cavendish Farm/Rocksavage Way to Rocksavage Way/Clifton Road: Rocksavage Way can utilise parallel existing route and make it 2 way seg with some tree clearance towards the road. Route would need to be lit as Rocksavage Way is currently not. Clifton Road/Busway junction to be shared/seg. crossings. Section 3 score: 1 Overall score: 0 (Mainly consistent seg route with some on road).	
Walking R1	Runcorn - Silver Jubilee Bridge	From B5419/Victoria Road Roundabout, south down Victoria Road, under A533, south down Waterloo Road, onto SJB: B5419/Victoria Road Roundabout requires formal crossings on all arms. Chapel/Alexandra Street crossings require improvement. Parking control needed on Victoria Street which is restricting footway width. A562 and John Collins way junctions require formal crossings on all arms. Parking control required on Waterloo Road. SJB has footway facility on east side which can be accessed directly from Waterloo Road. Overall score: 1	Maybe issues with pavement parking etc but generally supportive
Walking R2	Runcorn - Heath Road	Thomas Jones Way to Spur Road to split road down to B5155, along Heath Road to Boston Ave to tie in at Runcorn Spur Road Bridge (get to higher level?) Footway on one side only of Thomas Jones Way (Likely sufficient), but parking restriction needed to have sufficient footway width. Crossing improvements for B5155/slip road required on all arms (based on traffic flow to determine if signals required). Ivy Street requires shorter, more direct crossing. Formal crossings on all arms at Boston Ave roundabout required. Level change between Boston Ave and Runcorn Spur Road is significant and requires more direct link between the 2. Overall score: 0	Unlikely to be any major objections
Walking R3	Runcorn - A533 / Picow Farm Road	From SJB, onto delink roundabout, up Runcorn Station Road, Cavendish Street, Picow Farm Road to A557. SJB seg footway then shared use onto delink roundabout. Formal crossings on all arms of delink roundabout (if feasible with roundabout speeds). Runcorn station road is shared use (will be seg when ERC Route 6 complete). Ped feel on Cavendish Street around Station. Picow farm Road requires wider footways near bridge under rail. Holloway Crossing to be narrowed. Crossing of Runcorn Docks Road to be more direct and shorter. From Waste Recycling Centre, footway on northern side to be provided. Formal crossings/junction improvement required at Westfield Road. Overall score: 1	Stakeholders likely to be supportive
Walking R4	Runcorn - Moughland Lane	Victoria Road/Shaw Street Junction, south on Greenway Road, down Moughland Lane, onto Clifton Road, end at Malpas Road. Victoria Road/Shaw Street Junction requires signals on all arms. Improved crossing arrangement on all arms at Norman Road and Moughland Lane required on Greenway Road. Parking control on Moughland Lane (South side) requires parking control to make footway space available. More direct/shorter crossing of Beaufort Close, Heath School entrance and Malpas Road. Overall score: 2	Stakeholders likely to be supportive
Walking R5	Runcorn - Halton Road	[Significant overlap with Cycle Route 9.] Section 1 - B5155/Leiria Way to B5155/Halton Road: B5155/Leiria Way junction to be shared use/seg. crossings with ERC scheme and Runcorn-Daresbury LCWIP. B5155 is narrow footways on both sides over canal bridge. B5155/Halton Road junction is on bend and would need calming features for better crossings on all arms. Section 1 score: 0 Section 2 - B5155/Halton Road to Halton Road/Ringway Road: Halton Road has narrow footways on both sides, which can't be widened due to housing/canal constraints (parking control may provide additional area	Stakeholders likely to be supportive

		for widening and free up existing footway space). Section 2 score: 0 Section 3 - Halton Road/Ringway Road to Halton Road/Boston Ave: Halton Road/Ringway Road junction requires more formal crossings on all arms. Wider footway with removal of on-street parking (driveways not being used). Pinch point at corner restricts footway width on inside. Halton Road/Boston Ave junction link will be feasible but complex as near A533 junction. (Link to ERC Route 4) Section 3 score: 0 Overall score: 0	
Walking W6	Widnes - B5419	Widnes station, south down B5149 to B5149/Victoria Road roundabout. Wider footway and/or parking control needed on Victoria Ave from Station. Existing crossing for B5419 from station is off ped desire line, so whole junction with Lockett Road likely requires signals. Appleton Village junction requires reduction in width. Number of formal crossings across B5419 likely is low and would need increasing (convert existing informal). Milton Road arm requires formal ped crossing. B5149/Victoria Road roundabout requires formal crossings on all arms (Currently none). Overall score: 2	Stakeholders likely to be supportive
Walking W7	Widnes - A557 / A562	A557 (Tarmac Depot), head north east on A557, off at Fiddler's Ferry Road, North on Tan House Lane, end at junction on Page Lane/Warrington Road. Starts at subway under A557 (Overbridge or crossing with better passive surveillance would be ideal). Footway only on one side of A557, which is protected by very difficult to cross A557. Existing extensive signal ped crossing at A562/A557 junction (unlikely can improve). Suitable signalised crossings provided at Widnes Gyratory. Fiddler's Ferry has footways on both sides in parts (to be widened also), but also needs provided on southern/eastern side. A562/Tan House Roundabout requires formal crossings on all arms. Tan House requires control of parking to stop footway restrictions. Page Lane/Warrington Road mini roundabout is difficult for peds to cross on all arms and requires narrowing. Overall score: 0	Unlikely to be any major objections
Walking W8	Widnes - Dundalk Road	Prescot Road/B5178 junction, head south down Hale Road, east on Dundalk Road, north on Lower House Lane to end at Egypt Street. Prescot Road/B5178 junction requires ped signal crossings on all arms. Crossway and Dundalk junctions requires signalised crossings on all arms. Long crossing on Montgomery Road, Netherfield Road (x2) and others along Dundalk Road to be reduced. More formal crossings of Dundalk Road required due to gaps in existing crossings. Footway to be widened on Park side along Dundalk Road. Formal crossings required at Dundalk Road/ Lower House Lane roundabout. Better crossing of Egypt Street required. Overall score: 1	Stakeholders likely to be supportive
Walking W9	Widnes - Ditton Road / Hale Road	Hale Road/Ditton Road Junction, head east on Ditton Road, end at Moor Lane/B5419 junction. Hale Road/Ditton Road Junction requires ped signal crossings on all arms. Parking control and safer/shorter crossings of commercial accesses required along Ditton Road. Wider/Improved footway required on southern side. Multiple areas of ponding on footway also need addressing on Ditton Road on both sides. Multiple junctions around A533 have sufficient ped facilities. Improved crossing needed at Esso link road. Formal crossing at Moore Lane required. Overall score: 2	Stakeholders likely to be supportive
Walking W10	Widnes - B5178	Highfield Road/B5178 junction, east on B5178, north on Albert Road, then east onto B5178 (Halton View Road) to junction with Ireland Street. Highfield Road/B5178 junction has existing signalised ped crossings on all arms. B5178 has footway on both side of sufficient width. High Road crossing to be narrowed. B5419/B5178 junction has existing signalised ped crossings on all arms. Appleton village junction has existing signalised ped crossings on all arms. Albert Road/B5178 junction has existing signalised ped crossings on all arms. Albert Road has ped feel but some cars restricting footway width. Albert Road/Greenway Road requires more ped feel and less guardrail guidance away from desire lines. At junction of Albert Road/B5178 (Halton	-1 for stakeholders due to issues likely to be accounted for within AT4 SCHEME for Albert Road

		View Road), ped crossings for desire lines needed. Need improved crossings at most sideroads along Halton View Road and Parking control generally.	
		Overall score: 2	

C. Halton LCWIP INSET results – effectiveness

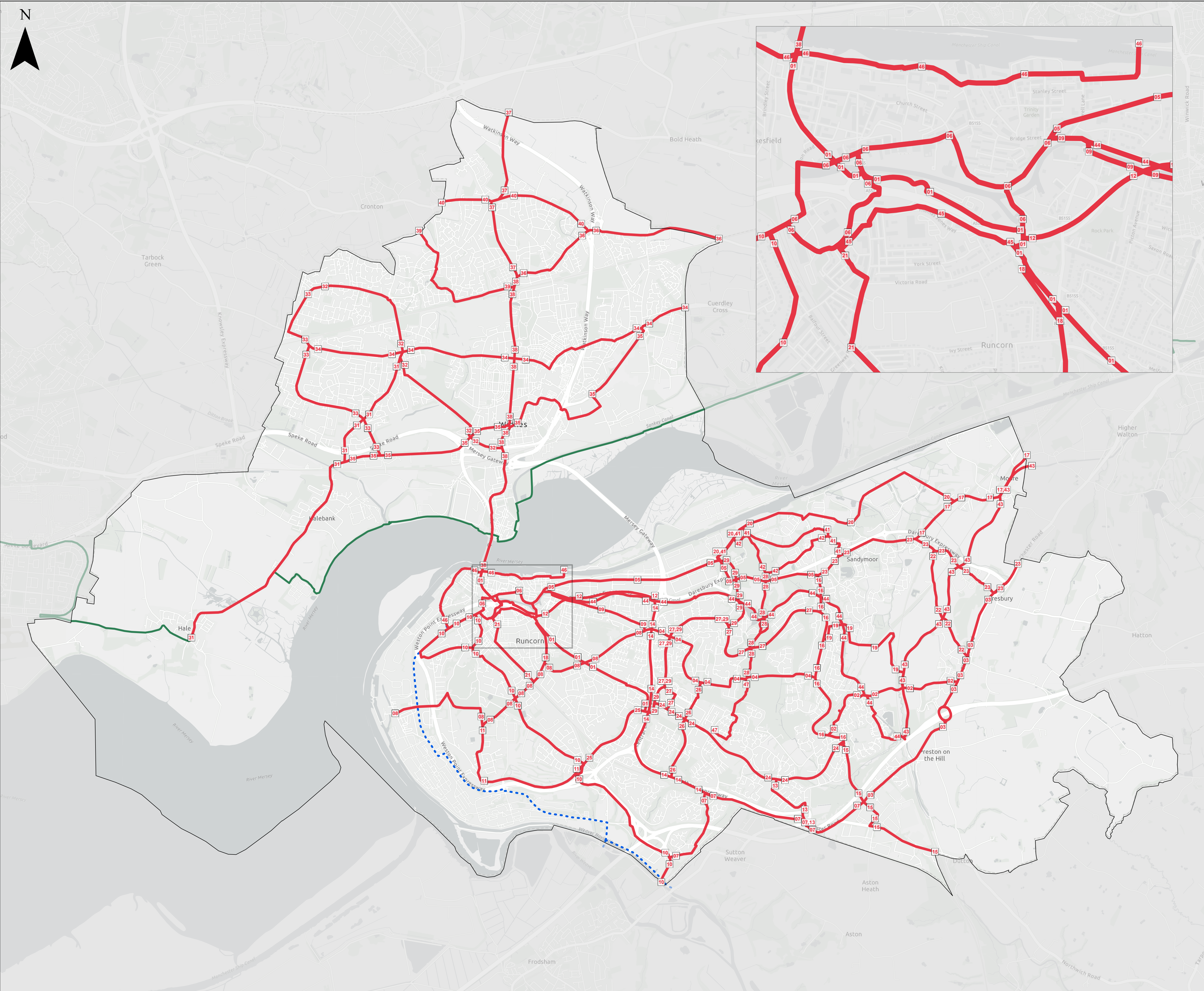
Scheme	Effectiveness									Theme score
	Usage			Impact				Importance of the intervention for particular target user groups		
	Forecast increase in the number of walking and cycling trip	Population who directly benefit from the intervention	Connection to new developments	Existing state of infrastructure	Contribution of the scheme to the overall network development	Improvement in road safety	Air quality impact	Proportion of residents without access to a car / van	Deprivation	
Cycling 01	Moderate positive	Moderate positive	Very large positive	Exceptionally poor quality high priority	Large positive	Small positive	Neutral	Very small positive	Large positive	0.58
Cycling 02	Large positive	Large positive	Large positive	Very poor quality high priority	Very large positive	Small positive	Moderate positive	Moderate positive	Small positive	0.63
Cycling 03	Small positive	Large positive	Very small positive	Exceptionally poor quality high priority	Moderate positive	Neutral	Neutral	Small positive	Large positive	0.50
Cycling 04	Large positive	Large positive	Moderate positive	Very poor quality high priority	Large positive	Moderate positive	Small positive	Large positive	Large positive	0.67
Cycling 05	Moderate positive	Small positive	Very large positive	Very poor quality high priority	Moderate positive	Very large positive	Moderate positive	Large positive	Large positive	0.44
Cycling 06	Very small positive	Moderate positive	Moderate positive	Exceptionally poor quality high priority	Large positive	Neutral	Very small positive	Small positive	Very small positive	0.46
Cycling 07	Very small positive	Moderate positive	Small positive	Moderate quality medium priority	Large positive	Very large positive	Small positive	Moderate positive	Large positive	0.57
Cycling 08	Small positive	Large positive	Very small positive	Poor quality high priority	Moderate positive	Moderate positive	Neutral	Large positive	Moderate positive	0.54
Cycling 09	Moderate positive	Moderate positive	Moderate positive	Very poor quality high priority	Large positive	Small positive	Neutral	Large positive	Small positive	0.56
Cycling 10	Very small positive	Large positive	Moderate positive	Moderate quality medium priority	Moderate positive	Very large positive	Small positive	Small positive	Small positive	0.52
Cycling 11	Very small positive	Very small positive	Neutral	Poor quality high priority	Very small positive	Small positive	Very small positive	Small positive	Very small positive	0.34
Walking R1	Moderate positive	Small positive	Very large positive	Moderate quality medium priority	Large positive	Small positive	Large positive	Exceptionally positive	Large positive	0.69
Walking R2	Small positive	Very large positive	Large positive	Good quality low priority	Very large positive	Very small positive	Small positive	Small positive	Small positive	0.53
Walking R3	Small positive	Large positive	Large positive	Moderate quality medium priority	Large positive	Small positive	Moderate positive	Moderate positive	Small positive	0.56
Walking R4	Very small positive	Moderate positive	Moderate positive	Good quality low priority	Moderate positive	Small positive	Neutral	Small positive	Small positive	0.43

Walking R5	Moderate positive	Large positive	Large positive	Poor quality high priority	Moderate positive	Moderate positive	Very small positive	Moderate positive	Small positive	0.57
Walking W6	Small positive	Moderate positive	Large positive	Moderate quality medium priority	Very large positive	Large positive	Neutral	Small positive	Moderate positive	0.55
Walking W7	Moderate positive	Small positive	Large positive	Very poor quality high priority	Large positive	Small positive	Large positive	Exceptionally positive	Large positive	0.70
Walking W8	Small positive	Moderate positive	Very small positive	Moderate quality medium priority	Large positive	Small positive	Neutral	Moderate positive	Moderate positive	0.49
Walking W9	Very small positive	Very small positive	Small positive	Good quality low priority	Moderate positive	Moderate positive	Moderate positive	Small positive	Moderate positive	0.46
Walking W10	Moderate positive	Large positive	Small positive	Moderate quality medium priority	Large positive	Small positive	Neutral	Very large positive	Large positive	0.61

D. Stakeholder comments and MM responses

Stakeholder comment	MM / HBC response
Need to find a way to incorporate the NCN 62 route into the cycling network.	Will highlight how the route ties into the identified network and will assess the quality of this route.
Explore alternative routes to Route 11 closer to the river in relation to West Runcorn Active Travel Route Opportunities Plan.	Considered suggested route via Cow Hay Lane. Something for HBC to consider at a later date.
Ensure that recently implemented high quality infrastructure is captured and tied into the network of existing routes.	Main existing and proposed active travel routes have been captured in the network plans. Where significant overlap occurs, some routes may be hidden or omitted for readability purposes.
Ensure the network is integrated with the connecting route featured in the Mersey-Dee Alliance (MDA) active travel network.	Link between Frodsham and Daresbury in the MDA is captured through various network connections in the plan.
Make it clear how criteria aligns with the DfT Route Selection Tool criteria.	Outlined in section 6.
Deliverability must be a priority as funding pots often require quick delivery timescales.	Produced extra plans to show the RAG results for the overall deliverability and specific feasibility assessments.
Look at the north-south walking link in relation to the Kingsway Quarter development.	Link assessed – overlaps with Widnes core walking zone which will provide improved walking infrastructure covering this area.
Consider the route from the high street to the waterfront via Granville Street (linked to the Runcorn Waterfront Housing Development Project which has CA funding).	Link assessed – overlaps with Runcorn core walking zone which will provide improved walking infrastructure covering this area.
Source: Mott MacDonald	

E. Route network plans



- Halton active travel route - cycling
- Trans Pennine Trail
- ... West Runcorn opportunity plan
- Halton council boundary

Coordinate system: British National Grid; Datum: OSGB 1936
Data sources:
Contains OS data, 2023.
Mott MacDonald, 2024.
Esri UK, Esri, TomTom, Garmin, Foursquare, FAO, METI/NASA, USGS, Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Esri, Ordnance Survey, NASA, NGA, USGS, Halton Borough Council, Liverpool City Region Combined Authority, Mersey Dee Alliance.



Mott MacDonald House
8-10 Sydenham Road
Croydon, CR0 2EE
United Kingdom
T +44 (0)20 8774 2000
W mottmac.com

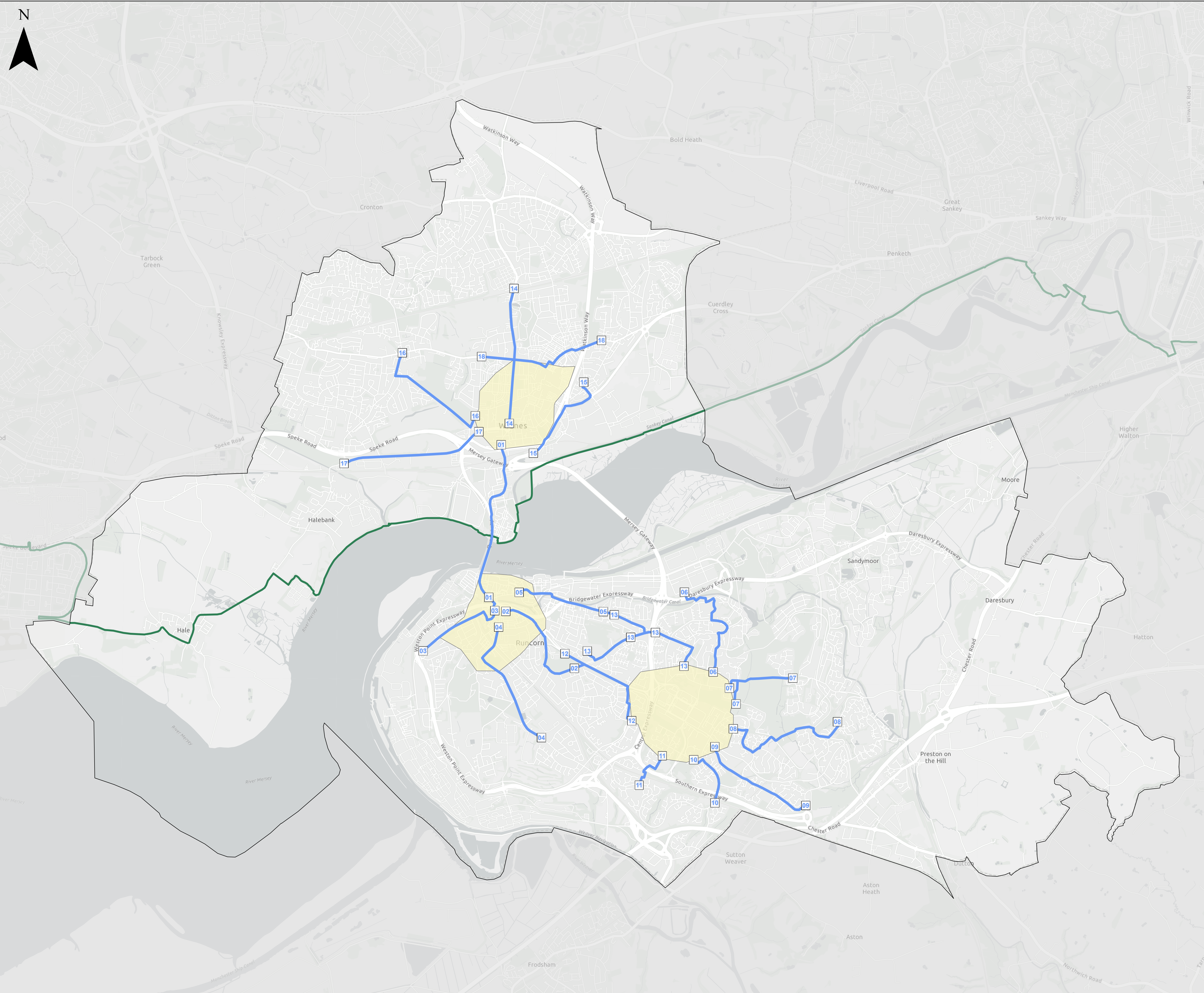


Municipal Building
Kingsway
Widnes, WA8 7QF
United Kingdom
T +44 (0)30 3333 4300
W halton.gov.uk

Halton Borough Council LCWIP Cycling and walking proposed route network 100112945-MMD-00

Drawn J Newcombe	GIS Checked J Bredlowska	Checked K Daniels, S Horsfall	Approved K Chesworth
Scale at A1 1:25,000	Status INF	Revision 03	Security STD





- Core walking zone
- Halton active travel route - walking
- Trans Pennine Trail
- Halton council boundary

Coordinate system: British National Grid; Datum: OSGB 1936
Data sources:
Contains OS data, 2023.
Mott MacDonald, 2024.
Esri UK, Esri, TomTom, Garmin, Foursquare, FAO, METI/NASA, USGS, Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Esri UK, Esri, Ordnance Survey, NASA, NGA, USGS, Halton Borough Council, Liverpool City Region Combined Authority, Mersey Dee Alliance.



Mott MacDonald House
8-10 Sydenham Road
Croydon, CR0 2EE
United Kingdom
T +44 (0)20 8774 2000
W mottmac.com



Municipal Building
Kingsway
Widnes, WA8 7QF
United Kingdom
T +44 (0)30 3333 4300
W halton.gov.uk

Halton Borough Council LCWIP
Walking proposed route network
100112945-MMD-00

Drawn J Newcombe	GIS Checked J Bredlowska	Checked K Daniels, S Horsfall	Approved K Chesworth
Scale at A1 1:25,000	Status INF	Revision 02	Security STD



Halton Active Travel Network Routes (not in order of priority)						Key
Route ID	Source	Name	Previous reference	Description	Status / Comment	Cycling and walking route
Cycling and walking route - from existing routes, ERC, CA, and Halton LCWIPs						Walking route
1	ERC shortlisted route	Silver Jubilee Bridge - Shopping City	ERC LCWIP Route 4	Silver Jubilee bridge, to the Expressway, to Runcorn Spur Road, to Halton Lodge Avenue, to the busway link. Links (As per map)	Consulted - CRST1 Prioritised through ERC LCWIP	ERC prioritised routes
2	ERC shortlisted route	Runcorn East Rail Station	ERC LCWIP Route 8	Barnfield Ave/Busway junction, to Redbrow Lane, to A56. Links (As per map)	Consulted - CRST1 Prioritised through ERC LCWIP	Halton LCWIP prioritised routes
3	ERC shortlisted route	Chester Road - Daresbury	ERC LCWIP Route 14	A56/ Daresbury expressway junction, to M56 J11, to A56 Chester Road to A56/Busway Junction. Links (As per map)	Consulted - Partially complete Prioritised through ERC LCWIP	Completed routes
4	ERC shortlisted route	Halton Brow, Main St & Norton Lane	ERC LCWIP Route 20	Boston Ave to Halton Brow, to Main Street, to Norton Lane, to Norton Lane/Busway Junction. Links (As per map)	Consulted - On hold Prioritised through ERC LCWIP	
5	ERC shortlisted route	Runcorn Station & Town Centre	ERC LCWIP Route 23	Bridge Street/Busway junction, along the busway, through junction with Astmoor Road, along footway north of Norton Priory to Windmill Hill Ave/Manor Park Ave Roundabout. Links (As per map)	Consulted - On hold, mostly complete Prioritised through ERC LCWIP	
6	ERC shortlisted route	Runcorn Station & Town Centre	ERC LCWIP Route 23	Loop route between Runcorn Station, High Street, the Expressway and Leiria Way to link with Route 5. Links (As per map)	Consulted - CRST1 Prioritised through ERC LCWIP	
7	Halton LCWIP cycle route	Chester road - Beechwood / Halton Station Road	Cycling 07	Chester Road towards Sutton Weaver / Frodsham via Halton Station Road and Beechwood Links to Route 10, NCN and route north towards Daresbury	Priority route. Presented as part of the pre-prioritisation and prioritisation process.	
8	Halton LCWIP cycle route	Boston Avenue - Heath Park	Cycling 08	Boston Avenue to Heath Park via Runcorn housing estates Links to routes 9, 10 and 11	Priority route. Presented as part of the pre-prioritisation and prioritisation process.	
9	Halton LCWIP cycle route	Bridge Street - Boston Avenue	Cycling 09	Bridge Street to Boston Avenue towards Runcorn town centre via Halton Road Links to route 8	Presented as part of the pre-prioritisation and prioritisation process.	
10	Halton LCWIP cycle route	Runcorn Station - Frodsham via Clifton Road	Cycling 10	Clifton Road towards Runcorn town centre, looping around Runcorn railway station and Higher Runcorn Links to route 11 via Moughland Lane/ Clifton Road and to Route 7 adjacent to Rocksavage Way	Presented as part of the pre-prioritisation and prioritisation process.	
11	Halton LCWIP cycle route	Heath Road South - Clifton Road via Rocksavage Way	Cycling 11	Road South - Clifton Road via Rocksavage Way Links to industrial and business estates, and routes 8 and 10	Presented as part of the pre-prioritisation and prioritisation process.	
12	ERC pre-prioritised route	Halton Road	ERC LCWIP Route 1	Route along Bridgewater Canal, from Runcorn Spur Road/Expressway Junction to Castlefields Avenue North. Links (As per map)	Some overlap with Route 44 on Halton Road / Canal section Scored 4.2 on ERC selection tool exercise (higher score better).	
13	ERC pre-prioritised route	Northwich Road	ERC LCWIP Route 2	A56 Chester Road/A533 intersection, over A533 roundabout, to Northwich Road, to the busway. Links (As per map)	Scored 3 on ERC selection tool exercise (higher score better).	
14	ERC pre-prioritised route	Central Expressway	ERC LCWIP Route 3	From A558/A533 junction, route parallel to the A533 to the junction with A533/Palace Fields. Links (As per map)	Scored 2.8 on ERC selection tool exercise (higher score better).	
15	ERC pre-prioritised route	Busway cycleway scheme - Busway at Whitehouse	ERC LCWIP Route 4	From start of busway at Whitehouse, along busway to Murdishaw roundabout. Links (As per map)	In progress Scored 3.8 on ERC selection tool exercise (higher score better).	
16	ERC pre-prioritised route	Busway cycleway scheme - Busway at Norton	ERC LCWIP Route 6	From Murdishaw roundabout, along busway to Windmill Ave, to Manor park Ave/Winmill Ave roundabout. Links (As per map)	In progress Scored 2.6 on ERC selection tool exercise (higher score better).	
17	ERC pre-prioritised route	Runcorn Road - Moore	ERC LCWIP Route 7	Keckwick Lane/Runcorn Road roundabout, along Runcorn Road, to Moore Lane/Runcorn Road junction. Links (As per map)	Scored 2.8 on ERC selection tool exercise (higher score better).	
18	ERC pre-prioritised route	Heath Road - Runcorn Spur Road	ERC LCWIP Route 9	Heath Road/Boston Avenue junction, along Heath Road, along slip road to Runcorn Spur Road. Links (As per map)	Continuation of Route 8 Scored 3.8 on ERC selection tool exercise (higher score better).	
19	ERC pre-prioritised route	Off-road access to Daresbury	ERC LCWIP Route 10	From Redbrow Lane at Keckwick Brook, along an off road route to Windmill Ave. Links (As per map)	Scored 2.8 on ERC selection tool exercise (higher score better).	
20	ERC pre-prioritised route	Warrington Road	ERC LCWIP Route 11	Astmoor Road/Warrington Road junction, along Warrington Road to Eastgate Way to Six Acre Lane to junction with Six Acre Lane/Runcorn Road. Links (As per map)	Scored 2.2 on ERC selection tool exercise (higher score better).	
21	ERC pre-prioritised route	Norman Road	ERC LCWIP Route 12	A557/A533 roundabout, along Greenway Road, to Norman Road to junction with Norman Road/Heath Road. Links (As per map)	Scored 3.4 on ERC selection tool exercise (higher score better).	
22	ERC pre-prioritised route	Delph Lane	ERC LCWIP Route 13	Keckwick Lane/Delph Lane Junction, along Delph Lane to Delph Lane/A56 junction. Links (As per map)	To be delivered by Redrow Scored 2.8 on ERC selection tool exercise (higher score better).	
23	ERC pre-prioritised route	Alongside Daresbury expressway (Daresbury to Sandymoor)	ERC LCWIP Route 15	From Windmill Hill Ave/Manor Park Ave Roundabout, parallel to Darebury Expressway, along Keckwick Lane to Keckwick Lane/A56 junction. Links (As per map)	Completed Scored 3.4 on ERC selection tool exercise (higher score better).	
24	ERC pre-prioritised route	Busway cycleway scheme - Southway to Murdishaw	ERC LCWIP Route 16	Murdishaw Roundabout, along busway to Shopping City. Links (As per map)	Completed Scored 4.6 on ERC selection tool exercise (higher score better).	
25	ERC pre-prioritised route	Busway cycleway scheme - Busway south	ERC LCWIP Route 17	Shopping City, along busway to busway/Grangeway junction. Links (As per map)	Scored 3.4 on ERC selection tool exercise (higher score better).	
26	ERC pre-prioritised route	East Lane & Hallwood Park	ERC LCWIP Route 19	Main Street/Holt Lane junction, along East Lane, to Hallwood Link Road to A533/Hallwood Link Road roundabout. Links (As per map)	Scored 4.4 on ERC selection tool exercise (higher score better).	
27	ERC pre-prioritised route	The Windmill pub - Shopping City (West Lane)	ERC LCWIP Route 21	Windmill Ave N/Windmill Ave S roundabout, along busway, along Tyrell Way, along busway, to Shopping City. Links (As per map)	In progress Scored 4.7 on ERC selection tool exercise (higher score better).	
28	ERC pre-prioritised route	Norton Priory Path	ERC LCWIP Route 22	Off road route from Norton Priory to Norton Lane. Upgrades to existing Bridgewater Canal Path to Palace Fields Avenue route (route 47) Links (As per map)	Scored 2.9 on ERC selection tool exercise (higher score better).	
29	Busway cycleway scheme	Astmoor Road to Grangeway	N/A	Astmoor Road then following busway (see Route 27), until diverting towards Central Expressway. Crosses over towards Grangeway.	In progress	
31	Halton LCWIP cycle route	Hale village - Ditton	Cycling 01	Hale Village to Ditton via Hale Bank and Hale Road bridge Has links to NCN route	Presented as part of the pre-prioritisation and prioritisation process.	
32	Halton LCWIP cycle route	Hough Green - Widnes South	Cycling 02	Hough Green to south of Widnes town centre Connects up with routes 1 and 4	Priority route. Presented as part of the pre-prioritisation and prioritisation process.	

33	Halton LCWIP cycle route	Hough Green - Ditton Road	Cycling 03	Hough Green to Ditton Road via Hough Green railway station Links to Liverpool / Manchester via station, links to routes 1, 4 and 5	Presented as part of the pre-prioritisation and prioritisation process.
34	Halton LCWIP cycle route	Ditchfield Road - Bennett's Lane	Cycling 04	East to west connection in Widnes from Ditchfield Road to Bennett's Lane Links to routes 32, 33, 35 and 38. Begins next to Hough Green railway station	Presented as part of the pre-prioritisation and prioritisation process.
35	Halton LCWIP cycle route	Ditton Road - Dans Road roundabout	Cycling 05	East to west connection in Widnes via the town centre Links to routes 1, 2 and LCRCA route through Widnes	Priority route. Presented as part of the pre-prioritisation and prioritisation process.
36	Halton LCWIP cycle route	Widnes Rail Station - South lane	Cycling 06	Widnes railway station to A5080 South Lane towards Warrington via Farnworth estate Widnes railway station connects to other towns and cities in region	Priority route. Presented as part of the pre-prioritisation and prioritisation process.
37	LCRCA LCWIP route	Widnes Railway Station - North of Widnes	N/A	Follows B5419 northbound from Lunt's Heath towards bridge over M62. Section within Halton borough boundary finishes at intersection with Warrington Road.	In consultation Part of Liverpool City Region Combined Authority LCWIP (Phase 3).
38	LCRCA LCWIP route	Silver Jubilee Bridge - Widnes Railway Station	N/A	North-south route through Widnes, starts at Silver Jubilee Bridge south of River Mersey in Runcorn, across the bridge through Widnes town centre along the B5419, finishing at Widnes railway station.	Part of Liverpool City Region Combined Authority LCWIP (Phase 1).
39	LCRCA LCWIP route	Widnes Railway Station - Sandy Lane	N/A	Starting at Widnes railway station, following off-road path westbound before diverting across path adjacent to Westerhope Way/Dinnington Court through Upton Rocks Park, joining Queensbury Way, before heading north and finishing on Sandy Lane.	Part of Liverpool City Region Combined Authority LCWIP (Phase 1).
40	Halton LCWIP cycle route	Cronton College to Derby Road	N/A	Starting at intersection of Lunt's Heath Road / Derby Road, towards Lunt's Heath, through to Cronton Sixth Form College, ending at A5080 / Queensbury Way roundabout.	Links with CA LCWIP Added based on consultation with HBC (19-02-24).
41	Existing route	Astmoor Road to Dorchester Park	N/A	Astmoor Road then Warrington Road before diverting onto Longbenton Way up to Manor Park Avenue. Follows then off-road path round towards A558.	Completed See Halton council website cycle map.
42	Existing route	Warrington Road to Manor Farm Road	N/A	Begins at intersection between Warrington Road and path into Haddocks Wood leading down onto Tudor Road, through to roundabout with Manor Park Avenue and finishing at Manor Farm Road.	See Halton council website cycle map.
43	Existing route	Moore to Dukes Wharf via Cheshire Ring Canal Walk	N/A	Starting at Dukes Wharf, following Cheshire Ring Canal Walk towards Moore. Within Halton borough boundary, finishing before Acton Grange Bridge.	See Halton council website cycle map.
44	Existing route	Bridge Street to Dukes Wharf	N/A	Starting at Dukes Wharf, following Marina Lane, Falstone Drive then Bridgewater Canal path all the way across towards Delph Bridge at B5155 / Halton Road	See Halton council website cycle map.
45	Existing route	Shaw Street to Runcorn Spur Road	N/A	Starting at intersection with Runcorn Spur Rd/A533, follows off-road path adjacent to Thomas Jones Way/A533, across Greenway Rd to Shaw St.	In progress as part of Route 6 See Halton council website cycle map.
46	Existing route	Picow Farm Road to Old Quay Swing Bridge	N/A	Begins at Picow Farm Rd / Runcorn Docks Rd intersection, following round Campus Dr/Old Coach Rd/Collier St/Mersey Rd, before joining The Decks/Old Quay St, finishing over the Old Quay Swing Bridge.	See Halton council website cycle map.
47	Existing route	Bridgewater Canal Path to Palace Fields Avenue	N/A	Beginning at Palace Fields Avenue looping through housing estate back towards Palace Field Avenue intersection with off-road path northbound towards Phoenix Park. Connects up with Bridgewater Canal Path by Fountains Wood.	See Halton council website cycle map.
Walking route - from core walking zone analysis					
1	Halton LCWIP walking route	Silver Jubilee Bridge	Walking R1	Across Silver Jubilee Bridge from Runcorn to Widnes.	Priority route. Presented as part of the pre-prioritisation and prioritisation process.
2	Halton LCWIP walking route	Heath Road	Walking R2	Heath Road from Runcorn town centre into housing estates.	Presented as part of the pre-prioritisation and prioritisation process.
3	Halton LCWIP walking route	Picow Farm Rd to Station	Walking R3	Picow Farm Road towards Runcorn railway station.	Presented as part of the pre-prioritisation and prioritisation process.
4	Halton LCWIP walking route	Moughland Lane	Walking R4	Runcorn southbound via Moughland Lane.	Presented as part of the pre-prioritisation and prioritisation process.
5	Halton LCWIP walking route	Halton Road	Walking R5	Runcorn eastbound via Halton Road towards Halton Brook.	Presented as part of the pre-prioritisation and prioritisation process.
6	ERC LCWIP walking route	Astmoor to St Mary's School	ERC LCWIP Walking Route 1	Begins at Astmoor Industrial Estate next to Daresbury Expressway, heading southbound through Castlefields towards St Mary's Primary School along Castlefields Avenue S.	Part of the ERC LCWIP walking routes for Shopping City Core Walking Zone.
7	ERC LCWIP walking route	Stockham Ln/Palace Fields Ave to Broadfields	ERC LCWIP Walking Route 2	From Broadfields across Norton Playground then towards Stockham Lane and Palace Fields Avenue.	Part of the ERC LCWIP walking routes for Shopping City Core Walking Zone.
8	ERC LCWIP walking route	Barnfield Ave to Palace Fields Ave	ERC LCWIP Walking Route 3	Starting at Barnfield Avenue next to Runcorn East railway station towards Cleethorpes Road across park to Palace Fields Avenue, joining footpath towards Shopping City area.	Part of the ERC LCWIP walking routes for Shopping City Core Walking Zone.
9	ERC LCWIP walking route	Northwich Rd to Stone Barn Lane	ERC LCWIP Walking Route 4	Starting at Northwich Rd/Murdishaw Ave intersection across Northwich Rd and Woodhatch Rd across Queen Elizabeth II playing fields, through to Stone Barn Lane past Spar convenience store.	Part of the ERC LCWIP walking routes for Shopping City Core Walking Zone.
10	ERC LCWIP walking route	Beechwood Ave to Hospital	ERC LCWIP Walking Route 5	From Beechwood Avenue across A533 along Palace Fields Ave before diverting to The Glen Park next to Halton General Hospital.	Part of the ERC LCWIP walking routes for Shopping City Core Walking Zone.
11	ERC LCWIP walking route	Beechwood Ave to Hallwood Park Ave	ERC LCWIP Walking Route 6	From Beechwood Avenue across A533 along off-road path towards Hallwood Park school and nursery, finishing along Hallwood Park Ave.	Part of the ERC LCWIP walking routes for Shopping City Core Walking Zone.
12	ERC LCWIP walking route	Halton Lodge playground to Spur Rd	ERC LCWIP Walking Route 7	Begins at Halton Lodge playground along off-road paths heading round to the north before joining Halton Lodge Avenue up to Spur Rd. Route continues on Spur Rd up to where it is adjacent with Halton Reigster Office / Melford Drive.	Part of the ERC LCWIP walking routes for Shopping City Core Walking Zone.
13	ERC LCWIP walking route	Main St to The Grange Academy / Halton Rd	ERC LCWIP Walking Route 8	Begins where The Croft intersections with Main St, heading towards Halton Brow across Central Expressway. At Halton Rd/Boston Ave, route diverges into two sections. One ends on Halton Rd where it meets Ashley Rd, the other carries along Boston Ave before forking up Latham Ave to The Grange Academy.	Part of the ERC LCWIP walking routes for Shopping City Core Walking Zone.
14	Halton LCWIP walking route	B5419	Walking W6	Widnes town centre to Widnes railway station via B5419 Links to route W10.	Priority route. Presented as part of the pre-prioritisation and prioritisation process.
15	Halton LCWIP walking route	A557 / A562	Walking W7	Widnes northeastbound via A557/A562 towards Widnes shopping park.	Presented as part of the pre-prioritisation and prioritisation process.
16	Halton LCWIP walking route	Dundalk Rd	Walking W8	Widnes northwestbound via Dundalk Road.	Presented as part of the pre-prioritisation and prioritisation process.
17	Halton LCWIP walking route	Ditton Rd / Hale Rd	Walking W9	Widnes town centre towards Hale Road via Ditton Road.	Presented as part of the pre-prioritisation and prioritisation process.
18	Halton LCWIP walking route	B5178 Appleton	Walking W10	East to west route north of Widnes via B5178 and Appleton.	Priority route. Presented as part of the pre-prioritisation and prioritisation process.