

Halton's Local Plan Infrastructure Plan 2019



HALTON LOCAL PLAN 2014-2037

Halton Borough Council

INFRASTRUCTURE PLAN

2019 REVIEW

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1. Introduction

What is infrastructure?

- 1.1 Infrastructure can be defined as the basic facilities, services, and structures needed for a community or society to function effectively, such as buildings, roads, communications systems, water and power lines, and public institutions including schools, post offices, and prisons. The term ‘infrastructure’ in this document means infrastructure in its broadest sense, not just physical buildings or works. It includes, but is not restricted to the following:

Physical Infrastructure	Transport	Highways, Rail, Bus, Footpaths, Cycle Routes, Bridleways, Waterways and Ports, Airports
	Water and Drainage	Water Supply, Waste Water Treatment, Surface Water Management, Flood Risk
	Energy	Gas, Electricity, Renewable and Low Carbon Energy
	Communications	Internet Network, Digital Technologies
	Waste and Minerals	Waste, Minerals resources
Green Infrastructure	Green and Open spaces	Open Spaces, Open Sports Facilities, Playing Pitches
	Parks and Woodlands	Public Parks, Regional Parks, Woodland Areas
	Wildlife and Nature Conservation Areas	Special Protection Areas, Ramsar Sites, Sites of Special Scientific Interest, Local Nature Reserves, Local Wildlife Sites, Ancient Woodland, Protected Habitats and Species
	Natural Habitats	Canals and Waterways, hedge rows, ponds and lakes
Social Infrastructure	Health	Health Centres, Hospitals
	Education	Nursery and Pre-School, Primary, Secondary, Further Education, Adult Education
	Housing	Affordable Accommodation, Residential Care, Nursing Homes, Extra Care, Accessible Homes, Gypsy, Traveller and Travelling Showpeople Sites
	Community services	Libraries, Community Centres, Post Offices
	Leisure and Culture	Leisure Facilities, Historic Environment, Natural Environment

- 1.2 This infrastructure plan does not detail Halton’s requirements for all of the above forms of

infrastructure as this would be an onerous task with the information quickly becoming out of date. What it attempts to do is to set out the pressing infrastructure needs for the Borough over the Delivery and Allocations plan period, particularly those requirements that are generated by development proposed in Delivery and Allocations Local Plan or by subsequent Local Plan documents.

- 1.3 It should also be noted infrastructure is multifunctional, meaning that one type of infrastructure can contribute to other types. So although one type of infrastructure is referred to in a particular section of this Infrastructure Plan this does not mean that it does not contribute to other types of infrastructure. For instance canals can be described under physical infrastructure; however, they also contribute to green and social infrastructure. Canals can provide open space, informal recreation, wildlife, health and wellbeing opportunities alongside a transport connectivity role.

What is an Infrastructure Plan?

- 1.4 An Infrastructure Plan identifies what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. In accordance with this, the Halton Infrastructure Plan provides detail on the necessary infrastructure provision to enable the delivery of the policies contained in Halton's Delivery and Allocations Plan 2014-2037.
- 1.5 The Infrastructure Plan is a living document and as such is to be kept under review and updated periodically. This 2019 review is the third review of the Infrastructure Plan replacing the 2017 document which was part of the evidence base which supplemented and supported Halton's Core Strategy. The 2019 review will now be used to inform the Delivery and Allocations Local Plan.
- 1.6 As the Infrastructure Plan is a living document and as infrastructure projects change, grow and evolve, the process of reviewing it may result in some infrastructure projects being amended due to certainties or uncertainties and changes to key partners, phasing and/or funding mechanisms. Similarly, new infrastructure projects may be identified over the plan period which may have an influence on future Local Plan documents.
- 1.7 Reviews can be triggered as required over the lifetime of the Delivery and Allocations Local Plan document and will be monitored, as infrastructure schemes are completed in accordance with discussions with infrastructure / service providers, the need to review the infrastructure requirements within the Borough will be required. The Infrastructure Plan will also need to be kept up to date for the purpose of collecting contributions towards said infrastructure, either through the introduction of a Community Infrastructure Levy (CIL) or Developer Contributions regime, as discussed in more detail in the following paragraphs.

The National Approach to Infrastructure Provision

- 1.8 At the national level the National Planning Policy Framework¹ sets out the Government's current approach towards infrastructure planning. It states that:

¹ NPPF 2019

- 1.9 “Local Plans should plan positively for the development and infrastructure required in the area’ and that ‘Local Authorities should work with other authorities and providers to assess the quality and capacity of infrastructure...; and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas”.
- 1.10 In 2010 the Government introduced the Community Infrastructure Levy (CIL)² as the preferred mechanism for securing developer contributions towards infrastructure. CIL is a tariff in terms of a standard charge on new development which could be set by the Council to help the funding of infrastructure, and is therefore intended to scale back the usage of Section 106 agreements by Authorities.
- 1.11 The CIL requires the production of a Charging Schedule based on information relating to infrastructure planning and economic viability of development when charges are applied. The Charging Schedule would set the levy rates to be charged in a particular local authority, and the levy rates can vary according to geographic zones or use classes depending on economic viability. Once examined and adopted, the CIL Charging Schedule would set out a standard charge to be applied, with no scope for negotiation on the levy of contribution allowed.

Halton’s Approach to Infrastructure Provision

- 1.12 Halton’s Delivery and Allocation plan, addresses the needs of the Borough to 2037. This includes the provision of 9,930 net additional dwellings, and 313 hectares of employment land to facilitate the sustainable growth of Halton’s economy, and retailing growth in the Borough’s town centres. The Delivery and Allocations Plan identifies the infrastructure requirements to meet the needs of the Borough through a specific infrastructure policy (policy CS7). This reads as follows:

Policy CS7: Infrastructure Provision

Development should be located to maximise the benefit of existing infrastructure and to minimise the need for new provision.

Where new development creates or exacerbates deficiencies in infrastructure it will be required to ensure those deficiencies or losses are compensated for, adequately mitigated or substituted before development is begun or occupied. On larger developments that will be completed in phases or over a number of years, an agreed delivery schedule of infrastructure works may be appropriate. Where infrastructure provision is not made directly by the developer, contributions may be secured by an agreement under Section 106 of the Act³ including where appropriate via a phased payment schedule.

The Council will continue to work with infrastructure / service providers to update the Infrastructure Plan, which may form the basis of a charging schedule to support

² Community Infrastructure Levy -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6313/1897278.pdf

wider infrastructure requirements across the Borough. Such a charging regime would necessitate the introduction of a Community Infrastructure Levy for Halton where contributions will be sought from all applicable development to support infrastructure provision across the Borough. The details of such an approach will be set out in appropriate local development documents.

Applications for the provision of new infrastructure will be supported where they are required to help deliver national priorities and locally identified requirements and where their contribution to agreed objectives outweigh the potential for adverse impacts.

- 1.13 The approach in the Local Plan with the regard to addressing infrastructure requirements is clear – development should be located so as to reduce the requirement for infrastructure, taking advantage of existing areas of capacity. Similarly, situations should be avoided where development is located in areas of poor infrastructure provision, as it could be overly burdensome to resolve existing deficiencies or lack of provision.
- 1.14 Halton Borough Council currently secures monies through Section 106 agreements, and these are used for various purposes, including paying for the provision of infrastructure deficits that arise as a result of new development. These monies cannot be used to address existing gaps in provision. They are primarily based on a per dwelling basis for residential development and square metre gross floor space for commercial development.
- 1.15 The Council has previously negotiated a ‘roof-tax’ style Section 106 agreement for the Sandymoor area with the Homes and Communities Agency, whereby a set amount of contribution is sought per house constructed. The money collected is then used to fund new infrastructure and improvements to existing infrastructure to support the delivery of the Sandymoor development in the East Runcorn area. It is intended that the Sandymoor Section 106 will continue to be collected as new permissions are issued, so long as the agreement complies with the updated regulations in the form of the Community Infrastructure Levy 2010.
- 1.16 Halton Borough Council intends to pursue the introduction of a CIL Charging Schedule, given that the use of Section 106 contributions (planning obligations) have been scaled back from 6th April 2015. These changes are intended to restrict the use of planning obligations for pooled contributions which would previously assist in the delivery of more strategic infrastructure.
- 1.17 The Infrastructure Plan will be closely related to the future development of a Charging Schedule and as such will be kept up-to-date through this and subsequent reviews.

Halton’s Infrastructure Plan

- 1.18 The remainder of this document is separated into three main parts. The first part of the document describes the methodology taken to gather information regarding infrastructure requirements (Section 2). The second part of the document describes the current

infrastructure position in the Borough and where there is the need to improve provision (Section 3). The third part of the document contains the Infrastructure Delivery Schedule, the main output from the infrastructure planning process which details the various infrastructure schemes that are required, when they are needed to support development and who will be the lead agency responsible for the delivery of the infrastructure (Section 4).

- 1.19 The Infrastructure Plan and more specifically the Infrastructure Delivery Schedule will be maintained as a 'live' document which will be kept under continual review and updated as necessary. The Transport Pipeline document also feeds into the Infrastructure Delivery Plan, as this document created in 2016 and acts as a living catalogue of future transport schemes to enable the borough to meet its needs and the Liverpool City Regions aspirations. This will be particularly important with regard to changing economic situations and the need to reflect the changing viability of development and availability of funding.

2. Methodology

- 2.1 Eight Councils across the wider Liverpool City Region (LCR) agreed to work together to address the issue of sub-regional infrastructure planning within the LCR in 2009 through a pro-active joint approach. The authorities came together to avoid duplication of work and also so as not to overburden the infrastructure providers with multiple requests for the same type of data from each authority. A sub-regional group was formed to coordinate the approach to infrastructure planning and data collection. Membership of that group was made up of the following Councils:
- Halton
- Knowsley
 - Liverpool
 - Sefton
 - St Helens
 - Warrington
 - West Lancashire
 - Wirral
- 2.2 Prior to a sub-regional approach being adopted, Halton took the first key step of contacting all agencies involved in both the provision of infrastructure (such as public transport bodies and utility companies) and those responsible for identifying the need for further infrastructure (such as Local Education Authorities). This initially took place at the local level, through correspondence with Halton Local Strategic Partnership (LSP) organisations in early 2009. Subsequently all agencies and stakeholders were contacted in early 2019 for comment.
- 2.3 Information relating to Capital Programmes and Asset Management Strategies of organisations in the Liverpool City Region was then requested in 2017 from all relevant infrastructure providers. The information supplied by the various organisations assisted in ensuring that any schemes for infrastructure could be included within the Infrastructure Plan of each authority and that key or strategic infrastructure could be specifically included in the appropriate Local Plan of each Authority.
- 2.4 As part of the 2017 Infrastructure Plan Review there was an informal period of consultation alongside the consultation for the Delivery and Allocations Local Plan Scoping Document consultation. This marks the iterative nature of the Infrastructure Plan. Future updates are likely to be triggered as the Delivery and Allocations Local Plan progresses.
- 2.5 As part of this consultation the eight Council's across the wider Liverpool City Region and appropriate organisations that were contacted in the 2017 information request will be advised of the 2019 Infrastructure Plan review to seek information of any updates to their previous information.

Planning for Growth – meeting with utilities providers

- 2.6 To further the joint approach in the Liverpool City Region and to inform the Infrastructure

Plans, contact was made and meetings were arranged with the main electricity, gas and water infrastructure providers to discuss the specifics of servicing the proposed areas of growth namely: areas of housing and employment land in the sub region. The initial meetings were organised by Halton Borough Council and took place in June/July 2010, since this time an ongoing dialogue has continued amongst providers.

2.7 The utilities infrastructure providers contacted were:

Electricity:	Scottish Power (provide electricity to all authorities) Electricity North West (provide electricity to parts of St Helens / Sefton / West Lancs. / Warrington)
Gas:	National Grid (provide gas to all authorities)
Water:	United Utilities (provide water and wastewater to Warrington, St.

2.8 The utility providers have again been contacted as part of the 2017 Infrastructure Plan review to ensure that the information previously provided is still appropriate. Infrastructure provider meetings with Scottish Power and National Grid took place at the sub-regional level in 2013.

2.9 Responses received and information supplied by the main electricity, gas and utility providers has been used to inform this infrastructure plan. Copies of identified infrastructure requirements for gas and electricity in Halton's Key Areas of Change (as proposed through the Core Strategy) are included at Appendices 1 and 2 respectively. The forthcoming identification of land to be released within the greenbelt area of Halton has also been shared with stakeholders to ensure any further infrastructure requirements are identified.

2.10 In addition to the broad requests made to infrastructure providers at the sub- regional level, ad hoc enquiries have also been made where a data gap has been identified or where the opportunity has arisen to gather further information on existing and future provision of infrastructure alongside discussions on other planning matters. This has occurred continuously since the first Infrastructure Plan was completed in 2014 to this 2019 review and will continue for future Infrastructure Plan Reviews.

2.11 Examples of specific discussions held include:

Organisation	Infrastructure
HBC Council School Place Planning and Provision team	Regarding the capacity of existing schools (primary, secondary and special needs) in the Borough and the need for future provision
HBC Community Safety team	Regarding the need for additional Police and Community Safety Officers, CCTV etc.
Organisation	Infrastructure

HBC Planning and Commissioning	Regarding the need for elderly care accommodation and facilities
HBC Development &	Regarding infrastructure requirements within the Regeneration Strategy's Impact Areas
HBC Highways team	Regarding infrastructure requirements across the Borough relating to highways
HBC External Funding	Regarding projects for which funding is currently being sought by the Council
HBC Public Health Team	Regarding the need for GP, dentist and community health facilities in the Borough
Environment Agency	Ongoing discussions relating to the production of the Level 2 Strategic Flood Risk Assessment and
Sci-Tech Daresbury Development Sub-	Ongoing discussions with the Joint Venture partners regarding the infrastructure requirements at the site

3. Current Infrastructure Provision and Opportunities for Improvement

- 3.1 The Borough enjoys excellent links being at the heart of the region's transport network (Figure 1). The M56 motorway runs through the south of the Borough and the M62 is located just to the north, both a short drive from the M6. The motorways form part of the Strategic Road Network and are maintained by Highways England. Discussions have been held with Highways England and they have identified particular pressures on the M56 and its associated junctions (11 and 12) which fall within Halton. The M56 currently experiences capacity problems at peak periods, and there are concerns that the growth planned at East Runcorn may exacerbate this due to the proximity to Junction 11 of the M56. It is estimated that over 85,000 vehicles use the section of the M56 to the south of the Borough⁴ each day. The East Runcorn Sustainable Transport Study⁵ was produced in 2011 to support the previous local plan process, considering the impact of cumulative development in the area. Since the implementation of Halton's Core Strategy a number of the recommended schemes have been delivered, including improvements to J11 of the M56. Further details of the findings of the East Runcorn Sustainable Transport Study. Similar studies and identification of transport infrastructure requirements will need to be undertaken to help meet the aspirations of the delivery and allocations local plan.
- 3.2 The motorway network is supplemented by the local road network which includes all other roads - "A" roads, "B" roads, "C" roads and unclassified roads. In Halton, the key roads in the local road network are the A56, A533, A557, A558, and A5126 in Runcorn and the A5080, A562 in Widnes (Figure 2). The maintenance of all of these roads is the responsibility of Halton Borough Council although some of these routes fall within the Mersey Gateway project area, and are maintained by the project company. In recent years junction improvements have been completed at the A56 / A558 (Daresbury) through the local Pinch Point Programme. In early 2014 Highways England completed widening work on the "on /off" slip roads around the M56 J11 as part of the national Pinch Point Programme, this also included additional signalling on these slip roads. Halton as part of the Liverpool City Region has recently identified its Key Route Network which are of importance to Liverpool City region wide transport movements.

⁴ HBC (2011) The Third Local Transport Plan for Halton Transport : Providing for Halton's Needs 2011/12-2025/26, page 105

⁵ East Runcorn Sustainable Transport Study - [https://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/evidencebase/Area%20Specific%20Evidence/East_Runcorn_Sustainable_Transport_Study_\(May_2011\).pdf](https://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/evidencebase/Area%20Specific%20Evidence/East_Runcorn_Sustainable_Transport_Study_(May_2011).pdf)

Figure 1: Halton Key Route Network (KRN)⁶



- 3.3 Parts of Halton's highway network at peak times comes under stress from volume of vehicle movements causing congestion problems. Particular areas of concern are:

Watkinson Way Gyratory

- Daresbury Expressway A558
- M56 J12
- M62 J7
- Murdishaw Roundabout

The Mersey Gateway

- 3.4 Problems associated with cross-river congestion and network capacity at the Silver Jubilee Bridge pinch-point have been addressed by the new Mersey Gateway Crossing. The new crossing opened to traffic in October 2017, and is a toll bridge which provides capacity relief to The Silver Jubilee Bridge and the wider local road network. The Silver Jubilee Bridge (SJB) remains the responsibility of Halton Borough Council. On re-opening of the Silver Jubilee Bridge following refurbishment during 2019/20 the SJB will also become a tolled crossing.
- 3.5 This multi-million pound scheme has created a new road crossing over the River Mersey in Halton, upstream from the existing Silver Jubilee Bridge. The six lane road crossing connects the Speke Road in Widnes and the Central Expressway in Runcorn. The scheme is more than just a bridge: it is anticipated to have major regeneration benefits for Halton, both in areas of Widnes and Runcorn, and will also result in improvements to sustainable transport in the Borough, with works to the Silver Jubilee Bridge enabling increased levels of public

⁶ Highways Agency (2010) National Trunk Road Network - Areas for Maintenance and Improvement of the Trunk Road Network managed by the Agency

transport, walking and cycling. As well as being of major significance for Halton, the Mersey Gateway represents a scheme of sub-regional and regional importance, which will result in accessibility benefits for the Liverpool City Region and the wider hinterlands.

Further Opportunities for Improvement

- 3.6 Aside from the Mersey Gateway Bridge which has substantial benefits for the Borough, Liverpool City Region and the North West, there are a number of other major road schemes which are planned to be undertaken during the lifetime of the Delivery and Allocations Local Plan. Planned major road schemes are:

Runcorn

Improvements associated with East Runcorn Development

- Junction 11a M56
- Improvements associated with Mersey Gateway Regeneration Plan.
- Reconfiguration of Runcorn links to SJB
- Further infrastructure works to support newly released land allocations.

Widnes

- Watkinson Gyratory –capacity and pedestrian improvements
- Widnes Waterfront – Gorse Point access road and new junctions.
- The Eastern Access Transport Corridor (Liverpool John Lennon Airport)
Improvements associated with Mersey Gateway Regeneration Plan.
- Reconfiguration of Runcorn links to SJB
- J7 of M62

- 3.7 A new junction on the M56 between the existing junctions 11 and 12 in the form of Junction 11a is supported by the Council and Highways England. It is recognised that its creation could alleviate some of the congestion and transport issues in the wider area, particularly in relation to routing of traffic following implementation of the Mersey Gateway Bridge. Highways England has recently announced their preferred route option Funding has been identified via the Highways England Road Investment Strategy for this scheme (RIS2).
- 3.8 In relation to strategic transport infrastructure, further consideration needs to be given to the potential impacts of development proposals on the existing and proposed networks. An assessment will be made of the necessary infrastructure improvements and new infrastructure required to support the development, in consultation with Highways England in relation to issues at the Strategic Road Network (M56 and M62). This will take place during the development of the Delivery and Allocations Local Plan or any other related Local Plan which seeks to bring forward major development in the Borough. The Council recognises the importance of safeguarding the performance of the Strategic Road Network in response to increased traffic flows generated by new developments.
- 3.9 In addition to the Strategic Road Network, on-going and forthcoming developments in Halton are likely to have impacts upon the highway network, due to increased traffic

movements, including those attributable to new residents and new employees. In order to cater for these impacts, improvements to the existing network will be required across the Borough, perhaps most notably in the identified Key Areas of Change and in particular at East Runcorn (further details provided in the section below).

- 3.10 Future developments across the Borough will also require sufficient highways road access into development sites in addition to ensuring impacts upon the surrounding highways network are managed. In particular the full delivery of the residential redevelopment of Runcorn Waterfront within the West Runcorn Key Area of Change will be dependent upon securing adequate site access. The Southern Access Route (as detailed in the Infrastructure Delivery Schedule) is a longer term aspiration to support the proposed quantum of development in the Key Area of Change.

East Runcorn Sustainable Transport Study

- 3.11 In 2010, Halton Borough Council commissioned consultants Mott MacDonald to undertake a study to assess the likely impact of the proposed level of development on the existing road network and hence the additional transport infrastructure requirements in the East Runcorn area, taking into account the level of development being proposed in the Core Strategy.
- 3.12 The study concluded that substantial investment in the highways network and in sustainable transport initiatives will be necessary to both reduce reliance on the private car and increase the capacity of surrounding roads and junctions where the impact of a shift to more sustainable modes will not eradicate the issue. The study revealed that under a “Do Nothing” scenario (where no uncommitted development takes place), the M56 Junction 11 in 2015 is predicted to operate at capacity in both the AM and PM peak periods. A number of other key junctions are also anticipated to be placed under significant stress. Highways improvements (on roads at the edge or external to the Strategic Site) identified by the study are listed below and a number of these schemes have been completed as stated;
- M56 Junction 11 improvements (completed)
- A558 / A56 Junction improvement (completed)
 - Sci-Tech Daresbury Campus / A558 Roundabout signalisation (completed)
 - Delph Lane / A56 Junction signalisation (developer led)
 - A558 / Pitts Heath Lane roundabout improvements (partially complete)
 - A558 widening (Pitts Heath Lane to DSIC roundabout) further feasibility required.
- 3.13 Highways infrastructure will be needed to provide sufficient access and circulation within the site. A summary of the internal highway infrastructure requirements (against the related development area) are provided in the attached Appendices.

Table 1: East Runcorn Highways Infrastructure Requirements

Development Area	Proposed Highway Improvement
Delph Lane West residential and DSIC expansion plots	Keckwick Lane / Bridgewater Canal new over bridge for vehicular purposes. Existing bridge structure to

(west of canal)	Keckwick Lane / Chester-Manchester railway line over-bridge. Improvements to better accommodate vehicular and pedestrian/cyclist
Delph Lane West and Sandymoor	Keckwick Lane / West Coast Main line railway under
DSIC and Central Housing Area	New all-purpose Main Vehicular Route linking A56, the Central Housing Area, Sci-Tech Daresbury Campus and the A558 with at least one canal crossing.
	New all-purpose bridge over the Bridgewater Canal
	Delph Lane / Bridgewater Canal over bridge improvements for vehicular purposes
Central Housing Area	Delph Lane / A56 junction improvements
Wharford Farm	Borrow's Bridge (Redbrow Lane into Barnfield Avenue / Bridgewater Canal) overbridge improvements to better accommodate vehicular traffic
Wharford Farm / Sandymoor	Emergency vehicular access to southern Sandymoor
Sandymoor	New access point - Windmill Hill Avenue North (to serve the southern element of the site)
	New access point - Wharford Lane (off Pitts Heath Lane) junction (to serve the northern part of the site).
Land adjacent to Preston Brook Marina	Cawley's Bridge (Marina Lane / Bridgewater Canal) improvements to allow safe vehicular and pedestrian access

N.B. Necessary sustainable transport improvements are detailed in the corresponding sections below

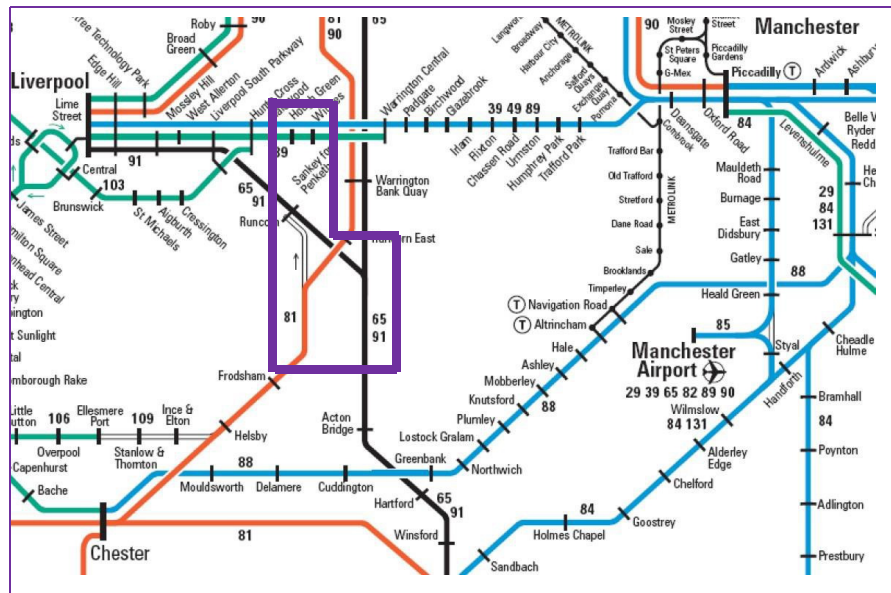
- 3.14 A further piece of work is required to divide up the contributions for external Highways and Transport improvements which have not been funded. For the internal highway infrastructure requirements, there is the expectation that the developer of the related site (or sites) that the infrastructure will serve will be required to either directly provide or fully fund the infrastructure. Where an internal highway improvement is required to be made by multiple developments (such as for the main vehicular route), appropriate contributions will need to be agreed. The Sandymoor Section 106 agreement remains in place for securing contributions to off-site highways works and structure landscaping to serve the Sandymoor area.

4. Railway Lines and Stations

Railway Stations

- 4.1 Halton is served by four passenger railway stations, which are at Runcorn, Runcorn East, Widnes and Hough Green (Figure 3). The West Coast Main Line from London to Edinburgh (Liverpool Branch) runs through the Borough stopping at Runcorn station, together with the Trans Pennine line which runs from Liverpool to Manchester and beyond and the North Wales to Manchester line. Therefore Halton as a whole has excellent rail connectivity to Liverpool, Manchester and London. Over recent years, improvements have been made to all of the Borough's railway stations. A summary of the works undertaken is as follows:
- 4.2 Runcorn
- Works undertaken in 2009 by Virgin Trains to modernise the station buildings and create a 307 space multi-storey car park and new cycle parking facilities
 - Runcorn East Car park and cycling walking infrastructure improvements
 - Works undertaken in 2010 by Halton Borough Council and Arriva Trains to enhance CCTV coverage, provide real time train information, new signage and removal of dense low vegetation and repainting of the station office. Over the 3 years, the travelling public using Runcorn East Station has increased significantly, placing pressure on the car parking facilities serving the station.
- 4.3 Widnes
- In 2011, improvements to Widnes station were implemented to extend and improve parking facilities to 100 spaces, provide a drop off and pick up area; deliver secure cycle parking; and improve lighting and security including CCTV. These improvements have been funded by a combination of Section 106 contributions and Local Transport Plan funding. A further funding application has been submitted in 2017 to extend the car parking facilities to meet growing demand. Hough Green
 - In 2011, improvements to Hough Green station were implemented to improve highway visibility, modify access to the highway, extend and improve parking facilities to 50 spaces, provide secure cycle parking; and improve lighting and security including CCTV. As with the improvements to Widnes station, these have been funded by a combination of Section 106 contributions and Local Transport
 - Plan funding. A further funding application has been submitted in 2017 to extend the car parking facilities to meet growing demand.

Figure 3: Extract from Regional Rail Network Map for Liverpool, Leeds, Manchester and Sheffield. Stations within Halton are shown within the vicinity of the purple L shaped box.⁷



4.4 In addition to the Borough's existing railway stations, Halton also has underused or disused railway infrastructure which could be reinstated, as well as locations which could cater new railway stations. Within the Borough there is currently the site of a disused station in Ditton, close to Hale Road which is safeguarded in the UDP. A number of further sites where there is potential to create new railway stations or stops and are currently safeguarded in the Halton UDP. These are:

- Barrows Green Lane, Widnes (on the Trans Pennine line)
- Beechwood, Runcorn (on the Halton curve)
- Upton Rocks, Widnes (on the Trans Pennine line)
- Widnes South, Widnes (on the Liverpool to Warrington Freight Line)

4.5 There are currently no active plans to create new stations at any of the locations in Widnes listed above. However, as stated, all of the locations have associated land safeguarded through the Halton UDP. However there is potential for a new station at Beechwood in Runcorn, and there is active dialogue between Halton and Merseytravel with regard to the reopening of Ditton station in Widnes. The success of the Halton Curve rail line, and proposed development in the area will help determine, if the station is re-introduced.

⁷ Network Rail (2011) Regional Rail Network Map for Liverpool, Leeds, Manchester and Sheffield

5. Railway Lines

- 5.1 Alongside the existing operational rail routes through the Borough of the West Coast Main Line and the two local railway lines running between Liverpool / Manchester and North Wales / Chester respectively, there are also underused or disused rail routes in the Borough. Halton Curve has recently been upgraded to allow bi-directional working and a hourly service from Chester to Liverpool is to be implemented from May 2019. The Shell Green line, could potentially connect the Ditton area of Widnes to Warrington. This line (Liverpool to Warrington Freight line) could allow for a station at South Widnes (as safeguarded on Victoria Road, north of West Bank in the Halton UDP). This represents a very long term opportunity and would require significant investment to become a reality. The re-opening of this railway line is not being actively pursued at present.

Community Rail

- 5.2 There is appetite sub regionally to develop a Chester to Ince community rail facility. The group is in early discussions with Train Operating Companies (TOC's) to investigate options into improving the current limited services. The introduction of new services on this line is seen as beneficial to Halton as services could possibly extend to Liverpool via Runcorn.

HS2

- 5.3 In addition to the existing used and unused rail infrastructure in the Borough, plans at a national level to create a high speed railway line known as High Speed 2 (HS2). The current detailed plans for the HS2 are for a route extending from London to Birmingham. In October 2010, the government announced that its preferred route north of Birmingham would take a 'Y' shape, with separate branches to Manchester and Leeds⁸. The western leg of the route would serve the North West. Although there are no plans for HS2 to pass through Halton, its implementation could see capacity freed up on some of the existing railway lines which do serve the Borough, thus allowing for increased frequency of local services and the potential for new local stations. The Council therefore supports the Government's intention to create a second High Speed rail line to connect London with Birmingham and on to the north of the country, and will work with Merseytravel the Combined Authority, to seize the opportunities presented by this new route to enhance rail services in the Liverpool City Region.

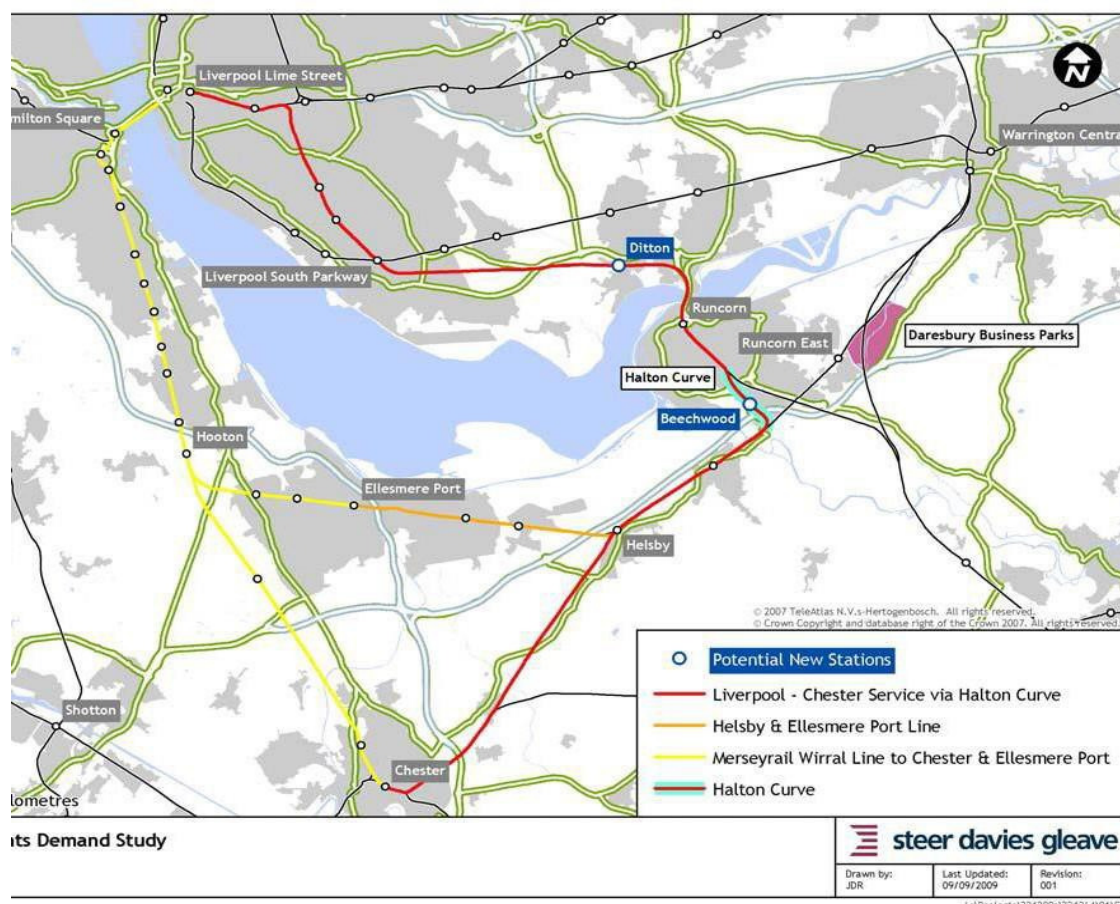
The re-opening of the Halton Curve railway line

- 5.4 The Halton Curve is an existing section of railway line which connects the Chester-Manchester Line with the Liverpool Branch of the West Coast Main Line. On behalf of the Liverpool City Region, Merseytravel and Network Rail have undertaken an upgrade of the line to provide new signals and crossovers to allow train movements in both directions as well providing general improvements to the track and related infrastructure.
- 5.5 The re-opening of the line also provides the potential for new services into North Wales whilst also promoting increased interchange at Runcorn between trains on the West Coast Main Line and potentially enable a local service to Ellesmere Port via Helsby.

⁸ <https://www.gov.uk/government/news/new-high-speed-rail-proposals-unveiled>

- 5.6 In addition to services re-opening of the Halton Curve could enable the opening of the proposed new station at Beechwood and also the reopening of the station at Ditton. In addition to benefits to Halton, the new service would also be of wider benefit to North Wales, Cheshire and the Liverpool City Region and in particular would be an important new rail link to Liverpool John Lennon Airport by use of Liverpool South Parkway station. The curve will also improve rail freight opportunities from West Cheshire to facilities in Halton such as 3MG (Mersey Multimodal Gateway) at Ditton and the Mersey Gateway Port at Weston Point.

Figure 9: Halton Curve Rail Improvements Demand Study- Study Area.1



Potential for Ditton and Beechwood Stations

- 5.7 There is potential for Ditton Station to be re-opened when the Halton Curve becomes operational, it would also allow for a potential new halt/stop at Beechwood (Runcorn). A new station/stop at Beechwood would provide those travelling from the south and west of Runcorn with access to a direct service to Liverpool, without the need to travel to Runcorn station itself. Re-opening the existing station at Ditton could act as a park and ride station for those travelling from Widnes and south Liverpool to Runcorn and the south, negating the need to cross the Mersey by road. The Halton Curve study found that both stations would attract a significant volume of users, with the potential for Ditton to attract users travelling to Liverpool, Runcorn and Chester. However, given that the potential for both stations are solely dependent on the success of the Halton Curve, it will be necessary to further develop

a business case for these stations before the train industry determine if there is an appetite for the new stations.

6. Rail Freight

- 6.1 Rail infrastructure plays an important role in the Borough's logistics and freight sector, in particular at the multimodal freight terminal at 3MG in Widnes, which has access to the West Coast Main Line (Liverpool Branch). Additional rail infrastructure is required to extend the railway sidings as part of the development. To date a connection has been provided from Ditton reception sidings into the site and Alstom have created a B2 facility and also constructed 3 sidings for their operation. 3MG offers road-to-rail freight transfer facilities and hence benefits from rail links to Liverpool and to the South, with scope for increased rail freight use to other freight facilities in Halton, including the Manchester Ship Canal ports.
- 6.2 In January 2011, a Regional Growth Fund bid was submitted by Halton Borough Council in conjunction with its partners Stobart and Prologis for the Mersey Multimodal Gateway (3MG) in Widnes. The bid was for rail and road infrastructure and remediation of land to facilitate the delivery of employment development and the creation of new jobs in Halton. In April 2011 it was announced that the bid was successful and 3MG had been awarded £9 million of funding⁹. A key feature of the proposals for 3MG is to increase its capacity to handle a larger volume of freight trains. This requires the construction of new and expanded reception sidings. Additional rail sidings if implemented could increase the capacity of the facility to 16 freight trains per day, helping to create more than £450m investment for regional jobs and growth – 12 April 2011 be used to remediate a 100 acre site to enable private sector development of another 92,000sqm of warehousing space.
- 6.3 The sidings are located along the northern edge of the site, broadly following and running parallel to the West Coast Main Line Liverpool Branch. Access to the proposed new sidings is via a new turnout from Goods Siding 1 of the existing Ditton Junction Sidings. Apart from the installation of the turnout, the existing sidings will remain intact, operational and under the control of Network Rail.

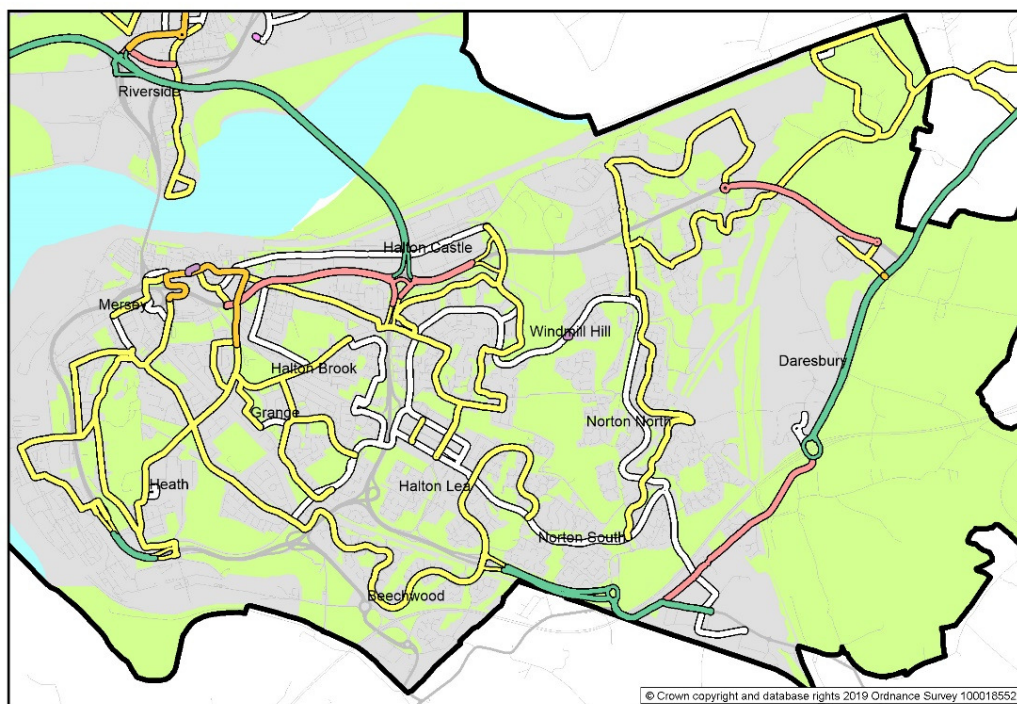
⁹ BIS (2011) More than £450m investment for regional jobs and growth – 12 April 2011

7. Buses and Bus Routes

7.1 Halton is generally well-served by bus routes and infrastructure, with a good dispersion of services, stops and interchanges across the Borough (Figure 5 as an example of service provision in Runcorn). There are bus interchanges in Runcorn Old Town, Runcorn Shopping City (formerly Halton Lea) and in Widnes Town Centre. There are bus-based links from residential areas to town centres and employment areas in Halton and in the wider area, including cross- boundary routes to Liverpool City Region, Warrington, and towns in Cheshire. Over recent years, the following notable improvements have been made to bus infrastructure in the Borough:

- Improvements to both Halton Lea North and South bus stations
- Sections of the Runcorn busway have been upgraded
- Bus shelters have been replaced
- Bus stops on the main section of the busway have had bus border kerbs installed to allow passengers easy access
- Two projects incorporating Bus Priority at strategic locations;
- Wilmere Lane to Lunts Heath Road(Widnes)
- Hale Road, Liverpool Road, Leigh Avenue to Deacon Road
- Access improvements at key interchanges and busy bus stops across the Borough
- A programme of Bus Shelter improvements have been made across the borough.

Figure 5: Bus Routes in Runcorn



7.2 The majority of commercial bus services in Halton are provided by the two main bus

operators in the Borough: Arriva North West and Halton Transport. Arriva North West provide the majority of services in Runcorn, including cross boundary links to Chester and Warrington. Halton Transport dominates bus provision in Widnes and also provides services into Warrington and Liverpool City Region. Over the past few years, both bus operators have invested in their fleets with the average age of the bus fleet within Halton is 8.5 years old; slightly above the national average fleet age of 8.4 years (DfT, 2015/16)¹⁰. Both operators have bus depots within the Borough. The Council does subsidise some services when low passenger numbers would result in a lack of commercial viability.

- 7.3 In addition to the two main bus operators, there are other operators who currently provide local bus services. Of those other operators, Halton Community Transport provides safe, affordable, comfortable and accessible transport to both individuals and community-registered groups with special transport needs in the Halton area. National bus operators include National Express which use Runcorn and Widnes Town Centres as collection points to other national destinations in the UK.
- 7.4 Runcorn has a unique bus infrastructure, with the New Town initiative of the Runcorn Busway, a bus-only route around the town, segregated from other traffic. Although some parts of the busway are no longer in use it offers excellent bus connectivity for the New Town residential areas. However, there is scope for the Busway to be improved through physical works to tackle problems associated with isolation and antisocial behaviour.

Further Opportunities for Improvement

Local Transport Funding

- 7.5 The latest Local Transport Settlement for Halton was received via the Liverpool City Region in spring 2018. Since the Liverpool Combined Authority agreement in 2014 all DfT settlements are managed by Merseytravel. Halton received in 2015/16 and 2016/17 the original amounts allocated from central government however in 2017/18 this reduced significantly. The funding covers Integrated Transport and Highways Capital Maintenance. Halton Borough Council is set to receive the amounts set out in Table 2.

Table 2: Local Transport Settlement for Halton

Year	ITB <i>(Integrated Transport Block)</i>	HMB <i>(Highways Maintenance Block)</i>
2015/16	908,000	2,228,000
2016/17	768,000	2,237,000
2017/18	460,000	2,108,000
2018/19	460,000	2,108,000
2019/20*	460,000	2,108,000
2020/21*	460,000	2,108,000

¹⁰ <https://www.gov.uk/government/collections/bus-statistics>

Years 2020/21* are indicative funding allocations

- 7.6 The Integrated Transport funding goes towards small transport improvements such as improvements to road safety and reducing congestion. Highways Capital Maintenance funding allows local authorities to undertake essential maintenance on local roads. The Council has developed an Implementation Programme covering the Integrated Transport Block funding which includes schemes such as:
- Cycle secure parking lockers
 - Safety improvement schemes
 - Expansion of Variable Messaging Signs
 - Improvements to pedestrian access, signage and public realm in neighbourhood centres
- 7.7 With devolved funding the Council also receives funding via the Liverpool City Region and the Department for Transport for large Capital schemes covers which support major bridge maintenance activity for the Silver Jubilee Bridge, Improvements to the Gyratory. Over the last 7 years Halton Borough Council has attracted over £40million pounds of additional funding to support transport improvements in the Borough.

8. Local Transport Plan 3

- 8.1 Existing projects and programmes to improve bus service, frequency, operation and ease of use in Halton are contained within the adopted Local Transport Plan.
- 8.2 There are a number of gaps in both the current bus service provision and when considering the future access needs of communities within the Borough. The following priorities have been identified in the LTP3¹¹:
- Need for improved direct links between key communities within both Runcorn and Widnes to Warrington and Whiston Hospitals
 - Need for improved links between key communities within both Widnes and Runcorn to Liverpool John Lennon Airport and the wider Speke/ Halewood employment zone
 - Need for better links to key employment areas within Widnes Waterfront and Omega(Warrington)
 - Need for better links from the Borough to key employment sites in Deeside and Broughton
 - Ensuring there is adequate transport infrastructure to the Widnes Waterfront development
 - Improved regional and long distance coach links to major centres across the NorthWest

¹¹ HBC (2011) The Third Local Transport Plan for Halton

9. Mersey Gateway Sustainable Transport Strategy

- 9.1 In conjunction with the proposals for the Mersey Gateway Bridge, the existing Silver Jubilee Bridge will be downgraded to form a local route supporting increased use by sustainable modes. The Mersey Gateway Sustainable Transport Strategy (MGSTS)¹² identifies a number of necessary improvements to the Halton Sustainable Transport Network, which include:

- Extension and improvement of bus quality corridors
- Improvements to Murdishaw Interchange
- Improvements to Halton Hospital interchange
- Improvements to other stops on the Runcorn busway loop
- Establishment of a bus quality partnership
- The implementation of a study into Green Oaks bus station and Widnes Town Centre access

A range of measures in relation to community services were also identified in the MGSTS, which include:

- A new mobility smartcard
- Expansion of the Neighbourhood Travel team
- TravelSafe
- Co-ordination and marketing of community transport services
- Network development of bus services

- 9.2 In addition to the highways improvements, a 'Bus Routing Study'¹³ also formed part of the East Runcorn Sustainable Transport Study which considered where extensions or enhancements to existing bus provision in the area could be made. The schemes identified were:

- 'Access 200' Subsidy
- Service 62 enhancement Subsidy
- Runcorn East Railway Station Shuttle Service
- Bus links to other Merseyside locations

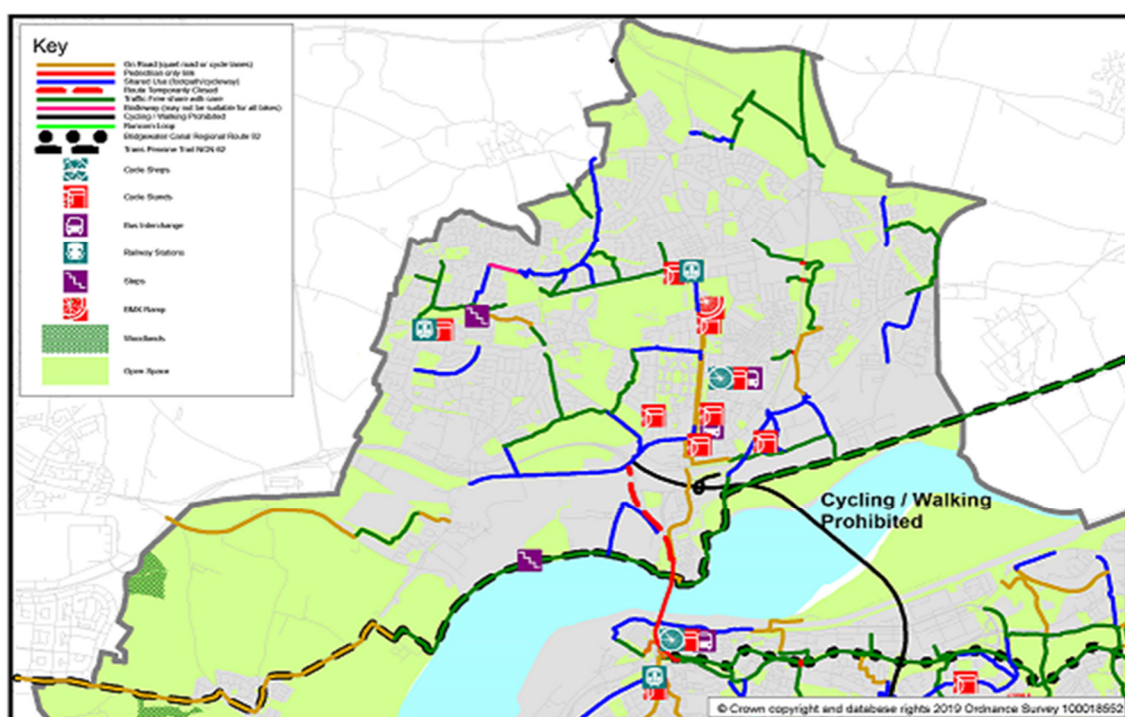
¹² HBC(2009) Mersey Gateway Sustainable Transport Strategy

¹³ Mott MacDonald (2011) East Runcorn Sustainable Transport Study – Bus Routing Study, para 9.4.2

10. Footpaths, Cycle Routes and Bridleways

- 10.1.1 Halton's public rights of way network extends to 74km and comprises public footpaths and bridleways which the Council is responsible for. However, provision for horse riders is limited to approximately 3km of bridleways, which are also available to walkers. Whilst considerable improvements have been made to public rights of way, the network remains fragmented, especially for horse riders. The routes are frequently severed by busy roads and this often also forces walkers, horse riders and cyclists onto busy roads where motorised traffic dominates. Nonetheless, these routes are of importance in terms of on-foot connectivity for short journeys and also in terms of leisure uses.

Figure 6: Cycle Routes in Widnes, Halton



- 10.2 The only cross river walking route (cyclists must dismount) in the Borough is the cantilevered footway on the Silver Jubilee Bridge and its approaches. This currently does not present an overly attractive to pedestrians and acts as a barrier to the otherwise extensive network of pedestrian and cyclist friendly routes in the Borough. This route is not a bridleway and therefore there is no means of crossing the River Mersey in Halton on horseback. With the major maintenance of the SJB, cyclists will be provided with a dedicated lane on the bridge, and pedestrians continuing to use the cantilevered path.
- 10.3 There are approximately 42km of both “on road” and “off road” cycle routes within the Borough with approximately 7.3km on carriageway, 800m converted footway and 35km off-road (traffic free) (see Figure 7 for an example of Cycle Routes in Widnes). As part of the off-

road route, Halton is fortunate in that it has an excellent cycleway network in Runcorn in the form of the Runcorn Cycleway. This is a legacy of the New Town and is approximately 20km long. The Council has continued to develop the network providing links and 'off road' routes in both Runcorn and Widnes through: the Greenways initiative; the Widnes Waterfront Development; and other development opportunities. There are also over 200 cycle parking spaces across the Borough.

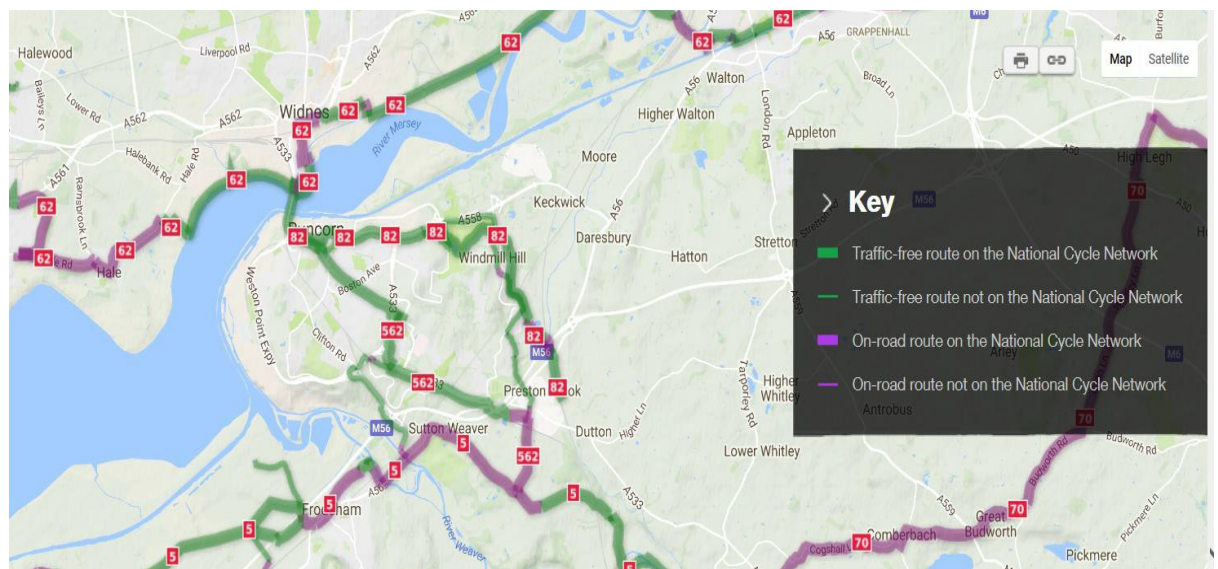
Long Distance Routes and Trails

- 10.4 Halton is crossed by a number of regionally and nationally significant walking and cycling routes, including the National Cycle Network, the Trans Pennine Trail, the Bridgewater Way, the Mersey Way, the Mersey Valley Timberland Trail and the Bridgewater Way. The access that these routes provide is of high actual, or potential, public value, as it gives access to green areas within the urban environment, and attractive landscape and wildlife areas and provides 'off road' routes between communities.

National Cycle Network

- 10.5 National Cycle Network (NCN) Route 562 is a strategic walking and cycling route that provides a connection between Runcorn Old Town in the south of the Borough with rural Cheshire and the Weaver Valley. Approximately 8km of the route passes through the Borough, utilising the western section of the Runcorn Cycleway, and it is an important link to Runcorn Station. NCN Route 62 also runs through the Borough and forms part of the Trans Pennine Trail (see below). Figure 8 shows Sustrans mapping of cycle routes in Halton.

Figure 7: Sustrans cycle routes



Sustrans (2017) online mapping

Trans Pennine Trail

- 10.6 Another significant national route in the Borough is the Trans Pennine Trail which is an extensive network of multi-user paths connecting the Liverpool City Region with the east coast of England across the Pennines, which also forms part of the NCN, route 62. The Trans

Pennine Trail passes through the Borough on the north side of the river and runs from the Warrington boundary along the Sankey Canal through Spike Island, on through West Bank and along the Mersey front to Pickering Pasture and then through Hale to connect into Liverpool.

The Bridgewater Way

- 10.7 The Bridgewater Way is a route being developed in the north-west of England that follows the Bridgewater Canal towpath through Salford, Trafford, Manchester, Warrington, Halton and Cheshire. The towpath is 39 miles long including a 3 mile spur into Manchester City Centre and offers an excellent long distance walking and cycling route that not only provides opportunities for leisure and utilitarian journeys locally but it also facilitates connections between Warrington, Altrincham, Salford, Worsley and Leigh. The route also forms part of Sustrans Regional Cycleway network.
- 10.8 The Bridgewater Way is promoted by the Bridgewater Canal Trust, a partnership which comprises eight local authorities including Halton and The Manchester Ship Canal Company (part of the Peel Holdings Group). The Bridgewater Way Initiative is led by the Bridgewater Way Canal Trust to promote and enhance the canal's towpath as a shared pedestrian / cycle facility, which is a major piece of the sustainable transport network and also presents green infrastructure opportunities. The initiative is also seeking to improve existing public transport routes and facilities in the vicinity of the Bridgewater Canal to ensure that the route is well integrated with other routes nearby.

The Mersey Way

- 10.9 The Mersey Way closely follows the north bank of the River Mersey from Rixton, east of Warrington to Garston, Liverpool, linking Paddington Meadows Pasture and Speke & Garston Coastal Nature Reserves. The route in part follows the Woolston New Cut as well as the Sankey (St Helens) Canal between Warrington and Widnes, where it is concurrent with the Trans-Pennine Trail.

The Mersey Valley Timberland Trail

- 10.10 Passing through Lymm, the route connects with the towpath of the Bridgewater Canal and passes Lymm Dam, Grappenhall Wood, Appleton Dingle, Daresbury Firs, Windmill Hill and Halton Village. It is partly urban, but mostly rural, taking in low lying hills, woodland, parkland, farmland and sections of the Bridgewater Canal. It broadly follows the sandstone edge of the Cheshire Plain or drops to the Mersey Valley below it, giving views from both levels. There are links with the Trans Pennine Trail and the Delamere Way.

Further Opportunities for Improvement

- 10.11 The Mersey Gateway Sustainable Transport Strategy includes an Improvement theme devoted to walking and cycling improvements. This is centered on achieving a step change in the provision of routes and facilities for pedestrians and cyclists, as well as developing key links to neighboring authorities. In addition to the proposed reduction of the Silver Jubilee Bridge to two lanes to allow space to be reallocated to pedestrians and cyclists, there are a number of other related proposals which are as follows:

- Improvements to key strategic cycle and walking routes and links between Widnes and St Helens and parts of Knowsley (especially Huyton and Whiston)
- The development of a new strategic cycle link between northern Widnes and Penketh (Warrington) to complement the Trans Pennine Trail NCN Route 62;
- Provision of a dedicated cycling centre linked to the Trans Pennine Trail NCN Route 62 offering bike hire, bike doctor, shower and locker facilities for leisure cycling and both cash and Smartcard payment
- Improvements to the core cycle network in the western Runcorn area to better link Rocksavage, Weston Point and Frodsham areas to central and eastern Runcorn and across the Silver Jubilee Bridge to Widnes and the Trans Pennine Trail
- Improvements to prime orbital cycle routes in Widnes to better directly link the suburbs, commercial and employment areas and leisure and education facilities
- Improved access to cycle facilities for households, businesses and visitors in the area
- Improved cycle links between Widnes Town Centre and Widnes Waterfront via West Bank and proposed local centre
- Improved walking and cycling route linking the Silver Jubilee Bridge/Runcorn railway station and Runcorn Old Town centre
- The successful LSTF application to the DfT by the Mid Mersey Region (St Helens, Halton and Warrington) supports sustainable transport measures to address cross boundary transport issues within the Mid-Mersey area, in particular the Daresbury Enterprise Zone, linking key facilities with residential development, rail stations and employment sites.

Long Distance Routes and Trails

- 10.12 The wider network of long distance routes is generally not well integrated with Halton's local rights of way network as it is managed by a range of public and private bodies. Improved mapping needs to be produced and made available to inform the public of the extent of these routes in the Borough and thus increase usage.

Public Rights of Way

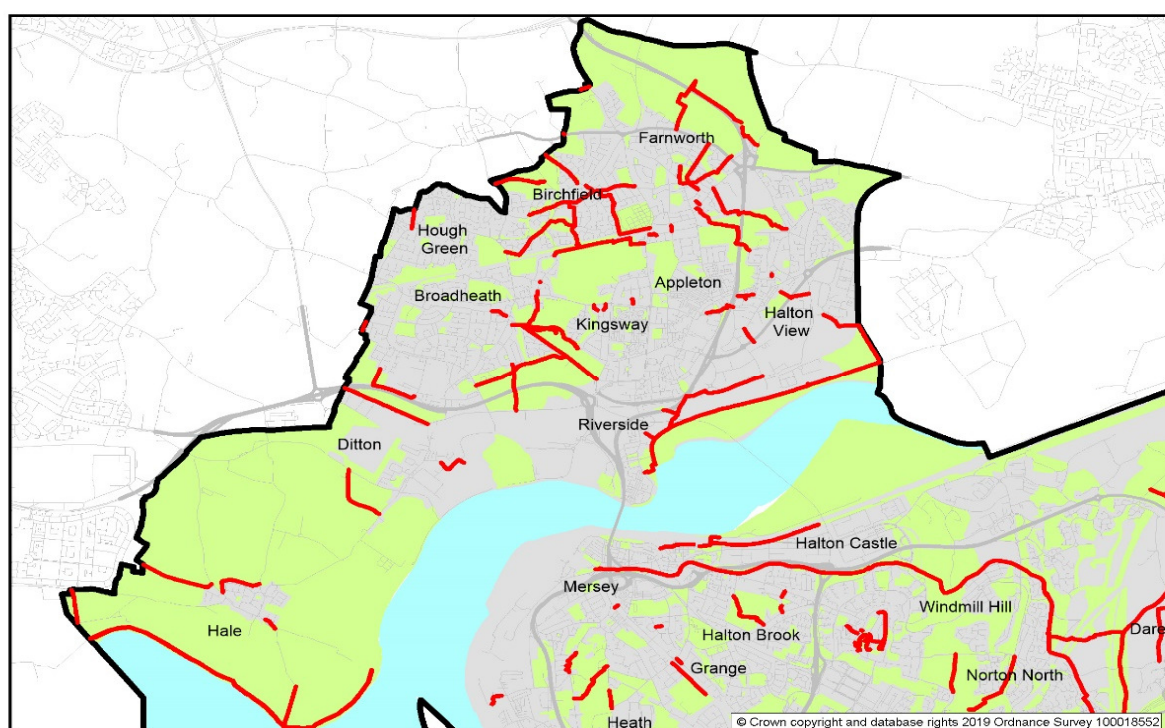
- 10.13 In 2009, the Council adopted a Rights of Way Improvement Plan covering the period to 2019/ 29. The plan identifies and evaluates the needs of various users and summarises the current levels of public rights of way and other access provision. A map can be found on Some of the key issues identified in the plan are:

- There is no effective bridleway network as such available to horse riders and there is no provision to cross the River Mersey on horse back
- With proper provision the Silver Jubilee Bridge has the potential to provide the only suitable sustainable river crossing and to be the gateway for all north/south long distance routes
- The footpath and cycle track networks are both fragmented in parts
- There is the opportunity through cross boundary working to extend the network across the borough boundary into a wider network for all users

- There are very few circular routes for walkers, cyclists and horse riders
- Some routes are severed by busy roads and railway lines
- More links are required to create greater connectivity of the public rights of way network and other access routes and to connect with strategic routes and initiatives
- The core of the Rights of Way Improvement Plan is a Statement of Action, which outlines the work the authority proposes to undertake to secure an improved network of local rights of way and access opportunities.

10.14 Since early Summer 2018 there has been a Public Rights of Way Improvement Plan for the Liverpool City Region¹⁴.

Figure 8 : Public Rights of Way in South Widnes & Hale Halton



Definitive Status	Available to	Approx Length (kms)	Approx % of length of network	Number of Paths	Approx % of Number of paths
Footpath	Walkers	71km	96	163	93
Bridleway	Walkers, Horse Riders, Cyclists	3km	4	12	7
Total		74km	100%	175	100%

East Runcorn

¹⁴ <https://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/Public-Rights-of-Way-Strategy.aspx>

10.15 The East Runcorn Sustainable Transport Study considered walking and cycling provision within the Daresbury Strategic Site and the enhancements required to better link the existing routes with those surrounding. A number of the Greenway network proposals contained within the Halton UDP are yet to be implemented in this vicinity therefore it was recommended that those that are outstanding be incorporated into any future transport strategy. The study recommended that contributions be made for the continued expansion of the Greenway network in the area. Additional internal pedestrian and cyclist infrastructure requirements for the Daresbury Strategic Site are shown in the Infrastructure Delivery Schedule.

- Provision of additional bridge at Keckwick Lane Bridge over the Chester-
- Manchester railway line to accommodate both vehicles and pedestrians/cyclists.
- Improvements to Poplar Farm underpass under the West Coast Main Line for pedestrian and cyclist use
- Improvements to George Gleave bridge over Bridgewater Canal to allow pedestrian and cyclist use
- Pedestrian/cyclist and emergency vehicular access to southern Sandymoor at
- Bogwood Railway bridge
- Creation of Redbrow Lane / West Coast Main Line over bridge for pedestrian and cyclist purposes to link Wharford Farm and Daresbury Park

10.16 Given that the level of usage of the canal and its towpath is likely to increase following the realisation of the aspirations for the area, improvements to the canal will be required. In addition to the enhancements identified in the East Runcorn Sustainable Transport Study, the Bridgewater Way Initiative exists as the appropriate vehicle through which to direct funds or contributions for improvements to the Bridgewater Canal towpath in the vicinity of the Daresbury Strategic Site. Funding has recently been secured via the Liverpool City Region to improve the signage and surfacing.

11. Waterways and Ports

- 11.1 Halton benefits from waterborne connectivity by virtue of the location of the towns of Runcorn and Widnes being dissected by the River Mersey, and also due to the waterways which cross through the Borough, including:
- The Manchester Ship Canal
 - From Eastham (Wirral) to Salford
 - The Bridgewater Canal
 - From Runcorn to Leigh and central Manchester
 - The St Helens (Sankey) Canal
 - From Spike Island (West Bank, Widnes) to St Helens
 - The Weaver Navigation Canal
 - From Winsford (Cheshire) to the Manchester Ship Canal at Runcorn Docks
 - Runcorn and Weston Canal in West Runcorn (Mersey Gateway Port)
 - Small section of Canal remains which links to the Weaver Navigation Canal
- 11.2 Halton's ports and freight terminals are well positioned in relation to other freight assets in the North West, including the Port of Liverpool and Liverpool John Lennon Airport.
- 11.3 The River Mersey has a high tidal range which reduces the ability of vessels to navigate the river as far as Halton due to the low level of water at low tide. There are therefore low levels of commercial shipping on the upper tidal reaches of the Mersey.
- 11.4 The Borough's canals play an extremely important role for leisure and recreation uses. This includes their role as "blue infrastructure" in the wider green infrastructure network and as wildlife habitats, as well as the role of their towpaths as walking and cycling routes, where appropriate (such as the Bridgewater Way).
- The Manchester Ship Canal**
- 11.5 The Manchester Ship Canal is an inland waterway owned by Peel Ports, stretching from Eastham (Wirral) to Salford and connecting the Liverpool and Manchester areas. Once extensively used for shipping and freight transfer, there is scope for the Ship Canal to be used as part of a sustainable freight transportation network, benefitting ports on to the Canal in Halton, including the Mersey Gateway Port (Weston Docks), as proposed within the West Runcorn Key Area of Change in the Core Strategy. The Manchester Ship Canal has scope to accommodate vessels of up to 15,000 tonnes.
- The Bridgewater Canal**
- 11.6 There are two branches to the Bridgewater Canal in Halton (Figure 9). One branch heads west from close to Preston Brook and terminates in Runcorn Old Town at Waterloo Bridge / Runcorn Basin. The other branch forms the main route of the Bridgewater Canal through to Central Manchester. In the past this canal connected through to the Weaver Navigation through the means of an additional small length of canal known as the Runcorn and Weston Canal (only part of this now remains). Further locks then connected the canal system to the Manchester Ship Canal. This was known as the second Cheshire Canal Ring as it provided a

circular canal route. A length of the Runcorn and Weston Canal was filled in when the Silver Jubilee road bridge was constructed in 1966. There is a longstanding aspiration that the Runcorn Locks may be reinstated in the future to allow the Cheshire Ring to be navigable again. With the implementation of the Mersey Gateway Project some of the approach roads to the Silver Jubilee Bridge may be removed, potentially allowing for the restoration of the locks. The alignment is currently protected in the UDP.

- 11.7 There is currently one marina located at Preston Brook which contains 260 berths for boats, and additional moorings at Runcorn Locks basin where the route of the canal terminates.

Figure 9: The Bridgewater Canal¹⁵



Sankey (St Helens Canal)

- 11.8 The majority of the Sankey (St Helens) canal has been largely inoperable for water transport since 1963. Parts of the canal between Warrington and St. Helens are no longer underwater and where there is water, there are a number of obstacles at a low level preventing the movement of water craft. From the locks and moorings at Spike Island, the canal is navigable to the site of the former St Helens and Runcorn Gap swing bridge. The canal towpath between Fiddlers Ferry Marina in Warrington and Spike Island provides the route for the Trans Pennine Trail.

The Weaver Navigation

- 11.9 The Weaver Navigation can only accommodate smaller sea vessels of up to 1,000 tonnes and therefore its use for freight transportation has become extremely limited. It is now primarily used for leisure purposes, forming the home for Runcorn's rowing club.

Further Opportunities for Improvement

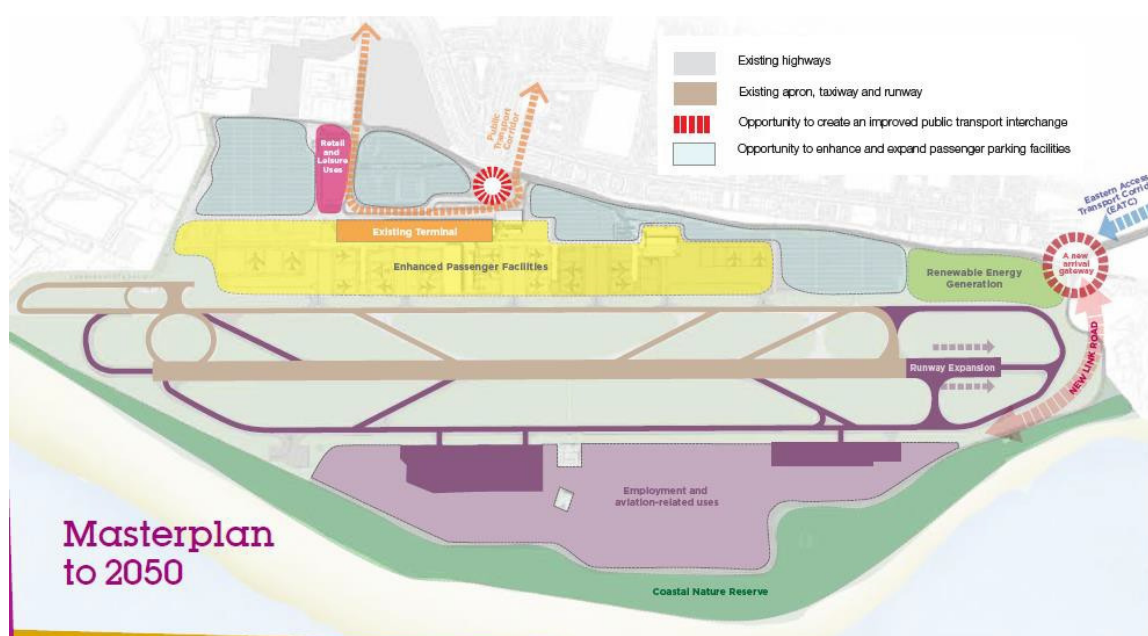
¹⁵ The Bridgewater Canal Company Ltd (2011) Location of Bridgewater Canal

- 11.10 As identified above, there are aspirations to restore both the Sankey (St Helens) Canal and the Bridgewater Canal at Runcorn Locks. There may be management issues to overcome with the intention to fully restore the Cheshire Canal Ring at Runcorn Locks through to the Manchester Ship Canal. The Manchester Ship Canal still operates as a commercial waterway with a function and users very different to those relating to recreation and leisure. At present, the use of pleasure craft on the Manchester Ship Canal is regulated by the Company's byelaws and conditions of use. The Manchester Ship Canal Company would therefore be unlikely to allow unfettered use of the canal by pleasure craft, which would interfere with commercial traffic for safety and commercial reasons.
- 11.11 In relation to the Sankey (St Helens) Canal, there is a joint aspiration between Halton and Warrington Councils and SCARS (Sankey Canal Restoration Society) to restore the section of the canal between Spike Island and Fiddlers Ferry marina to allow boats to navigate the route once again. Work continues to secure funding for the Sankey Interlocks Project from various sources, including Cory Environmental Trust, Coastal Communities Fund, Heritage Lottery Fund and Sport England. Projects costs are circa £20 million.
- 11.12 There is a desire to increase the number of moorings/berths on the Bridgewater Canal potentially through a new marina. The location for a potential new marina has been included within the Core Strategy at the centre of the Daresbury Strategic Site, off the main arm of the Bridgewater Canal which flows through to Manchester / Leigh. The exact location and scale of any marina in this vicinity would be defined in a later document in Halton's planning policy framework.

12. Airports

- 12.1 Liverpool John Lennon Airport is located adjacent to Halton's western boundary on the northern bank of the Mersey Estuary, in the local authority of Liverpool City Council. The Airport is a significant transport advantage to the Borough, both in terms of passenger transport and in terms of freight transport. The Airport's expansion plans to 2050¹⁶ (Figure 10) are predicated on major increases in passenger numbers, and they wish to expand to take larger aircraft capable of long-haul flights and greater loads. In order to facilitate this the existing runway would need to be strengthened and lengthened to take wide-bodied planes. As such, LJLA have expansion plans for a runway extension which would extend the runway eastwards into Halton's boundaries and onto Green Belt land. As part of the expansion plans for the airport, there is also the intention to provide an Eastern Access Transport Corridor (EATC) to create a better access route into the airport. The proposed route of the EATC would come through Halton's Green Belt, to the west of Hale village.

Figure 10: Liverpool John Lennon Airport Master Plan to 2050



- 12.2 The airport's plans also include proposals for a new Centre to the south of the existing airport in an area known as the Oglet, which would cater for ad hoc freight services.. This proposal falls within Liverpool City Council's jurisdiction but is also on Green Belt land.
- 12.3 The Core Strategy identifies an Area of Search for Green Belt release associated with the runway extension. It is proposed that the removal of the Green Belt designation be undertaken in a Delivery and Allocations Plan (DALP) within Halton's Planning Policy Framework. The DALP illustrates the area of land that will be removed from the greenbelt and allocated for airport expansion purposes in a revised Core Strategy policy CS(R)17 Expansion of Liverpool John Lennon Airport and C4: Operation of Liverpool John Lennon

¹⁶ <https://www.liverpoolairport.com/media/2557/ljla-master-plan-to-2050.pdf>

Airport.

- 12.4 The EATC, as a public highway does not constitute inappropriate development within the Green Belt and therefore does not require an alteration to Green Belt boundaries for the proposal to proceed. However the proposal would be subject to the normal approvals process with Halton, Knowsley and Liverpool Councils (as the EATC would require the creation of junctions with roads in these Boroughs).
- 12.5 Alongside the airport's expansion plans sits an Airport Surface Access Strategy¹⁷ which seeks improvements in public transport access to and from the airport, and to reduce the reliance on unaccompanied private motor vehicle use for passengers and airport employees. The Airport Surface Access Strategy which is updated periodically, contains recommendations for improvements to transport links across the Liverpool City Region, but the points of specific relevance to Halton are:
- The road infrastructure linking LJA at present is generally good with the exception of the Silver Jubilee Bridge. Therefore, the provision of the Mersey Gateway would be beneficial.
 - The provision of a regular passenger service on the Halton Curve would open up rail travel to the airport from Halton and the Cheshire and North Wales areas. This would utilise Liverpool South Parkway Station.

¹⁷ <https://www.liverpoolairport.com/media/1945/lja-asas-issue-5-july-2016.pdf>

13. Utilities Infrastructure – Water

- 13.1 United Utilities are the main supplier of water and wastewater services, however due to the recent change in legislation there is the opportunity to obtain these services from alternative suppliers, with the Environment Agency having responsibility for flood and water pollution prevention. Halton's drinking water supply is obtained from North Wales, Cumbria and other parts of the North West¹⁸.
- 13.2 An Outline Phase Water Cycle Study¹⁹ was undertaken by consultants Entec on behalf of the Mid-Mersey Growth Point authorities of Halton, St Helens and Warrington in 2010-11. The study provides an overview of the water cycle in the three authorities and identifies constraints to future development and examines the major issues surrounding sourcing of potable water, through to issues of disposal and flood risk.

Water Resource and Water Supply

- 13.3 Water companies are also required to produce Water Resources Management Plans (WRMPs) based on 25 year forecasts of supply and demand for water. United Utilities current WRMP was finalised in 2009 and covers the period to 2035²⁰. United Utilities are currently updating their WRMP which sets out the investment needed to ensure that there is sufficient water to continue supplying customers over the 25 years from 2015 to 2040²¹. On the water supply side, Halton sits within the Integrated Resource Zone for water resources, which covers Cumbria, Lancashire, Greater Manchester, Merseyside and most of Cheshire.
- 13.4 The Environment Agency produce Catchment Abstraction Management Strategies (CAMS) which are six-year plans detailing how they intend to manage water resources in a particular area²². Halton itself lies within the Lower Mersey and Alt catchment as indicated on Figure 11. However, given that the water used in Halton comes from other areas in the North West, the CAMS of particular importance and the current availability of water resources are:
- West Cumbria Catchments
- 13.5 Water availability varies across the catchment, with some availability and some over-abstraction. Abstractions in this area are being reduced in response to the Habitats Directive, to protect habitats and prevent low flows.
- Lune Catchment
- 13.6 Some water availability but Water Resource Management Unit 1 is over-licensed.
- Wyre Catchment

¹⁸ United Utilities (2015) Final Water Resources Management Plan (page 5)

¹⁹ Entec (2011) Mid Mersey Water Cycle Study (Outline Phase)

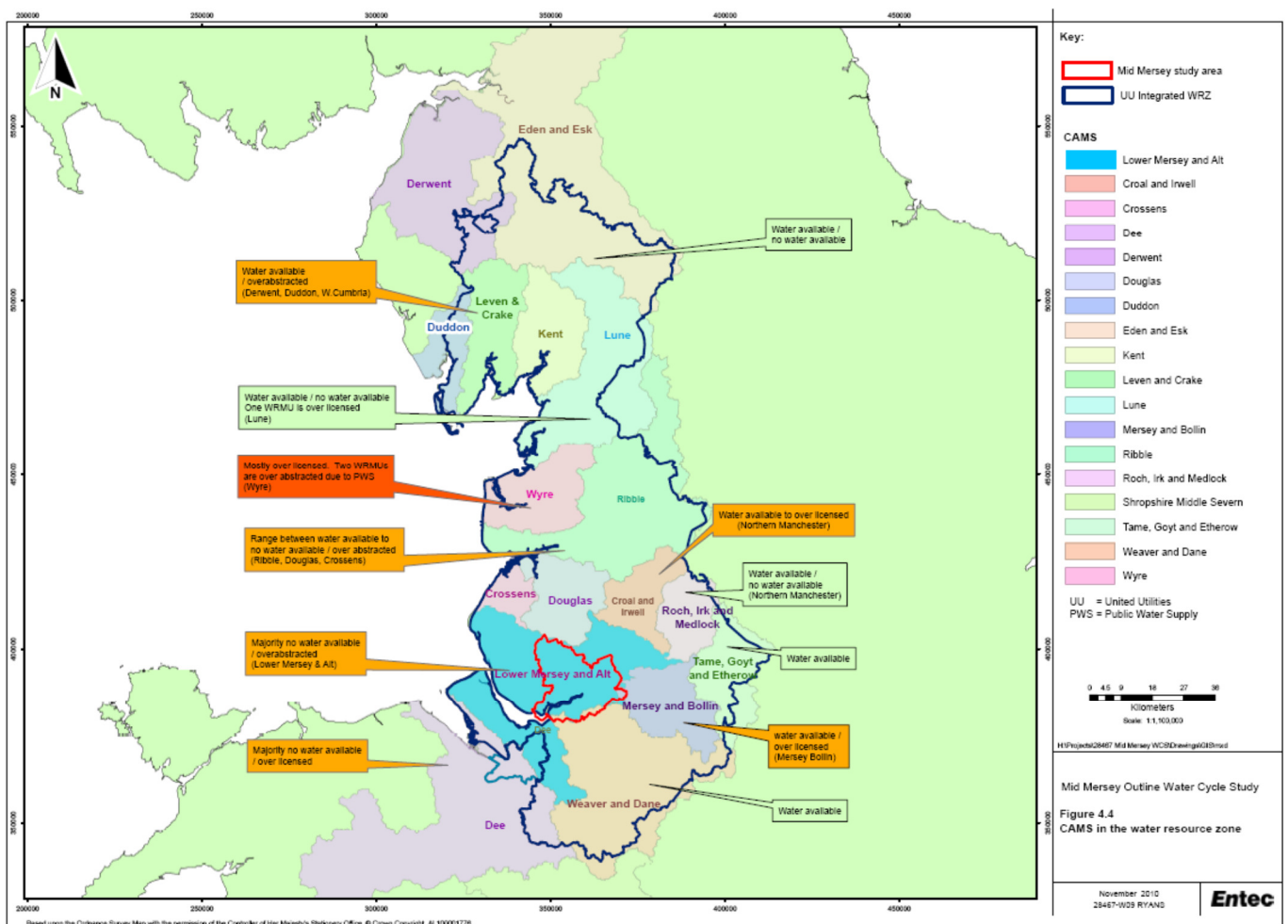
²⁰ United Utilities (2015) Final Water Resources Management Plan

²¹ United Utilities (2013) Draft Water Resources Management Plan 2013

²² Environment Agency (2010) North West Region CAMS

- 13.7 Area under significant pressure for abstractions for public water supply. The Environment Agency and United Utilities are working together to resolve these issues.
- 13.8 The Environment Agency is extremely unlikely to issue new licenses in areas that are already over-licensed and/or over-abstracted.
- 13.9 In terms of water supply, United Utilities consider supply and demand in their current WRMP over a 25 year period to 2034/35. In the Integrated Resource Zone in which Halton falls, there is forecast to be sufficient supply until 2021/22 and a deficit in supply is forecast beyond this point. United Utilities have developed a strategy to overcome the deficit and create a surplus through, Increase resources by accessing additional water from groundwater sources in:
- Widnes from 2025/26
 - Oldham from 2030/31
 - Southport from 2032/33
- 13.10 Water efficiency measures which are expected to generate resource savings from 2025/26 onwards.

Figure 11: Catchment Abstraction Management Strategies, the Integrated Water Resource Zone and Water Availability



13.11 The Water Cycle Study examined the potential constraints in terms of water supply infrastructure around key future housing sites taken from the Strategic Housing Land Availability Assessment. For Halton, the analysis revealed:

- No constraints to water supply infrastructure in North Widnes
- Minor constraints to sites in Runcorn Old Town
- Development could not be supported by the local network in Widnes Waterfront. A project is underway to connect the area to the Dan's Road main.
- Demand for water can only be met for the first 5 years of development at Runcorn Docks (Runcorn Waterfront) and beyond this network enhancements will be required.
- Potential connectivity issues to water supply network for sites at East Runcorn given the presence of major transport infrastructure (canal and motorway). Further investigations required.

13.12 No sites have prohibitive constraints.

14. Wastewater Treatment and Water Quality

- 14.1 There are two wastewater treatment works in the Borough, one in Runcorn (dealing solely with wastewater from Runcorn) and one in Widnes (dealing with wastewater from Widnes and south west St Helens) (Figure 13). The Widnes Wastewater Treatment Works discharges into the River Mersey, which is designated as a Special Protection Area, Ramsar and Site of Special Scientific Interest. There is uncertainty around the ability of the Environment Agency to grant further discharge consents into the River Mersey beyond 2015. Runcorn Wastewater Treatment Works discharges into the Manchester Ship Canal, into which discharges are strictly regulated.

Figure 12: Projected housing growth per Wastewater Treatment Works

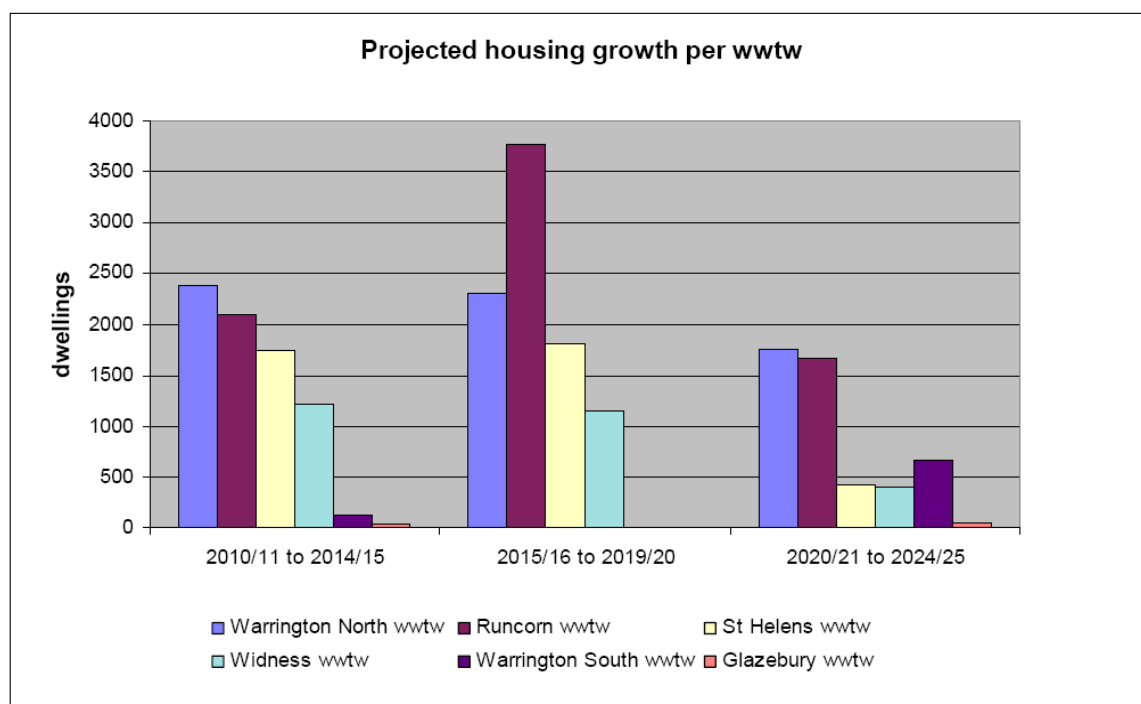
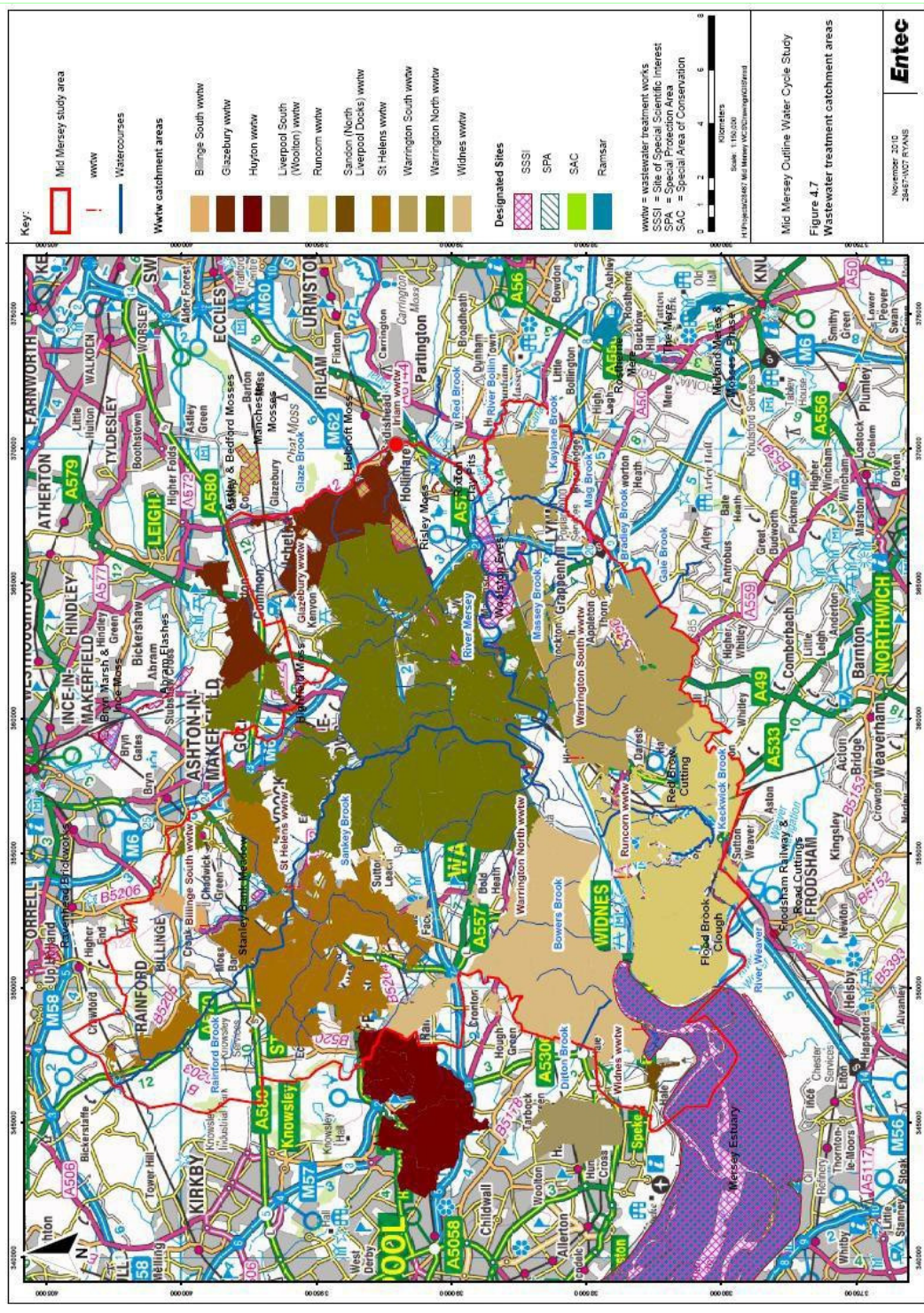


Figure 13: Wastewater Treatment Works Catchment Areas²³



- 14.2 The study concludes that there are no major constraints to growth in Mid- Mersey, however there are issues surrounding capacity at wastewater treatment works after 2015, notably in Runcorn given the anticipated levels of development included in the Core Strategy (Figure 12). United Utilities indicated through ongoing discussions during the course of the study that there is capacity to deal with wastewater from planned

²³ Entec (2011) Mid-Mersey Water Cycle Study (Outline Phase) (Figure 4.7, page 49)

developments until 2015, but a reassessment will be required after 2015. Limited space in Runcorn for a wastewater treatment works is identified by the study as a potential constraint, to which alternative options may need to be considered. Sewerage and surface water drainage were not found to pose significant risks.

- 14.3 Water quality in the River Mersey is influenced by land and water use further upstream in the wider Mersey catchment. Tributaries of the River Mersey include the Irwell, Roch, Irk, Medloch, Bollin, Tame, Etherow and Goyt. The North West River Basin Management Plan²⁴ confirms that 30% of surface waters in the North West have “Good Ecological Status/Potential”, however most of the rivers and brooks within the Mid- Mersey area have only “Moderate Ecological Status” or worse. Stewards and Bowers Brooks both have “Poor Ecological Status” based on biology, which is associated with combined sewer overflows and other sources of pollution. United Utilities state that significant investment has been undertaken on many of the combined sewer overflows in the area in the last five years. Smaller watercourses such as the Sankey, Ditton, Bowers and Keckwick Brooks are all highly sensitive to water quality impacts because of their small size.

Surface Water Drainage and Sewerage

- 14.4 The existing sewerage system is close to capacity and further work may be required if there are development proposals in areas under pressure.
- 14.5 Historically there have been sewer capacity problems in central Widnes which may present a problem for development sites at North Widnes as wastewater would drain to the centre of the town. Further works may be required to establish the remaining capacity in the network. Development proposed at Daresbury is expected to be capable of being dealt with by the existing infrastructure and network as pumping stations at Sandy Lane and Chancellor Road were both built in the last decade.

Further Opportunities for Improvement Water Resources and Water Supply

- 14.6 There are no foreseeable issues with water supply in Halton over the plan period, but this is dependent on the United Utilities developing groundwater resources at Widnes, Southport and Oldham as set out in their Water Resources Management Plan. However the Council will need to continue to work with United Utilities to promote water efficiency to reduce usage to an average of 144 litres per person per day.
- 14.7 Water supply infrastructure improvements are likely to be required over the plan period as new developments are constructed. The upgrading of existing infrastructure does not present significant constraints but United Utilities need to be kept fully aware of planned developments to allow for the lead in times for the necessary improvements.

Waste Water Treatment and Water Quality

- 14.8 Further work by United Utilities will be required to establish the level of headroom at its treatment works in the Borough. It also needs to be established whether the Environment

²⁴ Environment Agency (2009) River Basin Management Plan – North West River Basin District

Agency would be willing to revise existing discharge consents into the River Mersey in the future. Water efficiency measures would help to reduce some of the pressures but they would also increase concentrations at the Borough's treatment works.

- 14.9 It is important that the delivery of development is phased in order to ensure that it only takes place once any new water treatment infrastructure or appropriate retro-fitted technology (e.g. nitrate stripping) necessary to service the development, is in place while avoiding any adverse effect on European sites. Interaction on these matters has already taken place with other authorities (United Utilities, the Environment Agency etc.) through the Mid-Mersey Growth Point Water Cycle Study.

Surface Water Drainage and Sewerage

- 14.10 Surface water from all new development must be managed sustainably and surface water drains must not be connected to the foul or combined sewer network. Modelling and investigative work may be required to establish remaining capacity in response to development proposals in areas currently under stress.

Flood Risk

- 14.11 Halton is at risk from many different sources of flooding including, main rivers, ordinary watercourses, surface water runoff, sewer flooding and the residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal and Reservoirs.
- 14.12 Halton currently has two reservoirs, both of which are balancing ponds (Wharford Farm Basin and Oxmoor Basin), constructed as part of the flood attenuation system for Keckwick Brook, in connection with developments at Sandymoor and Manor Park.

Figure 14: Environment Agency Flood Risk areas in Halton²⁵

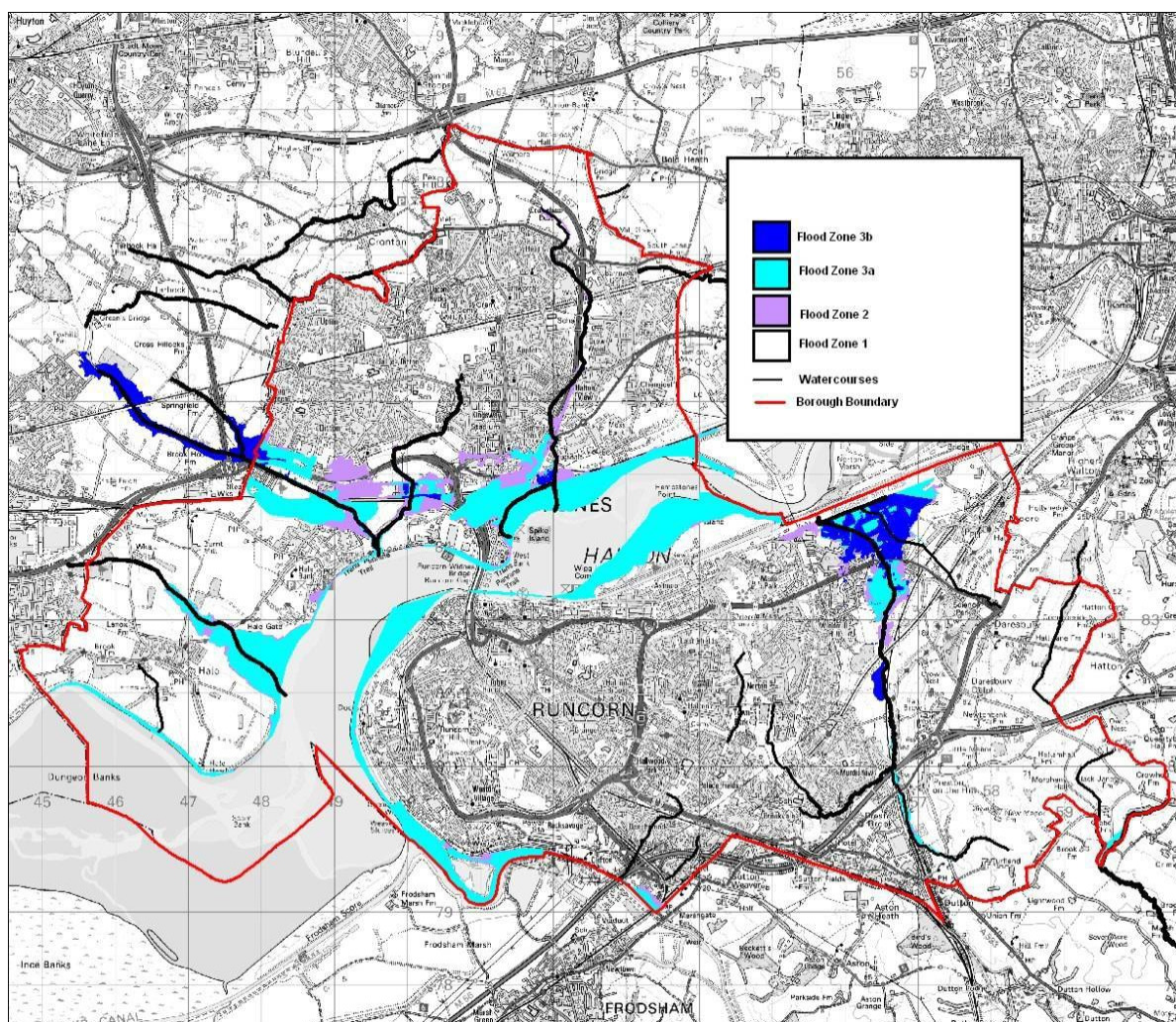


²⁵ Environment Agency (2017) Flood Risk Areas in Halton

- 14.13 Halton falls within the control of the North West Regional Flood and Coastal Committee (RFCC). The North West RFCC brings together the principle authorities responsible for managing flood and coastal erosion risk (Environment Agency, Lead Local Flood Authorities and Water Companies) in the region. The Environment Agency's flood mapping indicates that Halton has considerable areas at risk from flooding (Figure 14). To adequately consider the flood risk of proposed development sites, it is required that each local authority undertakes a Strategic Flood Risk Assessment (SFRA). A SFRA is a planning tool which allows Council's to select the least vulnerable sites for future development. In addition to the Environment Agency's river flood mapping it brings together multiple sources of data including those of surface water flooding, past flood events, models the potential effects of future climate change and gives regard to the location of existing flood defences.
- 14.14 A Level 1 SFRA was undertaken in 2007 for Halton. This revealed that only a relatively small area of the Borough was identified as being at risk from flooding, predominantly around the main rivers/watercourses which run through the Borough. The SFRA shows where areas of higher flood risk arise, and where development is proposed in these areas, makes recommendations about what mitigation is required. The main source of flood risk is fluvial flooding from Keckwick Brook (Sandymoor, Runcorn), Bowers Brook (Widnes) and Ditton Brook (Ditton, Widnes). The largest potential flood risk across the Borough is that of tidal flood events from the River Mersey, which could potentially rise following the impact from flooding following the more detailed examination through the Level 1 SFRA.
- 14.15 As a result of the findings of the Level 1 Assessment, the Council appointed consultants JBA to undertake a Level 2 SFRA in 2010, which was completed in 2011. In response to the areas identified at risk in the Level 1 SFRA, the Level 2 assessment concentrated on the three primary watercourses and development areas which were drawn out of the Level 1 SFRA: Ditton Brook, Bowers Brook and Keckwick Brook (Figure 15).
- 14.16 Ditton Brook is located to the north of the River Mersey. Unlike Bowers Brook, Ditton flows through a predominantly rural area.
- 14.17 Bowers Brook is located to the north of the River Mersey. The Flood Zone map for Bowers Brook currently indicates significant extents of flooding within the surrounding urban areas. During preparation of the Level 2 SFRA, the Environment Agency's Bowers Brook model has been updated and flood risk analysed using the latest Light Detection and Ranging (LIDAR) data and hydrology. The latest modelling indicates significant reductions in the extent of flooding.
- 14.18 Keckwick Brook is located to the south of the River Mersey and discharges to the Manchester Ship Canal via a number of outfalls, with a number of flood mitigation structures along its length
- 14.19 The Level 2 SFRA considered the detailed nature of flood hazard from all sources (tidal, fluvial, groundwater, flood defences, sewers, canals and other artificial structures/systems) taking account of the presence of flood risk management measures such as flood defences.

The additional detail provided in this report also informs a sequential approach to development allocation within flood risk areas and mitigation options where appropriate. This assessment concluded that flood risk is not considered to constrain the delivery of planned development in the Borough. A revision of this document is expected at the end on 2019.

Figure 15: SFRA Level 2 Flood Risk Areas (2011)²⁶



Further Opportunities for Improvement

- 14.20 In February 2013, an announcement was made from the Environment Agency regarding future funding for flood defence schemes. Within this announcement, £11.6 million of funding was allocated to reduce the risk of flood and coastal erosion in the North West during 2013/2014, rising to £26.5 million in 2014/2015²⁷. Details of flood defence schemes within Halton which were part of this funding allocation are included within the following paragraphs.

²⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765780/North_West_RFCC_draft_Business_Plan.pdf

²⁷ Environment Agency (2013) Funding allocated to the North West

East Runcorn

- 14.21 Flooding issues at Sandymoor (Runcorn) arising from Keckwick Brook have heavily influenced the future development of the area. Keckwick Brook has already been the subject of a number of works in order to address flood risk in the area, allowing appropriate development to proceed without presenting undue risk to people or property.
- 14.22 The Environment Agency's Goway and Weaver Catchment Flood Management Plan (CFMP) (2009)²⁸ identifies the Keckwick Brook Flood Alleviation Scheme as one of a number of schemes required to alleviate flood risk problems in this catchment area. The CFMP recognises that a number of residential and commercial properties in East Runcorn are prone to river flooding from Keckwick Brook. The existing flood risk management measures on Keckwick Brook have been improved in the Sandymoor area. The total number of properties at risk in this sub-area is approximately 150 and due to climate change this is expected to rise to 210 by 2100 in a 1% chance flood event.
- 14.23 Recent hydrological modelling work suggests that the extent of the flooding envelope is not as great as first thought and this has resulted in a reduced scheme comprising flood protection embankments between the brook and properties at risk. The scheme has been allocated funding in the 2011/12 Grant in Aid programme through the Regional Flood and Coastal Committee. The Environment Agency completed this scheme in autumn 2012.
- 14.24 From the same Grant in Aid programme, Halton was allocated £56,000 in 2011/12 for protection works to the Wharford Farm flood defence reservoir.²⁹
- 14.25 Wharford Farm is a storm water storage basin providing protection to properties downstream in Sandymoor. A meander in the course of Keckwick Brook is causing erosion in proximity to the toe of the reservoir embankment and works were undertaken to strengthen and protect the embankment. Discussions with the Environment Agency identified potential advantages in working in partnership to deliver both schemes. The Environment Agency undertook the work at the same time the DEFRA funded flood protection scheme at Sandymoor to improve efficiency and minimise costs. Both these schemes were completed in autumn 2012.
- 14.26 The Environment Agency's Local Levy Budget Announcement for 2011/12, included Keckwick Brook, Runcorn. These flood protection works have now been completed protecting approximately 50 properties on the Sandymoor estate at risk of river and surface water flooding, using approximately £700,000 of local levy money.

General Development

- 14.27 Where development does take place in areas of higher flood risk, then developers will

²⁸ Environment Agency (2009) Weaver Goway Catchment Flood Management Plan – Summary

²⁹ 31Environment Agency (2011) North West Regional Flood and Coastal Committee

need to fund flood risk infrastructure as required. The Environment Agency will remain responsible for flood defence work in the Borough. The SFRA will be updated as necessary and used to inform decisions on planning applications.

- 14.28 The Level 2 SFRA has made the following recommendations for further work:
- A Scoping Surface Water Management Plan (SWMP) should be undertaken in partnership with key stakeholders to identify particular hotspots where surface water solutions can be identified or more detailed modelling is needed.
 - A Drainage Strategy should be undertaken as part of or alongside the scoping SWMP for key development areas to identify locations suitable for Sustainable Drainage Systems and how flood risk can be managed and reduced downstream
- 14.29 In March 2010, Halton was awarded £100,000 for 2010/11 by DEFRA under their 'Early Action' programme to tackle surface water flood risk, for the development of a SWMP for the Borough. The Council's Consultants Mott MacDonald have been commissioned to produce the SWMP in accordance with advice and technical guidance produced by DEFRA. The plan was completed in June 2011.

15. Gas

- 15.1 National Grid Gas owns and operates the high pressure National Transmission System throughout Great Britain which consists of 4,300 miles of pipelines and 26 compressor stations connecting to 8 distribution networks. New gas transmission infrastructure is required periodically to meet increases in demand and changes in supply patterns. Generally network developments to provide.
- 15.2 Environment Agency (2011) 2011/2012 Local Levy Budget announced supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.
- 15.3 The national transmission system connections are only suitable for large scale industrial uses of gas e.g. connections of major power stations to the network where there is a need to connect to high pressure flows. National transmission system connections are also suitable for large scale gas storage facilities and operators wishing to put gas into the national transmission system.
- 15.4 National Grid also owns and operates an 82,000 miles of lower pressure distribution gas mains in the north west of England, the west Midlands, east of England and north London, delivering gas to around 11 million homes and business premises. National Grid does not supply gas, but provides the networks through which it flows.
- 15.5 The local gas distribution network operates at a lower pressure, eventually supplying the customer. Low pressure connections are usually required for housing developments up to around 1,000 dwellings. Medium pressure connections will be more appropriate for very large urban extensions or shopping centres. In terms of information for Infrastructure Plans, there are no useful “standards” of provision which are available. It is not cost effective for National Grid to invest in new gas infrastructure speculatively based on proposals within planning documents or similar. They are not in a position to carry the costs of the infrastructure should the development be delayed or not go ahead.
- 15.6 National Grid has the following gas transmission assets located within the administrative area of Halton Borough Council and as illustrated in Figure 16:

Figure 16: National Grid High Pressure Gas Pipelines³⁰



Further Opportunities for Improvement

- 15.7 Any changes to the local network will arise from National Grid's mains replacement programme in addition to requests for customer connections and/or significant changes in demand requiring reinforcements to the local network as required. Discussions held with National Grid regarding future development in Halton and the wider Liverpool City Region raised no significant concerns regarding adequate pressure to service new development in the area. As part of the 2011 Infrastructure Plan further analysis of the Key Areas of Change identified where reinforcement may be required over the lifetime of the Delivery and Allocations Local Plan.
- 15.8 The development of the HyNet programme³¹ in the Northwest of England and more significantly the Liverpool City Region will see the current gas network blended with a small amount of Hydrogen (potentially produced in Halton). Although currently in its infancy the introduction of a blended gas and hydrogen mix to supply energy either to heat homes or power businesses within the region will help reduce over one million tonnes of CO₂ a year by 2050.

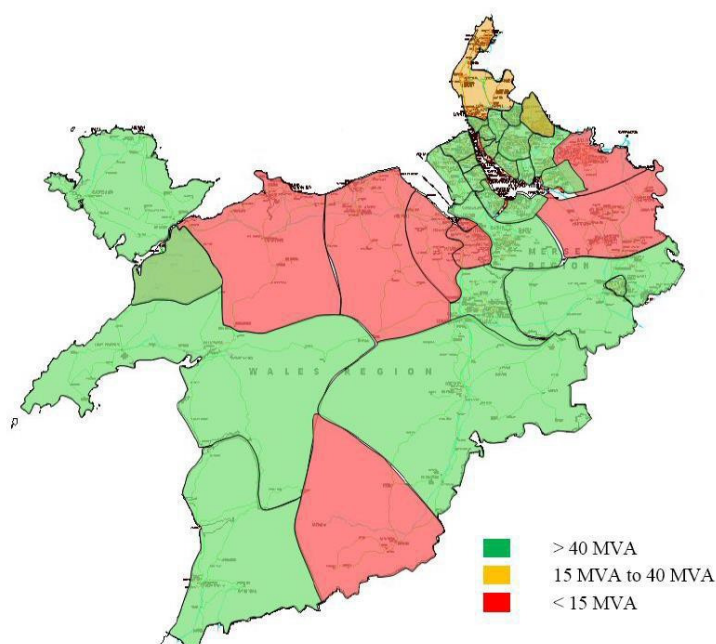
³⁰ National Grid (2011) High Pressure Gas Pipelines

³¹ <https://hynet.co.uk/> accessed 26 March 2019

16. Electricity

- 16.1 Electricity in Halton is provided by Scottish Power Manweb and it is their responsibility to distribute electricity to homes and businesses. Scottish Power Manweb supplies approximately 1.5 million customers in the north west of England and North Wales. Scottish Power generally operates in a reactive way providing the necessary infrastructure as required to serve development and meet demand. which provide information on the operation and development of the distribution systems and how the system is expected to develop. However, long term development statements³² are produced.
- 16.2 The Scottish Power Manweb Long Term Development Statement provides information about their 132kV and 33kV distribution systems and anticipated developments which affect system capability. The distribution system is continuously evolving in response to operational requirements, system developments and customer applications. Figures 17 and 18 below show capacity on these two distributing systems, demonstrating that capacity exists in Halton at both voltage levels.

Figure 17: Scottish Power Manweb 132kV Load Spare Capacity Map³³

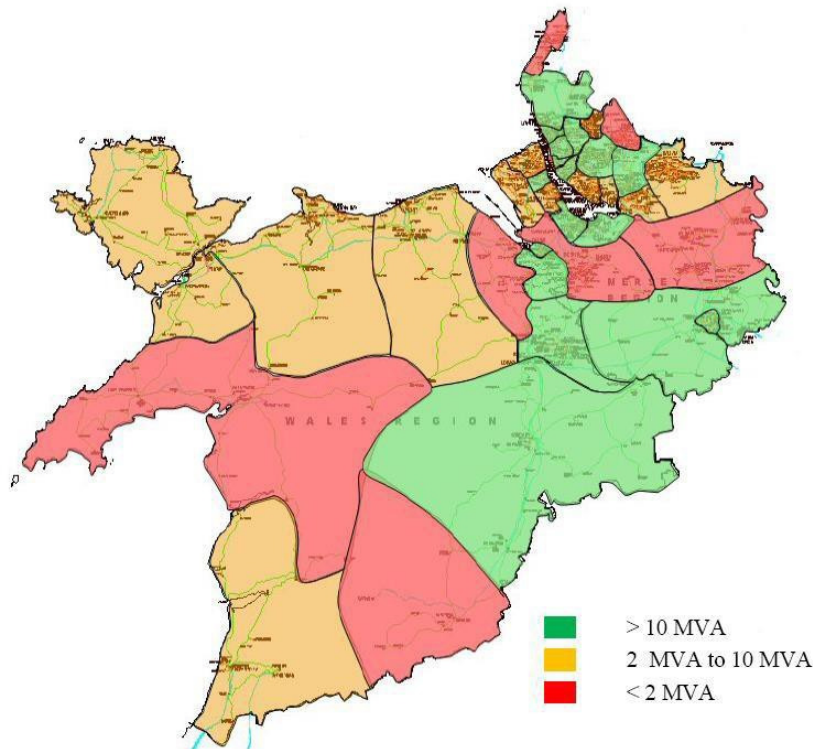


Scottish Power Manweb (2009) Distribution Long Term Development Statement

Figure 18: Scottish Power Manweb 33kV Load Spare Capacity Map

³² SP Manweb (2009) Distribution Long Term Development Statement 2009/10-2013/14

³³ National Grid (2011) High Pressure Gas Pipelines 2009/10-2013/14

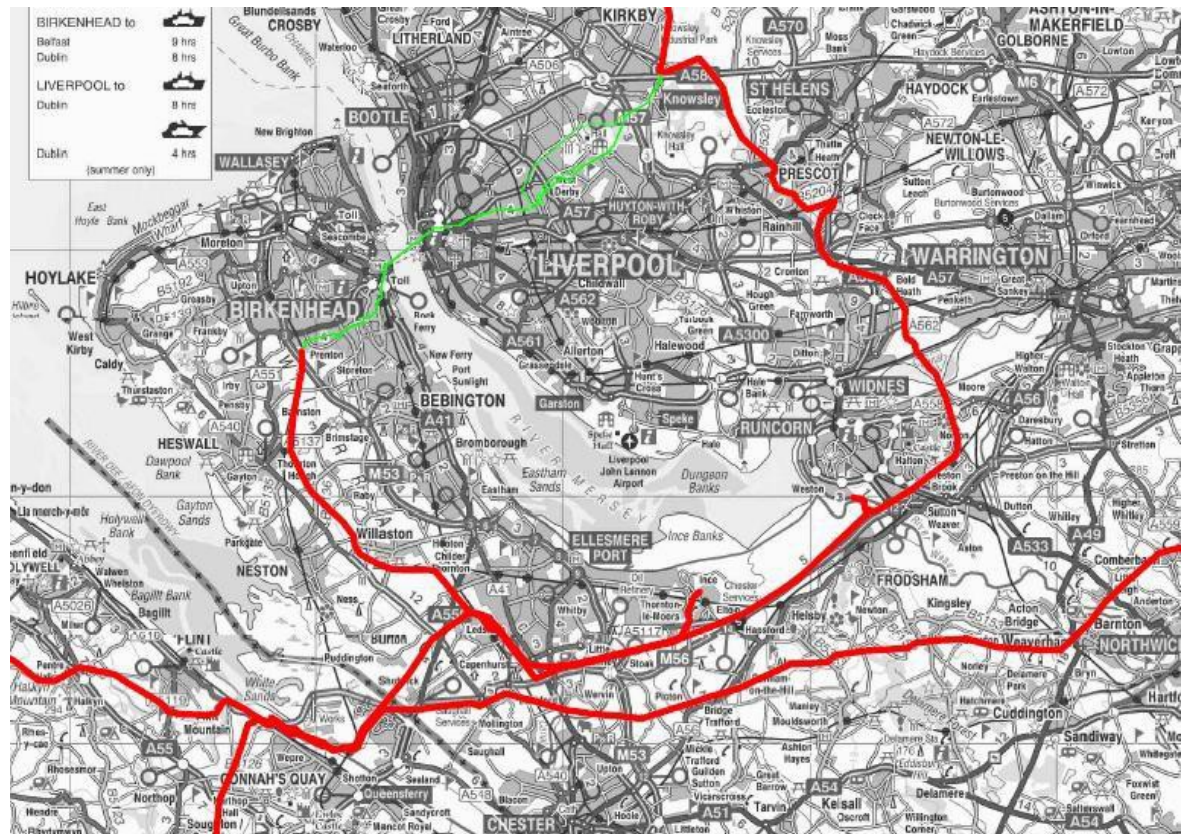


- 16.3 Both the demand on the Scottish Power Manweb distribution system and the operation of generators is dynamic in nature and is dependent on many factors. The weather, dawn/dusk times, social or sports events and relative fuel cost all play a part in the load profile and generation patterns. Peak demand on the system generally occurs on a weekday in mid-winter and the minimum demand at the weekend during summer. The maximum system demand for the Scottish Power Manweb area for 2015/16 was 3348MW on Monday 11th January 2010 within the half hour ending 17:30 hours. Over the five year period of this Plan, it is estimated that the winter peak demand for the Scottish Power Manweb area will increase to 3438 MW.
- 16.4 National Grid are responsible for the provision and maintenance of electricity infrastructure in England and Wales, and provide electricity supplies from generating stations to local distribution companies. As such, National Grid's high voltage network is made up of approximately 22,000 pylons with an overhead line route length of 4,500 miles, 420 miles of underground cables and 337 substations. Although it is the local distribution company's role to connect properties to the electricity network, National Grid are responsible for connecting any proposed generator of electricity or those which require a high voltage electricity supply to the network. Additionally, National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply, or provide a new grid supply point if necessary.
- 16.5 The National Grid's high voltage infrastructure was originally sited to avoid major development areas but since installation, much development may have taken place near these routes.
- 16.6 Figure 19 indicates the location of the National Grid's High Voltage cables in the area.

National Grid owned and maintained infrastructure in Halton consists of:

- 4ZF line – 275kV route from Rainhill substation in St Helens to Frodsham substation in Cheshire West and Chester, via Fiddlers Ferry substation in Warrington
- YY line – 400kV route from Frodsham substation in Cheshire West and Chester to Rocksavage substation in Halton
- Rocksavage substation – 400kV

Figure 19: National Grid High Voltage Cable Locations³⁴ (Red = Overhead, Green = Underground)



Through correspondence with National Grid, the East Runcorn Key Area of Change has been raised as a specific point of discussion, as it is crossed by National Grid's 4ZF High Voltage overhead electricity transmission line. These lines will remain in-situ in accordance with National Grid policy.

Further Opportunities for Improvement

- 16.7 In considering the future of electricity distribution and supply it is envisaged that there will be change due to energy efficiency measures and renewable and low carbon technologies. Opportunities exist for the connection of new load or generation throughout the Scottish Power Manweb distribution system. Connection requirements are site specific and therefore the economics of a development may vary across the system. Developers are encouraged to discuss their development opportunities with Scottish Power Manweb. Developers wishing to connect to the distribution system must make an application to Scottish Power Manweb.

³⁴ National Grid (2011) High Voltage Cable Locations

When plans and commercial agreements for a development are finalised and agreed by all parties concerned, they can be included in the Five Year Plan as public domain information.

- 16.8 Discussions have been held with Scottish Power to ensure sufficient supply capacity is available for proposed growth in the Borough, particularly within the Key Areas of Change. Further analysis was undertaken to identify areas where there may be insufficient capacity in the network for future development, this can be found in Appendix 2. This includes Widnes Waterfront where existing electricity infrastructure constraints have been identified.
- 16.9 To meet the goals of the Energy White Paper (2007)³⁵, UK energy systems will undergo significant change over the Core Strategy plan period. Much of the energy infrastructure network will require updating including:
- 16.10 An expansion of national infrastructure (overhead power line, underground cables, substations, new gas pipeline)
- 16.11 New forms of infrastructure including smaller scale distribution generation.
- 16.12 In relation to the proposed development at East Runcorn, National Grid prefers that buildings are not built directly beneath its overhead lines. Preferred uses underneath or adjacent to overhead power lines included nature conservation, open space, landscaping areas or parking areas. Any changes in ground levels proposed beneath overhead lines should maintain the statutory safety clearance distances. Further guidance on how to create high quality environments close to overhead power lines is provided in the David Lock Associates document:
- “A Sense of Place”³⁶
- 16.13 Areas where constraints have been identified, for instance Widnes Waterfront, will need to be addressed as development comes forward. Renewable and Low Carbon development opportunities may present alternative options to deal with capacity issues.

Renewable and Low Carbon Energy

- 16.14 Halton Borough Council in partnership with the Liverpool City Region (including Warrington and West Lancashire) commissioned consultants Arup to undertake a Renewable Energy Study in 2009 with the primary aim to identify future potential for renewable energy across the sub-region and provide evidence to support the emerging Local Development Frameworks.
- 16.15 The commission was split into two distinct stages. Stage One (completed in December 2009)³⁷ provided an introduction to renewable energy technologies and targets, the key

³⁵ DTI (2007) A White Paper on Energy

³⁶ David Lock Associates A Sense of Place (UK/senseofplace" <http://www.nationalgrid.com/uk/senseofplace>)

³⁷ Department of Energy and Climate Change: White Paper for secure, affordable and low-carbon electricity. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48129/2176-emr-white-paper.pdf

issues associated with them and how suitable they are in the context of the partner authority areas. The purpose of Stage Two (completed November 2010) was to provide more detailed spatial evidence for each planning authority, identifying Energy Priority Zones for delivery of low and zero carbon technologies and to provide a policy framework to enable the partner authorities to achieve consistency at a strategic sub- regional level.

- 16.16 The Liverpool City Region are currently developing a renewable energy strategy and delivery strategy in order to deliver the Combined Authorities ambitions to become a low carbon economy in the future.

Further Opportunities for Improvement

- 16.17 Based on the available data, the critical mass of heat demand and development growth, the study indicated prospective areas for district heating networks for Halton. This primarily identified Daresbury and Runcorn Waterfront as Energy Priority Zones but also considered Widnes Waterfront and 3MG (Mersey Multimodal Gateway) as having potential for district heating networks. Further site specific investigation is recommended into the feasibility and viability of these zones and the delivery of renewable energy.
- 16.18 Although the Renewable Energy Capacity Study did not identify significant scope for large scale renewable energy developments in Halton, future potential may exist as renewable technology advances and economies of scale become more widely realistic.
- 16.19 In 2013 planning approval was granted for a wood fuelled Biomass Combined Heat and Power Plant and ancillary infrastructure development at 3MG³⁸. The plant will utilise recycled wood and virgin wood from the manufacturing and construction industry to provide renewable energy to the local grid and heat to local users. The throughput of the facility is approximately 147,000 tonnes per annum and the plant produces about 20MW of electricity for export to the National Grid. It is expected that up to 3.5MWth of thermal energy will also be available to local industry.
- 16.20 There is a proposal for a major renewable energy installation named the Mersey Tidal Project promoted by Peel Energy to be sited on the Mersey Estuary. The scheme was planned to be a tidal barrage structure capable of harnessing power from the tide in the Mersey Estuary, and convert it into usable energy. Although the project would not be sited within the boundary of Halton Borough Council, it had the potential to impact on the protected habitats in the Borough, namely the Mersey Estuary Special Protection Area (SPA)/Ramsar site. A 3.5 mile stretch of the river between New Ferry and Eastham on the Wirral side and Dingle to Garston on the Liverpool side was identified as the most favourable area within which to locate a tidal power scheme. However in summer 2011, it was announced that high construction costs meant that the scheme is unlikely to go ahead without a change in the way we value renewable energy and security of supply, and therefore Peel Energy will not be progressing with the Mersey Tidal Project. The Council will continue to be closely involved in any further proposals for such a scheme as they develop,

³⁸ HBC Planning Application Ref: 12/00458/FULEIA - Widnes 3MG Biomass CHP Plant

to ensure maximum benefit for the communities of Halton and to identify and minimise any environmental impacts.

17. Communications

- 17.1 The Delivery Allocations Local Plan in its infrastructure provision policy refers to the growing importance of digital infrastructure and that access to digital technologies is vital for the Borough's residents and businesses. A Digital Britain White Paper was published by the Department for Culture, Media and Sport (DCMS) in conjunction with the Department for Business, Innovation and Skills in June 2009. One of the main objectives included within this report is to modernise and upgrade the wired, wireless and broadcasting infrastructure to sustain Britain's position as a leading digital economy. This was followed by the National Broadband Strategy in December 2010 which provided more detail on the full range of policy, legislative and funding initiatives that the Government is undertaking in support of the UK network.
- 17.2 The UK Digital Strategy³⁹ was renewed in March 2017 with seven strands covering: Connectivity - building world-class digital infrastructure for the UK; Skills and Inclusion - giving everyone access to the digital skills they need; The digital sectors - making the UK the best place to start and grow a digital business; The wider economy - helping every British business become a digital business; Cyberspace - making the UK the safest place in the world to live and work online; Digital government - maintaining the UK government as a world leader in serving its citizens online; The data economy - unlocking the power of data in the UK economy and improving public confidence in its use. According to the Future Telecoms Infrastructure Review, the UK Government aims to achieve 100% full fibre by 2033; 15 million premises by 2025; the majority of the population covered by 5G networks by 2027.

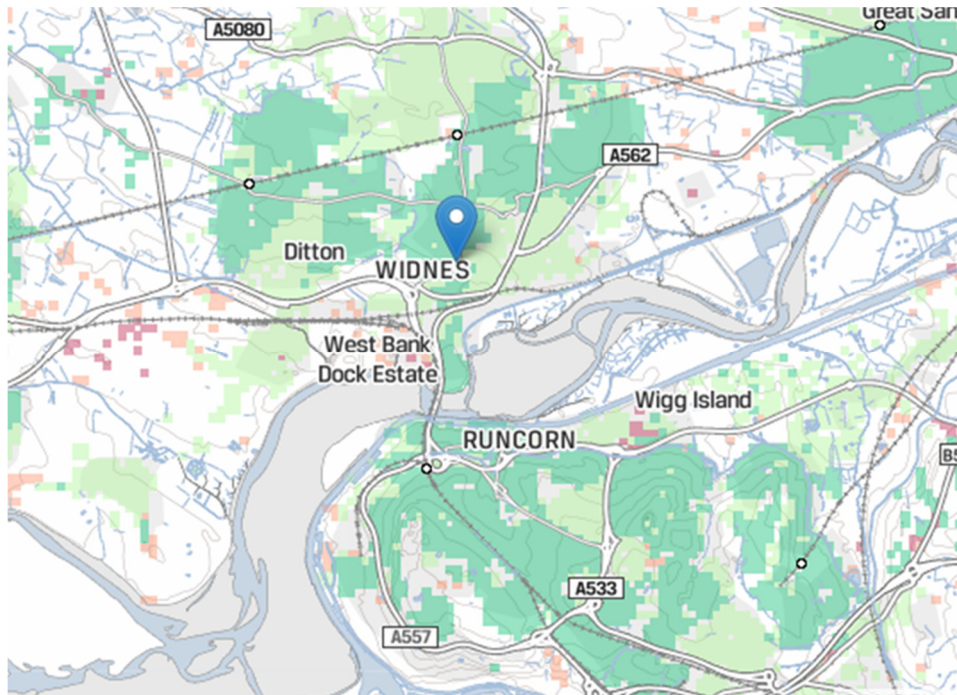
Broadband Network

- 17.3 In terms of communication, the prime concern to the Council is the internet network in the Borough. The internet network in Halton currently achieves speeds of between 2 - 30Mbps (Megabits per second) with an average sync speed of 11.2Mbps (Figure 20). *Across the Connecting Cheshire patch 98% of premises now have SBBB with 95% receiving speeds of 24Mbps or above*. (Figure 20). The Borough suffers from varying degrees of digital exclusion, which is defined as: being prevented (by skills, equipment, motivation or some other factor) from going online and using new technologies. Halton Borough Council wishes to move to a position of digital inclusion which is defined as the incorporation of information technologies into the community in order to promote education and improve quality of life.
- 17.4 New communications technologies not only help businesses trade and development; they also create opportunities for businesses to develop new applications and services. These new applications and services increase demand for faster and better communications facilities, which in turn leads to more innovation in applications and services in a development spiral. Connecting people to ICT skills can connect them to new or better jobs, to new forms of communication and social interaction, to community infrastructures and government services, to information to help with homework, to consumer power and

³⁹ <https://www.gov.uk/government/publications/uk-digital-strategy>

convenience. It can save people time and money, open new doors and new worlds. Digital inequality matters because those without the right combination of access, skill, motivation or knowledge to make digital decisions are missing out in all areas of life. That doesn't just impact on individual lives but on families, communities, on political processes, democracy, public services and the economic and social health of the nation as a whole.

Figure 20 Broadband Availability in Halton



- 17.5 Halton Borough Council has developed a Digital Economy and Inclusion Strategy (DEIS) which targets Next Generation Access (NGA) Broadband as a mechanism for driving economic development and social inclusion in Halton. NGA refers to superfast broadband that is enabled by replacing current technology such as copper phone lines with new technology, such as fibre-optic cable (fibre) and the latest fixed and mobile wireless technologies. NGA achieves speeds above 50Mbps (Megabits per second).
- 17.6 Halton's DEIS consists of four elements:
- Obtain NGA Broadband for the Borough by driving demand for this utility
 - Provide Businesses with the knowledge and skills to take advantage of NGA and related technology
 - Provide residents with the knowledge, skills and infrastructure for inclusion in the online world
 - Deliver more Council Services primarily online with backup via other channels.

Digital Television

- 17.7 From 2012 analogue television services in the UK were replaced by digital. Halton falls within the Granada Television area, where terrestrial television signals are received by aerial from the Winter Hill transmitter. Digital switchover in the UK began in 2008 and switchover

occurred in Halton in winter 2009.

Digital Radio

- 17.8 One other aspect of infrastructure, sound radio, is considered in the Digital Britain report, which proposes digital upgrade of all national broadcast radio stations to DAB- only (Digital Audio Broadcasting) from the end of 2015. The DCMS published a Digital Radio Action Plan in 2011, setting out the Government's objectives to replace analogue radio with a digital service.
- 17.9 Listening to digital radio accounts for 25% per cent as of spring 2011 of all radio listening in the UK, in addition to the countless hours of audio content consumed on the internet. However, the Action Plan sets out that a Digital Radio.
- 17.10 Switchover can only be made once 50% of all radio listening is to digital channels and national DAB coverage is comparable to FM, and local DAB reaches 90 per cent of the population and all major roads

Further Opportunities for Improvement

- 17.11 As part of the DEIS implementation, a NGA Broadband Innovation Group has been established by the Council. This group consists of public and private sector membership and has worked with colleagues in Cheshire and Warrington towards completing a Broadband Delivery UK bid (BDUK) in 2011. As a result of this project 98% of premises across Halton, Cheshire and Warrington, now have access to fibre broadband, with 95% receiving internet download speeds of >24Mbps. The project is currently in its third phase of delivery – Digital 2020; this covers CWAC, CE and Warrington only as it was funded by Cheshire and Warrington LEP's allocation of ERDF.

Funding

- 17.12 The only funding currently available for broadband infrastructure is:
- Rural Community Broadband Fund – announced April 2019, this is a £20 million joint fund between Rural Development Programme for England and BDUK that exists to help rural communities in the last 10% get access to superfast broadband.
 - Community Fibre Partnerships – Openreach scheme to assist local communities to install faster broadband
 - Gigabit Broadband Voucher scheme – DCMS funding offering vouchers for residential properties (£500) and businesses (£2500) towards connecting to full-fibre broadband; low take-up in Halton to date.
- 17.13 BDUK is due to announce further 'outside-in' funding in due course to replace the LFFN programme.
- 17.14 These funds may be relevant to rural areas in Halton, for instance Daresbury, Hale and Moore or for business parks where connectivity is poor.
- 17.15 The connectivity of rural communities is crucial to meet the Government's target of 90% of

households by 2015 to be reached. The Government has two funds available to support rural broadband:

- Rural Broadband Programme – A £530 million fund allocated to local authorities and devolved administrations who are then responsible for managing the procurement process in accordance with a framework set out by BDUK.
- Rural Community Broadband Fund – A £20 million joint fund between Rural Development Programme for England and BDUK that exists to help rural communities in the last 10% get access to superfast broadband.

17.16 These funds would be relevant to rural areas in Halton for instance Daresbury and Moore.

17.17 Alongside the connections of existing development, Halton Borough Council will be promoting the digital connectivity of new buildings by helping developers to understand the advantages and added value of integrating fibre connectivity into new development. To assist developers there are a few guides available. These include the Publicly Available Specification - PAS 2016: 2010 which provided guidance and a practical framework to identify recommendations for digital communications infrastructures to and within new build domestic dwellings and the Openreach Developers' Guide⁴⁸ which explains what services Openreach can offer developers.

17.18 With regards to wireless infrastructure the rollout of 5G technologies are being monitored with interest. These networks are designed around data transmission from wireless devices and can transform the working environment. Predictions are that workers can become more nomadic in their working habits, no longer needing to physically attend a place of work since all ICT systems and communications can be accessed remotely. As network operators extend the 5G network, opportunities and technology will expand exponentially.

Sci-Tech Daresbury Campus

17.19 On 17th August 2011 it was announced that Sci-Tech Daresbury Campus had been successful in its bid to become an Enterprise Zone. The bid was supported by Halton Borough Council, Liverpool City Region Local Enterprise Partnership and Greater Manchester Local Enterprise Partnership.

17.20 As part of designating the Campus as an Enterprise Zone, the zone will get Government support to ensure as part of designating the Campus as an Enterprise Zone, the zone will get Government support to ensure BT (2013) Openreach Developers' Guide: Telecommunications Infrastructure and Installation that superfast broadband is rolled out throughout the zone, achieved through guaranteeing the most supportive regulatory environment and, if necessary, public funding. This project is called Sci-Connect. It should be noted that broadband speeds at Sci-Tech Daresbury Campus are already high, with access to a high speed 100 MB internet connection scalable to demand. Academic partners on site are already able to utilise the very high speed Network

18. Waste

- 18.1 Waste facilities in Halton currently serve the Liverpool City Region and wider geographical area. Halton has a hazardous landfill site at Randall's Island, Runcorn operated by Ineos Chlor Ltd. This deals with waste from the Ineos Estate. The Government's aim is to reduce reliance on landfill preference of more sustainable methods of waste treatment. At Shell Green, in Widnes, sewage sludge is taken from seven wastewater treatment plants across the northwest. This is then processed by de-watering and incineration. Ineos Chlor's combined heat and power plant at Weston Point, Runcorn, is able to process 850,000 tonnes of solid recovered fuel from waste each year. In addition to these large scale secondary treatment and disposal facilities, Halton has 18 waste transfer stations located in the Borough. This gives Halton the largest concentration of waste transfer stations, per head of population, in the North West. Halton therefore currently makes a significant contribution to the waste treatment and disposal needs of the Liverpool City Region and the wider North West region.
- 18.2 Halton is part of the sub-regional group of local authorities who have produced the Joint Merseyside Waste Local Plan⁴⁰ (Waste Local Plan). This grouping includes the following Councils: Halton; Knowsley; Liverpool; Sefton; St. Helens; and Wirral. The Waste Local Plan will guide future development of waste management and treatment facilities across the sub region until 2028, by identifying the most suitable sites across the Merseyside sub-region and allocate these sites for waste management uses. In this way the Local Planning Authorities will be able to direct the waste industry to the most suitable locations and importantly, help resist planning applications for waste facilities in the wrong locations. Alongside site allocations the Waste Local Plan provides a policy framework to help deliver a more sustainable future for Merseyside and Halton's waste management needs. The aim of the Waste Local Plan is to reduce the amount of waste going to landfill, as landfill is an unsustainable and with the introduction of the landfill tax, an increasingly expensive method of waste disposal. The needs assessment underpinning the Waste Local Plan indicates that sites for a variety of different waste facilities will be needed, including:
- Household Waste Recycling Centres
 - New Treatment facilities
 - Materials Recycling Facilities
 - Waste Transfer Stations

Mineral Resources

- 18.3 The Waste Local Plan contains a range of specific sites across the six districts suitable for a variety of waste management needs. The sites in Halton included for waste purposes within the Waste Local Plan are:
- Runcorn Wastewater Treatment Works, Astmoor, Runcorn
 - Eco-cycle Waste Ltd, Johnson's Lane, Widnes
 - Widnes Waterfront Site, Moss Bank Road, Widnes (Sub-regional site)

⁴⁰ Waste Planning Merseyside (2013) The Merseyside & Halton Waste Local Pla

18.4 The private industry will build and operate many of the waste facilities, although Sometimes they will do so with, or under contract to, public bodies such as the Merseyside Waste Disposal Authority.

19. Minerals Resources

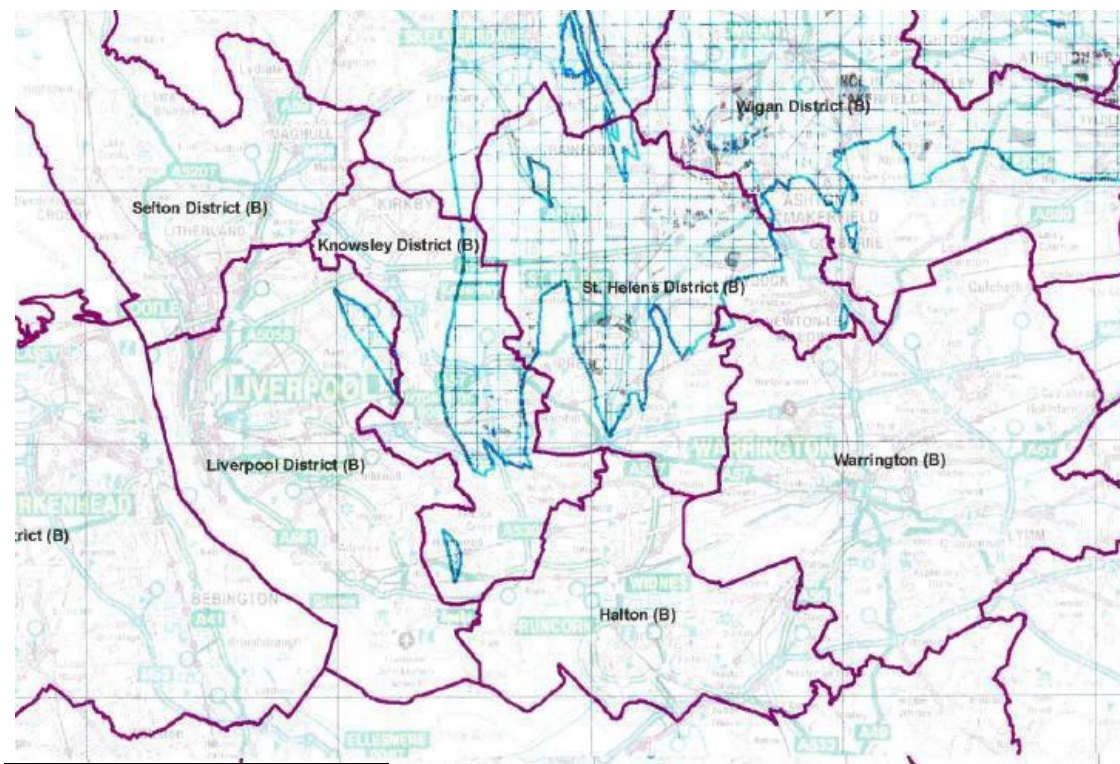
- 19.1 In 2008 a Mineral Study was conducted across Merseyside entitled The Evidence Base for Minerals Planning in Merseyside⁴¹, undertaken by Urban Vision. This indicated that no significant quantities of high quality minerals are present in the Borough. There are no operational mineral sites in Halton and limited evidence of previous activity. The only operational quarry for sand and gravel extraction in the sub-region is at Bold Heath Quarry, St Helens, in close proximity to the border with Widnes. However, potential Minerals Safeguarding Areas (MSA) and potential Areas of Search for Sand and Gravel were identified in four small disparate locations across Halton through the study. The locations are at:
- Preston on the Hill, Runcorn (Potential Area of Search south of the M56 motorway, close to Junction 11)
 - Manor Park, Runcorn (Potential Minerals Safeguarding Area)
 - Clifton, Runcorn (Two Potential Minerals Safeguarding Areas north and south of the M56 motorway close to Junction 12)
 - Barrows Green, Widnes (Potential Minerals Safeguarding Area around the existing Bold Heath Quarry)
- 19.2 The potential of these becoming mineral extraction sites is limited and as no commercial viability analysis has been produced it is proposed to address the viability of the sites as part of the Delivery and Allocations Local Plan.
- 19.3 Correspondence with the Coal Authority indicates that there are no surface coal reserves in the Borough. Figure 21 below is an extract of a map of the UK published on the Coal Authority website which indicates the extent of coalfields. Although Halton (specifically the whole of Widnes) falls under a Coal Mining Development Referral Area, whereby relevant planning applications are required to be referred to the Coal Authority and have conditions attached to any grant of planning permission as required, more detailed analysis (depicted in Figure 22) shows that there are no surface coal reserves in Halton which could be viably extracted.

⁴¹ Urban Vision (2008) The evidence base for Minerals Planning in Merseyside

Figure 21: Map of Coalfields



Figure 22: Surface Coal Resource Areas around Halton (blue hatched areas indicate Coal Resource Areas)



20. Green Infrastructure

- 20.1 Green infrastructure, as defined by Natural England, is a strategically planned and delivered network of high quality green spaces and other environmental features⁴². It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and is needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.
- 20.2 Green infrastructure includes urban and rural components, ranging from the designed to the more natural. Types of green infrastructure found across the Borough include agricultural land, allotments, cemeteries, churchyards, waterside habitats (including canals and waterways), derelict land, general amenity spaces, grasslands, scrublands, outdoor spaces, outdoor sports facilities, parks and public gardens, private domestic gardens, street trees, water bodies and courses, wetlands and woodlands.
- 20.3 Green Infrastructure, as defined above, is an extensive resource and as such it would be difficult to provide information on Halton's entire network. The following sections provide details of the main types of Green Infrastructure, however, it should be noted that some parts of Halton's Green Infrastructure network will be described in other sections of this Infrastructure Plan. For instance canals and waterways make a large contribution to the network but are described in more detail within the Transport Infrastructure Section.

Open Space, Sport and Recreation

- 20.4 Open spaces and outdoor sports facilities form an important part of the Borough's green infrastructure network. Halton's Open Space Study⁴³ assessed existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs in terms of quality, quantity and accessibility. The study concluded that Halton has predominantly good quality and accessible open spaces although there are specific areas of priority that need resourcing. A Playing Pitch Strategy has also assessed the existing and future needs for playing pitch provision in Halton. Following on from the 2004 Strategy a consultation draft Playing Pitch Strategy has been produced. The draft 2013 strategy identifies existing pitch provision and future need. Overall the Strategy has identified that Halton has an adequate supply of pitches to meet current and projected future demand.

Further Opportunities for Improvement

- 20.5 The Open Space Study came to a number of conclusions and recommendations.
- 20.6 There is a potential need for a small park within the south and east of Runcorn. It may be appropriate to investigate the protection of existing good quality sites and increase accessibility to sites. There is a small overall deficiency of amenity greenspace and there are a number of areas outside appropriate catchment areas, Widnes in particular was

⁴² Natural England (2009) Green Infrastructure Guidance

⁴³ PMP (2005) Open Space Study

identified as a priority. There is a shortage of junior sports pitches, other types of outdoor sports facilities are very accessible within the Borough. Finally the study highlighted that allotments are a valuable form of recreation and are currently 100% full. Although there is limited additional demand at present for further allotment provision, some residents are outside the defined catchment area, particularly in the east of Runcorn.

- 20.7 The consultation draft Playing Pitch Strategy⁴⁴ has highlighted a number of recommendations to ensure that the Borough can meet demand for the next 5 years. This includes converting surplus adult pitches to smaller pitches for junior matches, maintaining the quality of pitches, changing and training facilities and formalising agreements with local sports clubs to assist in the management and operation of Council owned pitches.

Parks and Woodland

- 20.8 There are a number of parks across the Borough. In Runcorn these include Phoenix Park, Rock Park, Runcorn Hill Park, Town Hall Park, and Wigg Island Community Park. In Widnes Hale Park, Hough Green Park, Spike Island, Victoria Promenade and Victoria Park form the majority of parks. Overall, the quality of parks is good and Halton is well provided for in terms of natural and semi natural open spaces and is fortunate to have a number of regionally significant sites within its boundaries.
- 20.9 A number of Halton's parks have achieved the Green Flag Award. This is the national standard for parks and green spaces across England and Wales. The award scheme began in 1996 as a means of recognising and rewarding the best green spaces in the country. It was also seen as a way of encouraging others to achieve the same high environmental standards, creating a benchmark of excellence in recreational green areas. At 2017 Halton Borough Council has 3 Green Flag Award Parks which are reassessed annually.
- 20.10 Another important resource in the Borough's green infrastructure network is that of smaller wooded areas. Runcorn New Town has an abundance of both mature woodlands and developing semi-mature trees, and is a good example of an urban forest. Halton is also situated at the heart of The Mersey Forest, the largest of England's twelve designated community forests. The Council is an active partner in this project, which was launched in 1994 with the aim of dramatically increasing woodland cover in the region over the next 30 years. In Halton, the successful outcome has been the creation of more than 100 hectares of new woodland.

Further Opportunities for Improvement

- 20.11 Future green infrastructure proposals include the creation of an upper Mersey Valley Park. This is a large, landscape-scale response to economic and social changes that are being proposed within Halton. This will also provide recreation and tourism opportunities to encompass both sides of the estuary. This will form a unifying ecological feature within the existing system of 10 Local Nature Reserves and 50 Local Wildlife Sites which spread across the whole of Halton.

⁴⁴ HBC (2013) Consultation Draft - Halton Playing Pitch Strategy

Wildlife and Nature Conservation Area

- 20.12 The intertidal flats and saltmarshes of the Mersey Estuary provide feeding and roosting sites for large and internationally important populations of waterbirds, and during the winter, the area is of major importance for ducks and waders. The Estuary is also important during the spring and autumn migration periods, particularly for wader populations moving along the west coast of Britain.
- 20.13 Due to the characteristics of the Mersey Estuary, it is designated as a Special Protection Area (SPA), for its internationally important numbers of migratory species and waterfowl, and an internationally important wetland (Ramsar) site.
- 20.14 Sites of Special Scientific Interest (SSSI) are the country's very best wildlife and geological sites. In total Halton has three SSSIs, namely Flood Brook Clough and Red Brow Cutting in addition to the Mersey Estuary. Flood Brook Clough and Red Brow Cutting are currently considered to be in favourable condition.
- 20.15 Halton Borough Council has 10 Local Nature Reserve's (LNRs) (Table 3) which support habitats and species which are important at a local level. LNRs in Halton amount to 148.53 hectares of land or the equivalent of 1 hectare per 846 head of population (Halton 2012 mid-year population estimate (125,700)). This figure exceeds the Natural England standard of 1 hectare per 1,000 head of population.

Table 3: Local Nature Reserves in Halton

Site Name	Area (ha)
Clinton Wood	11.79
Daresbury Firs	10.81
Dorchester Park	3.34
Hale Road Woodlands	12.21
Mill Wood (owned and designated by Liverpool City	
Murdishaw Woods and Valley	30.42
Oxmoor	8.3
Pickering's Pasture	15.42
Runcorn Hill	17.30
Wigg Island	25.12
Total	148.53

- 20.16 Halton also has a number of locally designated non-statutory sites in the Borough called Local Wildlife Sites. A Local Wildlife Site is a designation used to protect areas of importance for wildlife at a local scale. There are currently 50 sites designated as Local Wildlife Sites within Halton (Table 4).

Table 4: Local Wildlife Sites in Halton

Site Name

Barkers Hollow Wood, Preston Brook	Morts Wood, Daresbury
Beechwood, Runcorn	Murdishaw Wood and Valley, Runcorn
Big Wood, Runcorn	Norbury Wood, Runcorn
Big Boar's Wood, Hale	Norton Priory, Runcorn
Clifton Cloughs, Runcorn	⁴⁵ Old Plantation, Hale
Clifton Lagoon, Runcorn	Oxmoor Wood and ponds, Runcorn
Clincton Wood, Widnes	Pickerings Pasture, Widnes
Clough Wood, Runcorn	Pitts Heath Wood, Runcorn
Daresbury Firs, Daresbury	Pond at Delphfield, Runcorn
Daresbury Nature Reserve, Daresbury	Pond off Meadway and adjacent grassland, Widnes
Disused railway line, south of Warrington Road, Widnes	Priory Meadow (formerly HaddocksWood Pasture), Runcorn
Dorchester Park	Ramsbrook Plantation, Hale
Dutton Hospital Wood, Runcorn	Rows Wood, Daresbury
Green Wood and Pitts Heath, Runcorn	Runcorn Hill, Runcorn
Haddocks Wood, Runcorn	Sandymoor Wood, Runcorn
Hale Road Woodland, Hale	Southern verge embankment A533 Brookvale
Haystack Lodge, Runcorn	St. Helens Canal (reclaimed), Widnes

⁴⁵ http://www.meas.org.uk/media/5870/main-report-cbv1final_web.pdf

Land north of Hallwood Park, Runcorn	Stenhills Open Space, Runcorn
Land off Lunts Heath Road, Farnworth	The Glen, Runcorn
Little Boar's Wood, Hale	Upper Mersey Estuary: Astmoor saltmarsh and swamp
Lodge Plantation, Runcorn	Upper Mersey Estuary: Intertidal areas
Manchester Ship Canal Bank, Astmoor	Upper Mersey Estuary: Widnes Warth saltmarsh
Manor Park 3 Woodland, Moore	Weston Marsh Lagoon
Mill & Hopyard Wood, Hale	Wigg Island, Runcorn
Moore Meadows, Runcorn	Windmill Hill Wood, Runcorn

- 20.17 There are 13 sites designated as Ancient Woodland across the Borough (Table 5). Ancient woodlands are defined as those sites which have been continuously wooded since at least the year 1600 and are greater than 0.25 hectare in size. Only 7% of England's surface area is made up of woodland and Halton has less than half of the national average.

Table 5: Ancient Woodland in Halton

Site Name	
Barkers Hollow, Preston Brook	Hopyard Wood, Hale
Beech Wood, Runcorn	Mill Wood, Hale
Clifton Cloughs, Runcorn	Murdishaw Wood, Runcorn
Clough Wood, Runcorn	Old Plantation, Hale
Dutton Hospital Wood, Runcorn	Rows Wood Daresbury
Flood Brook Clough, Runcorn	Sandymoor Wood, Runcorn
The Glen, Runcorn	

- 20.18 The Biodiversity Action Plan (BAP) is the current system for the protection, conservation and enhancement of wildlife in the UK. Biodiversity Action Planning in Halton is underpinned through county-based Cheshire Biodiversity Action Plan (CrBAP) habitat and species targets. It is also worth noting that the Borough of Halton also lies within the Merseyside and Cheshire Local Nature Partnerships.
- 20.19 The currently adopted UDP also designates a number of sites across the Borough for their landscape character either as Areas of Special Landscape Value or Important Landscape

Features (Table 6).

Table 6: Areas of Special Landscape Value and Important Landscape Features

Areas of Special Landscape Value	
Parishes of Daresbury and Preston Brook	Runcorn Hill
Hale (including coastal area and Pickerings Pasture)	Town Park (including Haddock's Wood and Norton Priory Woods)
Mersey Estuary (including beaches, cliffs and salt marshes)	
Important Landscape Features	
Big Wood, Runcorn	Sandymoor (woodlands and greenways, Runcorn)
Bridgewater Canal, Runcorn	Spike Island, Widnes
Clington Woods, Widnes	Stenhills Open Space, Runcorn
Daresbury Firs, Runcorn	Sunnybank, Widnes
Green Wood, Runcorn	Trans-Pennine Trail (West Bank Dock section), Widnes
Halton Castle, Runcorn	Victoria Park, Widnes
Lodge Plantation, Runcorn	Victoria Promenade, Widnes
Mersey Road footpath, Runcorn	Wigg Island, Runcorn
Murdishaw Woods, Runcorn	Windmill Hill Woods, Runcorn
Runcorn Town Hall Grounds, Runcorn	

Further Opportunities for Improvement

- 20.20 Opportunities for the conservation, management and enhancement of Halton's protected sites will be taken where appropriate and in accordance with the appropriate legislation. Borough specific strategies will also be important in the achievement of this.
- 20.21 The emerging Liverpool City Region Ecological Framework aims to set out a strategic overview of the network of ecological resources, responsibilities and opportunities in Halton and across the City Region. This framework will identify Nature Improvement Areas (NIAs) across the City Region which would then be taken forward by individual authorities. NIAs are landscape-scale initiatives which aim to ensure that land is used sustainably to achieve multiple benefits for people, wildlife and the local economy.

21. Social Infrastructure

Heath

- 21.1 On 1 April 2013, under the NHS reforms set out in the Health and Social Care Act 2012, the responsibility for the commissioning of health care services for the people of Halton legally passed to three organisations – NHS England, Halton Borough Council and NHS Halton Clinical Commissioning Group (CCG).
- 21.2 NHS Halton CCG was authorised as a statutory body in April 2013. It was formed from Halton general practices previously governed by NHS Halton & St Helens Primary Care Trust. The CCG is a membership organisation, clinically- led by GPs and other healthcare professionals from the 16 practices, with the aim of ensuring high quality, cost-effective services within a sustainable system. It is responsible for commissioning health services.
- 21.3 Halton Borough Council is responsible for commissioning public health services.
- 21.4 This is in three main categories:
- Health improvement – increasing life expectancy and healthier lifestyles, reducing inequalities in health and addressing the wider social factors that contribute to health and wellbeing.
 - Health protection – protection from infectious diseases, environmental hazards and emergency planning.
 - Health services – assisting those who plan healthcare to understand the health profile and health needs of the local population and planning services to meet those needs as well as evaluating their success.
- 21.5 All of the above is underpinned by a strong public health evidence and intelligence function.
- 21.6 NHS England is responsible for commissioning primary care medical, pharmacy, optical and all dental services; specialised services; some specific public health screening and immunisation programmes; services for members of the armed forces and services for offenders. It is also responsible for the authorisation and annual monitoring of CCGs. As of 1st April 2015 NHS Halton CCG took on delegated commissioning of general medical services.
- 21.7 The CCG is co-located within the Council in Runcorn Town Hall which facilitates integrated working. Local authorities and CCGs can pool resources to work together and an early piece of work under this new arrangement sets out a ‘whole system’ vision for urgent care services, for which there is an increasing demand. A framework for integrated commissioning, which includes long-term conditions and complex care, has been agreed between the two organisations.
- 21.8 Community health services such as health improvement, health visiting, school nursing, FNP and some others are commissioned from Community Health Care providers such as Bridgewater Community Health Services Trust. Community based alcohol and drug treatment services are commissioned from Change, Grow, Live and in house detox services

from the White Centre. Sexual Health Services including GUM, family planning and HIV education is commissioned from as an integrated service from Warrington and Halton NHS Foundation Trust in collaboration with St Helens and Knowsley NHS foundation Trust and Bridgewater Community NHS Trust. Health Checks are commissioned from local GPs and the Integrated Wellness Service.

- 21.9 Halton Borough Council provides an Integrated Wellness Service which delivers a range of services to the population of Halton including Healthy Schools, healthy early years programmes, workplace health, weight management, smoking cessation, mental health training and support, Sure start to Later life, training on behaviour change and cardio and pulmonary rehabilitation. Community services are provided from a variety of venues across Halton including schools, children centres, GP practices, Urgent Care Centres, community clinics as well as community centres, church halls and markets.
- 21.10 A variety of primary health care services are also provided by a range of independent contractors for example GPs, dentists, opticians and local pharmacists.
- 21.11 Acute treatment service continue to be delivered by NHS Hospital Trusts.
- 21.12 The majority of Halton's residents needing hospital inpatient or outpatient treatment use either Warrington and Halton Hospitals NHS Foundation Trust or St Helens and Knowsley Hospitals NHS Foundation Trust.
- 21.13 Warrington and Halton Hospitals NHS Foundation Trust manages Warrington Hospital and Halton General Hospital. A range of care for medical and surgical conditions is provided from Halton General Hospital and it houses a mix of inpatient /outpatient services and an Urgent Care Centre. Warrington Hospital focuses on emergency and specialist care. From 2012, the former independent sector treatment centre on the Halton site was made available to the Trust. The Trust now runs its orthopaedic services from this specialist and purpose-built orthopedic facility.

Health Needs

- 21.14 The public health team leads on the Joint Strategic Needs Assessment (JSNA)⁴⁶ which provides evidence of local health needs. This identified that general health in Halton has improved over the last decade. People are living an average of two years longer than they were a decade ago. However, people in Halton still do not live as long as the national average.
- 21.15 Evidence from the JSNA was used by the Health and Wellbeing Board to inform its second Health and Wellbeing Strategy. This meant there was a strong evidence base for the selection of the six priority areas identified, which are:
- Children and Young People: improved levels of early child development

⁴⁶ <https://www4.halton.gov.uk/Pages/health/JSNA/JSNASummary.pdf>

- Generally Well: increased levels of physical activity and healthy eating and reduction in harm from alcohol
- Long-term Conditions: reduction in levels of heart disease and stroke
- Mental Health: improved prevention, early detection and treatment
- Cancer: reduced level of premature death
- Older People: improved quality of life

Further Opportunities for Improvement

- 21.16 Halton Borough Council has formed a Health and Wellbeing Board to lead work to improve the health and wellbeing of the population of Halton through the development of integrated health and social care services.
- 21.17 NHS Halton CCG is presently considering options to improve local access to urgent care services. There is a commitment to the provision of a genuine alternative to Accident and Emergency and a public consultation is underway.

22. Education

School Place Planning

The Local Authority has a duty to ensure that the provision of childcare is sufficient to meet the needs of parents in the area, and that there are sufficient school places within the authority. To support the strategic planning process for the provision of child places for childcare/early year's provision and school place provision, the Local Authority receives monthly birth data files from the NHS Trust at ward level across the Borough which informs initial place planning.

- 22.1 In addition to receiving birth data, the Local Authority also completes an annual Childcare Sufficiency Assessment which identifies supply and demand for childcare within the Borough, and the data within this assessment, together with the birth data from the NHS Trust, informs the child place planning and primary school place planning process. A School Census across nursery, primary, secondary and special school sectors is undertaken three times per year in January, May, and October which ensures accurate pupil level data is maintained. The data from nursery and primary sectors then informs future secondary school place provision. Pupil migration (import and export) is also monitored across both the primary and secondary sectors. In addition, Halton Borough Council consults on an annual basis on its proposed school admission arrangements and on the published admission numbers for each school for the following academic year. This allows for some flexibility in amendments to capacity should they be required.
- 22.2 Through its strategic planning and cross-directorate approach, the authority is aware of any proposed new residential developments and/or residential demolitions in the Borough which may impact upon child place planning. As new residential development is undertaken in a phased manner, this allows the Local Authority time to consider whether any amendments are required to existing school provision. Historically, significant new housing development within Halton has not resulted in the need for new school build, and has been managed through minor capital works and/or amendments to admission numbers at existing schools to allow for any additionally required school places. The Local Authority continues to monitor school place provision on a regular basis. Runcorn and Widnes both have a net surplus school capacity overall, which are within tolerance levels.
- 22.3 To assist the School place planning process the authority has defined four geographical areas: Runcorn East, Runcorn West, Widnes East, and Widnes West. These four areas have worked well in terms of school place planning, and allow for some flexibility across the Borough. The authority currently uses these areas as the basis of the annual School Capacity Return to the Department for Education.

Current Provision

- 22.4 Halton has 3 LA maintained Nursery schools, 49 primary schools, seven secondary schools, one all-through school (age 3-16), four special schools, and a Pupil Referral Unit for Key Stage 3 and Key Stage 4 pupils. School provision is delivered through a range of community,

voluntary controlled, voluntary aided, academy, and free school establishments. The Borough also has sixth form and further education provision at some secondary schools and through Riverside College, and further adult and community learning facilities throughout Halton. For the 2018/19 academic year Halton has 11,658 primary school places: 5,460 in Widnes and 6,198 in Runcorn. Widnes primary schools are currently operating at 94.5% occupancy, and Runcorn primary schools are operating at 89.7% occupancy, returning an overall 92% occupancy rate at primary level across Halton.

- 22.5 In the secondary sector Halton has 8,550 secondary school places, 4,000 in Widnes and 4,550 in Runcorn (an increase of 150 additional places since 2016/17). 3,721 pupils are currently on roll in Widnes providing a 93% occupancy rate, and 3,707 pupils are currently on roll in Runcorn providing an 81.4% occupancy rate, returning an 86.8% occupancy rate at secondary level across Halton.

Recent Developments

- 22.6 Capital adaptations have been made within the primary sector at Weston Point Primary school with the provision of an additional classroom which addressed existing accommodation issues. Daresbury Academy have increased their PAN from 20 to 30 from September 2018. An additional classroom was provided at Lunts Heath Primary School in Widnes. In the secondary sector Wade Deacon increased its Published Admission Number from 300 to 310 for the September 2018 (and subsequent) intakes.

Further Opportunities for Improvements

- 22.7 There are no current proposals for any building works/expansion to primary or secondary mainstream provision, but this is regularly kept under review. The Local Authority receives Basic Need funding from central Government to ensure sufficient school place provision. The allocation is based upon a local authority's shortfall in either primary or secondary provision. As a consequence of Halton having overall surplus capacity in both primary and secondary sectors, the amount of Basic Need funding has reduced considerably, with a £954,335 allocation for 2016/17, reducing to £335,769 for the three year period 2017/20. The Local Authority has received Special Provision Funding of £500,000 for the three year period 2018/21 and this is allowing the Local Authority to make capital investments in provision for pupils with special educational needs and disabilities at Beechwood Primary School and Halton Lodge Primary School, both of which will have an additional classroom and specialist provision for children with Social Emotional and Mental Health needs for the 2019/20 academic year onwards.
- 22.8 The Local Authority continues to regularly assess its school place provision and Basic Need requirements to support the development of any school places required. As in previous years the Local Authority uses the four geographical areas within its primary School Place Planning process (Runcorn East, Runcorn West, Widnes East, and Widnes West) and priority will be given to the areas of highest need. Some minor amendments (increases and decreases) have been agreed to the published admission numbers at a small number of schools for the September 2019 primary intake to reflect localised increase/decrease in demand. Projections for both primary intakes and secondary intakes for 2019 and beyond

indicate sufficient overall provision and this will continue to be monitored. For secondary provision, whilst there is no statutory requirement to do so, the Local Authority has 2 place planning areas: Runcorn and Widnes, and there is currently surplus capacity within this sector.

- 22.9 Overall there is surplus capacity within tolerance levels across the authority in both primary and secondary sectors and the authority will continue to monitor pupil data to ensure supply meets demand.
- 22.10 Linked to school place planning is the Local Authority's duty to ensure the provision of home to school transport where required. The Local Authority reviews its School Travel arrangements on an annual basis and there is a policy for children attending mainstream school and a policy for children with Special Educational Needs and Disabilities which enables the Council to work with the child or young person to access education in the same way members of their peer group who do not have a special educational need or disability would access their education. The desired outcome of this approach is to actively encourage children and young people's independence, which can result in them developing a skill for life and will help to develop their confidence and social skills as well as increase their future options for continuing education/training and employment. Transport policies are aligned to school place planning. School admission arrangements and home to school transport arrangements are subject to consideration and approval annually by the Council's Executive Board.

23. Housing Needs

- 23.1 Halton contains 54,200 homes of which 26% are within public sector ownership and 74% are in private sector ownership. Around 65% of households are owner- occupiers, 26% are in the social rented sector and the remaining 9%-10% are in the private rented sector. Given that much of the development in Runcorn arose from its designation as a New Town, the Borough has a higher than average level of social housing.
- 23.2 Within the Borough, the greatest concentrations of social housing are within the original New Town wards of Windmill Hill (74% in 2011), Halton Castle (53.3% in 2011) and Halton Lea (51.2% in 2011). The Borough also has an above average proportion of households living in terraced properties with lower levels of flatted dwellings compared to the wider North West. Linked to these statistics, the Borough has an above average number of properties with three bedrooms. Despite these statistics, there are variations across the Borough such as in Birchfield and Daresbury wards where more than 70% of dwellings are detached. There are concentrations of terraced properties in Windmill Hill, Norton South and Appleton (more than 60%). Castlefields ward in Runcorn has the highest concentration of flats (43% of the stock in this area) although survey data suggests that this may have dropped significantly (to 22%) as a result of regeneration initiatives including programmed demolition and redevelopment in the area.
- 23.3 Over two-thirds (68%) of properties within the Borough fall within Council Tax Bands A or B compared to the lower rates of 61% across Mid-Mersey and in line with the rest of the North West (62%). While the level of vacant homes in public sector housing in Halton is relatively low at 1.9% compared to 2.1% across the North West; in the private sector, vacancy is notably higher at 3.7% in 2009; this compares with 3.1% across England. Measuring overcrowding using the bedroom standard, 1.7% of households in Halton are overcrowded and 36% under-occupy their home. Overcrowded households are more likely to be living in rented accommodation.
- 23.4 Within Halton, the household survey as part of the SHMA⁴⁷ found that 73% of past moves within the last two years were within the Borough, with 5% from Liverpool and 4% from Warrington. The housing market in the Borough is closely linked to that of other parts of the Liverpool City Region and 54% of households in Halton in employment worked within the Mid-Mersey sub-region.
- 23.5 Evidence on the need for affordable housing in Halton is provided through the Mid Mersey Strategic Housing Market Assessment (SHMA), conducted for the Mid-Mersey Housing Market Area by GL Hearn and Justin Gardner Consulting. The evidence is used to consider any potential mismatch between housing need and demand.
- 23.6 The analysis within Halton's SHMA suggests that to meet all affordable needs in the Borough, an additional 995 units of affordable housing would need to be provided. This level takes into account those in unsuitable housing and those identified as unable to afford their

⁴⁷ <https://www3.halton.gov.uk/Pages/planning/policyguidance/pdf/MidMerseySHMA.pdf>

own homes.

- 23.7 As part of the Whole Plan Viability Study (2019) Consultants HDH Planning Ltd assessed the levels of appropriate affordable housing for the Borough, it was set out that on greenfield sites 25% affordable housing will be required, allocated residential sites will require 20% affordable housing and brownfield sites 0%.

Residential Care, Nursing Homes and Extra Care

- 23.8 The numbers aged over 75 are projected to increase from 9600 persons in 2019 to 17,900 persons in 2041. Data for Halton shows that the total population aged 65 and over predicted to have dementia will rise from 1,451 in 2019 to 2,314 in 2035, an increase of 59%. The population aged 65 and over with a limiting long-term illness in Halton is predicted to rise from 7,905 in 2019 to 11,069 in 2021, an increase 40%. These factors indicate that the need for care for the elderly or those with debilitating illnesses is going to increase over the plan period.
- 23.9 There are currently 25 homes in the Borough providing residential and nursing care, all of which are registered with and comply with the standards set by the Care Quality Commission. The vast majority of provision is for older people but there are a small number of specialist homes providing for the needs of younger people and those with specialist needs.
- 23.10 The Market Position Statement for Adult Social care reflects the need for new models of care delivery in the borough increasingly across health and social care. Whilst the need for increased capacity is required in delivering care for people in their own home , Halton will require additional capacity in the care home sector across all specialities and in particular dementia nursing and general nursing capacity.
- 23.11 However, vacancy levels have steadily reduced, with vacancies in residential homes in particular being at the lowest level for 5 years. Taking account of the demographic change described in 3.4.3.8, whilst provision is adequate it is likely that further provision will be needed in the coming decade.
- 23.12 The provision of high quality, adaptable accommodation with support for older people remains a priority within the borough. This includes mixed tenure approaches to sheltered and 'extra – care' types of schemes.
- 23.13 The key research finding of the strategy was an existing shortage of 137 units of extra care housing which would increase by 59 to 196 units by 2017, with need evenly split between Runcorn and Widnes. Since then a new 50 unit scheme has opened in 2012 in Widnes, and funding secured for another 50 unit scheme in Widnes to be developed by 2015. A further 100 unit extra-care scheme is due to commence building late 2019.

Accessible Homes

24. In 2010 the Council introduced a Housing Adaptations Policy setting out the framework through which Halton's disabled residents are able to adapt their homes with the assistance of HBC's Housing Adaptation Service. Adaptations can range from the installation of simple grab rails to the provision of level accessible shower areas to the construction of ground floor bedroom / shower rooms. Property Pools Plus can also help match the needs of disabled applicants to accessible and adaptable homes available within Halton. There is also funding available for home adaptations through 'Disabled Facilities Grants', also 'Joint funding Agreements' with most of the Registered Social Landlords with properties in the borough. The Core Strategy seeks to implement Lifetime Homes standards for new residential property through policy CS12: Housing Mix.

Gypsies, Travellers and Travelling Showpeople

- 24.1 There is a designated Gypsy and Traveller Liaison Officer who covers Halton as well as two site wardens. There is a total of three council owned and managed sites within Halton. There are two permanent sites, one located in Widnes with 23 Pitches and the other located in Runcorn with 12 pitches. The third site is in Runcorn and is a 13 pitch Transit site with an additional permanent pitch for the site warden. The Transit site gives those Gypsies, Travellers and Showpeople passing through Halton somewhere legal to stop. In addition to the three HBC sites there is also three Private sites within Halton all in Runcorn. In total there are 64 permanent pitches and 13 transit pitches currently provided in Halton.
- 24.2 Based on the evidence presented in the Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment⁴⁸ the estimated extra pitch provision Gypsies and Travellers to 2028 in Cheshire is 175 pitches. For Halton the total is 25 with provision in the 2013-2018 time period being 12 (Table 7).

Table 7: Extra Pitch Provision in the Cheshire Partnership Area by Local Authority in 5 Year Periods

Planning Authority	2013 –2018	2018 –2023	2023- 2028	Total
Cheshire East	32	17	20	69
Cheshire West &	15	15	16	46
Halton Borough	12	6	7	25
Warrington Borough	26	4	5	35
TOTAL	85	42	48	175

Further Opportunities for Improvement

- 24.3 By considering Halton's housing needs and the financial viability of development within the Borough through the SHMA and the Economic Viability Assessment, the Council has developed its affordable housing policy within the Local Plan, Policy CSR13: Affordable Housing. This policy seeks to maximise affordable housing, whilst recognising the need to

⁴⁸ 63Opinion Research Services (2014) Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation

maintain the financial viability of sites to deliver such affordable housing. The background evidence for the Affordable Housing requirement as set out in the policy is referenced in the whole plan viability study⁴⁹.

- 24.4 In relation to residential and extra care, it is anticipated that there will be a continued reduction in demand for residential care that is financed by Halton Council over the next three to four years. It is also anticipated that the number of people requiring residential and nursing home care with high level dependency needs as a proportion of the overall figure will increase. Several providers are working with Halton to make changes in the registration in anticipation of future demand. The future demand for care and types of care will be discussed in detail with providers as well as price and quality issues. In Halton there has been a limited relationship with providers at the commissioning level. Work with providers, and indeed neighbouring councils, will be instigated.
- 24.5 In terms of extra care provision, the 2008 Strategy specifically recommends a number of actions, including identifying Council land that might be suitable for extra care development and making capital resources available to support bids to the HCA / Department of Health for extra care to make them more likely to succeed.

⁴⁹ <https://www3.halton.gov.uk/Pages/planning/policyguidance/pdf/evidencebase/viabilitystudy.pdf>

25. Community Services

- 25.1 Halton has four community libraries distributed across the Borough (Halton Lea, Widnes Town Centre, Ditton and Runcorn Old Town centre) and one mobile library, ensuring that residents have access to services and to the Internet. Halton also has a number of community centres and facilities which offer a range of services:
- Castlefields Community Centre, Runcorn
 - Beechwood Community Centre, Runcorn
 - Brookvale Community Centre, Runcorn
 - Ditton Youth and Community Centre, Widnes
 - Grangeway Youth and Community Centre, Runcorn
 - Halton Brook Community Centre, Runcorn
 - Murdishaw Community Centre, Runcorn
 - Palacefields Community Centre, Runcorn
 - Upton Community Centre, Widnes
- 25.2 There are also a range of designated Local Centres across the Borough which are a focus for local convenience and service retail, and complementary community facilities.

26. Emergency Services

Police

- 26.1 Consultation has been undertaken with Cheshire Police and Merseyside Police, with their main concern being to ensure that due consideration is given to the prevention of crime in the Core Strategy and subsequent planning documents.
- 26.2 Policing in Halton is delivered by Cheshire Police Authority (Cheshire Constabulary) and is policed by two Neighbourhood Policing Teams, for Runcorn and Widnes, forming half of the Northern Basic Command Unit. There are two police stations in the Borough, one at Halton Lea in Runcorn and another located in John Briggs House in Widnes.
- 26.3 New development usually results in the creation of new premises and places. New premises and places attract people to either work, live and or visit. Such development creates an environment that can give rise to increasing the numbers of victims and perpetrators of crime, as well as potentially raising the fear of crime. Development schemes therefore have the capacity to increase the demand for police and partnership resources and this can impact upon capital investment (new police facilities) and the revenue costs of additional police officers and police staff. It is therefore reasonable that policing and community safety needs be taken into account by Halton Borough Council and developers when determining planning applications relating to the provision of new development.
- 26.4 The demands on police and community safety resources manifest themselves in a variety of forms dependent on the scale and nature of the proposed development, including:
- The need to acquire land and the capital costs of Police buildings
 - Associated facilities for the provision of new Police stations or police information points
 - Provision of new vehicles
 - Additional staff resources, including Police Community Support Officers, Environmental Council staff, Anti-Social Behaviour officers etc.
 - Extension of existing communication infrastructure e.g. radios, CCTV shopwatch
 - Crime reduction measures in line with 'Secured by Design' principles

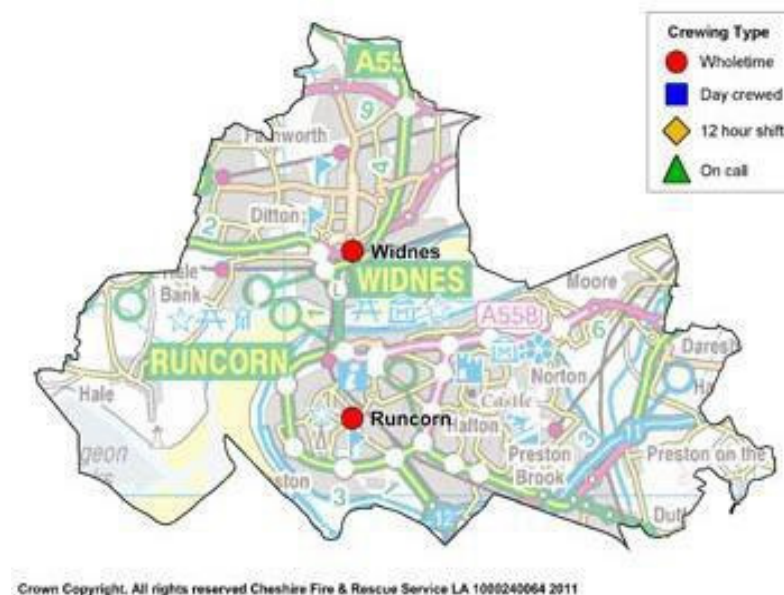
Fire and Rescue

- 26.5 Fire and rescue provision for Halton is provided by Cheshire Fire and Rescue Service. There are two community fire stations in the Borough, one in Widnes on Lacey Street and one in Runcorn on Heath Road as illustrated on Figure 23 below, with the Runcorn station being slightly larger having two Water Ladder Appliances and a Command and Control Unit.
- 26.6 As Halton remains one of most the deprived areas in England, there are some key issues that contribute to increased risk of fire related incidents such as poor health, high crime levels and over a quarter of the population living in social rented housing. Halton has a particular problem with arson, although there has been significant progress in reducing the number of incidents over the past few years (34% reduction from 2007 to 2009). Over half of these incidents are deliberate car fires. Hot spot areas have been identified where there are

repeated occurrences and Cheshire Fire and Rescue are working with partner agencies to patrol 'arson' routes and target other prevention work and improve intelligence about criminals. Some of the social problems evident in Halton make it the highest risk area for accidental fires in homes in Cheshire.

- 26.7 Despite recent announcements of budget cuts, Cheshire Fire and Rescue Service pledged that the safety of local communities will not be compromised, despite facing cuts of around 25% over the next few years. Additional development will create more pressure on the Fire and Rescue service in Halton, however through business planning at the regional level through the North West Fire and Rescue Management Board and Cheshire Fire and Rescue Service's own Four- Year strategy, there is a clear strategy to how the challenges ahead will be met.

Figure 23: Cheshire Fire and Rescue – Fire Stations in Halton



Ambulance Service

- 26.8 Ambulance services in the North West have been provided by the North West Ambulance Service since 2006 when the previous separate trusts for Greater Manchester, Cheshire and Merseyside, Cumbria and Lancashire were merged. There are two ambulance stations in the Borough, at Earls Way, Halton Hospital, Runcorn and Vicarage Road, Widnes.

Further Opportunities for Improvement

- 26.9 The proposal to create major, residential focused, development areas in the Borough will necessarily generate an associated need for increased provision of community facilities, particularly in areas which are currently undeveloped such as Runcorn Waterfront and Daresbury Strategic Site.
- 26.10 Within the Key Area of Change policies for South Widnes, West Runcorn and East Runcorn, the provision of new local centres is included within the respective Core Strategy policy. New local centres are therefore proposed at West Bank, Runcorn Waterfront, Sandymoor and Daresbury. Outside of the Key Areas of Change, the commitment to deliver a new local

centre at Upton Rocks from the Halton UDP remains and has been carried forward into the Core Strategy and a local convenience store and pub have recently been completed.

- 26.11 The local centre at Sandymoor is the subject of an existing Section 106 agreement for the area and a site has been safeguarded for the creation of the facility. The Homes and Communities Agency own this safeguarded land and are responsible for appointing a developer to bring forward the local centre. It is anticipated that this process will commence shortly, but the viability of any local centre at present is dependent on a critical mass of surrounding residential development in order to generate the trade necessary to support any new facilities and services.
- 26.12 The proposed local centres at West Bank, Runcorn Waterfront and Daresbury form part of development areas anticipated to come forward within the Core Strategy plan period and therefore no specific locations for the local centres have been secured. Delivery of the necessary retail and community facilities to support each of these areas will be the responsibility of the associated developer bringing forward the surrounding sites. It may be the case that a separate developer with expertise for constructing and marketing retail units is appointed to assist in this process.
- 26.13 Halton Borough Council will continue to work collaboratively with the Cheshire Police Authority, Cheshire Fire and Rescue Service and the North West Ambulance Service to ensure their needs are given consideration in subsequent planning policy documents.

27. Leisure and Culture

Leisure Facilities

- 27.1 Halton Borough Council has three Leisure Centres which are managed by themselves: Kingsway Leisure Centre; Brookvale Recreation Centre; and, Runcorn Swimming Pool. There are also a number of other leisure facilities located across the Borough including St Michaels Golf Course and numerous playing fields.
- 27.2 The Hive Leisure development in Widnes opened in 2011 and has significantly improved the leisure and evening economy offer in Widnes through the provision of a new cinema, ten-pin bowling centre, ice rink and restaurants. The Stobart Stadium, also in Widnes, is home to the Widnes Vikings Rugby League team. In Runcorn there is a multi-screen cinema complex at Trident Retail Park, Halton Lea and The Brindley Arts Centre in Runcorn Old Town hosts a range of innovative exhibitions and a diverse theatre programme.
- 27.3 Other facilities of interest across the Borough include the Catalyst Science and Discovery Centre at West Bank, Norton Priory and its Visitor Centre which is one of the largest excavated monastic sites in Europe, and the Runcorn Ski Centre which features a dry ski slope.

28. Historic Environment

- 28.1 The historic environment is an intrinsic aspect of Halton's local identity and culture. Halton has 125 Listed Buildings, 2 of which are Grade I listed, 17 are Grade II* listed and the remaining 106 are Grade II listed. The Undercroft of West Range, Norton Priory and Daresbury Hall are both considered to be at risk. There are also 7 Scheduled Monuments, of which Halton Castle is considered to be at risk. Works have recently been completed at All Saints Church, Daresbury to create a Lewis Carroll Visitor Centre to commemorate the early life of the author which was spent in Daresbury.
- 28.2 Within the Borough there are areas of special architectural or historic interest that have been designated as Conservation Areas. Within these areas there is a statutory duty to pay 'special attention' to the desirability of preserving or enhancing its character or appearance. There are presently 10 Conservation Areas in Halton, which contain a combined total of 568 properties (Table 8).

Table 8: Conservation Areas in Halton

Name	Area	Number of Properties
Daresbury	10.746	27
Hale Road	16.595	29
Hale Village	10.361	75
Halebank	3.468	24
Halton	16.851	200
Higher Runcorn	5.907	41
Moore	17.04	74
Victoria Square	4.532	55
West Bank Promenade	2.096	15
Weston Village	5.182	28
Total	92.778	568

Further Opportunities for Improvement

- 28.3 Opportunities to enhance Halton's leisure and cultural offer across the Borough will be taken in accordance with planning policies. Runcorn Old Town will in particular become a focus for cultural and leisure activity reinforcing and diversifying the evening economy for Runcorn. A Heritage Lottery Fund Stage 1 pass has been awarded to Norton Priory Museum to undertake a complete restoration and reconfiguration of the site. This work was completed in early 2017.

29. Infrastructure Delivery Schedule

- 29.1 The following schedule of infrastructure schemes presented in this section forms the key part of Halton's Infrastructure Plan. It provides details of the projects that are required to support the delivery of the Halton Core Strategy Local Plan and will act as a key tool to inform the development of subsequent Local Plans including the Delivery and Allocations Local Plan. The Delivery Schedule will also be used to shape funding proposals and to assist agencies acting in Halton to inform their Asset Management Plans.
- 29.2 The information presented here has been drawn from the sub-regional data gathering exercise, the Council's own Capital Programme, internal departments, and also from consultation with a wide range of partners such as those directly involved in bringing forward particular development sites. This work was initiated for the 2011 Infrastructure Plan document was updated through the 2014 review, and subsequently the 2017 & 2019 review.
- 29.3 The schedule specifically looks at planned infrastructure across the Borough with specific reference to the Key Areas of Change where a range of infrastructure will be required to support new development. Within the Key Areas of Change, the most detailed information is provided for the Daresbury Strategic Site (a part of the East Runcorn Key Area of Change). Due to the importance placed on the delivery of the strategic site, a greater level of detail as to the nature, phasing and cost of the infrastructure is required to give more certainty to landowners, prospective developers and neighbouring communities.
- 29.4 For each project the schedule identifies the policy link, lead agencies, phasing and timescales, funding sources, the desired outcome, potential risks, possible interventions or alternative scenarios and whether the project is on-going or completed (completed projects are highlighted in grey in the schedule).
- 29.5 Phasing has been broken down into the below time periods to give an indication of the timeframe that the project is envisaged to be delivered within:
- Short term 0-5 years (2019-24) = **P1**
 - Medium term 6-10 years (2025-29) = **P2**
 - Long term 11-15+ years (2029-37+) = **P3**
- 29.6 Some projects span all three phased periods therefore this is indicated in the phasing column of the schedule. Please note that these phasing periods do not override the phasing periods set out in the adopted Core Strategy Local Plan and have been included in the Infrastructure Delivery Schedule as a guide only.
- Level of commitment**
- 29.7 A column has also been included in the Infrastructure Delivery Schedule which considers the certainty or commitment behind each of the individual projects. This has been separated into three different levels of commitment:
- Committed

- Uncertain
- Longer term / aspirational
- Funding / Cost

29.8 As outlined in the introductory sections to the report and in line with the approach proposed in the Revised Proposed Submission Core Strategy, the Council is yet to take a firm decision as to whether to introduce a CIL Charging Schedule. As such, reference is made in the Infrastructure Delivery Schedule to the use of both Section 106 contributions and Community Infrastructure Levy (CIL) funds for certain projects as potential mechanisms for securing money towards the cost of required infrastructure. Whilst the Council is aware of the limitations around the application of Section 106 agreements that already apply and the further restrictions that will be introduced in 2015, there is still a role for Section 106 contributions to fund infrastructure, whether or not Halton Borough Council choose to introduce CIL.

29.9 The Infrastructure Plan and more specifically the Infrastructure Delivery Schedule will continue to be maintained as a 'live' document which will be kept under review and updated as necessary. This will be particularly important with regard to changing economic situations and the need to reflect the changing viability of development and availability of funding.

Area	Sub Area	Item	Type	Infrastructure Provision	CS Policy Link	Lead Agencies	Phasing	Committed / Uncertain / Longer Term Aspiration	Funding / Cost	Outcome / Impact	Risks / Constraints	Possible Interventions / Alternative Scenarios	Ongoing / Completed
3MG Key Area of Change			Transport (Public Transport)	Reopening of Ditton rail station (linked to re-opening of Halton Curve)	CS8 / CS15	Public Sector including Network Rail	P2	Longer term aspiration	£10 million (estimate)	Improved sustainable transport links to the employment site and the wider area	Lack of public sector funding. Limited potential passenger numbers to support reopening the station. Lack of train operator willing to serve station.	Enhanced bus services if reopening of rail station is not forthcoming.	
			Transport (Public Transport)	3MG Bus Service	CS8 / CS15	HBC Bus operators	P2	Short term aspiration	Likely to require an initial subsidy.	Improved bus service to 3MG employment area.	Lack of funding to initially secure service.	Enhancements to a number of bus services currently operating in the vicinity of the area.	
			Transport (Rail Freight)	2 Additional rail sidings connected to the West Coast Main Line	CS8 / CS15	Private Sector -	P1/2	Committed	£4.5 million Private sector and Third Party Funding monies	To increase rail capacity within the 3MG terminal from 5 to 16 trains daily. Opening up 92,000sqm of B8 warehousing	Market conditions. Preferred Developer walks away from the site	Reduced number of sidings. Improvements to road infrastructure.	Ongoing works
			Transport	Replacement Rail Bridge	CS8 / CS15	Public Sector including Network Rail	P3	Longer term aspiration	TBC	Improved sustainable transport links to the employment site and the wider area	Lack of public sector funding.	Enhanced sustainable transport links	
			Energy	3MG Energy Priority Zone	CS8 CS19	Halton Borough Council and Private Sector	P1	Secured	HBC and private developers through (re)development proposals	Reduction in carbon emissions	Feasibility and viability	Determine possible funding sources	Delivered 2017
			Mersey Gateway	Strategic Gateway – Connectivity improvements from West Bank to Widnes Town Centre, arising from the Mersey Gateway Project	CS9 CS16	HBC and Private Sector	P1	Committed as part of the Mersey Gateway Scheme Transport Strategy and due to be delivered by SUD	£300k	Improved access to and from West Bank and improved legibility of the area.	Prohibitive costs and lack of funding. Delays in funding.	Not applicable	
			Mersey Gateway	Local Gateway - Connectivity improvements from West Bank through to Widnes Waterfront and the link between Queensway and Waterloo Road, and a separate link onto Queensway arising from the Mersey Gateway	CS9 CS16	HBC and Private Sector	P2	Committed as part of the Mersey Gateway Scheme Transport Strategy.	£300k	Improved access to and from West Bank and improved legibility of the area.	Prohibitive costs and lack of funding. Delays in funding.	Not applicable	Ongoing
			Mersey Gateway	Delinking of Silver Jubilee Bridge	CS9 CS16	HBC, Private sector (future development opportunities)	P1/2	Scheme committed, delivery due 2020	£10m Phase 1.	Improve local accessibility, particularly to/from West Bank. Opportunities for new development on released land.	Securing Funding	Different scenario for the delinking of the Bridge, including keeping some or all of the existing infrastructure.	Ongoing
			Transport (Road)	Strategic Gateway - Improved links across Watkinson Way	CS9 CS15	Private/Public Sector	P3	Uncertain	£30m Section 106 Agreements/	Improved accessibility to Widnes Town Centre and creation of a sense of arrival.	Prohibitive costs and lack of funding	Not applicable	

Area	Sub Area	Item	Type	Infrastructure Provision	CS Policy Link	Lead Agencies	Phasing	Committed / Uncertain / Longer Term Aspiration	Funding / Cost	Outcome / Impact	Risks / Constraints	Possible Interventions / Alternative Scenarios	Ongoing / Completed
South Widnes Key Area of Change			Transport (Road)	Town Centre Gateway – Milton Road/Widnes Road/Gerrard Street/Frederick Street, Rail Stations, Appleton Village and Albert Road	CS9 CS15	Private/Public Sector	P1/2	Uncertain	Funding not yet identified. Section 106 Agreements/ Community Infrastructure Levy.	Improved accessibility between Widnes Waterfront and the Town Centre.	Prohibitive costs and lack of funding	Not applicable	
			Transport (Road)	Gorsey Point site – access road and new junctions	CS9 CS4	HBC and future site occupiers	P2/3	Uncertain	Unknown costs and funding source. LCR Infrastructure Application	Improved access to the site from Fiddlers Ferry Road, giving increased prominence to the employment site	Prohibitive costs and lack of funding	Not applicable	
			Transport (Road)	Widnes Town Centre, external loop road , including footbridge	CS9 CS4	HBC and future site occupiers	P3	Longer term	Unknown costs and funding source.	Ease congestion and support Phase 2 of Widnes EDZ	Prohibitive costs and lack of funding	Not applicable	
			Transport (Road)	Halebank Relief Road		HBC and future site occupiers	P3	Uncertain	Unknown costs and funding source.	Improved access for commercial transport, whilst reducing congestion / noise pollution	Prohibitive costs and lack of funding	Not applicable	
			Energy	Widnes Waterfront Primary Substation	CS9	Private Sector	P1/2	Uncertain	£3.5million (Scottish Power feasibility estimate) Private Sector and Funding sources	Sufficient power supply to support new employment development.	Cost and timescales for delivery.	Alternative energy supply (e.g. district heating)	
			Energy	Widnes Waterfront Energy Priority Zone	CS9 CS19	HBC and Private Sector	P2/3	Uncertain	HBC and private developers through (re)development proposals	Reduction in carbon emissions	Feasibility and viability	Determine possible funding sources	
			Leisure and Culture	Sankey Canal Restoration	CS9 CS21	HBC	P2/3	Committed subject to funding	£10-12 million Heritage Lottery Fund Grant pending.	Re-opening a section of the Canal for leisure opportunities.	Funding not secured	Not applicable	
			Leisure and Culture	Leisure development “The Hive”	CS9	HBC and Private Sector	P1	Committed	Private Sector	Reclamation of derelict land and the provision of improved leisure facilities	None identified	Not applicable	Completed
			Community Services	Community Services Local Centre at West Bank	CS9 CS5	Private Sector	P3	Longer term aspiration	TBC	Provision of a dedicated local centre to serve the needs of the community at West Bank	Scale of regeneration at West Bank is limited. Lack of demand for a local centre.	Improved links to other areas – namely Widnes Town Centre. Scale of local centre is reduced.	
			Transport (Rail)	Rail Freight Connectivity & Sidings		Private Sector	P3	Longer Term aspiration	TBC	reduce congestion, move from road to rail	Securing Funding	Phased approach	
			Mersey Gateway	Delinking of Silver Jubilee Bridge	CS9 CS16	HBC, Private sector (future development opportunities)	P1	Scheme committed, delivery due 2020	£10m Phase 1.	Improve local accessibility, particularly to/from West Bank. Opportunities for new development on released land.	Securing Funding	Different scenario for the delinking of the Bridge, including keeping some or all of the existing infrastructure.	Ongoing

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West Runcorn Key Area of Change			Transport (Road)	Runcorn Waterfront - southern access route	CS10	Private Sector	P2/3	Longer term aspiration to support proposed quantum of development on Runcorn Waterfront	Cost not yet known	Improve access to the Runcorn Waterfront area to ensure future development	Costs of providing southern access route are prohibitive	Quantum of development at Runcorn waterfront is reduced due to capacity constraints from a single access	
			Transport (Road)	Strategic and Local Gateways	CS10	Private Sector	P1/2/3	Longer term aspiration	Costs not yet known Section 106 Agreements/ Community Infrastructure Levy.	Improved accessibility and greater sense of arrival at key locations	Development schemes delivering gateway improvements do not come forward. Prohibitive costs.	Reduced scale of improvements.	
			Transport (Sustainable)	Multi Modal Transport Hub		Public / Private Sector including Network Rail	P3	Committed under MGRS	TBC	Improved transport interchange	Lack of funding,	Reduced scale of improvements.	
			Energy	District Heating Networks (Runcorn Waterfront Energy Priority Zones)	CS10 CS19	HBC and Private Sector	P2/3	Uncertain	HBC and private developers through (re)development proposals	Reduction in carbon emissions	Feasibility and viability	Determine possible funding sources	
			Community Services	Local Centre at Runcorn Waterfront	CS9 CS5	Private Sector	P3	Longer term aspiration	Private Sector	Provision of a dedicated local centre to serve the needs of the new community at Runcorn Waterfront	Delays to or viability issues with the residential led scheme at Runcorn Waterfront.	Improved links to Runcorn Old Town if local centre is not delivered	
			Leisure and Culture	Improvements to the Bridgewater Canal at West Runcorn	CS10 CS15 CS21	Bridgewater Way Initiative	P2/3	Section 106 contributions from development / Community Infrastructure Levy	Unknown cost	Encourage increased use of the canal corridor for leisure and exercise	Slow rate of development, therefore contributions not generated Viability of development	Not applicable	
			Leisure and Culture	Weaver Navigation		HBC / CWAC	P2	External Funding	Unknown	links to communities / access to employment sites	Lack of funding,	Not applicable	
			Leisure and Culture	Reinstatement of the second Cheshire Canal Ring at Runcorn Old Town	CS10 CS15 CS21	Peel Holdings HBC Bridgewater Way Initiative	P3	Longer term aspiration	Unknown	Allow navigation of this section of the canal at Runcorn Old Town. Completion of the Second Cheshire Canal Ring leisure route.	Conflict between leisure use commercial use of waterways in this vicinity. Lack of funding.	Not applicable	
			Transport (Public Transport)	Public transport - support for additional services and extensions	CS11 CS15	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Private Sector Estimated £200,000	Improved accessibility	Prohibitive costs and lack of funding	Not applicable	Ongoing
			Transport (Road)	Sandymoor distributor road – Walsingham Drive (Local Gateway) to Wharford Lane	CS11 CS15	HBC and Homes and Communities Agency	P1/2	Committed – Sandymoor Masterplan and SPD	Section 106 contributions	Improved accessibility, opening up areas for residential development and facilitating increased bus provision	Prohibitive costs and lack of funding Delays to bringing residential sites forward to fund the scheme.	Not applicable	Partial completion
			Transport (Road)	Moss Lane traffic calming	CS11 CS15	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Private Sector Estimated £20,000	Improved transport infrastructure	Prohibitive costs and lack of funding	Not applicable	Ongoing

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East Runcorn Key Area of Change – Sandymoor (Outside of the Strategic Site)			Transport (Road)	Local Gateway - Windmill Hill Avenue North – new vehicular access over Bogwood Bridge over western arm of Bridgewater Canal	CS11 CS15	HBC, Homes and Communities Agency and Peel Holdings	P3	Upgrade required to deliver housing at southern Sandymoor.	Private Sector Section 106 contributions from development / Community Infrastructure Levy.	Improved accessibility	Prohibitive costs and lack of funding	Not applicable	
			Transport (Road)	Local Gateway - Wharford Lane (off Pitts Heath Lane) – new vehicular access	CS11 CS15	HBC and Homes and Communities Agency	P2	Upgrade required to deliver housing at southern Sandymoor.	Private Sector Section 106 contributions from development / Community Infrastructure Levy.	Improved accessibility	Prohibitive costs and lack of funding	Not applicable	
			Transport (Road)	Junction improvements at Murdishaw Avenue	CS11 CS15	Developer Led	P1/2/3	Committed	Private Sector Estimated £275k	Improved transport infrastructure	None identified	Not applicable	Completed
			Transport / Green Infrastructure	Norton Town Bridge – improve condition for multi user access	CS11 CS15	Peel Holdings, HBC and Homes and Communities Agency	P2/3	Longer term aspiration.	Private Sector Section 106 contributions from development / Community Infrastructure Levy.	Improved accessibility and extended greenway network.	Prohibitive costs and lack of funding	Not applicable	
			Transport / Green Infrastructure	Greenways at: a. Astmoor Road b. Warrington Road – Astmoor Road c. Warrington Road – Longbenton Way d. Longbenton Way e. Tudor Road f. Manor Park to Moss Lane g. Windmill Hill – St Bertilines	CS11 CS15 CS21	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Private Sector Costs estimated: a. £200,000 b. £67,000 c. £106,000 d. £60,000 e. £48,000 f. £120,000 g. £66,000	Improved green infrastructure and transport provision	Prohibitive costs and lack of funding	Not applicable	
			Transport / Green Infrastructure	Runcorn Cycleway – provision of signing to eastern section	CS11 CS15	HBC and Homes and Communities Agency	P1/2	Committed through Sandymoor Section 106 - Partial completion	Private Sector Estimated £5,000	Improved transport infrastructure provision	Prohibitive costs and lack of funding	Not applicable	Partial completion
			Transport / Green Infrastructure	Sandymoor Greenway signing	CS11 CS15	HBC and Homes and Communities Agency	P1/2	Committed through Sandymoor Section 106	Private Sector Estimated £5,000	Improved green infrastructure and transport provision	Prohibitive costs and lack of funding	Not applicable	
			Transport / Green Infrastructure	Sandymoor Upgrading of width of Bridleways	CS11 CS15	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Committed through Sandymoor Section 106	Improved green infrastructure and transport provision	Prohibitive costs and lack of funding	Not applicable	
			Transport / Green Infrastructure	Moore Parks - Upgrading width of Bridleways	CS11 CS15	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Committed through Sandymoor Section 106	Improved green infrastructure and transport provision	Prohibitive costs and lack of funding	Not applicable	

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			Water and Flood Risk	Keckwick Brook Flood Defence improvements	CS11 CS23	Environment Agency	P1	Committed – planning applications submitted:	TBC	Reduction in the number of households at risk of flooding at Sandymoor	None identified.	Not applicable	Completed
			Green and Open Spaces	Public open space structural landscaping and commuted sum for maintenance	CS11 CS21	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Private Sector Estimated £700,000	Improved green infrastructure provision	Prohibitive costs and lack of funding	Not applicable	Pending
			Green and Open Spaces	Playing fields, football pitches and commuted sum for maintenance	CS11 CS21	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Private Sector Estimated £3,400,000	Improved green infrastructure provision	Prohibitive costs and lack of funding	Not applicable	
			Education	Sandymoor Primary School	CS11	HBC and Homes and Communities Agency	P3	Committed through Sandymoor Section 106	Private Sector Estimated £2,500,000	Improved primary education provision	Prohibitive costs and lack of funding	Not applicable	
			Community Services	Local Centre	CS11 CS5	HBC and Homes and Communities Agency	P2/3	Committed through Sandymoor Section 106 Unknown commercial development delivery partner and occupiers HCA LIF application submitted April 2013	£1.8 million (Estimated costs taken from Daresbury local centre)	Delivery of retail and leisure facilities to serve the Sandymoor area.	Prohibitive costs and lack of funding	Smaller scale retail provision than envisaged.	
			Leisure and Culture	Sandymoor Public Art Work	CS11	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Private Sector Estimated £125,000	Improved residential streetscapes	Prohibitive costs and lack of funding	Not applicable	
	Delph Lane West	A	Transport Infrastructure (Daresbury Strategic Site)	Alterations to Keckwick Lane bridge over the Chester-Manchester railway – to provide pedestrian/cyclist access	CS11 CS15	Developer of Delph Lane West in partnership with Daresbury Science and Innovation Campus (DSIC) Joint Venture, Network Rail	P3	Upgrade required to deliver Delph Lane West site	£100k estimate	Improved vehicular and pedestrian/cyclist access to the Delph Lane West site from DSIC and vice versa.	Uncertain Final Developer Scheme	Improvements and signalisation of existing bridge to allow for vehicles, pedestrians and cyclists / Closure to motorised Vehicles	
		B	Transport Infrastructure (Daresbury Strategic Site)	Keckwick Lane under West Coast Main Line railway - signalisation to allow two way vehicular traffic	CS11 CS15	Developer of Delph Lane West, HCA at Sandymoor, Network Rail	P3	Upgrade required to deliver Delph Lane West site	£500k estimate	Improved vehicular access to Delph Lane West site from Sandymoor and vice versa	Prohibitive costs and lack of funding. Network Rail requirements regarding works to a bridge over a railway.	Not applicable	
		C	Transport Infrastructure (Daresbury Strategic Site)	Greenway improvement at Poplar Farm underpass (Sandymoor – Delph Lane West)	CS11 CS15	Developer of Delph Lane West, HCA at Sandymoor, Network Rail	P1/2	Upgrade required to deliver Delph Lane West site	Potential to part fund through pooled contributions to Greenways Opportunity for supplementary specific S106 contributions / Community Infrastructure Levy.	Improved sustainable transport access from Sandymoor to Delph Lane West and vice versa.	Prohibitive costs and lack of funding. Network Rail requirements regarding works to a bridge over a railway.	Alternative route for improved pedestrian and cyclist links from Sandymoor through to Daresbury secured	

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Daresbury Strategic Site - Transport Infrastructure	Delph Lane West and Daresbury Science and Innovation Campus	D	Transport Infrastructure (Daresbury Strategic Site)	Keckwick Lane bridge over Bridgewater Canal – provision of new vehicular bridge	CS11 CS15	DSIC Joint Venture, developer of Delph Lane West and Peel Holdings as owner of existing bridge	P3	Medium term aspiration required to facilitate ongoing growth of DSIC	£1,400,000 (HBC 2010 estimate) Revised Estimate TBC Potential for funding through Enterprise Zone status or ERDF	Improved vehicular access to the Delph Lane West site from DSIC and vice versa.	Prohibitive costs and lack of funding	Not applicable	
		E	Transport Infrastructure (Daresbury Strategic Site)	Delph Lane bridge under the Chester-Manchester railway line - improvements to accommodate two-way vehicular traffic	CS11 CS15	Developer of Delph Lane West and Network Rail	P2/3	Uncertain.	£200,000 (estimate taken from Keckwick Lane bridge under WCML above)	Improved vehicular access to the Delph Lane West site	Prohibitive costs and lack of funding / Potential public square adjacent on DSIC land	Not applicable	
	Central Housing Area and Daresbury Science and Innovation Campus	G	Transport Infrastructure (Daresbury Strategic Site)	Main Vehicular Route to link the A56 at Delph Lane, through the Central Housing Area, and join up with Keckwick Lane and A558	CS11 CS15	DSIC / developer of Central Housing Area Led	P1/2	Longer term aspiration, likely to be completed in stages as site is built out.	£4,200,000 (Daresbury Framework 2008 estimate)	Creation of a new road to link all key elements of the Daresbury Strategic site to the east of the railway lines.	Prohibitive costs and lack of funding	Significant upgrading of existing Delph Lane to accommodate two-way traffic and sustainable transport, with distributor roads served from Delph Lane.	
		H	Transport Infrastructure (Daresbury Strategic Site)	New bridge on Main Vehicular Route over Bridgewater Canal	CS11 CS15	Led by developer of Central Housing Area, Peel Holdings as owner of the Bridgewater Canal and DSIC Joint Venture	P3	Mid term aspiration, likely to be completed in stages as site is built out.	TBC	Key bridge giving access over the canal on Main Vehicular Route	Prohibitive costs and lack of funding Negotiations to be undertaken with Canal owner	Not applicable	
	Central Housing Area	I	Transport Infrastructure (Daresbury Strategic Site)	Improvements to existing Delph Lane canal bridge	CS11 CS15	Led by developer of Central Housing Area, Peel Holdings as owner of the Bridgewater Canal and DSIC Joint Venture	P3	Mid term aspiration	£150,000 (Daresbury Framework 2008 estimate)	Capacity and safety improvements to allow the existing Delph Lane bridge to accommodate sustainable only local traffic .	Prohibitive costs and lack of funding Negotiations to be undertaken with Canal owner	Stopping up of Delph Lane to create a no through route to avoid accidents.	
		J	Transport Infrastructure (Daresbury Strategic Site)	Improvements at A56/Delph Lane junction	CS11 CS15	Developer of Central Housing Area	P1/2	Upgrade required to deliver Central Housing Area.	TBC Pooled contributions from developers across site	Increasing capacity and improving safety of access onto A56	Prohibitive costs and lack of funding	Not applicable	
		K	Transport Infrastructure (Daresbury Strategic Site)	Improvements to George Gleaves bridge for pedestrians and cyclists	CS11 CS15	Developer of Central Housing Area, Peel Holdings as owner of the bridge.	P2/3	Linked to delivery of local centre at this location.	TBC Potential to part fund through pooled contributions to Greenways. Opportunity for supplementary specific S106 contributions / Community Infrastructure Levy	Making a feature of the listed structure at the heart of the development and improved access for pedestrians and cyclists	Prohibitive costs and lack of funding Negotiations to be undertaken with Canal owner	Not applicable	

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East Runcorn Key Area of Change – Daresbury	Central Housing Area and Daresbury Park	L	Transport Infrastructure (Daresbury Strategic Site)	Bus link to connect Daresbury Park with Main Vehicular Route and rest of the site	CS11 CS15	Daresbury Park and developer of Central Housing Area	P2/3	Longer term aspiration necessary to improve bus connections through site.	Unknown cost.	Connection to allow bus services to link from Daresbury Park through to the Central Housing Area and DSIC	Prohibitive costs and lack of funding	Routing of bus services through site by another means.	
		M	Transport Infrastructure (Daresbury Strategic Site)	Improvements to/replacement of Cawley's Bridge (Marina Lane) to allow safe vehicular and pedestrian access	CS11 CS15	Landowner and developer of Preston Brook Marina site, Peel Holdings as owner of canal	P3	Upgrade required to deliver residential around Preston Brook Marina.	TBC	Safe and improved vehicular access to Preston Brook Marina	Prohibitive costs and lack of funding	Not applicable	
	Wharford Farm	N	Transport Infrastructure (Daresbury Strategic Site)	Improvements to/replacement of Borrow's Bridge (Redbrow Lane into Barnfield Ave)	CS11 CS15	Landowner /developer of Wharford Farm. Peel Holdings as owner of bridge.	P3	Upgrade required to deliver residential at Wharford Farm	TBC	Safe and improved vehicular access to and from Wharford Farm	Prohibitive costs and lack of funding	Not applicable	
		O	Transport Infrastructure (Daresbury Strategic Site)	Pedestrian/cyclist and vehicular access to southern Sandymoor at Bogwood Railway bridge	CS11 CS15	Landowner /developer of Wharford Farm, Network Rail	P3	Longer term aspiration.	Potential to part fund through pooled contributions to Greenways. Contributions from HCA	Creation of a multi user link from Wharford Farm through to Sandymoor .	Prohibitive costs and lack of funding	Not applicable	
		P	Transport Infrastructure (Daresbury Strategic Site)	Redbrow Lane link over West Coast Main Line	CS11 CS15	Daresbury Park developer, Peel Holdings (as owner of Red Brow Aqueduct), Network Rail	P3	Committed through S106 agreement.	£300,000 Covered through Daresbury Park Section 106 agreement on outline application	Creation of a safe pedestrian and cyclist link from Daresbury Park through to Wharford Farm.	None	Pedestrian/cyclist bridge over WCML, or improved level crossing.	
		Q(1)	Transport Infrastructure	Improvements to Runcorn East Rail Station Park and Ride		HBC/LCR, TOC	P1	Committed	£600,000 Via LCR Sustainable Transport Fund	Increase parking and improve cycle/walking facilities			Completed
		Q(2)	Transport Infrastructure	Improvements to the primary road and Strategic Gateways surrounding the development site • A558 widening		Public/Private Sector	P1/2	Longer term aspiration.	£15-20m	Improved traffic flows and increased capacity on primary road network surrounding the site.	Prohibitive costs and lack of funding. Site constraints		
		...	Transport Infrastructure (Daresbury Strategic Site)	Improvements to the primary road and Strategic Gateways surrounding the development site • A56	CS11 CS15	All sites will create pressure on the primary road network used to access the site	P2	Longer term aspiration.	£2-4 million	To address deterioration of road network foundation	Prohibitive costs and lack of funding		

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	ALL	1	Transport Infrastructure (Daresbury Strategic Site)	Bus subsidies to provide bus services for 3 years	CS11 CS15	HBC, Bus operators, Developers across site	P1	Short term aspiration - 200 service and 62 service (Peak Hours only).	Pooled developer contributions from all development sites	Improved number and frequency of bus services serving the area.	Prohibitive costs and lack of funding. Bus operators unwilling to operate services at Daresbury.	Lower level of bus subsidies than envisaged through bus routing study as part of the ERSTS.	Complete
			Transport Infrastructure	Road Infrastructure		Public/Private Sector		Longer Term Aspiration	TBC	Improve connectivity	Viability and lack of funding		
		...	Transport Infrastructure (Daresbury Strategic Site)	Greenways with Daresbury Strategic Site Area	CS11 CS15	HBC, Developers across site	P1/2/3	Aspiration over the build out of the whole development.	TBC Pooled developer contributions from all development sites. Opportunity for supplementary site specific S106 contributions.	Pedestrian/cyclist links and leisure routes through the site	Prohibitive costs and lack of funding.	Selected Greenway improvements / provision rather than extent included within ERSTS.	
East Runcorn Key Area of Change – Daresbury Strategic Site - Other Infrastructure			Transport (Road)	Runcorn Road – Improvements to junctions with Keckwick Lane and New Moore Road	CS11 CS15	HBC and Homes and Communities Agency	P1/2/3	Committed through Sandymoor Section 106	Private Sector Estimated £10,000	Improved transport infrastructure	Prohibitive costs and lack of funding	Not applicable	Ongoing
			Energy	Daresbury Energy Priority Zone	CS11 CS19	Halton Borough Council and Developers across site	P1/2/3	Long term Aspiration	HBC and private developers through (re)development proposals	Reduction in carbon emissions	Feasibility and viability	Determine possible funding sources	
			Green and Open Spaces	Layout areas of greenspace including at Keckwick Brook/ Bridgewater Canal corridor to create informal forestry footpaths	CS11 CS21	Daresbury Park	P1/2/3	Committed through S106 agreement.	Covered through Daresbury Park Section 106 agreement on outline applications	Creation of 350m of informal low grade forestry footpaths.	None identified	Not applicable	
			Green and Open Spaces	Network of open spaces including formal greenspace to serve the residential areas.	CS11 CS21	Developers across the site	P1/2/3	Aspiration over the build out of the whole development.	Developer contributions / Community Infrastructure Levy.	Creation of a network of greenspaces across the Strategic Site	Prohibitive costs and lack of funding	Greenspace provision of a more limited scale.	
			Community Services	Local Centre within Central Housing Area	CS5 CS11	Developer of Central Housing Area	P2/3	Linked to the delivery of the Central Housing Area.	£1.8 million (Daresbury Framework 2008 estimate) Unknown commercial development delivery partner and occupiers	Delivery of retail and leisure facilities to serve the Daresbury Strategic Site area.	Prohibitive costs, lack of funding and lack of private developer interest to deliver local centre	Smaller scale retail provision than envisaged.	
			Leisure and Culture	Marina within Central Housing Area for inland waterways craft	CS11	Central Housing Area and Peel Holdings as owner of the Bridgewater Canal	P2/3	Longer term aspiration	TBC	Increased inland waterways craft mooring points and creation of a leisure attraction at the centre of the development area	Prohibitive costs and lack of funding, Unwillingness to deliver marina as part of the Central Housing Area development. Viability of marina at this location.	Increase the number of berths at Preston Brook marina instead of a new facility	
			Leisure and Culture	Improvements to the Bridgewater Canal at Daresbury	CS11 CS15 CS21	Bridgewater Way Initiative	P1/2/3	Section 106 contributions from development / Community Infrastructure Levy	Unknown cost	Encourage increased use of the canal corridor for leisure and exercise	Slow rate of development, therefore contributions not generated Viability of development	Not applicable	

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Mersey Gateway Project Infrastructure			Transport (Public Transport)	Walking and cycling improvements from the Mersey Gateway Project	CS16 CS15	HBC and Merseylink Consortium	P1/2	Committed as part of the Mersey Gateway Scheme	The Mersey Gateway Project has committed to fund aspects of such improvements through the MG Sustainable Transport Strategy	Improvements to Silver Jubilee Bridge to encourage walking and cycling	Insufficient funding.	Alternative funding via EU and LCR on smaller scale	
			Green and Open Spaces	Green Infrastructure – required as mitigation for the Mersey Gateway Project	CS16 CS21	HBC, Natural England, Environment Agency, Mersey Gateway Environmental Trust	P1	Phased delivery, majority to be delivered in P1	To be finalised during the Procurement Process (Competitive Dialogue)	1. A new 28 hectare saltmarsh nature reserve at Widnes Warth 2. Additional nature management to Wigg Island 3. The Mersey Gateway is to act as a catalyst for wider environmental initiatives in the Upper Mersey Estuary	Insufficient funding.	Not applicable	
			Transport (Road)	M56 – Junction 11A	CS15 CS11 CS16	HBC, Highways England	P2/3	~~Planned major scheme to start no later than March 2020~~	To be delivered by Highways England	Reduced congestion at existing M56 junctions serving Halton	Lack of Government commitment. Insufficient funding. Land constraints.		
			Housing	Halton Healthy New Town-Masterplanning		NHS, CCG, HBC and Private Sector	P2/3	Medium Term	TBC	To provide information to develop housing/health/transport infrastructure	Lack of funding at least in the longer term to develop long term vision		
			Transport (Road)	Silver Jubilee Bridge (SJB) Maintenance	CS15 CS16	HBC	P1/2	Committed through Major Scheme Capital funding from DfT	£18.6 million 5 year Government funding from 2011/12 through Major Scheme Capital Funding	Continued use of SJB as main cross river link prior to realisation of MGP	Retraction of funding. Greater maintenance bill than anticipated	Not applicable	
			Transport (Road)	Highway maintenance across the Borough	CS15	HBC	P1/2/3	Funding will primarily be through the Local Transport Settlement – Highways Capital Maintenance Block	£2,329,000 - 2017/18 £2,108,338-2018/19 £2,108,338 – 2019/20	Continued maintenance of roads and footways in the Borough	Lack of funding at least in the longer term	Improvements at a reduced scale	
			Transport (Road)	Repair potholes across the Borough	CS15	HBC	P1	Committed funding from DfT	£163,000 - 2017/18 £113,338 – 2018/19 £113,338 – 2019/20	Improved road surface, therefore reduced number of accidents and damage to vehicles	Funding does not cover all pothole repairs required in the Borough	New Maintenance contract June 13 in place in partnership with Warrington BC.	Ongoing
			Transport (Rail)	Re-open Halton Curve Chester - Liverpool line, including the provision of a new station at Beechwood and a re-opened station at Ditton (see infrastructure for 3MG)	CS15	Merseytravel, Merseyside LAs, CWaC and North Wales LAs	P1	Approved to open late 2018	£18 million (estimate) Merseytravel submitted funding application to LCR Majors	New passenger rail service linking Chester, Helsby, Frodsham, Runcorn, Liverpool South Parkway and Lime Street	General LCR Budget constraints	Not applicable	Completed
			Transport (Rail)	Reinstatement and re-use of the Shell Green (Ditton to Warrington) rail route	CS15	Reinstatement and re-use of the Shell Green (Ditton to Warrington) rail route	P3+	Longer term aspiration	Costs or funding not yet identified	New passenger service along the Transpennine rail corridor serving South Widnes	Gaining legal powers, funding and agreement with Network Rail and Train Operating Companies	Not applicable	
			Transport (Rail)	Improvements to Widnes Station	CS15	Halton Borough Council and Section 106 contributions	P2	Awaiting Confirmation	Potential external funding secured via LCR to improve car parks	Improved parking facilities, provision of a drop-off area, secure cycle parking, lighting and CCTV	LCR/DfT do not fund	Not applicable	

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Borough Wide Infrastructure			Transport (Rail)	Improvements to Hough Green Station	CS15	Halton Borough Council and Section 106 contributions	P2	Awaiting Confirmation	Potential external funding secured via LCR to improve car parks	Improved access, car and cycle parking facilities, lighting and CCTV	Government Grant funding cuts	Not applicable	
			Transport (Airport)	Liverpool John Lennon Airport – Runway Extension	CS17	Liverpool John Lennon Airport	P3	Longer term aspiration	Private sector	Airport able to accommodate future growth, both passenger and freight	Environmental and social impacts	Not applicable	
			Transport (Airport)	Liverpool John Lennon Airport – Eastern Access Transport Corridor	CS17	Liverpool John Lennon Airport	P2/3	Longer term aspiration	Private sector / Devolved Budgets	Maintain safe, convenient and sustainable access to the Airport	Environmental and social impacts	Three alternative routes identified including a preferred route in the LJA Masterplan	
			Transport (Sustainable Travel)	Pedestrian, cycling and public transport routes e.g. PROW, Greenways and Quality Transport Corridors.	CS15	HBC	P1/2/3	Funding will primarily be through the Local Transport Settlement – Integrated Transport Block	£768,000 - 2016/17 £460,000 - 2017/18 £460,000 - 2018/19* *Indicative	These schemes will assist with the increased choice of sustainable low carbon transport	Lack of funding at least in the longer term	Implementation of schemes could continue but at a slower rate	
			Transport	Widnes Loops		Public/Private	P1/2	Longer Term Aspiration	TBC	Improve connectivity	Lack of funding		
			Waste and Minerals	Runcorn Wastewater Treatment Works	CS24 CS23	HBC, Private developer	P1	Committed	Unknown	Treatment of wastewater in Halton and generation of electricity	None identified	Not applicable	
			Waste and Minerals	Materials Recycling Facility, Johnson's Lane, Widnes	CS24	HBC, Eco-cycle Waste Ltd	P1	Committed – Planning Permission granted 08/00056/COU	Unknown	Recovery, segregation and recycling of material from household, commercial and industrial waste in Halton	Planning permission not implemented.	Not applicable	
			Green and Open Spaces	Creating or improving existing open space	CS21	HBC	P1/2/3	Committed	Section 106 contributions / Community Infrastructure Levy	Improvements to local environments	None identified	Not applicable	Ongoing
			Green and Open Spaces	Improvements to allotments	CS21	HBC	P1	Committed	£85,300 Capital Programme 2010/11	Improvements to local environments	None identified	Not applicable	
			Green and Open Spaces	Improving Sports Pitch Condition	CS21	HBC	P1	Committed	£340,000 Capital Programme 2010/11	Improvements to local environments	None identified	Not applicable	
			Housing	Extra care facilities	CS12 CS22	Private sector and HBC	P1/2/3	Committed	Unknown	Improve the care of older people through specialist accommodation	Lack of publicly owned land High costs to develop certain sites	Delivery of Lifetime Homes to allow people to remain in their own homes for longer	Ongoing
			Community Services	Upton Rocks – Local Centre	CS5	Private Sector	P1	Committed through Section 106 Agreement for Upton Rocks - 50% completed ongoing works to complete site	£1.8 million (estimate from Daresbury Local Centre) Unknown commercial development delivery partner and occupiers	Delivery of retail and leisure facilities to serve the Upton Rocks area	Prohibitive costs, lack of funding and lack of private developer interest to deliver local centre	Smaller scale retail provision than envisaged	50% completed ongoing works to complete site
			Leisure and Culture	Bridgewater Way Initiative	CS10 CS11 CS21	Private Sector	P1/2/3	Committed as required.	Section 106 contributions / Community Infrastructure Levy	Improvements to the Bridgewater Way for leisure use	Insufficient funding to delivery desired improvements. Development viability reduces contributions level.	Reduced scale of improvements to the canalside environment.	
			Green and Open Spaces	Town Park Masterplan	CS21	HBC	P1/2/3	Committed	TBC	Improvements to local environments	None identified as yet		

Area	Sub Area	Item	Type	Infrastructure Provision	CS Policy Link	Lead Agencies	Phasing	Committed / Uncertain / Longer Term Aspiration	Funding / Cost	Outcome / Impact	Risks / Constraints	Possible Interventions / Alternative Scenarios	Ongoing / Completed
			Leisure and Culture	St Luke's Church, Farnworth, Widnes - remedial work and heritage project	CS20	St Lukes Parochial Church Council	P1/2	English Heritage funding secured for Phase 1, remedial work. Phase 2 funding application being progressed	£100,000 secured English Heritage	Enhanced heritage offer for the Borough	Phase 1 secured , Phase 2 actively being sought	Not applicable	Ongoing
			Leisure and Culture	Interlocks Project - Restore section of St Helens (Sankey) Canal between Spike Island and Fiddlers Ferry Marina	CS20	Halton and Warrington Councils and SCARS (Sankey Canal Restoration Society)	P1/2	Committed	Circa £20 million	Allow navigation of this section of the Canal	Failure to secure funding	Not applicable	Ongoing
			Transport	Runcorn Transport Hub		HBC/Network Rail and Private Sector	P1/2	Committed	TBC	Introduction of multi modal transport hub as part of a wider regeneration scheme	Failure to secure funding	Reduced scale of improvements .	
			Transport	Cronton Lane		Public/Private Sectors	P1/2	Committed	TBC	Carriageway Improvements	Failure to secure funding	Reduced scale of improvements .	
			Transport	Watkinson Way on/off slips		Public/Private Sectors, and Highways England	P3	Longer Term Aspiration	TBC	Improve capacity in Network	Failure to secure funding	Reduced scale of improvements .	
			Transport	Runcorn & Widnes Bus Corridors		HBC/Bus Operators	P1/2/3	P1 committed	£1.5m	To improve Runcorn Busway and Widnes Quality Bus Corridors	Failure to secure funding	Reduced scale of improvements .	Ongoing

