



Halton Borough Council Final Local Transport Plan 2006/07 to 2010/11



Halton Borough Council
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The Second Local Transport Plan (LTP2) sets out Halton Borough Council's objectives, strategies and policies for transport for the period April 2006 to March 2011 and beyond. It also details the schemes and initiatives that will be delivered, together with the performance indicators and targets which will be used to monitor our progress.

This Final LTP2 has been developed from the Provisional LTP2, which was submitted to the Department for Transport in July 2005. The changes made reflect subsequent progress on policies and issues, the completion of our Access Plan, revised funding allocations, and targets and comments received on the Provisional LTP2.

LTP2 continues and develops the work undertaken in the First Local Transport Plan (LTP1) which covered the period 2001/02 to 2005/06.

The overarching objective is:

The delivery of a smart sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment".

The plan is structured around the four shared priorities for transport agreed between Local Authorities and the Government:

- *Tackling Congestion;*
- *Delivering Accessibility;*
- *Safer Roads; and*
- *Better Air Quality.*

These transport priorities are key to the quality of people's lives and the plan sets out the issues and opportunities for each shared priority, details the Shared Transport Priority Strategies for dealing with these issues and the actions we

will take throughout the five-year period of the plan and beyond.

The shared priorities are underpinned by a 'Toolbox' of Primary Transport Strategies that target specific transport areas and these are contained within Appendix 1.

THE SHARED TRANSPORT PRIORITIES

The following examples illustrate the actions we intend to take in tackling issues around the Shared Transport Priorities:-

TACKLING CONGESTION

The biggest congestion problems in the Borough are on the approaches to the Silver Jubilee Bridge with flows that can exceed 90,000 vehicles per day. This bottleneck in the strategic highway network stands in the way of economic development in the Borough and across the wider Merseyside area. The resulting congestion and lack of facilities makes it very difficult to develop an integrated transport system that meets the travel needs of the Borough's residents, businesses and visitors.

Congestion, however, is not limited to the Silver Jubilee Bridge. Peak time congestion also occurs at key junctions including the A56 Chester Road / A558 Eastern Expressway roundabout, the Widnes Eastern Relief Road/Fiddlers Ferry Road junction, and the A557 approach to M56 J12, and is growing on the wider highway network particularly within town centres. Congestion not only constrains the economy but also impacts on air quality.

The Mersey Gateway will lead to significant journey time savings for cross river traffic and will enable the Silver Jubilee Bridge to cater for local sustainable travel. However, whilst the decision on the project is expected from the Government in the near future, the crossing cannot be completed before 2014. Therefore it

has been necessary to develop an interim strategy which both:

- addresses cross Mersey congestion, as far as practical, until the Mersey Gateway becomes available; and*
- addresses the more general issues of congestion within the Borough.*

The interim strategy is seen as an integral part of our long term strategy for dealing with congestion and as such will continue to be implemented after the construction of the Mersey Gateway.

To address the issues identified measures are proposed which include the following:-

- *The introduction of road user charging in the context of measures to support the implementation of Mersey Gateway;*
- *Continue to maintain the Silver Jubilee Bridge and the Borough's roads to high standards;*
- *Manage demand on the Silver Jubilee Bridge to minimise congestion and unnecessary growth and ensure that smarter travel choices can be made through better traffic management using Intelligent Transport Systems such as variable message signs;*
- *Continue to manage the highway network to minimise disruption and delay;*
- *Improve the A56 / A558 Junction and dualling of the eastern end of A558;*
- *Improve the A557 approach to M56 Junction 12;*
- *Promote and provide improved bus and highway infrastructure improvements and rail station access and walking and cycling facilities to reduce the demand for car based travel;*
- *Maximise the potential offered by travel planning and bespoke travel advice and information;*
- *Consider the appropriateness of introducing congestion charging on the Silver Jubilee Bridge should Mersey Gateway not proceed; and*



- Develop a Parking Partnership with private car park operators that will review and monitor the emerging regeneration of the Town Centres on the demand for and the provision of parking.

DELIVERING ACCESSIBILITY

The ability of people to access places of work, learning, health care, shopping, leisure and exercise, and other opportunities significantly impacts on their quality of life and life chances. Schemes and initiatives to improve accessibility can encourage participation and retention in education, reduce inequalities in health, and help people move from welfare into work.

In order to increase accessibility of the transport network the Council, with its partners, has undertaken a comprehensive accessibility study to identify the gaps and weakest links in the network. The resulting Access Plan has strongly influenced how and where our LTP2 funding is targeted. Some of the actions and initiatives proposed include:

- In partnership with bus operators seek to further improve and enhance the quality of bus services across the Borough in line with the objectives of the Halton Bus Strategy. Following the recent £4.5 million investment by Arriva (North West and Wales), virtually all-local bus services in the Borough are operated by a fleet of low floor easy access buses. The second LTP seeks to build upon this solid foundation by developing a range of service network and infrastructure improvements designed to plug existing gaps in the network and improve the range of destinations that can be readily accessed by public transport through a mixture of: -
 - i) Improved interchanges
 - ii) New innovative supported bus services;
 - iii) New "Kickstart" and similar challenge schemes designed to meet the priorities identified in the Access Plan;

- iv) Continued support for innovative community orientated passenger transport services;
- v) "Pump prime" new services to major employment areas and key hospitals.

In addition the council will:

- Continue to review the supported bus network to ensure value for money and enable the introduction of new initiatives;
- Support Halton Community Transport in the development and delivery of accessible transport services;
- Provide personalised journey plans, advice and publicity on travel options, through the Neighbourhood Travel Team; and
- Develop, improve and promote the footway, Public Rights of Way, Cycling and Greenway networks to meet identified needs.

The Access Plan is appended to this document (See Appendix 2).

SAFER ROADS

During the period of LTP1 we have made significant progress in reducing casualties on our roads. However, due to difficulties in identifying significant casualty hotspots, it has been necessary to slightly refocus our casualty reduction strategy to give greater emphasis to the role of Road Safety, Education, Training and Publicity and area wide initiatives to maintain a momentum in reducing casualties. In our strategy we propose to:

- Continue to monitor and analyse casualties within the Borough, and develop and implement a rolling programme of local safety schemes to reduce the number and severity of casualties;
- Continue to develop the Borough's programme of Road Safety Education, Training and Publicity;
- Continue to target resources and physical measures towards areas with a proven higher than average 'all' and 'child' casualty rates, taking into account links to deprivation;

- Continue to assess and review speed limits on new and existing roads;
- Undertake and action Child Safety Audits in areas and on accident types identified as having problems particular to children; and
- Continue to Safety Audit Highway Schemes and undertake formal Child Safety Audits.

Following changes to the funding arrangements for safety cameras and in the flexibility of initiatives that can be undertaken, Halton, along with its partners intends to undertake a new strategic safety initiative which will complement our Safer Roads Strategy.

BETTER AIR QUALITY

There are known linkages between high levels of air pollution and people's health. A study of all sources of pollution in the borough has been undertaken, together with an assessment of all monitoring data. Extensive modelling of pollution in the Borough has shown that pollution levels are currently expected to meet acceptable air quality standard. However, to maintain and improve upon the level of air quality we propose to:

- Continue to monitor the quality of air with specific reference to Breathable Particulate Matter (PM10), Sulphur Dioxide and Nitrogen Dioxide;
- Manage the demand on the Silver Jubilee Bridge to limit unnecessary traffic growth and ensure that smart travel choices can be made. This will be done through better traffic management and using Intelligent Transport Systems such as variable message signs;
- Promote and implement measures to improve walking, cycling and public transport; and
- Manage and maintain the highway network to minimise congestion and disruption to traffic.

OTHER QUALITY OF LIFE ISSUES

In planning and delivering local transport measures, the opportunity exists to improve other aspects of quality of life within the Borough. Quality of life is made up of a range of different issues and includes all four of the Shared Transport Priorities.

The other quality of life issues considered alongside the shared priorities include the following:

- Quality of Public Spaces and Better Streetscapes;
- Landscape and Biodiversity;
- Community Safety, Personal Security and Crime;
- Healthy Communities;
- Sustainable and Prosperous Communities;
- Noise; and
- Climate Change and Greenhouse Gases.

The strategies associated with each of the Shared Transport Priorities have been developed to enhance the achievement of our 30 year Transport Strategy for Halton and are supportive of the Council's own priorities for action.

TOOLBOX OF PRIMARY TRANSPORT STRATEGIES

The Toolbox (Appendix 1) contains 18 Primary Transport Strategies (PTS's) targeted towards specific areas of transport. All of the strategies contribute in some way or form to the achievement of the Shared Priorities for Transport and are cross-referenced throughout the document.



WIDER ISSUES

The Local Transport Plan also sets out how our plans and strategies integrate with other wider issues incorporating:

- European policy - including the delivery of a Trans-European Transport network;
- National policy - including the White Papers on "The Future of Transport" and "The Future of Air Transport";
- Regional strategies, including Transport, Economic, Planning and Housing Strategies;
- Local priorities and policies; and
- Cross boundary linkages.

IMPLEMENTATION PROGRAMME

The Government have provided us with an indicative allocation of Local Transport Plan funding of £8,334,000 for integrated transport and £11,458,000 for highway maintenance over the five-year period of the plan.

The schemes included in the programme have been assessed and prioritised against the achievement of National, Regional and Local objectives and the funding has been distributed across scheme types and initiatives, over the five-years of the plan, as follows:

INTEGRATED TRANSPORT

Local Safety Schemes:	£1,051,000
Walking and Cycling:	£2,580,000
Integrated Transport Initiatives:	£503,000
Traffic Signal Upgrades:	£171,000
Bus Infrastructure Improvements:	£1,646,000
Accessible Buses:	£435,000
Station Improvements:	£550,000
Silver Jubilee Bridge Variable Message Signing:	£450,000
A56/Eastern Expressway Improvements	£650,000
Upton Lane Distributor Road	£82,000
Contributions to Regeneration Schemes	£216,000
Total for Integrated Transport:	£8,334,000



HIGHWAY MAINTENANCE

Roads and Footpaths:	£5,018,000
Lighting:	£844,000
Bridge Assessment and Strengthening:	£807,000
Silver Jubilee Bridge and Associated Bridges:	£4,366,000
Other Bridges:	£423,000
Total for Highway Maintenance:	£11,458,000

In addition to this expenditure the Local Transport Plan includes bids for:

- Mersey Gateway – to provide a new road crossing of the River Mersey.
- A Major Maintenance Scheme on the Silver Jubilee Bridge (£38.5m);

The Plan also highlights the importance of supporting the capital funding with targeted revenue funds.

PERFORMANCE INDICATORS AND TARGETS

In order to monitor our progress on delivering improvements to the Shared Transport Priorities we have developed a set of challenging performance indicators and targets.

These include a series of mandatory indicators that are required by Government to be monitored and a set of local indicators to monitor issues specific to Halton.

CONSULTATION

Local Transport Plan 2

To assist in the development of LTP2 we held four themed stakeholder conferences, sent a questionnaire to 7,000 households in the Borough and consulted with stakeholders on both the draft Provisional LTP2 and the Provisional LTP2. In addition, extensive consultation has been undertaken with GONW, DfT, NWDA and all Departments within Halton Borough Council and its Local Strategic Partnership. The comments received have been used to help us prepare this Final LTP2 which has been the subject of another consultation exercise prior to finalising. However, consultation will of course continue throughout the life of the Plan to help us to develop new schemes and initiatives and review progress.

Strategic Environmental Assessment

The development of our final Local Transport Plan has been informed and enhanced by a Strategic Environment Assessment (SEA) based on the strategies and actions proposed within the plan. A SEA Scoping report was produced in January 2005 and consulted upon. This identified the extent of work required and informed the production of a provisional SEA, in July 2005, based on the Provisional LTP2. The final SEA has subsequently been produced in conjunction with the Final LTP2.

LONG TERM VISION AND STRATEGY

This LTP is entirely consistent with Halton's long term transport strategy and is seen as the next stage in delivering a transport system which is fit for purpose.

The Long Term Vision on which the long term transport strategy has been developed is *“To achieve sustainable, inclusive, accessible and fuel efficient transport systems that improve the quality of life for people living in Halton by sustaining economic growth and regeneration, whilst minimising their impact on the historic, natural and human environment.”*

1.1 TRANSPORT PHILOSOPHY

“Transport is not an end in itself, but is a means to an end”.

This quote provides an insight into the fundamental and widely accepted principle that transport generally has the specific purpose of providing access to the facilities and services that are required to make society function.

Transport has a major impact on all our lives and can mean the difference between:

- A growing and vibrant community and one that is subject to social and economic decline;
- A self-supporting and fulfilling lifestyle and one that is restricted by limited opportunities; and
- A safe, healthy and pleasant living environment and one that offers danger, poor health and seclusion.

It is clear that a successful transport system cannot be developed in isolation from those who provide and use the key services, products and facilities that are required in all aspects of life on a daily basis.

In Halton, we believe that it is essential that there is complete and comprehensive integration of European, national and regional policies with those that have been determined locally in Halton, covering such matters as: education, social services; the economy; the environment; regeneration; health; planning; safety; and leisure.

This is achieved in our second Local Transport Plan by setting out the context of these wider issues and ensuring that the resultant demands and needs are addressed in the development of our transport strategies.

1.2 OBJECTIVES

To provide a focus, Halton Borough Council has agreed the following overarching objective for its second Local Transport Plan:

LTP2 Overarching Objective:

The delivery of a smart sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment”.

This overarching objective is underpinned by objectives found on the four Shared Transport Priorities:

Tackling Congestion:

- To address and manage both local and strategic travel demand to ensure that the area's regeneration needs are met.
- To develop a sustainable and integrated transport system that meets the social, economic and environmental needs of Halton's residents.
- To manage and maintain the highway network to minimise congestion and delay

Delivering Accessibility:

- To resolve problems experienced by socially excluded communities, when accessing key services, and enhance life chances and employment opportunities.

Safer Roads:

- To minimise the incidence of personal injury road crashes within the Borough, through a combination of targeted physical measures and preventative road safety education and training initiatives.

Better Air Quality:

- To address air quality issues which have an impact on health and the environment, through the management of travel demand and the provision and encouragement of environmentally sustainable travel choices.

These objectives in turn complement and support the achievement of

Halton's Local Strategic Partnership's five strategic priorities associated with:

- Health;
- Safety;
- Children and Young People
- Employment, Training and Education; and
- Urban Renewal.

It should be noted that these priorities are proposed to be adopted by the Council in April 2006 (see Section 4.4 for further information).

1.3 LONG TERM TRANSPORT STRATEGY & VISION

It is recognised that the changes required to the transport system and indeed the way in which the system is used, cannot all be achieved in the life time of this LTP. Limitations on availability of funding, staff resources, planning considerations and indeed the challenges involved in winning the 'hearts and minds' of the public, require the development of a much longer term transport strategy, which although by its nature has to be less detailed than a five year plan, still provides the necessary direction.

This Local Transport Plan has been carefully developed to ensure that it is entirely consistent with; and supportive of our Long Term Transport Strategy's aims and objectives and is seen as the next essential stage in the achievement of a transport system that is fit for purpose. This purpose is expressed in terms of a Long Term Vision, which is:

“To achieve sustainable, inclusive, accessible and fuel efficient transport systems that improve the quality of life for people living in Halton by sustaining economic growth and regeneration, whilst minimising their impact on the historic, natural and human environments.”



2.1 BACKGROUND

In July 2000, Halton submitted to the Government its first full Local Transport Plan (LTP1). The plan covered the period 2001/02 to 2005/06 and presented Halton, as a new Unitary Authority, with a much-welcomed opportunity to address and give priority to local transport issues.

LTP1 set out in detail the transport problems, which were regularly being experienced by residents, businesses and visitors to Halton, which were obtained through extensive consultations. Strategies were then developed and incorporated into the plan to address the identified problems. LTP1 also contained an extensive proposed programme of works and interventions, based on the strategies, and a challenging set of targets to enable progress to be monitored on the achievement of our transport aims and objectives.



LTP1 was well received by the Government Office, which stated that 'the plan was good overall and particularly strong in its objectives and strategy with clear linkages drawn with other strategies in the Borough'. The document's success was confirmed with a £2.227m increase in funding in 2001/02, over that awarded for the financial year 2000/01.

Each year our progress has been reported through a series of Annual Progress Reports (APR's), which provide updates on schemes and initiatives undertaken, expenditure and progress towards achieving key targets. The APR's are assessed by the Department for Transport (DfT) and categorised to enable comparisons to be made with

other highway authorities within England and to determine the following year's funding allocations.

Halton has been able to consistently demonstrate good progress towards the achievement of its transport aims and objectives by retaining an 'above average' classification for the first three of its APR's.

However, the most important criterion by which success should be judged is through the achievement of locally and nationally set transport targets. The latest APR submitted in July 2005, covering the period 2004/05, reported that 97.5% of Halton's targets were either already achieved or on track, and helped us to secure an 'Excellent' classification from the DfT. The assessment placed Halton in the top ten of best performing authorities in England.

WHAT WE HAVE LEARNT FROM OUR EXPERIENCE OF LTP1 AND HOW IT HAS INFLUENCED LTP2

Throughout the period of LTP1 we have learnt from our experiences and adapted the delivery of the plan accordingly. Below are five specific examples of initiatives undertaken during LTP1, which have influenced the development of LTP2:-

- **The Quality Corridor Approach:** This was introduced in 2000/01, in order to maximise the benefits derived from the limited transport resources available to the authority. The approach involves comprehensively addressing all transport issues, associated with road safety, public transport, walking and cycling, in either a corridor or an area. Benefits include, minimising disruption, greater efficiencies in design and delivery and the greater visual impact of the package of schemes on street.
- **Softer Initiatives:** These measures include a wide range of supporting mechanisms, which help to raise awareness of the available transport facilities and enable greater use and

access. The role of these measures has been gradually enhanced throughout the period of LTP1 as their benefits in terms of obtaining value for money and maximising the use of existing and new infrastructure were realised. Of particular note is the establishment of the Neighbourhood Travel Team in 2002/03, which provides bespoke travel advice and planning. The importance of this work has been widely recognised as best practice and has been instrumental in Halton achieving Beacon Status for 'Better Local Transport' and being recognised as a Centre of Excellence in 'Local Transport Delivery'

- **Public Transport Accessibility Review:** in 2003/04 the Council undertook a study to identify accessibility problems at the thirty-most busiest transport interchanges in the Borough. This work was undertaken in recognition of the need to ensure that the transport facilities provided are convenient and accessible by all sections of the community. To assist in identifying the problems, people with a range of mobility difficulties were asked to provide comments on access issues at each location. These comments were then used to develop a prioritised action plan, which is currently being implemented from LTP resources.

- **Local Safety Schemes:** Great progress has been made throughout LTP1 on reducing Killed and Serious injuries on the roads in Halton. This has been achieved through adopting a broad base of casualty reduction interventions. However, experience, during LTP1 has shown that the potential for large-scale reductions in casualties through physical improvements is diminishing, due to difficulties in identifying new hotspot clusters. It will therefore be necessary during LTP2 to slightly refocus our activity to give greater emphasis to road safety, education, training and publicity and area wide initiatives to make further progress. Further information on this can be found in Section 3.3.

Public Consultation - Identified Area for Improvement:

Early in LTP1, as the Quality Corridor approach was being developed, it became apparent that physical measures to support walking, cycling and public transport could in some instances attract hostility from local residents. Although the measures in themselves rarely had a requirement for a statutory consultation procedure, it was clear that local residents wanted to be consulted on schemes that impacted on their street scene.

In order to address this issue the Council approved a consultation policy for highway schemes. Central to this policy was the establishment of the Consultation Review Panel (CRP). The CRP is chaired by the Chair of the relevant Policy and Performance Board with two further Members drawn from

that Board together with the Ward Councillors for the scheme under consideration. Decision making is delegated to the Operational Director, Highways and Transportation in consultation with the Executive Board Member for Planning, Transportation and Development.

The role of the CRP includes consideration of the proposed scheme, the need for and extent of consultation required, to review comments received during consultation and to agree the final scheme to be implemented.

The CRP is used extensively for Quality Corridor and traffic calming schemes. The new policy has proven successful, particularly in demonstrating clarity and equity in the consideration of consultation comments and will continue to be implemented during LTP2.

All of these approaches will be continued and developed throughout the period of LTP2, with the work on accessibility being updated and informed by accessibility reviews (see Section 3.2) and our Access Plan (see Appendix 2).





2.2 THE DEVELOPMENT OF THE SECOND LOCAL TRANSPORT PLAN

Since the development of our first Local Transport Plan (LTP1), significant changes in both national and local policies and advice have demanded a new approach to the development and delivery of transport strategies and initiatives. However, the work and analysis undertaken on LTP1 provides a sound base and enables us to take an informed view of these new challenges which reflect the dynamic and complex environment within which transport authorities have to operate, whilst seeking to manage, address and satisfy increasing demands for travel. Travel is generally not an end in itself, but a means to connect people with key services and facilities that are required to enable society to function. Central to the success of any transport strategy has to be ensuring that transport needs and pressures are met, whilst protecting the country's social and economic well-being and its environment.

The Government in its White Paper entitled 'The Future of Transport', published in July 2004 reviewed the successes to date of the 10 Year Plan for Transport and set out how it intended to meet the new challenges now facing transport. The Government's strategy is based on three main themes. These being:

- Sustained investment over the long-term;
- Improvements in transport management; and
- Planning ahead.

Halton's LTP2 fully embraces these themes through a structured approach based on addressing the 'Shared Transport Priorities', which have been agreed between Central Government and the Local Government Association. These 'Shared Transport Priorities' are:

- Tackling Congestion;

- Delivering Accessibility;
- Safer Roads; and
- Better Air Quality

The detailed issues for Halton, associated with each of these priorities are described in Section 3.

In addition to these Shared Transport Priorities the LTP2 tackles many other quality of life issues that transport can have an impact on, including:

- Quality of Public Spaces and Better Streetscapes;
- Landscape and Biodiversity;
- Community Safety, Personal Security and Crime;
- Healthy Communities;
- Sustainable and Prosperous Communities;
- Noise; and
- Climate Change and Greenhouse Gases.

Great care has been taken to integrate the national Shared Transport Priorities and other quality of life issues with Halton's corporate objectives. New local objectives are expected to be finally approved in April 2006. These reflect changes in corporate responsibilities and local needs. The transport related objectives of the new themes are similar to those previously agreed and as such provide a consistency in approach for the development of our transport policies. The following shows a comparison of the existing and proposed themes:

- A 'Healthy Halton' – currently covered by 'Health' and 'Safe and Attractive Neighbourhoods';
- A 'Safer Halton'- incorporating significant parts of the current 'Safe and Attractive Neighbourhoods' theme;
- 'Children and Young People in Halton'- incorporating appropriate elements of the current theme on 'Enhancing Life Chances';
- Employment, Learning & Skills in Halton- - incorporating appropriate

elements of the current themes on 'Enhancing Life Chances' and 'Urban Renewal': and

- Halton's Urban Renewal- currently covered by 'Urban Renewal' and 'Safe and Attractive Neighbourhoods'.

It should be noted that these themes have already been adopted by Halton's Local Strategic Partnership Board.

The themes therefore provide a strong focus and platform for tackling those issues which are of importance to the people and businesses of Halton. See Section 4 for further information on Halton's local priorities.

Our LTP demonstrates that the Shared Transport Priorities complement Halton's local priorities and together provide a sound basis on which to develop a local transport system that meets both local and national needs.

The complex issues identified in tackling both the local and national priorities, are not simply the remit of transport planners, but cover a wide range of Council and other public services, which were either dependant or impacted on transport. Solutions to these problems often require new ways of delivering services, involving innovative and jointly funded projects; all of which were dependent upon an extensive network of key partnerships, to ensure the delivery of the step changes necessary to secure a transport system that meets the transport needs of Halton.

Local Transport Plans are required to set out a clear and costed transport programme over a 5-year period within the context of a clear overall strategy for the development of the region. The second LTP for Halton provides the framework through which the Council will be able to deliver real improvements to its transport system.

Details of the work we have undertaken on accessibility are provided in Section 3.2, which identifies the gaps and weaknesses in the local transport

network and draws heavily on the experience of both service providers and users. Our Access Plan is provided in Appendix 2. This document has heavily influenced the development of our LTP2, and will continue to inform how and where we should be delivering transport improvements and initiatives across the Borough.

We believe that our approach to the development of LTP2 will provide targeted and much needed improvements to our local and sub regional transport systems and help us to provide a catalyst for economic, social and environmental regeneration of the sub region.

CONSULTATION

A comprehensive series of consultation events have been undertaken to inform stakeholders and the public of the draft proposals for our second Local Transport Plan and to allow them to comment. The form of consultation together with the comments and, where applicable, how they have influenced the plan, are contained in Appendix 4.

The following is a summary of the work undertaken:

- Household Survey – April 2004

The LTP Household Survey was mailed to a random sample of 6,935 households in the Borough. The general objectives of the survey were to:

- Establish daily transport routines;
- Determine factors which would encourage residents to use public transport, walk and cycle;
- Establish the perception of safety on transport;
- Determine car ownership and factors that would reduce car use; and
- Establish how residents rate the transport strategy priorities.

In total 1,312 completed questionnaires were returned.

- LTP2 Conference – September and October 2004

The conferences were aimed at consulting with stakeholders, members and officers on the key developing strategies within the Local Transport Plan 2 and were split into four themes covering the Shared Transport Priorities. The conferences were held on four half days as follows:

- Conference 1: Safety - Wednesday 22nd September 2004
- Conference 2: Quality of Life - Wednesday, 29th September 2004
- Conference 3: Congestion - Wednesday, 6th October 2004
- Conference 4: Accessibility - Wednesday, 13th October 2004

The conferences took the form of seminars and presentations on draft key strategies covered under the four Shared Transport Priorities during which delegates were able to ask questions on the topics. Delegates then split up into discussion groups to express their views on transport problems within the Borough and provided ideas for resolving them. The 'workshop' style groups then fed back the points raised by the delegates and a question and answer session followed.



In total 165 organisations, bodies and forums were invited to the conferences and 31 were represented.

- Consultation on Provisional LTP2 Consultation Draft and Have Your Say on Transport in Halton Questionnaire – May 2005

In May 2005 the Consultation Draft of the Provisional LTP was sent to around

200 stakeholders for comments, together with an eight sided brochure and questionnaire titled "Have Your Say on Transport in Halton". A further 1,750 questionnaires were handed out to the public from a number of exhibitions/locations held across the Borough over a five day period.

The Consultation Draft was also made available at libraries, other public buildings and on the Council's website.



The brochure included a summary of the Consultation Draft of the Provisional LTP and a series of questions on the four Shared Transport Priorities and the implementation programme.

In total 53 questionnaires were returned along with 21 written responses. Details of the consultations can be found in Appendix 4.

- Consultation on the completed Provisional LTP2

The completed Provisional LTP2 was sent to stakeholders and made available to the public at Council offices, libraries and on the Council's website.

The consultation period commenced in September 2005 and was open for responses for a three-month period.

The consultation exercises have helped us identify key areas that could have



caused people concern in the past and helped us focus on the needs of the residents of the Borough. Accessibility to key health, learning and shopping facilities as well as employment areas are just some examples of issues raised during the public consultation process. Other examples, included encouragement of 'in school' cycle training, safe and secure cycle parking, central reserve safety barriers on the Expressways and suggestions on improving the bus service to help discourage the reliance on car based travel.

Stakeholder consultation not only helped us in terms of general comments on our strategies and actions plans but on updating information, such as passenger and employee numbers at the regions two International Airports, passenger travel through the Boroughs four rail stations and suggested amendments to the general text in the document. The form of consultation together with the comments and, where applicable, how they have influenced the plan, are contained in Appendix 4.

• Internal Consultation

In Halton, transport is widely recognised as an important cross cutting theme in the delivery of the Council's services and as such is central to the achievement of the majority of its corporate priorities and those of its Local Strategic Partnership.

The consideration of transport is therefore, as a matter of course, considered in the early development of strategies and proven processes exist to ensure the integration of transport considerations. By adopting this approach it avoids inconsistencies in policy development across the wide range of services provided by the Council.

In the development of LTP2, we have been able to extensively draw upon and develop the processes and contacts established to ensure that our transport strategies meet the needs of Halton's residents, businesses and visitors.

A series of focused formal and informal consultations provided the basis of an iterative process involving both input and feedback from across Halton Borough Council and its partners to help evolve the robust strategies and action programmes contained within the Plan.

The key groups involved in this work are shown below:

Council Officers: from across the authority were involved in the detailed development of the plan, writing sub-sections and advising on the development of strategies. In addition, more formal consultation was undertaken with all four Directorates within the Council (Environment, Corporate and policy, Children and Young People, and Health and Community), on both the Consultation draft and the Provisional draft of the LTP, and through attendance at themed conferences.

Council Members: were invited to attend the LTP conferences and many gave their input at this point. In addition, member workshops were arranged for the appropriate Policy and Performance Boards (PPB's) to scrutinise and comment on the development of the Plan. Workshops were held on the Provisional LTP2 and the Final LTP2 on the 24 May 2005 and the 9 February 2006 respectively, and members of both the Urban Renewal and Prosperity & Equality PPB's were in attendance at the events. Both the Consultation Draft and Provisional LTP2 were approved by the Council's Executive Board and this Final LTP2 was approved on 2 March 2006.

Halton Strategic Partnership: (the local strategic partnership for the borough of Halton) representatives of the five sub-groups of Halton Strategic Partnership (one for each of the five priorities of the Council) have been intrinsically involved in the development of the Access Plan through a series of workshops and meetings. In addition, the Partnership has been consulted on the Consultation draft and the Provisional draft of the LTP.

STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

In order to assess the impact of our proposals on the environment (covering Biodiversity, Human Health, Population, Cultural Heritage, Landscape and Air Quality, including climate change), the Council commissioned independent experts to carry out a Strategic Environmental Assessment (SEA).

The assessment was undertaken in four distinct phases:

- SEA – *Scoping Report*;
- SEA – *Interim Summary Report (based on LTP2 consultation draft)*; and
- SEA – *On the Provisional LTP2*.
- SEA – *On the final LTP2*.

See Annex 2 for a summary of the SEA and its main outcomes. Appendix 3 contains the full SEA report on this final LTP2.

The SEA work has considerably helped with the development of our LTP2 and has led to the following changes being made:

- *Objectives – overarching objective has been amended to take into consideration environmental considerations;*
- *Demand Management*
 - i) a major review of parking in Halton is to be undertaken to address identified potential parking problems and will be directed through the establishment of a Parking Partnership; and*
 - ii) should congestion charging be introduced the Council will ensure that local communities on low income will not be disproportionately affected.*
- *Implementation – work on Halton's transport system will be undertaken to ensure that:*
 - i) disturbance on buried artefacts will be minimal;*
 - ii) new infrastructure will be designed to be in sympathy with the local built environment; and*
 - iii) maintenance works on bridge structures will be designed to minimise their impacts on protected species, particularly bats.*

BEST PRACTICE AND LEARNING FROM OTHERS

The Council during the period of LTP1 has been involved in and led in a number of areas of best practice. Examples of these measures are shown in the table below for public transport together with how the measures have been integral in the development of our strategies, actions plans and scheme development.

Table 1 Best Practice and its Impact on Local Authorities

Best Practice Measure	Impact on Halton	Impact on other authorities
Beacon Status for Public Transport 2004/05: Halton is the lead authority on the national working group for Post 16 Education Transport.	The knowledge and shared experiences gained from this group have informed us in the development of our strategy for dealing with education transport for 16 to 19 year old students (see Appendix 1 Primary Transport Strategy No. 2). It has also help inform the strategies of many other local authorities.	To date, the Council has disseminated the knowledge and experience gained through running three seminars attended by over 100 local authorities. Furthermore, a web site is being developed ready to go on line early in 2006.
National Pathfinder Authority: 1) Halton is undertaking a study on how best to purchase, maintain, operate and renew public transport vehicles whilst making them available to third party community transport organisations.	This study will culminate in the introduction of Accessible Buses within the borough that will help address accessibility problems identified in the Access Plan. See Section 3.2 & 5.0 and Appendix 1 Primary Transport Strategy 2. The results of the study and the checklist will be made available to all local authorities.	Guidance, including a checklist is being produced for other local authorities to learn from our experience.
Association of Transport Coordination Officers (ATCO): Halton Borough Council Staff regularly played an active role in developing ATCO initiatives and events.	In Halton, the association has helped develop the following: <ul style="list-style-type: none"> • <i>a comprehensive passenger assistance training course for bus drivers;</i> • <i>improved public transport infrastructure (including shelters and information);</i> • <i>better provision of passenger transport services;</i> • <i>research into a new centralised passenger transport booking system; and</i> • <i>research into travel training, which has culminated in a full time travel trainer for vulnerable young people and adults being appointed.</i> <p>All these initiatives have helped to shape our approach to the shared priority for Accessibility and have been incorporated into our Bus Strategy. (See Appendix 1 Primary Transport Strategies No. 2 and No's 10 & 17)</p>	As an active member of ATCO the Council has contributed to the development of these initiatives and events and as such has enabled other authorities to take advantage of the best practices identified.



Best Practice Measure	Impact on Halton	
Public Transport Consortium: Council Lead Members and officers regularly attend meeting of the Public Transport Consortium.	Best practice has recently been shared in the following areas: <ul style="list-style-type: none"> • <i>accessibility planning;</i> • <i>concessionary travel arrangements;</i> • <i>Kickstart / Urban Bus Challenge; and</i> • <i>Regional rail development issues.</i> (See Appendix 1 Primary Transport Strategy No. 2 and Appendix 2)	
Transport and Accessibility Transport Review: The Council has organised a Bench Marking survey on how transport services are organised.	This will help inform the development of the borough's public transport network and has influenced our procurement of transport services.	A conference is planned for 2006 to disseminate good practice.
Best Value in Ticketing: The Council has carried out a major research exercise into Best Value ticketing initiative.	This has resulted in the development of the Halton Hopper Ticket which is planned to be launched in 2006.	N/A
Bus Interchanger Renewals: Halton has undertaken a major study into European practice in bus infrastructure design.	This will inform the design for Halton Lea North and South bus interchange improvement.	N/A

PROVISIONAL TO FINAL LTP2

Since the submission and publication of the Provisional LTP2 in July 2005 and the production of this Final LTP2 in March 2006 a number of amendments have been made to the document. The majority of the amendments are procedural/ textural, but the more significant changes include the following:-

- *The introduction of road user charging which is central to the Council's strategy to reduce congestion; the Mersey Gateway intervention to tackle congestion is set in the context of a complementary road user charging regime ensuring that the maximum benefits are fully realized;*
- *The evaluation and prioritisation of measures proposed to ensure that they are fit for purpose and achieve value for money;*
- *The development of Halton's Access Plan, following consultation responses and further work undertaken on addressing local access needs;*

- *The need to generally update the document, to take on board further work undertaken, guidance given and comments received during consultation;*
- *A review of proposals for managing the demand of traffic;*
- *Reviewing and refinement of performance indicators;*
- *Development of the LTP2 Capital Programme, following confirmation from DfT of allocations for expenditure during the period 2006/7 to 2010/2011;*
- *Developments in the major schemes associated with the Mersey Gateway and the Maintenance of the Silver Jubilee Bridge;*
- *The deletion of the major scheme bid for Ditton Strategic Rail Freight Park, following its low rating in two assessments of regional priorities;*
- *The lead for the major scheme for Halton Curve being progressed now by Merseytravel in its LTP2;*

- *The deletion of Halton's Transport Innovation Funds (TIF) bids, following guidance issued by Government. It should be noted, however, that a future TIF bid will be developed in conjunction with neighbouring authorities;*
- *The need for the new Traffic Manager role to comply with recent guidance; and*
- *The need to address changes in the funding of safety cameras.*

2.3 THE STRUCTURE OF THE SECOND LOCAL TRANSPORT PLAN

In order to ensure consistency of approach between local and national priorities our LTP has been themed around the four Shared Transport Priorities and extensively cross referenced to local objectives.

Each shared priority is set in the context of national, regional and local guidance and objectives. The relevant issues facing the borough and our partners are highlighted together with the opportunities that have been identified. In each case, a Shared Transport Priority Strategy (STPS) is provided, that sets out our approach to tackling the issues, and is supported by a detailed Action Plan.

The STPS's are underpinned and cross-referenced to 18 'Toolbox' Strategies. Each Toolbox Strategy targets a particular area of transport that will help achieve the Shared Transport Priorities and are referred to

as Primary Transport Strategies (PTS). The Toolbox Strategies are detailed in Appendix 1.

The Wider Issues section of the plan sets out how we address European community, national, regional and local transport issues and objectives. It also demonstrates Halton's support and integrated approach to the delivery of our partners transport related initiatives.

The Implementation section sets out what we will deliver throughout the five-years of the plan, together with the indicative levels of expenditure. This is followed by a section on Performance Indicators and Targets which will be

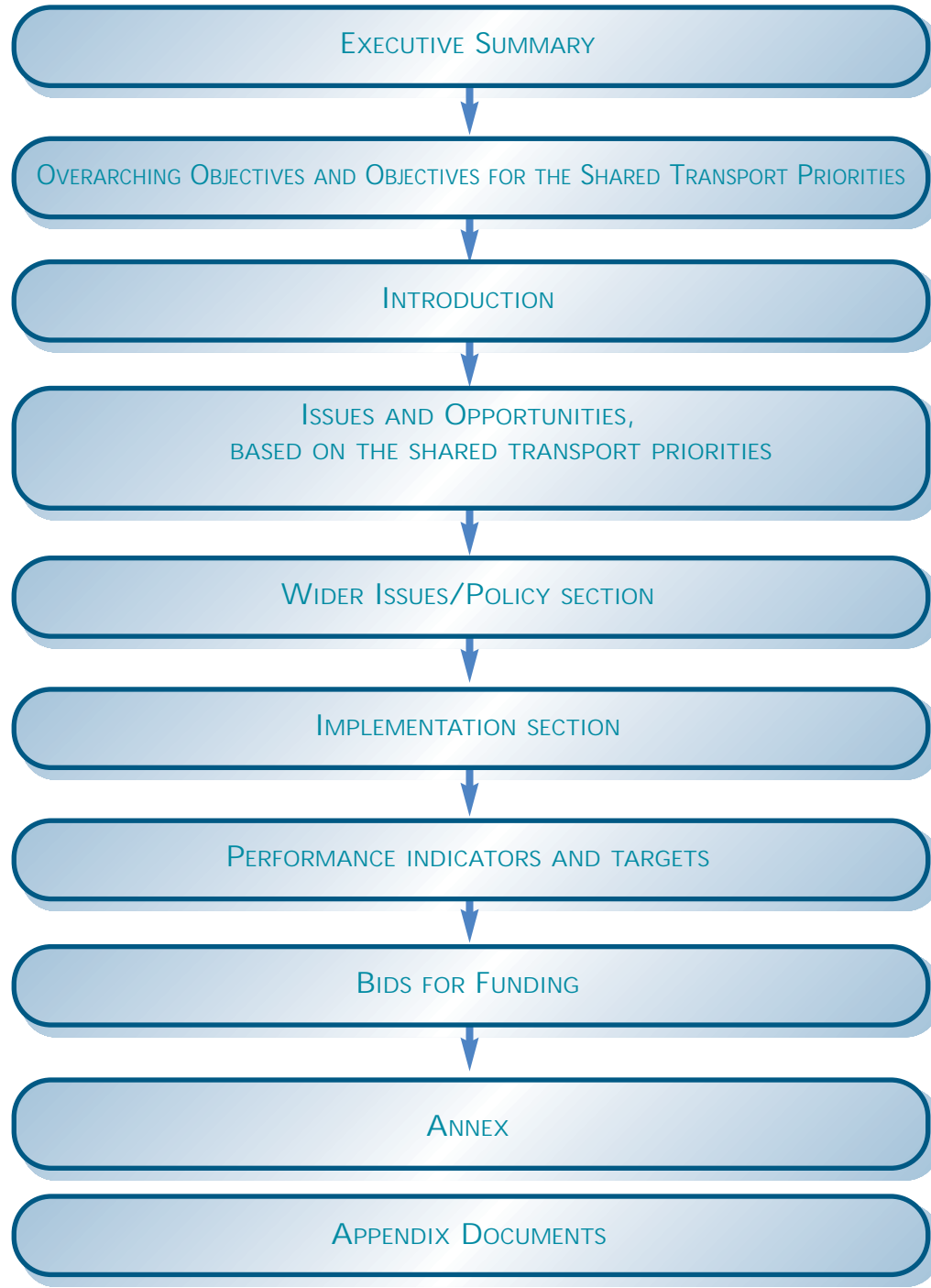
used to measure our progress in delivering improvements, and the achievement of our objectives.

The following diagrams illustrate the structure of the LTP, the linkages between strategies and key events in the plans development and implementation.





DIAGRAM 1: DIAGRAM OF THE STRUCTURE OF THE LOCAL TRANSPORT PLAN



The ways in which the various strategies of the Local Transport Plan interlink are shown in the diagram on the following page.

DIAGRAM 2: DIAGRAM SHOWING LOCAL TRANSPORT PLAN STRATEGY LINKAGES

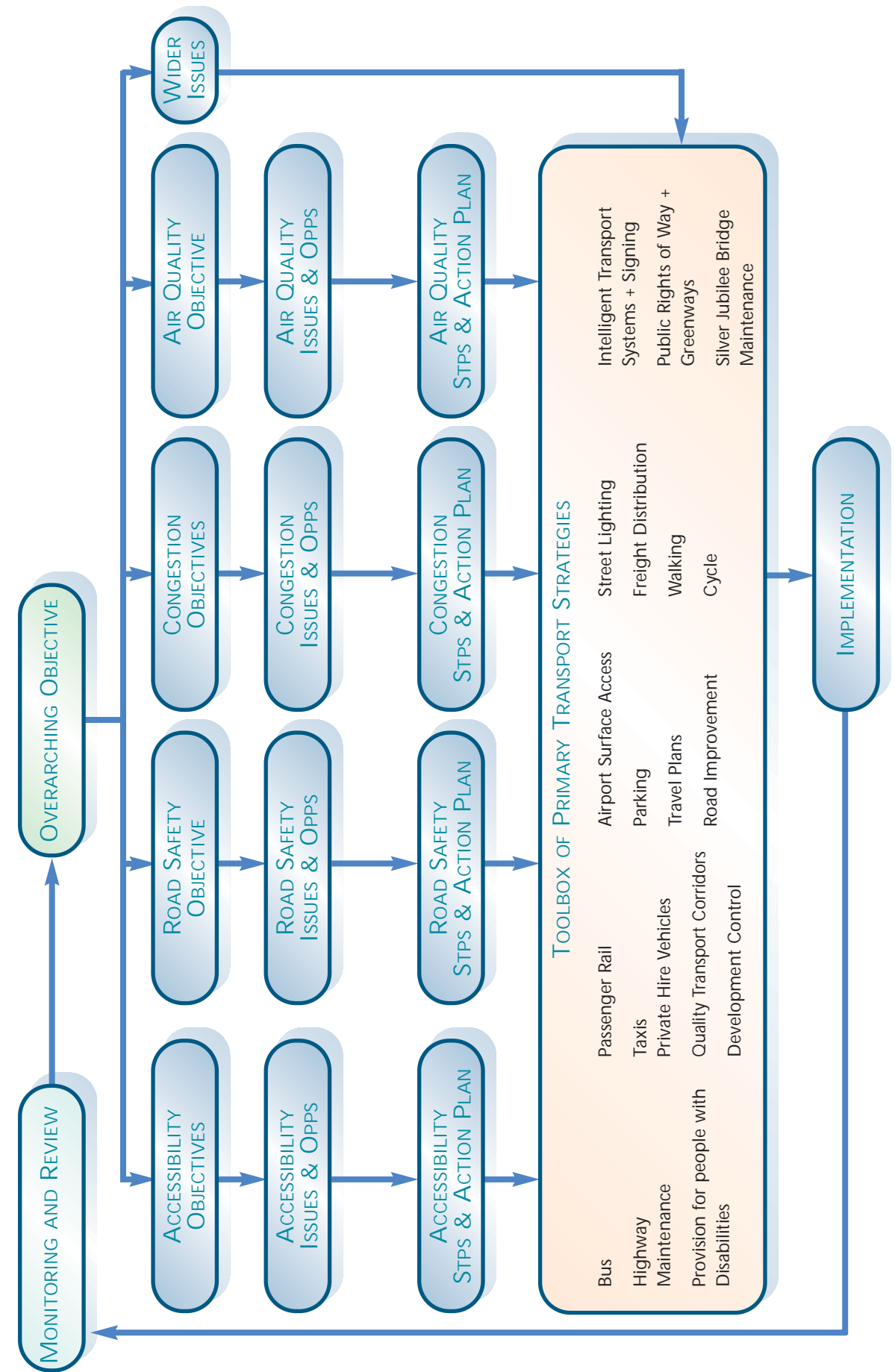
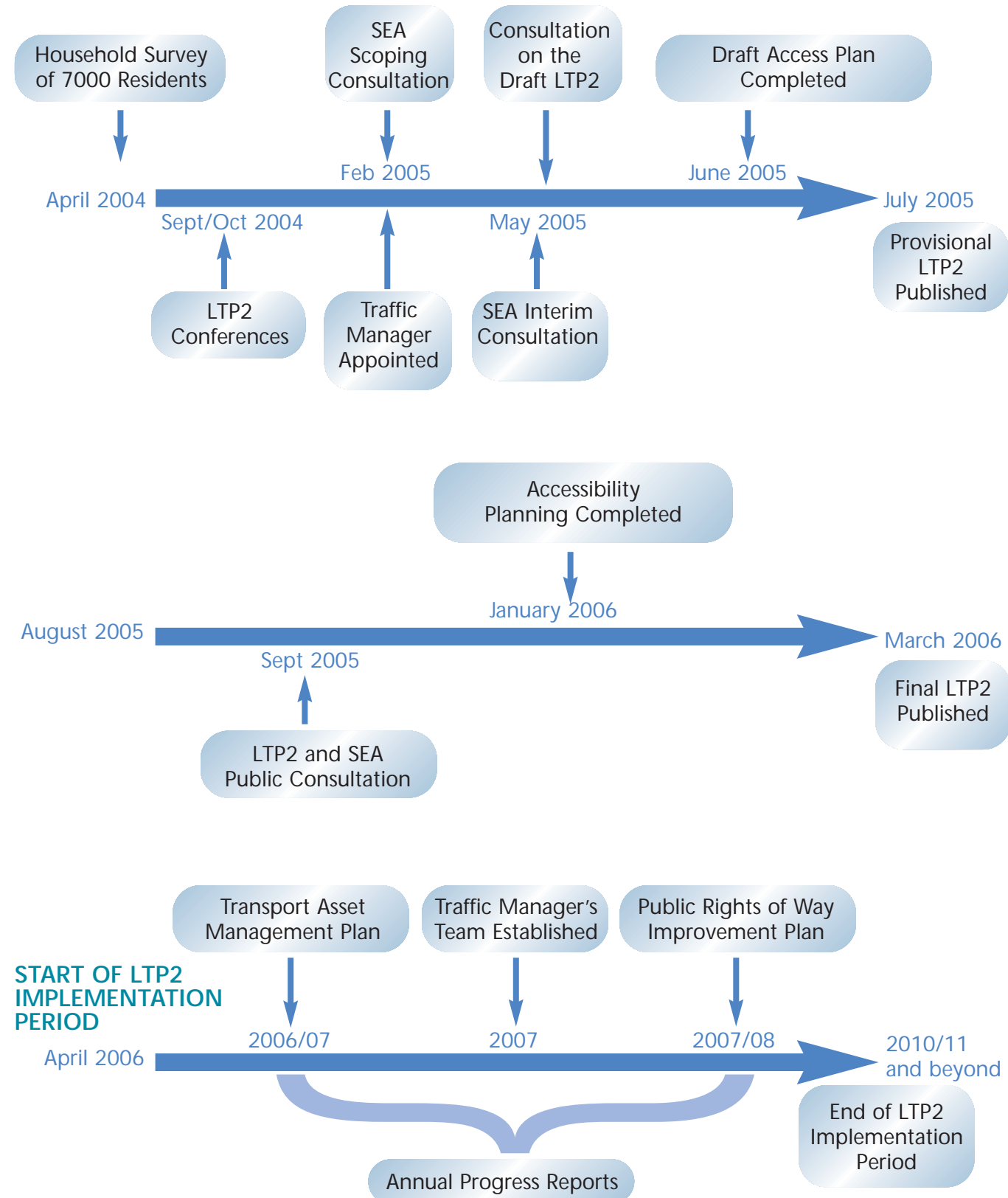




DIAGRAM 3: LOCAL TRANSPORT PLAN TIME LINES

LTP2 PREPARATION





INTRODUCTION

In our first Local Transport Plan (LTP1), extensive work was undertaken to identify and assess a wide range of transport related problems. These were recorded in detail in the plan and were accompanied by a catalogue of over 30 transport strategies.

These strategies dealt with issues associated with specific modes of transport, as well as problems with particular aspects of the transport system such as the highway, bus and rail networks, bridges and car parking.

The strategies and their complementary work programmes and initiatives have had a substantial impact on the problems identified, as evidenced by the fact that by the end of 2004/05 97.5% of all our challenging targets, which had been set to measure progress, had been achieved.

This of course does not mean that all the transport problems have been addressed, but it does provide a good indication that real progress has been made on those issues, which were of concern at the time when LTP1 was prepared.

Halton, like many other boroughs, has changed significantly since the production of LTP1. The transport needs of its residents, businesses and visitors have also matured to reflect changes in lifestyles, geography and the economy, and the need to protect the environment from the adverse impact of traffic.

A number of reports and guidance notes issued by the Government have helped to focus thoughts on the key transport issues that need to be addressed nationally to help bring about sustainable economic growth, social inclusion and a general improvement in the quality of life.

Of particular importance to the way in which we develop our transport objectives and strategies are the four national Shared Transport Priorities and

the proposed local priorities of Halton and those of its Local Strategic Partnership Board.

As previously demonstrated, strong synergies exist between the Shared Transport Priorities and the proposed corporate priorities of Halton and its Local Strategic Partnership (LSP). It is for this reason that the four Shared Transport Priorities have been adopted as the four transport policy priorities in Halton's second LTP. It is widely recognised that the provision of transport should not be treated as an end in itself, but must be developed to manage and reflect the needs of people, the economy and the environment, in a sustainable way.

The remaining part of this section identifies the work that has been undertaken to identify issues and opportunities, which are relevant to addressing problems in Halton. To ensure that the focus is maintained, they have been grouped under each of the four Shared Transport Priorities. A further grouping has also been included, which identifies wider issues not covered by the shared priorities, but are still considered to be of local, regional and national importance.

These groupings are featured throughout the remaining sections of the Plan to provide clear links between the actions proposed and the delivery and measurement of meaningful solutions.

Shared Transport Priority 1 (STP1) – Tackling Congestion

The major and overriding congestion problem within the Borough is largely restricted to the approaches to the Silver Jubilee Bridge, which performs both a local function, linking Widnes and Runcorn, and a strategic role for the region. Flows on the bridge can exceed 90,000 vehicles per day, exceeding its theoretical capacity by a half. Analysis of the flows has revealed that only 20% of trips involve purely local journeys, 41% involve trips which either start or finish in the Borough and

the remaining 39% are purely through trips. However, as Halton progresses its regeneration, a number of key junctions, as well as parts of the town centres, are experiencing increasing levels of congestion at peak periods.

Shared Transport Priority 2 (STP2): Delivering Accessibility

Reflecting the Government's Shared Priorities for Transport, accessibility remains the most important cross cutting theme of Halton's second Local Transport Plan. The Authority earned a good track record during the first LTP period 2001/02 to 2005/06 for implementing a wide and innovative range of measures, all designed to improve accessibility for key communities within the Borough.

Shared Transport Priority 3 (STP3) – Safer Roads

The Government's Road Safety Strategy 'Tomorrows roads – safer for everyone' set out a framework for delivering road safety and established long term casualty reduction targets to be achieved by 2010. Halton Borough Council's Road Safety Education, Training and Publicity programme has continued to develop in line with the strategy and has contributed to the overall downward trend in casualties alongside engineering and enforcement strategies.

Shared Transport Priority 4 (STP4) – Better Air Quality

A draft Air Quality Management Strategy for Halton was published in 1998 and indicated Halton Borough Council's approach in dealing with local and cross boundary air quality problems. The report was widely circulated to interested parties and a summary of the responses made was submitted to the Council's Environmental Health and Consumer Protection Committee in November 1998. The work undertaken will enable us to meet our obligations, detailed under the Air Quality Objectives, laid down in the Air Quality Regulations Act 1997.

Other Quality of Life Issues

There are a number of quality of life issues beyond those covered in the shared priorities, which are vital to the well being of communities. Transport and travel can have a significant effect on these issues and therefore they are no less important than the four Shared Transport Priorities. These 'other' quality of life issues include:

- **Quality of Public Spaces and Better Streetscapes:-** A significant proportion of public space within the Borough is made up of highway land and amenity space, used by the public for recreation and leisure. The quality of life for people living in and using these areas can be improved by the wide range of transport measures utilised to address accessibility, road safety, congestion and air quality issues. The careful design of highway improvements and features together with their maintenance can improve the visual appearance and the character of roads and amenity areas. This can result in neighbourhoods, town centres and roads, in which people can feel free to go about their daily business in an attractive, safe and welcoming environment.



- **Landscape and Biodiversity:-** The local landscape has a high value in terms of the opportunity for outdoor recreation and its visual amenity. Care therefore needs to be taken when implementing policies and designing and constructing transport schemes to ensure that any adverse effects are mitigated and where possible the quality of landscape is improved. Furthermore, our landscape, including highway verges, is home to an abundance of plant and animal life and the biodiversity of these areas needs to be preserved and developed by careful implementation of improvement and maintenance schemes.

- **Community Safety, Personal Security and Crime:-** The actual and perceived levels of safety have a significant impact on peoples lifestyles. This can have a major effect on people's willingness to travel on foot, cycle, by taxi and in particular on public transport. The Crime and Disorder Act 1998 places a statutory duty on police and local authorities to develop and implement a strategy to tackle such problems. Implementing measures, such as the Travelsafe Initiative (to target crime and antisocial behaviour on public transport) and the careful design of highway improvements, can help to ensure people travel in a safe environment.


- **Healthy Communities:-** The 2004 Index of Multiple Deprivation ranks Halton 21st out of 354 local authorities in England and poor health is one of the main reasons for the high rating. Transport and travel can have a significant effect on the health of the communities within the Borough in terms of air pollution and road safety. The promotion and provision of walking and cycling can also help to facilitate healthy lifestyles. In addition, transport provides important links to health facilities helping to ensure that these vital services are accessible to all. Finally, reductions in road casualties, not only maintain people's health, but also lowers the demand for hospital beds; providing opportunities for resources to be re-directed to other areas of healthcare.

- **Sustainable and Prosperous Communities:-** In order to achieve sustainable and prosperous communities, it is necessary to ensure easy access for communities to key everyday services such as, employment, education, training, healthcare, retail shopping and leisure. It is also necessary to ensure that businesses are given the right environment to prosper by providing transport links, which enable goods to be delivered and people access to job opportunities. In addition, effective road maintenance and reduced congestion can impact positively on economic vitality of an area.

- **Noise:-** The adverse effects of noise can affect human health and well-being in a number of ways. Traffic can be a significant contributor to noise in our communities and can disturb people and cause a nuisance. Our strategies to encourage greater use of sustainable travel will help to reduce the impact of noise in sensitive areas, together with the increasing use of noise reducing road surfacing, where conditions allow.

- **Climate Change and Greenhouse Gases:-** Climate change is one of the greatest environmental threats facing the world today. Locally, we could see greater climatic extremes such as more frequent severe winter gales, increased autumn and winter flooding, as well as greater coastal erosion and flooding due to sea level rises. Worldwide, the consequences could be far greater. The transport sector is a significant contributor to Greenhouse Gas emissions. Through reducing the dependence on the car and promoting walking, cycling and public transport, greenhouse gas emissions can be reduced.

These issues have therefore played a key role in shaping the way we tackle the four Shared Transport Priorities (STP's).

The resolution of the problems and considerations described under each of the STP's is dependent on blending a wide range of inter-related Primary Transport Strategies (PTS's). These strategies are the tools necessary to address the complex social, economic and environmental problems and as such are presented in the form of a Toolbox. The 'Toolbox Strategies' are extensively referred to and cross-referenced throughout this document and can be found in Appendix 1 - Toolbox of Primary Transport Strategies. It should be noted that all of the Shared Transport Priorities indicate those performance indicators (referenced in Section 6) to which they are expected to assist in achieving. They can be found where the following symbol  is used.



3.1 TACKLING CONGESTION – SHARED TRANSPORT PRIORITY 1



Targets Addressed:
BVPI 100, 102, 103, 104, 178, 223, 224a & 224b; LTP2, 3, 4a, 4b & 5 and L1, 5, 6, 7 & 12

3.1.1 Issues

It is recognised that in many English towns and cities, congestion can have negative impact on economic performance air quality, climate change and quality of life. Halton is a relatively small and compact urban area with a population of just over 118,000. With one significant exception, congestion has not been a key issue for the Borough through the first LTP period.

There is however evidence that the emerging regeneration of Halton's town centres is leading to growing levels of local congestion. Car ownership levels have historically been low but are now rapidly increasing and pressure is building on car parking in the town centre car parks. It is therefore recognised that measures to deal with congestion will need to be pursued through the second LTP period, in order to deliver freer flowing local roads and associated economic and quality of life benefits.

The major and overriding congestion issue for Halton is the crossing of the River Mersey. The Borough comprises the two towns of Runcorn and Widnes which face each other across the River Mersey. The only direct road link between the two towns crosses the Silver Jubilee Bridge (SJB) which is required to carry flows that can exceed 90,000 vehicles per day, exceeding its



theoretical capacity by a half. Congestion, particularly in the peaks, is severe and results routinely in long queues.

The SJB is an important alternative crossing for the M6 Thelwall Viaduct. The long running maintenance problems on Thelwall resulted in increased traffic flows over the SJB. Since the full re-opening of the viaduct in December 2004 there has been a discernable 2½% decrease in flows but these remain at the level of around 85,000 vehicles per week day, well in excess of design capacity.

The SJB provides strategic links between M56 and M62 and between Merseyside, Cheshire and Greater Manchester. It also serves as an important gateway to Liverpool John Lennon Airport from the south and east, and lies on the most direct road link between Manchester and Liverpool airports. In addition, the SJB provides access from south and east Merseyside to Runcorn Rail Station, a core station for Virgin's West Coast Main Line Liverpool-London service.

The strategic function of the Silver Jubilee Bridge is underlined by the fact that most traffic using the bridge is making trips through or out of the Borough. With only 20% of trips crossing the bridge being made locally, local measures can have no more than a limited impact on the bridge related congestion. The proposed prime intervention is the well-documented Mersey Gateway scheme.

This issue has been a top priority for the Borough throughout the first LTP period. A full Major Scheme Appraisal was submitted to DfT in July 2003 and received "Super" Work in Progress status. Subsequently a revised and expanded appraisal was resubmitted in December 2004. Intensive discussions with DfT are continuing. The objectives of Mersey Gateway have been updated in the context of the Shared Transport Priorities and these are presented together with a latest position statement in Section 7.1.

Maintaining the availability of the SJB is a critical issue. Over £9m has been spent on essential structural maintenance over the first LTP period, much involving innovative and groundbreaking engineering. The parapets have been brought up to modern standards, the concrete deck has been completely repaired and waterproofed, the expansion joints have been replaced and a completely new running surface installed.

With such high traffic flows and lack of an alternative route, the effects on traffic of full closures would be severe and wide spread. Closures are therefore restricted to only two lanes at any one time and to overnight and/or weekends. Inevitably this results in increased delays to motorists.

A further £38.5m of structural works have been identified to bring the SJB to a steady state of maintenance. These are described in detail in Appendix 5, and the current position is summarised in Section 7.2.

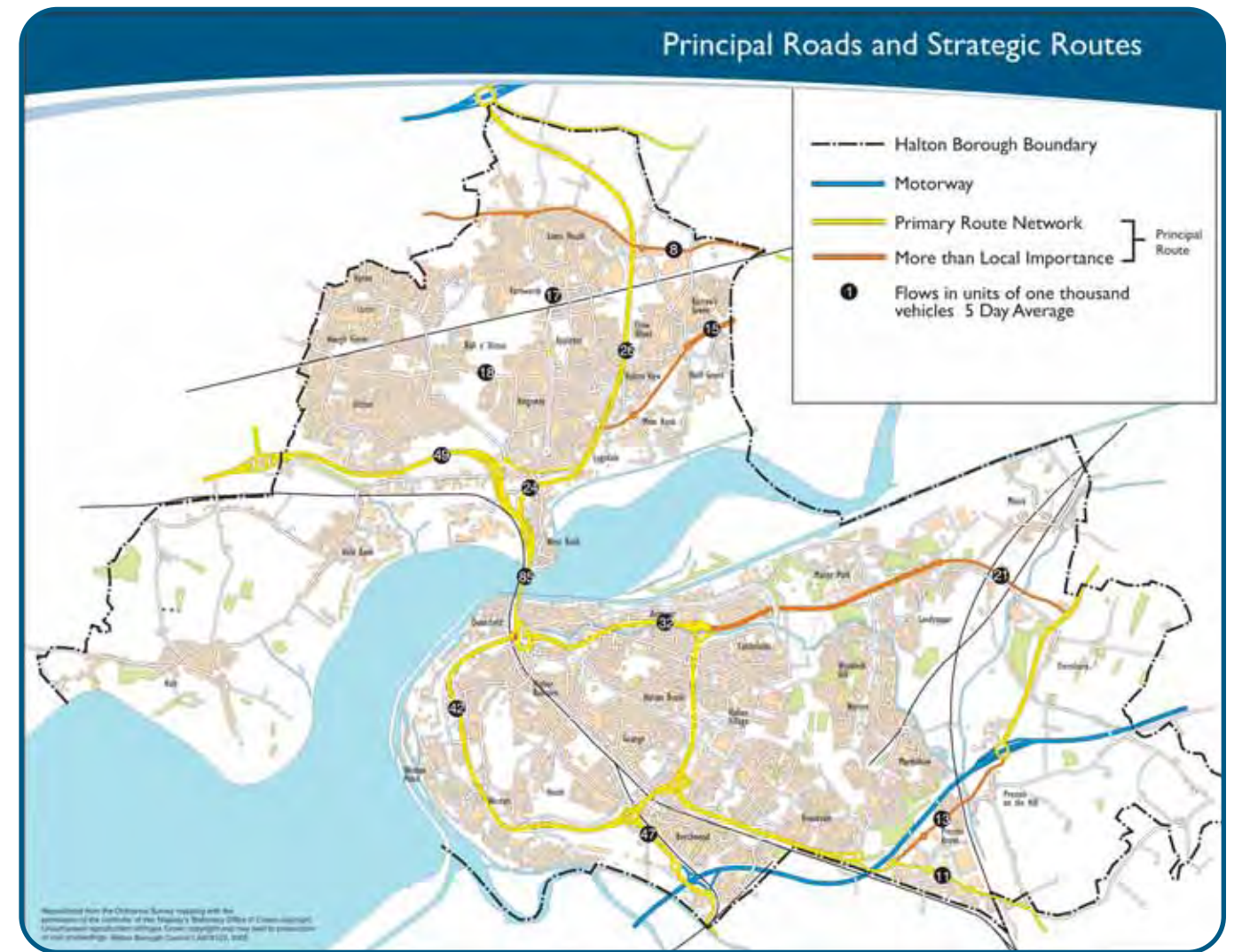
Primary Transport Strategy No. 14 provides further information on the issues and maintenance strategy for the SJB.

3.1.2 Context

The importance of tackling problems of congestion is a theme that is consistent throughout national, regional, sub-regional and local transport policies and objectives.

NATIONAL

In 2004, the Government published a review of its 10 year Transport Plan in the form of a White Paper entitled 'The Future of Transport'. One of the three key themes of the paper was 'Improvements in Transport Management'. This theme focused on making the best use of current resources and amongst other issues highlighted the benefits of improvements in traffic management in easing congestion. In



addition, the Paper also recognised the importance of ensuring that where additional capacity was required, that the resulting benefits should be 'locked in' through the use of measures such as tolling.

An underlying objective of the Government's transport strategy is sustainability. To achieve this the Government recognises the importance of seeking solutions that:

- balance the need to travel with the need to improve quality of life; and
- meet long-term economic, social and environmental goals.

These principles and objectives wholly reflect our approach to tackling congestion and have been fully embraced in the development of our strategy.

REGIONAL

The North West Regional Assembly's Transport Strategy is being reviewed as part of the Regional Spatial Strategy. The regional context remains as published in RPG 13 Regional Planning Guidance for the North West (March 2003):

- Policy T1 Integrating Transport Networks in the North West states: "It is critical to the economic competitiveness of the region that transport systems should be modern, efficient and very well integrated."
- Policy T3 The Regional Highway Network states: "The Highways Agency and local authorities should give a high priority to investment in the maintenance, management and selective improvement of regionally significant routes."

- Policy T10 Regional Priorities for Transport Investment and Management, states that "investment in major transport infrastructure schemes of regional significance should be focussed on high quality public transport, key transport corridors and gateways and interchanges."

RPG13 lists the Mersey Crossing Study as a "Regionally Significant Transport Study" and the potential for a second Mersey Crossing in Halton is identified as a "Transport Proposal of Regional Significance."

REGIONAL ECONOMIC STRATEGY

The Regional Economic Strategy (RES), once endorsed by Central Government in Spring 2006 will provide the economic development framework for



the North West, based upon sustainable economic development. Four of its five priorities have direct links to transport. These being:

- *Business Development;*
- *Regeneration;*
- *Infrastructure; and*
- *Image.*

Congested road networks can impact significantly on the ability to attract and retain businesses in an area. Difficulties in making and receiving deliveries and in staff gaining access to employment areas complicate business processes and can add to costs.

It is therefore important to the delivery of the RES to minimise congestion and to provide a network where the time to make a journey can be predicted.

SUB-REGIONAL

The Merseyside contribution to the Northern Way, The Liverpool City Region (January 2005), lists five key actions that will "improve connectivity of the city region whilst being of significant benefit to the wider economy of the North." These are:

- *expanding the city region's ports and related industries and improving surface access and infrastructure;*
- *expanding Liverpool John Lennon Airport and improving surface access and infrastructure;*
- *construction of the Mersey Gateway road crossing to bring significant economic and connectivity benefits to the wider city region, improving linkages to North Wales, Cheshire and Greater Manchester;*
- *improving inter regional connections: improving rail linkages between Liverpool/Merseyside and other city regions; and*
- *improving inter regional connections: improving the efficiency and quality of the transport infrastructure within the city region itself, to support accessibility and sustainable development.*

LOCAL

Tackling congestion is supportive of the UDP's priorities to stimulate economic growth and increase accessibility.

The Council's local transport objectives, priorities and strategies are embedded in Halton Borough Council's Corporate Plan. The Corporate Plan, which has recently been revised, and is expected to be finally approved in April 2006, identifies 5 key priorities, (See section 4.4.1), to meet Halton's most pressing needs.

Congestion can of course have an impact on many services delivered by the Council. It also impacts on businesses and the quality of life experienced by residents, by affecting their social, economic and health opportunities. However, the key proposed Council priority most affected by congestion is 'Halton's Urban Renewal'. Congestion on the Silver Jubilee Bridge is seen as a major hurdle to the regeneration of both Halton and many parts of Merseyside and as such is afforded a high priority in LTP 2.

Further information on these matters can be found in the Section 4 - Wider Issues.

3.1.3 Analysis

Congestion within the Borough is most intensive on the approaches to the Silver Jubilee Bridge. In Widnes, queues extend back onto the A562 Speke Road and the A557 Eastern Widnes Relief Road. In Runcorn, there are long queues on the Weston Point Expressway and the Bridgewater Expressway.



Congestion also occurs at peak times on the approaches to the M56 Clifton Interchange, the Widnes Eastern Relief Road/Fiddlers Ferry junction, the junction of the A56 Chester Road, the Daresbury Eastern Expressway, the junction of Kingsway/Milton Road and the A557 approach to M56 Junction 12.



It is clear that the new crossing will not be available to traffic within the period of this LTP and as such it has been necessary to develop a comprehensive strategy that aims to address congestion in the interim period as well as the longer term.



There is now growing evidence that the emerging regeneration of Halton is bringing with it local congestion issues in the town centres. In Widnes, the ASDA and JJB developments are putting pressure on both the overall car parking provision and the main traffic signal junction of Watkinson Way, Widnes Eastern By-Pass. The developing evening economy in the Victoria Square area is also raising car parking issues. In Runcorn town centre, the major retail operator is actively considering parking charges and at Halton Lea there are proposals for major retail developments lodged with the planning authority. The parking strategy for the LTP1 period has been one of free to user. On-street

space is managed through traffic regulation orders for short stay but no charges are made. The parking strategy has now been reviewed, based on surveys and information gained since LTP1 and has been revised (see Primary Transport Strategy No. 8).



Also short-term congestion at arrival/departure times is an issue outside most schools in the Borough.

Halton has not been included in the first tranche of authorities being given access to DfT's congestion data supplied through ITIS. Halton does not meet the population threshold and this also relieves Halton from the obligation to set a congestion target. However, the extended traffic model developed for the Mersey Gateway scheme has been largely populated with GPS data supplied by ITIS, that will be used to help identify congestion hotspots.

3.1.4 Opportunities

To assist in identifying the opportunities available, an extensive public consultation exercise was undertaken involving amongst other things a questionnaire sent to 7,000 households and the holding of a seminar specifically on congestion to which stakeholders were invited (see Appendix 4). It is clear from this work and that undertaken on the Mersey Gateway that the biggest single opportunity to relieve congestion in the Borough will come with the construction of the Mersey Gateway. This will bring with it huge opportunities to improve facilities for buses, walking and cycling, and to

promote a cross-river integrated transport strategy that increases the connectivity of the local area. However, as previously indicated, it is essential to recognise that the Mersey Gateway scheme will not be available during the life time of LTP2. Whilst complete resolution of the congestion issues on the SJB cannot be achieved without the Gateway scheme, there is still much that can be done to maximise the efficiency of the existing highway network by minimising congestion problems within the Borough, in the interim period. A comprehensive strategy has therefore been developed that focuses on interventions that can be programmed during the next five years and beyond and will continue to be implemented irrespective of the implementation of Mersey Gateway. Within the confines of these parameters the strategy carefully balances the need to increase sustainable local accessibility, with that to deliver a strategic transport system to meet the regeneration needs of the region.



The strategy has been developed from consideration of the following opportunities that range from large scale infrastructure improvements to softer measures.

NETWORK MANAGEMENT

Efficient management of the highway network is essential to ensure the safe and convenient movement of all road users. The spending allocations for the second LTP period, supported by funding from the Council's revenue budgets, will provide the opportunity to plan targeted maintenance of roads and footways through the use of

MAYRISE computer software. Priorities will be set by road condition survey assessments and performance measured against the key BVPIs. More detailed information on highway maintenance can be found in Toolbox Strategy Nos: 7 & 15

A Transport Asset Management Plan is being developed using the CSS/TAG framework and is expected to be completed within two years.

The Council's consultants have undertaken a full review of the Silver Jubilee Maintenance Strategy and have identified a 10-year programme of structural maintenance with a total value of £38.5m that will bring the bridge to a steady state condition. (See Toolbox Strategy No:14). A major scheme appraisal for the maintenance of the SJB has recently been submitted to the Government for approval. Intelligent Transport Systems are proposed to be employed to make the most effective use of the Silver Jubilee Bridge. To provide real time information to drivers to warn of delays/closures on the Silver Jubilee Bridge, a system of variable message signs (VMS) is being developed. It is proposed that this will be compatible with the systems to be installed by Liverpool City and Wirral Borough Councils, with whom discussions are taking place. Liaison is also taking place with the National Traffic Control Centre (NTCC) with which we have a Local Operating Agreement.

Monitoring systems will also be investigated to enable information to be automatically relayed to the variable message system to warn motorists of the approaching hazards or diversions.

In addition, web cam links will enable people with access to the internet to view the traffic situation before embarking on their journey.

Ramp metering systems to control access onto the SJB from slip roads will also be investigated.



It should be noted that should the major scheme bid for the SJB fail, it will not be possible to achieve a steady state of maintenance on the SJB complex. Therefore without planned maintenance, it is inevitable that greater levels of congestion will take place as emergency works, including extensive lane closures, take place.



TRAFFIC MANAGEMENT ACT 2004

The Traffic Management Act 2004 (Part 2) imposes a duty on Local Traffic Authorities to ensure expeditious movement of traffic on their own and neighbouring road networks. It requires the appointment of a Traffic Manager to manage Permit Schemes for the control of specific works, Utility Street Works and the administration of permits for skips, scaffolds and temporary excavations within the highway. The Act also allows the civil enforcement of certain parking and traffic regulation matters.

The role of the Traffic Manager is directed specifically at the management and control of delay and disruption. It requires not only continuous communication and discussion with the organisations involved but also effective measures to disseminate information to stakeholders.

Analysis

The 10-year Transport Plan emphasises the importance of active and coordinated management of the road network. Network management is one element of transport activities and complements other policies and actions. As such, local traffic authorities

need to embed desired outcomes and appropriate policies and plans within Local Transport Plans in order to achieve a coherent approach. This includes determining policies and objectives for differing roads in the network, and monitoring effectiveness of their arrangements and actions in meeting the duty.

The Council have appointed an officer within the current establishment to act as Traffic Manager pro tem pending the creation of a new, dedicated Network Management Section within a revised establishment.

The Traffic Manager is also the Section Leader (Network), responsible for the routine management of the highway network including the control of Street Works, highway inspection and temporary traffic orders. It has been recognised that in certain circumstances the maintenance duty and the role of the Traffic Manager could come into conflict. Halton Borough Council has recognised this opportunity to thoroughly revise and review its role as Local Traffic Authority to meet the challenge of the new Act. It has been agreed to appoint a fully independent Traffic Manager together with the necessary support staff in 2006 to address this issue.

Maximum Value For Money

As the network management duty is not to be undertaken at the expense of other duties and objectives it is clearly important to continue to obtain Best Value for expenditure. Nothing in the Act allows disregard of value for money and the proportionality of any response. The creation of a comprehensive and effective Traffic Asset Management Plan (TAMP) is a stated aim of the Council that will directly complement and assist the work of the Traffic Manager in providing a tool to accurately assess the effectiveness of policies and programmes of traffic management and control.

The creation of a TAMP will involve the collection and organisation of

significant quantities of data from a number of diverse departments of the Authority. It will also require the collection of new inventory data where this does not exist at present. To achieve these aims it is proposed to appoint a specialist consultant to oversee and supervise the creation of the TAMP. A first stage will be the collection of data for the Highways Asset Management Plan (HAMP). Much of this work has already been done but exists in various locations and in differing formats.

The Council are members of the County Surveyors Society / TAG Asset Management Group and will use their expertise to further progress this project. The project is already in its first stages and Consultants are being appointed at present. Data collection is expected to take between six and eight months. It is intended to produce a completed HAMP initially and to expand this to a full TAMP within eighteen months.

Involvement

To further progress the preparation of a relevant and contemporary TAMP, use has been made of various consultees and contacts. Feedback from these will assist in the document preparation. Regular meetings are already taking place with North West Unitary authorities as members of the North West Highway Authorities and Utilities Committee, who are closely involved with the implementation of changes to the New Roads and Streetworks Act.

A close working relationship exists with Cheshire Police who assist with traffic accident data and analysis and in the conduct of safety audits for highway adoption. Highway staff also contribute to accident investigations where highway issues are involved and meet to consult with the Police in the planning of major closures and diversions.

The Council have representation on the Merseyside District Engineers Group who provide valuable insight into the preparation of the joint Merseyside LTP

and its implementation. This has formed the nucleus of a traffic managers group to cover operations across Merseyside and monthly meetings are now being held.

A meeting was held in January 2006 that brought together not only the Merseyside authorities but also representatives from Warrington Borough Council, Cheshire County Council, Merseyside Police and Cheshire Police. The meeting jointly explored common areas of responsibility and established clear lines of communication. A register not only of primary traffic Managers has been compiled but also a supplementary list of operational contacts for each authority. It is hoped that additional links can eventually be created with Lancashire and Greater Manchester with a view to establishing a Traffic Management Network for the North West.

Locally the Environment Directorate provide's support and representation on Area Panels and a number of residents groups within the Borough, allowing direct assessment of local needs to be balanced against available resources and priorities. A recent survey of 'Halton 2000' into the effectiveness of Highway and Street Lighting surveys has been completed and gives useful comparison with a previous survey into the use and accessibility of the Highways Service. Further surveys are planned to create a database from which trends may be extrapolated allowing improved decision making.

Halton Council hold bi-monthly meetings of the Event Safety Advisory Group composed of members of the Highways, Environment, Risk Management, Event Promotions and also the Police, Fire and Ambulance services together with other co-opted members. The group scrutinise all major events planned or promoted in the area that can impact upon the public. They provide advice and guidance on the planning and organisation of events and also ensure

that promoters are aware of their obligations to comply with legislation. The Traffic Manager attends these meetings and provides input and advice as necessary.

Halton has within its area several major chemical and manufacturing organisations. The potential for accidents and emergency situations is significant and the Council have in place emergency plans to deal with such eventualities. Updates and reviews of the Emergency Plans are carried out in conjunction with Risk Management.

A Bus Operators Forum meets quarterly to review public transport operations. The Traffic Manager attends to receive and comment upon current highway issues.

The methods by which information is passed to the highway user are constantly changing. Most are dependant upon the circumstances. Links exist through the Council's Communications and Marketing organisation to distribute details of current and forthcoming highway works to the media.

The Council's Website contains a section that is devoted to road closures and diversions both by the Council's own operations and those carried out on behalf of other bodies. A trial web cam site is already in place specifically targeting the SJB complex and consideration is being given to rolling out similar facilities to the general public.

Details of major works are also circulated to elected members and Council Departments by e-mail and the Direct Link front office provides information to personal callers. More obvious methods such as roadside information systems are also used and proposals for the implementation of VMS technology is well advanced. The role will also be expanded to include the proposed provision and operation of the Council's Intelligent Transport System.

Performance Management

Best Value Performance Indicator (BVPI) results for highway condition lie within the top quartile for most categories. The intent of the Council is to equal or better previous results in all areas and detailed analysis of current condition using the United Kingdom Pavement Management System ensures that maintenance priorities are targeted into key areas in line with achieving the 10 year steady state of maintenance.

The effectiveness of the Traffic Management function relies upon the measurement and analysis of local conditions by the use of local indicators. These take the form of BVPI's or more subjective information collected through local representation. It is proposed to combine the existing data with that collected for the asset management plan to supplement the management function of the Traffic Manager and thus enhance the effectiveness of the role.

The Traffic Manager will monitor all current data to establish clear management tools based where possible on BVPI's but expanded to include other relevant data such traffic flow and traffic counter sites.

Priorities

The Council recognises the benefits that accrue from effective management of transport assets. The active management of assets involving coherent and clear policies for maintenance contained in the TAMP are essential to ensure the delivery of better transport outcomes. They contribute directly to meeting the Council's four key Shared Transport Priorities to tackle congestion, improve accessibility, contribute to safer roads and improve air quality.

Key Actions

The approach to Network Management proposed for the future will involve four specific areas.

1. The preparation of a TAMP that will clearly identify the resources required to



keep the network in an efficient and serviceable condition.

2. The creation of a Traffic Management Plan to clearly identify, measure and monitor key congestion data and set performance targets.
3. The continuation of development of links with adjacent authorities and organisations that influence or are affected by the changes in the pattern of traffic flow.
4. The dissemination of traffic management data to the Public will be developed and expanded. The use of Variable Message Signing will be added to and enhanced in conjunction with the National and Regional Traffic Control Centres.



DEMAND MANAGEMENT

Demand management provides a means to control demand for travel and thereby reduce congestion. In addition, the control of demand for travel has the benefits of reducing air pollution and the production of greenhouse gases resulting from a reduction in unnecessary trips.

Maximum limits are set on parking that is to be provided in new developments. The standards are based on those established in Regional Planning Guidance for the North West RPG 13 and in the Council's Unitary Development Plan. All new housing layouts have to be designed to a 20mph speed limit with traffic calming measures as necessary. In addition, contributions are sought from developers towards public transport improvements to minimise traffic growth. Further information on these matters are available in Section 4 – 'Wider Issues' and in Primary Transport Strategy No:4.



Throughout the first LTP period, the Council has pursued a free to user car parking strategy. Parking studies had shown there were no significant capacity issues in the town centre car parks other than in Runcorn Town Centre where there was a case for better management of short stay/long stay provision, once the impact of the town centre regeneration scheme was known. The effects of regeneration in all three town centres are now starting to impact on parking and congestion. There is therefore an opportunity to review this strategy. However, as the majority of the off street car parking is not in the Council's ownership, any changes to the way in which car parks operate will have to be developed in

partnership with the relevant private sector and agencies. The parking strategy is described in detail in Primary Transport Strategy No.8.

ROAD USER CHARGING

Road user charging is central to the Council's strategy for tackling congestion. The Mersey Gateway intervention to tackle congestion is set in the context of a complementary road-user charging regime ensuring that the maximum benefits are fully realised. DfT originally requested that tolling be explored as a means of supporting the delivery of the Mersey Gateway project.

The proposed charging regime has been developed through the modelling of trips using the extended SATURN computer model. In addition to generating the investment required to deliver the new bridge, the tolling regime will provide a lever to manage demand, so that free flow traffic conditions are maintained on the new link, thereby locking in the delivery of the projected service reliability and standards throughout the concession.

The level of charges modelled has been based on the current Mersey Tunnel tolls with a local resident's discount.

The removal of through traffic from Silver Jubilee Bridge (SJB) will provide an opportunity to re-establish the existing bridge for local transport use. Complementary measures include priority schemes for public transport, cyclist and pedestrians, reducing the road space available to general-purpose traffic and down grading linkages to the strategic highway network. Extending the tolling charge to SJB protects these rebalanced local transport priorities against future congestion on the local road network connecting to SJB.

Buses, taxis and disabled drivers (blue badge holders) would have free access to both MG and SJB and in addition, pedestrians and cyclist will have free access to the SJB.

Tolling Objectives

- 1) To manage demand to ensure the delivery of transport and environment benefits, by maintaining free flow traffic conditions on the MG and SJB and delivering initiatives to encourage greater levels of public transport use, walking and cycling on the SJB;
- 2) To allow successful delivery of the Mersey Gateway (MG) scheme within funding limits agreed with Ministers and Councillors;
- 3) To operate a concession scheme, within the limits of affordability, so as to mitigate the impact of tolls on local users who are currently able to use the Silver Jubilee Bridge (SJB) free of charge, many of whom are frequently crossing the river and some fall within social inclusion target groups;
- 4) To transfer demand risk to the concessionaire for the duration of the concession, by allowing the operator to manage that demand through the toll charged, within the constraints of the legal powers and consistent with the objective of protecting local users.

The current proposal is to seek charging powers for both bridges through the Special Roads provision of the New Roads and Street Works Act, however it may be more effective to toll SJB through the road-user charging legislation.

Demand management objectives coupled with affordability considerations, dictate that most or all private car and commercial cross-river traffic between Widnes and Runcorn must be subject to tolls. This includes traffic across the previously free-to-use SJB. Its proximity to the new MG means that if left un-tolled it would be impossible to maintain free flow traffic conditions and prevent substantial revenue leakage, thereby jeopardising the demand management objectives and the funding projections explained above. The alternative, albeit much less effective than tolling the SJB, is to impose significant traffic restrictions on the SJB, to protect the delivery of free flow traffic conditions and prevent revenue leakage; effectively forcing most cross-river traffic to use the tolled MG.



As identified in objective 2 above, HBC is firm in its commitment to reduce the burden of tolls on local residents. Many of these residents are on low incomes and need to cross the river on a frequent basis for work, health or family reasons. They are currently able to use the SJB free of charge, and the imposition of tolls may be a significant additional financial burden for many.

Any discounted or concession scheme for toll charging will need to be constructed so as to be acceptable within the terms of UK and EU law in respect of discriminatory pricing and State Aid.

Discussions on the impact of tolling on adjacent highway authorities, will of course continue, to ensure that the demand for travel is addressed and managed at all road crossings of the Mersey, in the sub region.

In the proposed concession scheme the toll levels assumed by bidders, and their resulting forecasts of toll revenue, combined with the available unitary charge (funded by the PFI credit requirement) will determine the overall project revenue required to support a bid. In addition to presenting the overall project revenue required to finance their bid, bidders will also have to take into account the extent of the economic interest in the forecast toll revenue they are prepared to offer to HBC. HBC will use their share of toll revenue to fund any discounts on tolls for local residents or frequent users through a separate concession scheme run by the authority.

It is accepted by HBC that the protection of local users must not undermine the overall successful delivery of objective 1 above. In other words, should funding and affordability issues arise due to unforeseen cost increases, HBC recognise that any discount or concession scheme may have to be pared back to ensure the delivery of the Mersey Gateway project. In the event that the Mersey Gateway is delayed or does not proceed, a congestion charge on the SJB will be

further considered, in consultation with our neighbouring local authorities and the Highways Agency, to assess the potential to reduce traffic movements across the Mersey. However, there is concern with the impact of charges on the local and sub-regional economies. With 80% of the trips crossing the SJB extending beyond the Borough boundary, significant amounts of through traffic could be expected to divert via Warrington and M6 Thelwall Viaduct. There is a risk that such a measure would exacerbate congestion problems in the adjacent areas and on the motorway network. In addition, the emerging regenerated economy of Halton remains fragile and therefore is very susceptible to increases in journey costs.

Recent advice from an eminent QC has indicated that there are legal and procedural obstacles to tolling SJB in advance of the Mersey Gateway.

TRAVEL PLANNING AND SMARTER CHOICES

There is an opportunity to build on the success of the Neighbourhood Travel Team (NTT) and to expand its range of services in promoting travel awareness and smarter travel choices.

Staff resources are being directed to encourage all local businesses and organisations to implement Travel Plans. The Council has adopted its own Travel Plan which will be pursued. In addition, new businesses in the Borough will be required to develop a Travel Plan through the planning process, when there is likely to be a significant impact on traffic.

A new Mobility Management Officer has been appointed to oversee the roll out and development of Travel Plans by major employers (public, private and voluntary sector) within the Borough. The aim of this new post is to offer local businesses more finely tuned advice to enable them to develop and implement successful travel plans for their sites. The LTP contains a challenging Travel Plan

target to reflect the extra resources the Council is putting into the Travel Plan process (See Section 6).

Targeted staff resources have significantly advanced the adoption of School Travel Plans in the Borough. This work encourages healthy travel and reduces the use of private cars for the journey to school and will be continued through the second LTP period. The encouragement of healthy modes of travel for children and the subsequent reduction in the use of private cars are considered a priority in helping to achieve the Council's priorities on health.

Further information on health and travel planning can be found in Section 4 and in Primary Transport Strategy No: 17, respectively.



BUS SERVICE IMPROVEMENTS

As set out in the Halton Bus Strategy - there is a good high frequency core bus network in the Borough. In Runcorn this is built around the unique 22km Runcorn Busway. The Bus Strategy, (Primary Transport Strategy No: 2), outlines how the Council, bus companies and their partners intend to continue to improve the quality and attractiveness of bus travel in the Borough to reduce congestion and improve accessibility. Key opportunities include:-

- The two dominant bus operators have agreed in principle to join a Quality Partnership with the Council. This will result in further frequency enhancements to services on the Core Bus Route Network, further

investment in new low floor vehicles, passenger infrastructure improvements, marketing and publicity initiatives as well as measures to ensure the efficient flow of bus services.

- Section 106 and 278 funding will be sought to "pump prime" bus services in developing areas. A roof tax agreement in the developing east Runcorn area will provide opportunities for improving access with new bus services.
- An in depth review of the Council's supported bus network has been undertaken using criteria that have been developed to better target support to the areas of high priority.
- Infrastructure improvements e.g. boarder kerbs, crossing facilities etc. will be rolled out through the Quality Corridor approach. A programme of up-grading bus stations and termini across the Borough building on the quality provided for the Victoria Square scheme in Widnes, will enhance the quality of bus journeys.
- The opportunities for enhancing the network through funding the provision of accessible vehicles is proposed. (See Section 5)
- The trial real time information scheme in operation at selected stops will be reviewed and the opportunity to roll the scheme out across the network will be explored.
- The introduction of a new pilot multi-operator pre-paid bus ticket covering all operators' services within the Borough.



- Further roll out of real time bus passenger information on key corridors within the Borough to build on the first scheme introduced as part of the first LTP and the current "Kickstart" funded scheme in north Widnes.;
- Further develop the new multi operator 'Halton Hopper' bus ticket which was introduced in April 2006;
- The introduction of a student / learner version of the Halton Hopper ticket in September 2006;
- Investigate potential introduction of a one day / visitor ticket version which would also be valid at key tourist / visitor attractions in the Borough. This ticket will be marketed as part of the Liverpool 2008 European Capital of Culture celebrations; and
- Replacement of current conventional paper tickets with electronic SMART card technology.

On Monday 9th January 2006, Arriva launched their new "STRIDER" bus network in Halton.

This included:-

- The introduction of 39 new low floor fully accessible buses, all installed with CCTV cameras for customer safety and security at a cost of £4.5 million;
- More frequent daytime services between Runcorn and Widnes and Liverpool John Lennon Airport (service 82A);
- New improved evening services on certain key routes such as the service 79C which links Halton Hospital, Halton Lea, Widnes and Hough Green to Liverpool City Centre and the service 82A which links Runcorn and Widnes to Liverpool John Lennon Airport;
- Improved express service X1 between Runcorn and Liverpool. This will operate

every 10 minutes during the Monday to Friday peak periods and every 20 minutes during the day; and

- An improved daytime service linking Runcorn and Chester.

RAIL SERVICE IMPROVEMENTS

There is a major opportunity to significantly improve the availability of local rail services through the upgrading of the Halton Curve Rail Link. This proposal is included in the Merseyside LTP2 and has the full support of Halton, Cheshire County Council and the North Wales authorities and would lead to new local services on the North Wales, Chester, Runcorn, South Liverpool, Liverpool Lime Street route. It would also create further opportunities for a new local station at Beechwood, Runcorn and add to the case for re-opening Ditton Station in Widnes. Furthermore, the proposal would complement the Mersey Gateway scheme and provide real alternatives to using the Silver Jubilee Bridge in advance of the construction of the Mersey Gateway.

The availability of Section106 funding has brought an opportunity to improve car parking and access arrangements at Widnes Station. Similar improvements can be made at Hough Green station where a scheme has been prepared.

Merseytram, the light rail scheme promoted by Merseytravel, has the potential to be extended into Halton. Either Line 2 or Line 3 could readily extend into Widnes and utilising the Mersey Gateway could extend it further into Runcorn.





Additional information on these issues can be found in Primary Transport Strategy No: 9

WALKING AND CYCLING

Continuation of the Quality Corridor approach will deliver improvements for cycling and walking. The Greenways Network will continue to expand and targeted improvements to the Public Rights of Way Network will be pursued. The development of Halton's Public Rights of Way Improvement Plan will establish priorities for specific interventions (see section 3.2.4).



These issues are discussed in greater detail in Primary Transport Strategy Nos: 3, 11, 12 & 18.

3.1.5 Other Quality of Life Issues

The opportunities discussed under the Tackling Congestion Shared Transport Priority impact positively on other quality of life issues:

QUALITY OF PUBLIC SPACES AND BETTER STREETSCAPES

The Quality Corridor approach, to infrastructure improvements adopted in LTP1 is being continued in LTP2, (see Primary Transport Strategy No:12). Under this approach measures to aid pedestrians, cyclists and bus passengers are delivered on integrated corridors. High quality design standards are followed and the integrated measures contribute strongly to the quality of the street scene.



LANDSCAPE AND BIODIVERSITY

Halton's highways, particularly the Expressway network in Runcorn, are extensively landscaped. Maintenance of the highway verges is undertaken by the Landscape Division of the Council using a sympathetic approach to protect flora and fauna. Walking and cycling are promoted through the Greenways network, which is designed to complement the local landscape. These issues are described and addressed, in greater detail, in Primary Transport Strategy Nos: 3, 7, 11 & 18.

COMMUNITY SAFETY, PERSONAL SECURITY AND CRIME

The Council operates a Travel Safe scheme in partnership with the Police and the bus operators. A Travel Safe warden and a dedicated police officer patrol the Borough's bus routes to provide security and safety for bus passengers. They will respond to incidents as they are reported, drawing in additional resources from the Police as necessary. They also visit schools to provide information to children. Further information can be found on this in Primary Transport Strategy No:2



HEALTHY COMMUNITIES

The measures to promote walking and cycling (Primary Transport Strategy Nos: 3, 11, 12, & 18) as sustainable alternatives to the use of cars can all lead to healthier lifestyles through increased levels of exercise. Healthy Halton is identified as a priority in Halton's proposed Corporate Plan (see Section 4.4.1).

SUSTAINABLE AND PROSPEROUS COMMUNITIES

Promoting Halton's Urban Renewal is one of the five key priorities, (see Section 4.4.1), adopted by the Council. It is central to the core objectives of this Local Transport Plan and to the Council's UDP. Effective control of development and careful transport planning play a vital role in ensuring sustainable issues are addressed. In the longer term, the Mersey Gateway scheme has been shown to generate significant economic benefits both within the Borough and across a wider area and as such is seen as a catalyst to the Borough's prosperity and sustainability.

NOISE

Through promoting walking and cycling and managing car based demand, as described above, there is the potential for a reduction in the rate in traffic growth and therefore a benefit in terms of noise pollution.

CLIMATE CHANGE

The measures proposed have the potential to reduce the use of the private car and therefore fuel consumption resulting in a positive impact on greenhouse gas emissions. These measures will provide opportunities for sustainable travel and enable people to make informed choices to limit the impact of travel on climate change.

3.1.6 Performance Management

It is accepted that resolution of the main congestion problem in the Borough cannot be fully addressed without the construction of the Mersey Gateway, however it is clearly important to undertake measures that will control congestion in the interim and yet still be appropriate, once the Mersey Gateway has been constructed.

Our progress on this work will be monitored through outcome and output performance indicators, which will directly and indirectly measure the affect on congestion.

3.1.7 Maximising Value from Resources

The proposal to construct the Mersey Gateway has been subject to rigorous external examination to assess the costs and the benefits, and the results are included in its major scheme business case.

To maximise the value of our work on network management, we will:

- Continue to develop the role of our Traffic Manager to ensure that maintenance works on the highway are managed and co-ordinated to minimise disruption and to prioritise, assess and implement new technology based schemes;
- Continue to use software packages to assess and prioritise maintenance schemes;
- Continue to develop the Council's Transport Asset Management Plan;
- Continue to utilise our five year Highway Term Maintenance Contract for the procurement of work;
- Implement the maintenance strategy for the Silver Jubilee Bridge; and
- Continue to utilise joint purchasing programmes, similar to the one in place with Cheshire County Council for salt.

In addition, the Council will regularly review the bus network and ensure that travel advice is given to maximise its use and reduce dependency on car based journeys.

3.1.8 Tackling Congestion Objectives

- To address and manage both local and strategic travel demand to ensure that the area's regeneration needs are met.
- To develop a sustainable and integrated transport system that meets the social, economic and environmental needs of Halton's residents.
- To manage and maintain the highway network to minimise congestion and delay.

3.1.9 Interim Strategy for Tackling Congestion

It is evident that the over-riding congestion issue for Halton is the Silver Jubilee Bridge (SJB). The single and most effective measure in tackling this problem has been proven to be the construction of the Mersey Gateway. However, this intervention will not be available until at least 2014 and therefore it is essential that an interim package of measures is developed to address congestion on the SJB in the short term, until the new crossing becomes available. This is seen to be particularly important as there is growing evidence that the emerging regeneration of Halton is leading to increased pockets of congestion. The development of the interim strategy has been undertaken in the context of having to ensure a balance in the increase of sustainable local accessibility



with the delivery of a strategic transport system that supports both local and sub-regional economic regeneration.

It should be noted that the interim Congestion Strategy will continue to be implemented, irrespective of the success in securing funds necessary to build the Mersey Gateway Crossing. This will help to ensure that every effort is made to manage traffic growth and encourage sustainable travel.

INTERIM CONGESTION STRATEGY (DELIVERABLE DURING CURRENCY OF LTP2)

- The Mersey Gateway scheme for a new crossing over the Mersey will be set in the context of a complimentary road user charging regime. It will be pursued through public inquiry and procurement stages with construction targeted to commence in 2011 (see Section 7.1).
- In the event that the Mersey Gateway Scheme is delayed or does not proceed, a review will be undertaken of the appropriateness of introducing road user charging on the SJB alone to manage demand.
- The highway network will be maintained to ensure that roads and footpaths provide safe and effective means of mobility and access. Cost effectiveness of road maintenance will be maximised through the development of a Transport Asset Management Plan. See Primary Transport Strategy No: 7 for further details.
- The Council will comply with its responsibilities under the Traffic Management Act 2004 by establishing a dedicated Network Management Section headed by a newly established post of Traffic Manager.
- A 10-year programme of structural maintenance of the Silver Jubilee Bridge and its associated structures will be pursued through a major scheme bid. The major scheme will bring this vitally important transport infrastructure to a steady state condition and ensure its continued availability. (See Primary



Transport Strategy No: 14 for detailed strategy and Section 7.2 for the major scheme).

- A package of Intelligent Transport Systems will be developed to manage the congestion on the Silver Jubilee Bridge pending the construction of Mersey Gateway. Measures to be developed include variable message advance signing, web cam links and ramp metering.
- A Parking Partnership will be established to review and respond to parking issues arising from the emerging regeneration of Halton's town centres. Primary Transport Strategy No:8 provides further insight into this important area of work.
- Travel awareness and smarter travel choices will be promoted by developing the role of the successful Neighbourhood Travel Team into a mobility management organisation. The Team will provide bespoke travel planning for employment, education and leisure trips, travel publicity and marketing, and a car share database targeted at improved accessibility and reduced car-based travel. See Section 3.2 – Delivering Accessibility (STP 2) and PTS 2 for further information.
- The principles of the Council's Staff Travel Plan will be developed and rolled out to all businesses within Halton. Schools will be encouraged to adopt School Travel Plans and funding support will be provided for specific school based measures. See Primary Transport Strategy No: 17 for details of issues and strategy.

- New developments and regeneration initiatives will be developed through the planning process to both minimise the need to travel and support sustainable transport measures. (See Primary Transport Strategy No:4.)
- A quality bus network will continue to be developed in conjunction with bus operators that is innovative and responsive to the travel needs of residents and as such provide a convenient, acceptable and affordable alternative to travel by car.
- The Council will provide revenue funding to support essential services. The supported network is under continual review to ensure its effectiveness in meeting the needs of residents and achieving value for money. Pump priming funding for new services will be sought from developers. A scheme to enhance service provision with LTP funded accessible vehicles will be implemented. (See Section 5 and Primary Transport Strategy No: 2)
- All bus stops will be provided with quality corridor features and bus stations will be upgraded. The function and operation of the Busway in the longer term will be reviewed. Primary Transport Strategy Nos: 2 & 12 detail specific issues and strategies on these matters.
- High quality public transport information will be made available to the public, to enable informed decisions to be made on how and when to travel. (See also Primary Transport Strategy No: 2).

- The role of rail services in the Borough will be supported through targeted infrastructure improvements at local stations working in partnership with the rail industry and Merseytravel. Cross-river use of rail services will be promoted through improved signing to Runcorn Station and enhanced marketing of Runcorn - Liverpool services. Halton will support Merseyside's major scheme bid for the reinstatement of the Halton Curve. (See Section 7.3 and Primary Transport Strategy No: 9).
- Walking will be encouraged as a safe and healthy alternative to car travel, for short journeys through the development and implementation of quality improvements to the Greenway, Public Rights of Way and other pedestrian networks. The Public Rights of Way Improvement Plan will be developed and measures taken to implement it. (See Section 3.2 and Primary Transport Strategy Nos: 11, 12 & 18)
- Cycling will be supported as a safe and healthy alternative to car based travel for short journeys through the development and implementation of quality improvements to the Greenway and cycle route networks and the provision of training. See section 3.3 and Primary Transport Strategy No: 3, 11 & 12)
- Indicators will be monitored to assess progress against tackling congestion within the Borough, and remedial action taken to address shortfalls in performance.

3.1.10 Interim Action Plan for Tackling Congestion (2006/07 – 2010/11) (Table 2)

Actions to be taken in Local Transport Plan 2 period	Target Date
Progress Mersey Gateway through procedural and procurement processes to construction commencement date in the context of a road user charging regime	2011
Traffic Manager to produce Transport Asset Management Plan	April 2007
Continue maintenance of highway network	On-going
Commence structural maintenance major scheme on Silver Jubilee Bridge	2006
Commence installation of Variable Message Signs for Silver Jubilee Bridge	October 2006
Publish Public Rights of Way Improvement Plan	Nov 2007
Continue Quality Corridor initiative to improve facilities for pedestrians, cyclists and bus passengers	On-going
Up-grade bus stations at Halton Lea	March 2007
Up-grade Runcorn High Street bus station	March 2010
Up-grade Widnes Green Oaks bus station	March 2011
Commence purchase of accessible mini-buses	April 2006
Extend Real Time bus information scheme	April 2006
Promote travel awareness and smarter travel choices	On-going
Extend role of Neighbourhood Travel Team	April 2006
Start work on North-South Quality Bus Corridor	April 2006
Support Merseyside's proposal to re-open Halton Curve	On-going
Establish a Parking Partnership	April 2007
Undertake a review of the appropriateness of introducing road user charging on the SJB alone should the development of the Mersey Gateway be delayed or not proceed	Dec 2007
Ensure new developments support sustainable travel initiatives	Continuous
Provide support for proposals to extend Merseytram into Halton	Continuous
Seek support from European and national funding programmes to assist in the delivery of schemes and initiatives that address problems of congestion	Continuous

3.1.11 Long Term Strategy for Tackling Congestion (30 Years)

The LTP2 Congestion Strategy is supportive of and complementary to Halton's Long Term Congestion Strategy, the key elements of which are:

- Pursue the construction of the Mersey Gateway bridge to fully address congestion and maintenance problems on the Silver Jubilee Bridge and enhance the potential for regeneration in Halton and the sub-region;
- Introduce a complementary road-user charging scheme for both SJB and Mersey Gateway to ensure that the benefits of free flow traffic conditions are locked in and that future demand is effectively managed.

- Seek to deliver a highway network that can offer reliability and uncongested road travel for residents, businesses and visitors to Halton;
- Seek to ensure that the highway network reaches a steady state of maintenance;
- Enable travellers to make informed choices of when and how to travel, to minimise the impact of traffic on communities and the environment; and
- Continue to use the latest developments in new technology to manage traffic on the highway network.

3.1.12 Longer Term Action Plan

Actions to be Taken	Target Date
Construction of Mersey Gateway scheme	2014
Continue to implement measures to manage traffic demand and encourage sustainable travel	2011 and beyond



3.2 DELIVERING ACCESSIBILITY – SHARED TRANSPORT PRIORITY 2 (STP 2)



Targets Addressed:

BVPI 100, 102, 103, 104, 165, 178, 187, 223, 224a & 224b; LTP1, 3, 4a, 4b & 5 and L1, 2, 5, 6, 7, 8, 9, 10, 11 & 12

3.2.1 Issues

The ability of people to access places of work, learning, health care, shopping, leisure and exercise, and other opportunities can significantly impact on their quality of life, and on their life chances. Schemes and initiatives to improve accessibility can encourage participation and retention in education, reduce inequalities in health, and help people move from welfare into work. Helping to ensure that people can access the services that they need and want is not just a matter of improving local transport, but also involves improving the provision of other services and developments in more accessible places and ways, and at more accessible times. It has therefore been necessary to engage extensively with people providing the services and those using the services.

The Halton Local Strategic Partnership (known as the Halton Local Strategic Partnership Board (HLSPB)) has played a leading role in preparing our Access Plan. The key issues identified in the Plan reflect the HLSPB's key priority themes which have recently been agreed as the following:-

- *Healthy Halton;*
- *Halton's Urban Renewal*
- *Halton's Children and Young People;*
- *Employment, Life long learning and skills in Halton; and*
- *Safer Halton.*

3.2.2 Context

Accessibility is a key cross cutting theme of Halton's second local transport plan. In line with the Government priorities, the Authority and its partners, as part of the LTP, will ensure that everyone living, working and visiting the Borough enjoys convenient, affordable, safe access to a wide range of everyday facilities, including: -

- *Health Care Facilities across the spectrum of services provided within the local health care economy (especially those facilities and services which address the key health issues for the Borough as identified in the new Local Health Plan);*
- *Employment, Training and Work Based Learning, especially for the key 14-21 year age group (especially those priorities as identified in the Greater Merseyside Learning and Skills Council StAR Review);*
- *Education provision for pre-school and school children at all stages of their development (including changes in patterns and delivery of curriculum and extra curriculum activity as outlined in the Donaldson report);*
- *Access to fresh food and affordable quality retailing facilities;*
- *Good access to leisure facilities across the Borough; and*
- *Access to the Countryside.*

Access to key facilities was specifically identified as being central to addressing problems of social exclusion and deprivation in the Social Exclusion Unit's report entitled 'Making the Connections'. The report recognised the need for accessibility planning as a means of ensuring that there is a clearer and more systematic approach to tackling transport barriers for disadvantaged groups when accessing key services. Further information on this important report can be found in Section 4.

Halton has been identified as the 21st most deprived Borough in England in the Indices of Multiple Deprivation. The problems of deprivation are widely recognised by the Council, which along with the Local Strategic Partnership Board, have agreed a list of strategic priorities, which address such issues as health, employment, education and social exclusion. Removing the transport barriers to key facilities is seen as a local priority and therefore proposals to improve accessibility are considered complementary and supportive of the Council's proposed corporate aims and objectives.

Access is also a key consideration in the Regional Economic Strategy (RES), which will provide the economic framework in the North West, based upon sustainable economic development. It is anticipated that the RES will be endorsed by Central Government in Spring 2006. Four of its five priorities have direct impact on transport. These being:

- *Business Development;*
- *Regeneration;*
- *Infrastructure; and*
- *Image.*

Section 4 provides further information on the RES.

Good access is a fundamental consideration when businesses are considering relocating or establishing themselves in an area and therefore access issues can heavily impact on the achievement of the aims and objectives of the RES.

In addition, access can play key roles in the delivery of both the Regional Housing Strategy (RHS) and Halton's Housing Strategy (HHS).

The RHS identifies that 'Tackling failing housing markets' is a priority. Halton is not one of the major housing clearance and renewal areas, known as Housing Market Pathfinder Areas; however, Merseyside has such a designation. In Halton, we work closely with

Merseytravel on cross-boundary initiatives, which include the management and provision of bus services and on major schemes such as the Mersey Gateway and Merseytram. These interventions and schemes can have a major impact on new housing areas by providing good access to employment, education, social activities, etc and as such help to ensure these areas are sustainable.

The HSS also focuses on meeting the housing needs of vulnerable groups. This priority involves improving the provision of supported housing for the single homeless, mental health clients, those with physical or sensory disability and older people. Transport has a key role to play in this, as it is particularly important that vulnerable groups have good access to every day facilities and services. It is also important that travel training is made available to these people to ensure that they can take advantage of the transport services that exist. These matters are dealt with in our Accessibility Strategy (Section 3.2.9) and in our Access Plan (Appendix 2).



3.2.3 Analysis

Halton BC and its partners have developed a comprehensive Access Plan for the Borough. This section details the approach adopted in preparing the Access Plan which is shown in Appendix 2.

In line with DfT Guidance the Access Plan has been developed utilising the following 5 stages:-

- **Stage 1: A strategic accessibility assessment** - to identify accessibility

issues for key services, utilising themed partnerships, such as Halton Local Strategic Partnership, to enable local priorities to be identified for action;

- **Stage 2: Local Accessibility Assessments** - to guide development and delivery of appropriate, cost effective and sustainable initiatives to address local issues;
- **Stage 3: Option Appraisal and Identification of Resources** - to ensure that the options provide: the greatest benefits, are practical and can be delivered within available funding levels;
- **Stage 4: Accessibility Plan Preparation** - to refine potential actions into tightly defined and focused actions, time scales, resources, targets and lead delivery partners.
- **Stage 5: Performance Monitoring** - to ensure that progress on accessibility objectives can be tracked, utilising indicators, targets and monitoring frameworks.

STAGE 1 - STRATEGIC (MAPPING EXERCISE)

As part of the initial scoping exercise to prepare the ground for the development of the Access Plan, Halton Borough Council commissioned Merseyside Information Services to undertake an initial access mapping exercise of the following key facilities within Halton:-

- *Main commercial centres (Widnes town centre, Runcorn town centre and Halton Lea);*
- *Key employment sites (West Bank and Astmoor);*
- *Halton Hospital; and*
- *Colleges and Six Form Centres.*

This initial key sites accessibility mapping exercise utilised a similar software package to Accession and has allowed us to identify some immediate key access 'gaps' to these facilities from key communities within the Borough by public transport during three different time periods:-

- *Early mornings (Up to 09.30am);*
- *Off Peak weekdays (09.30am to 4pm);*
- *Evenings (after 18.30) weekdays.*



This analysis identified the following key issues:-

Access to Commercial Centres

The majority of residents living within Runcorn can access either Halton Lea or Runcorn town centre by public transport within 20 minutes travelling time from their home. The only significant exception to this is the rapidly expanding residential area at Sandymoor to the eastern edge of Runcorn which has only limited access to either commercial centre during the off peak periods. Average journey times increase from 20 minutes to 40 minutes from most communities within Runcorn to their nearest commercial centre during the early morning and evenings.

On average, journey times by public transport to Widnes town centre for Widnes residents are longer, with an average journey time during the off peak period of between 20 and 40 minutes. Even during the off peak period it takes residents living in Farnworth and Halebank between 40 minutes and 1 hour to access Widnes town centre by public transport. There are also significant numbers of residents in the Upton Rocks area of Widnes who do not have access to Widnes. During evenings and early mornings access to Widnes by public transport declines considerably. Large parts of the town are totally unserved by direct public transport links to Widnes town centre, especially Hough Green, Ditton and Farnworth areas.

Access to Colleges

During the weekday off peak periods,



the majority of communities in Runcorn can reach Halton College's Runcorn Campus within 20 – 40 minutes by public transport, although it takes on average 40 minutes to one hour by public transport, to reach the campus from the Windmill Hill, Murdishaw and Runcorn East areas. This reflects the fact that most students have to change buses at Runcorn town centre in order to access the dedicated Bridgewater Campus Shuttle Bus Service. There are no direct public transport links from Sandymoor during the off peak periods.

For Widnes residents accessing Halton College's Widnes Campus on Kingsway, journey times by public transport are lower, typically under 20 minutes for large areas of Widnes during the off peak periods.

Direct access by public transport to Widnes Sixth Form College at Cronton is more limited during all time periods, with the College having to rely on dedicated student bus services;

During evenings, direct access to the two main Halton College campuses in Runcorn and Widnes is dramatically reduced and journey times increase. For example large areas of Runcorn are over 1 hours journey time by bus away from the Runcorn Campus at Bridgewater. These areas include Higher Runcorn / Weston, Beechwood, Windmill Hill, Murdishaw and Runcorn East. Those remaining wards, which do have a link, are within 40 minutes to one hour travel time by public transport to the campus. Evening public transport links to the Halton College's Widnes campus is again very much reduced, with large areas of the town being over 1 hours journey time by public transport away from the college. Ditton, Hough Green and



Farnworth areas are again particularly poorly served.

Access to Halton Hospital

The vast majority of Halton residents would usually be referred to either Whiston or Warrington General Hospitals as Halton Hospital is mostly only used for certain specialist procedures. Therefore the fundamental issue to be addressed is that most Halton residents do not have easy access to Whiston or Warrington Hospitals through public transport.

The majority of residents living in Widnes have no direct bus service links to Halton Hospital during weekday evenings, and are over one hours travel time away from the hospital. Within Runcorn itself the majority of communities are within 20 to 40 minutes travelling time by public transport to the hospital, which is located adjacent to the busway. The only significant residential area not served is Sandymoor.

During early mornings the majority of residents living in Runcorn live within 20 to 40 minutes journey time by public transport to Halton Hospital. Residents living in Weston Point and Higher Runcorn are less well served with journey times typically of 40 minutes to one hour to the Hospital. Again Sandymoor is unserved.

During the main daytime periods the majority of residents within Runcorn live within 20 minutes journey time of the hospital by public transport. Significant areas within Widnes do not have a direct link during early mornings and evenings but are linked during the off peak. However for those communities served by a direct link journey times are between 40 minutes to one hour.

Access to Employment

There are no direct public transport links to the West Bank area during any time periods.

Both industrial estates have very poor public transport access in the evening.

The only links to Astmoor are from Runcorn town centre.

During the early morning periods the majority of residents living in Runcorn live within 20-40 minutes journey time by public transport of the Astmoor Industrial Estate, except the Higher Runcorn and Weston Point areas, which are within 40mins to one hour of Astmoor by public transport. There is very limited direct links from Widnes. The majority of Widnes residents are over one hours journey time by public transport from Astmoor during the early mornings.

During off peak periods the majority of residents in Runcorn live within 20 to 40 minutes by public transport of Astmoor. Also, significantly, a large proportion of Widnes residents living along the Liverpool Road and Warrington Road corridors also live within 20 minutes journey time to Astmoor by public transport. However, large areas of north Widnes are still over one hour's journey time by public transport from Astmoor.



Access to Rural Areas and the Countryside

Halton is predominantly an urban borough; however, there are some rural based communities in Daresbury, Hale, Moore and Preston Brook. Access to public transport services is very good compared to many rural communities with around 97% of rural households being within 800m walk of an hourly or better bus service. There is however a need to improve accessibility and mobility for these communities to ensure the rural communities are not excluded from the wider society, facilities and services.

There are a number of transport problems that are particular to or made worse through the relative isolation and character of the countryside:

- Whilst there is relatively good access to bus transport not all bus stops have bus boarder kerbs or are serviced by low floor buses and many are without a paved surface. This means that the mobility impaired can find it difficult to board buses at many of the bus stops within rural areas.
- Many elderly people and people with disabilities are unable to use bus services even where raised boarder kerbs are in place and low floor bus services are in operation. Those who do not have access to a car can become isolated and excluded from facilities and society.
- Access to employment, education, health, leisure and shopping facilities is restricted due to the relatively long travel times involved.
- Links within communities can be poor due to inadequate foot and cycle links.
- The economic vitality of rural areas can be fragile and needs supporting with good transport links to help local business and provide easy access for tourism.

STAGE 2 - NEIGHBOURHOOD MAPPING

This stage involved very detailed mapping work using the Government's Accession software package, which has allowed us to map access to a wide range of key facilities at a local neighbourhood level for five of the most deprived Wards within the Borough:

- Halton Lea;
- Windmill Hill;
- Castlefields;
- Hough Green; and
- Kingsway;

and two rural wards:

- Daresbury; and
- Hale Village

This was followed up by a comprehensive series of household travel / access interview surveys carried out by Halton's Neighbourhood Travel Team during May 2005. This enabled an assessment to be made whether current travel patterns and perceptions of accessibility match levels of accessibility provided by the existing public transport network within the Borough.

Consequently Halton now has very detailed knowledge of accessibility to a wide range of everyday facilities by public transport for a number of key wards within the Borough, including:-

- Access to secondary schools;
- Two campus sites for Halton College and Widnes / Runcorn Sixth Form Centre;
- Key employment sites closest to the ward in question;
- Halton Hospital;
- GP and primary health care Facilities;
- Local dentists;
- Leisure centres;
- Commercial Centres; and
- Recreational / open spaces.

The key results of the neighbourhood mapping reveal the following in terms of access to key facilities:-

- The most deprived wards within Halton enjoy generally excellent access (under 20 minutes travel time on average) to their nearest secondary schools, primary health care and dentist facilities.
- The two rural wards have average levels of public transport accessibility to primary health care, dentist and secondary school facilities within the Borough (with average journey times of 30-45 minutes during the day). Access to these facilities during evenings remains problematical for these communities.

- Access to the nearest commercial centre for residents living in deprived wards is also generally good with journey times of between 20-30 minutes by local bus service, but again rural wards currently have poorer public transport links to their nearest centres (with poor services evenings and Sundays).
- Runcorn wards generally have very high levels of public transport accessibility to a wide range of facilities.

3.2.4 Opportunities

In order to assist in identifying the opportunities available to improve accessibility, an extensive public consultation exercise has been undertaken involving a household survey being sent to 7,000 residents and a specific seminar on Accessibility to which community groups, businesses, service providers and other stakeholders were invited (see Appendix 4). In addition, five service provider groups were set up through Halton's LSP covering health, urban renewal, life chances, safety and environment and wealth and equality. The results of this work confirmed that accessibility remains the most important cross cutting theme of our second Local Transport Plan. The authority earned a good track record during the LTP1 period for implementing a wide and innovative range of measures; all designed to improve accessibility for key communities within the Borough. The range of initiatives includes:-

- Establishing the Council's innovative Neighbourhood Travel Team, which has developed an enviable track record in developing and implementing accessibility improvement schemes at a community level with key targeted individuals. The role of the team which was originally funded out of Single Regeneration Budget (SRB), and then from Neighbourhood Renewal Funding (NRF) is now being extended as a Shared Priority Pathfinder Authority, to provide a wider range of functions including a complete mobility management service for businesses and community groups within the Borough.



- Targeted improvements to the local public transport network in consultation with bus operators. These utilise new funding made available through the likes of the Government's Urban and Rural Bus Challenge schemes and Kick Start initiatives. The funding has been used to introduce a range of innovative new services such as: the Access 200 employment shuttle service in east Runcorn, the Route 66 rural demand responsive transport scheme serving the Borough's Rural Communities, and the "Job Link" demand responsive bus service, which is operated in partnership with Merseytravel (Merseyside Passenger Transport Authority and Executive).
- Providing Core Funding to Halton Community Transport (HCT), one of the leading voluntary and community transport providers in the UK. This core funding enables HCT to provide a wide range of targeted transport services to local communities including: the popular "Dial – a – Ride" service for disabled and elderly residents; the long running "Women's Safe Transport" service; and a new innovative Patient Visitor Transport service in partnership with Halton Primary Care Trust and the Council.
- The Council continues to provide over £0.6m in revenue support during each calendar year to facilitate a range of socially necessary bus service links, which are not provided by the commercial bus companies operating within the Borough. Halton has ambitious plans to develop many of these socially necessary links by developing what the new Halton Bus Strategy describes as Local Community Links and Key Employment Links within the Borough.
- Targeted improvements to the transport network to ensure improved access to continuing education / training and work based learning opportunities for 16-19 year olds in the Borough. This is provided with the help of DfES funding and officers from Halton's Education Department, a highly effective local Education Pathfinder Partnership.

It is proposed that these initiatives will continue to be developed during LTP2.

The funding committed by our partners throughout the period of LTP2 amounts to £7.4m and is detailed in Section 5.12. This will go a considerable way to improving accessibility in the borough.

The Access Plan, (see Appendix 2) which accompanies our Local Transport Plan identifies a wide range of short, medium and longer term accessibility improvements for key communities within the Borough. The Halton Local Strategic Partnership has played a leading role in preparing the Access Plan (Scoping Paper). The key issues identified in the Plan reflect the partnership's key priority themes namely: -

- A Healthy Halton;
- Halton's Urban Renewal
- Halton's Children and Young People;
- Employment, Learning and skills in Halton; and
- A Safer Halton.

TACKLING ACCESSIBILITY ISSUES

Work on our Access Plan has enabled the following new opportunities to be identified to improve accessibility:

- Improve the availability of public transport through flexible transport services and improve the bus network through bus priority measures. Initiatives to improve safety, quality, reliability and punctuality, ultimately leading to greater use of local bus services, and more services that are sustainable and available, to provide better access to jobs and essential services.
- Co-ordination of the timing of public transport services. This involves exploring, with our partners, the scope for co-ordinating the timing of transport services to run in line with health care provision, education and employers' shift patterns.

- Improving and maintaining routes and facilities and making them more usable. This will help to ensure that people can access jobs and services by walking and cycling, through improving Rights of Way and Greenways in both Urban and Rural areas, and thereby making routes safer, more secure, and more attractive.
- Disabled people are particularly at risk of social exclusion. Increasingly our new transport vehicles are meeting the new technical requirements of the Disability Discrimination Act 2004 (DDA) to address this problem.
- The pedestrian environment, public transport and highway infrastructure are important for the mobility of disabled people. Also for some disabled people, particularly those with mental health conditions, travel training is a key factor in enabling them to make use of public transport. Opportunities will be taken to work closely with our travel operating partners to ensure infrastructure improvements, travel training and access policies complement the introduction of more accessible vehicles, to maximise the benefits for all people with disabilities.
- The Council recognises that for some disabled people cars remain the only viable way of getting around. Therefore well designed and appropriately located parking will be provided at key locations.



IMPROVING ACCESS TO HEALTH

The following identifies specific opportunities relating to key services in Halton.

The Health Development Agency have recently published "Promoting healthier communities and narrowing health inequalities: a self – assessment tool for local authorities". This builds upon the public health white paper "Choosing Health", which was published in November 2004 and highlights the key role local authorities play in ensuring health improvements and narrowing health inequalities.

The self assessment tool provides a systematic process to explore:-

- The Council's understanding of health inequalities and the role of local government in tackling them;
- What is the local pattern of health inequalities;
- What the Council is doing to address these priorities; and
- Whether it has the capacity to address the key issues for the Borough.

There are four main themes in tackling health inequalities: a programme for action:-

- Supporting families, mothers and children;
- Engaging communities and individuals;
- Preventing illness and providing effective treatment and care; and
- Addressing the underlying determinates of health

The self-assessment tool makes a series of key recommendations for local authorities in terms of transport / access to health care facilities, as shown below.

Table 3 Self Assessment Tool-Key Recommendations

Themes	Recommendations
Engaging communities and individuals	Improve access to local services by improving transport and the location of services.
Preventing illness and providing effective treatment and care	Reduce illness and death from accidental injury – children in low income families and vulnerable older people
Addressing the underlying determinants of health	Reform patient transport services and hospital travel costs scheme.

The role of transport in dealing with health issues is further described in Section 4.

IMPROVING ACCESS TO EDUCATION / TRAINING AND WORK BASED LEARNING

The Education Act 2002 places a requirement on Local Education Authorities to develop a '16-19' transport policy following consultation with key partners, including Passenger Transport Authorities where appropriate. A successful and highly effective partnerships has been up and running within the Borough now for over three years. It continues to deliver a whole range of initiatives designed to improve accessibility and details of Halton's policies and initiatives can be found on www.halton.gov.uk

Area Inspection Framework OFSTED (HMI 1779):-

Following the recent OFSTED Inspection of the Borough in 2002, an Area Action Plan has been developed – of which Action Point 2.2.5 relates to the need to improve accessibility and travel opportunities for learners within the Borough.

Greater Merseyside Learning and Skills Council (LSC) Strategic Area Review:-

Post 16 learning provision within Halton has been the subject of much review over recent years. The most significant was the Area Wide Inspection in November 2002. A key outcome of this was the establishment of the Area Wide Inspection Steering Group (LSCGM). In 2005 the Greater Merseyside Learning and Skills Council working with the LSCGM undertook a major review of

the future provision of post 16 learning within Halton.

The review recommended that the two key post 16 learning providers in the Borough – Halton College and the Widnes / Runcorn Sixth Form Centre should merge with greater collaboration in terms of the courses they offer.

The timetable of these changes is unclear at the time of preparing the final second Halton LTP, however when implemented this proposal will have significant transport / access implications for post 16 learners within Halton.

Key proposals contained within the review include:-

- One College would relocate out of Widnes and the remaining College would deliver a range of both academic and vocational provision within that planning area;
- Vocational provision would remain available through both college sites through Work Based Learning Providers;

The two 11 –18 schools (St. Chad's in Runcorn and St. Peter and Paul in Widnes) would continue to offer a sixth form provision.

Halton Learners Requirements Study 2005:-

Greater Merseyside Learning and Skills Council conducted a major on line survey of the requirements of learners across Greater Merseyside, this revealed the importance of good affordable transport choices for young people aged 14-19 years of age.



TOMLINSON REPORT

The Government expects to react to the report in the New Year with a White Paper which will include an Action Plan for implementation. This will have an impact on our Access Plan.

IMPROVING ACCESS TO EMPLOYMENT

In January 2005, Halton published "Halton: Gateway to Prosperity – a new economic and tourism development strategy for Halton". The strategy has the following four main aims:-

- Enterprise and performance;
- Employment and Skills;
- Property and Infrastructure; and
- Environment and Image.

Key aims of the Government are tackling poverty, reducing worklessness, and promoting growth and opportunity. Many jobseekers experience difficulties accessing interviews and travelling to their jobs for various reasons, including the availability and affordability of transport. In some cases problems with staff recruitment and retention can result from a lack of transport to employment sites.

Similarly, lack of access to transport can be the barrier that prevents individuals from returning to work.

The objective of Jobcentre Plus, the delivery arm of the Department for Work and Pensions, is "to promote opportunity and independence for all and help deliver the welfare to work agenda". It does this by helping people to find work and obtain any benefits they are entitled to. In addition, they offer a dedicated service to employers to help fill their vacancies quickly and effectively. Jobcentre Plus has also signed an accord with the Local Government Association to promote the importance of partnership working between Jobcentre Plus offices and local authorities. Halton's Community Strategy highlights the importance of

access to training and education facilities, details of which can be found in Section 4 – Wider Issues.

IMPROVING ACCESS TO RURAL AREAS AND THE COUNTRYSIDE

- Bus stop paving and access can be improved and low floor buses introduced to make existing bus services more accessible to the mobility impaired, (See Appendix 1, Primary Transport Strategy Nos: 2 & 12)
- Public transport links to rural areas can be improved through measures such as demand responsive transport, which can reduce walking distances for the elderly or the mobility impaired and are easier to access than standard low floor buses. (See Appendix 1, Primary Transport Strategy Nos: 2 & 10)
- Walking and cycling facilities can be improved to bring communities closer together, reduce social exclusion, and provide routes that can be used for commuting purposes. Primary Transport Strategy Nos: 2, 3, 12 & 18 in Appendix 1 provide further information on these issues.

- Recreational, leisure and tourism routes can be improved for pedestrians, cyclists and horse riders through the development of Public Footpaths and Bridleways and Greenways (See Appendix 1 Primary Transport Strategy No: 11); thereby assisting the rural economy by increasing passing trade.

The Council is currently in the process of assisting all of the Halton Rural Parishes in developing new Parish Plans which incorporate Parish Transport Plans. These will all closely integrate with the Halton Local Transport Plan and Access Strategy.

RIGHTS OF WAY IMPROVEMENT PLAN

The Council has a statutory duty under the Countryside and Rights of Way Act 2000 to produce a Rights of Way Improvement Plan.

ROWIP Objectives

The key objective of the ROWIP is: To develop, promote and protect a sustainable local rights of way network that will meet the current and likely future needs of walkers, cyclists,

equestrians and disabled users for access to services, outdoor recreation and exercise.

Delivery of this objective will be facilitated through the PROW and Greenways, Cycling, Walking and Disabled Access strategies which will encourage a modal shift away from car usage therefore impacting on the four shared priorities by reducing congestion and improving accessibility, road safety and air quality.

Set out on page 42 is a timetable of works to be undertaken on the rights of way improvement plan:

ROWIP Statement

The local rights of way network is undoubtedly a major element of access to the countryside and to services. The public rights of way network as well as assisting in reaching the transport related targets within the LTP, i.e. reducing congestion, safer roads, improved accessibility, also has the potential to assist with other strategy aims by improving health (through promoting healthy walking and cycling), employment opportunities, the environment (reducing congestion by encouraging walking and cycling), social inclusion, tourism and education.

As a minimum the Council, as highway authority, will carry out their statutory duties in respect of local rights of way:

- to maintain those rights of way that are highways maintainable at public expense;
- to ensure that, as far as practicable, all rights of way are free from obstruction, misleading notices and other hindrance and impediment to use;
- to ensure that all rights of way are correctly signed and that they are adequately way marked at relevant locations to assist the users;
- to record on definitive maps and statements those rights of way required to be shown on them;
- to assert and protect the rights of the public.

The Council is committed to developing and improving the rights of way network and will be guided by the outcome of the assessments undertaken as part of the rights of way improvement plan process, consultation with the local access forums and the priorities and other policies within the LTP. Ways in which the rights of way may be improved are through physical improvements, network improvements and information and promotion improvements.

Physical Improvements may include improving surfaces, widening, street lighting and removal or adjustment of barriers. These works can improve accessibility for those with disabilities as well as encouraging wider use generally.

Network Improvements may take the form of the creation of new rights of way, eg the upgrading of a footpath to bridleway to facilitate horse riding and in some instances cycling, or the conversion of a footpath to cycle track.

Information and Promotion Improvements to assist the public in enjoying the benefit the rights of way network has to offer. It may be necessary to invest in improved information or promotion of their availability and use. This could include publishing leaflets, their inclusion on a website or even improved signage on the ground informing users where the routes go and who is entitled to use them.

In terms of the Greenways network, specialists have assisted in the preparation of a comprehensive Greenways network plan, which is used to prioritise the implementation of new schemes to maximise usage.

Upon publication of the Rights of Way Improvements Plan in November 2007, the plan will be incorporated into the Local Transport Plan and progress reported through LTP Annual Progress Reports.

We have given careful consideration to the requirements of the process, and the work and resources involved. Staff have attended training events and workshops organised by the Countryside Agency to learn from the Agency and other authorities about the work done in exemplar projects. Discussion and close liaison with colleagues in our neighbouring authority Warrington Borough Council, Cheshire County Council and the Merseyside authorities through the Merseyside District Engineers Right of Way Officers Group has been and will continue to take place throughout the ROWIP process.

CROSS BOUNDARY ISSUES

In delivering the key priorities in the Access Plan, we will need to work closely in partnership with our neighbouring authorities. Halton already provides a number of important cross boundary public transport services in partnership with Merseytravel, Cheshire CC and Warrington BC. These partnerships will be extended during the second LTP period.

Key cross boundary opportunities in the short to medium term include:-

- The further improvement of services on key core cross boundary bus corridors, especially those linking key commercial centres, employment areas and health facilities. In particular Halton is keen to improve the frequency and hours of operation of the bus service links between:-
 - Widnes and Whiston Hospital (Evenings and Sundays);
 - Widnes / Runcorn and Warrington General Hospital (Evenings and Sundays);
 - New direct bus service links between Runcorn and Liverpool John Lennon Airport;
 - Improved frequencies of services to Warrington from Runcorn during the main Monday to Friday daytime periods.

Table 4 Rights of Way Improvement Plan - Programme

1	Assessment work to be completed by	October 2006
2	Draft statement of action prepared and consultation with the Merseyside and the Cheshire and Warrington Local Access Forums on the draft statement of action and the assessment report	November 2006 - January 2007
3	Executive Board approval to wider public consultation on draft plan	February 2007
4	12 week consultation on the draft plan as required by the Act (DEFRA guidance advises 12 week period)	March - May 2007
5	Consideration by officers of comments received on the draft plan and changes to be made as a consequence. Consult with the Merseyside and the Cheshire and Warrington Local Access Forums regarding changes	June - August 2007
6	Executive Board approval of final version of plan	September - October 2007
7	Publication of Approved Plan	November 2007



- Further development of the Real Time Passenger Information System within the Borough (the initial first stage of which has been implemented in partnership with Merseytravel and aided by the award of a DfT grant in 2002/3). We would like to consolidate this successful partnership through the installation of Real Time Passenger Information on other key cross boundary corridors from the Borough into Merseyside. In addition we also intend to develop and integrate the Halton Real Time Passenger Information System with systems installed in Warrington and Cheshire to ease cross boundary travel. In particular, the Council is keen to explore the possibility of providing real time information in other formats such as SMS, WAP and telephone from the existing platform.
- Working in partnership with Merseytravel further develop the innovative "Job Link" demand responsive service which was introduced in partnership with Merseytravel in 2002/3 with the assistance of UBC and ERDF funding; and
- Ensuring the new proposed Integrated Mobility Management Unit for the Borough is closely integrated with similar initiatives being developed by Merseytravel, Cheshire CC and Warrington BC.

CASE STUDY: HALTON AND WARRINGTON CROSS BOUNDARY PUBLIC TRANSPORT LINKS

Both LTP's, and their Bus Strategies recognise the importance of providing high quality and attractive cross boundary public transport links between the two Boroughs. Although the two Boroughs are linked by three main bus corridors which when combined are served by up to six buses per hour during Monday to Saturday daytimes – improvements to services and coverage are needed.

A key issue for both LTP's is the need to improve links between Halton General and Warrington General Hospitals and between key communities within both borough's to these two key hospital sites. The North Cheshire NHS Trust is undertaking a major reorganization of health care provision between the two sites and as a result of the accessibility planning agenda and liaison with Warrington, Halton and other Health Sector partners will review the future demand for cross boundary services.

In reflection of the continued importance of quality public transport links to these key sites, and as a result of the 'gap analysis' in the Halton Access Plan, Halton BC has adopted as a key local target in its Access Plan – the need to provide a new direct bus link between the top five most deprived Wards within Halton (Windmill Hill, Castlefields, Halton Lea, Riverside and Kingsway). The two local authorities in partnership with the local bus operators will seek to improve cross boundary bus links to these two hospital sites by 2007.

To complement changes to the local economy in the two areas and to ensure new employment areas are made fully accessible to the widest possible labour market in the two Borough's. The two local authorities will also seek to work in partnership with the local bus operators to improve bus service links between:-

- Widnes Town Centre – Gemini and the Omega development in north Warrington;
- Warrington and Widnes town centres to Liverpool John Lennon Airport; and
- Warrington town centre to Daresbury Business and Science Parks.

To support these bus network improvements, Halton BC and Warrington BC will work in partnership to:-

- Improve bus passenger facilities and infrastructure on key cross boundary routes;

- Improve the quality of public transport information on key cross boundary routes including real time bus passenger information; and
- Seek to explore the introduction of new cross boundary ticketing options

The Warrington and Halton LTP's both recognise the importance of improving the quality of rail services between the two Borough's, with planned improvements to passenger facilities at the following stations on the Cheshire Line's Committee Route (Hough Green and Widnes) and Runcorn East on the Warrington – Chester line.

3.2.5 Other Quality of Life Issues

The opportunities discussed under the Delivering Accessibility Shared Transport Priority impact positively on other quality of life issues:

QUALITY OF PUBLIC SPACES AND BETTER STREETSCAPES

All of the measures proposed within our Local Transport Plan can have a positive impact on the public spaces and streetscapes of the Borough. In particular, the grouping of improvements within Quality Corridors, (See Appendix 1 Primary Transport Strategy No: 12), will result in significant benefits to streetscapes. In addition, the measures to improve accessibility will enable improved opportunities to access public spaces and the countryside.

LANDSCAPE AND BIODIVERSITY

Improvements to the Public Rights of Way network and Greenways, (See Appendix 1 Primary Transport Strategy No: 11), will complement the local landscape. Highway verges are maintained with consideration to the protection of landscape and biodiversity, (See Appendix 1 Primary Transport Strategy No:7).

COMMUNITY SAFETY, PERSONAL SECURITY AND CRIME

The Crime and Disorder Act 1998 places a statutory duty on police and local authorities to develop and implement a strategy to tackle such problems. It promotes partnership working to develop a multi agency approach to deal with the issues whilst working with representatives of the community. One of the ways in which Halton has tackled problems on its public transport network is through the Travelsafe initiative, (See Appendix 1 Primary Transport Strategy No: 2), which involves local and community police travelling on buses and transport corridors, thereby reducing crime and the fear of crime on public transport and in particular on the Runcorn Busway. This initiative, which is a partnership between the police, bus operators and the Council is proposed to be continued throughout the period of this LTP. In addition, the careful design of new highway schemes using lighting, open plan areas with natural surveillance and where necessary close circuit television can help to reassure transport users and reduce anti social behaviour.

HEALTHY COMMUNITIES

The measures to promote and encourage walking and cycling as sustainable alternatives to the use of cars all can lead to healthier lifestyles through increases levels of exercise. In particular, the promotion of travel plans at schools and workplaces can result in walking and also cycling becoming part of a daily routine. Health is a priority in Halton's Corporate Plan and is in Halton's Community Strategy (see Section 4).

SUSTAINABLE AND PROSPEROUS COMMUNITIES

Increasing access to key services will help to address problems of social exclusion and deprivation.

NOISE

The measures proposed include sustainable alternatives to the private

car and therefore have the potential to reduce noise from road traffic.

CLIMATE CHANGE

The increased use of sustainable transport measures will result in the reduced use of the private car and therefore have a positive effect on greenhouse gas emissions.

3.2.6 Performance Management

Our performance in increasing accessibility will be measured directly and indirectly using both outcome and output indicators.

3.2.7 Maximising Value from Resources

In order to ensure that we achieve value for money in implementing schemes and interventions to increase accessibility, we will continue to use the Government's software package called Accession to identify areas of greatest need. This information will then be used to target resources towards schemes, bus services and travel advice.

The Council will continue to provide travel information and support to maximise use of the bus network. It will also manage its car share database to ensure that maximum use is made of the spare capacity currently available in cars.

3.2.8 Accessibility Planning Objective

To resolve problems experienced by socially excluded communities, when accessing key services, and enhance life chances and employment opportunities.

3.2.9 Strategy for Delivering Accessibility

The problems evidenced in Section 3.0, demonstrate the extent and degree of

social exclusion and deprivation suffered by many residents in Halton.

The Council and Halton Local Strategic Partnership Board (HLSPB) have demonstrated their commitment to addressing problems of social exclusion and deprivation by jointly agreeing their key priorities which deal with issues associated with education, employment, the environment, regeneration, safety, health and equality as described in Section 4.

Both the Council and HLSPB recognise the importance that transport plays in breaking down the barriers to accessing these services and, as such, give priority to supporting accessibility planning in the development of schemes and initiatives.

Accessibility planning has emerged as the cornerstone of Halton's second Local Transport Plan, as it is seen as a catalyst to the achievement of the Borough's social, economic and environmental objectives.

The Council agreed an initial Accessibility Planning Strategy in 2004. This has now been reviewed following the extensive work undertaken on this important area of work.



In order to achieve these objectives, the Council and its partners, as appropriate, will: -

- Continue to review the accessibility needs of vulnerable communities in both rural and urban areas to ensure the availability of travel options, to key services, which are appropriate, affordable, timely and safe. This will be achieved by utilising the accessibility planning software and the experience



and knowledge of the Halton Local Strategic Partnership Board's sub-groups.

- Implement a 5-year prioritised programme of schemes and initiatives to increase the accessibility of communities in need, to services associated with health, employment, education, food shopping, social and leisure to improve their quality of life. It should be noted that the detailed programmes of work and initiatives can be found in Section 5.0.
- Continue to identify improvements to the highway network to address problems experienced by people who are mobility impaired and to incorporate such improvements into programmes of work. (See Appendix 1 Primary Transport Strategy Nos: 3, 10 & 13)
- Provide personalised journey plans and advice and publicity on travel options, (See Appendix 1 Primary Transport Strategy No: 17)
- Continue to provide a carshare database to increase accessibility opportunities.
- Support the work of Halton Community Transport in the development and delivery of accessible transport services, to enable problems of social exclusion to be addressed. (See Appendix 1 Primary Transport Strategy No: 2)
- Review non-commercial bus services to ensure that the Council subsidised services, maximise the opportunities to cater for the access needs of communities, within the funds available. (See Appendix 1 Primary Transport Strategy No: 2)
- Ensure that both existing (i.e. Rural Bus Subsidy Grant) and future externally funded opportunities are utilised to meet the prioritised needs of socially excluded and deprived communities, by the use of accessibility planning tools.
- Develop, improve and promote the Public Rights of Way, (in conjunction with the Rights of Way Improvement Plan), cycling and Greenway networks, to provide safe and healthy transport choices to key services within the Borough. (See Appendix 1 Primary Transport Strategy Nos: 3, 11 & 18)

- Continually review and develop opportunities to improve our work on accessibility planning to incorporate best practice.
- Continue to encourage new developments and regeneration initiatives to provide sustainable and integrated transport facilities to enable access by vulnerable communities, through conditions placed on planning approvals. (See Appendix 1 Primary Transport Strategy No: 4)
- Develop major schemes to address accessibility issues and thereby meet Halton's social, economic and environmental objectives, and as such help to improve the quality of life within the Borough. (See Section 7)
- Continue to review the Councils' policies and strategies, (which have an impact on transport), utilising accessibility modelling, to ensure that accessibility is mainstreamed into their development.
- Develop a set of both local and national indicators to enable progress to be assessed in increasing the accessibility of Halton's services. (See Section 6)
- Monitor progress towards the achievement of national and local accessibility targets and take action to ensure that targets are met. (See Section 6)
- Improve the availability of public transport through the flexible transport services and improve the bus network through bus priority and quality corridor measures. (See Appendix 1 Primary Transport Strategy No: 2)
- Co-ordinate the timing of transport services. Exploring, with our partners, the scope for co-ordinating the timing of transport services to run in line with health care provision, education and employers' shift patterns. (See Appendix 1 Primary Transport Strategy Nos: 2, 6, 16 & 17)
- Improve and maintain bus routes and facilities to increase accessibility, ensuring that people can access jobs and services by walking and cycling, by improving rights of way, greenways and cycling facilities and making routes safer, more secure, and more attractive.

(See Appendix 1 Primary Transport Strategy Nos: 2, 3, 7, 11 & 18)

- Recognise that for some disabled people cars remain the only viable way of getting around. Therefore well-designed and appropriately located parking will be provided. (See Appendix 1 Primary Transport Strategy Nos: 8 & 10)
- Ensure that new transport vehicles meet the new technical requirements of the Disability Discrimination Act 2004 (DDA).
- Ensure that the pedestrian environment, public transport and highways infrastructure meet the mobility needs of disabled people.
- Provide travel training for disabled people to ensure that they can take full advantage of the services available.
- Ensure that infrastructure improvements and access policies complement the introduction of more accessible vehicles to maximise the benefits for disabled people.
- Develop and expand the provision of measures such as demand responsive transport in rural areas. (See Appendix 1 Primary Transport Strategy No: 2)
- Work with employers and schools to promote travel plans and schemes such as car sharing to improve education and job opportunities, and reduce congestion and parking problems. (See Appendix 1 Primary Transport Strategy No: 17)



3.2.10 Action Plan for Delivering Accessibility 2006/07 – 2010/11 (Table 5)

Actions to be taken in Local Transport Plan period.	Target Date
Progress Mersey Gateway through procedural and procurement processes to construction commencement date.	2011
Continue maintenance of highway network.	On-going
Commence structural maintenance major scheme on Silver Jubilee Bridge.	2006
Continue to develop and implement the Public Rights of Way and Greenway networks	On-going
Publish Public Rights of Way Improvement Plan	Nov 2007
Continue Quality Corridor initiative to improve facilities for pedestrians, cyclists and bus passengers.	On-going
Up-grade bus stations at Halton Lea	March 2007
Up-grade Runcorn High Street bus station	March 2010
Up-grade Widnes Green Oaks bus station	March 2011
Commence purchase of accessible mini-buses	April 2007
Extend Real Time bus information scheme	April 2010
Promote travel awareness and smarter travel choices	On-going
Extend role of Neighbourhood Travel Team	April 2008
Commence work on North-South Quality Bus Corridor	April 2006
Re-open Halton Curve	March 2008
Establish a Parking Partnership	April 2007
Implement the Identified Improvement Plan within the Access Plan	On-going

3.2.11 Long Term Strategy for Accessibility (30 Years)

The above strategy for Accessibility is supportive of and consistent with the long term strategy for Accessibility, key elements of which are to:

- Provide interactive travel information using the latest technology to maximise accessibility;
- Pursue the delivery of the Mersey Gateway;
- Continue to identify and address access needs through developing Halton's Access Plan;
- Deliver a bus network that is convenient, affordable, flexible, safe and attractive to use for all sections of the community;
- Ensure that the supported bus network continues to offer value for money;

- Continue to upgrade the Runcorn busway system and to integrate it into new developments to maximise its use;
- Continue to develop the Public Rights of Way and Greenway networks to ensure accessibility opportunities are maximised;
- Continue to develop the cycleway network to ensure accessibility opportunities are maximised;
- Continue to improve cross-boundary public transport services in partnership with neighbouring authorities and key stakeholders;
- Provide comprehensive demand responsive services to fully meet the needs of vulnerable groups; and
- Ensure new developments fully address their accessibility needs and fund the provision of necessary interventions.



3.3 SAFER ROADS – SHARED TRANSPORT PRIORITY 3 (STP 3)

Targets Addressed:
BVPI 99a, 99b, 99c, 223, 224a, 224b & 165 and L13

3.3.1 Issues

Although Britain has one of the best road safety records in the world, in 2000 the Government set challenging new casualty reduction targets in its strategy document 'Tomorrow's Roads - Safer for Everyone'. The aim was to reduce the then 300,000 road casualties per annum, of which 3,500 were fatalities and 40,000 serious injuries.

3.3.2 Context

The national targets are to achieve a:

- 40% reduction in the number of people Killed or Seriously Injured (KSI);
- 50% reduction in the number of Children Killed or Seriously Injured (CKSI); and
- 10% reduction in the Slight Casualty rate (SLI);

by 2010 relative to the average number of casualties over the baseline period of 1994 to 1998.

Safety is also a key local priority for both Halton Council and the Halton Local Strategic Partnership Board. The provision of a safe environment and reducing the impact of traffic on local

communities remain of concern to residents. Our commitment to this important area of work is evidenced by the partnership approach adopted, which has undoubtedly contributed to the extensive reductions in road casualties achieved during LTP1 (See also Section 4)

3.3.3 Analysis

To assist in the analysis and monitoring of casualty data, the Council utilises ACCSMAP computer software. However, Halton, in common with many other local authorities, has no means of producing a true figure for the rate of slight casualties sustained per distance travelled so for progress review and comparison purposes, slight

injuries are expressed as a pure number rather than as a rate per distance travelled.

In 2000, examination was made of Halton's baseline casualty rates. It was found that overall the authority was in an extremely poor position with KSI, CKSI and Slight rates being 1.6, 2.3 and 1.1 times greater than the national averages, respectively.

Since 2000, immense progress has been made with large reductions in the numbers of traffic collisions, and in the number of casualties of all severities being achieved.

Great strides have also been made at a national level to reduce traffic casualties with the result that in Halton in 2004:

- the KSI rate per capita is now 1.1 times the national average (previously 1.6 times higher);
- the CKSI rate is 1.8 times the national average (previously 2.3 times through baseline years); and

- the SLI injury numbers remain 1.1 times higher than the national rate per capita

The progress that has been made in Halton thus exceeds that made nationally in terms of all-age KSI casualties, but the rate of child death/serious injury remains much higher than the current national norm, despite the progress that has been made locally since the 1990's.

Of particular concern is the increase in the number of injuries to users of two wheeled motor vehicles (TWMV), with the total casualty numbers in Halton for the five years up to 2004 being 66% higher than those for the baseline years. TWMV riders are the only category of road user in Halton to have suffered an increase in casualty numbers from the baseline years through to 2004.

However it should be noted fatalities on Halton's roads are now much reduced in numbers from the levels of a few years ago. This is considered to be of particular importance considering the

cost to the community of such a casualty, quite apart from the grief, pain and economic hardship that can be brought to a family affected. This is an area where Halton clearly is bucking national trends, because in the country as a whole, the number of fatalities per year on the roads is not declining.

It must be remembered that in Halton, the actual numbers of the victims of road traffic accidents in the various categories discussed above can be quite small. Year to year variations in casualty numbers in the tables given provides ample evidence to justify concerns over attributing too much significance to year to year data variations, 5-year rolling trends are clearly more reliable.

LINKS BETWEEN CASUALTIES AND DEPRIVATION

An initial analysis of accidents in deprived areas was undertaken in 2004 on a ward boundary basis and this failed to establish a clear link between

The following table sets out the 1994 to 1998 baseline and subsequent yearly accident figures for Halton:

Casualty Statistics for Halton (Table 6)

Year	Accidents	Killed	Serious Injuries	Slight Injuries	Total Casualties
1994-98 Ave.	514	6	151	627	784
1999	504	6	98	712	816
2000	558	4	126	712	842
2001	497	8	61	637	706
2002	444	3	64	603	670
2003	409	2	72	538	612
2004	432	6	68	555	629

The data for 2004 can be seen to be part of a pattern and is representative of this authority's position. However, it is felt that using a five-year rolling average is a more appropriate way of presenting the situation, free of the transitory year-to-year variations to which our small numerical base can be prone.

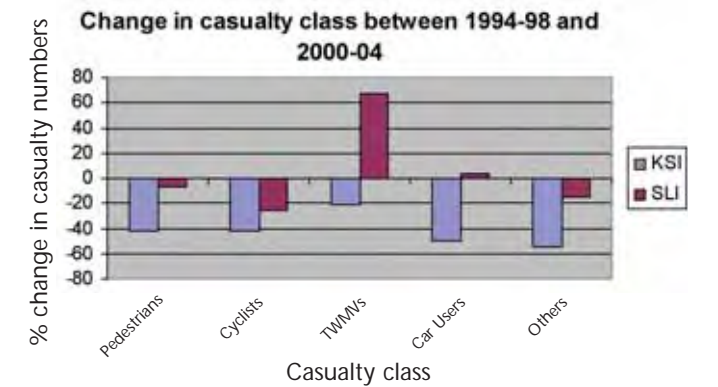
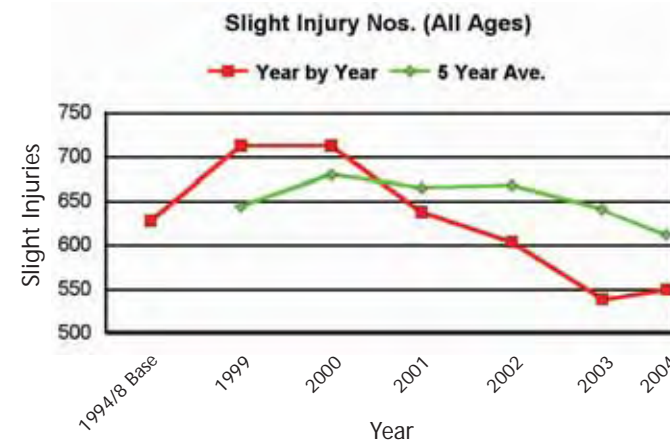
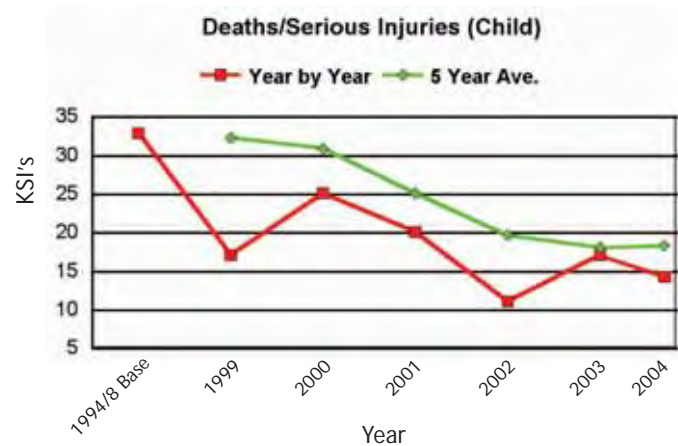
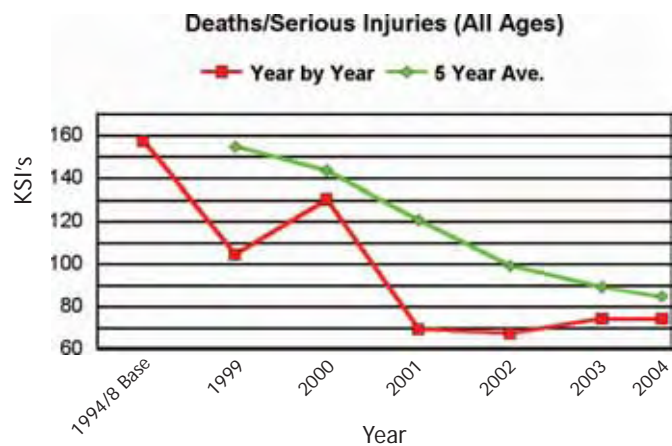


Table 7 expresses our current position in the same form as the national targets and demonstrates the progress that has been made and that Halton is on target to reach the 2010 goals. Halton is currently below all three of its 2010 targets and the situation continues to improve.

Casualty Targets (Table 7)

Casualty Targets	1994 -98 Base	2004	5 Yr. Ave.	2005 Target	2010 Target
40% KSI reduction	157	74	83	119	94
50% CKSI reduction	33	14	17	23	16
10% SLI reduction	627	555	609	596	564



casualty rates and deprivation levels in disadvantaged communities. A fresh examination has been carried out based on the 2004 Index of Multiple Deprivation published by the Office of the Deputy Prime Minister in 2004. The 2004 report is based on much smaller Super Output Areas (SOA's) rather than wards, with each ward in Halton comprising on average 4 or 5 SOA's. There are 79 SOA's in Halton.

Ward boundaries were also redefined in 2004.

Taking the ten highest ranking SOA's in Halton for deprivation, total casualty numbers were collected for the period 2000-2004 inclusive (most deprived first):

In terms of general all-age casualties, it remains the case that deprivation in Halton provides no sure link to injury numbers, with four of the top five deprived SOA's returning rates a

fraction of the all-borough average, and with the SOA with the highest total of accident victims being the tenth most deprived. Even using a cursory visual examination of casualty locations it was possible to easily identify a number of SOA's with worse casualty rates than most of those in the top ten most deprived list.

If the SOA's are checked for child-only all-severity injuries again there is little correlation with deprivation, but if only Child Killed and Seriously Injured (CKSI) victims of traffic accidents are considered, the deprivation to KSI numbers link is clearer with 80% of the top ten SOAs having casualty records above the average for the Borough. However, as has always been the case, Castlefield (South) SOA and area remains a low-casualty enigma.

In 2004, three wards recorded no child casualties, all four child injuries in Daresbury were as car passengers and

there was evidence of higher child casualties in the older town centres with their denser housing levels and traditional layouts.

It is felt that a typical SOA is too small an area on which to base Road Safety Education, Training & Publicity (RSET&P) resource allocations, as schools can often be located in different SOAs from where the children live. As a result of this, ward boundaries will continue to be used for tailoring the level of and the specifics of the messages being delivered, both being based on the child casualty rate per capita and also on the ways in which children are being injured.

Whilst RSET&P can be specifically targeted towards children's needs, the lack of any correlation between deprivation and all-age casualties requires that local safety schemes will continue to be implemented on the basis of casualty concentrations and

them being susceptible to treatment. However in other work areas such as footpath provision and the creation of improved safer cycling links, the more deprived wards will be favoured due to low car ownership levels and reliance on access to public transport links.

Our success in extensively reducing road casualties, has resulted in the majority of casualty hotspot locations having been treated, utilising a broad range of engineering measures.

A review of the remaining sites has revealed that the potential to secure further significant reductions from improvements to the highway network is somewhat limited, due to difficulties in identifying casualty patterns from the relatively low incidents occurring at each site.

To assist in identifying the opportunities available for improving safety, an extensive public consultation exercise has been undertaken involving a household survey being sent to 7,000 residents and a seminar specifically on road safety that was available to community groups, other service providers, businesses and other stakeholders (see Appendix 4). In addition, our regular contact with schools, through the Road Safety Unit and with Cheshire Police and the Safety Camera Partnership, help to identify other potential interventions.

3.3.4 Opportunities

The large reductions in casualty and accident numbers in Halton have been achieved through the rigorous application of conventional traffic engineering methods backed by the latest available national guidance and supported by RSET&P initiatives.

These schemes and initiatives include:

TRAFFIC SAFETY MEASURES

Accident cluster and route analysis techniques have been used to identify those sites in the Borough with the worst

collision records, and local safety scheme funding has been used to treat problem locations. Applying this methodology in 2000, isolated several untreated 'hot spots' with more than 20 accidents in the previous three years. As a result of the high levels of investment in treating these high risk sites over the years, a similar analysis in 2004 produced 'new' locations with at most only 6 accidents in the previous three years; this monitoring confirming the success of earlier schemes. Of course, the overall reduction in Halton's collision numbers has affected this situation.



This is welcome progress; however, it does mean that in the coming years it is very likely that local safety schemes in the Borough are going to be smaller in scope and greater in number each year. Indeed, the gradual down-scaling of local safety schemes, in size and complexity, has been anticipated for several years. This has resulted in specific sums being allocated from LTP funding for minor safety works such as improvements to signing and lining.

It is therefore proposed to slightly refocus our work in casualty reductions to give greater emphasis to the role of Road Safety, Education and Training to maintain the momentum in reducing casualties.

However, it is evident that there is still a role for engineering measures and therefore we will implement local safety schemes where appropriate. Indeed, gradual increases in traffic volumes and vehicle use mean that accidents rates have to be reduced year on year just to avoid an increase in the number of collisions.

ROAD SAFETY EDUCATION, TRAINING AND PUBLICITY (RSET&P)

The role that the Council's Road Safety Unit (RSU) plays in educating and training children and adults and publicising road safety is invaluable and makes a significant contribution towards the prevention of accidents.

The Road Safety Strategy '*Tomorrows roads – safer for everyone*' set out a framework for delivering road safety to help achieve its established long term casualty reduction targets, which are to be achieved by 2010. Halton Borough Council's Road Safety Education, Training and Publicity programme has continued to develop in line with the strategy and has contributed to the overall downward trend in casualties alongside engineering and enforcement strategies.

The role of the RSU is recognised as being increasingly important in tackling casualty reduction, where difficulties are experienced in identifying hotspot locations, which can be treated with physical improvements.

Road safety initiatives provide opportunities to raise the general awareness of safety issues and to deliver advice and training to a wide audience. The influencing of behaviour and attitudes of all highway users is now seen as being central to gaining further lasting reductions in road casualties in Halton.

In order that the Government's targets are achieved by the year 2010, the RSU will maintain its current provision of programmes and initiatives and use data to identify casualty trends. The data will then be used to forecast, monitor and evaluate the road safety education, training and publicity initiatives to ensure that they correlate to the priorities of the Council.

In addition, the RSU will address the Government's ten key themes as follows:

Theme 1. Safer for Children:

The holistic and diverse range of

Impact of Deprivation on Road Casualties 2000 to 2004 Total (Table 8)

SOA	Host ward All Casualties	Casualties	Child All Casualties	Child KSI	National Ranking where 1 is most deprived
1012424	Kingsway	77	15	4	193
1012381	Castlefields (S)	10	2	1	345
1012444	Windmill Hill (W)	22	11	5	380
1012445	Windmill Hill (E)	22	11	5	508
1012407	Halton Lea (E)	24	4	2	592
1012367	Appleton	119	16	8	640
1012408	Halton Lea (W)	123	21	2	1080
1012382	Castlefields (N)	93	6	2	1098
1012403	Halton Brook	53	11	1	1195
1012441	Riverside	257	27	5	1294
Borough Average		43	12	1	
Other SOAs					
1012431	Mersey	190	16	1	4220
1012430	Mersey	136	13	1	1776
1012415	Heath	127	5	0	17497
1012440	Norton South	95	9	0	13107
1012443	Riverside	112	14	0	7937



education training and publicity initiatives provided, reflect the needs of the various road user groups that have been identified as 'at risk' or 'more vulnerable' through the analysis of casualty data statistics. In particular, attention will be paid to the relationship between deprivation and road casualties with the provision of appropriate programmes such as the Kerbcraft pedestrian training scheme.

Furthermore, a full and comprehensive package of educational programmes will complement the requirements of the National Curriculum.

Safe travel is a key consideration when promoting sustainable travel and the development of the new national standards for cycle training will ensure that all aspects are satisfied. The recruitment and provision of School Crossing Patrols will continue to assist pupils on their way to and from school.



Theme 2. Safer Drivers – training and testing:

Working in partnership with schools, the Driving Standards Agency (DSA), Vehicle and Operators Service Agency (VOSA) and other agencies, the RSU will support and provide resources to complement the education, training and publicity aimed at new and existing riders and drivers.

Theme 3. Safer Drivers – drink, drugs and drowsiness:

The RSU will continue to develop and support local, regional and national campaigns using coordinated education and publicity materials to support the programme of enforcement campaigns. Specific educational and publicity opportunities will be targeted towards

the effects of alcohol, prescribed and illegal drugs and driver fatigue.

Theme 4. Safer Infrastructure:

The RSU will continue to develop educational, training and publicity programmes to complement the implementation of local safety schemes (including traffic calming) and school travel plan initiatives.

Theme 5. Safer Speeds:

Providing support through educational, enforcement and publicity programmes, the RSU will continue to work with neighbouring authorities, Cheshire Police and the Cheshire Area Road Safety Camera Partnership (and its successor). Curriculum work will continue to be made available to schools that wish to explore the effects of speed and the use of new technology.

Theme 6. Safer Vehicles:

The RSU will actively support and promote technical developments in vehicle design and secondary safety features, such as the use of ISOFIX in vehicles.

Theme 7. Safer Motorcycling:

Taking into account the needs of motorcyclists, the RSU will provide educational presentations and practical training, and support publicity initiatives in line with local, regional and national campaigns.



Theme 8. Safety for pedestrians, cyclists and horse riders:

In partnership with the Health Authority and other related agencies, practical training and education will be provided to support the targets for walking, cycling and health. (See also Appendix

1 Primary Transport Strategy Nos: 3 & 18)

In line with the national standards for cyclist training, the RSU will progress improved training provisions to ensure that best practices are adopted. (See also Appendix 1 Primary Transport Strategy No: 3)

Advice and the promotion of protective equipment and clothing for all vulnerable road users including cyclists and horse riders will continue to be provided alongside support for campaigns promoting safer horse riding.

Theme 9. Better Enforcement:

The RSU will continue to contribute to enforcement campaigns and initiatives, undertaken both at a national and local level.

Theme 10. Promoting safer road use:

The primary objective of all initiatives carried out by the RSU is to promote safer road use by all road user groups and the **Think!** logo is incorporated it into all road safety materials and resources.

TRAFFIC CALMING

The Council works closely with the community, through Area Forums, to identify and fund traffic calming schemes, which are based on sites having an active and treatable safety record.

In Halton, traffic calming schemes have markedly reduced accidents and casualties and have proven to be a cost-effective measure in tackling local safety issues. (See Section 5.13 Case Study).



The number of traffic calming requests from residents continues to confirm that these measures remain popular with the communities they protect, despite some proposals being subject to vociferous opposition from motorists. The recent report from The Traffic Research Laboratory (TRL) TRL614 has provided valuable research on the impact of traffic calming and has given a much needed perspective to the concerns regularly raised.

However, it is clearly important to ensure that any traffic management proposal used to calm traffic is appropriate to the problem in hand. Failure to fully consider the impact of proposals will undoubtedly lead to ineffective schemes and unnecessary inconvenience to motorists.

TRAFFIC & HIGHWAY MANAGEMENT

These schemes often include measures to reduce casualties such as modifications to speed limits (see below), provision of pedestrian and cycling facilities and speed reduction initiatives on approaches to schools.

The opportunity is also taken to inform the development of street lighting and highway maintenance programs, through the analysis of accident data.



However, a key factor in reducing our casualty rates within the Borough has been in ensuring that every opportunity is taken to integrate road safety considerations into the development of a wide range of schemes and initiatives not primarily associated with highway issues. Our partners in this work range

from private developers through to the European Community. The opportunities that have arisen from these fruitful partnerships have demonstrated a sound and cost effective contribution to casualty reduction and it is therefore intended to develop and extend this area of work throughout the currency of LTP2.



SPEED LIMITS

Inappropriate speed is widely accepted as being a major contributing factor in the cause of many road crashes and has resulted in extensive work being undertaken to both review speed limits and ensure adequate enforcement. The regeneration of Halton has led to pressure to amend speed limits on roads previously of a rural nature.



Recent DfT guidance on village speed limits has been used to inform evaluations of the speed limits in and around satellite parish and isolated communities.

Lower revised speed limits have been introduced in Hale, Preston Brook and Ditton, along with the physical measures to reduce approach traffic speeds where needed, as at Hale village. Work on this important area

will continue to assess the appropriate speed limits for small groups of residential properties not previously recognised as discreet villages, but accepted as communities in need of protection.

It is Council policy to require new housing developments for adoption to be designed to have physical geometry that will allow a self-enforcing 20mph speed limit to be set; compliance being verified as part of the planning process. 20mph speed limits are progressively being retrospectively applied to existing residential estates where the road geometry and site design dictates such a speed limit is self-enforcing. With over 100 individual roads now so designated, this process will continue where applicable.

The Government intends to issue new guidance on speed limits in the near future. Halton will therefore be reviewing the speed limits on all A and B roads by 2011 in accordance with the Government requirements.

PARTNERSHIP WORKING

Strategic Road Safety

In December 2005, the Secretary of State for Transport announced changes to the arrangements for managing and funding safety camera activities, Currently these functions are carried out by safety partnerships, funded through the income received from fines, by a means of 'netting off' initiative. As from April 2007, the management and operation of safety cameras will be required to be integrated into the delivery of each highway authority's road safety strategy. However, instead of funding safety cameras from fine income, highway authorities will be allocated grants, as part of their LTP2 settlements and allowed to fund a wide range of safety initiatives to complement the use of safety cameras.

Cheshire Area Safety Camera Partnership (CASCP) is currently responsible for managing and developing Cheshire's speed and red



Table 9 Road Safety Planning Guideline for Halton

	2007/08	2008/09	2009/10	2010/11
Capital	£67,410	£69,480	£72,094	£75,039
Revenue	£303,340	£312,657	£324,423	£337,672
Total	£370,750	£382,137	£396,517	£412,711

light camera initiative. The Partnership has proven to be very effective, by reducing Personal Injury Collisions by 46% and Killed and Seriously Injured casualties by 76%, at safety camera sites within Cheshire.

The Government does not prescribe arrangements for the future management of safety cameras, but appears to favour approaches based on partnerships, which will enable road safety to be tackled across a broad front.

The announcement provides a unique opportunity to comprehensively address road safety on a strategic basis and to introduce new initiatives to support the enforcement of speed limits, to bring about sustainable area wide reductions in road casualties. These initiatives could include: area wide road safety education and publicity initiatives, to raise road safety skills and awareness and driver re-training.

To achieve the necessary strategic and co-ordinated approach to road safety, Halton, Cheshire and Warrington Council's propose to initially extend the remit of an existing strategic safety partnership that operates across Cheshire. The partnership is known as the Cheshire Area Strategic Road Safety Partnership (CASRSP) and comprises representatives from all highway authorities, (including the Highways Agency), the Police, Cheshire Fire Service, Merseyside Ambulance Service and Warrington Primary Care Trust. It therefore provides a sound base to implement and monitor strategic road safety initiatives.

However, we are aware of the potential merger of Cheshire and Merseyside police forces and changes to local Primary Care Trusts. Therefore, the final shape of these services will

ultimately influence the nature of our partnership arrangements. The funding to extend the remit of the Cheshire Area Strategic Road Safety Partnership will be provided by Government grant to each local Authority and is proposed to be administered by Cheshire County Council, as Treasurers to the Partnership. The level of grant will be based on Halton's casualty reduction need and the quality of our final LTP2 submission. The table below provides the Government's initial assessment of the likely level of grant that would be Halton's contribution to the Partnership, assuming an average quality LTP2 submission.

It is proposed that CASRSP will undertake a thorough review of camera enforcement within Cheshire to determine a programme of road safety interventions, to provide an appropriate balance between enforcement activity and road safety improvements and initiatives. This review will help to ensure that the resources are targeted at areas of greatest need and enable a strategic and holistic approach to casualty reduction to be adopted.

Current Safety Camera Partnership

In 2001, Halton installed its first 8 safety cameras, at locations that complied with the siting requirements of the time. These units were installed as a local safety scheme initiative. In 2002, the Cheshire Area Safety Camera Partnership was formed and accredited under the hypothecation program. The project, which is responsible for all safety cameras in Halton, has since grown and there are currently 21 safety cameras in the Borough.

Future expansion of the scheme in Halton is likely to be limited, as the

Partnership only introduces new sites that comply with current guidelines and whose casualty records are likely to benefit from such measures. The Partnership recognises that it is essential that these principles are rigorously adhered to, to ensure the integrity of the initiative is maintained. This is particularly important as although various national surveys have indicated general public acceptance for safety cameras, there are a number of people who resent their use. Locally, this has translated into some problems of vandalism and sabotage, leading to excessively high maintenance costs and considerable down time. These acts of sabotage render local communities and drivers subject to increased accident potential and as such Cheshire police are working in close co-operation with Halton to find and prosecute offenders.

As indicated above, the introduction of safety cameras has had a positive impact on the safety record at the sites treated. The wider impact of safety cameras on general speeds and casualties, throughout the Cheshire area, is however, more difficult to identify. The situation will therefore continue to be assessed throughout the life of LTP2.



Community Speedwatch

A new initiative is to be trailed in Halton in 2006, under which hand-held

traffic speed measurement instruments will be issued to trained representatives of local organisations to allow them to monitor traffic speeds in their communities and pass information on speeders to the Police.

The Halton scheme will be based extensively on existing 'Speedwatch' projects in neighbouring Warrington and Cheshire, which have been operational for some time. Speedwatch will be introduced in two trial areas, these being, the villages of Moore and Hale, where the local Parish Councils have indicated a willingness to participate.

Start-up costs are to be carried by the Council and if successful the project will be expanded into other areas.

Cheshire Police

Cheshire Police is actively involved in road traffic casualty and accident reduction. Their support in terms of practical advice, problem notification and safety auditing has been invaluable over the years, and there are excellent communications and information transfer arrangements in place.

Working with Schools

The work of the Council's Road Safety Unit on education, training and publicity in schools makes a vital contribution towards the safety of children within the borough, both while traveling to school and at other times. The working relationship the Unit has with schools is excellent and the partnership will continue and develop its role in educating children in matters of road safety.

The Highways Agency

When schemes are being developed that could have an effect on the motorway network running through or near to the Borough, the Council liaises and consults with the Highways Agency to discuss impacts on the operation of the motorway network and ensure there are no adverse impacts on road safety.

SAFETY ON SCHOOL JOURNEYS

In Halton, it has been found, through accident analysis, that the immediate area outside a school's gates is not necessarily the area where child accidents occur. Indeed, there is actually little sign of a pattern to the locations of such incidents. This makes it difficult to justify the application of local transport plan funding, intended for accident reduction work, to be used to address school journey casualty issues. However, depending on the part of the Borough in question there are marked differences between the ways in which children are injured, an example being the proportions of those hurt as pedestrians in the more deprived areas as against the number involved in car accidents as passengers in the more affluent wards. It is believed the key to child casualty reduction has to be the application of targeted road safety education and training and travel advice.

Work is therefore focused on providing travel planning, advice and training through our Kerbcraft and school travel planning initiatives and through bespoke RSET&P programmes.

Prevention of accidents through the treatment of known hazardous areas, provides an opportunity to maintain road safety outside schools. Therefore as traffic management funds allow, traffic regulation orders are being introduced to enable enforcement of no-stopping regulations on 'zig-zag' areas adjacent to school entrances. To date, a dozen schools have been treated with revised signing, renovation of markings and publicity through the schools. In some locations extra parking restrictions have also been introduced; all with the aim of keeping the area outside schools clear of vehicles and therefore reducing the potential for child casualties.

SAFETY BARRIERS

Throughout the period of LTP1 a great deal of work was undertaken in fitting safety barriers to the Expressway

Network, particularly to the central reservations. However, there are still many sections of the Expressway that have yet to have safety barriers installed and this rolling programme of installation will continue into LTP2. The provision of new or improved barriers along these untreated sections of Expressway will have a significant effect on reducing the potential for cross over accidents.



ROAD SAFETY AUDITS AND CHILD SAFETY AUDITS

Safety audits are used to assess and review the safety implications of works on the highway network at preliminary and detailed design stages and after construction. They can help prevent schemes from having a negative impact on highway safety and can improve a scheme to increase the benefits. Safety Audits will continue to be applied to schemes, which have a measurable impact on highway users.

Child Safety Audits provide a structured way of tackling road safety issues that specifically relate to children. They comprise the identification of child road safety problems within the Borough, implementing strategies to deal with those problems, and subsequently monitoring their success. It is proposed that more formal Child Safety Audits will be implemented as a matter of course.

QUALITY CORRIDORS

The concept of integrating sustainable transport measures such as walking and cycling infrastructure, safe routes to school and bus infrastructure improvements with safety schemes,



through quality transport corridors can increase the cost effectiveness of otherwise individual measures and result in an increased positive effect on sustainable travel and road safety.

They also help to define the road hierarchy by introducing appropriate reductions in speed and changes in driving behaviour, thereby resulting in reductions in the number of casualties and severity of injuries. Primary Transport Strategy No:12 in Appendix 1 provides further details on the Quality Corridor initiative.

STREETSCAPES AND HOME ZONES

Like Quality Corridors, Streetscapes and Home Zones can help re-define the road hierarchy and result in speed reductions to help reduce accidents. Opportunities will therefore be taken to pursue these initiatives during the lifetime of LTP2.



PEDESTRIAN AND CYCLE INFRASTRUCTURE

Measures to improve and promote walking and cycling can, when designed carefully, have a positive impact on road safety and casualty reduction. See Appendix 1 Primary Transport Strategy Nos: 3 & 18 for further information.

HIGHWAY MAINTENANCE

Poor roads surfaces with inadequate skid resistance, irregular surfaces or drainage problems and uneven footways can increase the risk of driver losing control and pedestrian trip

hazards. Therefore, a well maintained and managed highway and footway network helps to ensure highway users can travel safely. (See Appendix 1 Primary Transport Strategy No: 7)

GENERAL HIGHWAY, TRANSPORTATION AND DEVELOPMENT IMPROVEMENTS

Any scheme involving changes to the highway or transportation infrastructure or new developments provide the opportunity to implement measures to improve road safety. The Council has and will continue to ensure that opportunities are taken to integrate safety schemes and initiatives into these works to assist in achieving the casualty reduction targets for the Borough.

3.3.5 Other Quality of Life Issues

The opportunities discussed under the Safer Roads Shared Transport Priority impact positively on other quality of life issues:

COMMUNITY SAFETY, PERSONAL SECURITY AND CRIME

The targeting of road casualties will help to make people feel more secure when travelling on the highway network particularly when travelling on foot or cycle.

HEALTHY COMMUNITIES

The promotion of safe walking and cycling through Road Safety Education, Training and Publicity will help to encourage greater use of these sustainable and healthier forms of transport.

Reductions in casualties can also have a significant impact on health services, allowing resources to be used on other health issues.

SUSTAINABLE AND PROSPEROUS COMMUNITIES

Aside from the pain and suffering that results from road accidents, there are significant economic benefits derived from reduced casualty rates in terms of costs for emergency services, medical treatment and time off work. In addition, the promotion of safer roads can result in more on street pedestrian and cycling activity providing a positive impact to the local economy.

3.3.6 Performance Management

Our performance on addressing safer roads will be assessed against BVPI and local outcome indicators.

3.3.7 Maximising Value from Resource

The work undertaken on casualty reduction is targeted through regular reviews of casualty data to identify patterns of treatable casualty problem and areas. The analysis is then used to develop a ranked priority list, which informs the preparation of our action programme.

To ensure that maximum benefit is accrued from the local safety schemes implemented, the opportunity is taken, when appropriate, to provide supporting road safety training, by our Road Safety Unit.

3.3.8 Safer Roads Objective

To minimise the incidence of personal injury road crashes within the Borough, through a combination of targeted physical measures and preventative road safety education and training initiatives.

3.3.9 Strategy for Creating Safer Roads

In order to achieve our objective and the national targets on casualty reduction the Council will:

- Continue to monitor and analyse accidents within the Borough and develop and implement a rolling programme of local safety schemes to reduce the number and severity of accidents.
- Continue to monitor the relationship between deprivation and road casualties and to develop improvement schemes and initiatives to address problems identified.
- Continue to provide funding for Area Forum traffic calming schemes where the schemes are sited in locations with an active and treatable accident history.
- Extend the role of the Cheshire Area Strategic Road Safety Partnership to enable a strategic and comprehensive approach to casualty reduction to be undertaken.
- Continue to assess and review speed limits on roads through villages.
- Extend the speed limit assessment and review process to small groups of residential properties not previously recognised as discreet villages.
- Undertake a review of all speed limits on A and B roads in accordance with Government guidance.
- Continue to ensure that all new residential estates have self-enforcing 20mph speed limits and zones, as appropriate.
- Continue to retrospectively introduce 20mph speed limits and zones on existing residential roads, as appropriate.
- Continue to roll out a programme of 20mph speed limits outside schools where there is an accident problem.
- Take enforcement action to remove illegal encroachments onto the highway that compromise road safety.

- Continue to introduce Traffic Regulation Orders to allow enforcement of no-stopping regulations on the zig-zag areas adjacent to school entrances and where appropriate extend parking restrictions near to schools.
- Continue to install safety barriers along unprotected central reserves and verges.
- Consider extending the Community Speedwatch initiative in partnership with Cheshire Area Strategic Road Safety Partnership.
- Continue to work with the Police and neighbouring authorities to develop schemes and initiatives to target accidents.
- Ensure that Road Safety Audits are undertaken on all schemes that have a significant impact on the highway layout or markings.
- Undertake formal Child Safety Audits at locations, areas and on accident types identified as having problems particular to children.

Continue to implement and develop a comprehensive program of Road Safety Education, Training and Publicity under the Government's ten key themes, as follows:

Theme 1. Safer for Children:

- The holistic and diverse range of education training and publicity initiatives will continue to be developed reflecting the needs of the various road user groups that have been identified as 'at risk' or 'more vulnerable' through the analysis of casualty data statistics. In particular, attention will be paid to the relationship between deprivation and road casualties and appropriate programs initiated to address problems identified
- The Council will aim to recruit, train and retain School Crossing Patrol staff to increase coverage of all 27 sites within the Borough;
- The Council will aim to continue to provide training on safer walking practices, through the Kerbcraft initiative, particularly for children in deprived communities;

- Educate foundation stage and Key Stage 1 pupils with regards to safer crossing practices using School Crossing Patroller's;
- Continue the development of a number of high profile strategies targeted at those road users identified through casualty analysis, as vulnerable and at risk, including wheelchair users, special needs and elderly road users;
- Continue to invest in the Junior Road Safety Officers (JRSO) scheme and 'Crucial Crew' scheme (safety initiative) and explore opportunities to develop 'Theatre in Education' initiatives;
- Provide practical advice and a car seat checking service for parents, carers and groups transporting children in vehicles;
- Endorse and encourage safer routes to school and the development of school travel plans, (Primary Transport Strategy No:17), and assist in the identification and safety auditing of preferred walking and cycle routes as required;
- Ensure that safe travel is a key message when promoting sustainable travel;
- Make available to pupils aged 10 and above, 'on-road' safer cycle training in accordance with the new National Standards for cycle training. In addition, we will aim to expand the provision of training to encompass the three levels of training available under the new National Standards and include provision for adults.

Theme 2. Safer Drivers – training and testing:

- Continue to aim to offer Year 11 and 12 students the 'Mega-drive' pre-driver event to strengthen positive messages and practical driving experiences for young drivers who are particularly at risk;
- Continue to work closely with Cheshire Constabulary to maximise the success of casualty reduction publicity and enforcement campaigns;
- Support the Council's training providers, where appropriate, on the provision of quality training for vocational and volunteer drivers;



- Provide advice, guidance and support for the training of scooter riders and motorcyclists;
- Provide support to increase commitment towards the management of occupational road risk, both within the council and in other businesses within the area;
- Continue to develop and actively promote the policies and strategies on local and national road safety initiatives associated with minibus drivers, alcohol, drugs, mobile phones and tiredness and initiatives such as the Pass Plus Scheme.

Theme 3. Safer Drivers – drink, drugs and drowsiness:

- Continue to develop and support local, regional and national campaigns using coordinated education and publicity materials to complement the programme of enforcement campaigns. Specific educational and publicity opportunities will be targeted towards the effects of alcohol, prescribed and illegal drugs and driver fatigue.

Theme 4. Safer Infrastructure:

- Develop educational, training and publicity programmes to complement local safety schemes (including traffic calming).

Theme 5. Safer Speeds:

- Support through educational and publicity programmes local, regional and national safer speed campaigns;
- Continue to work closely with neighbouring authorities, Cheshire Police and the Cheshire Area Road Safety Partnership (and its successor) to promote driving at appropriate speeds, to improve safety;
- Curriculum work will continue to be made available to schools that wish to explore the effects of speed and the use of new technology.

Theme 6. Safer Vehicles:

- Continue to actively support and promote technical developments in vehicle design and secondary safety features, such as the use of ISOFIX in vehicles.

Theme 7. Safer Motorcycling:

- The Council will continue to take into account the needs of motorcyclists in the development and implementation of its transport policies. However, it is recognised that motorcyclists are a very vulnerable group, being exposed to high accident potential and require specific attention to maximise casualty reduction;
- Continue to work with representatives of interested organisations, by providing educational presentations, practical training and publicity initiatives in line with local, regional and national campaigns;
- Continue to host the regular motorcycle safety event, 'Two Wheels';
- Continue to raise the awareness of the vulnerability of motorcyclists through educating other road users.
- Use detailed analysis of casualty data to target the education and training of motorcyclists.

Theme 8. Safety for pedestrians, cyclists and horse riders:

- In partnership with the Health Authority and other related agencies, we will continue to ensure that practical training and education on safe practices is given to help achieve targets for walking, cycling and health. (See Appendix 1 Primary Transport Strategy Nos: 3 & 18);
- In line with the National Standards for cyclist training, we will develop and progress improved training provisions to ensure that best practices are adopted. Initiatives will also be explored to increase funding for the development and promotion of cycling and cycle training within the Borough, and to introduce and progress the new national cycle training standards to assist in establishing cycling as a sustainable mode of travel. (See Appendix 1 Primary Transport Strategy No:3);
- Provide advice and actively promote the use of protective equipment and clothing for all vulnerable road users including cyclists and horseriders.

- Actively encourage and support campaigns to promote safer horse riding.



Theme 9. Better Enforcement:

- Ensure the integration and co-ordination of road safety publicity and education with enforcement initiatives.

Theme 10. Promoting safer road use:

- Continue to use and promote the **Think!** Logo by incorporating it into all road safety materials and resources.

All of the above strategy points have the primary aim of casualty reduction. However, there are a number of other measures that will be implemented through the Local Transport Plan that can contribute towards casualty reduction. Therefore, the Council will in addition:

- Continue with the concept of Quality Corridors covering routes to town centres and regeneration areas combining measures to improve walking, cycling, bus infrastructure, safe routes to school and safety improvements in a targeted approach to promoting safe sustainable integrated travel and casualty reduction. See Appendix 1 Primary Transport Strategy No:12;
- Promote and contribute towards, where possible, the provision of Streetscape and Home Zone schemes that are aimed at enhancing the built environment and reducing the dominance and speed of vehicles.
- Ensure that new and improved pedestrian and cycle infrastructure are designed to ensure safe passage of all highway users. See Appendix 1 Primary Transport Strategy Nos:3 & 18.

3.3.11 Long Term Safer Roads Strategy (30 Years)

The above Safer Roads Strategy is consistent with and supportive of achieving the Long Term Safer Roads Strategy, key elements of which are:

- To ensure that highways and footways are maintained to an acceptable standard and are prioritised in a manner that takes into account the risk of any defects causing hazards to highway users. See Appendix 1 Primary Transport Strategy No:7 & 15;
- Ensure that highway verges and vegetation are maintained to a standard that ensure highway safety is not compromised; and
- To ensure that any schemes comprising new or improved sections of highway or footway, whether promoted by the Council, a developer or any other organisation are designed with highway safety as a priority and have a positive effect on casualty reduction. See Appendix 1 Primary Transport Strategy Nos:4 & 13 for further information.

- Minimise the number of crashes on Halton's roads by continuing to identify casualty problems and developing road improvements and Road Safety, Education, Training and Publicity programmes to address the problems;
- Continue to monitor the impact of deprivation on road casualties and take appropriate action to address problems;
- Utilise the use of new technology to reduce the potential for and severity of road casualties;

- Continue to work with Cheshire Police to ensure that targeted enforcement action and publicity campaigns are undertaken to maximise the potential for casualty reduction; and
- Continue to adopt and implement the latest guidance on road safety measures and interventions, which have proven to be effective, ensuring that all new developments meet these requirements.

3.3.10 Action Plan for Safer Roads 2006/07 – 2010/11 (Table 10)

Actions to be taken in Local Transport Plan period.	Target Date
Continue with and develop the rolling programme of Local Safety Schemes	On-going
Continue with and develop the role of Road Safety Education Training and Publicity	On-going
Assess and review speed limits on all roads and Traffic Regulation Orders outside schools	On-going
Extend the role of the Cheshire Area Strategic Safety Partnership to strategically manage safety cameras in Cheshire, in conjunction with a wide range of other Road Safety measures	July 2006
Introduce a Community Speed Watch Initiative on a trial basis	April 2006
Undertake formal Child Safety Audits as appropriate	On-going
Monitor accidents and check for links with deprivation	On-going
Progress the Mersey Gateway through procedural and procurement processes to construction commencement date.	2011
Continue maintenance of highway network.	On-going
Continue to progress Kerbcraft initiative	On-going (Subject to funding)
Continue Quality Corridor initiatives to improve facilities for pedestrians, cyclists and bus passengers.	On-going



3.4 BETTER AIR QUALITY - SHARED TRANSPORT PRIORITY 4 (STP 4)



Targets Addressed:
BVPI 102, 103, 104, 223, 224a,
224b & 100; LTP2, 3, 4a, 4b & 5
and L1, 5, 6, 7 & 12.

3.4.1 Context

The European Commission in its transport White Paper entitled 'European Transport Policy for 2010: time to decide' highlighted its wishes to reduce the environmental impact of transport by promoting the use of environmentally friendly fuels within urban areas.

This theme was again raised in the Government's Transport White Paper entitled 'The Future of Transport: a network for 2030', where a key issue raised included that of protecting the environment. The paper made the case that there is a need to balance the demand for travel with the need to protect the environment and the quality of life and whilst significant improvements had been made, there was still much to do.

Locally, the protection of air quality is an issue primarily addressed under the Council's proposed priority for: 'A Healthy Halton'. This priority has an overall aim 'To create a healthier community and work to promote well being, positive experience of life with good health (not simply an absence of disease), and a place where people are encouraged to come and look after themselves'.

Further information on European, national, regional and local objectives can be found in Section 4, Wider Issues.

There are known linkages between high levels of air pollution and health. In the short term, high pollution levels can result in increased hospital admissions for people, whose health condition is vulnerable to pollution. Exposure to pollutants, such as fine particles, over several years may also contribute towards a reduced life expectancy.



This first stage of the review identified "hot spots" where three pollutants might not meet Air Quality Objectives by the end of 2005, unless action was taken at the local level. The pollutants of concern were nitrogen dioxide, PM10 and sulphur dioxide, which resulted from the close proximity of industry and the congested Silver Jubilee Bridge.

However, levels of benzene, 1,3-butadiene, carbon monoxide and lead were proven to be below their respective air quality standard levels, through indirect monitoring, based upon the Department for Environment Food and Rural Affairs' Technical Guidance (DEFRA – IAQM TG (03)). Further monitoring of these pollutants will be undertaken, if required by future Government guidance.

3.4.2 Issues and Analysis

Work undertaken to establish the position in Halton with regard to air quality and its impact include:-

AIR QUALITY MANAGEMENT STRATEGY

A draft Air Quality Management Strategy for Halton was published in 1998, which described Halton Borough Council's approach to dealing with local and cross boundary air quality problems. The purpose of the strategy was to address the 'Air Quality Objectives', as laid down in the Air Quality Regulations Act 1997. The report was widely circulated to interested parties and a summary of the responses made, was submitted to the Council's Environmental Health and Consumer Protection Committee on the 16th November 1998. The report was then distributed widely for comment.

The report incorporated the results of a 'desk top' study (which utilised DfT issued software) of all sources of pollution in Halton (and major sources in adjoining districts) and an assessment of all monitoring data, where available. Seven pollutants were investigated, these being: benzene; 1,3-butadiene; carbon monoxide; lead; nitrogen dioxide; particulate matter under 10 microns diameter (PM10) and sulphur dioxide. Air Quality Objectives, for each of these pollutants, have been set by the Government, and have to be achieved for all seven pollutants.



As part of the process it is necessary to declare an Air Quality Management Area (AQMA), if any identified pollution hotspots are assessed to be unable to meet the relevant Air Quality Objectives unless action is taken at local level.

If an AQMA is declared then the Local Transport Plan has to take account of the Local Air Quality Strategy, in the development of its transport strategies and action plans, to address the issues raised.

It is interesting to note that the Air Quality Assessment correlates with the congestion issues highlighted in Section 3.1 – Tackling Congestion. The "hot spots" of pollutants occur in the vicinity of the Silver Jubilee Bridge, which has been identified as the worst congestion problem within the Borough.



It was therefore clear that further monitoring was required to enable an assessment to be made of the need to declare an AQMA.

MONITORING

Ambient Air Quality Monitoring.

As part of the Council's on-going longer term monitoring of pollution levels within the Borough, a mobile air quality monitoring station is utilised to assess pollution at key locations.

The following indicates its recent use.

YEAR	LOCATION
2001	West Bank School, Widnes, immediately adjacent to the elevated approach road to the Silver Jubilee Bridge.
2002	All Saints School, Church Street, Runcorn.
2003	Runcorn Town Hall
2004 - Present	Lowerhouse Lane

The data obtained from these sites, has been independently ratified, by consultants in accordance with the latest guidance published by DEFRA "LAQM TG (03)".

The ratified data for PM10, Sulphur Dioxide and Nitrogen Dioxide shows that air quality in Halton complies with the Government's air quality standards and objectives for these pollutants.

The results of the monitoring of the pollutants of concern (Nitrogen Dioxide, PM10 and Sulphur Dioxide) are shown below.

Sulphur Dioxide

Levels of this pollutant are well below the air quality standards. This pollutant is not primarily produced by road traffic but is associated with emissions coming from old industrial boiler plants such as

those at Fiddlers Ferry Power Station. Since the introduction of low sulphur fuels there has been a significant decrease in the levels of Sulphur Dioxide for petrol engine motor vehicles.

PM10

Further monitoring of particulate levels of less than the 10 micron size shows that the air quality standards have been met with the average 24 hour mean across 2005 being 34.2 $\mu\text{g}/\text{m}^3$ compared to the air quality standard of 50 $\mu\text{g}/\text{m}^3$. There have only been 5 instances when the 24 hour standard was exceeded and this compares well with the permitted 35 times allowed in the regulations.

In late July 2003 Special Credit Approval funding of £13,000 was granted by DEFRA for the purchase of air pollution monitoring equipment. The SCA funding was secured to address the concerns raised in the Lancaster University report, with particular regard to the traffic generated nitrogen dioxide pollution at several areas in Halton, as well as at the Silver Jubilee Bridge.

The monitoring commenced in September 2003 and comprised a nitrogen dioxide diffusion-tube survey at: i) Halebank, Deacon Road and West Bank, Widnes, (18 tubes in 3 groups); and ii) Preston Brook, Weston Point and Runcorn on the Mersey, Runcorn, (22 tubes in 5 groups). Calibration of the survey was undertaken by placing 6 additional tubes next to the calibrated mobile monitor referred to above.

The survey was carried out for a period of 12 months and found that the annual-mean air quality objective for nitrogen dioxide was being exceeded in two areas of the Borough: Deacon Road and to a lesser extent in Halebank.

The exceedance in Deacon Road was most likely due to traffic congestion, but was made worse by the presence of terraced property, immediately adjacent to the pavement along the eastern end



of Deacon Road and the southern end of North Albert Road. However, this area has been subject to a regeneration initiative called the Widnes Town Centre Renewal Plan. As part of the work on this plan, a traffic assessment was carried out to determine the impact of the new development and the construction of a new road layout.

The main conclusion of the assessment was that the local highway network was predicted to cope well with the proposed reassignment and development although two junctions were identified as having potential capacity problems. The new road has now opened, which links Bradley Way with Peel House Lane and North Albert Road and there is no evidence of congestion on Deacon Road (or the two junctions identified as potential problems). It was therefore felt that as the congestion problems appear to have been resolved in the area, the impact of the development on air quality would not be significant.

The exceedances recorded in Halebank were, as indicated above, at a lower level than those found at Deacon Road and were unexpected. However, traffic levels have reduced following the closure of a superstore in Halebank and as a consequence will have reduced pollution in the area.

As part of the ongoing monitoring a diffusion tube survey has been continued in Deacon Road and Hale Bank with additional tubes being used to monitor these areas. Although on the whole the levels are below the air quality standards for NO2 there is one tube on Deacon road and 2 tubes in Hale Bank that continue to exceed the 40 $\mu\text{g}/\text{m}^3$. It should be noted however, that diffusion

tubes are only used for indicative assessments due to known inherent inaccuracies. The pollution team are awaiting the results from the modelling exercise carried out by Lancaster University to determine if it is likely that these results depict an accurate representation of the situation or can merely be attributed to the inaccuracy of diffusion tubes. If necessary a more accurate method of monitoring will be introduced to the areas in order to understand the patterns of pollution dispersion in these areas. This monitoring process is in accordance with guidance issued by DEFRA.

In the unlikely event that there is a problem with NO2 readings at any of the sites the proposals contained in Section 3.1 will assist in addressing the problem. Should further measures be required these will be identified and implemented. The first APR of LTP2 will of course report any significant developments on this matter.

Nitrogen Dioxide

The 2005 annual mean for Nitrogen Dioxide levels were found to be 25.8 $\mu\text{g}/\text{m}^3$ compared to the national air quality standard of 40 $\mu\text{g}/\text{m}^3$ for the pollutant.

In conclusion, the monitoring of air quality in Halton has demonstrated that ambient levels of sulphur dioxide, nitrogen dioxide and breathable particulate matter (PM10) are currently generally below the Government's standards and that the Government's objectives for air quality are either already being met or expected to be achieved.

However, as indicated in Section 3.1 – Tackling Congestion, there is an ongoing problem of congestion, primarily at the Silver Jubilee Bridge, and also at some key junctions in the Borough, which is caused in part by regeneration initiatives. As congestion is an accepted proxy for potential pollution problems, it is considered prudent that Halton should be proactive in reducing the potential for vehicle-based pollutants.

Extensive consultations have been undertaken to identify opportunities to improve air quality within the Borough. These have included a household survey which was sent to 7,000 homes and a specific conference on air quality to which community groups, businesses and other stakeholders were invited (see Appendix 4).

AIR QUALITY MODELLING

Lancaster University have been commissioned to undertake air quality modelling across the borough and their study includes both industrial sources of pollution and road traffic. The effects of introducing the Mersey Gateway are being considered and initial results show that this proposal will provide significant air quality benefits by reducing traffic congestion on the SJB. This work will also help to identify more accurately areas where the level of NO2 may exceed air quality objectives. The results can then be used to establish future monitoring programmes.

HEALTH STUDY

In 2002 Halton Health Partnership commissioned a Health Study, from Lancaster University, that included an investigation into how environmental factors can influence the health of people within the Borough. The study utilised a computer software dispersion model to identify pollution hotspots called ADMS. The resulting report was entitled 'Understanding the factors affecting health in Halton' and was published in August 2003.

In summary, the study confirmed that death rates in 1998 to 2000 were especially high for cancers, heart disease, stroke, suicide and infant mortality and that for all causes were 20% above the average for England. However, death rates for asthma were found to be the lowest of the four comparator boroughs.

The study concluded that health in Halton is primarily affected by material deprivation and unhealthy lifestyle.

However, the report also noted that whilst overall there is no significant link between present-day environmental pollution, the Borough does have a higher air pollution level than that of the comparator areas, although the level of most pollutants is well within the national standards.

3.4.3 Opportunities

The opportunities to address pollution issues resulting from traffic encompass those cited in STP 1 – Tackling Congestion (Section 3.1). In that by addressing congestion problems of air quality can also be addressed.

The opportunities described include the impact on reducing the need to travel and minimising congestion by managing: i) the highway network; ii) traffic; and iii) the demand.

However, it is recognised that as well as using management to regulate and control movements, it is also necessary to provide viable alternative ways of travelling to ensure that access is maintained and that economic activity can continue.



Central to achieving affordable, convenient and safe alternatives to car-based travel are the strategies on 'Buses', 'Walking', and 'Cycling' (See Appendix 1 Primary Transport Strategy No's 2, 3, 11 and 18). These strategies provide a comprehensive and cogent approach to the delivery of a sustainable transport network and as such to the continued achievement of our air quality objectives.



Increasingly, the use of 'softer' measures in securing changes in the way in which people travel is being recognised. These measures include the provision of travel advice and information and assistance in the delivery of travel plans for businesses and schools. Primary Transport Strategy Nos: 2 & 17 in Appendix 1 describe these important areas of work in detail.

Major schemes also play an important role in reducing congestion within the Borough. It is now widely accepted that the problems of congestion on the Silver Jubilee Bridge cannot be fully addressed until an additional road crossing of the River Mersey is constructed. However, the proposed scheme, known as the Mersey Gateway, (see section 7.1) will not be available until 2014 and as such other measures to control congestion are required, in the interim, as described above.

Rail improvements can also play a key role in reducing congestion. One scheme in particular, the upgrading of the Halton Curve rail link, would provide increased opportunity to travel between Liverpool, Chester and North Wales and provide some relief to the problems on the Silver Jubilee Bridge, until the Mersey Gateway is constructed.

3.4.4 Other Quality of Life Issues

As indicated in Section 3.4.3, there is a direct link between congestion and air quality and the opportunities discussed under the Tackling Congestion Shared Transport Priority impact positively on other quality of life issues.

QUALITY OF PUBLIC SPACES AND BETTER STREETSCAPES

The measures proposed have the potential to reduce the use and impact of road traffic on public spaces and streetscapes and improve air quality in these areas.

LANDSCAPE AND BIODIVERSITY

Through improving air quality within the Borough and reducing the effects of particulates on the environment there will be a benefit to the local landscape and biodiversity.

HEALTHY COMMUNITIES

By promoting walking and cycling, there are benefits gained from exercise and the reduced use of the private car, which in turn will positively impact on congestion and air quality.

NOISE

The measures proposed will help promote walking and cycling as alternatives to the car and as a consequence there will be benefits in terms of reduced noise pollution and as such will help to address this important issue.

CLIMATE CHANGE

The measures proposed to improve air quality will also have a positive impact on greenhouse gas emissions used as such will help to address this important issue.

3.4.5 Performance Management

No performance indicators are proposed for air quality; however, in the event that an Air Quality Management Zone is declared indicators will be established to monitor the pollutant causing concern.

3.4.6 Maximising Value from Resource

As previously indicated, air quality is very dependant on addressing the issues associated with congestion (see Section 3.1). Therefore, in order to maximise the value from the resources, undertaken to achieve better air quality,

those management systems identified in 3.1.7 will be used.

In addition, we will continue to monitor air quality to identify issues and actions to be taken.

3.4.7 Better Air Quality Objective

- To address air quality issues which have an impact on health and the environment, through the management of travel demand and the provision and encouragement of environmentally sustainable travel choices.

3.4.8 Strategy for Better Air Quality

The strategy shown below for Better Air Quality, totally encompasses and supports that for 'Tackling Congestion'. (See Section 3.1.9 for detailed strategy).

In order to improve air quality the Council will:

- Implement the Shared Transport Priority Strategy for 'Tackling Congestion' as described in Section 3.1.9
- Continue to monitor the quality of air in Halton with specific reference to Breathable Particulate Matter (PM10), Sulphur Dioxide and Nitrogen Dioxide and to intervene when problems arise.
- Continue to monitor potential pollution 'hotspots' within the Borough where there is a risk that they will exceed air quality standards.

3.4.9 Action Plan for Better Air Quality 2006/07 – 2010/11 (Table 11)

Actions to be taken in Local Transport Plan period	Target Date
Implement the 'Tackling Congestion' Action Plan	Various
Monitor air quality levels in the Borough and, in particular, pollution hot spots	On-going

3.4.10 Long Term Strategy for Better Air Quality (30 Years)

The above strategy is consistent with and supportive of the achievement of the Long Term Strategy for Better Air Quality, key elements of which are:

- Pursue the construction of the Mersey Gateway bridge to enable greater opportunities to be taken for sustainable travel in Halton;
- Implement the Long Term Strategy for Tackling Congestion to minimise the pollutants from road vehicles; and
- Continue to monitor the quality of air in Halton, ensuring that the latest standards are achieved.

3.4.11 Long Term Action Plan for Better Air Quality

Actions to be taken in Local Transport Plan period	Target Date
Construction of the Mersey Gateway scheme	2012





The following section sets out how the Halton LTP fits into a range of key European, national and regional policy documents.

4.1 EUROPEAN POLICY ISSUES

4.1.1 European Transport Policy for 2010: Time to Decide

In 2001 the European Commission published its Transport White Paper entitled "European Transport Policy for 2010: time to decide"

Some key messages arising out of the European Transport White Paper include:-

- The delivery of high quality public transport services in urban areas – This should be delivered through a system of Public Service Requirements (which set out the network of services to be provided including hours of operation, frequency, punctuality of services, as well as the availability of certain categories of concessionary fares). In delivering the above the White Paper also indicates:

"A Member state or any other public authority can, under certain conditions and without impeding competition, require, or reach agreement with, a private or public undertaking to meet public requirements which that undertaking would not take on if it were only considering its commercial interests".

This policy underpins our approach in the Halton's second LTP to improve the quality and attractiveness of public transport within the Borough.

- Reducing the environmental impact of transport – the Commission wishes to promote the greater use of environmentally friendly fuels within the urban area. This policy is designed to encourage innovation at the local level in terms of new vehicle and fuel technology – with the aim being to replace 20% of conventional fuels with substitute fuels by 2020.

Our LTP will seek to address this through a range of measures to promote the use of environmentally friendly fuels on the public transport network including diesel – electric hybrid and biofuel vehicles. See Appendix 1 Primary Transport Strategy No: 2.

- Better management of mobility and improvements to accessibility for all –

This policy underpins our approach which seeks to improve access for all members of the community to a wide range of facilities, whilst at the same time reducing car use and dependency by encouraging the use of sustainable transport modes. See Section 3.2 and Appendix 1 Primary Transport Strategy Nos: 2, 3, 9, 10, 11, 12, 13, 15, 16, 17 &18, for further information;

- Charging users for the true cost of transport – the EU has adopted measures to facilitate transport users paying the true costs of their transport use.

This principle lies at the heart of the Council's 'Tackling Congestion' Strategy, STP 1, (Section 3.1)

4.1.2 Delivering the Trans European Transport Network (TEN)

Launched in 1983 by the EU Transport and Energy Directorate and effective until 2020, the Trans-European network programme (TEN) funds and supports a diverse range of projects designed to step up transport facilities across the EU. The programme covers road, railway and combined transport; inland waterways and airport infrastructure; traffic management and navigation systems and may in time include seaports and inland ports.

Schemes carried out in the North West between 1997 and 2000 include:

- A study into an upgrade of the Transpennine rail system
- Rail-related projects at North West ports.

- A ground transport interchange at Manchester International Airport.

New projects proposed in the North West include the Hull-Liverpool Road/Rail Access to be completed in 2015.

4.2 NATIONAL POLICY ISSUES

4.2.1 Transport White Paper "The Future of Transport" – July 2004

In July 2004 the Government issued its second Transport White Paper "The Future of Transport: a network for 2030" which restates national transport policy and provides the policy framework for the development of Halton's second LTP.

The new Transport White Paper restates the importance that the Government is placing on the system of Local Transport Plans to deliver transport / accessibility improvements at the local level. In particular they set the following vision for different forms of transport by 2030:-

- A more coherent road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and where they travel;
- A rail network which provides a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;
- Bus services that are reliable, flexible, convenient and tailored to local needs;
- Making walking and cycling a real alternative for local trips; and
- Ports and airports providing improved international and domestic links.

In terms of the development of Halton's LTP2, the Government's new 10 year Transport Plan sets out the following priorities: -

- Freer flowing local roads delivered through measures such as congestion charging;

- More, and more reliable buses enjoying more road space;
- Demand responsive bus services that provide accessibility in areas that cannot support conventional services;
- Looking at ways to make services more accessible so that people have a real choice about when and how they travel;
- Promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars; and
- Creating a culture and improved quality of local environment so that cycling and walking are seen as attractive alternative to car travel for short journeys, particularly for children.

As part of the White Paper the Government launched the new **Transport Innovation Fund**. This new fund is meant to stimulate the development of two types of Transport Initiatives which involve either:-

- Demand management measures (including Congestion charging)
- Increasing productivity, nationally, regionally or locally.

This matter is discussed further in section 7.4.

It should be noted that Halton has developed a 30 year Transport Strategy which is aimed at supporting the achievement of both the Government's long term transport strategy and the aims and objectives of Halton Borough Council. The strategies contained in LTP2 have been developed in conjunction with our long term strategy.

4.2.2 'Making the Connections: Final Report on Transport and Social Exclusion'

Following the publication of the above report by the Government's Social Exclusion Unit in February 2003, Halton, through the framework of its

LTP, launched a package of measures to address the links between transport and social exclusion within the Borough.

Although the Borough has improved its position in terms of the ranking of Indices of Multiple Deprivation by moving to the 21st most deprived Borough in the Country from its previous ranking of 16th in 2000: significant problems still remain, which will need to be addressed as part of the second Halton LTP. Deprivation is not restricted to one or two areas, but is found in pockets throughout the Borough and as such poses a significant challenge.

The Government's Social Exclusion Unit report identified the following key transport barriers, which will need to be addressed in Local Transport Plans:-

- Access to work – although significant improvements have already been delivered as part of our Local Transport Plan (including the Access 200 employment shuttle bus service in east Runcorn, the Neighbourhood Travel Team and the Job Link scheme), there is still much work to be done.
- Access to learning – through the ground breaking work of the local Education Pathfinder project the Council has been instrumental in the launch of several key initiatives to improve access to education / training and work based learning during the first LTP period. For example funding has been secured for: a new shuttle bus service linking the new Halton College Campus in Runcorn to the Runcorn Bus Station; a new accessible 'door to door' bus service for mobility impaired students; and various reduced public transport tickets all designed to improve access to education / training.
- Access to healthcare – Although the accessibility mapping exercise has revealed good levels of access to primary health care facilities in the Borough, many of the key hospital sites serving Halton are located outside of the Borough at Whiston (Merseyside) and in Warrington. This continues to pose a problem in terms of access for patients and visitors. This second LTP

brings forward a series of key initiatives to address these needs. (See Section 3.2).

- Access to food shops, social, cultural and sporting facilities – again the accessibility mapping exercise has revealed good levels of access to key retail facilities within the Borough, some gaps remain, and this second LTP seeks to address these through a range of key initiatives.

The report also identified a link between social exclusion and increased casualty rates.



These barriers will continue to be addressed through a range of measures which:-

- Improve the availability and physical accessibility of transport;
- Reduce costs of transport for socially excluded groups;
- Seek to locate services and activities in accessible 'easy to reach' locations;
- Improve safety and security;
- Widen 'travel horizons'; and
- Analyse road casualty data to identify any links between social exclusion and casualties.

Sections 3.2 and Appendix 1 Primary Transport Strategy No: 2, provide further information on these schemes and initiatives.



4.2.3 'Choosing Health: Making Healthy Choices Easier': Department of Health White Paper (November 2004)

The new Health White Paper reinforces the need to promote the use of healthy sustainable travel choices (walking, cycling and public transport).

The Health White Paper makes particularly strong links with the national 'Skills for Life' strategy for improving adult literacy and numeracy skills, which was launched by the Prime Minister in 2001. The goal is to improve the skills of 2.25 million adults by 2010, with an interim target of 1.5 million by 2007. One of the objectives of this programme is to expand access to training, advice and education to support individuals to develop skills in improving their own health. The Council's Neighbourhood Travel Team, which was set up during the first Local Transport Plan period will work closely with Halton's PCT as part of the implementation of 'Skilled for Health' programmes.

During 2005, the Government is piloting a series of Local Area Agreements with local government and other partners including Primary Care Trusts (PCT's) and children's trusts. These Local Area Agreements will:-

- Bring together needs assessment, planning and commissioning processes across different sectors – such as housing, health, planning, child and social care;
- Be based on common local targets and indicators of success; and
- Use resources flexibly and ensure that inequalities are targeted and tackled effectively.

The Neighbourhood Travel Team and Local Transport Plan will continue to be closely integrated into this process.

4.2.4 Aviation Issues

As a result of its prime location in the centre of the Mersey Belt, Halton is served by both Liverpool John Lennon Airport and Manchester International Airport.

The Government's White Paper, The Future of Air Transport, published by the Department for Transport in December 2003, sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, and specifically targets both of these regional airports for further expansion during the life of this LTP.

Halton has supported the development of the two Airport Surface Access Strategies, (see Appendix 1 Primary Transport Strategy No: 1), which seek to improve access to both airports whilst seeking to limit traffic growth and encourage passengers and employees to use more sustainable modes of travel.

Manchester Airport is the most prominent regional airport (the largest airport outside of the South East of England) and currently handles approximately 22 million passenger journeys per annum. The White Paper signals that the Government will permit the airport to expand to over 50 million passenger journeys per annum by 2030. In order to support the agreed actions in the airport's Ground Transportation Strategy, Halton through its Local Transport Plan, will support improved access to Manchester International Airport through:-

- Improved bus and coach service links to the airport and key employment sites in the vicinity of the airport from Halton and key communities within north Cheshire;
- Work in partnership with the airport and other agencies to develop proposals to introduce new regional and longer distance coach services to Manchester Airport along the key M56 corridor;

- Again in partnership with the airport and other agencies seek to develop proposals to introduce suitable 'off site' strategic Park and Ride facilities across the Mersey Belt. The airport company are keen to establish these as 'Airport Villages' offering a range of airport related facilities such as remote check in and flight information; and
- Support rail improvements to Manchester Airport.



Liverpool John Lennon Airport (LJLA) has witnessed significant growth over the period of the first Halton LTP. In 2004, the airport handled 3.4m passenger journeys per annum, a 6% increase compared to 2003. By 2010 it is predicted that the airport will be handling 7.6 million passenger journeys per annum. Government forecasts predict that by 2030 passenger throughput could be up to 12 million passenger journeys per annum. Halton Borough Council is a member of the Airport Surface Access Forum, and our Local Transport Plan continues to support the introduction of measures, which improve access to the airport. The Mersey Gateway crossing will have a major beneficial effect of reducing congestion for trips to the airport for passengers and staff travelling to and from Halton, north Cheshire, North Wales and other key urban centres along the M56 corridor.

Halton will support the continued expansion of the airport through the implementation of the following key schemes as part of the second Halton LTP:-

- The introduction of a new high quality shuttle bus / coach service linking LJLA to Runcorn Station.

- The re-opening of the Halton Curve to passenger rail service, which will permit the introduction of new rail, links to the airport from Halton as well as Chester, Deeside and North Wales This scheme will also utilise the new South Liverpool Parkway station, which is currently under construction;
- Introduce further improved local bus links from communities across Halton direct to LJLA as a way of improving employment links to the airport and the surrounding Speke / Halewood regeneration area;
- Work with the airport and other partners to introduce improved regional coach services linking the airport to key centres across the Mersey Belt which will not be directly linked to the airport by rail.



Further information on these initiatives and schemes can be found in Primary Transport Strategy No:2 and Section 7.3.

4.2.5 Government's Sustainable Communities Plan

The Deputy Prime Minister launched the Government's Sustainable Communities Plan in February 2003. The plan sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East, low demand for housing in other parts of the country, and the quality of our public spaces.

The £22 billion programme of action aims to focus the attention and co-ordinate the efforts of all levels of government and stakeholders in bringing about development that meets the economic, social and environmental needs of future generations as well as succeeding now.

A further announcement by the Deputy Prime Minister on 13 July 2004 provided an additional £16 billion for the plan in 06-07 and 07-08, making a total investment of £38 billion between 2003 and 2008. The plan covers a wide agenda, which recognises that to develop communities in which people wish to live, housing policy needs to be linked to improving economies, public services, transport and the environment at a local level.

The £22 billion and £16 billion figures quoted above represent funding directly in support of the Sustainable Communities Plan – drawing together key ODPM programmes and other programmes such as the Neighbourhood Renewal Fund, which is channelled through local authority budgets.

Key to the achievement of sustainable communities is their ability to access fundamental services. The issues and policies contained in Section 3.2 and Halton's Access Plan (Appendix 2) highlight our approach to tackling this important area of work. However, sustainable communities also rely on creating environments that are safe and free of congestion and pollution. Therefore reference to the other Shared Transport Priorities of 'Tackling Congestion' (Section 3.1), 'Safer Roads' (Section 3.3) and 'Better Air Quality' (Section 3.4) provide a comprehensive picture of our approach to meeting the Government's aims and objectives contained within the Sustainable Communities Plan.

4.3 REGIONAL ISSUES

4.3.1 Regional Economic Strategy (RES)

The Regional Economic Strategy (RES) is in the final stages of production, it was submitted as a Ministerial draft to Government in December 2005 and following their endorsement, the final RES will be launched in Spring 2006. The RES provides a rolling 20 year strategy intended to shape the future economic direction of the Northwest, although the document presents a particular focus on activities in the three years 2006 to 2009.

The RES provides the economic development framework for the Northwest and is based upon sustainable economic development. The aim of the strategy is to improve competitiveness and encourage economic growth, whilst protecting and enhancing its diverse environment by using resources prudently, tackling the causes of social exclusion, and recognising the needs and contributions of everyone.

The RES has five priorities, four of which have direct linkages with the development of transport plans and schemes. These being: Business Development, Regeneration, Infrastructure and Image.

BUSINESS DEVELOPMENT

This priority seeks to improve business performance to secure economic growth. There are three main areas where it is thought that transport can make a significant contribution to business development. These being:

- Accelerating business cluster development in those sectors with potential for growth;
- Development of business incubation facilities to encourage business start-ups and spin-outs from universities, other research and Higher Education Institutions and large companies; and



- Pursuing targeted international trade activity to support business cluster development and develop the capability of businesses to realise their international trade capacity, including new exporters.

The importance of transport planning to Business Development is well recognised within our LTP. Good access for employees and the delivery of raw materials and products is fundamental in any decision to re-locate or establish a business in an area. The Shared Transport Priorities detailed under 'Tackling Congestion' (Section 3.1) and 'Delivering Accessibility' (Section 3.2) highlight a comprehensive approach to removing transport barriers and minimising delays on the highway network. These priorities are extensively supported and enhanced by a range of other initiatives highlighted in Appendix 1 Primary Transport Strategy Nos: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18.

REGENERATION

This priority is closely linked to the state of the region's regeneration priority areas. The objectives for this sector are to deliver urban and rural renaissance and secure economic inclusion. The Regional Spatial Strategy indicates the broad locations of Regeneration Priority Areas.

In Halton it is well recognised that transport can play a major part in addressing regeneration and problems of social exclusion by removing barriers to movement. As indicated above, extensive work has been undertaken on addressing problems of access to key services such as employment, education, training, health, social and food shopping. This work has involved drawing on the experiences of both service users and providers and has been analysed using the DfT's Accession software package. Further information is detailed in Section 3.2 and our Access Plan can be found in Appendix 2.

Accessibility in Halton, however, cannot be dealt with in isolation from cross-

boundary access problems, if opportunities for employment are to be maximised. We have therefore developed a wide range of proposals that address cross boundary access issues. Specific examples can be found in Primary Transport Strategy No:2. This strategy combined with proposals to construct the Mersey Gateway will ease access problems and help with the implementation of regeneration initiatives such as Liverpool Vision.

INFRASTRUCTURE

The RES recognises that an effective transport system is of fundamental importance to the region's economy and that the current transport infrastructure is inadequate to meet present or future needs. The development of strategic transport is a stated priority strategic objective and a key activity is 'To identify and champion the implementation of strategic transport initiatives required to support economic development and regeneration'. Specific issues, which are identified as needing transport infrastructure include:

- Strategic access to, and between the region's urban centres on the motorway network;
- Movement within the urban areas and, in particular, access to the conurbation cores;
- Access to areas that are key to economic regeneration and growth, especially the region's strategic ports and airports;
- East-West movements via trans-pennine rail and the M62 also need immediate improvements and future capacity increases;
- Reliability of service, capacity and speed limitations on the region's railway network limit the provision of additional passenger and freight movements in order to take pressure off the road network;
- Secure the development of designated strategic regional sites (see below) to boost business growth opportunities.

The regeneration of Halton and indeed that of our neighbours in Merseyside is strongly dependant on key improvements to infrastructure, which will increase accessibility and reduce congestion problems. Key amongst the proposals in the RES is the construction of the Mersey Gateway, which is widely recognised as being central to the regeneration of the sub region. However, smaller improvements are also proposed to address more local access issues these include the A56/Eastern Expressway scheme which will assist in the development of Daresbury Park, which is also a designated Strategic Regional Site. (See section 5). Halton strongly supports Merseyside's proposal for Merseytram, future extensions of which include a line into Halton. Appendix 1 Primary Transport Strategy No: 9 – Passenger Rail describes our approach to concerns about Trans-Pennine rail link and proposed improvements to increase the accessibility of rail in Halton.

IMAGE

This priority seeks to develop and market the region's image. It is suggested that large infrastructure works such as a new bridge can help to promote a positive image and thereby assist in increasing economic activity, attracting investment and boosting business and leisure tourism in the Northwest.

In Halton, our key longer-term transport priority is the construction of the new Mersey Gateway Bridge. This bridge will not only serve to address congestion and accessibility problems, but will also be a symbol of the regeneration of the sub-region, inspiring increased economic and business activity.

STRATEGIC REGIONAL SITES

The NWDA believes that the delivery of its Strategic Sites is critical to the effective implementation of the RES and that good transport connections to these sites are fundamental if they are to achieve economic objectives. There

are two Strategic Regional Sites in Halton which are Daresbury Park and the Ditton Strategic Rail Freight Park.

4.3.2 The Northern Way

In February 2004 the ODPM issued a sister document to the Sustainable Communities Plan entitled "Making It Happen - The Northern Way" which sets out how the regional development agencies and regional planning bodies, intend to exploit the economic and transport links of these cities and beyond.

The concept of a new dedicated 'Northern Growth Corridor' will be developed to help lever in new investment and boost the North as an economic force in Europe.

The three Regional Development Agencies - One North East, Yorkshire Forward and the North West Regional Development Agency - in September 2004 launched the first growth strategy for the North of England entitled "Moving Forward: The Northern Way". Key transport priorities identified in the growth strategy include:-

- Preparation of a new Bus Partnership Framework for each city region, which will be complemented by a Northern Connect Card and Northern Community Car Club; and
- Establishment of new Regional Transport Board to revise and publish Regional Transport Strategies, as part of the new system of Regional Spatial Strategies.

The Mersey Gateway Crossing, in Halton, is identified in the Growth Strategy as a key regional priority.

The Growth Strategy is being built on the economic assets and opportunities of eight city regions in the North of England – Liverpool being one such City Region. Halton is part of the Liverpool City Region. Partners in each City Region have developed a strategic prospectus setting out the major

priorities which will make a substantial contribution to growing the economy of their regions and the North of England as a whole.

The Halton LTP is closely aligned with the key principles set out in the Northern Way Business Plan for 2005-2008. The Business Plan allocates £12m out of the Northern Way Growth Fund to key "early win" transport and infrastructure projects. Halton will work with the new Northern Transport Compact to ensure the Halton LTP helps contribute to the achievement of strategic aims and objectives of the Northern Way Strategy.

In 2008 Liverpool will be "Capital of Culture" which will act as a catalyst for further regeneration and economic growth.

Neighbourhood Renewal Fund (NRF) areas in the region have developed renewal strategies which set out how they will direct resources to the areas of greatest need. Investment for Health: A Plan for North West England aims to tackle the causes of poor health and integrate the NHS's contribution to regeneration and sustainable development. The new North West Housing Board has already allocated £516 million to be spent over the next two years in support of priorities set out in its Regional Housing Strategy, delivering decent and affordable homes and supporting market renewal.

THE REGIONAL HOUSING STRATEGY

The Regional Housing Strategy sets out a framework for investment in the region's housing and determines housing priorities under the following headings:

- Tackling falling housing market;
- Affordability issues;
- Upgrading existing housing stock; and
- Meeting the needs of vulnerable groups.

The major housing clearance and new build initiatives in the North West are in Merseyside, Manchester and East Lancashire and are known as Housing Market Pathfinder areas.

In Halton, we work closely with Merseytravel on cross boundary initiatives, which include the management and provision of bus services and on major schemes such as the Mersey Gateway and Merseytram. These interventions and schemes can have a major impact on new housing areas by providing good access to employment, education, social activities etc and as such help to ensure these areas are sustainable.

4.3.3 Regional Transport Strategy for the North West

Regional Planning Guidance for the North West (RPG13), which includes the Regional Transport Strategy (RTS), is now by virtue of the Planning and Compulsory Purchase Act (2004) the Regional Spatial Strategy (RSS). The main difference between the RSS and the previous Regional Planning Guidance (RPG) is that the RSS is statutory and it can cover more spatial implications of regional policy such as health and education as it seeks to influence other organisations' activities.

The full RSS review started in July 2004 and in September 2004 the North West Regional Assembly (NWRA) published their RSS Issues Paper for consultation, followed by the consultation on the RSS Options Papers in March 2005. The Draft RSS was submitted to the Secretary of State in January 2006 and is expected to be adopted in September 2007, following a further stage of formal consultation and an examination in public.

The RTS is intended to set guidelines for transport development for a fifteen to twenty year period, along with specific priorities for regional transport for the immediate five year period, so



as to inform local transport plans and the work of transport operators within the region. The North West Regional Assembly (NWRA) in line with PPG11 guidance prepares RTS for the North West.

The purpose of RTS is to:-

- Build upon the previous Regional Planning Guidance (RPG13).
- To set regional priorities for investment in and management of transport issues.
- To provide strategic guidance for the future development of all methods of passenger and freight transport.
- To increase choice in terms of public transport.
- To set out criteria for ensuring that significant land developments are sufficiently accessible by public transport.
- To establish standards for the provision of off-street parking
- To offer guidance on managing demand for transport, for example by charging road users.

As the regional planning body behind the development of RPG, the NWRA is naturally responsible for preparing the Regional Transport Strategy for the North West that is combined within it. Taking into account road, rail, air, water, freight, cycling and pedestrian travel, the RTS takes the form of a number of RPG policies and is fully integrated within policies for land-use planning. Because transport issues are not easily confined to one region, the RTS for the North West not only covers Cumbria, Lancashire, Greater Manchester, Merseyside and Cheshire but also pays important attention to links with adjoining regions, the North East, Yorkshire and Humberside, East Midlands, West Midlands, Scotland and Wales as well as other regions and countries. It positions key transport corridors, gateways and interchanges and the delivery of high quality public transport as priorities for investment.

The North West Regional Assembly has undertaken a review of the priority for investment in major schemes in its region. The results of this exercise have been forwarded to the minister, in June 2006 recommending those schemes be given priority in the North West Region. Included in the top quartile of schemes are Halton's proposals for the Mersey Gateway and the maintenance of the SJB.

4.3.4 Transport

A £363 million package of local transport improvements across the North West was announced in December 2003 and significant funding is being awarded to each of the nine local transport authorities in the region. This includes:

- Substantial funding of £16.5 million to allow authorities covered by the South East Manchester Multi-Modal Study to continue to implement improvements and strategies in their area.
- £8 million to support match funded transport schemes in the Merseyside Objective 1 area.
- £0.75 million for Warrington to deal with congestion problems caused by traffic diverting off the M6 at Thelwall Viaduct.
- £75 million towards Greater Manchester Passenger Transport Executive's expansion of the Metrolink network to serve Oldham/Rochdale, Ashton-Under-Lyne and Manchester Airport.

Work will also start on new schemes including the Liverpool South Parkway Interchange, preparatory work on further Quality Bus Corridors recommended by the M60 JETTS Multi-Modal Study and the Freckleton Street Bridge scheme.

4.3.5 Action Plan for the City Region

The Action Plan for the City Region 2002 – 2005 identified the Mersey

Waterfront Regional Park as a key priority for the regeneration of the Greater Merseyside sub region.

"Mersey Waterfront seeks to transform, energise and connect the coastal frontages of Merseyside in an imaginative and ambitious way through the development of a Regional Park to stimulate new and unprecedented economic potential throughout the region. The ultimate objective of Mersey Waterfront is to reposition the City Region as an internationally recognised and respected area of the highest quality, greatest diversity, and widest opportunity."

Halton is part of the City Region and therefore the Mersey Gateway Crossing along with other key transport / accessibility improvement schemes as set out in this LTP, seek to realise the full potential of this vision.

4.4 LOCAL PRIORITIES AND ISSUES

4.4.1 Introduction

Integration of transport – Halton, as a Unitary Authority, has responsibility for the provision of a wide range of services that impact on the daily lives of the people, the environment and the local economy. Halton has for many years recognised the role that transport can play in supporting these services and in achievement of their objectives. Early consideration of transport issues is therefore a fundamental factor in the development of new policies, which helps avoid unnecessary policy conflicts. The adoption of this philosophy into our corporate culture has enabled transport policies to both influence and be influenced and thereby enable services to be delivered effectively and efficiently. Evidence of benefits of this approach can be seen in the following paragraphs where transport has been treated as an integral part of addressing local concerns and issues.

In response to changes in its corporate responsibilities and a review of local needs, Halton Borough Council has produced proposals to refine its local priorities. These revisions are due to be presented for approval by the full Council in April 2006. It is therefore felt appropriate that these new priorities, should be used as a basis for the development of LTP2 to ensure that our transport policies and objectives are able to address the likely agreed priorities of the Council. Should there be any significant changes to the agreed Council's priorities, these will be reported in the first Annual Progress Report on LTP2. It should be noted that Halton's Local Strategic Partnership has already agreed these priorities.

The principles of the proposed new objectives, which transport can contribute to, largely remain the same as those previously agreed. The following details the proposed new priorities and relevant objectives:-

A SAFER HALTON

Overall aim

'To ensure pleasant and secure neighbourhood environments, with attractive, safe surroundings, good quality local amenities, and the ability of people to enjoy life where they live'.

Key Objectives Relating To Transport

- To investigate and tackle the underlying causes of crime and disorder and respond effectively to public concern by reducing crime levels.
- To create and sustain better neighbourhoods that are well designed, well built, well maintained and valued by the people who live in them, reflecting the priorities of residents to improve public perceptions and attractiveness.

The transport related objectives of this theme incorporate and are consistent with elements of the current priority of 'Safe & Attractive Neighbourhoods'.

A HEALTHY HALTON

Overall aim

'To create a healthier community and work to promote well being - a positive experience of life with good health (not simply an absence of disease), and a place where people are encouraged to care and look after themselves'.

Key Objectives Relating To Transport

- To fully understand the causes of ill health in Halton and act together to improve the overall health and well-being of local people
- To promote a healthy living environment and lifestyles to protect the health of the public, sustain individual good health and well-being, and help prevent illness
- To ensure that people have ready access to a wide range of cultural activities that enhance their quality of life

The transport related objectives of this theme incorporate and are consistent with elements of the current priorities of 'Health' & 'Safe & Attractive Neighbourhoods'.

HALTON'S URBAN RENEWAL

Overall aim

'To transform the urban fabric and infrastructure, to develop exciting places and spaces that create a vibrant and accessible Borough that makes Halton a place where people are proud to live and see a promising future for themselves and their families'.

Key Objectives Relating To Transport

- To create and sustain a twenty first century business environment with the required variety and quality of sites, premises and infrastructure that can support high levels of investment and economic growth and increase Halton's competitiveness.
- To revitalise the town centres to create dynamic, well-designed high quality commercial areas that can continue to

meet the needs of local people and investors.

- To support and sustain thriving neighbourhoods and open spaces that meet peoples expectations and add to their enjoyment of life.
- To ensure Halton designs in and maintains high levels of accessibility to places and spaces so that opportunity and need are matched, and provides excellent connectivity to the wider world through transport and ICT links.
- To enhance, promote and celebrate the quality of the built and natural environment in Halton to further improve the borough's image.

The transport related objectives of this theme incorporate and are consistent with elements of the current priorities of Urban Renewal and of Safe & Attractive Neighbourhoods.

CHILDREN & YOUNG PEOPLE IN HALTON

Overall aim

'To ensure that Halton is a vibrant and thriving borough for children and young people where they have the opportunity to fulfil their potential and to prosper living in a quality environment within safe and attractive neighbourhoods.'

Key Objectives Relating To Transport

- To make sure children and young people have stability and are well cared for, and are safe from violence, neglect, maltreatment, abuse, accidents, bullying, discrimination, crime and anti-social behaviour.
- To ensure children and young people are prepared for school life, attend and enjoy school, and are able to reach stretching educational standards at all stages and enjoy a good standard of personal and social development with plenty of recreation opportunities.

The transport related objectives of this theme incorporate and are consistent



with elements of the current priority of 'Enhancing Life Chances and Employment'.

EMPLOYMENT, LEARNING & SKILLS IN HALTON

Overall aim

To create an economically prosperous borough that encourages investment, entrepreneurship, enterprise and business growth, and improves the skills and employment prospects of our residents and workforce so that they can share in all the opportunities Halton affords.

Key Objectives Relating To Transport

- To foster a culture of enterprise and entrepreneurship and make Halton an ideal place to start and grow economic activity.
- To promote and increase the employability of local people and remove any barriers to employment.

The transport related objectives of this theme incorporate and are consistent with elements of the current priorities of 'Enhancing Life Chances and Employment' and 'Urban Renewal'.

In addition, to the above specific priorities, it is also proposed to have a cross cutting themes based on addressing Social Exclusion and Equality & Diversity within the Borough. Both of these themes are strongly reflected in our LTP2.



BEST VALUE REVIEWS

During LTP1 best value reviews were undertaken on two of the Council's current policy themes. The results and impact of these reviews were as follows:-

Urban Renewal

A Best Value Review of the Urban Renewal strategic priority was conducted in 2001/02. For the purposes of the review, urban renewal was defined as the physical development and infrastructure as opposed to the social and economic issues. Following this, in February 2003 the Audit Commission scored the review as a 'Good 2*' Service' with promising prospects for improvement. Halton was praised by the Inspectors on the following issues:

- A strong record over many years of reclaiming contaminated and derelict land;
- Completing redevelopment projects on reclaimed land;
- Creating employment opportunities by attracting private sector investment into the Borough;
- Good working relationships with locally based businesses;
- Demonstrating leadership in partnership working; and
- Compared well with others on refurbishing derelict housing.

The inspectors did however raise some issues. In particular, that Halton did not have clearly defined service delivery outcomes in this area, and that its focus had been on managing existing projects and securing funding for future projects. This they believed had led to a "piecemeal" approach to physical renewal in the past. They recommended the production of a revised plan and this was subsequently produced in October 2004. The recommendations of the original Improvement Plan and those of the inspectors have now been progressed.

A Specialist Strategic Partnership (SSP) for Urban Renewal, a sub-group of

Halton's Local Strategic Partnership, was set up in 2003 to further develop partnership working between the Authority and with local businesses. Through this SSP, local businesses work with the LSP to provide an input into urban renewal and policy programmes. This work will continue during LTP2.

Safe and Attractive Neighbourhoods

In June 2003, a Best Value Review of Safe and Attractive Neighbourhoods commenced with the following remit:

- Examining the current strategic approach;
- Assessing whether all the objectives of the strategy were still relevant;
- Reviewing progress made to date against this strategic priority;
- Determining if the availability of resources is sufficient to deliver current and future projects;
- Ensuring that adequate performance measurement and management systems are in place; and
- Reviewing the effectiveness of Council services to aid this process.

The key recommendations of the review were as follows:

- That a more holistic approach is adopted by the authority to the integration of all environmental services at a strategic level;
- Create a more balanced approach by establishing stronger partnerships to deliver the "attractiveness" aspect of the priority whilst strengthening the "safe" aspect by merging with new, more relevant members and communicate and monitor their progress effectively;
- Promote the positive work of the Community Safety Strategy Group in particular those who contribute to reduction of fear of crime through environmental initiatives;
- Consultation should be given to the development of a Community Engagement Strategy, which would lead to local communities having a greater involvement in their local

neighbourhood, and so instil community cohesion and increase civic pride; and

- Contributing services and partners work with the Corporate Performance Management and Policy Units to establish a set of suitable performance indicators including quality of life issues.

The issues associated with tackling crime and the fear of crime, community engagement and quality of life are all pertinent to the way in which we have developed our Local Transport Plan. The fear of crime is a major consideration in encouraging more people to use public transport and it is for this reason that we have developed our Travelsafe initiative. Community engagement is central to the development of LTP2 and as demonstrated throughout the document is key to ensuring that the needs of the communities are identified and addressed to bring about meaningful changes in people's quality of life.

Halton's long-term strategy is consistent with the proposed new priorities and objectives of the Council.

4.4.2 Halton Health Study

In March 2002 Halton Health Partnership instructed a team of researchers from the Department of Geography and the Institute for Health Research at Lancaster University to undertake a study of the factors affecting health in Halton. The study arose from the concern about the high rates of mortality and morbidity within the Borough, and was to build on previous enquiries into health and the environment that have been undertaken in Halton.

The study comprised three main phases:

- A review of scientific literature relating to health and the environment;
- A comparison of Halton with selected comparator boroughs with respect to

selected variables measuring health, environmental pollution and social deprivation; and

- A detailed investigation of the impact of environmental, social and lifestyle factors on the health of people in Halton.

The study confirmed that by national standards Halton does have a high rate of mortality for many conditions, but these are no different from rates experienced in similar areas elsewhere. It was also found that wards in Halton recorded high levels of deprivation as measured on standard indices. However, these levels of deprivation were found to be no worse, and in some cases were lower than those found in the comparable areas (Knowsley, St Helens, Hartlepool and Middlesbrough).

A statistical analysis of the links between a range of health indicators and variables measuring deprivation, lifestyle and environmental pollution was also inconclusive. Whilst such factors are important and do explain much of the variation in ill health, there are some areas where ill-health is either better or worse than would be predicted from these variables alone.

The report concluded by making four principle recommendations for action by the Council, which if implemented, will help to address the health problems experienced within the Borough. The recommendations are detailed below together with information of how transport initiatives delivered through the LTP are already helping to improve health within the Borough.



Recommendation One

"The Council should continue to concentrate on the reduction of deprivation and the adoption of healthy lifestyles, with programmes focused on those locations shown to have the highest levels of deprivation. Policies to reduce unemployment, raise income levels, improve housing, increase educational attainment, reduce smoking, improve diet and increase exercise could all have significant positive impacts on the health of people in Halton".

By promoting social inclusion through transportation policies, and more specifically through the work undertaken by the Neighbourhood Travel Team, it is anticipated that people will have more opportunities to gain access to employment and education. These are key factors in helping to reduce deprivation and are a focus of our LTP activities, as detailed in our Shared Transport Priority for 'Delivering Accessibility', (Section 3.2). In addition, our strategies to encourage walking and cycling (Appendix 1 Primary Transport Strategy Nos: 3 & 18) will help to address the Department for Health's recommendation for 30 minutes of moderate physical exercise.



Recommendation Two

"Policy makers should work with local community groups and voluntary organisations to develop policies and strategies that involve local people directly in improving their own health and reducing deprivation in their local community."

The ongoing work of the Halton Local Strategic Partnership (HLSPP) has enabled



both local community groups and voluntary organisations to become directly involved in the development of policies and strategies aimed at improving health and reducing deprivation within the local community. The importance of the issues to the HLSP is demonstrated through its involvement in the development and financial support of transport projects within the Borough. Also, the work that the Council has undertaken in relation to accessibility planning (see Section 3.2 and the Access Plan in Appendix 2) will enable more people to gain access to healthcare facilities within the Borough.

Recommendation Three

“The Council should continue and extend its programme of air quality monitoring, and risk assessment. This will allow a fuller assessment of environmental factors than has been possible in this study”.

At present a mobile air quality monitoring station is used to monitor levels of sulphur dioxide, nitrogen dioxide and breathable particulate matter. A computerised modelling tool is also used to determine the level of air pollutants within the Borough.

A number of the issues were raised within the Health Study regarding the modelled traffic generated pollution in several areas (away from the Silver Jubilee Bridge) within the Borough. To address these issues additional air pollution monitoring equipment has been purchased and sited at key locations within the Borough. The results of this study have been used to validate the ‘modelled’ pollution levels to assess the need for action to be taken. Further information on the study can be found in Section 3.4.

Recommendation Four

“The ‘precautionary principle’ should be adopted with respect to potential pollution, as the long-term effects on health from exposure to even low levels of pollution are not well understood. All reasonable efforts should be made to work with industry and other

organisations, and to develop a sustainable transport policy, to further reduce levels of pollution within the Borough.”

Halton is continuing to make great efforts to work with industry and other organisations in order to develop sustainable transport policies and initiatives. During 2003/04 significant progress has been made in securing the production of travel plans with both major employers and local schools within the Borough. In addition, substantial progress is being made with the development of our Greenway network, which provides safe, healthy, convenient and accessible transport alternatives between areas of need and opportunity. These measures encourage more people to use sustainable modes of transport and provide a sound foundation for the improvement of the health of residents.

4.4.3 Halton's Housing Strategy

Halton's Housing Strategy has been developed to support the Regional Housing Strategy, whilst reflecting those issues which are of local concern. The strategy focuses on three main priorities. These being:

- Improving the condition of housing;
- Meeting identified housing needs; and
- Improving Services.

Whilst Halton does not have significant numbers of new build housing planned, there is a role for our Local Transport Plan in helping to address the Housing priority of ‘Meeting identified needs’. This priority involves improving the provision of supported housing for the single homeless, mental health clients, those with physical or sensory disability and older people. Transport has a key role to play in this, as it is particularly important that vulnerable groups have good access to every day facilities and services. It is also important that travel training is made available to these people to ensure that

they can take advantage of the transport services that exist. These matters are dealt with in our Accessibility Strategy (Section 3.2.9) and in the Access Plan (Appendix 2).

4.4.4 Halton's Unitary Development Plan

The integration of transport and land use policies is essential as the location and nature of development affects the amount and method of travel. The Halton Unitary Development Plan (UDP), adopted April 2005, currently provides the policies and proposals for land use planning within the Borough. One of the aims and objectives of the UDP is to provide an effective and efficient transport system. The policies are aimed at providing an integrated transport system, reducing the need to travel by car and increasing sustainability for all. For example, policy S13: Transport, states that ‘Safe efficient and inclusive integrated transport systems and infrastructure will be developed in Halton. Priority will be given to measures which:

- a Promote an integrated transport system;
- b Stimulate sustainable economic growth in sustainable locations;
- c Improve accessibility for all to everyday facilities;
- d Create a safer living environment;
- e Protect and enhance the environment.’

The Planning and Compulsory Purchase Act 2004 introduces major changes to the way the planning system operates including the introduction of the Local Development Framework (LDF). As part of the transitional arrangements for the new planning system the Halton Borough UDP will be automatically saved for a period of three years from the date of adoption. This means that the UDP will still be used to determine planning applications and will remain part of the statutory Development Plan until its replacement by Development Plan Documents (DPDs) through the new LDF system. The UDP has been

developed in conjunction with the LTP to ensure a consistency of approach and integration of planning and transportation objectives. This approach is considered essential in delivering a transport network, which meets the needs of Halton's residents, businesses and visitors and as such the strategy, policies and proposals within the new DPDs will continue to be consistent with our Local Transport Plan.

4.5 CROSS BOUNDARY LINKAGES

Travel needs do not recognise and should not be constricted by administrative boundaries. As such, it is essential that adjacent authorities work in partnership to deliver true transport choice that reflects the demand for travel across a region.

Halton lies at the hub of a two major motorways serving Merseyside, Warrington, Cheshire, North Wales and the Manchester conurbation. Passing to the north of the Borough is the M62, which links extensive parts of Merseyside and Greater Manchester with the Pennines. To the south lies the M56, which provides access between West Cheshire, North Wales and the Manchester conurbation. These two routes are linked by means of the Silver Jubilee Bridge and a local road network, which is required to cater for extensive regional traffic flows.

The West Coast Main Line and the Trans-Pennine line provide regional and national rail travel. However, local rail travel is limited by the lack of local rail stations.

The synergies between Merseyside and Halton have resulted in close working at both political and officer levels, which have enabled consistency in approaches across a wide range of services. Halton has seats on all the Merseyside co-ordinating committees at both Member and officer levels and is often referred to as being part of Greater Merseyside.

The strength of the partnership between the Merseyside authorities, Merseytravel and Halton is aptly demonstrated through the success achieved in co-ordinating and supporting a wide range of past and proposed transport schemes and initiatives across the sub region. Key cross boundary issues contained within this LTP include:

- The Mersey Gateway Crossing;
- The development of Halton Curve;
- The development of Merseytram, with a proposed extension into Halton;
- John Lennon Airport Surface Access Strategy;
- Ditton Strategic Freight Park;
- Liverpool South Parkway;
- Gateways & Accesses Initiative
- Mersey Waterfront Initiative

4.5.1 Links with Merseyside's LTP2

A key issue for Halton, which is supported by the Merseyside LTP, is the need to provide enhanced highway capacity across the Mersey at Halton, specifically to relieve severe congestion problems on the Silver Jubilee Bridge (SJB). The Merseyside local Authorities and Merseytravel are represented on the Mersey Crossing Group, which commissioned two studies to evaluate crossing improvement options.

The studies reaffirmed the major role the SJB plays in facilitating strategic traffic movements in and out of Liverpool from Runcorn, Vale Royal, Chester and North Wales. Knowsley, Warrington, St Helens and Sefton are other main destinations that the Bridge caters for. The SJB is also a key link to the growing Liverpool John Lennon Airport from Runcorn, West Cheshire and areas of North Wales.

Improvements to passenger rail services are also closely integrated with priorities in the Merseyside LTP2. In line with the findings of the Mersey Belt

Linkages Study the two LTPs reiterate the importance of providing an enhanced passenger rail service on the Trans-Pennine corridor linking Liverpool – Widnes – Warrington and Manchester with the two new stations identified within Halton. Another key priority is the introduction of frequent passenger rail services on the Halton Curve, allowing new services to be introduced between Liverpool and the new Allerton interchange (South Liverpool Parkway) and Runcorn, Frodsham, Chester and North Wales.

Halton's comprehensive bus strategy (see Appendix 1 Primary Transport Strategy No: 2) featuring the following cross boundary elements: -

- The provision of cross boundary subsidised bus services.
- Investigation of the potential opportunities to extend Merseytravel pre-paid ticketing schemes into Halton.
- Phased and co-ordinated introduction of new cross boundary Quality Bus Partnership Services.



In addition, Merseytravel will continue to support Merseyrail services to Hough Green (within Halton) from the Merseyside boundary. Merseytravel multi modal ticketing is valid for journeys starting and finishing at Hough Green. This is a reflection of the strong social and economic links between local communities in this area and Liverpool. Merseytravel also continue to fund cross boundary concessionary travel for residents living in the Cronton area of Widnes.

Halton is supportive of the proposals for the Merseytram system, which could potentially be extended into Halton.



Halton along with the Merseyside authorities support is the proposed expansion of Liverpool John Lennon Airport. As part of the managed transport growth that will occur as a result of this expansion, Halton and the Merseyside authorities are also supportive of the principle of a new Eastern Access Road from the A562 to the airport. It is believed that the most appropriate method of delivery would be through private sector and non LTP funding. Halton and Merseyside have and will continue to work together on the development of the Merseyside Freight Strategy.

4.5.2 Links with Cheshire's LTP2

The Cheshire LTP recognises the need for the new Mersey Gateway at Halton. The existing crossing provides an essential link from West Cheshire to Widnes and the Eastern Merseyside areas.

Other road links between Halton and Cheshire are also critical, in particular the motorway network. Close liaison with the Highways Agency will continue to help optimise their programme of works. In particular it has been identified in the 2004 M56 Corridor Scoping Study that the M56 between Junctions 12 and 15 will increasingly suffer capacity problems.

Cheshire also support the proposal to introduce new passenger rail services using the Halton Curve which would link Chester and North Wales with Liverpool via Halton.

Cheshire along with other partners will work together to help Merseytravel produce a major scheme bid for the proposal during the period of LTP2. The North Wales – Chester – Runcorn East – Warrington – Manchester line has had its rail service cut from half-hourly to hourly. Cheshire, like Halton and Warrington wishes to secure the return of a more frequent service.

Cheshire have proposals to make railway station improvements to Crewe and Chester. It also recognises that Runcorn Station attracts passengers from the Chester area.

Cheshire are supportive of the proposal for the Ditton Strategic Rail Freight Park as it is recognised that it could attract significant business from the Cheshire area. The DSRFP will generate additional rail freight traffic, much of which will need to pass through Crewe, in particular European freight trains.

The proposed improvements at Crewe will increase the potential for further freight paths along this route. It is planned to establish recreational Public Rights of Way connection along the Weaver Valley to link Runcorn with the Vale Royal area.

Halton and Cheshire are supportive of a proposal to introduce the C-NET 1 bus service which connects Chester with Runcorn, Manchester Airport and Manchester.

The Manchester Ship Canal which passes through Cheshire, Halton and Warrington has a regional role in the delivery of sustainable freight distribution.

Cheshire is also one of Halton's partners on the Cheshire Area Safety Camera Partnership which addresses road casualty problems through the use of camera technology.

Warrington will also work with Halton, Cheshire and other Authorities to develop a more strategic approach to casualty reduction when the new arrangements for funding safety cameras come into effect. Changes to the arrangements for funding safety cameras from April 2007 provide new opportunities to work on a strategic basis with Cheshire and other authorities on casualty reduction.

4.5.3 Links with Warrington's LTP2

When the Silver Jubilee Bridge needs to be closed due to a road accident, diverted vehicles often use the river crossing in Warrington which causes excessive town centre congestion. The bridge also provides a link with Runcorn and West Cheshire to the North of Warrington. The Warrington LTP therefore includes support for the Mersey Gateway.

Road links between Halton and Warrington are also critical, in particular the motorway network of the M56, M6 and M62. Close liaison will therefore continue with the Highways Agency to help optimise their programme of works.

Warrington are currently investigating the possibility of road user charging. This could possibly link with Halton's proposals to charge for the use of the road crossings of the River Mersey.

In terms of passenger rail Warrington are supportive of the Trans-Pennine railway line upgrade, which includes the safeguarding of the Shell Green Link. Warrington like Cheshire also supports the return of the more frequent half-hourly service on the Chester to Manchester line.

Warrington have proposals to make railway station improvements to their Central and Bank Quay stations. It is recognised that Runcorn Station attracts passengers from the Warrington area.

The Manchester Ship Canal which passes through Cheshire, Halton and Warrington has a regional role in the delivery of sustainable freight distribution.

As identified in section 4.5.2, Warrington is also one of the Halton's partners on the Cheshire Area Safety Camera Partnership which addresses road casualty problems through the use of camera technology.

5.1 INTRODUCTION

The funding for transport schemes for both LTP1 and LTP2 has been and will continue to be secured from a variety of sources including Central Government, Halton's Capital and Revenue sources, Halton's Partners and private contributions from developers. This section outlines the indicative funding from Central Government and provides an insight into the likely level of funding that will be available from Halton, its partners and private developers.

In order to ensure that costs are kept under control and budgets have maximum impact, the Council has an extensive and rigorous system, which involves regularly reviewing scheme progress and the computerised monitoring of budgets against planned spending profiles. Deviations from expected spend and profiles are managed through senior management meetings, where actions are agreed to address programme issues. The robustness of this system is evidenced by our performance on the delivery of schemes, recorded in previous year's Annual Progress Reports.

The funding received from Central Government for transport broadly falls into two main areas: 'Integrated Transport' and 'Highway Maintenance'.

The table below indicates the proposed spending profile for the 5-year period of the plan based upon the indicative block allocations provided by Government for Integrated Transport.

5.2 LTP2 INTEGRATED TRANSPORT IMPLEMENTATION PROGRAMME 2006/07 TO 2010/11 (£'000) (TABLE 12)

SCHEME TYPE/DESCRIPTION	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Local Safety Schemes:						
(Both within and outside Quality Corridors):	211	210	210	210	210	1,051
Quality Corridors:						
Walking	241	150	160	150	160	861
Cycling	244	156	162	154	161	877
Bus Route Improvements	211	140	140	135	140	766
Real Time Passenger Information on Quality Corridors	-	-	-	-	150	150
Sub Total	907	446	462	439	611	2,654
Interventions Outside Quality Corridors:						
Walking	118	75	75	75	80	423
Cycling	114	75	75	75	80	419
Bus Interchanges	255	-	-	250	195	700
Integrated Transport	138	90	90	90	95	503
Traffic Signals	51	30	30	30	30	171
Runcorn Busway Study	30	-	-	-	-	30
Accessible Buses	85	250	100	-	-	435
Sub Total	791	520	370	520	480	2,681
Rail Station Improvements:						
Hough Green	-	-	-	250	200	450
Beechwood (Design)	-	-	-	100	-	100
Sub Total	-	-	-	350	200	550
Other Improvements:						
SJB Variable Message signing	205	200	45	-	-	450
A56/Eastern Expressway Improvements	65	150	435	-	-	650
Upton Rocks Distributer Road	82	-	-	-	-	82
Direct Contributions to Regeneration Schemes (Walking, Cycling & buses)	61	40	40	35	40	216
Sub Total	413	390	520	35	40	1,398
Total for Integrated Transport Minor Works	2,111	1,566	1,562	1,554	1,541	8,334

The above totals for 2007/08 to 2010/11 could be increased, should further funding be allocated (See Section 5.6).




The schemes and interventions have been assessed and prioritised against their contributions towards the Shared Transport Priorities, Regional Priorities and Local Priorities prior to entry into the 2006/7-2010/11 Implementation Programme. The assessments are shown in Sections 5.4 and 5.5.

Prior to the implementation of schemes, the opportunity is taken to consult with residents, businesses and stakeholders, as necessary, to ensure that the interventions proposed meet identified needs.

5.3 INTEGRATED TRANSPORT MEASURES TO BE IMPLEMENTED 2006/07 TO 2010/11

The following provides an insight into the types of interventions and initiatives proposed to be undertaken for each of the programme elements. To help assess the role of the Integrated Transport Programme in achieving our aims and objectives, each element of work is referenced to those targets, which will benefit from the work.

5.3.1 Local Safety Schemes

 **Shared Transport Priorities (STP's) affected:** STP 3.
Targets Affected: BVPI 99a, 99b, 99c; LTP 3, 4a, 4b; L6.


Local safety schemes will be implemented on the basis of accident analysis and targeted appropriately at sites, areas and accident types with high accident numbers or rates. Some of these schemes may be incorporated into Quality Transport Corridor route (see 5.3.11) and area Improvements thereby enhancing the benefits of schemes through combining them. Measures will include:

- signing and lining improvements;
- junction improvements;
- safety fencing predominantly on the unprotected lengths of central

reservation on the expressway network; and

- other modifications to the highway network as necessary.

5.3.2 Walking Schemes


 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 3, 4.
Targets Affected: BVPI 99a, 99b, 99c, 165, 178; LTP 1, 4b; L4, 6, 7.

Schemes to improve facilities for pedestrians and the mobility impaired will be targeted towards routes that will improve accessibility both within the Borough and into adjacent areas, with appropriate levels of funding targeted towards leisure and recreational use. Pedestrian improvements will also be implemented as part of Safe Routes to School Schemes. Many of these walking schemes will be implemented within and in parallel with Quality Transport Corridor Improvements (see Para 5.3.11) and will include schemes such as:

- Improved pedestrian routes to increase accessibility between communities and employment areas and facilities. Schemes will include improved crossing provision incorporating fully accessible facilities for the mobility impaired and better signing provision;
- New Greenways, comprising 3m wide shared used footpath/cycleways in off-road locations and adjacent to carriageways;
- Improvements to Public Rights of Way including footpaths and bridleways.

The development of the programme of improvements to pedestrian routes, and in particular Public Rights of Way, will be heavily influenced by the Public Rights of Way Improvement Plan (see Section 3.2.4 and Primary Transport Strategy No. 11).


5.3.3 Cycling Schemes

 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 3, 4.
Targets Affected: BVPI 99a, 99b, 99c; LTP 1, 3, 4a; L3, 6, 7.

The continued development of a comprehensive network of cycle routes and facilities will be targeted at improving areas of poor accessibility. Many schemes will be implemented as part of Quality Transport Corridor Improvements (see Para 5.3.11) and may form part of Safe Routes to School improvements. Measures will include:


- New shared use Greenways both off-road and adjacent to carriageways;
- On-road cycle lanes and improved provision at junctions; and
- Cycle parking facilities at public transport interchanges, schools, shopping areas and other key destinations.

5.3.4 Bus Route Improvements

 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 4.
Targets Affected: BVPI 102, 103, 104, LTP2, LTP5, L8.

These improvements will be undertaken as part of Quality Transport Corridors improvements (see Para 5.3.11) and will include a wide range of measures to address such things as delays and improved accessibility.

5.3.5 Real Time Passenger Information

 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 4.
Targets Affected: BVPI 102, 103, 104, LTP2, LTP5.

Building on the successful introduction of Real Time Bus Passenger Information on a key cross boundary bus corridor during the first LTP period. Halton will seek to work with neighbouring authorities to extend this important

initiative to other key bus corridors within the Borough during the period of the second LTP.


As part of the north Widnes "Kickstart" scheme which is funded over a three year period (2006/7 to 2008/9), Halton BC is installing real time passenger information on a key bus corridor in north Widnes linking Farnworth to Widnes Town Centre. This will also complete two major cross boundary real time information schemes with Merseytravel enabling full route real time information to be introduced on the Merseytravel SMART services 61 (Liverpool – Huyton – Prescot – Whiston Hospital – Widnes – Runcorn) operated by Halton Borough Transport Ltd, and Merseytravel SMART service 17 linking St. Helens to Widnes operated jointly by Arriva and Halton Borough Transport Ltd.

As part of the "Kickstart" funded scheme, Halton Borough Transport Ltd, have dramatically improved the daytime frequency of the service 61 on the section of route linking Farnworth to Widnes town centre. This scheme also includes improved accessible bus stops and passenger waiting facilities.

Over the period of the second Halton LTP the Council and its partners will seek to expand the real time information system on a further 3 key bus corridors within the Borough as well as trailing SMS texting of bus service information.

Halton will also look for opportunities to introduce real time bus passenger information on key cross boundary corridors into Warrington and Cheshire with Warrington MBC and Cheshire County Council.

5.3.6 Bus Interchanges

 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 4.
Targets Affected: BVPI 102, 103, 104, LTP2, L9.

Halton Lea North and South

Halton is developing proposals to modernise the two bus stations serving Halton Lea Commercial centre. Both bus stations are located on elevated sections of the Runcorn busway. During 2005 an Improvement Scoping Study was carried out which evaluated a number of different options including the closure of one of the Bus Stations and concentrating all bus movements on one section of the busway to facilitate interchange.

Following consultation with the commercial owners of Halton Lea, the Council is progressing a scheme to upgrade the two existing bus stations to offer an enhanced quality waiting environment at both bus stations featuring:-

- Improved lighting and CCTV coverage;
- Improved shelter including automatic glass doors on the bus bays;
- More accessible bus bays to ensure level boarding between the kerb and the bus;
- Improved seating and more attractive waiting areas;
- Better information including real time passenger information;
- Electronic passenger help points;
- Improved emergency evacuation facilities; and
- Better directional signage between the two bus stations and main attractions within the Halton Lea complex.

It is envisaged that this scheme will be completed in phases to minimise disruption to services and passengers at this busy location. The first phase of which will be completed in 2006/07 and will be focused on upgrading and renewing the existing glass canopy structure at Halton Lea North.

Runcorn Town Centre Bus Station

Work has commenced on a phased programme of improvements to Runcorn town centre Bus Station. Phase I of the scheme should be complete by the end of 2005/6 and will include:-

- New seating;
- Better information;
- New accessible "saw tooth" bus bays; and
- Improved passenger seating.

During Phase II of the scheme improvements will include:-

- Improved shelter and waiting facilities;
- Installation of passenger help points; and
- Improved pedestrian crossing and circulation areas; and
- Improved pedestrian links between the bus station and key attractions within the town centre.


Greenoakes Bus Station - Widnes

During the second LTP period, the Council and partners are planning further improvements to passenger facilities at Greenoakes Bus Station including:-

- Improved information and installation of electronic information/ ticketing machines;
- Improved passenger waiting facilities including improved shelters and seating; and
- Installation of electronic passenger help points.



5.3.7 Integrated Transport Initiatives


 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 4.
Targets Affected: BVPI 102, 103; LTP 1; L1, 7, 9, 12.



These measures will promote the use of public transport to make it more accessible. Measures will include:


- Measures to improve mobility including physical improvements, advice and help for people accessing work and services, and measures to promote travel plans;
- Measures to increase travel efficiency and quality;
- Improving personal security and safety;
- Improved provision of public transport information; and
- A Bus Stop Upgrade Programme will be undertaken on the bus network outside Quality Transport Corridors and will be targeted towards bus stops in poor condition that require improvement. The programme will also provide raised boarder kerbs to enable easier access for the mobility impaired.

5.3.8 Traffic Signal Upgrades

 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 3, 4.
Targets Affected: BVPI 99a, 99b, 99c, 102, 165; LTP 3, 4a, 4b, 5; L3, 4.

Traffic signal improvements will be undertaken at key junctions requiring upgrading or suffering from problems of congestion or requiring improved provision for pedestrians and cyclists. A number of schemes will be implemented as part of Quality Transport Corridor Improvements (see Para 5.3.11).

5.3.9 Runcorn Busway Study

 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 4.
Targets Affected: BVPI 102, 103, 104, LTP2, LTP5, L9.


The Runcorn Busway provides access for buses to many residential areas in Runcorn that would otherwise be difficult to serve off the highway

network. During the period of LTP1 extensive work was undertaken on the Runcorn Busway including: bus stop improvements comprising border kerbs and improved accessibility through improved crossing provision, and clearing overgrown vegetation to reduce the fear of crime. The heavily trafficked lengths of the Busway are now substantially complete and there is a need to reassess the future of the Busway and its ability to serve the surrounding areas before any further work is undertaken on the Busway. The study will investigate:

- The significant problems associated with the Busway in relation to crime and the fear of crime due to its isolated nature and the relatively low levels of passing traffic;
- The impact of existing and future developments along the Busway; and
- The options for further improving and altering the Busway to best serve the needs of residents and tackle the problems associated with crime.

The Bus Stop Upgrade Programme will be undertaken on the bus network outside Quality Transport Corridors and will be targeted towards bus stops in poor condition that require improvement. The programme will also provide raised boarder kerbs to enable easier access for the mobility impaired.

5.3.10 Accessible Buses

 **Shared Transport Priorities (STP's) affected:** STP 2.
Targets Affected: BVPI 102, 104, LTP1, LTP2, L1.


The comprehensive Accessibility Planning Exercise undertaken by the Council has identified a number of weak links within the bus network that result in some areas of the Borough having poor accessibility. One of the ways the Council will address this problem is through a review of the subsidised bus services that operate

within the Borough to better cover these weak links. This, however, will not be enough to address all of the problems identified within the Accessibility Study. Therefore, we also intend to purchase a fleet of lowfloor buses that will be made available to bus and community based operators.

Case Study:

Improved Bus Service Links to Liverpool John Lennon Airport
In January 2006 Arriva (North West and Wales) introduced an improved new bus service linking Runcorn and Widnes to the rapidly expanding Liverpool John Lennon Airport. The new service 82 A provides a 20 minute Monday to Saturday daytime service, and an hourly evening and Sunday service using new low floor fully accessible buses. Launched as part of the new "Strider" network in the Borough, this new improved service helps meet a key gap in the existing public transport network as identified in the Halton Access Plan, and helps improve the frequency of services on the key Halebank to Widnes Quality Corridor which will be the focus of further improvements during the course of the second Halton LTP.

5.3.11 Quality Transport Corridor Improvements

 **Shared Transport Priorities (STP's) affected:** STP 1, 2, 3, 4.
Targets Affected: BVPI 99a, 99b, 99c, 102, 103, 104, LTP1, LTP2, LTP5, L1, L8, L9, L10.

Three Quality Transport schemes (See Appendix 1 PTS 12) are proposed for implementation over the period of the plan:

- Runcorn – Widnes North - South Quality Transport Corridor;
- Grange and Halton Brook Quality Transport Zone; and
- Ditton and Hale Bank Quality Transport Corridor;

in addition to the works proposed for the Busway (Section 5.3.9).

All these schemes will include as a minimum:

- Bus stop improvements along the corridor or within the zone including the provision of bus boarder kerbs, improved information and where appropriate a new bus shelter and improved bus services;
- The provision of measures to improve walking, including dropped crossing and tactile paving;
- The provision of cycle routes, improved cycle crossing points and where appropriate cycle parking; and
- Signing improvements and general highway safety measures.

The background of these schemes is detailed below together with the proposed extent of works and the types of measures to be introduced:-

RUNCORN – WIDNES NORTH - SOUTH QUALITY TRANSPORT CORRIDOR

This scheme is designed to improve sustainable transport links along a north – south transport link of the borough, connecting Runcorn and Widnes town centres, as well as linking Runcorn and Widnes Railway Stations. It will also provide improved access to many of the wards with low car ownership including West Bank, Kingsway, and Appleton, as well as Farnworth. (See Quality Corridor Plan over the page.) In addition to the bus, walking and cycling improvements proposed for all

the quality corridors and zones, this scheme will also investigate:

- Junction improvements at Kingsway and Milton Road junction to assist buses;
- The provision of improved cycling facilities on the SJB and its approaches;
- The provision of a left-turn lane from Milton Road (east) to Kingsway;
- The provision of safe routes to school initiatives at schools along the quality corridor, including measures on routes to Widnes Sixth Form College; and
- The implementation of a Local Safety Scheme to tackle accidents at Kingsway/Moor Lane Roundabout.

A key element of this scheme will be to improve bus/rail interchange at Runcorn and Widnes Stations.

The scheme will coordinate with regeneration works in the Runcorn Town Centre, a possible Streetscapes project on Victoria Road, proposed improvements at Widnes Station, a proposed traffic management scheme in Charles Street and other regeneration works.

THE GRANGE AND HALTON BROOK QUALITY TRANSPORT ZONE

This scheme is concentrated on the housing areas of the Grange and Halton Brook and will provide improved transport links within the area.

The scheme will include measures to improve bus provision, walking and

cycling and in addition will involve the investigation of:

- Improved cycle links with the Runcorn Cycleway Network;
- The provision of an at grade crossing over the spur road as an alternative to an underused footbridge; and
- A Local Safety Scheme to treat accidents at the 'S' bend on Halton Brook Avenue.

Works will be undertaken in conjunction with housing and district centre regeneration schemes in the area.

The scheme will tie in with Quality Transport Corridor works undertaken on Boston Avenue and Heath Road during LTP1.

DITTON AND HALEBANK QUALITY TRANSPORT CORRIDOR

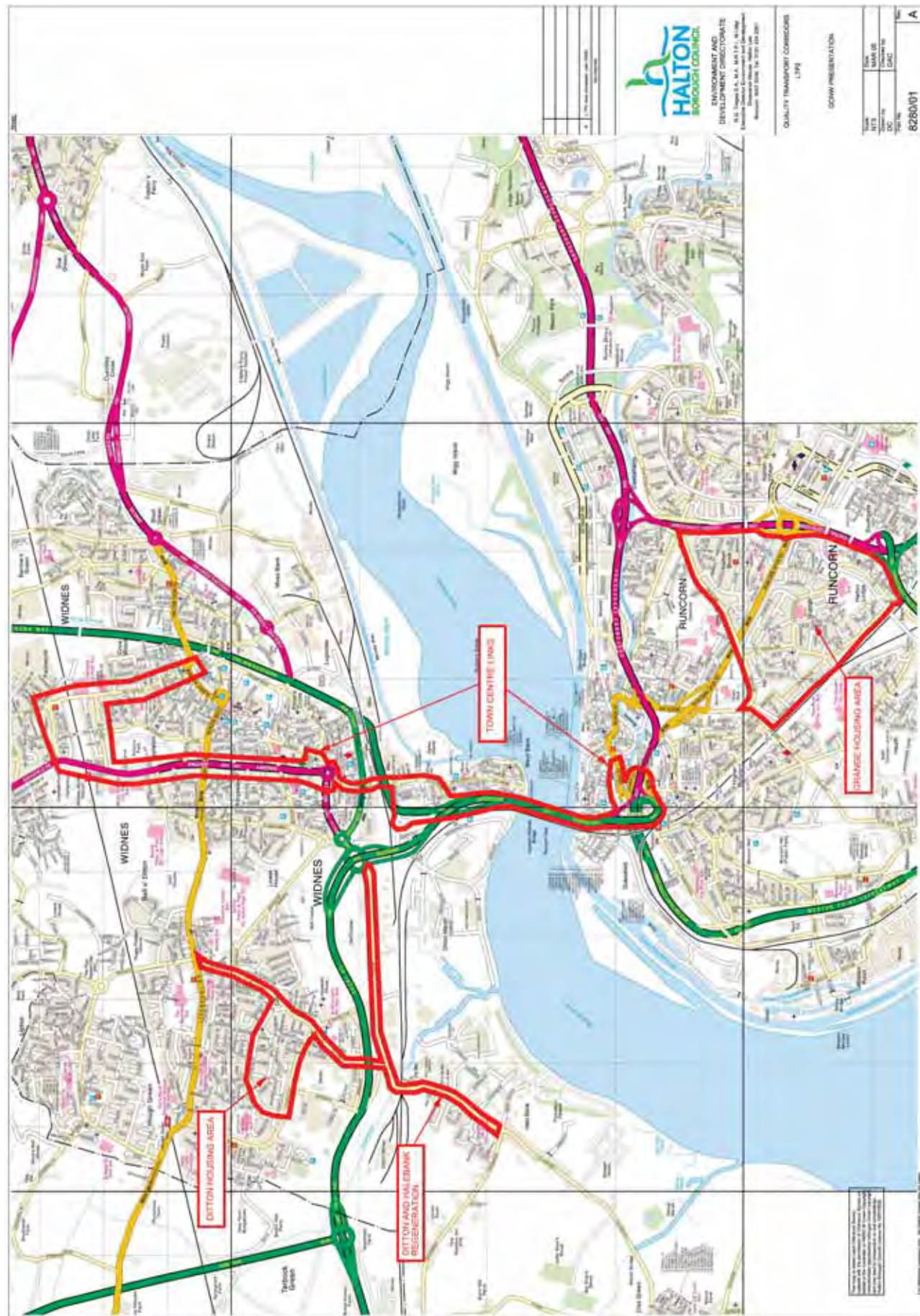
The Ditton Housing Area and the Halebank area will, throughout the period of LTP2, be undergoing significant regeneration, together with the adjoining Ditton Strategic Rail Freight Park (DSRFP). The quality corridor improvements will provide improved links between these developing areas and to the wider borough.

The scheme will comprise bus, walking and cycling improvements and in addition measures will be investigated to improve:

- A safe routes to school scheme at Oakfield School; and

SCHEME	Priority	Programmed year of implementation*
Runcorn – Widnes North - South Quality Transport Corridor;	1	2006/07 to 2010/11
Grange and Halton Brook Quality Transport Zone; and	2	2007/08 to 2008/09
Ditton and Hale Bank Quality Transport Corridor;	3	2009/10 to 2010/11

*Note: Dates for implementing scheme are provisional and subject to consultation, alterations resulting from detailed design and available funding.



- Measures to address scattered accidents within the area, specifically along Coronation Road, and the treatment of an accident problem at the junction of Ditchfield Road and Hale Road.

PRIORITISATION OF QUALITY TRANSPORT CORRIDORS AND ZONES

The table shown on page 83 details how the schemes have been prioritised.

CONSULTATION

The detail of the schemes is subject to further investigation and design work and the outcomes of consultations undertaken with residents and businesses affected by the improvements.

5.3.12 Rail Station Improvements

- Shared Transport Priorities (STP's) affected: STP 1, 2, 4.
Targets Affected: LTP1, 2, 5.

HOUGH GREEN STATION IMPROVEMENTS

This scheme will comprise accessibility improvements to Hough Green Station including:

- Alterations to the station access to improve visibility and safety;
- Provide secure cycle storage;
- An extension to the existing car park to increase capacity; and
- Improvements to the north side platform including a ramped access



that will provide wheelchair access to the platform.

BEECHWOOD STATION (DESIGN)

In conjunction with Merseytravel's Major Scheme Bid for Halton Curve, design work will be undertaken for the construction of a proposed station at Beechwood. Construction of this station will not take place during LTP2 and would be undertaken during 20011/12 to 2015/16 (LTP3) subject to a successful bid for funding, statutory procedures and agreement with the Network Rail and the train operating companies.

5.3.13 Other Schemes

- Shared Transport Priorities (STP's) affected: STP 1, 2, 3, 4.
Targets Affected: BVPI 99a, 99b, 99c, 178; LTP 2, 3; L3, 4.

SILVER JUBILEE BRIDGE VARIABLE MESSAGE SIGNING

This scheme will comprise the installation of a network of variable message signing in advance of the approaches to the Silver Jubilee Bridge, together with a traffic monitoring suite. This will enable incidents and roadworks to be better managed by providing 'real time' based advice on alternative routes. This will have a positive impact on reducing the effects of congestion resulting from unplanned incidents on the bridge.

A56/EASTERN EXPRESSWAY IMPROVEMENTS

This junction is heavily over capacity and improvements are proposed to the roundabout junction to increase capacity together with a widening of

the single carriageway, between Daresbury Science Park Roundabout and the A56, to dual carriageway. The scheme will result in reduced congestion and delay at the junction and also enable further regeneration opportunities in the East Runcorn area. Over half of the funding for this scheme will come from developer contributions and the remainder from the LTP.

UPTON ROCKS DISTRIBUTOR ROAD

Local Transport Plan funding will be used to support this predominantly developer funded scheme that will reduce the impact of traffic generation from the Upton Rocks housing area on surrounding roads and provide an additional access to the area from the north. This funding will go towards the final northern section of the distributor road enabling its completion.

DIRECT CONTRIBUTIONS TO REGENERATION SCHEMES (WALKING, CYCLING AND BUS INFRASTRUCTURE)

Funding will be directed towards a number of schemes both within and on the approaches to the regeneration areas in the Borough. The prime aim being to assist regeneration initiatives and improve access to these areas. All these schemes are match funded from a number of sources including European Regional Development Fund and grants from the North West Development Agency.

The schemes being supported include:

- Widnes Waterfront Economic Development Zone – pedestrian, cycle and bus stops provision to Tanhouse Lane and improvements to the Widnes Eastern Bypass/Fiddlers Ferry Road Junction which is over capacity;



- *Castlefields Regeneration – pedestrian and cycle improvements within the regeneration area; and*
- *Widnes Town Centre – Pedestrian and Cycle improvements.*

5.4 LTP2 INTEGRATED TRANSPORT PACKAGE – ‘FIT FOR PURPOSE’ ASSESSMENT

Throughout our LTP, reference is made to the fact that transport is not an end in itself, but can have a major impact on the delivery of a broad range of policies and objectives associated with such diverse matters as social inclusion, planning, the economy and the environment.

It therefore follows that any schemes and interventions proposed must be carefully scrutinised to ensure that they effectively contribute to the delivery of national, regional and local priorities and offer value for money, prior to entry into our programme for the period 2006/07 to 2010/11.

In order to assess broad fit with the wide range of priorities, each area of work within the Integrated Transport Programme, has been assessed against the following:

- *National Priorities – These are the four transport priorities agreed between national and local government, which form the fundamental base for our Local Transport Plan. The Priorities are: Tackling Congestion; Improving Accessibility; Safer Roads; and Better Air Quality. These priorities are discussed in detail in Section 3;*
- *Regional Priorities – The Regional Transport Forum commissioned consultants to develop a methodology to meet the requirements of the Government’s Planning Policy Statement 11: Regional Spatial Strategies (PPS11). This methodology*

was submitted to Government by the NWDA and the NWRA. This guidance requires the development of a Regional Transport Strategy (RTS), which indicates regional objectives and priorities for transport investment and management to support the spatial strategy and the delivery of national transport policies. The emerging methodology was based on a policy led approach utilising relevant policy objectives from the following key regional policy documents:

- Action for Sustainability (AfS) Toolkit and Programme;*
- Regional Spatial Strategy;*
- Regional Economic Strategy; and*
- Regional Housing Strategy*

The methodology also took account of the Shared Transport Priorities and Public Service Agreement targets and was known as the Regional Financial Assessment.

These matters have been grouped into three assessment categories:

- Economic Growth;*
- Environmental Protection and Enhancement; and*
- Social Inclusion*

The Regional Financial Assessment has now been completed and the NWDA and the NWRA have submitted advice to Central Government on their Regional Funding Allocations (RFA) for consideration.

To ensure consistency with the RFA Halton has used a similar system to access the degree of ‘Fit For Purpose’ of each element within its ‘Integrated Transport’ programme.

- *Local Priorities – Halton Borough Council expects to finally approve a refined set of Corporate Priorities in April 2006, which are as follows:*

- A Healthy Halton;*
- Halton’s Urban Renewal;*
- Employment, Learning and Skills in Halton;*
- Children and Young People in Halton; and*
- A Safer Halton.*

These priorities have already been agreed by Halton’s Local Strategies Partnership.

It can be seen that these priorities provide a consistency of approach and a focus on those issues which should be addressed/supported through transport improvements in Halton. The contribution each element of the programme makes to the different priority areas has been summated in Table 13.

It is evident from Table 13 that the interventions proposed within our capital programme provide excellent coverage of the assessment criteria for the national, regional and local priorities and as such can be deemed ‘Fit For Purpose’. The table also clearly highlights transport’s fundamental role in the achievement of social, economic and environmental goals and confirms our Council’s philosophy in ensuring that transport is integral in the development of its policies, which impact daily on people’s lives.

5.5 PRIORITISATION OF INTEGRATED TRANSPORT PROGRAMME ELEMENT

The assessment described in Sections 5.4 and Table 13 provides sound evidence that the programme of interventions proposed during LTP2, comprehensively addresses national, regional and local objectives.

To assess the relative importance of each element within the programme, and it’s ‘Value for Money’, a further analysis has been undertaken.

Inspection of Table 13 reveals that there are a number of common factors between the different priorities identified. To avoid inappropriate weighting, each element has been assessed against a list of primary criteria, which has been developed from the priorities.

The results of this work can be seen in Table 14, which identifies the prioritised elements of the programme.





2006/7 – 2010/2011 Programme Elements		Regeneration	Upton Rocks Distributor Road	A56/Eastern Expressway Imp.	Silver Jubilee Bridge VMS	Rail Improvements	Traffic Signals	Bus Infrastructure & Initiatives	Integrated Transport Initiatives	Cycling	Walking	Local Safety
Priorities Addressed												
Shared Transport Priorities:		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Tackling Congestion		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Delivering accessibility		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Safer Roads		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Better Air Quality		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Regional Priorities:												
• Economic												
Econ 1 - Will the intervention improve business competitiveness?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Econ 2 - Will the intervention support business clusters, as specified in RES		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Econ 3 - Will the intervention support knowledge-based industries?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Econ 4 - Will the intervention support identified areas of inward investment?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Econ 5 - Will the intervention support access to assisted areas and European Funding eligible Areas?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Econ 6 - Will the intervention improve the image of its locality, both within the region and externally?		✓	✓	✓	✓	✓ (Internally)	✓	✓	✓	✓	✓	✓
Econ 7 - Will the intervention support existing and promote new tourism & recreation locations?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Econ8 - Will the intervention support the economic vitality of existing centres?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Environmental												
Env 1 - Will the intervention protect places & buildings of historic, cultural & architectural value?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



2006/7 – 2010/2011 Programme Elements		Regeneration	Upton Rocks Distributor Road	A56/Eastern Expressway Imp.	Silver Jubilee Bridge VMS	Rail Improvements	Traffic Signals	Bus Infrastructure & Initiatives	Integrated Transport Initiatives	Cycling	Walking	Local Safety
Env 2 - Will the intervention protect designated areas of natural environmental value?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Env 3 - Will the intervention protect local air quality?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Env 4 - Will the intervention protect land quality (e.g. promotes brownfield sites, helps reclaim/recycle derelict or contaminated sites)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Env 5 - Will the intervention address the need to limit climate change?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Env 6 - Does the intervention help make best use of existing infrastructure?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Social												
Soc 1 - Will the intervention help deliver urban renaissance?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Soc 2 - Will the intervention help deliver rural renaissance?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Soc 3 - Will the intervention promote social inclusion?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Soc 4 - Will the intervention improve accessibility to key services and facilities for all?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Soc 5 - Will the intervention promote healthier lifestyles?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Soc 6 - Will the intervention support housing renewal initiatives?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Soc 7 - Will the intervention improve safety?		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Local Priorities												
• A Healthy Halton		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Halton's Urban Renewal		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Employment, Learning & Skills in Halton		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Halton's Children & Young People		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
• A Safer Halton		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Table 14 provides a clear indication of the relative benefits of undertaking work in each of the Integrated Transport Programme elements. The table therefore can be seen to provide an overview of the value for money obtained in implementing measures, in terms of their relative ability in addressing the nine criteria, that have been identified as being key in tackling national, regional and local concerns and objectives.

The funding allocated to each element in the Integrated Transport Programme (See Table 12), is based largely on this priority assessment, but tempered by the demand for the specific intervention,

its deliverability within the currency of LTP2 and the need to achieve a balance in the measures undertaken. It therefore follows that whilst work on the Quality Corridors can be seen to have a high priority, this doesn't mean that all funding can or should be targeted to this type of measure. What it does mean, however, is that this type of work is seen as a priority for investment and that its needs will be met, within the context of the funding made available.

The high score achieved for quality corridors results from the benefits accrued from implementing

measures that combine walking, cycling and Public Transport improvements

Once studies on the Runcorn Busway have been completed a Junction priority assessment will be undertaken to consider the reallocation of funds for any initiatives identified.

The funding allocations to the A56/Eastern Expressway, Upton Rocks Distributor Road and Regeneration Schemes are only contributions to the total investment on these Projects.

TABLE 14 PRIORITISATION OF INTEGRATED TRANSPORT PROGRAMME ELEMENTS

Criteria	Real Time	Bus Route Improvements	Local Safety Schemes	Quality Corridors	Walking	Cycling	Bus Interchanges	Integrated Transport	Traffic signal Upgrades	Accessible Buses	Rail Station Improvements	SJB Variable Message Signing	A56/Eastern Expressway Imps	Upton Rocks distributor	Contr. To Regeneration Schemes
Congestion	1	3	2	4	2	3	3	3	2	2	3	3	5	1	0
Accessibility	3	4	3	4	4	3	4	4	2	5	3	2	1	1	2
Safer Roads	0	0	5	3	1	1	0	1	2	0	1	2	2	1	1
Air Quality	1	2	0	2	2	2	2	2	1	1	2	2	1	2	0
Economy	0	2	2	2	1	1	2	1	1	1	2	2	4	1	2
Environment	1	2	3	3	3	3	2	2	1	1	2	2	1	0	1
Social Inclusion	3	4	3	4	4	3	4	3	1	4	2	0	1	0	2
Regeneration	2	2	0	4	2	2	2	2	2	1	2	2	4	3	5
Health	0	0	3	3	4	5	0	0	0	1	0	1	0	0	1
TOTAL	11	19	20	29	23	23	19	18	12	16	17	16	19	9	14

5.6 PROPOSALS FOR USE OF ADDITIONAL FUNDING

In December 2005, the Government notified Halton that due to the quality of both its 'Provisional LTP2 and 2005 Annual Progress Report, it would receive additional funding of £422,000. This additional funding has been used to address the reduction in the planning guidance figure from £1,779,000 to £1,689,000, following a recalculation based on a formula approach.

The additional funding will be spent on the following areas:

- Support the purchase of a fleet of accessible vehicles for Halton Community Transport;
- Address Public Rights of Way improvements;
- Improve the accessibility and quality of services offered to vulnerable groups; and
- Enhance works on quality corridors.

Should additional funding be provided in future years then it is these areas that will be targeted.

5.7 LTP2 MAINTENANCE PROGRAMME 2006/07 TO 2010/11 (£'000) (TABLE 15)

SCHEME TYPE/DESCRIPTION	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Road Maintenance:						
Structural Maintenance of Carriageways	623	501	525	550	575	2,774
Independent Footpath Network	84	90	95	100	105	474
Footway Reconstruction	254	305	325	345	370	1,599
Lighting	169	160	165	170	180	844
Cycleways	34	30	32	35	40	171
Total for Roads	1,164	1,086	1,142	1,200	1,270	5,862
Bridge Assessment, Strengthening and Maintenance:						
Bridge Assessment	80	20	5			105
Bridge Strengthening	262**	100	110	110	120	702
Bridge Maintenance (on SJB Complex and Associated Bridges)	622	760	810	860	890	3,942
Minor Bridge Works (on SJB Complex and Associated Bridges)	78	85	85	89	87	424
Other Bridges Works	68	80	85	90	100	423
Total for Bridges	1,110	1,045	1,095	1,149	1,197	5,596
Total for Highway Maintenance	2,274*	2,131	2,237	2,349	2,467	11,458


*Confirmed **Includes £185,000 of additional funding for A533 Floodbrook Underpass and A5126 Rocksavage Viaduct.

5.8 HIGHWAY MAINTENANCE MEASURES TO BE IMPLEMENTED 2006/07 TO 2010/11

Table 15 indicates the proposal maintenance programme for LTP2.

The following sections identify the proposed works to be undertaken during LTP2 and highlights a number of issues of concern.

5.8.1 Road Maintenance

 Shared Transport Priorities (STP's) affected: STP 1, 3 & STP4.

Targets Affected: BVPI 99a, 99b, 99c, 100, 187, 223, 224a and 224b; LTP3 and L11 & L13.

STRUCTURAL MAINTENANCE OF CARRIAGEWAYS

The indicative block allocation for maintenance over the period of LTP2 shows a fall of 10% when compared to the block allocation received over the period of LTP1. This fall in funding levels will have, in real terms, a significant impact on the maintenance schemes in the Borough and this will fall mainly on the Structural Maintenance of Carriageways.



The programmes of work indicated below are what are considered necessary to keep the highway network in a steady state of maintenance. The indicative levels of funding provided through the Local Transport Plan block allocation for maintenance will not be enough to fund these schemes and therefore the programme of works shown for the Runcorn Expressways will likely have to be curtailed. The Council will be looking to seek additional funding from Government during the period of the plan.

MEDIUM TERM CARRIAGEWAY MAINTENANCE PROGRAMME – RUNCORN EXPRESSWAY SYSTEM

The Runcorn Expressway road network evolved as part of the Runcorn New Town Master Plan. Design and construction began in the late 1960's and construction largely took place between 1970 and 1975. The majority of the network comprises dual carriageways with grade-separated junctions. Forming a figure of eight including a section of single carriageway of the A56, it links Junctions 11 and 12 of the M56 with the Silver Jubilee Bridge and the M62, thus forming the major part of a strategic network.

Cheshire County maintained the Expressway system until LGR in 1998. Halton has carried out maintenance since that time as a Unitary Authority. The maintenance regime under Cheshire was very limited.

Since LGR, Halton has begun to address priority works on the Expressway. Substantial deterioration in Scrim values resulted in a programme to 'surface dress' a number of sections, which was successful in recovering values to an acceptable level. Significant repairs were also undertaken to address failed median strips and hard shoulders on

the road system that were originally constructed to a reduced specification.

Resurfacing/reconstruction works have also been carried out as part of the over £250,000 category of LTP1 on sections of the A533 and A562. Recent deflectograph results indicate that the bulk of the Expressway system currently has acceptable residual life. However some sections are exhibiting residual values of between zero and five years. The nominal carriageway design life suggested that maintenance would be required between 1995 and 2000 and so these results are not surprising. A scanner survey has now been completed for the whole of the Principal Road Network. This indicates significant levels of cracking and rutting and corresponds with previous deflectograph results.

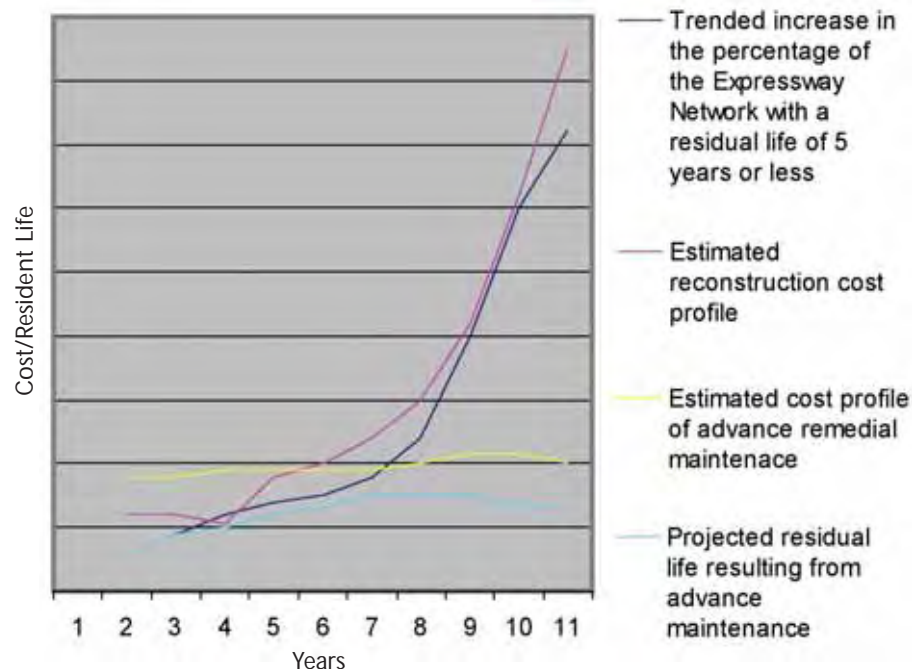
All of the Expressway system can be expected to show similar deterioration over the next five years to the degree that substantial works will be required. The most recent scheme carried out in 2004/05 on the A56 and A558 is indicative of this deterioration. Phase 2 was scheduled for 2006/07.

In 2005/06 it was agreed that a comprehensive study should take place

to formulate a proactive approach to meet the maintenance needs of the Expressway. This was referred to in our 2005 APR. In view of this, a scheme in the over £250,000 category was excluded from the LTP1 structural maintenance category for 2005/06. In each of the other years covered by LTP1, Halton carried out maintenance works within this category. Road maintenance allocations are based upon an authority's lengths of principal, classified non-principal and unclassified roads and their condition. For principal roads deflectograph results have been used. If the indicative figures were not adjusted to take account of an annual scheme of £450,000 within the over £250,000 category, Halton would be unable to resist the deteriorating nature of the Expressway network which would result in an upward spiral of the BVPI's.

The Expressway Strategy is currently being developed by the Council's Consultants and is shown in Appendix 1.

GRAPH OF EXPRESSWAY NETWORK COST/RESIDENTIAL LIFE



PRIORITISATION OF EXPRESSWAY NETWORK MAINTENANCE WORK

Extensive work has been undertaken on assessing the maintenance needs of the Expressway network, which is detailed in Appendix 1 PTS No. 7. This work has involved carrying out condition surveys of the network and utilising EXOR software to determine those areas of carriageway, which are in greatest need of maintenance. The resulting prioritised programme, shown below, has been developed which identifies a Surface Course/Binder Course Overlay to return the problem areas to a 20+ year residual life. The exception to this being the proposed scheme for Year 1, which requires the full reconstruction of the

A56 Preston Brook between the O2 roundabout and the A533 roundabout.

Due to the lack of additional funding for over £250,000 schemes this five-year programme will not be able to be implemented over the five-year period of LTP2. Consequently, the schemes will be implemented using funding available from the LTP block maintenance settlements over the period of LTP2 and beyond. This would result in the extent of works identified in the table increasing as deterioration accelerates over time which would result in significant cost increases from those shown. As indicated earlier the Council will be seeking additional funding to support this programme of works.

PRIORITISED PROGRAMME OF ROAD MAINTENANCE SCHEMES OUTSIDE THE EXPRESSWAY NETWORK

An analysis has also been undertaken of the roads that form the highway network, outside of the Expressway Network. This work has again involved extensive road condition surveys and the use of EXOR computer software to determine a further list of roads ranked for implementation during 2006/7, based on their maintenance needs. These works will be funded utilising a combination of the LTP2 Maintenance allocation and Halton Borough Council's revenue budget for maintenance. The prioritised list is shown below:

EXPRESSWAY NETWORK - PROGRAMME OF IDENTIFIED SCHEMES (TABLE 16)


YEAR	LOCATION	BUDGET EST.	PRIORITY
2006/07	A56 Preston Brook Full reconstruction and footway improvements	£389,000	1
2007/08	Weston Expressway (SJB to Bankes Lane Interchange) South Bound Surface Course/Binder Course Overlay	£500,000	2
2008/09	Weston Expressway (Bankes Lane Interchange to Rocksavage Interchange) South Bound Surface Course/Binder Course Overlay	£432,000	3
2009/10	Bridgewater Expressway (SJB to Sea Lane Underpass) East Bound Surface Course/Binder Course Overlay	£451,000	4
2010/2011	Weston Expressway (Rocksavage Interchange to Bankes Lane Interchange) North Bound Surface Course/Binder Course Overlay	£434,000	5

OTHER ROADS - PROGRAMME OF SCHEMES FOR 2006/07 (TABLE 17)

ROAD NAME	LENGTH (M)	ROAD NAME	LENGTH (M)	ROAD NAME	LENGTH (M)
Russell Road, Runcorn	40	Kershaw Street, Widnes	60	Warrington Road, Widnes	20
Chestnut Avenue, Widnes	20	Brookdale, Widnes	20	Lowerhouse Lane, Widnes	96
Chestnut Avenue, Widnes	20	Mount Pleasant, Widnes	21	Deacon Road, Widnes	20
Cypress Avenue, Widnes	40	Crown Avenue, Widnes	20	Leigh Avenue, Widnes	240
Kershaw Street, Widnes	20	Deacon Road, Widnes	80	Lugsdale Road, Widnes	60
Bankfield Road, Widnes	20	Hale Road, Widnes	180	Hale Road, Widnes	144
Princes Place, Widnes	60	Derby Road, Widnes	40	Station Road, Runcorn	46
Rowland Avenue, Runcorn	20	Heath Road, Runcorn	40	Hale Road, Widnes	240
Beaufort Close, Runcorn	81	Windmill Lane, Runcorn	20		



5.8.2 Independent Footpath Network and Footway Reconstruction


 **Shared Transport Priorities (STP's) affected:** STP 2.
Targets Affected: BVPI 178, 187, LTP4.

The type of works that will be undertaken on the independent footpath network and footways will generally involve:

- *Overlay and slurry sealing of footpath and footway; and*
- *Full reconstruction of areas that have suffered severe deterioration.*

Prioritisation of Works – The works undertaken in this category will be prioritised on the basis of condition, footfall and claim rates. This will enable funding to be focused on areas of greatest need and as such minimise claims against the Council, due to trips.


5.8.3 Street Lighting

 **Shared Transport Priorities (STP's) affected:** STP 2.
Targets Affected: BVPI 99a, 99b, 99c, 102, LTP1, LTP4.

The majority of this funding will be allocated towards the replacement of high-mast lighting on the Expressway network with standard lighting columns. This will significantly reduce the future maintenance burden of these structures.

Prioritisation of Works – Each year a programme of work will be developed, based on visual inspections of the high-mast lighting columns and an assessment of their residual life, to provide a prioritised listing.


5.8.4 Cycleways

 **Shared Transport Priorities (STP's) affected:** STP 2.
Targets Affected: BVPI 99a, 99b, 99c, LTP3, LTP4.

The funding for this category will be targeted towards the structural maintenance of cycleways within the Borough.

Prioritisation of Works – Each year a prioritised programme of works will be prepared, based on a survey of the condition of the cycleways and the need to undertake structural maintenance.

5.8.5 Bridge Assessment, Strengthening and Maintenance

 **Shared Transport Priorities (STP's) affected:** STP 1.

BRIDGE ASSESSMENT

All Halton Borough Council bridges have now been assessed to establish their ability to carry the 40 tonne European vehicle. Of the 19 Network Rail bridges, there are three for which the formal 40 tonne load assessment is still on-going. These bridges were initially identified as assessment failures but are currently undergoing a more refined analysis in expectation of an increase in their assessed capacity. Due to the backlog of work nationally on the assessment and strengthening of Network Rail structures, it is difficult to predict when this would be finalised, but it is not envisaged that this would extend beyond the early part of LTP2 and during 2006/07 £150,000 has been allocated towards funding this work.

BRIDGE STRENGTHENING

There are still a number of bridges within the Borough that require strengthening including those currently being assessed by Network Rail.

Prioritisation of Works – During 2006/07, two schemes have been prioritised for implementation. These being:

- *Floodbrook underpass; and*
- *Calvers.*

Further schemes will be identified as work on the assessments continue.

BRIDGE MAINTENANCE (ON SJB COMPLEX AND ASSOCIATED BRIDGES)

The planned programme of works on the SJB Complex and Associated Bridges is detailed in Appendix 5 of the Local Transport Plan. This programme is heavily reliant on Major Scheme funding being made available for the on-going major maintenance works required on the bridge. The Council has just submitted a Major Scheme bid for these works. Without this additional funding there are potentially severe consequences in terms of traffic disruption and maintenance cost escalations on this strategically important crossing.

Funding in the region of £3.8m from the block allocation for maintenance will support the major scheme work throughout the period of LTP2.

Prioritisation of Works – The following schemes have been prioritised for implementation using the block allocation funding for 2006/07:

- *High Street Bridge: Waterproofing and Surfacing - £108,000; and*
- *Silver Jubilee Bridge: Painting (Y5-L2) - £352,000 (part funding for scheme).*

MINOR BRIDGE WORKS (ON SJB COMPLEX AND ASSOCIATED BRIDGES)

This budget allows for prioritised minor works on the SJB Complex including emergency repairs and other minor schemes outside the scope of the 10 year strategy for the bridge.

OTHER BRIDGES WORKS

Throughout the period of LTP2, limited maintenance works (as identified and prioritised by a cycle of general inspection using Bridge Condition Indicator methodology) will be undertaken for the 183 structures outside the SJB Complex and associated bridges.

5.9 RISKS TO DELIVERY OF THE INTEGRATED TRANSPORT AND MAINTENANCE PROGRAMMES

There are a number of areas of both the Intergrated Transport and Maintenance Programmes that have inherent risks of not being delivered either in whole or part. However, the vast majority of these risks will be

managed through contingency planning either through implementing revised schemes or alternatives. The control process identified in Para 5.1 will be used to identify potential problems early.

There are, however, two areas of the maintenance programme that are of concern:

- *The programme of works contained within the 10 year strategy for the Silver Jubilee Bridge Complex (Appendix 5 of the Local Transport Plan) requires significant additional Major Maintenance Funding. Failure to obtain additional funding for this scheme will have serious consequences in both the short and medium term in terms of escalating maintenance costs, traffic disruption and possible closure of the crossing.*

- *The Expressway system in Runcorn which was constructed over a relatively short period of time is starting to show signs of deterioration. Without prompt and proactive action to prevent this deterioration, funding requirements will rise markedly during the period of LTP2. This could result in large sections of the Expressway network being in poor condition and would impact on traffic flows and road safety.*

It could also result in a reallocation of funds from other maintenance budgets to address problems as they arise.





5.11 COMPLEMENTARY REVENUE FUNDING PROVIDED BY HALTON BOROUGH COUNCIL

This section highlights the importance of supporting LTP capital expenditure with revenue funding, in the achievement of our transport objectives. The following outlines four key areas where revenue funding, provided by Halton Borough Council is used to support the LTP Integrated Transport and Maintenance Delivery Programmes. It should be noted that some of this support comes from our partners in the form of grants.

SUSTAINABLE & ACCESSIBLE TRAVEL

Increasingly, emphasis is being placed on the need to comprehensively publicise the facilities available in order to ensure maximum use and to win over hearts and minds to the step changes required in attitudes to travel. Travel planning, training, advice and support all play key roles in persuading and enabling people to use sustainable transport and will be enhanced wherever possible in LTP2. Halton also provides funding to ensure that the travel needs of vulnerable groups are met. This is achieved through providing a grant to Halton Community Transport (HCT), for accessible transport for disabled people, 'Women's Safe Transport' and 'Dial A Ride' bus services.

ROAD SAFETY & TRAFFIC MANAGEMENT

Our Shared Transport Priority for Safer Roads has been refocused to recognise the role of Road Safety Education, Training & Publicity (RSET&P) in addressing our road casualty records. RSET&P has been successfully used during LTP1 to complement highway safety measures and to help to achieve the huge improvements in Halton's road safety record. Due to a reduction in the availability of casualty hotspots,

which are susceptible to physical improvements, greater emphasis is now being placed on changing attitudes and behaviour, to reduce casualties further.

Revenue funding is also provided to introduce traffic management measures on the highway. This area of work can range from signing and lining initiatives to the introduction of traffic regulation orders to control and prescribe traffic movements. Essentially, the schemes involve low cost measures, which can be extremely efficient in reducing congestion and delays and in addressing road safety issues.

TRANSPORT POLICY & PLANNING

The Transport Policy and Planning Section provides the lead on transport policies, strategies and delivery programmes and ensures co-ordination through the development of the local transport plan. The work is therefore essential to the achievement of our transport objectives and as such provides support to all elements of the Integrated Transport and Maintenance Delivery Programmes.

HIGHWAYS

Halton recognises the importance of maintaining revenue transport investment to support and complement capital expenditure on transport infrastructure. Experience has shown that failure to adequately maintain infrastructure results in unnecessary early replacement and incurs increased costs and disruption and delays to highway users. A sound maintenance regime is therefore central to ensuring value for money from capital investment and in the efficient use of resources.

It is for this reason that concerns have been raised in Para 5.8.1 with regard to the reduction, during LTP2, in the levels of funding to be provided by the Government for road maintenance

within Halton. It is evident that this lack of investment will ultimately lead to a deterioration in the quality of our roads and costly early reconstruction.

It is not possible at this stage to specifically indicate the revenue funding that Halton will be able to allocate during the life of LTP2. However Halton has consistently demonstrated its commitment to supporting capital works during LTP1 and it can be assumed that such commitment will continue during LTP2.

Table 18 provides a summary of the funding provided by Halton and our partners in 2005/06, and indicates those elements in the Integrated Transport and Maintenance Delivery Programmes, which are supported by the expenditure.

ADDITIONAL FUNDING

In addition, to the funding shown in Table 18, Halton also provides extensive revenue funding to enhance the commercial bus network. This involves funding those services that are socially necessary, but cannot be provided on a commercial basis. Collectively, these services are known as the 'Supported Bus Network' and usually cater for evening periods and weekends. During 2005/06, a total of £635,000 was allocated for the supported bus network.

Further funding is also provided to meet the education and social needs of Halton's vulnerable residents.

Both of these additional areas of funding, whilst not directly supporting LTP capital works, are essential in the achievement of our objectives relating to the 'Delivering Accessibility' Shared Transport Priority.

Table 19 provides a summary of the benefits of revenue funding.

Table 18 – Revenue Support for Local Transport Plan Programme

Revenue Initiative (Funder)	Local Transport Plan Delivery Programmes Supported										Maintenance Allocation	
	Integrated Transport Allocation			Interventions Outside Quality Corridors			Rail Station Imps		Other Improvements			Highways Maintenance
	Quality Corridors	Interventions Outside Quality Corridors	Rail Station Imps	Other Improvements	Highways Maintenance							
Sustainable and Accessible Travel	✓											
Transport Co-ordination Salaries (HBC)		✓							✓			
Neighbourhood Travel Team, incl. materials (HBC/HLSP/DFES)			✓									
Travel Training (LSC)				✓								
Public Transport Publicity & Marketing (HBC)		✓										
Grant to Halton Community Transport (HBC)												
Road Safety & Traffic Management												
Road Safety & Traffic Management - including salaries - (HBC)				✓								✓
School Crossing Patrol Service (HBC)												
Kerbscraft (DfT)												
Transport Policy & Planning												
Transport Policy & Planning - including salaries (HBC)												✓
Highways												
Road Maintenance & Network Management - including salaries (HBC)												✓
Street Lighting (HBC)												✓
Bridge Maintenance (HBC)												✓
Highways Administration - including salaries (HBC)												✓
Cost (£000)		376	138	14	27	114						
Revenue Initiative (Funder)												

Priority Assessment – The priorities for investing in each of the areas funded by Halton Council are determined by an annual review and approved by the Council as part of its budget setting process. The review is based on levels of income expected (from both European and Government grants and Council Tax), the demand for new and existing services and the priorities contained within the Council's Corporate Plan and those of Halton's Local Strategic Partnership's Community Plan.

SUMMARY OF BENEFITS OF HBC FUNDED TRANSPORT SCHEMES AND INTERVENTIONS (TABLE 19)

	2006/7 – 2010/2011 Programme Elements			
	Sustainable Travel	Road Safety and Traffic Management	Transport Policy and Planning	Highways
Priorities Addressed				
Shared Transport Priorities:				
• Tackling Congestion	✓		✓	✓
• Delivering accessibility	✓		✓	✓
• Safer Roads		✓	✓	✓
• Better Air Quality	✓		✓	✓
Regional Priorities:				
• Economic				
Econ 1 – Will the intervention improve business competitiveness?	✓		✓	✓
Econ 2 – Will the intervention support business clusters, as specified in RES	✓		✓	✓
Econ 3 – Will the intervention support knowledge-based industries?	✓		✓	✓
Econ 4- Will the intervention support identified areas of inward investment?	✓		✓	✓

Continued over

Table 19 continued

	2006/7 – 2010/2011 Programme Elements			
	Sustainable Travel	Road Safety and Traffic Management	Transport Policy and Planning	Highways
Econ5- Will the intervention support access to assisted areas and European Funding eligible Areas?			✓	
Econ6- Will the intervention improve the image of its locality, both within the region and externally?	✓		✓	✓
Econ 7- Will the intervention support existing and promote new tourism & recreation locations?	✓		✓	✓
Econ8 - Will the intervention support the economic vitality of existing centres?	✓		✓	✓
• Environmental				
Env1 - Will the intervention protect places & buildings of historic, cultural & architectural value?	✓		✓	✓
Env2 - Will the intervention protect designated areas of natural environmental value?			✓	
Env3- Will the intervention protect local air quality?	✓		✓	✓
Env4- Will the intervention protect land quality (e.g. promotes brownfield sites, helps reclaim/recycle derelict or contaminated sites)			✓	✓
Env5- Will the intervention address the need to limit climate change?	✓		✓	
Env6- Does the intervention help make best use of existing infrastructure?	✓	✓	✓	✓
• Social				
Soc1- Will the intervention help deliver urban renaissance?	✓		✓	✓
Soc2- Will the intervention help deliver rural renaissance?	✓		✓	✓
Soc3- Will the intervention promote social inclusion?	✓	✓	✓	✓
Soc4- Will the intervention improve accessibility to key services and facilities for all?	✓		✓	✓
Soc5- Will the intervention promote healthier lifestyles?			✓	✓
Soc6- Will the intervention support housing renewal initiatives?	✓		✓	✓
Soc7- Will the intervention improve safety?		✓	✓	✓
Local Priorities				
• A Healthy Halton		✓	✓	
• Halton's Urban Renewal	✓		✓	✓
• Employment, Learning and skills in Halton	✓		✓	✓
• Halton's Children and Young People	✓	✓	✓	
• A Safer Halton	✓	✓	✓	✓

5.12 PARTNERSHIP FUNDING, MEASURES AND SUPPORT

Throughout the period of LTP1, the Council has received significant contributions from our partners towards developing the transport network within the Borough.

The Council has worked in partnership with many organisations including:

- *English Partnerships;*
- *Europe (through the European Regional Development Fund and the Single Regeneration Budget);*
- *The North West Development Agency;*
- *The Department of Transport;*
- *The Highways Agency;*
- *The Police;*
- *Sustrans;*
- *The Local Strategic Partnership;*
- *Bus Operators;*
- *The public through Area Forums and Public Consultations;*
- *Developers; and*
- *Neighbouring Authorities – in particular the Mersey Authorities and Merseytravel.*

It is expected that the support received from these and other partnering organisations will continue and expand throughout the period of LTP2.

Partners that have committed funding through the period of LTP2 are:

- *Arriva - £4,500,000 in 2006/7;*
- *Halton Borough Transport Ltd £500,000 per year 2006/07 to 2010/11; and*
- *Halton Community Transport £165,000 in 2006/07 followed by £220,000 over the remaining four years.*

In total the committed partnership funding is £7.4m.

Of course, we expect the total funding from all our partners to increase throughout the period of LTP2 and the figure of £7.4m will rise significantly as we enter the plan period.

5.13 MONITORING OF INTERVENTIONS

The 2006/07 to 2010/11 Implementation Programme deals with a wide range of transport measures that are prioritised to ensure that maximum transport benefits are derived from the available financial resources. However, the implementation of highway improvements and transport initiatives is simply a means of achieving improvements in performance across the broad spectrum of LTP2 transport objectives, which are targeted in Section 6.

The success of an implementation programme cannot be assessed in terms of its outputs (i.e. number of schemes implemented). Instead, measures must be put in place to determine the impact of the interventions on the desired outcomes, such as reductions in road casualties and increases in the use of sustainable transport modes.

It therefore follows that a rigorous system of monitoring the outcomes of schemes and initiatives must be undertaken. In Halton, monitoring is carried out as a matter of course to assist in both assessing the effectiveness of a particular measure and the progress towards the achievement of key targets. The monitoring normally takes the form of 'before' and 'after' studies to enable comparisons to be made and thereby identify the resulting benefits.

Should a scheme or initiative fail to deliver the expected benefits, a review is undertaken to determine any lessons that can be learnt from the experience and any remedial action to be taken. A before and after case study is shown below which illustrates the benefit of this approach

Typical applications of 'before' and 'after' studies include:

- *Assessment of road casualties following the introduction of a safety scheme;*
- *Assessment of the level of walking and cycling following improvements to pedestrian and cycling routes; and*

- *Assessment of the increase in bus passenger patronage following the introduction of improved infrastructure or a new initiative.*

'BEFORE & AFTER' CASE STUDY: TRAFFIC CALMING

Traffic calming has been used extensively in Halton to help address the Borough's severe casualty record. The schemes employed have largely been successful and have drawn heavily on the wide range of relatively low cost tools available, to reduce the impact of traffic in sensitive areas.

In 2004, a review of 44 traffic calming schemes introduced in Halton between 1994 and 2004, was undertaken to determine the overall impact of the programme of work undertaken on road casualties.

The study found that the overall value of the benefits of prevention for every year the schemes are in place totals £1,833,034 per year at 2003 rates. Using the national 'value of prevention' benefit rates, it is the equivalent of 169 slight casualties or 13 serious casualties each year. This annual figure of benefits is more than twice the total amount spent on traffic calming in Halton.

However, the study also showed that casualty records worsened at 4 sites following the introduction of traffic calming, but three of these were 'environmental' type schemes and the fourth, unfortunately suffered an accident in the first year after completion.

Impact: - To help avoid similar situations arising and manage the demand for traffic calming schemes, the Council's current traffic calming policy requires each scheme to be justified against safety based criteria. This requirement is therefore taken into consideration in the preparation of schemes for inclusion in both the LTP programme and that funded by Halton.



6.0 PERFORMANCE INDICATORS



6.1 INTRODUCTION

The Shared Transport Priority Strategies of the Council are contained within Section 3.0. The performance against these strategies will be measured through a series of performance indicators.

Mandatory indicators are set by the Government and are used to provide a national picture of progress on key areas of performance as well as an indication of how each authority is progressing (See Table 20). In order to reflect and assess the impact of specific transport initiatives being undertaken in Halton, a wide range of challenging local indicators have also been developed. Many of the indicators are also used as 'Best Value Performance Indicators' (BVPI's) by the Audit Commission to assess an authority's performance.

There are three types of local indicator:

A - Targets for Key outcome indicators, including targets for the relevant mandatory indicators required by Government and any other targets

for indicators that, in the authorities opinion, directly measure the achievement of the Shared Transport Priorities. (See Table 21).

B - Targets for intermediate outcomes, which represent proxies or milestones towards key outcome targets and including targets for relevant mandatory indicators. (See Table 22).

C - Targets for contributory output indicators, indicators measuring the delivery of schemes, policies or initiatives that, in the opinion of the authority, contribute towards the achievement of targets in categories A and B above. (See Table 23).

The resulting set of indicators provides a mechanism to rigorously test the progress of Halton Borough Council's transport strategies towards achieving integrated and sustainable transport.

6.2 REVIEW OF TARGETS

In developing the targets for LTP2, we continue to recognise that in order to achieve the challenging targets set, it is necessary to incorporate the targets into the Council's Performance Monitoring system.

The relevant targets will therefore be included in the appropriate Departmental Service Plan, and be regularly reviewed and reported to the Council's Policy Performance Boards. In addition, the targets will be incorporated into the relevant Divisional Service Plans, which are monitored by senior managers of the Department. The Council also has a system of staff performance review. Individuals are given responsibility to manage and achieve specific targets and their performance is monitored regularly by line managers and formally discussed twice a year.

This formal process of performance review enables early identification of any target that is unlikely to be achieved and remedial action to be taken. If performance is found to be

below target levels, a thorough review is undertaken to identify reasons for divergence and to consider options to improve performance. An action plan is then agreed to bring the target back on track.

This may include revising the delivery programme to provide greater emphasis on the failing area. In the light of experience gained, changes in circumstances or funding constraints, it may be necessary to review the targets set.

Once a target has been achieved, we undertake a review of the available level of resources, together with an assessment of potential interventions and then set a new realistic and challenging target in consultation with our partners.

This system provides us with a rigorous and proven approach to managing our targets and has enabled us to provide quality information and achieve the vast majority of targets set, as evidenced by our Annual Progress Reports.

The diagram below outlines the process for setting and reviewing targets.

6.3 PERFORMANCE INDICATORS TARGETS AND TRIJECTORIES

Tables 20, 21, 22 and 23 detail the challenging targets that we have set ourselves to be achieved during the life of LTP2. The targets are referenced to the Shared Transport Priorities and the local priorities to which they will contribute towards.

DIAGRAM 4 ESTABLISHMENT AND MONITORING OF TARGETS

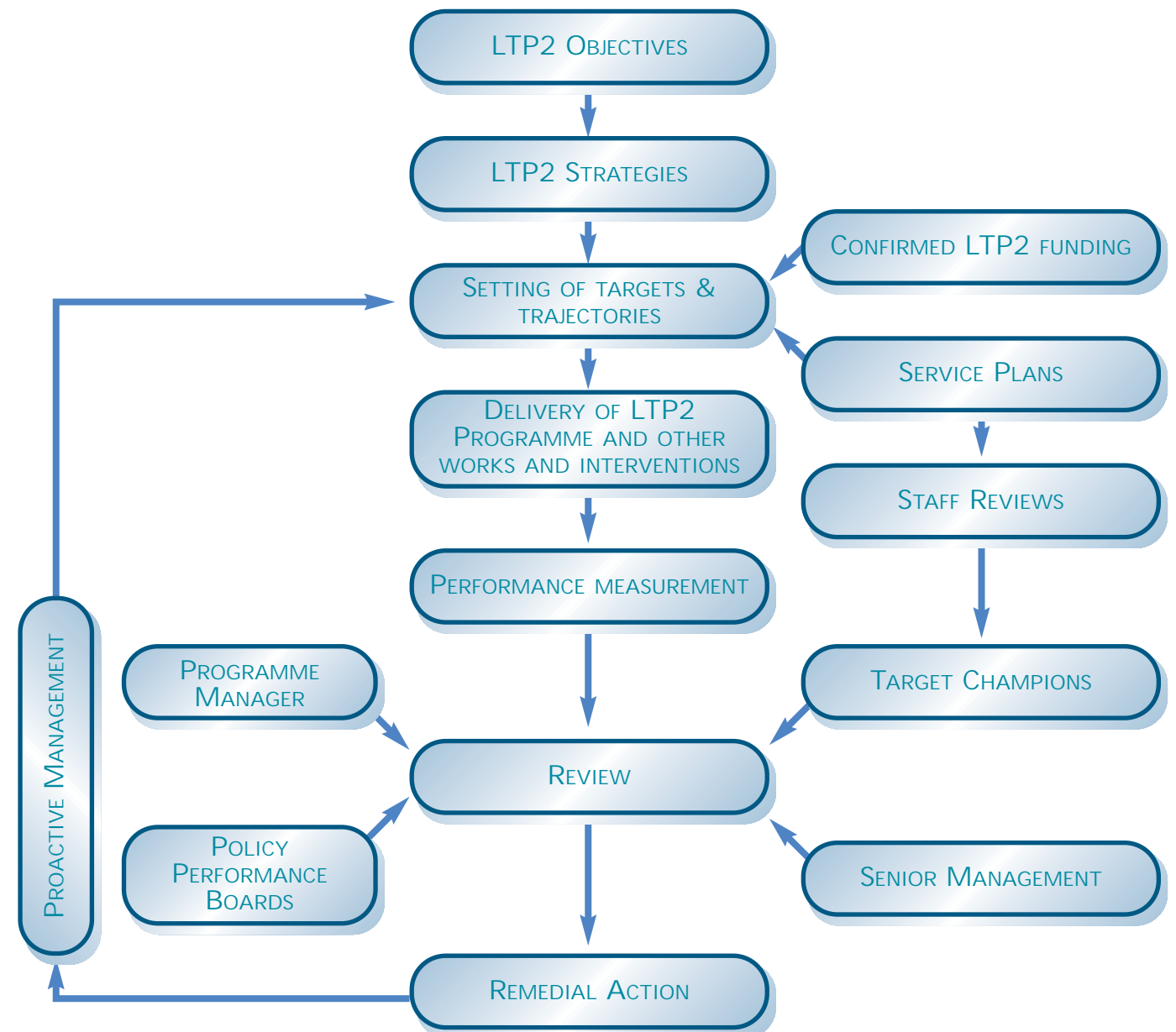


Table 21 Targets for Key Outcome Indicators

A - Targets for Key Outcome Indicators (TABLE 21)																
Target No.	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data 2003/4 (unless otherwise stated)	Link to Shared Transport Priority							Source of Data					
				2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11		Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
L1	Number of passengers tripa on accessible transport services	Increase to 119,400 by 2010/11.	110,808.00	111,635.00	113,800.00	115,200.00	116,600.00	118,000.00	119,400.00	Information from Halton Community Transport - Annually	✓	✓	✓	✓	✓	✓
L2	% of Rural households within 800m. walk of an hourly or better bus service	Maintain at 96.7% until 2010/2011	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	H.B.C. Survey	✓	✓	✓	✓	✓	✓

Table 22 Targets for Intermediate Indicators

B - Targets for Intermediate Indicators (TABLE 22)																
Target No.	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data 2003/4 (unless otherwise stated)	Link to Shared Transport Priority							Source of Data					
				2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11		Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
BVP1 100	Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per kilometre of traffic sensitive road	0.6 days/km by 2010/11	0.65	0.7	0.65	0.6	0.6	0.6	0.6	Council's own records	✓	✓	✓	✓	✓	✓
BVP1 103	Percentage of users satisfied with local provision of public transport information	Increase satisfied users to 58.8% by 2009/10	55%	N/A	56.8%	N/A	N/A	N/A	58.8%	H.B.C. Sample survey in accordance with DfT guidance (Tri-annually)	✓	✓	✓	✓	✓	✓
BVP1 165	Percentage of Pedestrian crossings with facilities for disabled people	Maintain at 100% until 2010/2011	95%	100%	100%	100%	100%	100%	100%	Council's own records	✓	✓	✓	✓	✓	✓
BVP1 178	Total length of footpaths and other rights of way that are easy to use, as a percentage of the total length of all rights of way	Maintain at 96% set until 2010/11	95%	96%	96%	96%	96%	96%	96%	Local Survey every six months	✓	✓	✓	✓	✓	✓
L8	Percentage increase of bus stops with Quality Corridor features	Increase the number of accessible bus stops to 30% by 2010/11	14%	25%	26%	27%	28%	28%	30%	Annual local survey (Total number of bus stops is 603)	✓	✓	✓	✓	✓	✓
L9	Number of bus stops/shelters with information displays	Increase to 570 by 2010/11	383	442	467	483	518	544	570	Annual local survey	✓	✓	✓	✓	✓	✓



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
BVPI 99c	Number of slight casualties (SLIGHTS)	This target builds on the good progress made in LTP1. Progress will be achieved through the implementation of our Shared Transport Priority Strategy – Safer Roads (See Section 3.3). Particular schemes and interventions will include: Local Safety Schemes, Road Safety Education, Publicity and Training programmes; Safer Routes to School initiatives; the Cheshire Area Strategic Road Safety Camera Partnership; and ensuring that all highway schemes are safety audited. The main risk to performance, as indicated above, is multiple casualty crashes, which can skew figures. There is little that one can do to mitigate this phenomenon.			✓		✓
BVPI 100	Number of days of temporary traffic controls or road closure.	This target will be achieved through careful management of works on the highway by our Traffic Manager and through the development of a Transport Asset Management Plan. In addition, we will be implementing our Primary Transport Strategy for Maintenance (See Appendix 1 PTS No: 7). The main risks affecting our success will be unforeseen failures of the highway or statutory undertakers emergency works. This risk will be managed through the prioritisation of maintenance work and through close liaison with the Statutory Undertakers.	✓			✓	✓



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
BVPI 102	Thousands of bus passenger journeys (boarding's) per year in the authority	Target reflects the difficulties generally experienced nationally of reduced bus patronage, which clearly is the main risk to the achievement of our target. However, during LTP2, we have an extensive programme of planned works and interventions to tackle this problem. These include: the implementation of our 'Delivering Accessibility' Strategy (See Section 3.2); a new Bus Strategy (See Appendix 1 – PTS No2); and Access Plan (See Appendix 2); working closely with bus operators to improve services and address problems; the provision of high quality public transport information, including the use of new technology; work on Quality Corridors; improvements to key interchanges; increasing stakeholder and user involvement in the development of the network; enhancing the concessionary fare scheme; consolidating the pre-paid ticketing scheme; and enhancement of the Travelsafe and travel planning initiatives.	✓	✓		✓	✓
BVPI 103	Percentage of users satisfied with local provision of public transport information.	In order to achieve this target we will: continue to work with Merseytravel to provide an enhanced joint Traveline service; introduce network wide marketing of local services; extend Real-Time Passenger Information; Utilise SMS texting; enhance the journey time planning and travel planning service and implement our 'Delivering Accessibility' Strategy (See Section 3.2); new Bus Strategy (See Appendix 1 – PTS No2); and Access Plan (See Appendix 2); The main risk with this target is vandalism to equipment on street. This will be addressed by regular inspections to minimise 'down time'.	✓	✓		✓	✓



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
BVPI 104	Percentage of bus users satisfied with local bus services	This target will be achieved through the works and initiatives identified under BVPI 102 above. The work with bus operators is particularly important and will include, discussions on quality partnership/contracts and improved driver training. The main risks will be infrequency and poor delivery of services. Whilst we don't have direct control over commercial services, we will regularly monitor bus services and raise issues with the operators at our Public Transport Liaison meetings.	✓	✓	✓	✓	✓
BVPI 165	Percentage of pedestrian crossings with facilities for disabled people	This target will be achieved, by ensuring that all works on pedestrian crossings are implemented in accordance with our strict criteria. Therefore, we do not believe there are any significant risks to the achievement of this target.	✓	✓	✓	✓	✓
BVPI 178	Total length of footpaths and other Rights of Way that are easy to use, as a percentage of the total length of all Rights of Way.	In order to achieve this target, we will continue to maintain our rights of way and implement our Primary Transport Strategies for maintenance (See Appendix 1, PTS No: 7) and Public Rights of Way and Greenways (See Appendix 1, PTS No:11). The main risk affecting our success is vandalism of signs and we will be working with stakeholders, users and the police to manage this risk.	✓	✓	✓	✓	✓



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
BVPI 187	Footway Condition	The flat trajectory and target set reflects the absence of funding allocated to Halton, by Government, for maintenance schemes costing over £250,000 and the fact that funding will have to be diverted away from this programme to support large maintenance schemes. To achieve our target, maintenance works will be undertaken on a priority basis and in accordance with the LTP and limited revenue budgets and our Primary Transport Strategy on Highway Maintenance (Appendix 1 PTS No:7) will be implemented. The main risk associated with this target is the need to address unplanned large maintenance schemes, by diverting additional sums away from this programme. This risk can only be addressed by Government allocating to Halton, funding for maintenance schemes costing over £250,000.	✓	✓	✓	✓	✓
BVPI 223	Condition of Principal roads (% of road length in a poor condition)	The flat trajectory and target set again reflects the absence of funding from Government for maintenance schemes, costing over £250,000. To achieve our target, maintenance works will be prioritised according to need and the availability of budgets and our Primary Transport Strategy on Highway Maintenance (Appendix 1 PTS No:7) will be implemented. The main risk associated with this target is insufficient funding being available to tackle identified problems. The solution again lies with the Government to allocate funding to Halton for large maintenance schemes costing over £250,000.	✓	✓	✓	✓	✓



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
BVPI 224a	Condition of Non-Principal Classified Roads (% of road length in a poor condition)	No target set. New survey method (Scanner) to implemented 2005/06. Trajectories and targets will be set once data is available.	✓	✓	✓	✓	✓
BVPI 224b	Condition of Non-Principal Unclassified Roads (% of road length in a poor condition)	Trajectories have been set to reflect the fact that the network is surveyed in thirds over a three year period. The target has been set to maintain the road at its current condition in response to the limited availability of funding for highway maintenance throughout the period of LTP2. To achieve the target set, maintenance works will be prioritised and allocated according to the availability of funds and our Primary Transport Strategy on Highway Maintenance (Appendix 1 PTS No:7) will be implemented. The main risk to the achievement of the target is the need to divert funding away from this programme to address unplanned larger schemes on the principal road network. The solution again lies with the Government to allocate funding to Halton for large maintenance schemes costing over £250,000.	✓	✓	✓	✓	✓
LTP 1	Accessibility Targets	These four targets have been based on extensive work undertaken in the development of our Access Plan and reflect local priorities. The actions required to achieve these targets are described in detail in the improvement plans contained in the Access Plan (Appendix 2). The main risk associated with the delivery of these targets is the inability to secure the necessary funding for some of the initiatives contained within the implementation plans. In order to address the risk we will work closely with our partners to secure funding and identify potential new sources of funding wherever possible.					



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
LTP 2	Change in area wide road traffic mileage	For the period of LTP2 Halton intend to restrict traffic growth to 2.0% per annum by means of its transport interventions. This is a particularly challenging target, as it will mean that we will be required to manage traffic growth to slightly below previous levels against a background of major economic regeneration during the LTP2 period in both Halton and Merseyside. The designation of Liverpool as the Capital of Culture in 2008 will potentially significantly add to the growth in Halton over the period of LTP2, due to Halton's road network providing links between the M6 and M56 and the Merseyside area. Works and interventions proposed to achieve the target include; introducing the measures identified in BVPI 102 above; implementation of the Primary Transport Strategies identified in Appendix 1 associated with 'Airport Surface Access' (PTS No:1), Buses (PTS No 2), Cycling (PTS No:3); Development Control (PTS No: 4); Freight Distribution (PTS No: 5); Parking (PTS no: 8); Passenger Rail (PTS No: 9); PRoW and Greenways (PTS No: 11); Quality Transport Corridors (PTS No:12); Travel Planning (PTS No: 17) and Walking (PTS No: 18). The main risks to the achievement of this target are: i) problems on alternative routes for crossing the Mersey and ii) significantly greater increase in regeneration. There is little that can be done to address growth caused by problems on routes outside of our control or indeed through regeneration in Merseyside. However, the Road User Charging Section set out in Section 3.1.4 identifies measures that would, if circumstances arose, limit traffic growth in the borough.	✓			✓	



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
LTP 3	Number of cycling trips (Annualised index)	The target will be achieved by: implementing the works identified in Section 5 under 'Cycling'; continuing to provide school and business travel planning advice; implementing our 'Delivering Accessibility' Strategy (See Section 3.2), Access Plan (See Appendix 2) and Primary Transport Strategy on Cycling (Appendix 1, PTS No:3); and undertaking publicity on the routes available. The main risk to this is difficulty in implementing physical cycle schemes due to public opposition. This risk can be minimised by increasing the awareness of the wider benefits of cycling in terms of reduced congestion, air pollution and increased health benefits. In the event that the number of cycle trips does not increase in line with trajectories, additional resource will be targeted towards publicity of cycle routes and the creation of Bike User Groups throughout the borough.	✓	✓	✓	✓	✓
LTP 4	Mode share of journeys to school	Delayed by DfES until 2007 data is available	✓	✓			✓
LTP 5 a, b, c and d	Bus punctuality indicators	The base data has been identified from surveys, which have enabled challenging targets to be set to improve performance. The targets will be achieved through works and initiatives identified in section 5 and through the establishment of bus punctuality partnership involving local bus operators (see appendix 1 Toolbox PTS 2 for more information). There are two main risks associated with these targets. The first involves unexpected delays occurring due to congestion, roadwork's etc, this will be addressed by the Traffic Manager in coordinating roadwork's and managing congestion (see section 3.1.4). The other lies in unexpected problems occurring in the management and operation of the services. These issues will be addressed through regular contact with bus operators and the establishment of a bus punctuality partnership.	✓	✓			✓



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
L1	Number of passenger trips on accessible transport services	Target will be achieved through the implementation of our 'Delivering Accessibility' Strategy (See Section 3.2); new Bus Strategy (See Appendix 1 – PTS No2); and Access Plan (See Appendix 2) and in particular through the purchase of accessible vehicles as shown in Section 5 and the introduction of a new journey brokerage scheme. The main risk to the achievement of the target being the loss of critical funding to Halton Community Transport (HCT). To minimise this, we will continue to work with HCT to identify new sources of funding.	✓	✓	✓		✓
L2	Percent of Rural households within 800 metres of an hourly or better bus service	This target has been set to maintain the already high levels of access to rural areas, in Halton. The bus operators are mainly responsible for the achievement of this target, through the delivery of commercial services. The main risks to achieving the target are commercial decisions to delete rural services and the inability of Halton to support these services from its limited revenue budgets. However, we will be promoting demand responsive services, which although won't impact on the target, will help to maintain and increase accessibility in rural areas. The key issue here is identifying continuation funding for experimental rural bus services introduced during the first LTP using Rural Bus Grant funding awarded from the DfT.		✓			✓
L3		Not Allocated					
L4		Not Allocated					



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
L 5	Number of Park and Ride spaces at rail stations	This target has been set based on schemes proposed during LTP2. The main risk associated with this target is securing the necessary agreements from Network Rail. However, we are managing this risk by engaging early with Network Rail, to enable implementation to proceed as proposed.	✓	✓	✓	✓	✓
L 6	Percentage of schools with School Travel Plans in place.	The target will be achieved through ensuring that adequate support is made available to the schools by Halton staff and through the implementation of our Primary Transport Strategy for Travel Planning (See Appendix 1, PTS No: 17). The main risk to our success is apathy. However, we believe that this risk is small as demand is currently high, due to the extensive work undertaken with schools and their subsequent interest. In addition, after 2007/08 the achievement of the target relies on the availability of funding to support School Travel Plan officers in the authority. Should funding not become available the target will have to be reviewed.	✓	✓	✓	✓	✓



Shared Transport Priority / Local Priority Area

No.	Target	Basis for Target Set, Actions to Achieve Targets & Risk Management	Congestion	Accessibility	Safer Roads	Better Air Quality	Local Priority
L 7	Percentage of local firms (of more than 100 employees) having a Commuter Travel Plan on place	This target will be achieved through the implementation of our Primary Transport Strategies for Travel Planning (See Appendix 1, PTS No: 17) and Development Control (See Appendix 1, PTS No: 4) and through the work undertaken by our Travel Plan Officer and that of the Neighbourhood Travel Team. Apathy is the main risk to our success, as we are dependent on local businesses recognising the advantages of travel planning. However, we believe our ability to work closely with businesses and our requirement to require travel plans to be produced for new developments, will ensure that this risk is managed.	✓	✓	✓	✓	✓
L 8	Percentage increase of bus stops with Quality Corridor features.	This target will be achieved through the proposed investment in bus infrastructure and through the implementation of our Primary Transport Strategy for Quality Corridors (See Appendix 1, PTS No: 12). We believe that there are no significant risks to this programme of work.	✓	✓	✓	✓	✓
L 9	Number of bus stops/shelters with information displays.	This target will be achieved through our proposed revenue investment in bus infrastructure and through the implementation of our Primary Transport Strategies for Quality Corridors (See Appendix 1, PTS No: 12) and Buses (See Appendix 1, PTS No: 2). The main risk to us achieving this target is vandalism. However, we manage this risk by working closely with the police to address problems, when they arise.	✓	✓	✓	✓	✓



7.0 MAJOR SCHEMES AND TRANSPORT INNOVATION FUND



This Local Transport Plan, covering the period 2006/7-2010/11, is an integral part of Halton's 30 year plan for transport. Therefore, the schemes and interventions in this LTP not only have to address what can be achieved within the currency of this plan but look forward to what needs to be in place in future LTP's, to deliver our long term transport aims and objectives.

The following is a summary of the current position with each major scheme, its function and fit with priorities, cost, benefits, impact on targets and timescale.

The major scheme in Section 7.3 is being promoted by Merseyside and has therefore not been prioritised.

Regional Funding Allocations
In July 2005 DfT published guidance on Regional Funding Allocations for Major Schemes. DfT allocated major scheme funding between the regions and required the regions to advise the Minister on their priorities for the next 10 year spending programme. GONW has led the prioritisation process and the Council's two highest priority major schemes, Mersey Gateway and Silver Jubilee Major Maintenance have both secured a position in the top quartile of schemes. The top quartile was approved by the North West Regional Assembly and submitted to DfT in January 2006 as the Region's advice on the schemes to be included in the 10-year programme.

A third major scheme, for the re-opening of Halton Curve to regular passenger train services, was included in the second quartile. Opportunities to progress Halton Curve will depend on the progress of schemes in the top quartile and on the availability of alternative funding sources. This scheme is now to be taken forward by Merseytravel and included in the Merseyside Local Transport Plan.

The Ditton Strategic Rail Freight scheme was assessed in the fourth quartile and is withdrawn as a LTP Major Scheme. Progress of this scheme will be driven by private sector investment supported as appropriate by Halton Borough Council's own resources.

The Provisional LTP included outlines of two Transport Innovation Fund (TIF) bids. Subsequent to publication it became clear that these bids did not comply with the final guidance and they have been deleted from the Final LTP. However following discussions with partners on Merseyside, notice is given of an intention to participate in the July 2006 round of TIF pump priming funding jointly with Merseyside. This is described in Section 7.4.

7.1 PRIORITY 1 – MERSEY GATEWAY

The Scheme: The need for a new crossing was established as a Major Objective in the Borough's Local Plan adopted in 1996. In July 1999 Halton published its first interim LTP 2000-2001 and then the first full LTP in July 2000 for 2001/02 - 2005/06. The case for a new crossing became central to policies and strategies of the first LTP and the Council's long term (30 year) Transport Strategy. This policy was further confirmed in the Unitary Development Plan formerly adopted in April 2005.

The construction of a new Mersey crossing has been strongly supported across the emerging Liverpool City Region. The Mersey Gateway is the prime intervention to tackle congestion in Halton and is set in the context of a complementary road-user charging regime ensuring that the maximum benefits are fully realised.

The Scheme is directed through the Mersey Crossing Group which has representatives from other local

authorities, GONW, NWDA, Highways Agency, Chambers of Commerce, Peel Holdings and Merseytravel. The justification for the crossing has extensively been examined and detailed in a full Major Scheme Appraisal, submitted to DfT in July 2003, when it was judged to be "Super" Work in Progress. Subsequently, a revised and expanded appraisal was resubmitted in December 2004. The need for the 'Mersey Gateway' scheme results from the fact that the only road crossing of the Mersey, in the Borough, is provided by the Silver Jubilee Bridge (SJB).

Traffic flows on the SJB can exceed 90,000 vehicles per day and congestion, particularly in the peaks, is severe and results routinely in long queues. The SJB is an important alternative crossing route for the M6 Thelwall Viaduct and provides strategic links between M56 and M62 serving as an important gateway to Liverpool John Lennon Airport from the south and east and the Mersey region. The strategic function of SJB is underlined by the fact that most traffic using the bridge is making trips through or out of the Borough boundaries. It is recognised that the Mersey Gateway cannot be available until 2014 and therefore an extensive interim strategy has been developed (see Section 3.1) to minimise congestion and delay until the new crossing becomes available.

Strategic Fit: The strategic importance of SJB cannot be over-emphasised. All but 20% of the vehicles crossing the bridge are either in or out of the Borough or pass through the Borough. The continuing availability of SJB is dependent in the more immediate term on funding being secured for the structural maintenance major scheme (see Section 7.2). In the longer term, Mersey Gateway will provide the essential alternative strategic route to permit the more complex structural maintenance works to be undertaken without lengthy and disruptive lane

closures and possibly total closures. The construction of the Mersey Gateway will address the prime cause of congestion in the Borough and enable the SJB to provide for local sustainable travel within the Borough. Road user charging, in addition to generating the investment required to deliver the new bridge, will provide a mechanism to manage demand, so that free flow traffic conditions are maintained on the new link, thereby locking in the delivery of the projected service reliability and standards.

Complementary measures on SJB will include priority schemes for public transport, cyclist and pedestrians, reducing the road space available to general purpose traffic and down grading linkages to the strategic highway network. Extending the tolling charge to SJB, protects these rebalanced local transport priorities against future congestion on the local road network connecting to SJB.

The scheme will also address safety issues on the SJB, primarily caused by inadequate road width. Therefore the proposal directly addresses all four Shared Transport Priorities for 'Tackling Congestion' (see Section 3.1), 'Delivering Accessibility' (see Section 3.2), 'Safer Roads' (see Section 3.3) and 'Better Air Quality' (see Section 3.4) and is the key feature of the strategies associated with congestion, accessibility and air quality. The proposal also addresses many of the regional priorities and the Council's local priorities. Table 18 summarises the benefits addressed.

Impact of Proposal: The proposal will have an impact on transport targets associated with modal split, accessibility, maintenance, road casualties and air quality. However, the benefits of this proposal are much wider and will also be reflected in targets associated with regeneration, employment, the economy, both locally, across the wider Liverpool City region and beyond. In addition, as referred to above, the construction of the Gateway will enable structural maintenance work to be

undertaken on the SJB with a minimum of delay and inconvenience to road users. There will also be significant savings in undertaking the work on the SJB, through increased flexibility on when the work can be carried out and its duration. Benefits of including future maintenance of SJB in the Mersey Gateway PFI concession have been explored. The marketability of this approach will be greatly enhanced by undertaking all high priority structural maintenance works during LTP2 and providing an enhanced inspection regime. This underlies the bid to extend the major maintenance scheme for SJB into LTP2. See below.

Current Position: Detailed appraisal work continued throughout 2005. It was hoped that the Minister would approve Programme Entry in the summer but in the event he wrote requiring the scheme to be included in the regional prioritisation process – see above. A decision could not therefore be expected before Spring 2006. The Minister was also of the view that a number of appraisal issues were still outstanding.

Appraisal issues under discussion with DfT have included:

- A review of the expanded traffic model by DfT appointed consultants has resulted in a number of refinements being made. The full Transport Economic Evaluation is being developed.
- The expended traffic model is being used to reassess the economic impact assessment using revised DfT guidelines. Initial results indicate that Mersey Gateway will generate nearly 7,000 new permanent jobs.
- Delivery capacity has been discussed. Detailed organisational and funding commitments have been provided by the Borough Council.
- 4Ps Gateway Review was undertaken on the project and one of the key recommendations was that a Project Director be appointed. An initial appointment on a short-term contract was made.

- The hydrodynamic modelling has been reviewed favourably by Liverpool University. Meetings have been held with Mersey Conservator and Environment Agency to determine what further work could be usefully undertaken at this stage.

- Issues of assessments, mitigation and designation have been discussed with English Nature.

- The procedural process preferred by DfT has been resolved. This would require the Council to promote the scheme using standard Highways legislation. Tolling of both Mersey Gateway and SJB would be achieved through designating the two bridges as special roads and promoting an order under the New Roads and Street Works Act. This could require the use of a Special Parliamentary Procedure.

- At DfT request, a revised "central" commercial case that includes optimum levels of risk has been submitted. This would require a grant of £54m for land and site clearance costs plus £72m PFI credits over a 30 year concession, assuming a tolling regime based on Mersey Tunnels and discounts for local residents. Financial close is targeted for late 2008 with an earliest opening date for Mersey Gateway set for late 2012.

Timescale: The proposed completion of the Mersey Gateway scheme is 2012, but this is strongly dependent on securing early entry into the DfT's programme of major schemes.

Action Proposed if Bid Fails: Failure to implement the Mersey Gateway would create difficulties in carrying out essential maintenance works on the Silver Jubilee Bridge. The lack of an alternative adjacent route would result in major disruptions to the local and regional highway networks, when carrying out complex structural maintenance works, which require prolonged closures of the Silver Jubilee Bridge.

Should the Mersey Gateway be delayed or fail to proceed the Council will continue to implement the Interim



Strategy for Tackling Congestion as detailed in Section 3.1.9. At the same time, a review will be undertaken of the benefits of introducing congestion charging on the Silver Jubilee Bridge. In the longer term, subject to the review, the Council would consider introducing the congestion charge during the period of LTP3.

There are, however, a number of concerns around the impact of such a charge being introduced without the benefits of the journey time reduction associated with the Mersey Gateway. These include, the impact on the local and sub-regional economies, congestion on the alternative crossings of the Mersey and accessibility and regeneration within the borough.

7.2 PRIORITY 2 – THE SILVER JUBILEE BRIDGE COMPLEX

The Scheme: The SJB is a Grade 2 listed, largely steel structure opened in 1961 and now approximately 46 years old. The bridge was widened in 1977 in order to increase its capacity to 65000 vehicles per day (vpd) but currently the bridge operates at flows that can exceed 90,000 vpd, considerably in excess of its design

capacity. The bridge and the associated complex, function as both a local and strategic link. As a result of the age of the bridge structure and a lack of investment in lifecycle maintenance the structure requires a major programme of maintenance work to deal with the backlog and bring the Bridge up to a sustainable steady state of maintenance.

Maintaining the availability of the SJB is critical to both the local area, the Liverpool City region and beyond. This impacts heavily on how and when the work can be undertaken. The first LTP capital settlement included a major maintenance scheme for SJB, initially for £6.3m. As reported in successive APRs, expenditure on the major scheme increased to over £9m spent on essential structural maintenance, much of which involved innovative and groundbreaking engineering. The parapets have been brought up to modern standards, the concrete deck has been completely repaired and waterproofed, the expansion joints have been replaced and a completely new running surface installed. The extension to the major scheme will include similar specialist items of work e.g. concrete repairs and cathodic protection.

With such high traffic flows and lack of an alternative route, closures have to be restricted to only two lanes at any one time and to overnight and/or weekends. Inevitably this results in works taking longer and incurring significantly higher costs.

Utilising experience gained in the initial stages of maintaining the Bridge, a revised 10-year maintenance strategy was developed and included with the 2004 Annual Progress Report submission. This has identified significant further works required to bring the bridge and complex to a sustainable steady state of maintenance. This LTP submission therefore includes a bid to extend the previous major maintenance scheme.

The initial Mersey Gateway commercial submission, at the request of the DfT, included an option to fund SJB maintenance through the Mersey Gateway PFI, as indicated in Section 7.1. The Mersey Gateway will provide the essential alternative strategic route to permit the more complex structural maintenance works to be undertaken without lengthy and disruptive lane closures. It may also be necessary to impose temporary weight restrictions during some structural repair works.

With Mersey Gateway, there would not be the need to carry out major works in a piece-meal manner in order to limit closures. This would yield significant time and cost savings on maintaining the SJB structures.

An integral feature of the Mersey Gateway scheme is the re-configuration of SJB to a local function with two vehicle lanes and improved provision for pedestrians, cyclists and buses. This is likely to result in parts of the approach viaducts and other associated structures becoming redundant.

The benefit of including future maintenance of SJB in the Mersey Gateway PFI concession has been explored. The marketability of this approach will be greatly enhanced by undertaking all high priority structural maintenance works in the years of LTP2 and providing an enhanced inspection regime. This underlies the bid to extend the major maintenance scheme for SJB into LTP2.

The North West Region's Funding Allocation advice to the Minister shows the SJB major scheme phased over the six-year period 2008/09-2013/14. The same advice shows 2011/12 as the first year of expenditure on Mersey Gateway. This programme, if adopted by the Minister, would allow for three years expenditure on the high priority works on SJB whilst the viability of a joint SJB and Mersey Gateway PFI was tested through a procurement process. Under a combined PFI the successful bidder would be able to plan SJB

maintenance works around the future availability of the alternative route of the Mersey Gateway.

There are concerns at the impact of a delay of the Major Scheme until 2008/09. There certain elements of the structure that are in a critical condition and these are being closely monitored. Should an urgent need for intervention arise, there would be an immediate approach to DfT for advance funding. The Major Scheme Appraisal submission continues to show expenditure commencing in 2006/07.

There is not a 'Do Nothing' maintenance option, if the Silver Jubilee Bridge is to continue carrying out its current functions. Should the Gateway scheme not gain entry into the programme, then at some point in the future lengthy lane closures and possibly weight restrictions will be inevitable in order carry out essential work. Without an alternative route being made available, this would have significant impacts on accessibility, regeneration and the economy both locally and across the Liverpool City Region.

Given the strategic nature of the route over the Silver Jubilee Bridge complex and its importance to the local and regional economy, an analysis of the major maintenance scheme demonstrates a Benefit to Cost Ratio (BCR) in excess of 10 based on business cases for similar situations elsewhere.

Strategic Fit & Impact: In examining the strategic fit of this proposal it is necessary to detail the impact of not maintaining the structures on transport objectives. Congestion, Accessibility and Air Quality have all been identified nationally and locally as key Shared Transport Priorities.

The SJB Major Maintenance Scheme clearly impacts on the Council's four priorities namely:

- *Tackling congestion: the major and overriding congestion issue for Halton is the crossing of the River Mersey and Manchester Ship Canal.*

SUMMARY OF MERSEY GATEWAY BENEFITS (TABLE 26)

Mersey Gateway Major Scheme	Addressed
Priorities	
Shared Transport Priorities:	
• Tackling Congestion	✓
• Delivering accessibility	✓
• Safer Roads	✓
• Better Air Quality	✓
Regional Priorities:	
• Economic	
Econ 1 - Will the intervention improve business competitiveness?	✓
Econ 2 - Will the intervention support business clusters, as specified in RES	✓
Econ 3 - Will the intervention support knowledge-based industries?	✓
Econ 4 - Will the intervention support identified areas of inward investment?	✓
Econ5 - Will the intervention support access to assisted areas and European Funding eligible Areas?	✓
Econ6 - Will the intervention improve the image of its locality, both within the region and externally?	✓
Econ 7 - Will the intervention support existing and promote new tourism & recreation locations?	✓
Econ8 - Will the intervention support the economic vitality of existing centres?	✓
• Environmental	
Env1 - Will the intervention protect places & buildings of historic, cultural & architectural value?	✓
Env2 - Will the intervention protect designated areas of natural environmental value?	✓
Env3 - Will the intervention protect local air quality?	✓
Env4 - Will the intervention protect land quality (e.g. promotes brownfield sites, helps reclaim/recycle derelict or contaminated sites)	✓
Env5 - Will the intervention address the need to limit climate change?	✓
Env6 - Does the intervention help make best use of existing infrastructure?	✓
• Social	
Soc1 - Will the intervention help deliver urban renaissance?	✓
Soc2 - Will the intervention help deliver rural renaissance?	✓
Soc3 - Will the intervention promote social inclusion?	✓
Soc4 - Will the intervention improve accessibility to key services and facilities for all?	✓
Soc5 - Will the intervention promote healthier lifestyles?	✓
Soc6 - Will the intervention support housing renewal initiatives?	✓
Soc7 - Will the intervention improve safety?	✓
Local Priorities	
• A Healthy Halton	✓
• Halton's Urban Renewal	✓
• Employment, Learning and Skills in Halton	✓
• Halton's Children and Young People	✓
• A Safer Halton	✓



- *Delivering Accessibility: both the SJB and the proposed MG have been shown to generate significant economic benefits both within the Borough and across a wider area.*
- *Safer roads: to provide safe and attractive cross-river routes for all road users.*

- *Better Air Quality: the identified hot spots of pollution occur in the vicinity of the SJB where congestion at peak times can be significant.*
- Should sufficient funding not be made available to maintain the SJB and its associated structures then the continuing availability of the SJB will be

at risk. Reduced availability of SJB will impact on national, regional and local transport objectives associated with congestion, accessibility and air quality. In addition, there could be major impacts on regeneration, employment and the economy, again both locally and regionally.

SUMMARY OF IMPACT OF NOT UNDERTAKING THE WORK ON THE SJB AND ASSOCIATED STRUCTURES (TABLE 27)

Failure to implement Silver Jubilee Bridge & Complexes Maintenance Scheme Major Scheme	Adversely Impacting On
Priorities	
Shared Transport Priorities:	
• Tackling Congestion	✓
• Delivering accessibility	✓
• Safer Roads	
• Better Air Quality	✓
Regional Priorities:	
• Economic	
Econ 1 - Will the intervention improve business competitiveness?	✓
Econ 2 - Will the intervention support business clusters, as specified in RES	✓
Econ 3 - Will the intervention support knowledge-based industries?	✓
Econ 4 - Will the intervention support identified areas of inward investment?	✓
Econ5 - Will the intervention support access to assisted areas and European Funding eligible Areas?	✓
Econ6 - Will the intervention improve the image of its locality, both within the region and externally?	✓
Econ 7 - Will the intervention support existing and promote new tourism & recreation locations?	
Econ8 - Will the intervention support the economic vitality of existing centres?	✓
• Environmental	
Env1 - Will the intervention protect places & buildings of historic, cultural & architectural value?	
Env2 - Will the intervention protect designated areas of natural environmental value?	
Env3 - Will the intervention protect local air quality?	✓
Env4 - Will the intervention protect land quality (e.g. promotes brownfield sites, helps reclaim/recycle derelict or contaminated sites)	
Env5 - Will the intervention address the need to limit climate change?	✓
Env6 - Does the intervention help make best use of existing infrastructure?	✓
• Social	
Soc1 - Will the intervention help deliver urban renaissance?	✓
Soc2 - Will the intervention help deliver rural renaissance?	✓
Soc3 - Will the intervention promote social inclusion?	✓
Soc4 - Will the intervention improve accessibility to key services and facilities for all?	✓
Soc5 - Will the intervention promote healthier lifestyles?	
Soc6 - Will the intervention support housing renewal initiatives?	
Soc7 - Will the intervention improve safety?	
Local Priorities	
• A Healthy Halton	
• Halton's Urban Renewal	✓
• Employment, Learning and Skills in Halton	✓
• Halton's Children and Young People	✓
• A Safer Halton	✓

A summary of the impact of not undertaking the maintenance of the SJB and its associated structures is given in Table 27.

Current Position:

A Major Scheme Appraisal for the maintenance of the SJB has been submitted to DfT. The cost of the scheme is estimated to be £38.5m at 2005 prices with a 25% Optimism Bias included.

Timescale: The current programme in the Major Scheme Appraisal submission for the completion of the maintenance works is 10 years after the scheme has commenced. However as noted above the Regional advice programmes the work over six years starting in 2008/09.

Action Proposed if Bid Fails:

Similar problems to those described in section 7.1 would result if major scheme funding was not made available to carry out maintenance on the SJB structures. Attempts would have to be made to divert funding away from other areas of highway maintenance to contribute, in part, toward the funding shortfall. This, however, would have a significant impact on carriageway condition throughout the borough and particularly on the expressway network, resulting in a negative impact on the shared priorities for congestion, accessibility, safer roads and air quality. Ultimately, the Council would be unable to fund the increasing maintenance requirements of the structure and the longer-term availability of the bridge would be brought in to question.

7.3 HALTON CURVE

This scheme is supported by Halton Borough Council as it will benefit the community and reduce, to some degree, trips across the Silver Jubilee Bridge. Whilst the scheme is within Halton, the main benefits of the scheme will be gained in Merseyside and thereby the scheme is being promoted by Merseytravel.

Scheme: The Halton Curve connects the Chester-Warrington Line with the Liverpool Branch of the West Coast Mainline (WCML). The local passenger service Chester-Runcorn-Liverpool was withdrawn in the mid 1970's. The track infrastructure was retained as a diversionary route with only a weekly train service that is operated in the summer on Saturdays. Subsequent decisions taken to reduce renewal costs resulted in the chord only operating in the Liverpool direction. In its current form, the line is of little use to either passengers or freight. The proposed scheme involves the reinstatement of the points at Halton and Frodsham junctions with some upgrade to the track. The costs of the works are currently estimated to be £7.5m. The scheme has been developed in partnership with Merseytravel, Cheshire County Council and the TAITH consortium of North Wales authorities. The partnership together with Network Rail, believe that with the improvements, the chord could be operated with an up to 20 minute frequency service in both directions. This would allow the provision of new local passenger and freight train services that would include:

- *Liverpool-Liverpool South Parkway-Runcorn-Chester-North Wales direct trains.*
- *Liverpool-Liverpool South Parkway-Runcorn-Frodsham-Helsby-Chester services.*
- *Linkage with Hooton-Ellesmere Port at Helsby.*
- *Alternative route for services to Wrexham, Shrewsbury, Mid and South Wales.*

Discussions are continuing with the Strategic Rail Authority on details of the scheme programming and the co-ordination of works on the West Coast Main Line.

Strategic Fit: The improvements to Halton Curve would help to reduce the demand for travel across the Silver Jubilee Bridge and as such would help

to address the acute problems of congestion. In addition, the scheme would increase rail accessibility both within Halton and also to the wider region, by providing a direct link between Liverpool and North Wales. It can therefore be seen that the proposal would contribute to the achievement of three of the Shared Transport Priorities. These being Tackling Congestion, Delivering Accessibility and Better Air Quality. In addition, the scheme would be supportive of many regional objectives, including those associated with the Regional Economic Strategy and the development of Liverpool John Lennon Airport. A summary of the benefits is provided in the table overleaf.

Impact of Proposals: The proposal will have an impact on targets associated with congestion, accessibility and air quality in Halton. Similar types of benefits will also be experienced in Merseyside, Cheshire and North Wales. However, the proposal will also have much wider benefits, which will be reflected in targets associated with regeneration, employment, the economy, both within Halton and the region.

Current Position: Extensive discussions have been held with Merseytravel and our partners, the Strategic Rail Authority and Network Rail, and work is progressing on the preparation of a business case. The closure process is in abeyance and a formal request has been made to Network Rail to plan for lines re-build during the West Coast Main Line works in 2007/08. A funding package is being developed with contributions from partners' Integrated Transport block allocations. How close this will come to meeting the full cost of the scheme is dependent on final LTP allocations.

The Halton Curve Scheme has been independently assessed and is ranked within the 2nd quartile of major schemes in the North West Region.



SUMMARY OF HALTON CURVE MAJOR SCHEME BENEFITS (TABLE 28)

Halton Curve Major Scheme	Addressed
Priorities	
Shared Transport Priorities:	
• Tackling Congestion	✓
• Delivering accessibility	✓
• Safer Roads	
• Better Air Quality	✓
Regional Priorities:	
• Economic	
Econ 1 - Will the intervention improve business competitiveness?	✓
Econ 2 - Will the intervention support business clusters, as specified in RES	✓
Econ 3 - Will the intervention support knowledge-based industries?	✓
Econ 4 - Will the intervention support identified areas of inward investment?	
Econ5 - Will the intervention support access to assisted areas and European Funding eligible Areas?	✓
Econ6 - Will the intervention improve the image of its locality, both within the region and externally?	
Econ 7 - Will the intervention support existing and promote new tourism & recreation locations?	✓
Econ8 - Will the intervention support the economic vitality of existing centres?	✓
• Environmental	
Env1 - Will the intervention protect places & buildings of historic, cultural & architectural value?	
Env2 - Will the intervention protect designated areas of natural environmental value?	
Env3 - Will the intervention protect local air quality?	✓
Env4 - Will the intervention protect land quality (e.g. promotes brownfield sites, helps reclaim/recycle derelict or contaminated sites)	
Env5 - Will the intervention address the need to limit climate change?	✓
Env6 - Does the intervention help make best use of existing infrastructure?	✓
• Social	
Soc1 - Will the intervention help deliver urban renaissance?	✓
Soc2 - Will the intervention help deliver rural renaissance?	✓
Soc3 - Will the intervention promote social inclusion?	✓
Soc4 - Will the intervention improve accessibility to key services and facilities for all?	✓
Soc5 - Will the intervention promote healthier lifestyles?	
Soc6 - Will the intervention support housing renewal initiatives?	✓
Soc7 - Will the intervention improve safety?	
Local Priorities	
• A Healthy Halton	✓
• Halton's Urban Renewal	✓
• Employment, Learning and Skills in Halton	✓
• Halton's Children and Young People	
• A Safer Halton	✓

Timescale: It is proposed that works would be undertaken during 2007/08.

Action Proposed if Bid Fails: Should this bid by Merseytravel be unsuccessful then the viability of the scheme would be in jeopardy as the funding burden on the partner organisations would be too great. The effect of not implementing this link would be wide reaching in terms of the capacity of the Mersey Rail Network and the impact on rail access to Merseyside from North Wales, Chester, Helsby, Frodsham and Runcorn. In addition, a key opportunity to reduce traffic crossing the Silver Jubilee Bridge, all be it to a small extent, would be lost.

7.4 TRANSPORT INNOVATION FUND (TIF)

CONGESTION TIF

Road user charging is an essential component of the Mersey Gateway major scheme as a mechanism to provide funding resources for the project, to lock in realised benefits and to manage growth in demand. The Merseyside LTP provides formal indication of a bid for TIF pump priming funds for an examination of road user charging in Merseyside. In the context of the potential for road user charging across Greater Merseyside, it will be critical that the examination includes consideration of a common platform for technologies to be adopted for all charging processes and an understanding between Halton and Mersey Tunnels on the need to ensure compatibility of tolling technology already exists. The development of the Mersey Gateway project following Programme Entry will include a thorough examination of emerging technologies particularly the potential for "open road" (toll booth free) charging.

Halton therefore intends to participate in the Merseyside TIF pump-priming bid in particular to:

- Examine preferred methods of road user charging and compatibility with existing and developing technology in use in the Mersey Tunnels, subject to approval, on the new Mersey Crossing in Halton; and
- Assist in the development of a traffic model to help assess the impact of road user charging on travel and social and economic considerations.

PRODUCTIVITY TIF

DfT has engaged with the North West Development Agency to seek their views on potential candidates for a 'Productivity' TIF. A shortlist of potential schemes is to be identified, which appear to be the most promising, for further evaluation.

Halton and the Merseyside authorities believe the Ports and Airport offer a strong case via the productivity strand of TIF. The role of the Ports and Liverpool John Lennon Airport (LJLA) has been recognised as key economic drivers in the RES and Northern Way. Building on the concept of the Mersey Super Port there are a number of existing schemes that could be packaged together in support of this concept. These include:-

- Mersey Gateway
- Olive Mount Chord (rail freight access to the Port of Liverpool)
- Improved road access to Seaforth (Port to M57-M58 and A5036)
- Rail access to Birkenhead Docks
- Eastern Access road to LJLA
- Halton Curve rail scheme
- Ditton Strategic Rail Freight Park
- Parkside Freight Village

- Knowsley Rail Freight Terminal
- Initial proposals for Intelligent Transport Systems to improve traffic flow from the national to Merseyside networks.

Halton and Merseyside would therefore welcome the opportunity to discuss the potential for a 'Productivity' TIF with the North West Development Agency and the DfT.



8.0 COMPLIANCE WITH LOCAL TRANSPORT PLAN CRITERIA



8.1 INTRODUCTION

The Government has identified six criteria, which it believes are essential for successful transport planning. Each of the six main criteria is divided into sub-criteria and these will be used to assess the quality of each local transport authority's LTP2.

8.2 COMPLIANCE INDEX

To assist in the assessment process, we have reproduced the criteria and indicated against each of the sub-criteria those sections of our LTP2, which confirm compliance with the requirements. Table 29 below details this work.

EVIDENCE OF COMPLIANCE (TABLE 29)

Criteria	Section/Appendix Reference Containing Evidence
<p>Context: The consistency of a plan's objectives, targets and programmes with the wider policy and planning context. The Government will in particular look for evidence that:</p> <ul style="list-style-type: none"> The Plan reflects the long-term vision of local authorities serving the plan area, and a long term local transport strategy consistent with that vision. The delivery programme, and LTP objectives and targets, are consistent with the full range of local policy aims and objectives and the outputs of the wider local corporate planning framework (eg corporate plans, community strategies and Best Value performance plans). The Plan will influence, and will therefore be broadly consistent with, other decisions of local authorities in the area covered by the LTP - for example, in housing, planning, economic development, education and social services. The Plan is broadly consistent with, and will influence the development of, spatial planning and economic development strategies produced at the regional level. The Plan is consistent with relevant national-level policies - in particular as they relate to strategic transport networks and their users, the environment, sustainable communities, and economic development. 	<p>Sections: 1.3, 3.1.11, 3.1.12, 3.2.11, 3.3.11, 3.4.10, 3.4.11, 4.2, 4.4.1 and 7.0.</p> <p>Sections: 1.2, 2.2, 2.3, 3.0, 3.1.1, 3.1.2, 3.2.1, 3.2.2, 3.2.9, 3.3.2, 3.4.1 4.3.1, 4.4.1, 5.0 and 5.4 Tables: 12, 13, 14, 15 and 19 Diagram: 1 and 2 Appendix 1: PTS No's 1 to 18.</p> <p>Sections: 3.2.2, 3.2.4, 3.2.9, 4.3.1, 4.3.2, 4.5, 4.5.1, 4.5.2, 4.5.3, 5.3.6, 7.1, 7.4, Appendix 1: PTS No. 1, Sections 1.1, 1.4 and 1.6, PTS No. 2 Sections 2.1.2, 2.3.2, 2.4, 2.4.1 2.5 and 2.6, PTS No. 5 Sections 5.1 and 5.4, PTS No. 6 Sections 6.1 and 6.6.</p> <p>Sections: 3.1.2, 3.4.1, 4.3.1, 4.3.2, 4.3.3, 5.5 7.1 Tables: 13, 14, 19, 26, 27 and 28 Appendix 1: PTS No. 1 Section 1.1, PTS No. 2 Sections 2.3.2, 2.5 and 2.6, PTS No. 4 Section 4.1, PTS No. 5 Sections 5.1, 5.4 and 5.6, PTS No. 9 Section 9.1.</p> <p>Sections: 3.1.1, 3.1.2, 3.1.5, 3.2, 3.2.2, 3.2.5, 3.3.1, 3.3.2, 3.3.4, 3.3.5, 3.4.1, 4.2, 5.5, 6.0 7.1 7.2, 7.3, and 7.4 Tables 13, 14, 19, 20, 21, 22, 23, 24, 26, 27 and 28 Appendix 1: PTS No's 1,2,3,5,9,10,11,17 and 18.</p>

Criteria	Section/Appendix Reference Containing Evidence
<p>Analysis - The Plan is built on a sound analysis of local transport problems and opportunities. The Government will in particular look for evidence that:</p> <ul style="list-style-type: none"> The Plan contains appropriate analysis relating not only to existing local transport problems, but also to possible emerging problems, and to opportunities to deliver a better quality of life to local communities. The Plan's analysis of problems and opportunities is fully informed by the existing evidence base, including the past experience of the Plan authorities and others. The Plan's analysis avoids making assumptions that are not necessarily supported by evidence. The Plan's analysis is informed by consideration of the full range of people, communities, public services and businesses affected by the Plan. The Plan addresses problems and opportunities across the full range of transport modes used in the area - including car travel, walking, cycling, public transport, taxis and private hire travel, distribution of freight, the use of public service vehicles, coach travel, motorcycling, wheelchair use and horse riding. 	<p>Sections: 3.1.1, 3.1.3, 3.1.4, 3.1.5, 3.2.2, 3.2.3, 3.2.4, 3.3.3, 3.3.4, 3.4.2, 3.4.3, 4.1, 4.2, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4, 4.4.1, 4.4.2, 4.4.3, 4.5, 4.5.1, 4.5.2 and 4.5.3 Appendix 1: PTS No. 1 Sections 1.1, 1.1.1, 1.1.2 and 1.1.3, PTS No. 2 Sections 2.1.2, 2.1.3, 2.3.1, 2.3.2 and 2.5, PTS No. 5 Section 5.1, PTS No. 7 Sections 7.1 and 7.3, PTS No. 8 Sections 8.1.1, 8.1.3, 8.1.4 and 8.1.6, PTS No. 9 Sections 9.1, 9.4.3, 9.4.4, 9.4.5, PTS 10 Section 10.1, PTS No. 14 Section 14.1, PTS No. 15 Section 15.1, 15.5, Appendix 2, Appendix 3, Appendix 4 and Appendix 5.</p> <p>Sections: 2.1, 2.2, 3.0, 3.1.1, 3.1.3, 3.1.4, 3.1.5, 3.2.2, 3.2.3, 3.2.4, 3.2.5, 3.3.2, 3.3.3, 3.3.4, 3.4.2, 4.2.2, 7.1, 7.2 and 7.3, Appendix 1: PTS No. 1 Sections 1.1, 1.1.1, 1.1.2 and 1.1.3, PTS No. 2 Sections 2.1.2, 2.1.3, 2.3.1, 2.3.2, 2.5, PTS No. 5 Sections 5.1 and 5.4, PTS No. 7 Sections 7.1, 7.3 and 7.5, PTS No. 8 Sections 8.1, 8.1.1, 8.1.3, 8.1.4, 8.1.6, PTS No. 9 Sections 9.4.3, 9.4.4, 9.4.5, PTS No. 10 Section 10.1, PTS No. 11 Section 11.4, PTS No. 12 Sections 12.1, PTS No. 14 Section 14.3, PTS No. 15 Sections 15.1, 15.4, PTS No. 16 Section 16.4, PTS No. 17 Section 17.4.1, 17.4.2, Appendix 2, Appendix 3, Appendix 4 and Appendix 5.</p> <p>See above references, which provide the evidence.</p> <p>Sections: 1.1, 2.2, 3.0, 3.1.4, 3.1.5, 3.2.2, 3.2.3, 3.2.4, 3.2.5, 3.3.3, 3.3.4, 3.3.5, 3.4.2, 3.4.3, 3.4.4, 4.3.5, 4.5, 4.5.1, 4.5.2, 4.5.3, 7.1, 7.3 and 7.4, Appendix 1: PTS No. 1 Section 1.1, 1.1.1, 1.1.2, 1.1.3 and 1.5, PTS No. 2 Sections 2.1.2, 2.1.3, 2.3.2, 2.4.1, 2.5, PTS No. 3 Section 3.5, PTS No. 4 Section 4.5, PTS No. 5 Section 5.5, PTS No. 6 Section 6.5, PTS No. 7 Section 7.5, PTS No. 8 Section 8.5, PTS No. 9 Section 9.5, PTS No. 10, Section 10.5, PTS No. 11 Section 11.5, PTS No. 12 Section 12.5, PTS No. 13 Section 13.5, PTS No. 14 Section 14.5, PTS No. 15 Section 15.5, PTS No. 16 Section 16.5, PTS No. 17 Section 17.5, PTS No. 18 Section 18.5, Appendix 3, Appendix 4.</p> <p>Sections: 3.1.1, 3.1.4, 3.2.1, 3.2.4, 3.3.1, 3.3.4, 3.4.2, 3.4.3, Appendix 1: PTS No's 1 to 18.</p>



Criteria	Section/Appendix Reference Containing Evidence
<ul style="list-style-type: none"> The Plan makes appropriate use of analytical techniques (eg modelling and accessibility planning), and air quality assessment. 	<p>Sections: 3.1.3, 3.1.4, 3.2.3, 3.2.4, 3.3.3, 3.4.2, 5.4, 5.5, 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 6.0, 7.1, 7.2, 7.3 Tables: 13, 14, 16, 17, 19, 26, 27 and 28 Appendix 1: PTS No. 5 Section 5.1, PTS No. 7 Section 7.3, Appendix 2, Appendix 3, Appendix 4 and Appendix 5.</p>
<ul style="list-style-type: none"> The Plan demonstrates that the environmental impact of Plan schemes and policies has been fully considered and that the LTP will take opportunities to improve the environment (eg through the inclusion of selected analysis produced in support of a Strategic Environmental Assessment.) 	<p>Sections: 2.2, 3.0, 3.1.5, 3.2.5, 3.3.5, 3.4, Tables: 13, 14, 19, 26, 27 and 28 3.4.1, 3.4.2, 3.4.3, 3.4.4, 3.4.7, 3.4.8, 3.4.9, 3.4.10, 3.4.11, 5.4, 5.5, 7.1, 7.2, 7.3, Annex 2 Appendix 1: PTS No.1 Section 1.2, PTS No.2 Section 2.2, PTS No.3 Section 3.2, PTS No.4 Section 4.2, PTS No. 5, Section 5.2, PTS No. 6, Section 6.2, PTS No.7, Section 7.2 PTS No. 8, Section 8.2, PTS No.9, Section 9.2, PTS No.10, Section 10.2, PTS No.11, Section 11.2, PTS No. 12, Section 12.2, PTS No.13, Section 13.2, PTS No. 14, Section 14.2, PTS No.15, Section 15.2, PTS No.16, Section 16.2, PTS No.17, Section 17.2, PTS No.18, Section 18.2 Appendix 3.</p>
<p>Maximising Value from Resources - The Plan will deliver the best possible results, given the likely availability of public funds and the current state of infrastructure and transport services. The Government will in particular look for evidence that:</p>	
<ul style="list-style-type: none"> The Plan's analysis has sought to identify and prioritise the local transport policies and schemes that would deliver the best possible value for money. 	<p>Sections: 3.0, 3.1.7, 3.2.7, 3.3.7, 3.4.6, 5.4, 5.5, 5.6, 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 7.1, 7.2, Tables: 13,14,16,17,19,26,27 Appendix 1: PTS No.1 Section 1.4, PTS No.2 Section 2.4, PTS No.3 Section 3.4, PTS No.4 Section 4.4, PTS No. 5, Section 5.4, PTS No. 6, Section 6.4, PTS No.7, Section 7.4 PTS No. 8, Section 8.4, PTS No.9, Section 9.4, PTS No.10, Section 10.4, PTS No.11, Section 11.4, PTS No. 12, Section 12.4, PTS No.13, Section 13.4, PTS No. 14, Section 14.4, PTS No.15, Section 15.4, PTS No.16, Section 16.4, PTS No.17, Section 17.4, PTS No.18, Section 18.4</p>
<ul style="list-style-type: none"> Every opportunity will be taken to make the best use of existing assets, both to avoid the need for new or upgraded infrastructure and to maximise the benefits of new or upgraded infrastructure. 	<p>Sections: 3.1.1, 3.1.3, 3.1.4, 3.1.7, 3.1.9, 3.1.10, 3.1.11, 3.2.4, 3.2.7, 3.2.9, 3.2.10, 3.2.11, 3.3.4, 3.3.7, 3.3.9, 3.3.10, 3.3.11, 3.4.6, 3.4.8, 3.4.9, 3.4.10, 5.8.1, 5.11, 7.2, 7.3, 7.4, Tables: 2, 5, 10,11, 15, 16,17,18 Appendix 1: PTS No. 1 Section 1.4, PTS No. 2 Section 2.4, PTS No. 3 Section 3.4, PTS No. 4 Section 4.4, PTS No. 5 Sections 5.4, 5.4.1, 5.4.2, 5.4.3, PTS No. 6 Section 6.4, PTS No. 7 Section 7.4, PTS No. 8 Section 8.4, PTS No. 9 Section 9.4, PTS No. 10 Section 10.4, PTS No. 11 Section 11.4, PTS No. 12 Section 12.4, PTS No. 13 Section 13.4, PTS No. 14 Section 14.4, PTS No. 15 Section 15.4, PTS No. 16 Section 16.4, PTS No. 17 Sections 17.4.1, 17.4.2, PTS No. 18 Section 18.4, Appendix 2, Appendix 5.</p>

Criteria	Section/Appendix Reference Containing Evidence
<ul style="list-style-type: none"> The Plan would maintain assets in a cost-effective way, and that asset maintenance will be informed by LTP objectives and targets 	<p>Sections: 1.2, 3.1.4, 3.1.8, 3.1.9, 5.3.2, 5.3.3, 5.3.6, 5.3.7, 5.3.8, 5.3.12, 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 5.11, 6.0, 7.1, 7.2, 7.3 Tables: 13,14,15,16,17,18,19,20,21,22,23,24,26,27 and 28 Appendix 1: PTS No. 2 Section 2.1.3, 2.3.1, 2.4.1, 2.6, PTS No. 3 Sections 3.4, 3.6, PTS No. 7 Sections 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, PTS No. 9 Sections 9.4.1, 9.4.3, 9.4.5, 9.6, PTS No. 11 Sections 11.4, 11.6, PTS No. 14 Sections 14.1, 14.2, 14.3, 14.4, 14.5, 14.6, PTS No. 15 Sections 15.1, 15.2, 15.3, 15.4, 15.5, 15.6, PTS No. 18 Sections 18.4, 18.6, Appendix 5.</p>
<ul style="list-style-type: none"> The Plan adequately considers (in the context of local circumstances) a range of potential options for delivering congestion, pollution and road safety benefits through managing demand for travel by road and influencing travel behaviour. 	<p>Sections: 3.1.4, 3.1.7, 3.1.8, 3.1.9, 3.1.10, 3.1.11, 3.1.12, 3.2.4, 3.2.9, 3.2.10, 3.3.4, 3.3.9, 3.3.10, 3.4.3, 3.4.8, 3.4.9, 3.4.10, 3.4.11, 5.1, 5.2, 5.3, 5.3.1, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.3.7, 5.3.8, 5.3.9, 5.3.10, 5.3.11,5.3.12,5.3.13, 5.4, 5.5, 5.6, 5.11, 5.12, 7.1, 7.3, 7.4, Tables: 2, 5, 10, 11, 12, 13, 14, 18, 19, 26, and 28 Appendix 1: PTS No's 1, 2, 3, 4, 5, 6, 8, 9, 11, 12, 16, 17, 18.</p>
<ul style="list-style-type: none"> The Plan demonstrates how the Network Management duty will be implemented in a way that will maximise the value of existing transport networks. 	<p>Sections: 3.1.4, 3.1.7, 3.1.9, 3.1.10 Table: 2 Appendix 1: PTS No. 7 Sections 7.1, 7.2, 7.4, 7.6.</p>
<ul style="list-style-type: none"> The Plan is not just a capital investment plan, but demonstrates how opportunities will be taken to improve transport outcomes through the effective use of revenue budgets. 	<p>Sections: 3.1.4, 3.1.9, 3.2.4, 3.2.9, 3.2.10, 3.3.4,3.3.9, 3.3.10, 3.3.11 3.4.2,3.4.3,3.4.8, 3.4.9, 3.4.10, 5.1, 5.11, 5.12 Tables: 2, 5, 9, 10, 11, 18,19 Appendix 1: PTS No. 7 Sections 7.4, 7.6.</p>
<ul style="list-style-type: none"> The Plan is framed in a way that is consistent with a realistic view of funding from all sources - including the 'planning guidelines' provided by the Department - and does not contain unfounded aspirations. 	<p>Sections: 3.1.10, 3.2.10, 3.3.10, 3.4.9, 5.1, 5.2, 5.3, 5.3.1, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.3.7, 5.3.8, 5.3.9, 5.3.10, 5.3.11, 5.3.12, 5.3.13, 5.6, 5.7, 5.8, 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 5.9, 5.11, 5.12, 7.1, 7.2, Annex1 Tables: 2, 5, 10, 11, 12, 15, 16, 17 and 18 Appendix 2 Appendix 5</p>
<ul style="list-style-type: none"> The Plan will implement a robust and effective approach to budgeting, the control of costs, and the securing of partnership funding from non-LTP sources. 	<p>Sections: 5.1,5.4, 5.5,5.6,5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 5.9, 5.11, 5.12 Tables: 13,14,18,19 Appendix 2 Appendix 5</p>



Criteria	Section/Appendix Reference Containing Evidence
<p>Involvement - The effectiveness of consultation and involvement of stakeholders in local transport. The Government will in particular look for evidence that:</p> <ul style="list-style-type: none"> The Plan has been developed with the full and active participation of all relevant tiers of local government and all relevant departments or divisions within local authorities. The Plan has been developed in a way that fully addresses local transport needs and opportunities across administrative boundaries. The Plan has been developed with the active involvement of a wide range of interested local stakeholders - including companies delivering transport services, other local businesses, local public services, local communities and special interest groups - and where possible makes use of existing consultative and planning bodies (eg Local Strategic Partnerships, Rural Transport Partnerships). The Plan's policies and schemes with impacts on strategic transport networks have been developed with the other responsible agencies (eg the Highways Agency, other DfT delivery agencies, rail industry bodies, freight operators, operators of coach services). <p>Performance Management - The robustness and quality of the process for setting and monitoring local targets and trajectories. The Government will in particular look for evidence that:</p> <ul style="list-style-type: none"> The Plan targets have been set in a way that reflects the transport aims and objectives of the local authority or authorities involved, and the wider policy and planning context, instead of (for example) a pre-determined transport investment programme. 	<p>Sections: 2.2, 3.0, 3.1.2, 3.1.5, 3.1.9, 3.2.2, 3.2.3, 3.2.4, 3.2.5, 3.2.9, 3.3.2, 3.3.4, 3.3.9, 3.4.1, 3.4.2, 3.4.3, 3.4.4, 3.4.5, 3.4.6, 3.4.7, 3.4.8, 3.4.9, 3.4.10, 4.3.5, 4.4, 4.4.1, 4.4.2, 4.4.3, 4.4.4 Diagram: 3 Table: 11 Appendix 1: PTS No. 2 Sections 2.4.1, 2.6, PTS No. 4 Sections 4.1, 4.6, PTS No. 5 Section 5.4, PTS No. 13 Section 13.1, PTS No. 14 Section 14.5, PTS No. 16 Section 16.1, PTS No. 17 Sections 17.1, 17.2, 17.3, 17.4, 17.5, 17.6, Appendix 2, Appendix 3 and Appendix 4</p> <p>Sections: 2.2, 3.2.4, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.5, 4.5.1, 4.5.2, 4.5.3, 7.1, 7.3, 7.4, Appendix 1: PTS No. 1, PTS No. 2 Sections 2.1.2, 2.4.1, 2.5, 2.6, PTS No. 5, PTS No. 6 Section 6.1.3, 6.1.4, PTS No. 7 Sections 7.4, 7.5, 7.6, PTS No. 9 Sections 9.1, 9.4, 9.6, PTS No. 11 Sections 11.5, 11.6, PTS No. 14 Section 14.5, PTS No. 18 Section 18.6, Appendix 2, Appendix 4</p> <p>Sections: 2.1, 2.2, 2.3, 3.0, 3.1.4, 3.2.1,3.2.3 3.2.4, 3.2.5, 3.2.9, 3.3.2, 3.3.4, 3.3.9, 3.3.10, 3.3.11, 3.4.11, 4.2, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.3.1, 4.3.2, 4.3.3, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 5.1, 5.1.2, 5.3.6, 5.3.10, 5.3.11, 5.3.12, 7.1, 7.2, 7.3, Diagram: 3 Table: 10 Appendix 1: PTS No. 1, PTS No. 2 Sections 2.4.2, 2.5, 2.6, PTS No. 5, PTS No. 7 Sections 7.5, 7.6, PTS No. 10 Sections 10.1, 10.5, 10.6, PTS No. 11 Sections 11.5, 11.6, PTS No. 14 Section 14.5, PTS No. 16 Section 16.5, Appendix 2, Appendix 3, Appendix 4</p> <p>Sections: 2.2, 3.1.4, 3.1.9, 4.2.4, 7.1, 7.2, 7.3, 7.4, Appendix 1: PTS No. 1, PTS No. 2 Section 2.1.4, 2.4.1, PTS No. 5 Sections 5.1, 5.4, 5.4.1, 5.4.2, 5.4.3, 5.5, 5.6, PTS No.7 Section 7.1 PTS No. 9 Sections 9.4.1, 9.4.3, 9.6, PTS No. 14 Section 14.5 Appendix 3, Appendix 4</p> <p>Sections: 1.1, 1.2, 1.3, 6.1, 6.3, 6.4, 6.5 Diagram: 1, 2, 4 Tables: 21,22,23,24,25 Appendix 3</p>

Criteria	Section/Appendix Reference Containing Evidence
<ul style="list-style-type: none"> Development of the Plan has brought about a robust system for reviewing LTP targets to ensure they are, and will remain, realistic and challenging. The Plan's targets will measure outcomes directly, or measure outputs demonstrably related to outcomes. The Plan will include all relevant mandatory targets and indicators. The Plan targets will be accompanied where possible by year-by-year trajectories, and a robust process will be in place for setting these trajectories and monitoring performance against those trajectories. The Plan targets identify how the targets will be achieved, the key risks to the achievement of the targets, and how those risks will be managed. <p>Priorities - The extent to which the identified shared priorities, and the identified quality of life issues, have driven the development of the LTP delivery programme, objectives and targets. The Government will in particular look for evidence that:</p> <ul style="list-style-type: none"> The Plan contains evidence that the developing accessibility strategy will deliver accessibility objectives, and will ensure those strategies and objectives are addressed by the wider local policy and planning agenda. The Plan convincingly addresses current and emerging congestion problems using a range of policy tools (or provides convincing evidence that there are no such problems), and ensures that the need to address congestion levels is addressed by the wider local policy and planning agenda. 	<p>Sections: 2.3, 6.1, 6.2. Diagrams: 2, 4</p> <p>Sections: 6.1, 6.3 Tables: 20, 21, 22, 23</p> <p>Sections: 6.1, 6.3 Table: 20</p> <p>Sections: 6.1, 6.2, 6.3, 6.4 Diagram: 4 Tables: 20, 21, 22, 23, 24</p> <p>Section: 5.3, 5.3.1, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.3.7, 5.3.8, 5.3.9, 5.3.10, 5.3.11, 5.3.12, 5.3.13, 5.8, 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 6.4, 6.5 Tables: 24, 25</p> <p>Sections: 1.1, 1.2, 1.3, 2.2, 2.3, 3.0, 3.2.1, 3.2.2, 3.2.3, 3.2.4, 3.2.5, 3.2.6, 3.2.7, 3.2.8, 3.2.9, 3.2.10 3.2.11, 4.1, 4.1.1, 4.1.2, 4.2, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.5, 4.4, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.5, 4.5.1, 4.5.2, 4.5.3, 5.1, 5.2, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.3.7, 5.3.8, 5.3.9, 5.3.10, 5.3.11, 5.3.12, 5.3.13, 5.4, 5.5, 5.6, 5.7, 5.8, 5.8.2, 5.8.3, 5.8.4, 5.11, 5.12, 6.0, 6.1, 6.2, 6.3, 6.4, 6.5, 7.1, 7.2, 7.3, 7.4 Diagrams: 1,2,4 Tables: 4, 5, 12, 13, 14, 15, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28 Appendix 1: PTS No's. 1-18 (including Table 1 Links), Appendix 2, Appendix 3, Appendix 4</p> <p>Sections: 1.1, 1.2, 1.3, 2.2, 2.3, 3.1, 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1.6, 3.1.7, 3.1.8, 3.1.9, 3.1.10 3.1.11, 3.1.12, 3.4.1, 3.4.2, 3.4.3, 3.4.4, 3.4.5, 3.4.6, 3.4.7, 3.4.8, 3.4.9, 3.4.10, 3.4.11,4.1, 4.1.1, 4.2, 4.2.1, 4.2.4, 4.2.5, 4.3, 4.3.1, 4.3.3, 4.4, 4.4.1, 4.4.2, 4.4.4, 4.5, 4.5.1, 4.5.2, 4.5.3, 5.1, 5.2, 5.3, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.3.7, 5.3.8, 5.3.9, 5.3.10, 5.3.11, 5.3.12, 5.3.13, 5.4, 5.5, 5.6, 5.7, 5.8, 5.8.1, 5.8.2, 5.8.4, 5.9, 5.11, 5.12, 6.0, 6.1, 6.2 6.3, 6.4, 6.5, 7.1, 7.2, 7.3, 7.4 Diagrams: 1, 2, 4 Tables: 2, 4, 11, 12,13,14,15,16,17,18,19, 20, 21, 22, 23, 24, 25, 26, 27, 28 Appendix 1: PTS Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 16, 17, 18, Appendix 2, Appendix 4, Appendix 5.</p>



Criteria	Section/Appendix Reference Containing Evidence
<ul style="list-style-type: none"> The Plan convincingly addresses current and emerging air quality problems - especially those in Air Quality Management Areas - that are related to local transport (or provides evidence that there are no such problems), and ensures that local transport related air quality problems are addressed by the wider local policy and planning agenda. 	<p>Sections: 1.1, 1.2, 1.3, 2.1, 2.2, 2.3 3.0, 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1.6, 3.1.7, 3.1.8, 3.1.9, 3.1.10, 3.1.11, 3.1.12, 3.4.1, 3.4.2, 3.4.3, 3.4.4, 3.4.5, 3.4.6, 3.4.7, 3.4.8, 3.4.9 3.4.10, 3.4.11, 4.1.1, 4.2, 4.3.1, 4.3.5, 4.4.1, 4.4.2, 4.4.4, 5.1, 5.2, 5.3, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.3.7, 5.3.8, 5.3.9, 5.3.10, 5.3.11, 5.3.12, 5.4, 5.5, 5.6, 5.11, 5.12, 6.1, 6.2, 6.3, 6.4, 6.5, 7.1, 7.3, 7.4</p> <p>Diagrams: 1, 2, 4</p> <p>Tables: 2, 11, 12, 13, 14,18,19, 20, 21, 22, 23, 24, 25, 26, 28</p> <p>Appendix 1: PTS No. 1 Section 1.2, PTS No. 2 Section 2.2, PTS No. 3 Section 3.2, PTS No. 4 Section 4.2, PTS No. 5 Section 5.2, PTS No. 6 Section 6.2, PTS No. 7 Section 7.2, PTS No. 8 Section 8.2, PTS No. 9 Section 9.2, PTS No. 11 Section 11.2, PTS No. 12 Section 12.2, PTS No. 13 Section 13.2, PTS No. 14 Section 14.2, PTS No. 17 Section 17.2, PTS No. 18 Section 18.2, Appendix 3, Appendix 4</p>
<ul style="list-style-type: none"> The Plan will convincingly deliver better road safety outcomes, especially for vulnerable road users, through a range of policy tools, and ensures that the road safety objectives are addressed by the wider local policy and planning agenda. 	<p>Sections: 1.1, 1.2, 1.3, 2.2, 2.3, 3.0, 3.3, 3.3.1, 3.3.2, 3.3.3, 3.3.4, 3.3.5, 3.3.6, 3.3.7, 3.3.8, 3.3.9, 3.3.10, 3.3.11, 4.2.1, 4.4, 4.4.1, 4.4.4, 4.5.2, 4.5.3, 5.1, 5.2, 5.3.1, 5.3.2, 5.3.3, 5.3.8, 5.3.11, 5.3.12, 5.4, 5.5, 5.6, 5.7, 5.8, 5.8.1, 5.8.3, 5.11, 5.12, 6.1, 6.2, 6.3, 6.4, 6.5, 7.1, 7.2,</p> <p>Diagrams: 1, 2, 4</p> <p>Tables: 6, 7, 8, 9,10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 24, 25, 26, 27</p> <p>Appendix 1: PTS No's 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, 17 and 18. Appendix 4</p>
<ul style="list-style-type: none"> The Plan policies and schemes will demonstrably take all reasonable opportunities to deliver: <ul style="list-style-type: none"> sustainable and prosperous communities enhanced, 'people-friendly' public spaces protection and enhancement of landscapes and biodiversity enhanced personal security healthier communities fewer transport-related noise problems progress towards climate change objectives 	<p>Sections: 1.1, 1.2,1.3, 2.2, 2.3, 3.0, 3.1.5, 3.2.5, 3.3.5, 3.4.4, 4.2, 4.3.3, 4.3.5, 4.4, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 5.1, 5.2, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.3.7, 5.3.9, 5.3.10, 5.3.11, 5.3.12, 5.3.13, 5.8, 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.11, 5.12, 7.1, 7.3, 7.4</p> <p>Tables: 12,13,14,15,16,17, 18,19, 26,28</p> <p>Appendix 1: PTS No. 1 Section 1.2, PTS No. 2 Section 2.2, PTS No. 3 Section 3.2, PTS No. 4 Section 4.2, PTS No. 5 Section 5.2, PTS No. 6 Section 6.2, PTS No. 7 Section 7.2, PTS No. 8 Section 8.2, PTS No. 9 Section 9.2, PTS No. 10 Section 10.2, PTS No. 11, Section 11.2, PTS No. 12 Section 12.2, PTS No. 13 Section 13.2, PTS No. 14 Section 14.2, PTS No. 15 Section 15.2, PTS No. 16 Section 16.2, PTS No. 17 Section 17.2, PTS No. 18 Section 18.2. Appendix 2, Appendix 3, Appendix 4</p>

APR - Annual Progress Report	RTPI – Real Time Passenger Information System
AQMA –Air Quality Management Area	PTS – Primary Transport Strategy
CKSI - Children Killed & Seriously Injured	RSET &P – Road Safety, Education, Training & Publicity
CSS – County Surveyors Society	ROPS - Residents Only Parking Scheme
DfT - Department for Transport	SAS – Surface Access Strategy
DSA – Driving Standards Agency	SCRIM – Sideways force Coefficient Routine Investigation Machine
DSRFP – Ditton Strategic Rail Freight Park	SEA – Strategic Environmental Assessment
GMPTe – Greater Manchester Passenger Executive	SJB – Silver Jubilee Bridge
GTS – Ground Transport Strategy (Manchester Airport)	SLI – Slight Injuries
LSC – Learning & Skills Council	SOA – Super Output Areas
HAMP – Highway Asset Management Plan	SRA – Strategic Rail Authority
HLSPB – Halton Local Strategic Partnership Board	TAMP - Transport Assessment Management Plan
JRSO – Junior Road Safety Officer	TCG - Taxi Consultative Group
KSI – Killed & Seriously Injured	TRL Transport Research Laboratory
LED – Light Emitting Diode	UKPMS – United Kingdom Pavement Management System
LJLA – Liverpool John Lennon Airport	UTMC - Urban Traffic Management Control
LTA – Local Transport Authority	UDP – Unitary Development Plan
LTP – Local Transport Plan	VMS – Variable Message Signing
LTP1 – Local transport plan (2001/02-2005/6)	VOSA – Vehicle and Operator Services Agency
LTP2 – Local Transport Plan (2006/7 – 2010/2011)	WCML – West Coast Mainline (Rail)
MFQP – Merseyside Freight Quality Partnership	WIFT – Widnes International Freight Terminal
NTCC – National Traffic Control Centre	WIRD – Widnes International Rail Depot
NTT – Neighbourhood Travel Team	
NWDA – North West Development Agency	
OMU – Outstation Monitoring Unit (Traffic signals)	
PHV - Private Hire Vehicles	
PSA – Public Service Agreement	

FINAL SECOND LOCAL TRANSPORT PLAN

LTP-F11: Summary of support sought from local transport capital settlement

Plan: **Halton Borough Council (169)**

Contact Name: **Marlin Mookerji**

Telephone Number (with extension): **0151 424 2061 (x3129)**

	All figures in £000				
	2007-08	2008-09	2009-10	2010-11	2010-11
Maintenance block expenditure (up to provisional planning guidelines)	2131	2237	2349	2467	
Primary route bridges and emergency works	67	n/a	n/a	n/a	
Individual major schemes	6622	9516	8799	5055	
Exceptional maintenance schemes each costing less than £5 million	0	0	0	0	
Integrated transport block expenditure (up to final planning guidelines)	1566	1562	1554	1541	
Further integrated transport block expenditure (up to 25% of final planning guidelines)	392	391	389	385	
Total (local transport capital settlement)	10778	13706	13091	9448	

Notes:

For LTP-F11 and F12

1. All entries should be in cash terms (assuming 2.5% pa retail price inflation)
2. Enter all financial data in multiples of £1000, e.g. 500 = £500,000. DO NOT use commas or decimal places.
3. All expenditure entries should be for the funding sought from the local transport capital settlement only.
4. The threshold for major schemes is for the gross cost (not necessarily the local transport capital settlement contribution) and is usually £5m, but is less for some smaller authorities.
5. Maintenance schemes costing more than £5m should be reported as major schemes.

For LTP-F11

1. The sum of the maintenance block and integrated transport block expenditure (and not necessarily each block) rows should sum to the final planning guidelines for each year.
2. Funding profiles for primary route bridges and emergency works after 2007/08 are not needed (but can be included).

FINAL SECOND LOCAL TRANSPORT PLAN

LTP-F12: Summary of support from local transport capital settlement for major schemes and exceptional schemes

Plan: **Halton Borough Council**

Authority No: **169**

Scheme name	Type	GVT Ref/ Proj	Start of main works mm	End of main works mm	2005/06 and before	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14 and after
TOTAL LTP-F12 - ALL					1110	2590	6622	9516	8799	9555	14686	37310	42059
TOTAL LTP-F12 - MAJOR SCHEMES					1110	2590	6622	9516	8799	9555	14686	37310	42059
Mersey Gateway	RD12	10114/1	4	2011	3	2014							
Silver Jubilee Bridge Major Maintenance Scheme 2006 - 2016	MM8	N/A/2	4	2006	3	2016	6622	9516	8799	9555	5686	4110	7959
TOTAL LTP-F12 - EXCEPTIONAL MAINTENANCE SCHEMES					0	0	0	0	0	0	0	0	0



ANNEX 2.0 SUMMARY OF THE STRATEGIC ENVIRONMENTAL ASSESSMENT PROCESS AND MAIN OUTCOMES



A summary of the Strategic Environmental Assessment (SEA) process and outcomes of the SEA are presented below. A full appreciation of the development of the SEA and a detailed account of the outcomes of the assessment are contained within the Final Strategic Environmental Assessment Environmental Report given in Appendix 3.

The LTP 2006/07 to 2010/11 for Halton includes a range of borough-wide transport initiatives which when implemented have the potential to result in both negative and positive environmental effects.

The geographical scale of the LTP requires that environmental effects are considered at a strategic level; and consequently a Strategic Environmental Assessment (SEA) has been undertaken alongside the development of the LTP to 2010/11 for Halton.

The LTP has been developed over a number of stages and at each stage, the strategic environmental effects of the plan have been assessed. The SEA aims to ensure that potential environmental effects are highlighted and measures set in place to minimise any such impacts and monitor progress. This iterative process has allowed many environmental considerations to be drawn into the LTP, allowing plans to be modified to maximise positive benefits and minimise negative environmental effects.

The SEA focuses on the following environmental receptors:

- *Biodiversity;*
- *Human Health;*
- *Population;*
- *Soil;*
- *Water;*
- *Air Quality;*

- *Material Assets;*
- *Cultural Heritage and*
- *Landscape.*

A number of positive and negative strategic environmental effects associated with the implementation of the LTP were raised by the SEA. Although many such impacts may be intangible and difficult to measure/quantify, they represent important effects of the plan.

Reducing congestion across the borough is a key aim of the LTP, and consequently the measures incorporated into the LTP to encourage the use of sustainable modes of transport such as walking; cycling and bus travel would have subsequent effects upon human health in the borough through both encouraging greater levels of exercise whilst also contributing to reducing transport-related greenhouse gas emissions.

Similarly, increasing access across the borough for all members of the community including increasing levels of access to more rural parts of the borough is an important theme of the LTP; and measures such as improving the quality and public safety of bus travel and continuing to develop the cycling network represent important social impacts of the plan.

Transportation projects have the potential to encroach upon greenspaces through the creation of new infrastructure and modifications to existing infrastructure and thereby impact upon protected species. However, within the LTP there is the potential to create strips of greenspace alongside the greenways network and provide greater ecological connectivity across the borough.

Through the implementation of the LTP, there will be direct improvements to the existing road, rail and bus

infrastructure as well as the development of public footpaths, cycleways and greenways. However, the development of new transportation infrastructure or modifications to existing infrastructure in the borough could impact upon the setting of features of cultural heritage importance without the implementation of the agreed mitigation measures (See Appendix 3).

Such potential negative impacts may be countered further by the aim of the LTP to reduce levels of congestion. A reduction in congestion would have positive effects upon the setting and public enjoyment of features of cultural heritage importance and would also enhance views of both the natural and built environment.

Environmental considerations have been developed to be central to the objectives of the LTP; and through such objectives and the outcomes of the SEA process it is considered that the LTP will make important contributions to environmental sustainability issues in the borough.



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are available without charge by telephoning
0151 424 2061 ext. 3129 or writing to:

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Environment Directorate
Rutland House • Halton Lea • Runcorn • Cheshire WA7 2GW