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Dear Kate

Responses to Moore Parish Council - Meeting 28th January 2026

Thank you for the opportunity to attend the Parish Council (PC) meeting and address the concerns of Moore residents' first hand.

The experiences and perceptions of the local community are extremely valuable. Although road traffic matters dominated the conversation, there were several other questions tabled by the PC prior to the meeting and responses to these are included below for completeness.

1. Traffic Issues

2. Statistically Moore is one of the safest areas in Halton in terms of road accidents. In 36 years there have been 19 recorded injury RTCs in the entire village, a remarkably light collision history. Looking at the Department for Transport Road Safety Analysis site, the Daresbury, Moore and Sandymoor Ward has the second lowest resident casualty rate in the Borough. The collision rate for roads in Moore is the lowest within this Ward, averaging 9 RTCs per 100km of road (which is very low).
3. Public finances are limited, by far and away the bulk of Council spending is on adult and children's social care. The Council maintains over 600km of roads in the borough, and a further 800km of footways and footpaths. Budgets are therefore stretched, and rationing and prioritisation are a fact of life. Highways and footways across the borough are inspected daily to spot and repair defects. The Council must make decisions on interventions based on evidence. Information from the Police, data on road traffic collisions, and data collected from surveys are all used to justify the expenditure of public money on highway interventions. Decisions are also based on adopted Council policies which cover routine and reactive highways maintenance, and also thresholds for intervention, such as installation of physical traffic calming measures.
4. The Council has no powers to enforce the speed limit, moving traffic offences (such as breach of weight limits), obstruction of pavements, or obstruction of the highway. Only the

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Police can take action to reduce these offences. Residents are encouraged to report such occurrences to the Police, so that the Police are aware of community concerns.

5. At the meeting I committed to raise the matter of traffic offences and the issues of speeding highlighted by PC Members and residents, with the Assistant Chief Constable. I will do that on behalf of the PC during this week.

6. **A56/Expressway roadworks**

7. Roadworks on A56 / A558 were completed 19 Dec 25, with those roads now open as normal.
8. Majority of drivers use satnav, and these are now showing the A56 is the fastest route from Warrington to Runcorn under normal daily conditions.

9. Police Mobile camera bay installed on A558

10. As requested by the PC, a HBC news item has been published to remind drivers to use the A56. [Road improvement works completed in Daresbury | HBC newsroom](#)

11. **Runcorn Road Speed Monitoring**

12. The Council uses speed indication devices (SID) across the Borough to collect data on traffic volumes and speed.

13. In 2022 the data from a SID on Runcorn Road showed the average speed of traffic approaching the device was 29mph, the 85th percentile speed was 34mph, with 34.9% of vehicles detected exceeding the posted speed limit of 30mph. On average the SiD detected **824 vehicles** per day (travelling towards Walton from Sandymoor).

14. In 2024, with the SID located in exactly the same location and facing the same way, the average speed was 27mph, 85th percentile is 31mph, with 21% of vehicles exceeding the speed limit. On average the SiD detected **1,346 vehicle per day**.

15. Data for 18 Nov 25 - 16 Dec 25 indicated **1,276 vehicles per day**. The average inlet speed was 28 mph, while the average exit speed was 26 mph. Speed distribution showed that the majority of vehicles travelled between 20-30 mph. The total number of vehicles recorded was 35,735, with peak traffic observed during the 15:00-19:00 time frame.

16. It is understood that at the request of the PC, Cheshire Police agreed to help on parking enforcement and also did their own speed monitoring recently, the result was 98% of drivers were within the speed limit. This evidence shows that although there may be some outliers in the data where drivers are exceeding the speed limit, the majority of drivers comply with the speed limits through the village.

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17. Runcorn Road would not be an appropriate location for a fixed or average speed cameras. Speeds are relatively low, and collision history (is low 2 recorded injury RTCs in 36 years).

18. **40mph Section of Runcorn Road**

19. The Department for Transport's Traffic Signs Regulations and General Directions 2016 (TSRGD) constitute the primary legislation governing the design, size, colour, and placement of traffic signs, road markings, and signals on or near roads in England are uniform and lawful.

20. A reduction in the speed limit of this 40mph section to 30mph would require all the signage for the 30mph (by the school) to be removed to comply with the DfT TSRGD. This could lead to higher speeds around the school as there would be no signage to remind drivers of the 30mph limit.

21. In September 2021 a petition from the PC requesting a speed limit reduction from 40mph to 30mph was considered by the Environment Policy and Performance Board. [Halton Borough Council: Meetings & Agenda Information](#)

22. The view of road safety professionals and the Police was that "...reducing the speed limit of this 40mph section would require the removal of the existing 30 terminal signs and roundel road markings, leaving no signage in place to order drivers to slow down as they enter the more urbanised section. Indeed, removing this short section of 40mph road may well result in higher speeds in the existing 30 zone, a concern given the close proximity of Moore Primary School."

23. However, should the character of this road change, such as the southern side being developed in the future, speed limits would be reconsidered.

24. **Signage & Road Markings**

25. Following complaints about the 30 signs on Runcorn Road (by the school) being constantly obscured by vegetation, the signs will be relocated to improve their visibility. A new road surface marking using red 'texturflex' has been placed at the entry point to the 30 zone. These measures will enhance safety here.

26. In response to concerns from residents, a several "SLOW" road markings for westbound traffic entering the village have been installed.

27. Triangular 'humps' warning signage is in place from Moore Lane / Runcorn Rd junction.

28. Double yellow lines have been consulted on around Six Acre Lane, but there was no overall consensus from residents (as many were against as were in favour).

29. Traffic Calming

30. Criteria in Council policy requires there to have been at least one recorded injury collision in the previous 5 years for a road to qualify for traffic calming works, based on this criteria Runcorn Road does not qualify. In addition, experience has shown that the introducing of traffic calming measures where vehicles give/take outside of residential properties can lead to congestion and noise complaints. Often these actual disadvantages of traffic calming outweigh the perception that accidents may occur.
31. For traffic chicanes to be effective there needs to be a minimum of 4-6000 vehicle movements per day, with similar traffic levels in each direction. Observations in Moore indicate that traffic flows are 'tidal' (reflecting the morning and afternoon peaks) and with no real opposing flow of traffic, a chicane will not reduce traffic speeds and may have a negative impact on road safety. A build-out will also reduce on-street parking amenity, something that is always at a premium near schools.
32. Traffic calming on Moss Lane - Moss Lane hasn't had a recorded injury collision in the previous 5 years. Applying the Council's policy criteria, this road would not qualify. Criteria aside, physical traffic calming features would be inappropriate. Most of the houses fronting Moss Lane are located close to the carriageway and the noise and vibration generated by vehicles traversing bumps would be significant, especially with there being a lot of farm traffic here. Historic collision is light: 3 recorded injury collisions in previous 36 years, the last in 2008. None of these collisions involved a pedestrian.

33. Parking

34. Some sections of Runcorn Road have no overtaking solid white centre lines, and vehicles should not be parked there, it is illegal. The section of road between Milner Institute and the Red Lion pub has a number of terraced properties fronting it, who have no off-street parking amenity. With regards the Six Acre Lane junction, under Sections 22 and 22A of the Road Traffic Act (1988) it is illegal to park in a dangerous manner at a junction and this should be reported to Cheshire Police, given that HBC have no powers of enforcement (as advised in point 4 above).
35. In the 36 years since we have been recording and plotting injury RTCs there has never been a recorded injury collision at this junction. It goes without saying that motorists should drive in a responsible manner and at speeds appropriate to the layout of the road.
36. HBC have no powers to enforce pavement parking, it is entirely the responsibility of Cheshire Police. Should a vehicle leave less than 1.2m width on the footway (space to allow double-buggies, mobility scooters and wheelchairs to pass) then they are contravening Section 137 of the Highways Act (1980) and should be reported to the Police.



37. Pedestrian Crossings

38. The Council were asked by Cheshire Police to undertake an assessment of the existing crossing facilities at Moore Primary School and conduct a peak hour traffic / pedestrian count. This was done 21 October 25. Recorded numbers falls well below the minimum thresholds for intervention. Sightlines at uncontrolled crossing points are more than acceptable, and the lack of any significant collision history does not weigh in support of a controlled crossing.

39. HGVs in the Village

40. The 7.5t weight restriction is already in place along Runcorn Road (Keckwick Ln roundabout to Moore Lane). Police are the enforcing authority. This 7.5tonne weight restriction is well signed, both at the terminal positions and in advance. Any lorry driver entering the restricted zone is wilfully breaking the law and should be reported to Cheshire Police, via their 101 number. The only exception to this is for 'access only', for example a bona fide delivery within the village.

41. Air Pollution

42. The Environmental Health Team will be implementing a twelve month air quality survey near the Post Office. This is utilising a diffusion tube method, which is sent to a lab at intervals for analysis.

43. Plans to Resurface Runcorn Road

44. The Council uses an asset management approach to preventative maintenance and decisions on resurfacing are made based on need / priority / available budget, in the context of the other roads in the borough. Maintenance programmes are generally set at the start of the financial year. Runcorn Road is being monitored. Any defects which meet intervention criteria will be repaired through reactive maintenance.

45. Surface dressing done on Runcorn Road and Moss Lane in July 2024, with 450m² of pre patching on Runcorn Road and 200m² on Moss lane. Hobb lane has had resurfacing 2025.

46. PC Request to have Planning Obligation ('Section 106') Funding for Road Safe

47. National regulations govern the use of planning obligations, they are essentially a detailed contract with a developer. They are not a "general discretionary fund".

48. The legal position on Section 106 can be found here: [Planning obligations - GOV.UK](https://www.gov.uk/guidance/planning-obligations)



49. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.
- A s.106 must be linked to development. There are no large developments within Moore to link a s.106 with.

For the development of 13 dwellings within Moore, a s.106 will seek funding for improvements at Moore Meadows, and also affordable housing provision.

50. **New Daresbury Station**

51. This is a Liverpool City Region Combined Authority project

52. Currently at the 'ambition' stage

53. A site search is underway to establish an appropriate location(s)

54. **Port Warrington and the Screening Opinion to Warrington Borough Council?**

55. HBC is not the planning authority. Not consulted on the screening opinion

56. Difficult to comment without seeing any plans. Likely material considerations for Halton would be access into the development and encroachment of towns (Green Belt strategic gap policy)

57. Note that new National Planning Policy Framework is out for consultation, it appears that NPPF policy will take precedence to local plan policy.

58. **Plans to Extend Plastic Recycling in Halton**

59. From 1st April 2026, as part of meeting its Simpler Recycling legal requirements, and in addition to plastic bottles, the Council will begin collecting plastic pots, tubs and trays, plastic tubes. Details of the new arrangements will be published ahead of the new extended material collections being introduced.

60. Glass and metals will also be collected in the future.



61. Materials to be collected for recycling from 1st April 2026 are identified in the guidance below:

- [Simpler recycling: household recycling in England - GOV.UK](#)
- The detailed specification of materials to be collected can be found at Schedule 1 of [The Separation of Waste \(England\) Regulations 2024](#).

62. Food Waste Recycling - National Government Initiative

63. In Halton, food waste collections will be rolled out after 1st April, with full details again being published in advance of collections commencing. In terms of the receptacles, householders will be provided with an internal 5ltr food waste caddy (Approx size – W 270mm D 192mm H 210mm) and a 23ltr food waste caddy (Approx size – W 320mm D 400mm H 410mm) to be used for outside storage and collection.

64. Bus Transport

65. From the 1st Feb 26, Arriva will be reverting their X30 service to its original route through Preston Brook. Prior to the X30 diverting through Moore, residents did not have access to a Sunday service previously. This decision is wholly taken by Arriva on a commercial route basis, the Council had no input into Arriva's decision. As the Liverpool City Region Combined Authority is Halton's local transport authority, residents are encouraged to write to the Combined Authority to highlight any gaps in bus service provision. Contact details are available at:

66. Moore is served by Service 62/62A and this service is subsidised by Halton Council. The route was last retendered by the Council in September 2025. It is operated by *Warrington's Own Buses*, providing an hourly service Monday to Saturday. Following fare concerns, the operator introduced a £1.00 fare for young people, aligning with previous pricing by Ashcrofts (previous operator).

67. Medium term, Halton Council is assessing opportunities for service extensions, for example when the Walsingham Drive section of Sandymoor opens, it may be possible to include Moore in the future.

Conclusion

I do hope that we have been able to cover the majority of the points raised by the Parish Council on behalf of residents.

As I explained at the meeting, it is an unfortunate fact that public services now see a large proportion of demand emanating from the consequences and impact of poor behaviour and lack of general consideration for others in our communities. It is clear that some of the traffic related matters raised would certainly be aligned with this. Whilst we cannot resolve every issue of concern to residents,

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we will always listen and engage, doing what we can to assist within resource and budget constraints.

Once again, I thank you inviting Tim and myself to your meeting and the lively and interesting debate. The passion, enthusiasm, and care for the Moore environment certainly came across and is a tribute to the community of Moore.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R Rout'.

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