

CHESHIRE HISTORIC TOWNS SURVEY

Runcorn and Halton

Archaeological Assessment



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RUNCORN & HALTON

ARCHAEOLOGICAL ASSESSMENT

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1. SUMMARY

Both Runcorn and Halton have early medieval origins. A *burh* (a defensive settlement), is known to have been established at Runcorn in 915 AD, while Halton was recorded as the administrative centre of a large estate at Domesday. The Barony of Halton was a Norman creation, administered from the 11th century Halton castle, which sits high on a sandstone outcrop overlooking the surrounding area. Included amongst the Barony's vast lands were the small settlements of Higher and Lower Runcorn. However, Runcorn grew rapidly in the late 18th century, following the opening of the Bridgwater canal in 1776, which provided the economic stimulus for the town's industrial development and international maritime trade network. Halton village has since been absorbed by Runcorn's expanding suburbs.

Runcorn and Halton have been combined in this assessment because of their common geographical location and historical background.

1.1 Topography and Geology

Runcorn is situated on the southern bank of the River Mersey directly opposite the town of Widnes, which is 3km north. It rises from c10m AOD on the banks of the river to 70m AOD at Runcorn Hill. Halton lies in the eastern suburbs of Runcorn at c 56m AOD. The spot height of Halton Castle, which overlooks the village, is 66m AOD. The surrounding landscape is dominated by large conurbations, for example on the opposite bank of the Mersey are Widnes and Liverpool, 3km and 23km north and north-west respectively. Ellesmere Port is 27km to the west and Warrington 14km north-east.

At Runcorn, faulting has produced a mixed underlying solid geology, which includes Lower Keuper Marl, Pebble Beds, Upper Mottled Sandstone, Keuper Sandstone and Waterstones. At Halton the underlying geology consists of a band of Keuper Sandstone with Upper Mottled Sandstone to the north and Waterstones to the south (Institute of Geological Sciences 1977). The overlying drift geology of Runcorn and Halton is predominantly Boulder Clay, with Blown Sand (Shirdley Hill Sand) at Weston Point (British Geological Survey 1977).

The soils of the surrounding area are a combination of brown earths and argillic stagnogley soils. Brown earths are graded class 2 and are suited to both arable and pasture. Stagnogleys are ideal for grassland and are graded class 3 (Furness, 1978, 66 and 122).

Widnes and Runcorn are connected by the A533, which crosses the Mersey. The main routes in the area include the A557 south to Chester, the A533, which runs

north-south through Runcorn before bearing east-south-east to connect with the M56, and the A558, which runs north-east towards Warrington.

1.2 Administrative Unit

Both Halton and Runcorn were included in the ancient parish of Runcorn, in the hundred of Bucklow and deanery of Frodsham. The modern parish of Halton was created from Runcorn civil parish in 1860 (Kelly's 1914, 351). Following Local Government Reorganisation in 1998 the modern settlements of Runcorn and Halton were included in the unitary authority of Halton Borough.

1.3 Place Name

Runcorn is first recorded in 915 as *Rum confan* (Dodgson 1970, 176), meaning 'at the roomy cover', a reference to a wide lagoon created by the river and tide in part of the Mersey estuary above Runcorn Gap. Until the 19th century, the settlement was divided into the two hamlets of Lower Runcorn, which was aligned along the banks of the estuary and Higher Runcorn to the south. The place name Halton or *Heletune* (1086) and *Haulton* (c1154) amongst other variations, apparently means 'farm at a heathery place' (Dodgson, 1970, 167).

2 SOURCES

2.1 Historical

The principal secondary source for the history of Runcorn and Halton is *Old Runcorn* (Starkey, 1990). Useful information is also contained in Higham's *The Origins of Cheshire* (1993) and Nickson's *History of Runcorn - with an account of the Ancient Village of Weston* (1887).

There are a number of primary sources in the County Record Office, including the Brooke of Norton collection (CRO DBN) and Port Registers of Ships between 1833-1937. Unfortunately, detailed analysis of these documents is beyond the remit of the present survey.

2.3 Cartographic

Both Runcorn and Halton are recorded on Saxton's map of 1577 and Speed's map of 1611. Burdett's county map of 1777 is the first to show an outline plan of both settlements but the only plan to show the townships in detail prior to the Ordnance Survey are the tithe maps of Halton (1846) and Runcorn (1845).

2.4 Archaeological

Before the present assessment there were 45 records for Halton and Runcorn in the County Sites and Monuments Record (Figure 1). The present survey has generated 17 new records. Where sites and finds have been identified from the CSMR the relevant reference is provided throughout this report.

There has been no known archaeological work undertaken at Runcorn. However, at Halton a number of excavations have been carried out:

At Halton Brow (CSMR 110), an excavation in 1967 proved that a Roman ditched enclosure had an agricultural rather than a military function, as supposed in the 1936 excavations carried out by Newstead and Droop (McNeil, 1987, 21).

A rescue excavation was carried out in 1974 on the site of the planned village hall at Halton (CSMR 104/0/1), which revealed 18th century and later structures along with a mixture of finds including a civil war musket ball, clay pipe and residual pottery dating from the 14th century. Also, excavation at Rock Farm (CSMR 104/0/3), Halton in 1974 discovered evidence for late medieval quarrying as indicated by late 15th century and early 16th century pottery (Greene 1974).

Halton Castle was the subject of an excavation by McNeil in 1987, which revealed a number of features including a rock cut ditch, but it also showed that there was limited survival of archaeological deposits and very shallow stratigraphy. Finally, while consolidation works were carried out on the curtain wall at Halton Castle, a drawn archaeological record of the curtain wall was made ahead of repairs and four watching briefs were undertaken during the works by Gwynedd Archaeological Trust between 1994 and 1997 (reports 2191-2196). This successfully revealed a medieval wall 1.1m high that extended more than 5.4m into the outer bailey. The top course lay 1.25m below a deposit of makeup, which appears to have been associated with the 19th century curtain wall.

3 HISTORICAL & ARCHAEOLOGICAL SUMMARY

3.1 Prehistoric

Minor prehistoric activity is recorded in the area. A possible inhumation and incised pygmy cup were reported to have been found at Clifton (CSMR 115), a perforated stone axe (CSMR 76) was discovered at Weston Point and a Middle Bronze Age axe (CSMR 77) was found during the construction of the Manchester Ship Canal in c1892. Also, a Brigantian coin was discovered at Halton Castle in 1795 (CSMR 117).

3.2 Roman

Twenty lead ingots (CSMR 118) were found on the foreshore of the Mersey some time before 1590, and some of the ingots were inscribed and have been dated to AD 84-96, while others were older and have been dated to AD 76 (Harris and Thacker (eds) 1987, 234). A coin of Domitian (CSMR 113) was found at Runcorn Bridge c1906, in sand twenty seven feet below the surface of the ground, and Warrington Newspapers reported in 1884 that a Roman road was found at 'Big Pool' in Runcorn. The road was said to have led towards Weston but was buried by the embankment of the Bridgewater Canal (CSMR 119/1).

Writing in 1799, Foote Gower recorded that Halton Castle was sited in one corner of a large parallelogram earthwork that was the remains of a Romano-British camp, and that there was also a military road leading to it from Dunham, which had been

investigated by a Mr Stones c1699 (CSMR 120/1). However, nothing survives on the ground to validate these suggestions. At Halton Brow, 200m north-west of Halton Castle, excavations carried out in 1967 revealed a single ditched Romano-British agricultural enclosure occupied in the 3rd or 4th centuries AD (CSMR 110).

3.3 Early Medieval

The River Mersey formed a natural frontier between Mercia to the south and Danish Northumbria to the north. After a military defeat in 909 AD, the Vikings launched an invasion of English Mercia. They were defeated but soon after, the victor King Ethelred died, his lands passing to his wife Aethelflaed. Aethelflaed was an adept military tactician and it was she who initiated a second phase of frontier defences along the Mercian boundary, including the establishment of a *burh* at a river crossing point at Runcorn in 915 AD (Higham 1993, 11). The precise site of the *burh* (CSMR 109) is unknown, but a likely location is on Castle Rock, a promontory that jutted into the River Mersey, which was destroyed in 1862 to improve the navigation of the Mersey. Indeed, contemporary accounts record an enclosure of approximately 30 by 40 metres with a bank and rock cut ditch on the landward side (Bu'lock 1972, 53, Starkey 1990, 5). Crosby suggests that Runcorn *burh* may have had an administrative role. It has also been associated with the *burh* at Thelwell (Warrington), particularly since the latter was potentially sited in a detached part of Runcorn parish during the medieval period (Crosby 1996, 30).

Higham has also suggested that a church dedicated to St Bertelin was associated with the *burh* (Higham 1993, 15). The later priory at Runcorn had an unusual double dedication to St Mary and St Bertelin and it is suggested that the priory was based upon this existing church (Morant 1996, 60), which was almost certainly an Anglo Saxon Minster (Harris and Thacker, 1987, 253). Ormerod records an 'ancient roll' which documents that '...Nigell, baron of Halton, gave the church at Runcorn to Wolfaith, a priest, his brother, in the reign of the Conqueror' (Ormerod 1882, 674). So although the fate of the *burh* is unclear, the church does appear to have survived into the medieval period.

The large ancient parish of Runcorn contains a number of directionally named parishes such as Sutton, Norton, Weston and Aston, and is described as '...probably the best known example of an early land unit in Cheshire' (Higham 1993, 155). The settlements with 'tun' elements in their place name indicate that they were a part of a great estate that predates the ecclesiastical parish of Runcorn and the great estate of Halton. The early 10th century arrangements at Halton and Runcorn represent the remodelling of this estate: Halton was the manorial and administrative centre, while Runcorn was the ecclesiastical focus. However, it is suggested that neither Halton nor Runcorn was the original centre of the estate, instead evidence points to this centre having shifted from Daresbury (Harris and Thacker (eds), 1987, 1, 253).

Runcorn was not mentioned at Domesday but was most likely included as part of the Halton estate (Starkey 1990, 8). The Domesday Survey records that:

The same William holds Heletune [Halton in Runcorn]. Orme held it and was a free man. There [are] 10 hides. Of these 5 pay geld and the others do not pay geld. The land is for 20 ploughs. In demesne are 2 ploughs and 4 oxmen, and 4 villeins and 2

bordars and 2 priests with 5 ploughs between them all. Two fishermen there render 5s., and [there is] 1 acre of meadow. Wood 1 league long and ½ league wide. There [are] 2 hays. In Wich [?Northwich?] [there is] 1 waste house.

Of this land of this manor Odard holds ½ hide, Geoffrey 2 hides, Aitard 1 ½ hides, Humphrey 1 ½ hides, Odard ½ hide, Hardwin ½ hide. There are in demesne 3 ploughs, and 12 villeins and 1 radman and 5 bordars with 5 ploughs between them all, and 6 oxmen, and ½ acre of meadow, and 18 acres of wood. The whole manor T.R.E. was worth 40s and afterwards was waste. Now what William holds is worth 50s., and what his knights [hold] is worth 54s.

By 1086 the important manorial centre of Halton and the nearby estates of Weston and Aston by Sutton had significantly improved in value under the Norman Earl William FitzNeil and his Norman tenant Odard (Harris and Thacker (eds), 1987, 337)

3.3 Medieval

3.3.1 The Manor

Nigel, the first baron of Halton was foremost of Earl Hugh's Cheshire tenants in chief. His son William, second Baron of Halton was Constable of Cheshire, an hereditary office that placed him second only to the Earl (Ormerod, 1882, 690). The fifth Baron of Halton, Robert FitzEustace married Albreda Lizours, cousin of Robert de Lacy Baron of Pontefract. Baron de Lacy died without an heir in 1193 and so the great de Lacy estates were settled by Albreda onto her grandson Roger, the seventh Baron of Halton. The important family connections associated with Halton were enhanced even further in 1310 when Henry Lacy died and his estates were inherited by Henry Bolingbroke, the 15th and last Baron of Halton, who following the deposition of Richard II in 1399, became King Henry IV. To this day Halton castle is still part of the royal Duchy of Lancaster (McNeil, 1987, 2).

The Barons of Halton were a major owner of lands in Runcorn and in 1307 the accounts of Henry de Lacy included the manor of Runcorn (Starkey 1990, 19). Another principle landowner in this area was the Abbot of Norton Priory, which is located 1.5km north-east of Halton Castle.

3.3.1.1 Halton Castle

Nigel, the first Baron is attributed with the construction of the post conquest castle at Halton c 1071. However, account Rolls were not in use until the 13th century and there are no records of the early construction of the castle and the development of it. It is suggested that the early castle comprised an earth and timber motte and bailey, replaced by stone during the 12th century (McNeil, 1987,1).

The castle occupied a strong site on an elevated position between the head of the Mersey Estuary and the estuary of the Weaver (Husain, 1973, 102). All that remains of the castle today is the court house which is now used as an hotel and the stone curtain wall. Excavations carried out at the castle in 1987 by McNeil revealed a large rock cut ditch that separated the higher ground of the Inner Bailey from the lower ground of the Outer Bailey. No evidence of a former timber and earth motte and

bailey was discovered, but evidence of timber buildings were discovered in the Inner Bailey along with an area of shaped bedrock that formed a circular defence some 25m in diameter, which McNeil suggests was the foundation for a shell keep (McNeil, 1987, 23).

A Parliamentary survey of 1650 describes the castle as very ruinous. It was recorded that it consisted of one courtyard, five rooms above the gatehouse, one room where records are kept, one great hall with two ranges of buildings about it containing nine rooms unfurnished, four of which were roofed with lead (McNeil, 1987, 8).

The earliest recorded court at Halton Castle was held in 1274. The final court was convened in 1908. The castle was also used as a prison in the late medieval and post medieval period, for example, in 1580-1 it was designated as a prison for Catholic recusants (McNeil, 1987, 8).

3.3.2 Settlement

Although it is not known when the borough was first established Henry, Duke of Lancaster claimed to hold the vill of Halton c 1351-61, as a free borough with market, fair, court and other rights (Beresford, 1981, 74). Documentary references to medieval Runcorn are rare, however a rental of 1307 does list one cottage (Starkey 1990, 18).

Halton deer park (or Northwood), spread south and west of the castle across much of the area now occupied by the new town estates (Starkey, 1990, 19). Throughout the 14th and 15th centuries the park was gradually assarted, and in 1476 an official inspection reported that woodland had been drastically reduced and that the number of deer had lessened considerably (Starkey, 1990, 20). By 1610 there were just 120 deer in the park (Starkey, 1990, 21).

3.3.3 Economy

Data for Cheshire towns is rare because in the medieval period the shire was exempt from national taxation, having its own taxation system, the Mize. In the Cheshire Mize Survey of 1405, Runcorn (superior et inferior) paid 42s 8d and Halton paid 45s 0d (Booth, 1985, 15), the eighth and seventh highest sums respectively in Bucklow hundred.

The upper estuary of the Mersey was always difficult to cross. One crossing point was located at the Runcorn Gap, which although a dangerous activity could be crossed on foot at the lowest tides. A precise date for the establishment of a ferry is unrecorded but during the 12th century the Baronies of Halton and Widnes were united and a link between the two may have been desirable. The earliest reference to a ferry dates to before 1190 when *'...Wgoon and his heirs shall find the necessities for the passage of half the ship of Widnesse for ever for all who wish to cross there for the love of god'* (Starkey 1990, 10).

By 1190 a charter records that the Knights Hospitallers were to receive an annual payment from the ferry at Runcorn. The operating of a ferry service was a profitable

and regulated enterprise, as shown in 1366 when the Earl of Chester forbade passage across the Mersey except in sanctioned places (Starkey 1990, 10).

Fishing provided an important source of income during the medieval period, and prior to the Mersey becoming polluted in the 19th century, it abounded with fish, including salmon. The Halton estate surveys of 1296 and 1307 record a fishery at Runcorn, a fishery by a weir and a fishery located between Halton and Runcorn. The combined value of these fisheries in 1296 was £1 2s 0d and in 1307 their value totalled £1 6s 8d (Starkey 1990, 18-19).

A port appears to have been established at Runcorn during the 15th century and the commercial activities undertaken were sufficient to be of concern to the merchants of Chester, who petitioned Edward IV (1461-1483) to grant Chester a monopoly on the goods imported from Ireland. In 1481 the sheriff was empowered to arrest any vessels attempting to discharge their cargoes at Runcorn, however, in 1482 a licence was granted to Edward Walsh to sail directly from Runcorn to Ireland (Starkey 1990, 22).

The Halton estate survey of 1296 includes a horse mill, and the 1307 survey lists four mills (Starkey 1990, 18). References from 1134 - 1398 describe Halton Mill as being next to the church at Runcorn (Bott 1983, 53). Also a description by Simpson from 1831 mentions that during the construction of the Town Hall at Runcorn, heavy timbers were unearthed that were described as either a dam or the framework of a medieval mill (Starkey 1990, 125).

3.3.4 Religion

Whether there was an early medieval church at Runcorn is unclear, although it is possible that one of the two priests recorded at Halton in the Domesday Survey may have served Runcorn (Starkey 1990, 8). Possibly this church shared the same site as the later All Saints Church on the banks of the Mersey, which is known to have existed from at least the 12th century following the discovery of Norman capitals in the masonry of the tower when the church was demolished in 1846 (Starkey, 1990, 10-11) and rebuilt on the same site by Salvin in 1847 (Pevsner and Hubbard 1971, 325). It is also thought to be the site of the Augustinian Priory that was built c1115 by William Fitz Nigel, Constable of Cheshire. The surviving records of the priory are poor, however, it appears to have possessed secular holdings in Runcorn, Stanney, Norton and a Salthouse in Northwich (Morant 1996, 61). The priory was moved to Norton approximately 1km to the north-east of Halton in 1133 (Husain 1973, 132). The large parish of Runcorn included 19 townships and four chapels of ease (Starkey 1990, 12).

The chapel of St Mary's at Halton stands under the castle walls and Ormerod suggests that it may well occupy the same site as the medieval chapel that coexisted with the church (1882, 711). During the civil wars it was demolished and rebuilt, and rebuilt again in 1851 (Pevsner and Hubbard, 1971, 232).

3.3.5 The Surrounding Landscape

Within the surrounding area there are a number of important medieval sites, including Frodsham to the south, which is possibly one of the best examples of a planned medieval town in Cheshire and to the north-east Norton Priory, which was founded in 1133 by William Fitz Nigel, Baron Of Halton (CSMR 66/1/0).

3.4 Post Medieval

3.4.1 Civil War

Minor Civil War skirmishes took place at Halton and Norton Priory, about which few details survive. Parliamentary troops took possession of Halton Castle but were forced to surrender to the Royalist Colonel Fenwick. As the fortunes of the King declined, the Royalists withdrew from Halton and according to Beamont a council of war ordered that the castles of Halton and Beeston be slighted, rendering them useless for defence (Starkey, 1990, 57).

3.4.2 The Manor

During the Protectorate, the barony, fee and manor of Halton was sold to Henry Brooke Esq. of Norton but at the Restoration (1660) this reverted to the crown. The Earl of Cholmondeley held the manor in 1850 by lease under the Crown (Bagshaw, 1850, 582). The principal landowner in the Runcorn area in 1850 was the Marquis of Cholmondeley who was the lord of the manor, along with the Bridgewater Trust, a Miss Ann Orred, a Mr James Cowley and a Mr John C. Wright (Bagshaw, 1850, 582).

3.4.3 Settlement

At Halton the Seneschal's House was built in 1598 at the head of Main Street to house the steward of Halton Castle and is listed Grade II* (CSMR 104/3). The steward or seneschall held the court leet, an office of honour held by the most distinguished of county families (Ormerod, 1882, 709). In 1850, Halton was described as a considerable village, forming part or suburb to Runcorn (Bagshaw 1850, 582)

Until the opening of the Bridgewater Canal in 1776, settlement at Runcorn appears to have been small. In 1540 it was described by John Leland as '...now a poore hamlet' (Starkey, 1990, 173). From the late 18th century, somewhat surprisingly Runcorn was becoming a fashionable spa town. In 1790 Runcorn was '...visited by genteel, fashionable and gay parties' and in 1800 was '...much visited by parties of pleasure and invalids [and] the air is impregnated with good health' (Starkey 1990, 134). The spa was at its zenith during the early 19th century, with new saltwater baths being opened on the river (below the parish church.) in 1822. To meet the demands of the visitors to Runcorn, a terrace of boarding houses (Belvedere Terrace) was built in 1831 (Starkey 1990, 134-5). The fashionable Regency spa town of Runcorn provided an attractive location for a number of boarding schools, which primarily catered for the offspring of the successful Liverpool business community. By 1835 there were six boarding schools in Runcorn, including a boys school in the High Street and a girls school in Church Street, as well as an equal

number of day schools. However, the increasing industrialisation of the town led to a decline in the spa and the boarding school industry (Starkey, 1990 133-6).

The rapid industrialisation of Runcorn created a demand for housing and a social infrastructure to address the needs of a growing population. In 1831 the nucleus of Runcorn was located in the vicinity of the Old Quay, with some housing being built in the area of the parish church and the Top Locks. By the mid-19th century the domestic development of the town included 40 lodging houses and the construction of Greenway Road in the 1860s stimulated the development of 'Newtown', with the formerly separate settlements of Higher and Lower Runcorn joined by the 1880s. The Weston Point area expanded rapidly, following the establishment of various chemical works, with an 80 % increase in Weston's population between 1851 and 1881 (Starkey 1990, 199).

The first National School at Runcorn was opened in 1811 and replaced by the Parish School by 1833 (ibid 91). Two Methodist schools were established in Runcorn, the Brunswick School and the Granville Street School, but in 1895 they were handed over to the control of the Runcorn School Board (ibid 103). A Free Grammar School was built at Halton by an anonymous benefactor. It is depicted on the tithe map of 1846 north-east of the castle but its foundation date is unknown. A library was built in 1733 by Thomas Chesshyre, close to the gates of St Mary's Church at Halton (Bagshaw, 1850, 582).

3.4.4 Economy

A royal windmill, inherited and sold by James I was sited east of Runcorn Hill under what is now a modern housing estate (CSMR 114). A watermill also held by James I in 1605 was sited south of Dukesfield (CSMR 126) and one kilometre to the east, James I inherited a horse mill (CSMR 127).

By the mid-19th century, farming had become less of an economic concern than in previous centuries. For example, in 1850 Bagshaw listed just six farmers out of an extensive record of professions and trades in Runcorn (1850, 584). Bagshaw omits trades and services for Halton but does list nine farmers in the village (ibid).

In 1856 a newly built market hall was opened on Bridge Street, Runcorn and included stalls for butchers, fishmongers and greengrocers (Starkey 1990, 196).

3.4.4.1 Canals

The economic prosperity and the resultant urban growth of Runcorn was dependent upon its situation at the terminus of four canals: the Bridgewater Canal, the Weaver Navigation, the Runcorn to Latchford Canal, and the Manchester Ship Canal.

The Bridgewater Canal was built in 1765 by the third Duke of Bridgewater who intended to connect his coal field at Worsley with Manchester. During the following year a Parliamentary Act allowed him to extend the canal to the port of Liverpool via the Mersey estuary. The canal's terminus on the Mersey was located between the settlements of Higher and Lower Runcorn, where a series of ten locks were constructed to enable movement from the canal to the estuary. At this terminus a

commercial infrastructure was established and by 1782 the complex consisted of a canal basin that allowed the assembly of craft, a dry dock, warehousing and Bridgewater House, which was the residence of the Duke. The canal was an instant success, iron goods and pottery from the Midlands, coal and cloth from Manchester, and raw cotton, wool, sugar, grain and clay imported from abroad (Starkey 1990, 173). The Trent and Mersey Canal joined the Bridgewater Canal at Preston Brook in 1777, opening communication between the Midlands and the North West (Starkey, 1990, 125-31).

The River Weaver was made navigable to the salt producing areas of Northwich and Winsford by 1732. By c 1810 The Weaver Navigation as it was known, had an entreport into the Mersey at Weston Point, and was connected to Runcorn via the short Runcorn and Weston Canal (Starkey, 1990 , 125-31).

The Runcorn to Latchford Canal built by the Mersey and Irwell Navigation Company was opened in 1804. The canal's port terminus was located at Old Quay, near the centre of Runcorn, where it was hoped to provide competition for the Bridgewater Canal (Starkey, 1990, 130). In 1825 the Mersey and Irwell Company began new work at Old Quay with two new sets of locks, followed in 1829 by a deep water entrance to the docks (ibid 178).

At the Bridgewater Docks a substantial investment of £35,000 was sanctioned to build a new line of locks to quicken traffic on the canal (ibid 178-9). The volume of traffic passing through Runcorn continued to increase with the new Francis Dock opening in 1843. During the 1840s maritime shipping to Runcorn increased substantially, 55,000 tons of raw cotton being imported between 1840-1842 (ibid 176). The towns growing maritime importance was recognised in 1847 when the town became a customs port, independent of Liverpool. A customs house was built on Old Coach Road in 1847 but the anticipated foreign trade did not materialise and by 1850 the port was returned to the auspices of the Liverpool Docks. However, Runcorn's ports continued to thrive and a contributing factor to this success was the expansion of the chemical industry at Widnes. The early 1860s therefore witnessed another surge in trade and a corresponding development of the towns port facilities, with the Alfred dock opened in 1862, complete with hydraulic cranes (ibid 180).

International trade was important to the towns prosperity and included the export of salt to Europe and transatlantic trade with Iceland, Newfoundland and South America. However, by the mid-1870s the silting of the Mersey brought economic disaster, stifling trade and preventing the launch of all but a handful of ships. Yet, the shifting currents of the Mersey, which had initially caused the problem changed once again and by 1880 the fortunes of Runcorn had returned. In 1872 the Bridgewater Navigation Company bought the Bridgewater Canal and the Mersey and Irwell Navigation, including all their port facilities. By 1875 the company had opened Fenton dock equipped with the latest engineering: hydraulic cranes, railway sidings and three large china clay warehouses (Starkey 1990, 184). In the same year another development at the Tollemarche Dock at Weston Point completed the development of Runcorn's port complex. The Bridgewater Navigation Company continued to thrive and in 1886, 823 canal boats were registered at the port, a figure which had risen to over 1000 by the turn of the century (Starkey 1990, 184).

In 1887 work began on the construction of the Manchester Ship Canal, which was opened in 1894 and provided direct access to Manchester for ocean going vessels. The Ship Canal Company purchased the Bridgewater Navigation Company for £1,710,000 and thus gained control of the Bridgewater and the Mersey and Irwell canals and all their port facilities at Runcorn. The first ships to use a completed section of the canal arrived at Runcorn in 1892 and were serviced at a temporary port at Weston Point. The chief commodity passing through this port was salt, leading to the name of 'Saltport'. The ships discharging at the port were huge compared to the smaller craft using the Runcorn ports, and in 1892, 90,000 tons of freight were transferred in less than 6 months (Starkey 1990, 186). Four locks were built in the vicinity of Runcorn to allow passage between the Ship Canal, the River Mersey and the canal network. With the completion of the Ship Canal in 1894, the temporary docks at Saltport were dismantled and business resumed at Runcorn's canal ports. The construction of the Ship Canal had an effect upon the townscape of Runcorn, especially at Old Quay, where the canal, ferry slip, tidal basin, docks and locks were swept away. However, Starkey records that not all of the Old Quay was destroyed during the construction of the Ship Canal and that a section of the Old Quay Canal was left to decay; it has since been drained and now has the appearance of an overgrown ditch (ibid 189).

Runcorn's success continued into the 20th century with 45,042 tons of freight imported and 33,801 exported in 1912. However, the transfer of freight onto the expanding road network during the interwar period adversely affected the canal trade. This situation continued after World War Two and during the 1950s the potteries traffic rapidly declined, causing the closure of the most of the large china clay warehouses. In 1952 canal traffic to Manchester ceased and during the 1960s industrial canal traffic stopped passing through Runcorn (Anon 1980, 9-10).

3.4.4.2 Roads and Railways

In the late 18th century the nearest turnpike to Runcorn was the Chester Turnpike which ran through Preston Brook. The north-west to south-east aligned road to Middlewich was turnpiked in 1819 (Harrison 1886, 80) and in 1850 a new road was cut across the common towards Weston from Delph Bridge. Main Street, Halton was turnpiked by 1845 (tithe map).

The Bridgewater Canal Company objected to many of the early proposals to establish a rail link at Runcorn fearing competition to their canal network. By 1853, however, it was apparent to the company that a rail link was important for the continued commercial success of the town. In this year a short branch line from the Chester to Warrington Railway to Preston Brook (where the Bridgewater and Trent and Mersey Canal had a junction) was opened. In 1868 the London and North Western Railway (LNWR) opened their line to Liverpool and Runcorn was connected to the railway infrastructure (Starkey, 1990, 165).

3.4.4.3 Shipbuilding

The increasing level of maritime trade passing through Runcorn stimulated the establishment of a ship building and repair industry. The Bridgewater Docks possessed the earliest shipbuilding facilities, where between 1791 and 1800 six

vessels were launched (Starkey 1990, 151). By 1850 Runcorn was known as a builder of high quality vessels, ranging from steam ships that plied their trade along the Mersey to fully rigged transatlantic vessels. Ship Yards were located on Castle Rock, Belevvedere Street and Mersey Street. The industry also supported other associated trades including anchor smiths, riggers and mast makers. However, the demands of shipping changed with a move away from wooden ships to those constructed from metal, which led to the demise of ship building at Runcorn (Starkey 1990, 152).

3.4.4.4 Ferry

In 1714 Nicolas Blundell recorded that he ‘...came from Chester to Runkhorne where I stayed in the Boat House till we went over the water’ (Starkey 1990, 81). A ferry service was still operating in 1906 and consisted of one man and his rowing boat. By 1803 there was a regular passenger service operating between Runcorn and Liverpool, with the Mersey and Irwell Navigation company operating a canal packet service from the Old Quay docks in 1806. Throughout the 19th century frequent pleasure cruises ran to Wales and along the Bridgewater canal (Starkey 1990, 135-212).

3.4.4.5 Bridges

After a number of abortive schemes to build a bridge across the Runcorn Gap, the Mersey was first spanned in 1868 by the Railway Bridge, which also served as a footbridge. In 1901 work began on a transporter bridge capable of transporting four wagons and 300 passengers. The bridge was opened in 1905 and continued in operation as a toll bridge until the early 1960s. By 1946 the transporter bridge was proving to be inadequate for the growing volume of traffic wishing to cross the Mersey, however, it was not until 1956 that work began on a new road bridge. This was opened in 1961 and was at that time the third longest steel arched bridge in the world. (Starkey, 1990, 213-4).

3.4.4.6 Tanning

Cheshire was an attractive location for the production of leather because of the large number of dairy herds and the ready supply of oak bark, which is used in the tanning process. The earliest reference to tanning at Runcorn dates from early in the 18th century when a Mr Graham operated a Tannery at Old Quay. A tannery in Bridge Street was recorded between 1841-51, whilst another was recorded on the northern bank of the Bridgewater Canal and during the 1860s Robert Pierpoint opened a tannery in Halton Road. Most of the large tanneries were located along the Bridgewater Canal, along which they received their raw materials such as coal and hides and through which they exported their finished products. Runcorn therefore developed into one of the largest centres of leather production in Britain (Starkey 1990, 153-4).

3.4.4.7 Soap and Chemicals

Runcorn was favourably placed for the chemical industry. It was close to the coal mines of St Helens and had a ready supply of salt from Northwich and Winsford. It was also ideally located for trade with access to the inland waterways and the open

sea. A fledgling chemical industry began at Runcorn in 1816 when two factories producing turpentine and soap were constructed. One factory, owned by a local farmer named John Johnson, was located on the embankment of the Bridgewater canal. The factory was a commercial success and by 1831 it was producing 1,500 tons of soap per annum and paying £38,000 in soap duty (Starkey 1990, 154). The other, belonged to Thomas Hazelhurst who established his factory in High Street. The rapid expansion of these companies was spectacular and by the mid-19th century the Johnsons were described as ‘...almost the largest employer of labour in the district’ (Starkey 1990, 156). Other chemical manufacturers were attracted to Runcorn, including Charles Wigg who ran a successful business at Old Quay. From the 1850s onwards the Runcorn chemical industry worked in close collaboration with that of Widnes. However, towards the close of the 19th century, the industry was suffering from competition from other manufacturing areas and to counter this economic threat, 48 chemical manufacturers merged to form the huge United Alkali Company. Unfortunately, the local industry still went into decline, although it was during this recession that the Castner-Keller Alkali Company established their plant at Weston Point. Using new manufacturing methods the factory proved to be a success, and provided the area with a large number of jobs (Starkey 1990, 154 -163).

3.4.4.8 Quarrying

During the early 19th century, quarrying was undertaken at Weston and Runcorn Hill (Starkey 1990, 147-8). The industrialisation of the region saw an increase in the demand for local stone, including a huge building programme at Liverpool Docks. The middle to late 19th century was the zenith of the industry, illustrated by a workforce of 700 men employed at John Tomkinson’s Weston quarry in 1850. From the late 19th to early 20th centuries the best of the local stone was exhausted and most of the local quarries were closed by 1900 (Starkey 1990, 149).

3.4.5 Religion

In 1592 the vicar of Runcorn, Robert Dodd, stood accused of neglecting his duties: *‘The Vicarage House [is] ruined and [he] doth not catechise [he is] not residente at Runcorne he abuseth the churchyard and porch with sheep’* (Starkey 1990, 43). The medieval church survived until 1847 when it was finally demolished and replaced by the present All Saints church (Pevsner and Hubbard 1971, 325). The churchyard had been extended in 1832 to meet the needs of a growing population (Starkey 1990, 98). For Halton see above (3.3.4).

Most of the major denominations were represented in Runcorn including a Methodist Chapel built on Well Lane (1808), Congregationalists (1807), Welsh Presbyterians (from the Regency period) and Baptists. The local soap manufacturer Thomas Hazelhurst was responsible for the chapels on Lowland Road, Halton Road and at Weston Point. Another building associated with the soap industry was the ‘Old Soapery Chapel’ on Well Road (Starkey 1990, 90-101).

In the mid-19th century there was a small Wesleyan Methodist Chapel in Halton just off Main Street (Bagshaw 1850, 582).

3.4.6 Population

The population of Runcorn and Halton in 1664 has been estimated as 305 and 375 respectively (MacGregor 1992, 16). From 1801-1971 population data for Runcorn and Halton is available from the census returns, which are printed in the Victoria County History (Harris 1979, 229), and for 1981 and 1991 census data has been reproduced under Class Licence Number C01W0000125 with the permission of the Controller of the HMSO.

Halton Chapelry		Runcorn
1801	628	1,379 (Township)
1811	894	2060
1821	1066	3103
1831	1322	5035
1841	1397	6951
1851	1570	8688
1861	1505	10063
1871	1620	12066
1881	1439	15126 (USD)
1891	1555	20020
1901	1238	16491
1911	1294	17353
1921	1508	18476
1931	1694	18127
1951	1490	23931
1961	1467	26035
1971	35,999	
1981	64196	
1991	64952	

The above figures reflect the steady increase in population at Runcorn, while Halton's population fluctuated slightly around the 1500 mark for over a century and a half. The increase in population noted in the census of 1871 at Runcorn was due to the building and extension of tanneries (ibid, 229).

3.4.7 The Surrounding Landscape

There are a large number of post medieval sites within the surrounding area, which have experienced similar industrial development to Runcorn, for example, Ellesmere Port to the west and Widnes to the north. On a smaller scale there are sites such as the 17th-century rock salt refinery at Frodsham (CSMR 977/1).

4. PLAN COMPONENTS

The settlement has been divided into 24 components (prefixed by **COM**). These have been tentatively sub-divided by period, although there is a need for a great deal of further work to define the date of these plan components more closely. Many would have spanned more than one period but are discussed under their earliest likely date of occurrence. In some cases tightly defined plan components can be identified but in others only a general area can be delineated and tighter definition can only be achieved by further fieldwork.

The plan components commence with the early medieval period, evidence of which is based largely upon conjecture for both Runcorn and Halton. For the medieval period, the plan components for Halton can be clearly defined while for Runcorn industrial developments have masked medieval settlement and only an approximation of the settlement area can be provided. For the late post medieval period the OS First Edition 6":1 mile map surveyed in 1873-6 provides an overview of the industrial developments that took place at Runcorn.

EARLY MEDIEVAL RUNCORN c 450 –1066 (Figure 2)

COM 1 - Burh?

EARLY MEDIEVAL HALTON c 450-1066 (Figure 2)

COM 2 - Settlement?

MEDIEVAL RUNCORN c 1066-1540 (Figure 2)

COM 3 - All Saints Church

COM 4 - Settlement Area?

MEDIEVAL HALTON c 1066 –1540 (Figure 2)

COM 5 - Halton Castle

COM 6 - St Mary's Chapel

COM 7 - Tenements?

COM 8 - Burgages?

COM 9 - Tenements

COM 10 - Tenements

COM 11 - Market Place

POST MEDIEVAL c 1873-5 (Figure 3)

COM 12 - Halton Settlement

COM 13 - Bridgewater Canal Port

COM 14 - Old Port

COM 15 - Weston Point Canal Port

COM 16 - Shipbuilding waterfront

COM 17 - Old Quay Copper and Aluminium Works

COM 18 - Terraced Housing to the west of LNWR railway line

COM 19 - Development north and south of the Bridgewater Canal

COM 20 - Runcorn Cemetery

COM 21 - Higher Runcorn

COM 22 - Runcorn Hill Quarry

MODERN c 2000 (Figure 4)

COM 23 - Manchester Ship Canal

COM 24 - Modern Settlement

4.1 Early Medieval (Figure 2)

Historical and archaeological evidence suggests that a strategically important *burh* (**COM 1**) was located at Runcorn, which protected the crossing of the Mersey at the Runcorn Gap. The location of the *burh* is unknown but it has been suggested that it was in the Castle Rock area, where it would have guarded the narrowest point of the Runcorn Gap. It was here that a rock cut ditch was uncovered during the construction of the Railway Bridge in the 19th century (Bu'lock 1972, 53, Starkey 1990, 5). However, the topography of Runcorn has been greatly altered by industrial and modern development, which makes the identification of pre-industrial features impossible. Therefore **COM 1** is suggested as an approximate location of the *burh*, which needs to be further investigated and tested as new evidence is discovered. It includes the former extent of Castle Rock as well as encompassing the potential site of the early medieval church, which it has been suggested is located on the site of the All Saints church, and may have been associated with the *burh* or the settlement that developed following its abandonment. Further work is therefore required to assess the location, nature and extent of early medieval activity at Runcorn.

The wealthy early medieval estate of Halton is likely to have focussed upon the sandstone outcrop that later became occupied by Halton Castle **COM 2**. Indeed, such a prominent outcrop may have provided an attractive location for settlement from a much earlier period. No evidence of early medieval activity has been recovered from Halton village and further work is therefore required to assess the extent of activity at Halton during this period.

4.2 Medieval (Figure 2)

The location and extent of medieval settlement at Runcorn is problematical. Evidence suggests that the settlement possessed a church and for a short period a monastic institution, as well as acting as an important crossing point of the River Mersey. Any associated settlement would therefore have included domestic accommodation and perhaps inns and lodging houses to cater for the ferry traffic. Unfortunately, the morphology of the modern town does not lend itself to interpretation of the plan of the medieval settlement. Most evidence appears to have been destroyed during the construction of the canal system and by later industrial development. Therefore, the outlined area of medieval settlement (**COM 4**) is an approximation based on the likelihood of settlement developing within the vicinity of the medieval church (**COM 3**). As in the early medieval period, this is very much based upon supposition, therefore without archaeological intervention the location of medieval Runcorn remains unidentified.

COM 3 outlines the extent of All Saints churchyard, which is the possible site of both the early medieval church and the site of Runcorn Priory. Whether the early medieval church at Runcorn continued to hold services into the medieval period is unclear, although an 'ancient roll' records a church there '...in the reign of the Conqueror' (Ormerod 1882, 674). If the church did continue it appears to have been remodelled during the early post Conquest period as Norman architecture was found during the demolition of the later medieval church during the 19th century (Starkey 1990, 10-11). The short-lived Runcorn Priory was established c1115, which held the church at Runcorn, and the priory's unusual double dedication to St. Mary and St.

Bertelin suggests that it may have been based around an existing church (Morant 1996, 60). This is supported by the fact that the Priory was moved to Norton in 1134, which was insufficient time to establish a priory church.

The large sandstone outcrop in the centre of Halton village upon which the Norman castle was built (**COM 5**) was the focus of settlement in the medieval period. It is also suggested that a medieval chapel co-existed with the castle and this may have been located on the site of the present St Mary's Chapel (**COM 6**). It is likely that medieval settlement (**COM 7**) was also sited in this prime location but this may well have all been cleared away and rebuilt at the bottom of the hill when the castle was constructed.

COM 8 outlines the approximate extent of an area of regular, long, narrow tenement plots that front onto Main Street. This is the likely location of Halton's medieval borough, through which runs **COM 11**, a cigar-shaped widening of the road, which is typical of a medieval market place. **COM 9** portrays similar characteristics to **COM 8**; here there are narrow plots running back from Main Street, but these appear to be more irregular and piecemeal and probably relate to a later phase of settlement. **COM 10**, meanwhile appears to be later still and may belong to a late medieval or even post medieval period of expansion.

4.3 Post Medieval (Figure 3)

Settlement component **COM 12** shows that very little had changed at Halton by 1875. However, the settlement was now starting to spread north and no doubt this had been stimulated by the construction of the Bridgewater Canal, which passed 1 km north-west of the township. The Bridgewater Canal, which was opened in 1776, was a commercial success which necessitated the development of the dock complex at Runcorn (**COM 13**). By the close of the 18th century the complex already possessed docks, tidal basins, dry docks, warehouses and the Duke of Bridgewater's residence. Throughout the 19th century the canal port continued to develop, with more warehousing and dry dock facilities constructed.

The Mersey and Irwell Navigation Company opened their Runcorn to Latchford Canal in 1804, with a terminal port at Old Quay (**COM 14**). During the 1820s the Navigation Company began to develop the port complex with the introduction of new locks and a deepwater quay. During the 19th century specialised product quays were constructed at the Old Quay, such as those for pottery.

The Weaver Navigation was completed in 1720, however it was not until c1810 that the company developed its port facilities at Weston Point (**COM 15**). There was steady development of the Weston port complex during the 19th century, which continued to operate until the 1980s.

The earliest shipbuilding to be undertaken at Runcorn was recorded in 1791 (Starkey 1990, 151) and by the mid 19th century the town was renowned for the quality of its shipbuilders. The shipyards produced canal barges, steam vessels and transatlantic shipping, as well as offering a boat repair service. The shipbuilding yards were primarily concentrated upon the bank of the River Mersey (**COM 16**) between the

Bridgewater Docks and the Old Quay, and an infrastructure of supplementary industries (mast makers etc) became established in the town.

The canal infrastructure enabled the transportation of bulk raw materials and finished products, and this encouraged factories to be located alongside the canals. For example, many of the chemical works in Runcorn were located alongside the Bridgewater Canal and two can be seen on the OS First Edition of c 1875. Also the Old Quay Copper and Aluminium Works (**COM 17**) was located alongside the Old Quay Canal.

Terraced housing was often a feature of industrial towns providing houses for a rapidly expanding workforce. **COM 18** identifies an area of terraces that were laid out in rectangular blocks, and were in various stages of completion by the time of the OS First Edition map of c1875. The bulk of Runcorn's domestic housing and social infrastructure **COM 19** lies to the north and south of the Bridgewater Canal and to the east of the LNWR railway line. The majority of the housing is terraced, with some large housing (Southbank and Grove House) to the south of the church. A sizeable amount of development is evident along the banks of the Bridgewater Canal in east Runcorn and by 1883 this area had been heavily developed. This area also includes an expanse of water called 'Big Pool' (the Sprinch Brook runs out of the pool) where the Albion Boat building yard is located. Included within **COM 19** are a number of chapels, schools and public institutions such as the Public Hall and the Market Hall, leisure facilities such as inns, public houses, hotels and a bowling green. The rapid expansion of Runcorn's population was creating pressure upon the small graveyard of All Saints Church and to alleviate this a new municipal cemetery was established along Greenway Road during the late 19th century (**COM 20**).

The settlements of Higher Runcorn **COM 21** and Lower Runcorn (the canal port) **COM 19** were still spatially discrete in 1875. Higher Runcorn appears to have been little affected by the industrial development of Runcorn Port, although it was soon to be incorporated into the modern expansion of Runcorn. During the industrial period stone from the local quarries, for example Runcorn Hill Quarry (**COM 22**), was used to build a large number of structures including much of the port of Liverpool.

4.4 Modern (Figure 4)

In the late 19th century, the establishment of the Manchester Ship Canal (**COM 23**) stimulated the economy of Runcorn and altered the urban landscape of the Mersey fringe. Consequently, development during the later 20th century has dramatically increased the extent of Runcorn (**COM 24**) so that it now encompasses a number of formerly discrete settlements including Halton, Weston and Rock Savage.

5. HISTORICAL & ARCHAEOLOGICAL POTENTIAL

5.1 Above-Ground Remains

There is just one Scheduled Monument within the study area, that of Halton Castle (SAM 27611). The castle and the present village of Halton are part of a Conservation Area, as is a small area in the south of Weston and a small area of Higher Runcorn.

There are 41 listed buildings within the study area of Runcorn and Halton. Twenty of the listed buildings are in Halton village and five of these are listed Grade II*: the library on Castle Road built in 1730; the Vicarage on Castle Road, built in 1739; the Castle Hotel, formerly the Duchy of Lancaster Court House; the Old Hall on Halton Common built in 1693; and the Seneschal's House on Main Street dated 1598. Within Runcorn, All Saints church is Grade II*, while the remainder are Grade II. The latter group includes a late 18th cottage, 18th century town houses and canal architecture (Department of the Environment 1986, 25-34).

Industrial and modern road development has destroyed any evidence of earlier settlement. However, Runcorn does retain much of its canal heritage and industrial housing. At Halton, the quality of the above ground remains is reflected in the number of listed buildings in the village.

5.2 Below Ground Remains

Runcorn is potentially an important centre for a wide range of industrial archaeology sites, including alkali manufactories, ship building yards, docks and canals. Also, the importance of the Runcorn Gap as a crossing place of the Mersey, suggests that associated archaeological deposits may survive, including organic remains and palaeo-environmental evidence. As no archaeological work has been undertaken in Runcorn, the survival of archaeological deposits cannot be assessed. However, the former heavy industry, the modern road networks and housing estates will all have had a negative impact upon underlying archaeology.

The limited results of the rescue excavations carried out at Halton in 1970, which revealed 18th century and later structures on the site of the village hall and evidence of late medieval quarrying at Rock Farm suggest that there is some degree of archaeological survival in the village. Whether these discoveries were truncated, or at what depth they were revealed, cannot be determined from the limited records that are available.

6 PRIORITIES FOR ARCHAEOLOGICAL WORK

6.1 General

The study of Runcorn and Halton forms part of a national research priority to examine the origins and development of medieval small towns and rural markets (Priority H5; English Heritage, 1997, 49) In addition it would make a contribution to Priority T6: the study of industrial archaeology (English Heritage, 1997, 53) and T7: Patterns of craftsmanship and industry (including agriculture) (English Heritage 1997, 54). It would also contribute to the following processes of change:

- PC6 Late Saxon to medieval
- PC7 Transition from medieval to post medieval traditions (c1300-1700AD)

6.2 Early Medieval

- Establish the date, location and extent of settlement at Halton and the *burh* at Runcorn.

- Examine the duration of the *burh*, and its potential relationship with the Thelwall *burh*.
- Establish the existence, location and foundation date of an early church at Runcorn. Was it of Minster status?

6.3 Medieval

- Establish the date, location and extent of settlement and date phases of expansion and contraction at Runcorn and Halton.
- Establish the foundation dates of the medieval churches of Halton and Runcorn.
- Establish the location and foundation date of Runcorn Priory.
- Examine evidence of trade and industry, establish its nature and date.

6.4 Post Medieval

- Establish the location of settlement and date phases of expansion and contraction.
- Establish the nature of buildings and activities on settlement plots.
- Identify the nature and extent of the industrial activities that took place in Runcorn.
- Identify surviving industrial features and assess the need for a programme of recording.
- Identify key features of the canal and rail networks and assess the survival of features of archaeological and historical importance.

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8 ILLUSTRATIONS

Fig 1: Runcorn and Halton and the Surrounding Area

Fig 2: The Early Development of Runcorn and Halton

Fig 3: Runcorn and Halton c 1873-5

Fig 4: Runcorn and Halton c 2000

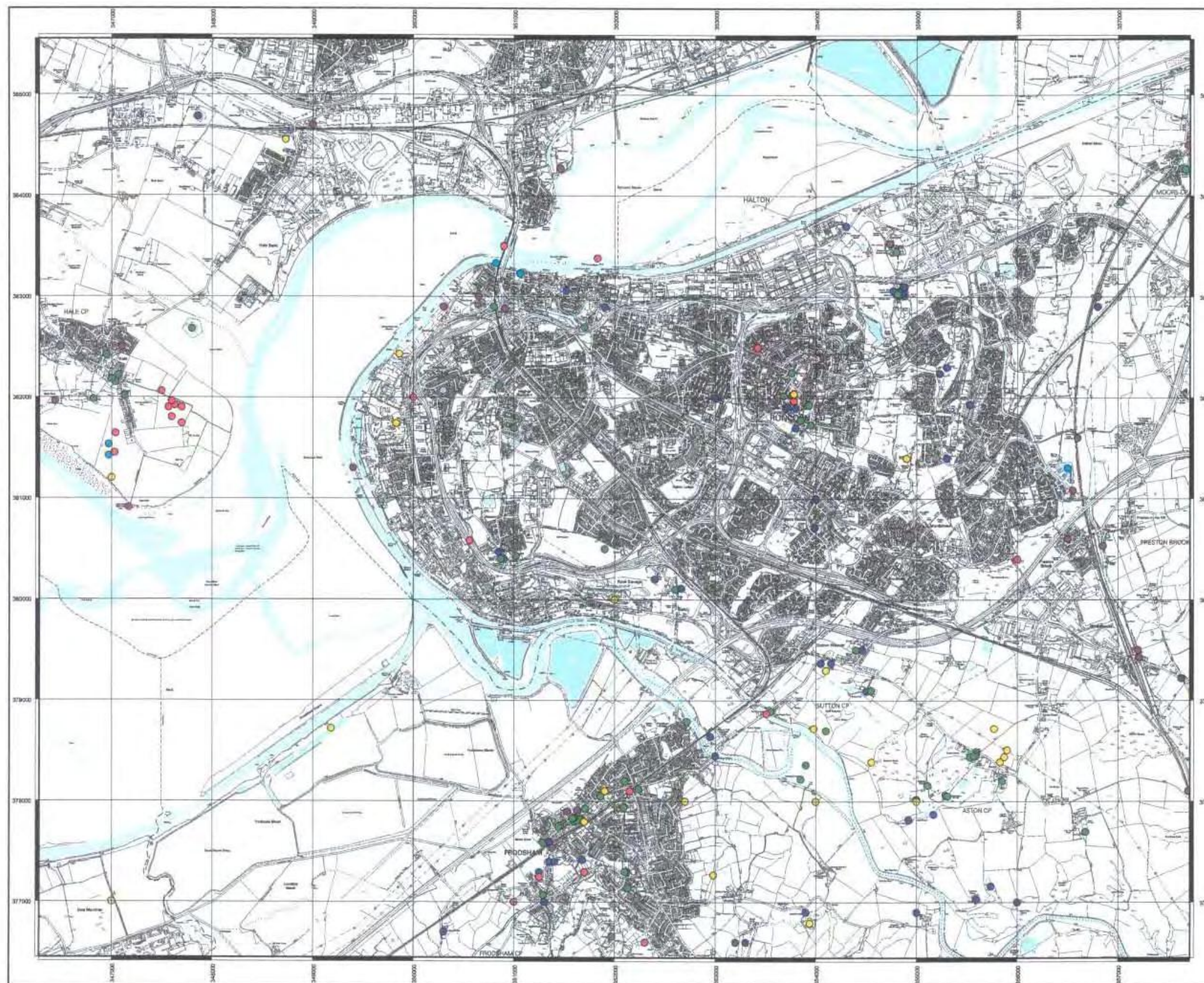


Figure 1
Runcorn and Halton
and the Surrounding Area

Sites and Monuments

- Prehistoric
- Romano-British
- Early Medieval
- Medieval
- Post Medieval
- Modern

1:37500

0 1 2 Kilometres

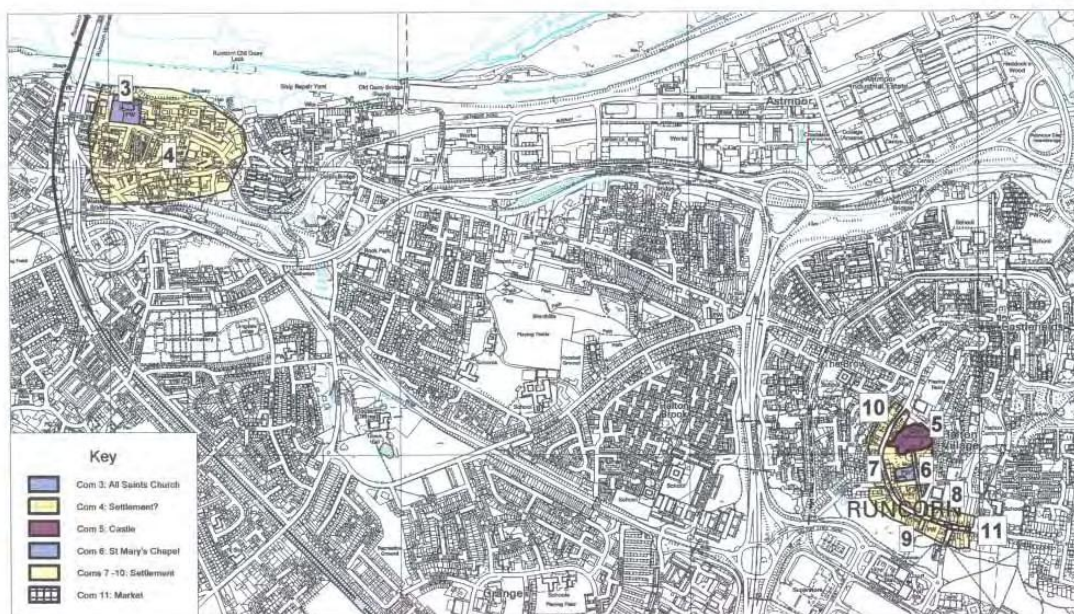
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Figure 2:
The Early Development
of Runcorn and Halton



Early Medieval

1:15000



Medieval

0 0.5 1 Kilometres

1:15000

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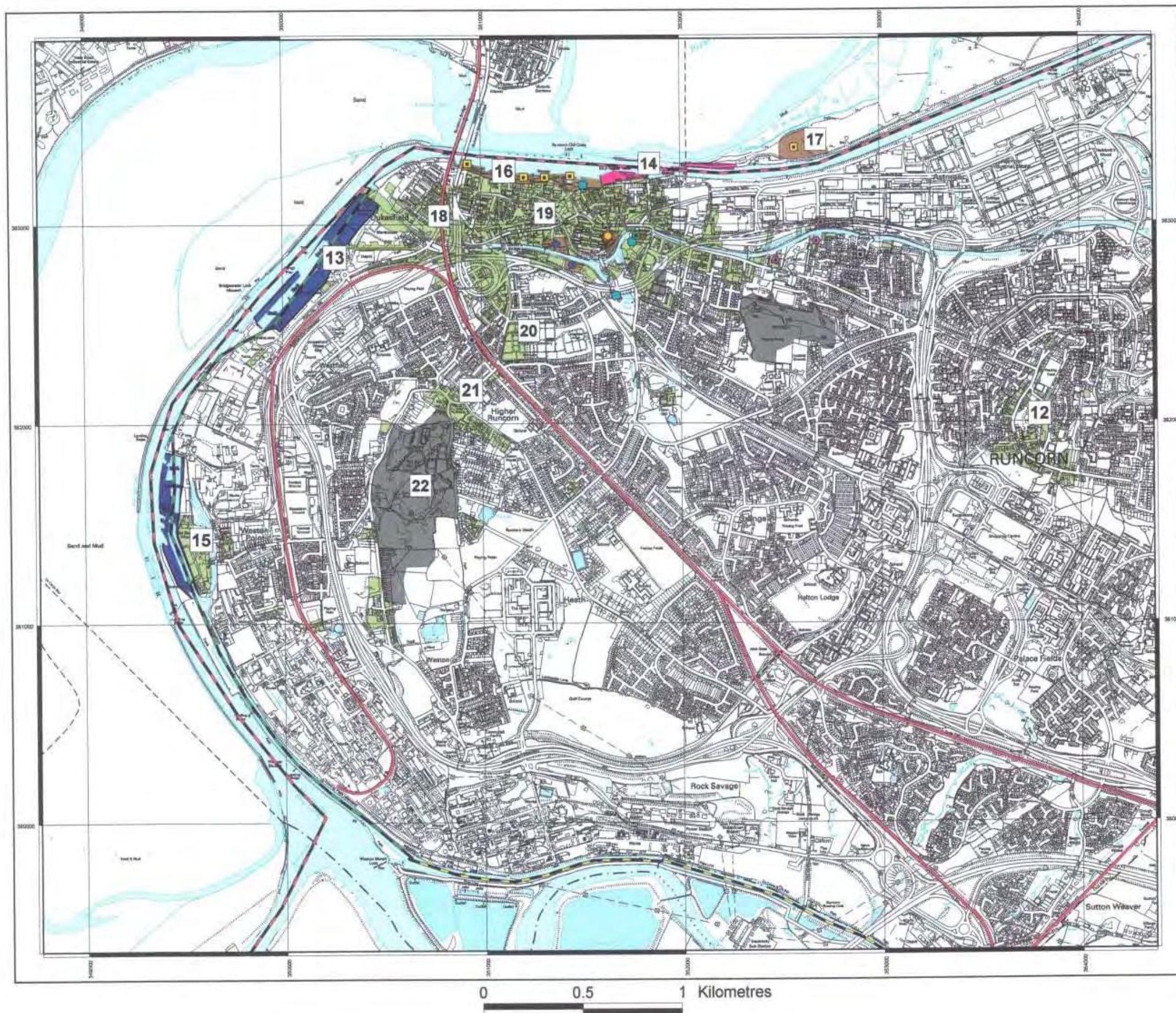


Figure 3: Runcorn
and Halton c 1873-5

-  Copper and Alkali Works
-  Railway Station
-  Gas Works
-  Foundry
-  Boat Yard
-  Soap and Alkali Works
-  Rope Walk
-  Steam Flour Mill
-  Ship Yard
-  Charcoal Works
-  Tanners
-  London North Western Railway
-  Weston Canal
-  Weaver Navigation
-  Manchester Ship Canal
-  COMs: 12, 18-21 Settlement
-  COMs: 16-17 Industry
-  COM: 22 Quarry
-  COMs 13 & 15 Docks
-  COM: 14 Old Quay

1:18000

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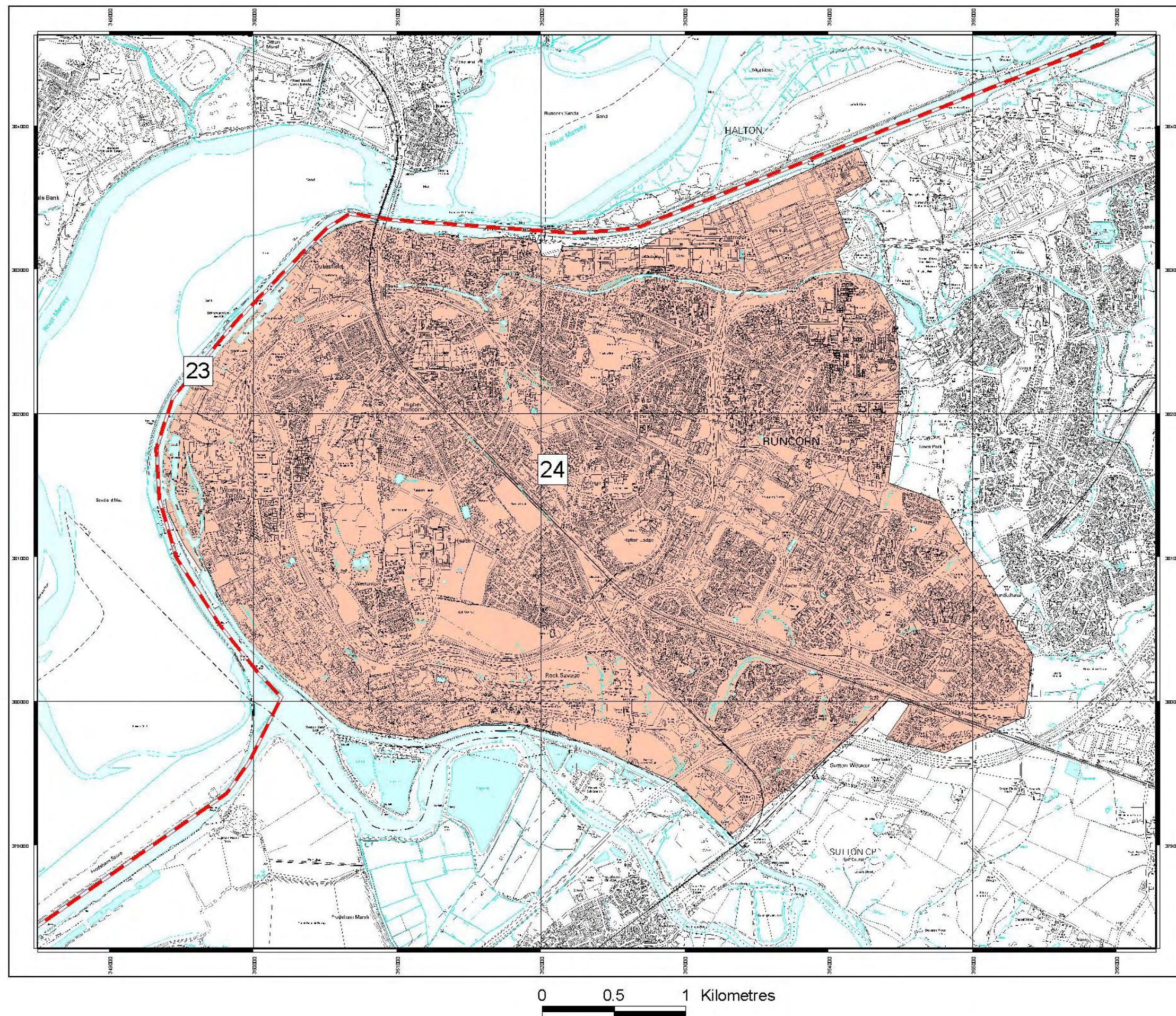


Figure 4:
Runcorn and
Halton c 2000

COM: 23 Manchester Ship Canal
COM: 24 Settlement

1:25000

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