



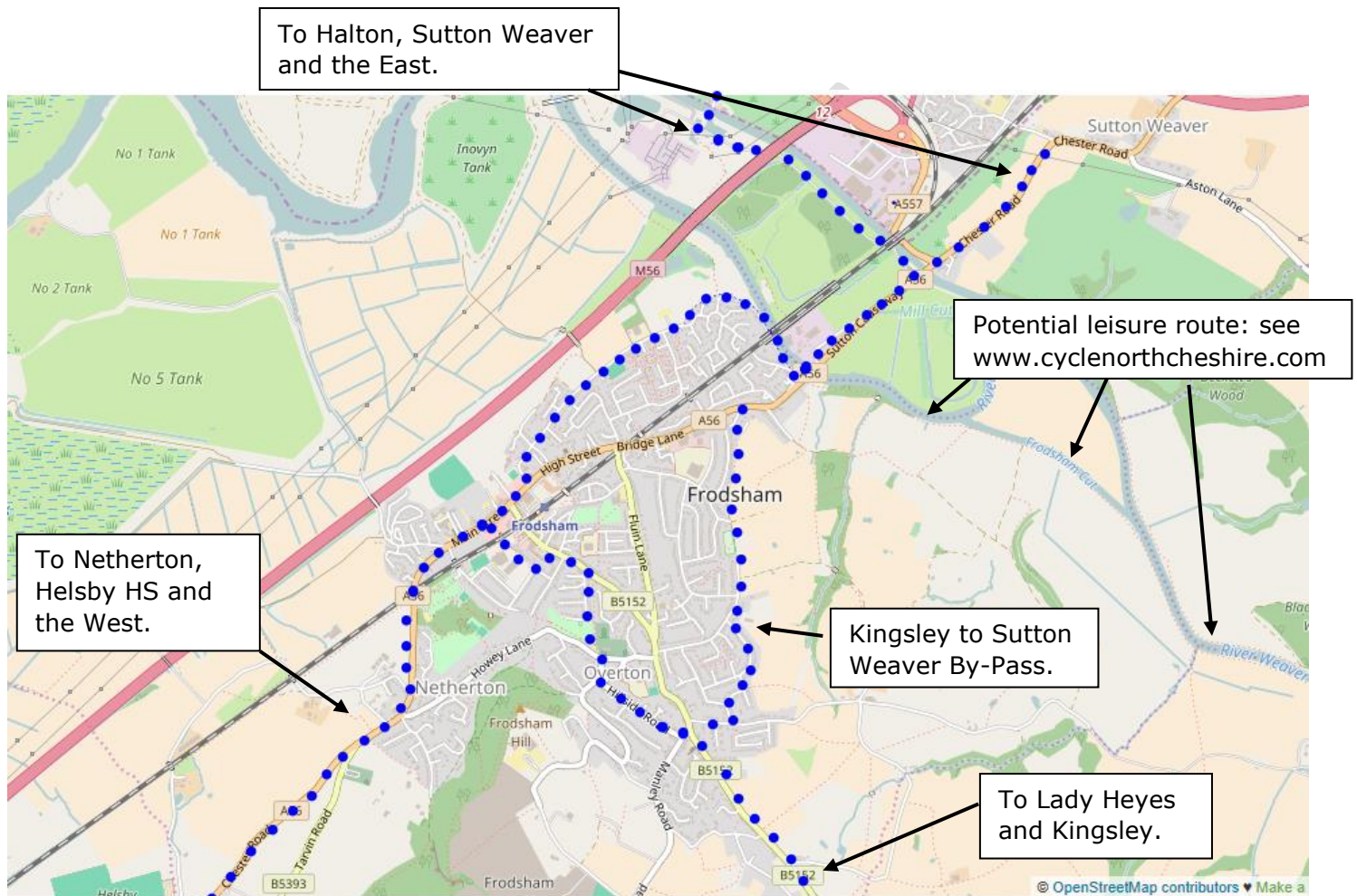
A Cycle Strategy for Frodsham

SCOPE: To identify safe cycle routes through Frodsham connecting to; NCR5, retail, recreation, rail and schools.

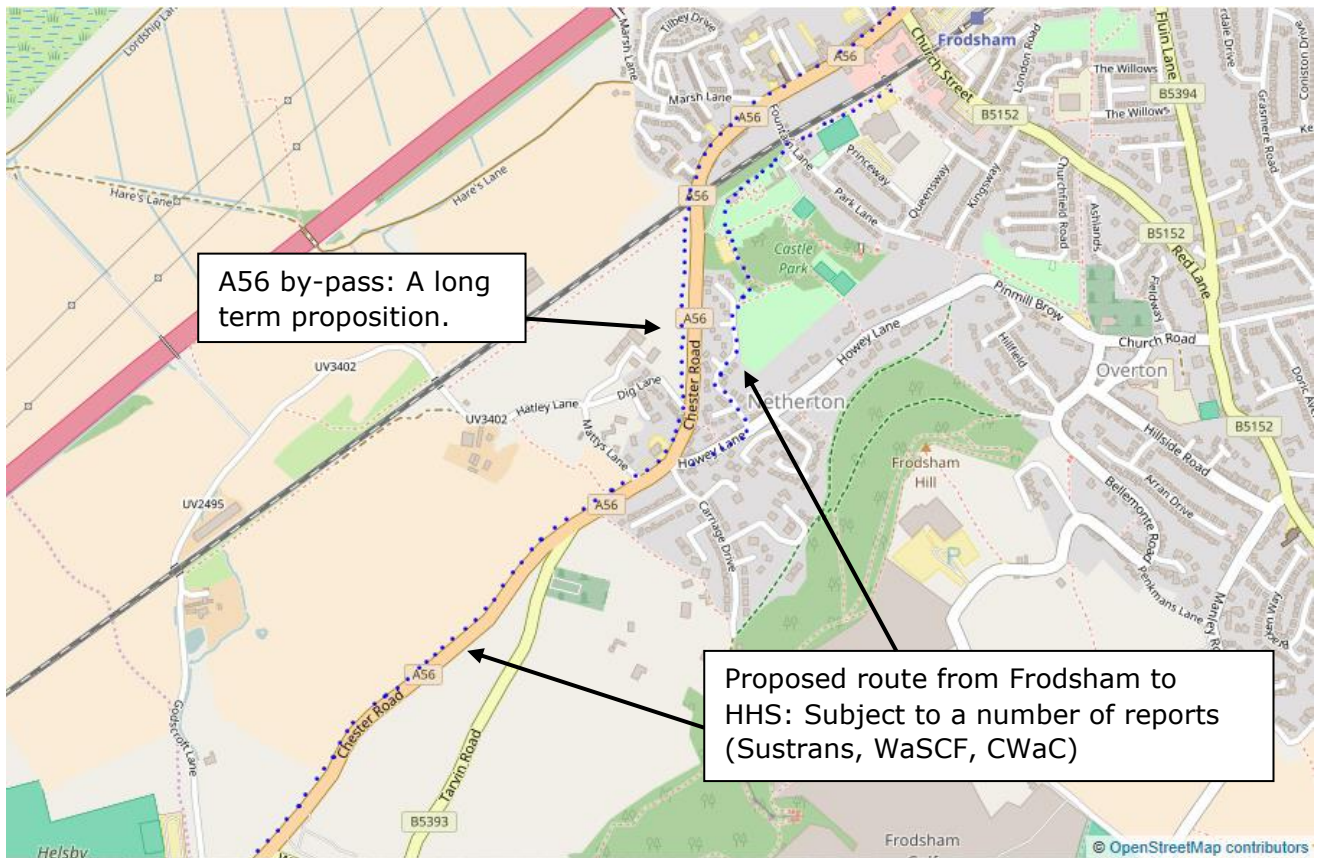
TERMS: Quick wins, medium and long term priorities are identified and specifications for improvements detailed.

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Section 1: Routes into and out of Frodsham



A: Frodsham to Helsby High school and the West



Helsby High School to the Netherton Hall:

The current cycle route along the A56 is subject to a separate report by Sustrans detailing suggested upgrades to the existing cycle lanes. The nature of the route discourages school children from cycling on the road and there is no obvious route promulgated into Frodsham. For details of potential reclamation of the existing footway and upgrade to 'share with care' status see the separate report published by the WaSCF (2014).

Adequate shoulder exists on both sides of the A56 to enable a segregated cycle / pedestrian path to be constructed that could connect the Netherton Hall with Helsby High School (HHS) and Helsby. A Segregated path with sufficient width to accommodate cyclists and pedestrians on a separate basis is seen as the preferred long term solution.

Quick Wins:

- Reclamation of existing footway and re-designation as 'share with care'.
- Buffer painting the existing cycle lanes IAW Sustrans recommendations.

Longer Term:

- Construction of a segregated asphalt path compliant to DfT guidelines to connect the Netherton Hall with Helsby.

Netherton Hall to Frodsham:

There is no marked safe route from the Netherton Hall to Frodsham. The most obvious route providing a quick win is across the A56 at the Netherton Hall Pelican Crossing, up Howey Lane to descend Howey Rise and through Castle Park to join with Footpath 59 or Kingsway. This route was identified in the CWaC report (2003) 'A Cycle Route to HHS' upon the closure of Frodsham High School.

The route described (above) is hilly, especially for children and incurs additional distance through Castle Park which could be a disincentive, especially for those cycling to houses north of the A56. Commuters and other cyclists transiting the town centre are unlikely to accept such a perceived deviation and will generally adhere to the narrow and traffic laden A56 from the Netherton Hall to Main St.

A long term solution would be the construction of a purpose built cycle track on the land to the north of the current stone wall that runs alongside the footway running from the Netherton Hall to rail bridge. Upon passing the Cheshire Cheese the footway widens sufficiently to permit a dedicated cycle path to be implemented all the way to Ship St. This scheme would present the shortest route for cyclists wishing to access the town centre or continue along NCR5 to Halton.



The busy A56 looking from the Netherton Hall towards the castle Park Entrance: A narrow footway that will not safely accommodate cyclists and pedestrians.

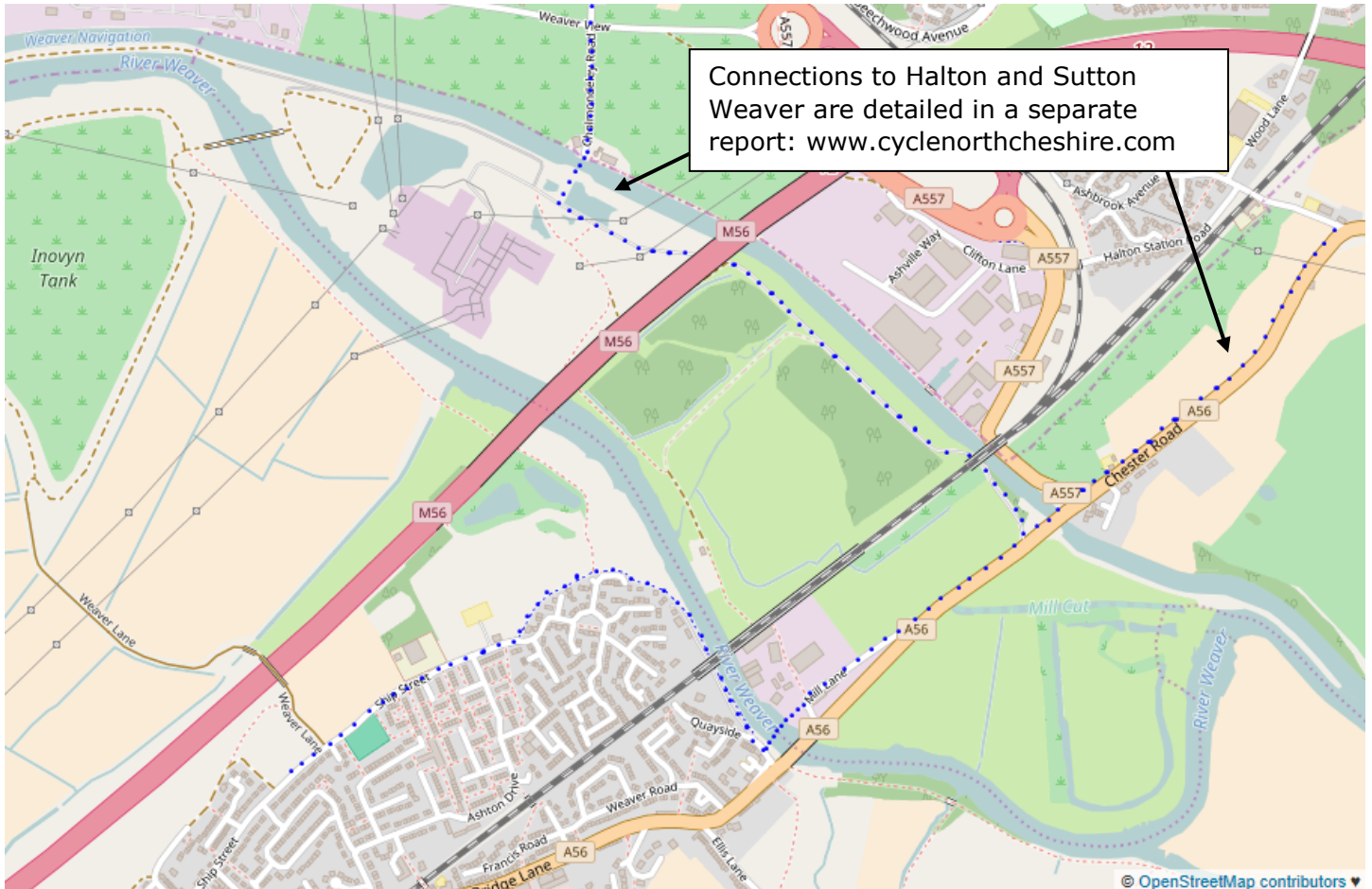
Quick Wins:

- Installation of signage along the route from FP59 through Castle Park to Howey Lane and HHS detailing the route and approximate travel time.
- Implementation of connections from FP59 to the town centre (see 'Town Centre')

Longer Term:

- Purchase of land running parallel to A56 from Netherton Hall to the rail bridge and construction of an asphalt surfaced cycleway to lead onto the footway at the Cheshire Cheese.
- Segregation of the footway on the north side of Main St between pedestrians and cyclists (see 'Town Centre').

B: Frodsham to Sutton Weaver and Halton



The current route of NCR5 takes the cyclist through Frodsham, along Ship St to re-join the A56 at the Stone Bridge via Quayside. Potential improvements to this route form part of a report to be considered by Sustrans, however a summary of the recommendations include:

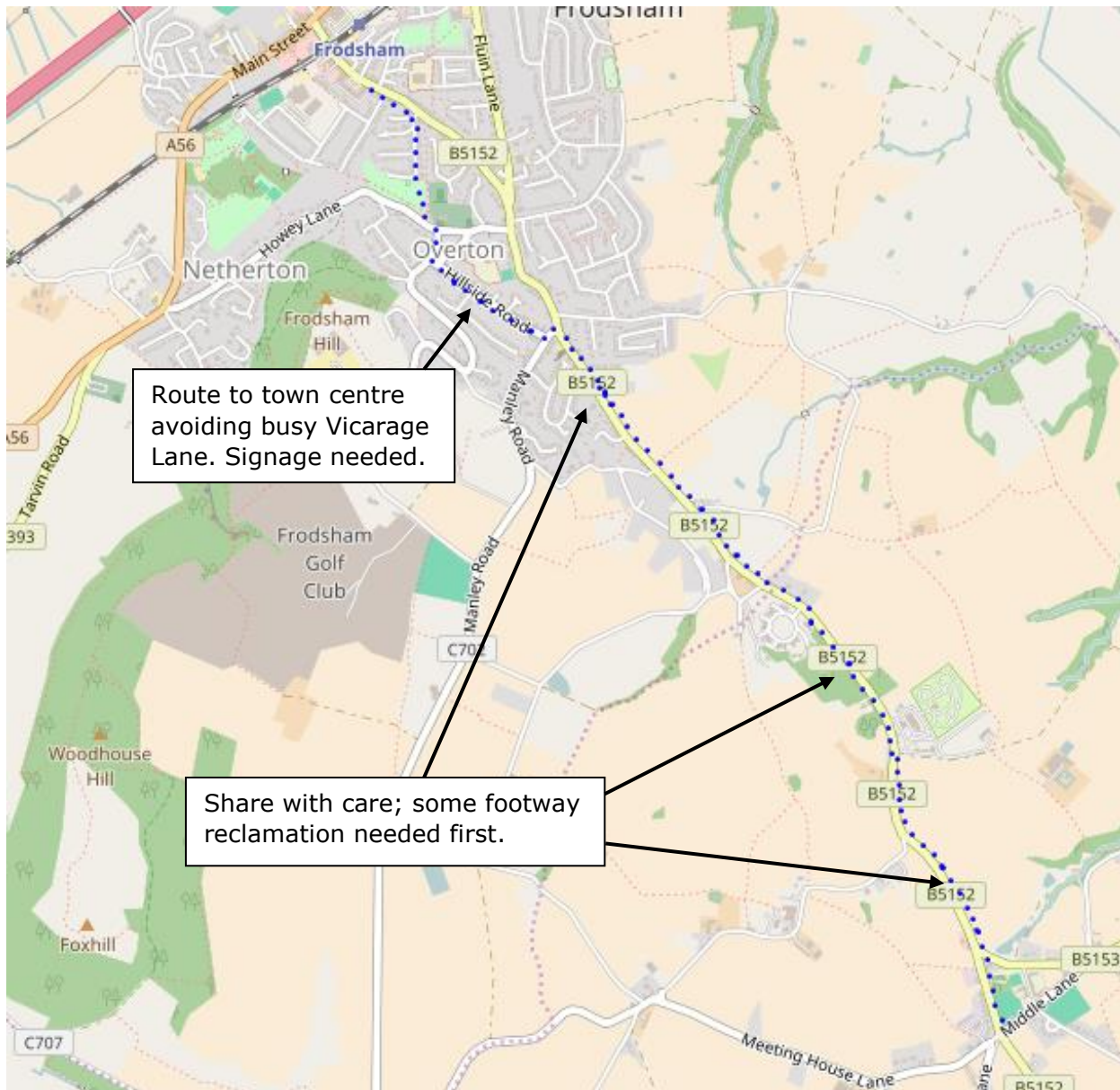
Quick Wins:

- *Surface improvements to NCR5 from Ship St to the A56.*
- *Upgrading of Mill Lane to permit dual way cycle use.*
- *Reclamation of the overgrown footway on the north side of the A56 between Mill Lane and the Sutton Weaver Swing Bridge and re-designation as 'share with care'.*

Longer Term:

- *An additional connection from Quayside to Lordship Lane.*
- *A purpose built crossing spanning the River Weaver from Quayside to Mill Lane.*
- *Purchase of Land to allow construction of a purpose built cycle way linking Mill Lane to the road on the west side of the Weaver Navigation.*
- *Purpose built crossing over the Weaver Navigation to connect with the Runcorn Cycle Network at either the Runcorn Rowing club or LA boundary (railway viaduct).*
- *A purpose built cycle path to run alongside the A56 from the Weaver Navigation to Sutton Weaver and join with Aston, Wood Lane and the Runcorn Cycle network.*

C: Frodsham to Kingsley



Safe cycling options from Frodsham to Kingsley are limited, although evidence suggests there is considerable demand, especially with a connection to the popular tourist facilities at Lady Heyes. A route exists to Delamere Forest which involves steep gradients and a blind corner on the busy Manley Rd and whilst this route is more family friendly the additional distance is seen as a disincentive for those wanting to commute to Kingsley or further afield in a timely manner and many cyclists will opt for the busy and narrow B5152.

A scoping study has been produced (WaSCF 2013 on a leisure circuit from Frodsham taking in the tow path of the Weaver Navigation, Delamere forest and the old BICC

Frodsham to Kingsley (cont)

railway Line from Mouldsworth to Helsby. Whilst this proposed circuit would bring obvious benefits for recreation, health and the leisure economy it would provide improved connectivity for Acton Bridge and (ultimately) Northwich but is unlikely to be attractive to a commuter cyclist seeking an improved journey to Kingsley, Norley or Cuddington.

Options are extremely limited. FP 15 runs from Watery Lane to Lady Heyes; it represents a significant diversion and would require much upgrade work to make it suitable for cyclists. FP 27 / 29 (Eddisbury Way) running from Dober's lane to Kingsley represents a more direct route, however it by-passes the popular Lady Heyes tourist facilities and traverses numerous fields and styles thus requiring significant expenditure and numerous agreements to permit upgrading. The footway from Frodsham to Kingsley varies in state from wide open to almost completely encroached over, especially from Kingsley Green to Lady Heyes.



The heavily encroached footway on the B5152 from Kingsley Green to Lady Heyes; hazardous enough for pedestrians let alone cyclists.

Years of neglect and lack of enforcement has led to encroachment of vegetation and earth (right).



The end of the eastern side footway on the B5152 as it runs out of Frodsham opposite Kingsley Green; a quiet footway that could be shared. The footway continues on the west side of the road.

Frodsham to Kingsley (cont)

Quick Wins:

- *Re-designation of the footway from Bradley Lane (Frodsham) to Middle Lane (Kingsley) as 'share with care'.*
- *Reclamation of the footway where needed.*
- *Effective enforcement by the Highway Authority of future encroachment on and over the footway.*
- *Signage.*



Hillside Rd looking north; a quiet by-pass to the busy Vicarage Lane. Signage needed.

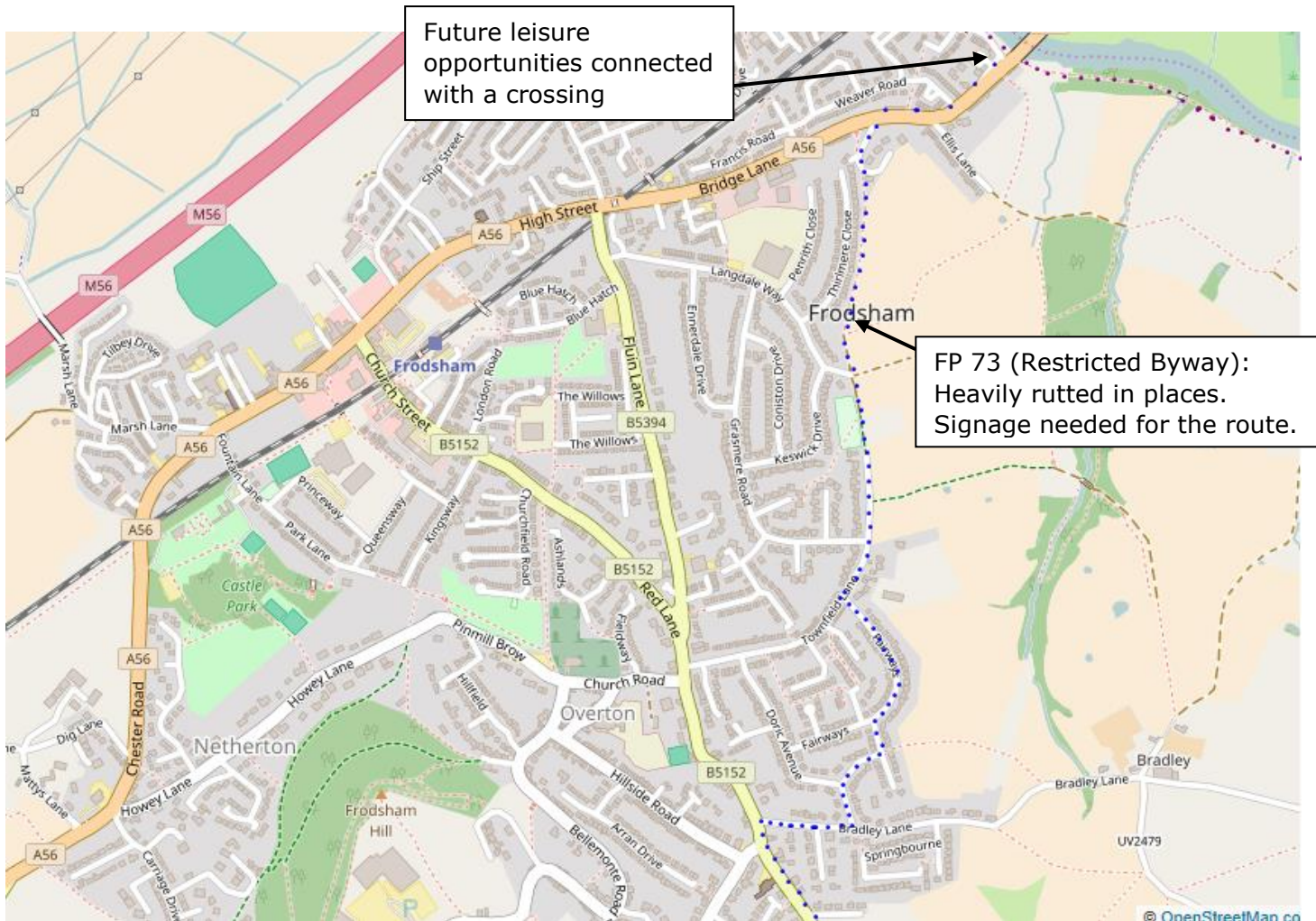
Longer Term:

- *Land purchase / Landowner agreement for creation of a dedicated cycleway of 3m width running on the east side of the B5152 from the bottom of Hillfoot lane, through lady Heyes to Kingsley Green.*



A long term solution to connect Frodsham with Kingsley; a purpose built path alongside the main road. Mobility scooter and equestrian friendly would satisfy a variety of users.

D: Kingsley to Sutton Weaver avoiding town centre



In conjunction with routes to Sutton Weaver and Halton (above), an opportunity exists to improve connectivity from Kingsley to Sutton Weaver avoiding Frodsham town centre. The route takes in Doric Ave (off Bradley Lane) and Townfield Lane to enter FP73 and 72 (bridleways) ending at Bridge Lane. The bridleway is deeply rutted at the top of Langdale Ave and empties onto Pear Tree Close then Bridge Lane. Once on Bridge Lane there is a short stretch on the A56 to connect with the route at Quayside. There are no possible improvements identified to improve this short stretch of route, save a pedestrian crossing at the bottom of Bridge Lane at the Frodsham Stone Bridge (it must be noted that such a crossing would also serve to connect both NCR5 and Saltworks recreation areas with potential improvements to the River Weaver towpath).

Kingsley to Sutton Weaver (cont)



FP 73 Looking north from the end of Langdale way; a deeply rutted surface and muddy after rain. The footpath is on private land.

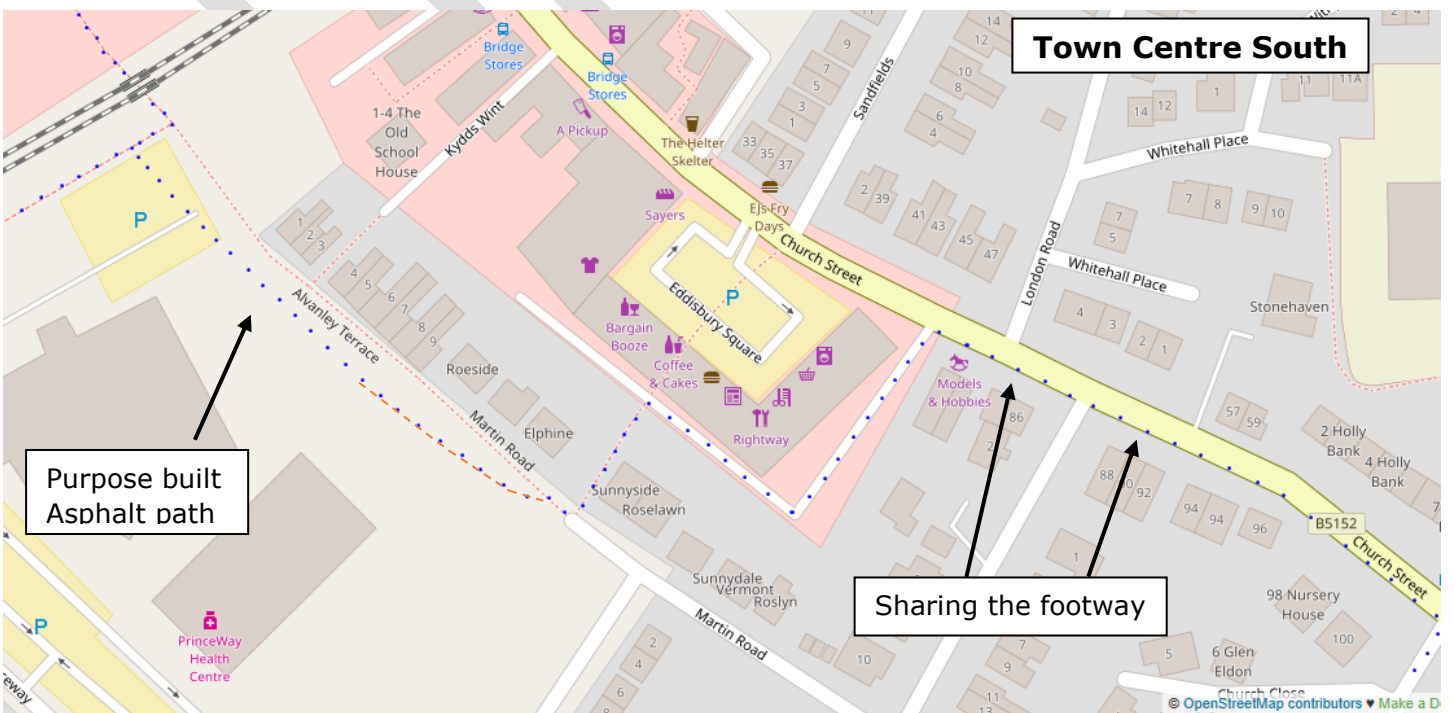
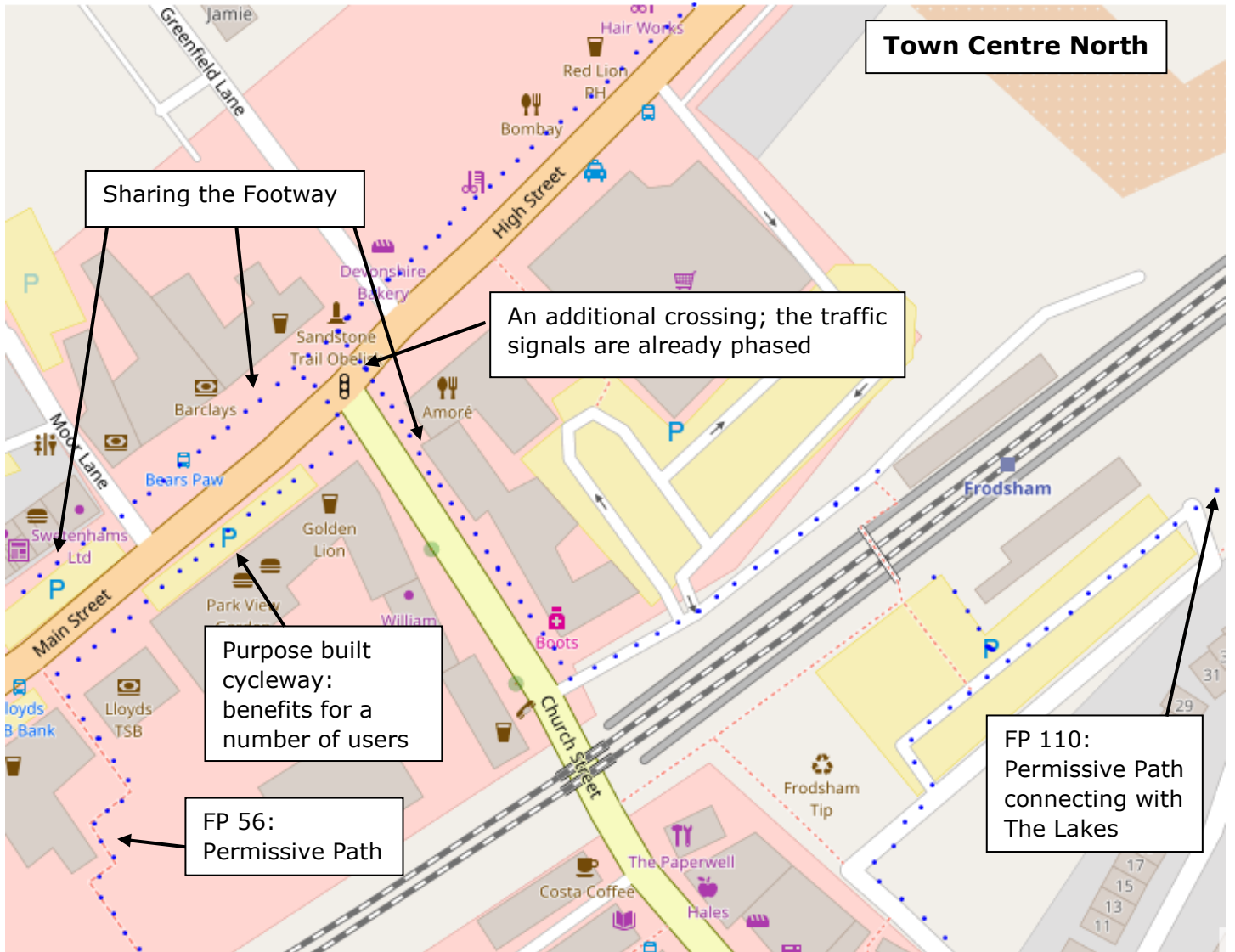
Quick Wins:

- *Re-surfacing of FP73 (with the landowner's consent)*
- *Signage*

Longer Term:

- *Pedestrian crossing at Bridge Lane connecting Quayside with FP5 (River Weaver towpath).*

Section 2: Town Centre



Town Centre: General Description

As with many towns and villages, sporadic development over many years means Frodsham has almost no infrastructure provision except for pedestrians and motor vehicles. Providing infrastructure to fill this gap would not only benefit cyclists; recognising Frodsham's demographic trends means there will need to be infrastructure to cater for Frodsham's ageing population. Mobility scooters, although restricted to the road are incompatible with heavy traffic and complex road engineering. Alternatives must be found.

The town centre is a significant 'pinch point' for National CR5. Cyclists mix with busy and complex traffic situations and younger riders frequently revert to cycling on the footway for the additional perceived safety.

The recently re-designated 'share with care' FP59 leads onto the narrow Alvanley Terrace, on which cycling is prohibited. Additionally, potential routes from Blue Hatch to the Railway Station are designated footpaths, as is the potential route from the bottom of Martin's Rd to Eddisbury Square. Church St has no safe pedestrian crossing (see also St Luke's school). The Church St railway bridge presents an additional hazard due to the narrow carriageway and footways.



The narrow footways and narrow carriageway under the Church St rail bridge. Long a bugbear for pedestrians and motorists, a priority system for traffic could allow for footway widening and calm traffic.



Looking north down Alvanley Terrace; Cycling prohibited along this narrow footway. The option through the Medical Centre is on the other side of the hedge and arrives at the same place.



Footpath 59 (left) ends at Alvanley Terrace; cycling prohibited.

Generally speaking the footways along both Main St and Church St are wide and generous. On Main St there is also additional pavement between the planted trees and footway kerb which is currently used by vehicles for 'nose in' parking.



Aerial view of north side of Frodsham Main St; generous footways and a wide road leave plenty of scope for infrastructure improvements to serve a multitude of users.



Footway on the south side of Main St looking west from Queen's Head; a wide footway with additional space between the kerb and trees. Parallel parking would have to be imposed.



As above looking from the junction of Church St to the Queen's Head. Plenty of space for a dedicated cycle lane with rearranged parking.



The wide footway on the east side of Church St.
Street furniture would have to be moved to accommodate segregation.

From the East to the Station Car Park is quite straightforward utilising the quiet Blue Hatch. This route includes the designated footpath from the bottom of Blue Hatch to the car park and also London Rd.

From Overton the options for safe cycle connections to the town centre and station are limited due to the busy and narrow nature of Red Lane and Holly Bank. An option exists through Churchfields and utilising the footway, but there is no crossing across Church St despite public demand.



Looking up church St to Holly Bank. A busy road but quite wide footway – ‘share with care possibilities?’

In terms of commuting by train; journeys of between $\frac{3}{4}$ and 3 miles to the station are optimised for cycling. Not only does the journey need to be efficient and safe, the cyclist has to be confident the storage facilities at the station or on the train are adequate. The current configuration of rolling stock generally allows for a maximum of 2 cycles per train on a pre-booked basis. The creation of cycle hire schemes in the main centres incentivises cyclists to leave their bicycles at the station. Furthermore, the imminent arrival of a direct rail connection to Liverpool could stimulate demand for not only improved cycle storage, but cycle hire from Frodsham itself for visitors.

Cycle storage at Frodsham Station: Lack of secure storage both at the station and on trains is a major disincentive. With direct links to Manchester, North Wales and soon Liverpool, are there ‘trip and ride’ electric bike hire possibilities for Frodsham in the future?



Town Centre: Ship St to Castle Park and Medical Centre

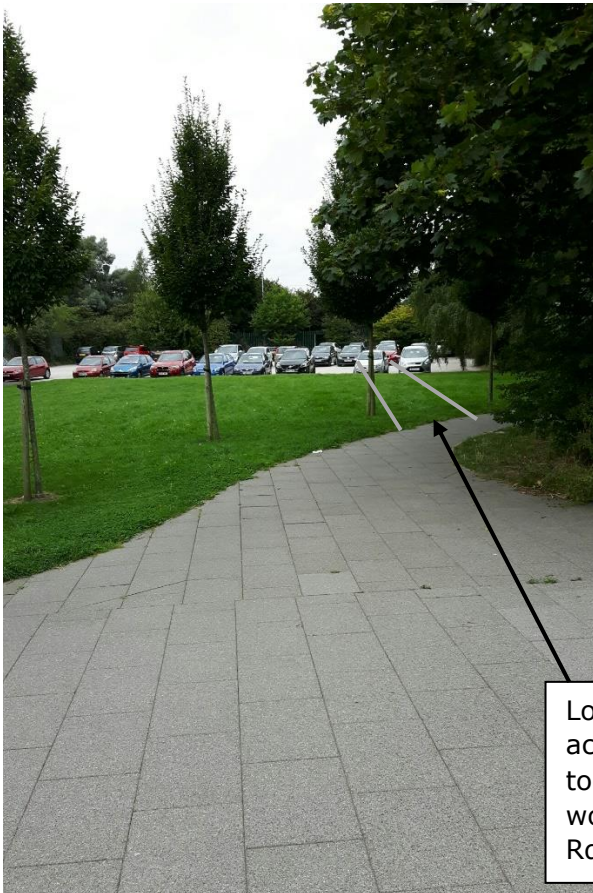
Description. From Ship St the footway on the north side of Main St to cross Main St to the Golden Lion, then between the footway and roadway to FP 56 beside the Queens Head. Right into FP 59 continuing straight (to Castle Park) or left across the car park behind the library and over a new surface running parallel to Alvanley Terrace to the Medical Centre.

Quick Wins:

- Segregation of Footway from Ship St to Bear's Paw.
- Upgrading of Main St crossing to 'Toucan'.
- Segregation of Footway from the Golden Lion to the entrance of the Queens Head at FP 56.
- Re-designation of FP 56 as a Permissive Route to where it joins FP 59.
- Appropriate signage for route.
- Signage for cycle parking.

Long Term:

- Implement parallel parking for vehicles from the Golden Lion to Queen's Head and dedicate the land between the trees on Main St and kerb as cycleway.
- Construction of a 3m wide asphalt cycle path from the gate off FP 59, across the car park and grass area to join with the path to the Medical Centre.



Looking from the Medical Centre across to FP 59; a 3m asphalt path together with re-designation of FP56 would complete the link from Martin's Rd through to the Queen's Head.

Town Centre: Ship St to Railway Station

Description. Leaving Ship St along the footway on the north side of Main St, then crossing straight over to Thomas Cook and the footway on the east side of Church St turning left before the railway bridge to the station.

Quick Wins:

- *Creation of an additional crossing to 'Toucan' standard from the Bears Paw to Thomas Cook on the east side of the junction with Church St (current signal phasing permits this).*
- *Segregation of footway on east side of Church St from corner of Main St to railway overbridge.*
- *Appropriate signage for route.*
- *Creation of a priority system (one way) for vehicles using Church St under the railway bridge, and widening the footway on the east side.*

Town Centre: Netherton and Castle Park to Railway Station

Description. From FP59 right across the car park behind the library and then over a new surface running parallel to Alvanley Terrace then via the Medical Centre access Rd to Martin's Rd. Cutting through to the back of Eddisbury Square, then across Church St to the road to the railway station.

Quick wins:

- *Dropped kerb from edge of path leading to access road to Medical Centre.*
- *Permissive use of the Medical Centre access road to Martin's Rd.*
- *Re-designation of the footpath leading from bottom of Martin's Rd to Eddisbury Square as a Permissive Route.*
- *Appropriate signage.*
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Long term:

- *Construction of 3m purpose built asphalt cycle path (as above) joining FP59 with the Medical Centre.*

Town Centre: The Lakes to Railway Station

Description. From Blue hatch down FP 110 to the Station Car park and station.

Quick Wins:

- *Re-designation of FP 110 as a Permissive Path.*
- *Signage.*



Footpath 110 at the bottom of Blue Hatch leading down to the Station car park; the handrail in the foreground serves no purpose.

Town Centre: Overton to Railway Station

Description. From Overton entering FP 60 opposite the Ring o' Bells, then entering Churchfields and crossing to the top of Churchfields Rd on a purpose made surface. Down Churchfields Rd then using the footway on the west side of Holly Bank and Church St to cross at Eddisbury Square to the station.

Quick Wins:

- *Re-designating the footway running from Churchfields to Eddisbury Square as 'share with care'.*
- *Signage from St Laurence's Church across Churchfields and down Churchfields Rd to Holly Bank and the station.*
- *Re-designation of the initial part of FP60 as a Permissive Path.*
- *Dropped Kerb on Church Rd at the start of FP 60.*



The start of FP 60 on Church Rd; a dropped kerb would benefit the route from Overton to the town centre, Kingsley to Frodsham and routes to the Frodsham CE school. Disabled users of the Sandstone Trail could also benefit.

Overton to Railway Station (cont)

A 3m wide asphalt path connecting Church Rd with Churchfields would add a connection to the town centre avoiding busy Red Lane. Disabled users would also benefit without having to navigate the steep and stepped FP 60.

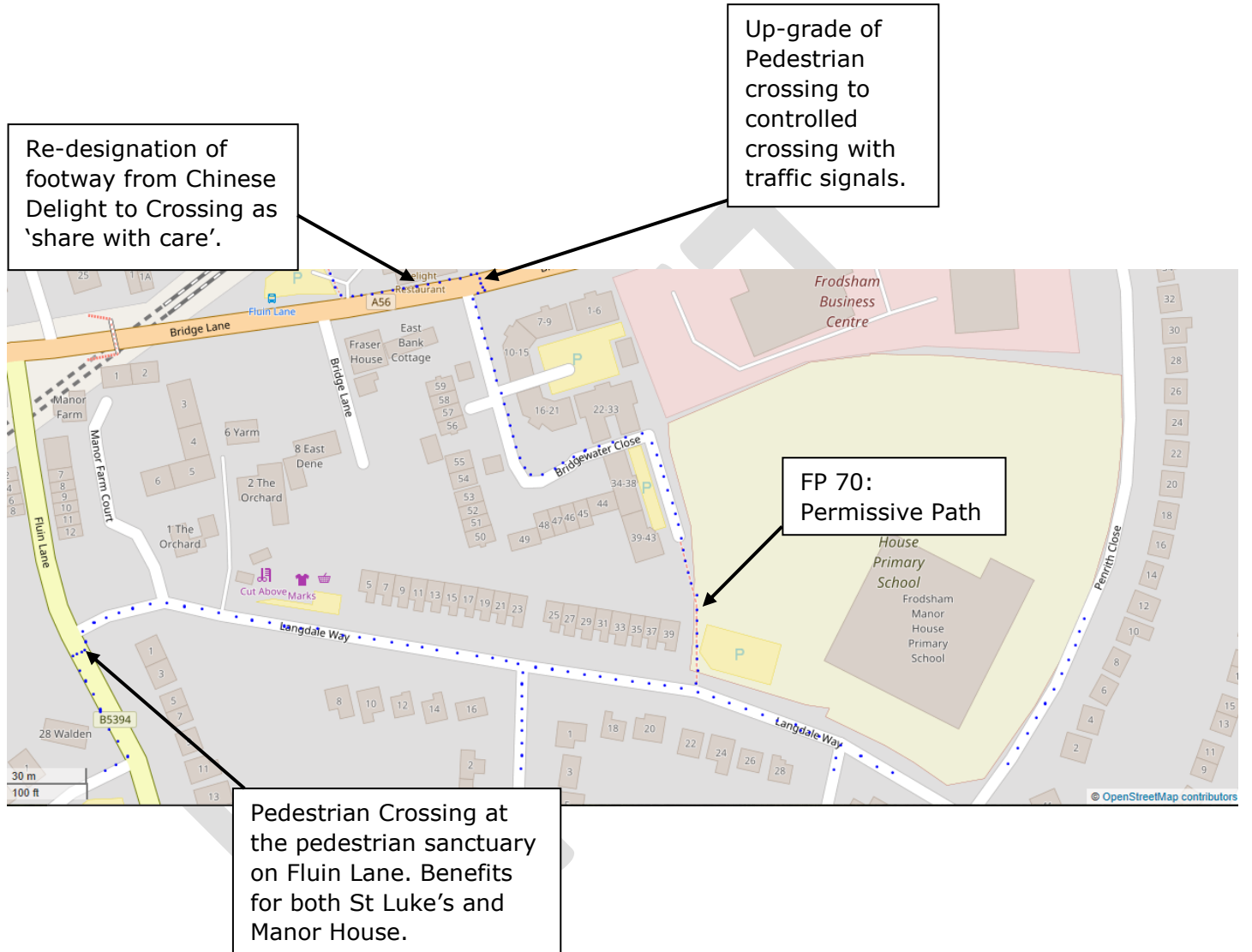


Longer Term:

- Construction of a 3m wide asphalt path leading from the St laurence's Church across the Churchfields to join with the top of Churchfields Rd.
- A pedestrian Crossing from across Church St linking Eddisbury Square with the Station Car Park (see also St Luke's).

Section 3: Connecting Schools

A: Manor House



Quick Wins:

- Re-designation of FP 70 as a permissive path.
- Re-designation of the footway from the Chinese Delight restaurant car park to the pedestrian crossing at Bridgewater Close as 'share with care'.
- Cycle storage at the school.

Manor House (cont)



FP 70 from Bridgewater Close to Langdale Ave; re-designate as a Permissive Path.



The pedestrian sanctuary at the top of Langdale Ave. Upgrading to a crossing would benefit both Manor House and St Luke's schools.

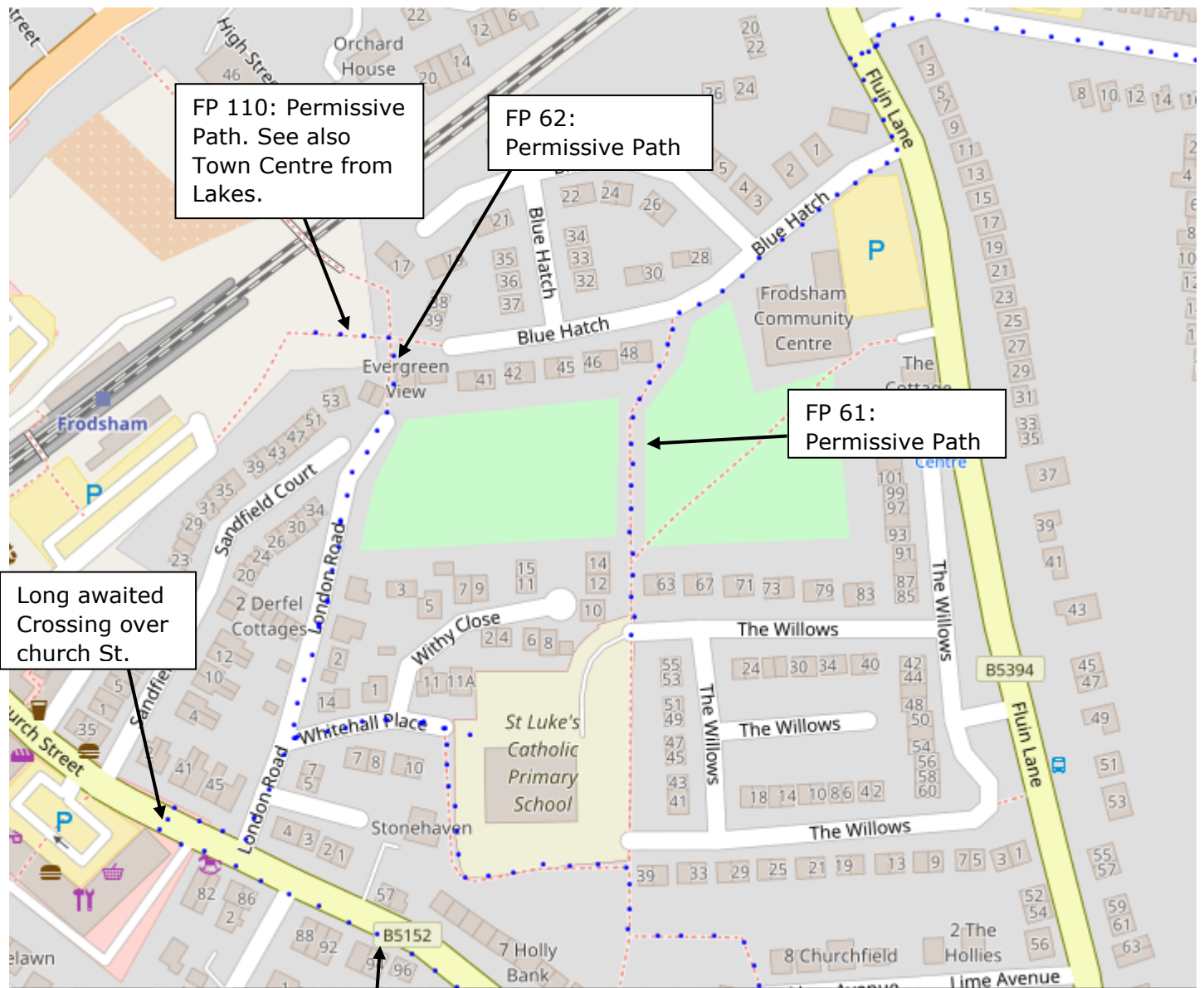
Longer Term:

- *Upgrading of Pedestrian Crossing at Bridgewater Close to a Controlled Crossing. (There has been parental pressure from the school to support this)*
- *Installation of a pedestrian crossing where the sanctuary is at the junction of Fluin Lane / Langdale Ave (also benefits for St Luke's school)*



The uncontrolled crossing over the A56 and short stretch of footway to the Chinese Delight. The bridleway to connect with Waterside Ward leads from the car park.

B: St Luke's



Quick Wins:

- Re-designation of FP 61 from Blue Hatch to St Luke's school as a permissive path.
- Re-designation of FP 62 as a permissive path.
- Re-designation of FP 110 as a permissive path (see Town Centre).
- Cycle storage at the school.

Luke's (cont)



FP 61 connecting Blue Hatch with St Luke's school. Overgrowth is an issue.

Longer Term:

- *Pedestrian Crossing at Church St connecting Eddisbury Square with London Rd.*

C: Weaver Vale

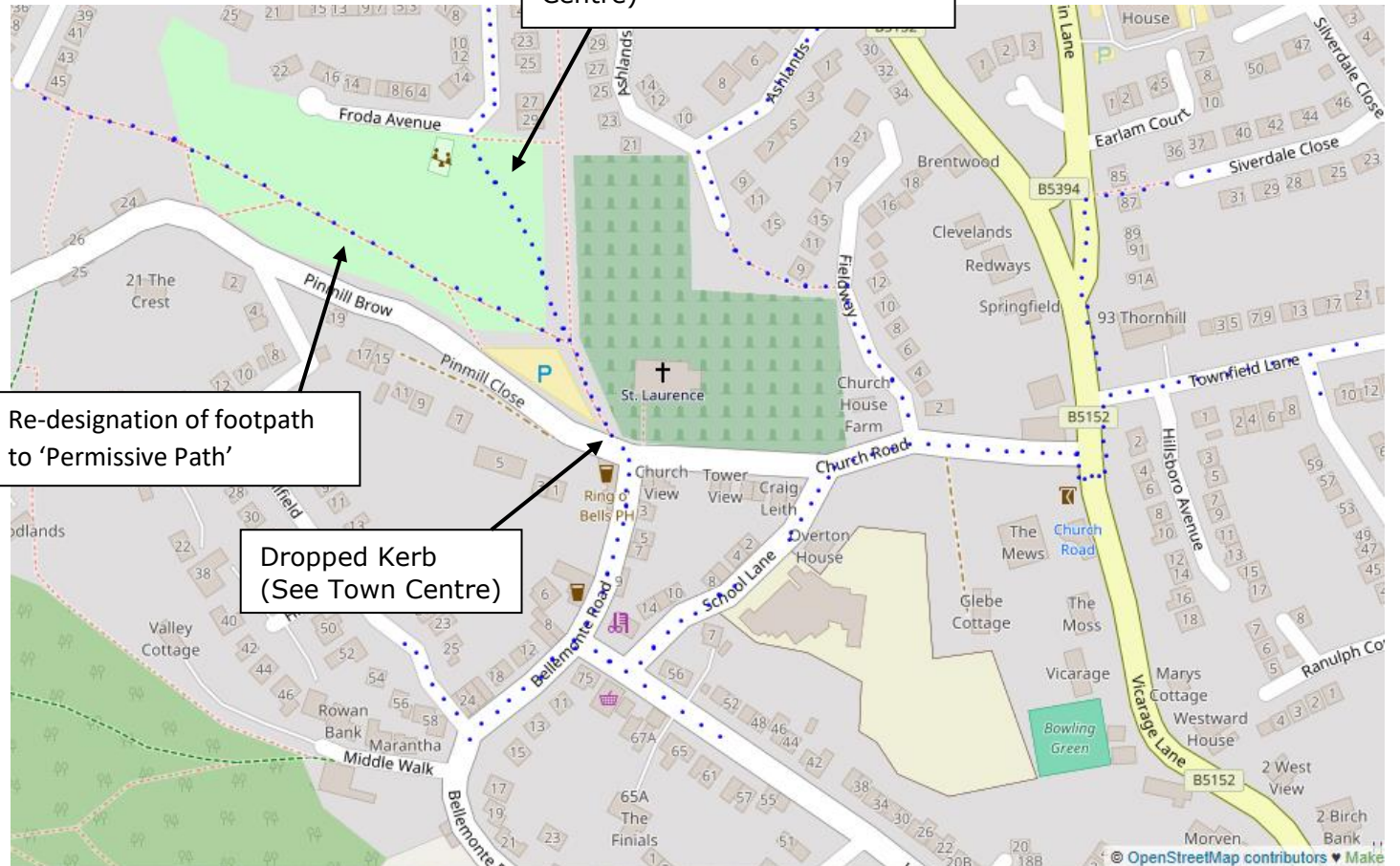


Quick Wins:

- Signage.
- Re-designate FP 70 as a permissive Path.
- Re-designate path connecting Waterside as a Permissive Path.

D: Frodsham CE

Purpose built asphalt cycleway connecting Church Rd with Churchfields (see Town Centre)



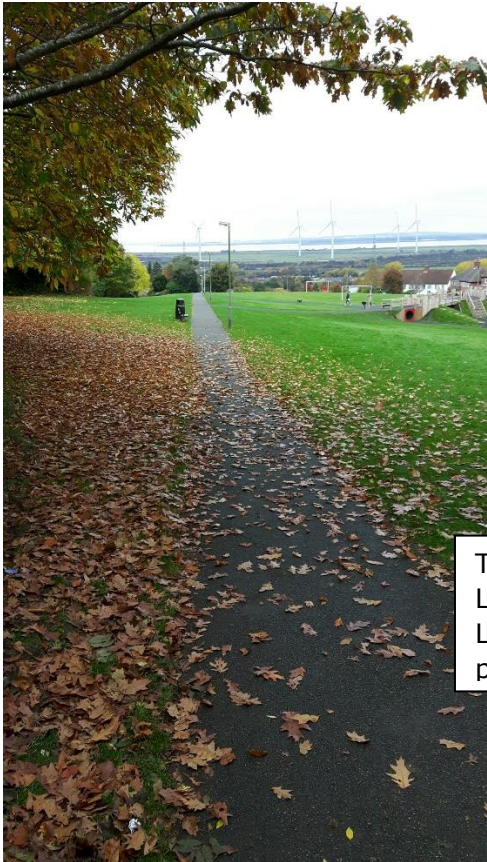
Re-designation of footpath to 'Permissive Path'

Dropped Kerb
(See Town Centre)

Quick Wins:

- Cycle Storage.
- Signage.
- Re-designation of footpath running from Park Lane to St Laurence's as a Permissive Path.

Frodsham CE (cont)



The footpath running from St Lawrence's to Howey Lane and Park Lane: re-designation as a permissive path.

Longer Term:

- *Cycleway through Churchfields connecting Churchfields Rd with Church Lane (see Town Centre).*

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WaSCF October 2016

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