For

Frodsham Neighbourhood Plan
#yourfrodsham

A Cycle Strategy for Frodsham

SCOPE: Working under the *Cheshire West and Chester Cycle Strategy*, to identify and detail safe cycle routes to / from and through Frodsham connecting to the Town Centre for recreation employment and education, and detail other infrastructure improvements for cycling.

www.cyclenorthcheshire.com

Contents

Executive Summary

The aim of this strategy is to provide a menu of suggested improvements to make Frodsham a sustainably connected and cycle friendly town in order to satisfy the needs of those cycling to places of education, employment and leisure.

Cycle North Cheshire was commissioned by the Frodsham Neighbourhood Plan Steering Group to produce a strategic vision on cycling in the area to support the emerging policies being developed for the Neighbourhood Plan. *A Cycle Strategy for Frodsham* suggests local solutions to the ambitions set out in the *Cheshire West and Chester Cycling Strategy* and both documents should be considered as complimentary.

Frodsham is a popular commuter town on the route of NCN5 and situated proximate to several important places of employment and education, as well as being the gateway to a number of popular leisure assets including the nearby Delamere Forest. Cycle connectivity with neighbouring communities and within the town itself is generally poor. In the near-term reinstatement of direct rail links to the Liverpool City Region are expected to bring additional opportunities for inward investment and also generate greater demands for access to nearby leisure facilities.

The uptake in cycling in Frodsham for employment and education is below the national average, however there has been a significant uptake in cycling for leisure observed both locally and nationally over recent years. Frodsham lacks the suitable infrastructure to support a greater uptake in cycling without necessitating the use of a busy road network and this strategy attempts to address those deficiencies by making recommendations on routes and infrastructure on a geographic basis with some prioritisation incorporated.

To the West, a safe cycle route from the Town Centre and Overton to Helsby High School is seen as a priority. Further connections could be made in the future to join with the Chester Greenway at Mickle Trafford ultimately connecting Chester, through Frodsham to Runcorn and Warrington with a single scheme.

To the North and East, important for commuters and users of NCN5, connectivity with Runcorn and Warrington is identified as a priority. Although relatively small improvements would benefit some sections of the existing routes, particular pinch points will require significant infrastructure improvements. For leisure users, opening a route up the Weaver Valley to connect with Dutton Locks would provide an attractive and pleasant recreational route and potentially benefit the visitor economy with consequential inward investment.

To the South the majority of recommendations will support leisure and recreation connections to the facilities at Lady Heyes, Kingsley Village and Delamere Forest whilst avoiding the B5152. Development of such routes will bring potential for inward investment with Frodsham and Kingsley positioned as potential gateway locations for services and facilities.

All sections in this report contain recommendations for some very simple improvements that could be implemented at minimal cost. Dedicated paths across private land will require extensive consultation and close co-operation with relevant landowners, but this has been achieved in many other parts of the UK with great success.

Longer-term improvements will require proactive support of the Local Authority in accordance with the recommendations detailed in the CWaC Cycling Strategy (2014). Close co-operation between adjacent authorities will be needed to ensure seamless and effective connectivity to the Runcorn Cycle Network and any future schemes in Halton. It is expected *A Cycle Strategy for Frodsham* will be the strategic reference for all future local schemes and wider connections.

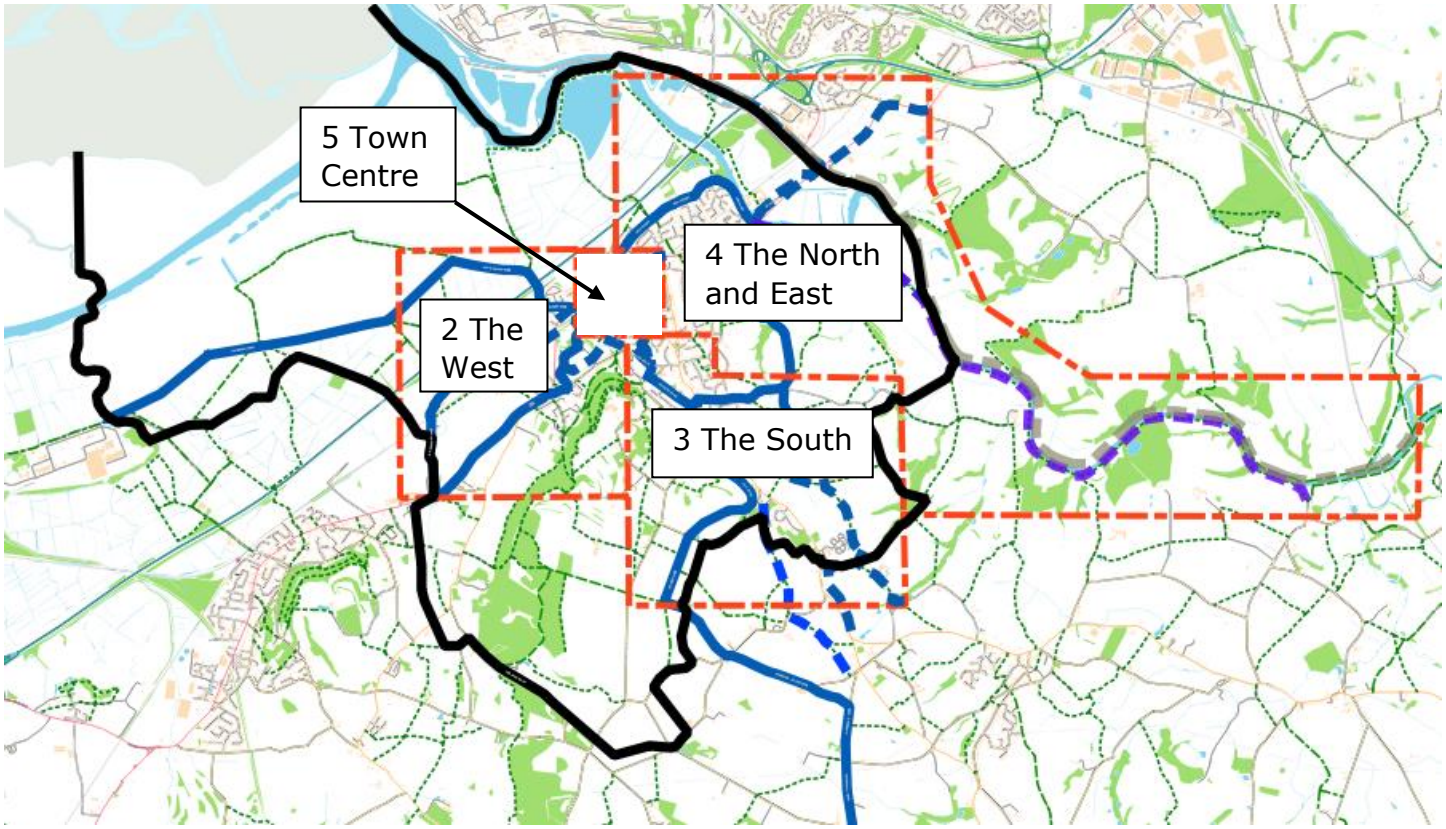
1: Introduction

1.1 Frodsham Neighbourhood Plan

"Encourage local communities who are preparing Neighbourhood Development Plans to consider cycling facilities, provision and access to cycle routes in their documents"
(Recommendation from Cheshire West and Chester Cycling Strategy)

Background to the Frodsham Neighbourhood Plan

Cycle North Cheshire was commissioned by the Frodsham Neighbourhood Plan Steering Group to produce a strategic list of recommendations for cycling to support the Neighbourhood Plan Transport and Access Policy. The recommendations produced are intended to support the overall objectives identified within the Cheshire West and Chester Cycle Strategy (2014) and both documents should be considered as complimentary.



Frodsham Parish Boundary and arrangement of sections in this report.

The Frodsham Neighbourhood Plan remit extends to the Frodsham Parish Boundary (above). Cycling infrastructure frequently crosses administrative boundaries; the National Cycle Network Route 5, a route of national significance connecting Land's End to John o' Groats, transits through Frodsham from the West to the North East. More locally, the ultimate integration of well-planned and high-quality routes with adjacent schemes, infrastructure and services is the long-term ambition that will require close co-operation with adjacent authorities. Cycle North Cheshire has therefore suggested connecting routes and recommendations that extend beyond the Frodsham Parish Boundary.

1.2 Competing Pressures on Infrastructure

Many of the trunk roads connecting Frodsham with surrounding communities were routes developed before the modern era of motor vehicles. Subsequent improvements, mainly in an era of lower traffic levels have been for the benefit of the motorist with little thought for the need of pedestrians and none for cyclists. New development in Frodsham over the 20th Century has also exclusively benefitted the needs of the motorist. Nonetheless, Frodsham is well connected with an historic interlinking footpath system.

The increased popularity of cycling as a means of recreation, travel for employment and education is well documented and although Cheshire West and Chester (CWaC) is just over the national average with 4% of

the population making 5 cycle journeys per week, it falls well short of cycle-prepared cities such as Cambridge (37%).[1] The rate of regular cycling to work in Frodsham is a mere 1.7%.[2]

In terms of cycling to school Helsby High School falls well below the borough average; the last school travel survey indicates that 1.1% of all students cycled, even in the summer months[3], against a CWaC average of

2.5% and a Chester City average of 5%[4]. Anecdotal evidence suggests the current rate of cycling to the High School is around .5% from Frodsham and to the primary schools around 1%; broadly in line with the CWaC average[5].

Along with the general uptake in cycling, the population of Frodsham is on the whole ageing.[6] Mobility scooters, although legally a motor vehicle, are not compatible with heavy traffic environments. Electric assisted bikes are growing in popularity and offer an opportunity for the elderly or those not accustomed to cycling in a predominantly hilly environment to enjoy all the benefits of cycling in a less strenuous manner and also present opportunities for journeys of longer distance.

Bespoke schemes, especially those connecting with places of recreation invariably attract broader support and additional funding opportunities if accessible to range of users; particularly those with reduced mobility (wheelchairs), walkers and equestrians.

Future infrastructure provision must account for the future needs and demographics of the community.

[1] CWaC Cycling Strategy
[2] 2011 Census data
[3] HHS Travel Survey (2013)
[4] CWaC Cycling Strategy
[5] CWaC Cycling Strategy
[6] 2001 and 2011 Census data, Frodsham Housing Needs survey (2018)

1.3 Background and Technical Inputs

The first iteration of *A Cycle Strategy for Frodsham* was produced in 2015 on behalf of the Weaver and Sandstone Cycle Forum. The document was not publicly published as it was realised a complete re-draft would be required to support the Frodsham Neighbourhood Plan. The original technical inputs also required reviewing and updating.

The re-drafted strategy features technical inputs from CWaC and Halton BC (Connections to the North and East), Sustrans, CWaC and the Castle Park Trust Executive (connections to Helsby High School), local businesses and schools. An overall assessment of route suitability was conducted in conjunction with CWaC Highways in February 2018 using broad DfT (Department for Transport) guidelines as a benchmark. Previous and current reports published by CWaC including the Air Quality Management Plan (2018) and Route to HHS (2011) have been reviewed. Additionally, current Section 106 agreements and concepts explored under the Weaver Valley Regional Park scheme have also been reviewed and incorporated. Local knowledge has been used extensively throughout.

Sustrans has produced a scoping report on suggested traffic priorities in Frodsham to support cyclist and pedestrian safety. This report, although not considered part of the strategy, is included in the appendix for consideration for any future review of traffic management.

1.4 Assessment of Routes and Methodology

"Use the planning process through CIL and S106 agreements to secure funding to extend and improve access to local cycle networks and make sure that new developments possess a high standard of facilities for cyclists."
(Recommendation from CWaC Cycling Strategy.)

Cyclists, when presented with a choice of routes, invariably assess the increased risk of a busy main road that offers more convenience with the alternative that might incorporate additional mileage, ascents, differing surfaces and other impediments to quick travel. The routes scoped in this document attempt to balance the requirements of minimal distance and gradient with optimum safety suitable for an individual with Bikeability* Level 2 accomplishment. It is acknowledged that irrespective of available infrastructure some cyclists will always seek a well surfaced road. The current Bikeability map for Frodsham was produced in 2011 and it is acknowledged not all routes are displayed and there are additional traffic volumes evident at the time of publication of this document. http://itravelsmart.co.uk/cycle/

Recommendations in this report are tabled as 'Quick Wins' or 'Longer Term'. In determining these recommendations the hierarchy of preferred cycling improvements as recommended by the DfT (1.4: Good Practice) is used as a reference. It is recognised the severe limitations imposed by nature of the existing infrastructure combined with the likely scale and scheduling of investment must be balanced in the recommendations.

Speed limits, although high in the DfT hierarchy of suggested improvements, have been periodically reviewed in Frodsham and are under consultation by the Local Authority at the time of publication with the proposal that most roads are re-designated as 20mph. 20mph speed limits around school zones within the urban environment as recommended by the DfT are cited in this report (see Schools). Elsewhere, suggested routes where possible remove cyclists from the carriageway in order to support Bikeability 2 capability.

Quick Wins typically include the re-designation of footways and footpaths, and the installation of signage and simple

infrastructure. Such schemes are widely implemented nation-wide where there is sufficient footway width or low pedestrian footfall. Quick Wins, whilst incentivising greater uptake of cycling, are in some cases not intended be long-term solutions.

Longer Term recommendations include substantial modifications to, or the significant upgrade of existing infrastructure and the installation of new infrastructure altogether. With the ultimate implementation of this strategy it is expected some long-term improvements will super-cede the preceding short-term scheme and provide permanent improvements compliant with the highest standards as recommended by the DfT.

It is expected the Local Authority will implement both the *Quick Win* and *Long Term* recommendations as detailed in the CWaC Cycling Strategy (2014) in determination of availability of infrastructure levies, planning of new roading schemes and proactively working with developers to accommodate the recommendations in this report.

* Bikeability: For more information about Bikeability, see the Department for Transport (Dft) website:http://bikeability.org.uk

"Consider the conversion of footways and footpaths for shared use by both pedestrians and cyclists in appropriate rural locations"
(CWac Cycling Strategy)

Figs 1.1-1.3 Examples of hazardous routes that cyclists must asses

1.1: Sutton Causeway; no alternative exists for cyclists

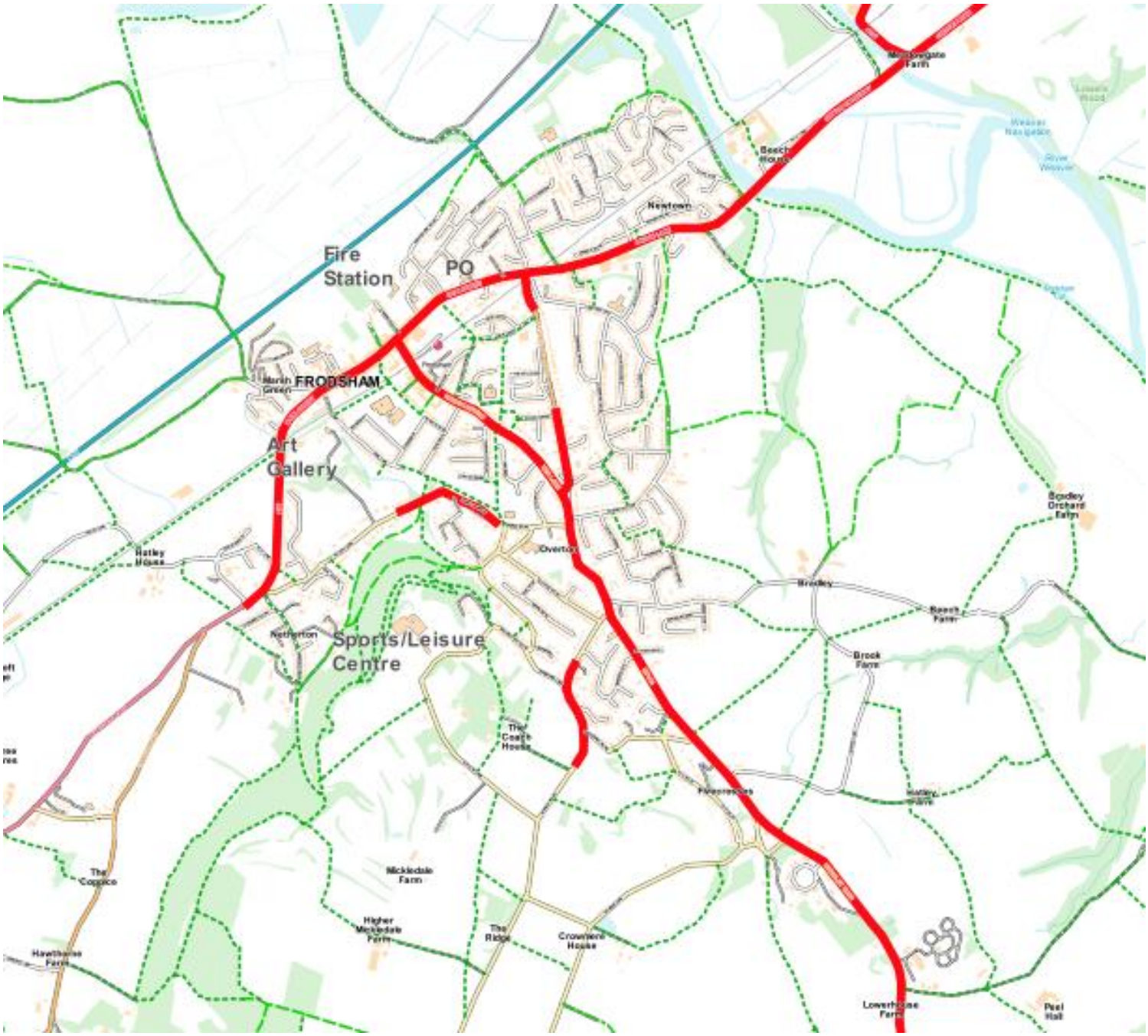
1.2: The B5152 Kingsley Rd; a modest gradient on a busy road

1.3: The A56 from Netherton to the Town Centre; busy, narrow carriageways.

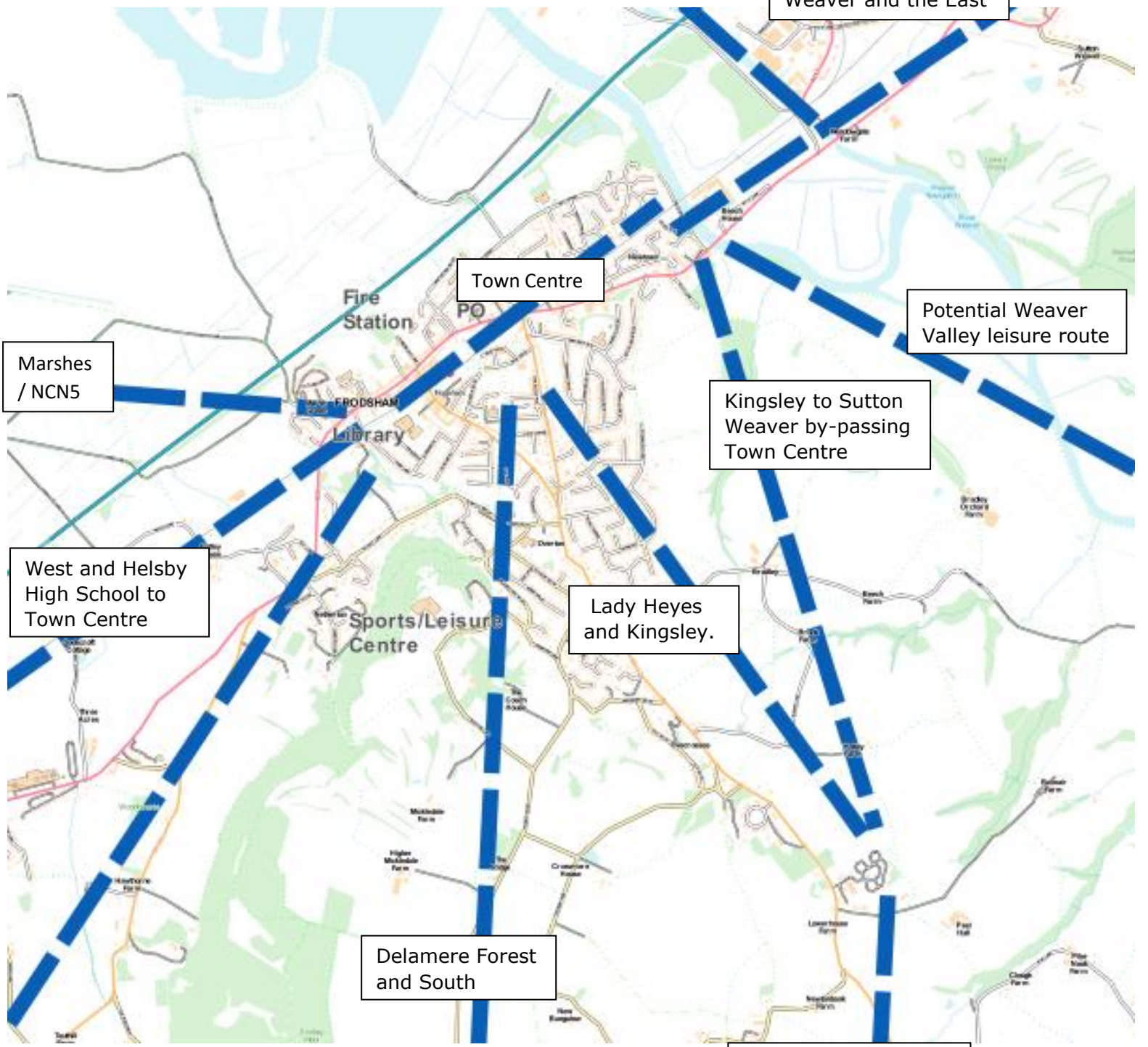
1.5 Hazardous Routes

Based on the CWaC Bikeability map, the map below illustrates the sections of road that are graded Bikeability Level 3 or above, or excessively hazardous due to either one or a combination of:

- **Traffic volume**
- **Carriageway width**
- **Sightlines**
- **Lack of escape route**
- **Traffic speed**

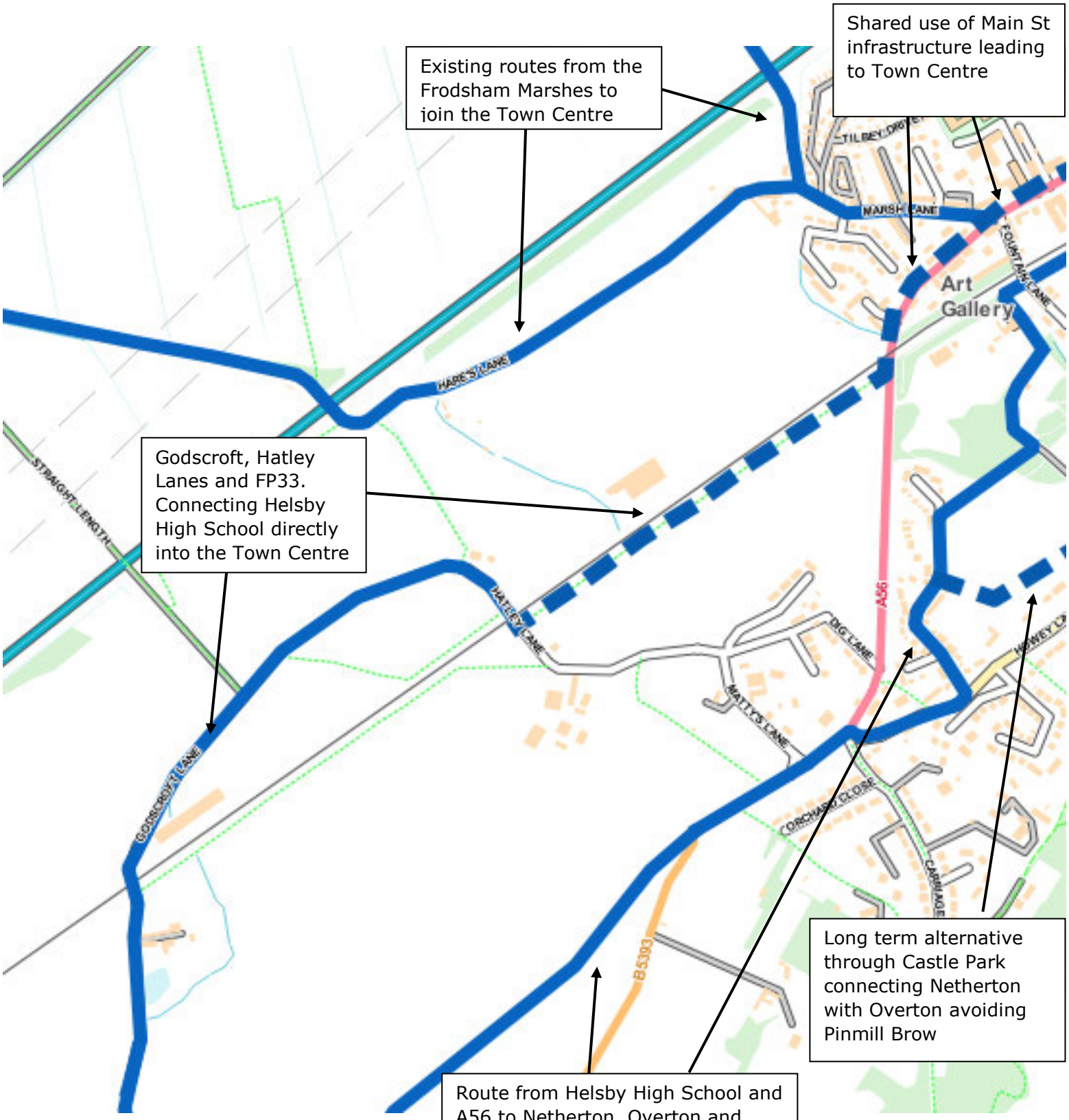


1.6 General Overview of Preferred Routes



Section 2: The West

2.1 The West: Overview



2.2 The West: Description

The two main routes to Frodsham from the West are via NCN 5 over the Frodsham Marshes to Marsh Lane and Main St, and via the A56 and Helsby High School to Netherton and Main St.

The route via the Frodsham Marshes following the course of NCN 5 leads from Lordship Lane splitting into Moorditch and Hares Lanes to meet again at Marsh Lane and into Main St at the Ashcroft Veterinary Surgery. The route is in a poor state; most tracks over the Marshes are severely pot-holed and only suitable for cycling in dry weather on bicycles designed for off-road use. Frequent and endemic fly-tipping leaves a general impression of neglect, presents a poor welcome to Frodsham for visitors and is an unappealing cycling experience for those wishing to visit the Marshes.

Via the A56; a dedicated cycle lane, delineated by dashed lines, is provided on the carriageway running from Helsby to the Netherton Hall, where there is a 'Pelican' type crossing to access Howey Lane and Netherton Drive. Beyond the Netherton Hall the carriageway narrows and cyclists must share the road with vehicles into and through Frodsham. An alternative but undesignated route exists from the Netherton Hall over the A56 and up Howey lane to Netherton Drive and through Castle Park. Some 40% of the Helsby High School role originates from Frodsham and a report produced by CWaC detailing a potential link through the southern side of Castle Park to provide cycling access from Park Lane to Helsby High School following the closure of Frodsham High was produced in 2009. Cycling to the High School has increased in recent years and although the facilities at the school for cycle storage have been improved, road safety is cited as the primary reason for students to travel by other means.[7]

A potential alternative route exists from Helsby High School following the course of Godscroft and Hatley Lanes and FP33 arriving on Main St at the railway overbridge. The subject of a Section 106 agreement with the Local Authority, the upgrade would require formal re-designation of the footpath and significant upgrade work.

Delamere Forest is accessible from the South West following Tarvin Rd (B5393) out to Foxhill and then via The Ridgeway and New Pale Rd. This route, whilst convenient for those in Netherton and Helsby involves a significant gradient.

A56 looking toward Helsby High School with cycle-lane and broad grass berm.

[7] HHS Travel Survey (2013)

2.3 The West: Recommendations

3.1 General

Cycle North Cheshire has produced a number of recommendations, both short and long term, for improved cycle connectivity with the Helsby High School and also the route of NCN5 over the Frodsham Marshes. Connections to the centre of Frodsham are detailed under Section 4 (Town Centre). Key to the short-term recommendations are designation of a cycle route through Castle Park, re-designation of footways and footpaths, surface improvements and signage. Long term recommendations include more significant infrastructure implementation but without the need for further traffic flow modelling.

Connecting Helsby High School to both the centre of Frodsham and Overton with a safe, simple cycle route is a high priority. With the closure of Frodsham High School an outline report was published by CWaC (appendix) detailing a potential route through Castle Park and possible use of Footpath 33 joining Castle Park with Godscroft Lane. A report provided by Sustrans (appendix) in 2016 detailed suggested improvements to the A56 connecting Helsby High School with Netherton Hall. Cycle North Cheshire has a suggested route through Castle Park that would connect to Kingsway avoiding the majority of Howey Lane. The bridleway commonly called Bottom Walk was assessed but deemed unsuitable as it doesn't bypass the narrow top section of Howey Lane connecting with Pinmill Brow and at the Western end joins the top of Carriage Drive involving significant gradients and additional distance.

A further report by Sustrans (2018) detailed substantial long-term changes including a one-way system on Howey lane to accommodate a Shared Use path, priority traffic flows on Church St/Red Lane and long-term improvements to the A56 connecting Netherton Hall with the High School. Such re-configuration of traffic flow would necessitate extensive modelling and consideration of other consequences such as air quality.

Establishing a safe route connecting the A56 directly with the Town Centre and avoiding the section from the Netherton Hall Ship St should be a 2-stage process; initially a route through Castle Park from Fountain Lane (FP59) to Howey Rise and the Netherton Hall should be designated and signed. A longer-term solution would involve the use of FP 33 as a suitably surfaced track connecting to the A56 opposite the entrance to Castle Park. 2 options to connect FP33 directly to the Town Centre then exist, each of these is explored fully in 'Town Centre'.

2.3.2 Recommendations: Detailed

A. The A56 and Helsby High School to the Town Centre.

Quick Win. Designation of a route through Castle Park and FP59 connecting Netherton Hall to the Town Centre, and signage throughout.

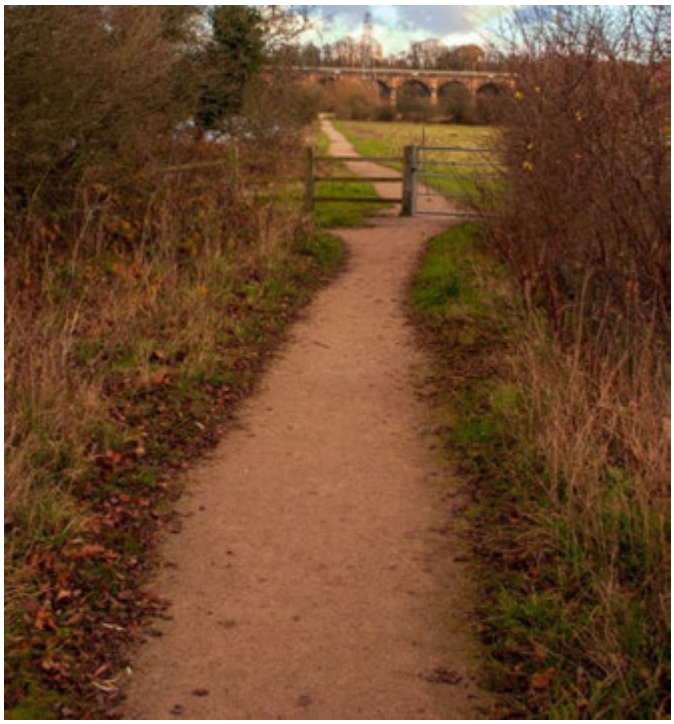
Castle Park; a feature on the CWaC Bikeability map and a logical connection from Netherton to the Town Centre and Overton avoiding the A56.

Quick Win. Re-designation of FP33 to allow for cycling and equestrian use.

Footpath 33; a key connection to the Town Centre from Helsby High School and the West. Re-designation is the first step.

Quick Win. Re-designation of the footway running from FP33 to the Town Centre as Shared Use (See Section 5: Town Centre)

Longer Term. Upgrade of FP33 including; surface, removal of kissing gates and fencing as required to provide for easy cycle / equestrian access from Hatley's Lane to Main St opposite the Castle Park entrance.



Example of a well-surfaced multi-use path crossing farmland (Weaver Valley).

Longer Term. Implementation of Sustrans report to Weaver and Sandstone Cycle Forum detailing improvements to the existing cycle lanes on the A56 from the Netherton Hall to Helsby. (Appendix)

B Marshes to the Town Centre.

Quick Win. Control of fly tipping and unauthorised vehicles on the marshes (installation of low bollards / by-pass gates).

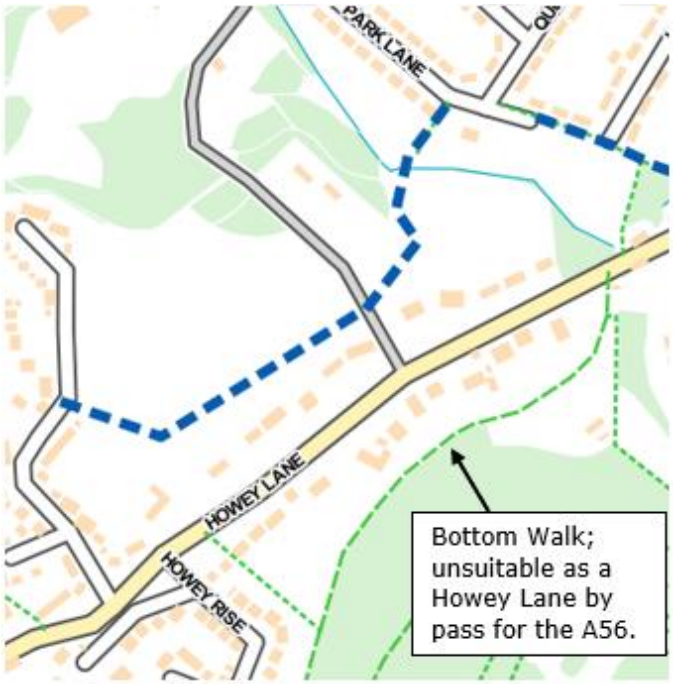
Low bollards installed at the PROTOS facility on the Marshes; a good way to control unauthorised vehicle access.

Quick Win. Surface improvements on Marshes routes and signage.

Severely degraded surface on NCN5 / The Marshes. (Photo Nick Sljivic)

C The A56 and Helsby High School to Overton.

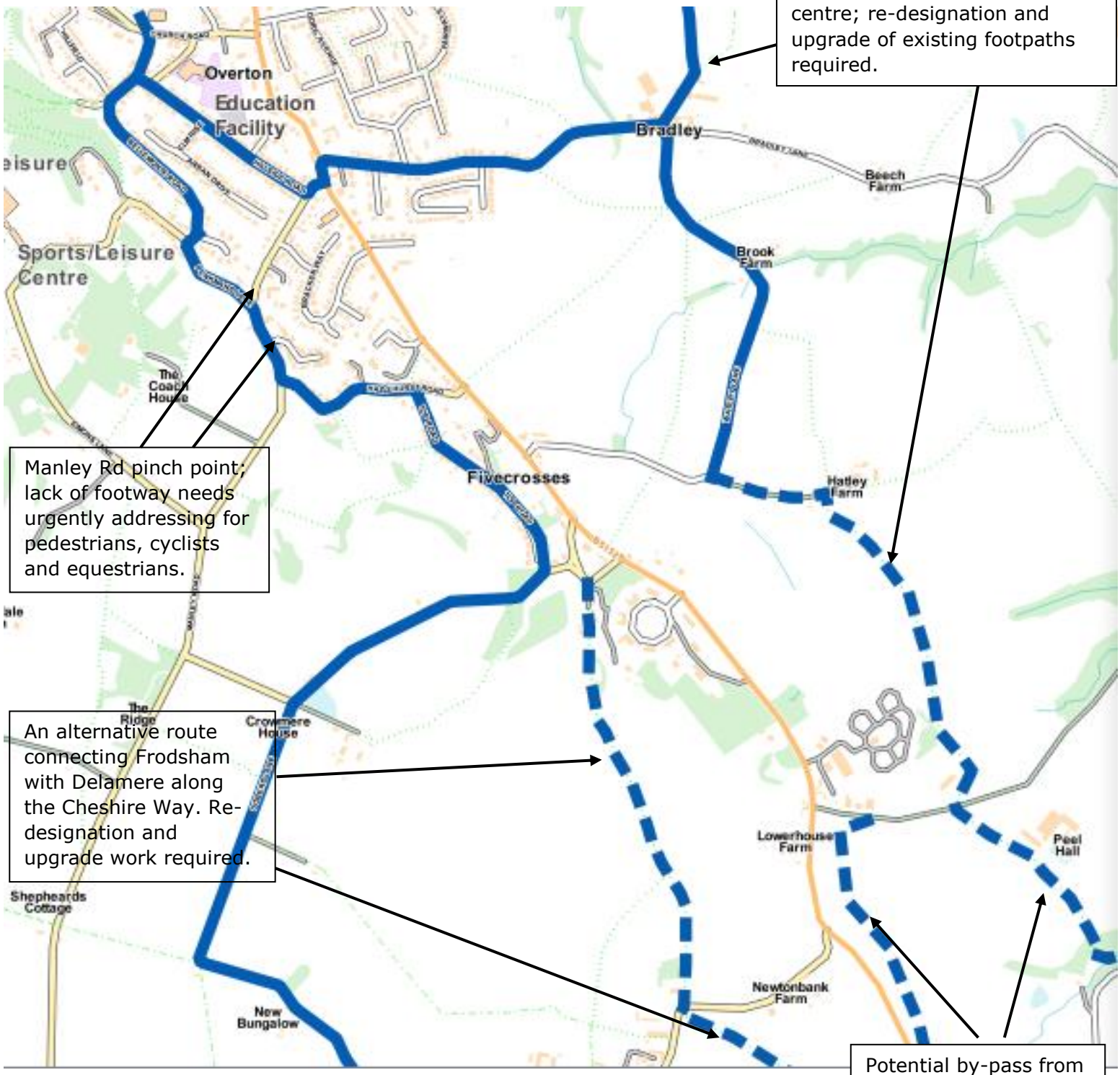
Longer Term. Construction of pedestrian / cycle link through the southern end of castle Park joining Netherton Drive with Kingsway (by-passing Howey lane)



(Left) Suggested route of a multi-use path through Castle Park connecting Netherton Drive with Kingsway. The bridleway 'Bottom Walk' (marked) was assessed as unsuitable due to the necessary use of Carriage Drive to connect to the A56 and footpath connecting to Howey Lane being unsuitable for re-designation due width and steps.

Section 3: The South

3.1 The South: Overview



3.2 The South: Description

The primary route from Frodsham to Lady Heyes, Kingsley and Delamere is the B5152. The B5152 offers a direct route, gentle and steady gradient although it has narrow carriageways and heavy traffic. A footway exists from Frodsham through to Kingsley although it is narrow and heavily encroached with overgrowth in places, and alternates on different sides of the roads. Because of the footway layout and width it is generally unsuited for 'shared use' designation.

Other routes exist: from The Lakes estate, Bradley Lane connects to Watery Lane and joins the B5152 opposite the Travellers Rest. Although this route avoids over 1 mile of the B5152 it involves additional distance, hill climbs and re-joins some ¾ mile short of the popular Lady Heyes camping, caravanning and leisure facilities. A route exists from Churchfields, via either Hillside or Bellemonte Rd to join Manley Rd. From Manley Rd via Hazlehurst and Top Roads and joining Dobers lane it is possible to reach Delamere Forest via Waterloo Lane. Again, this route involves steep hill climbs, additional distance and does not connect directly with Lady Heyes. It also includes the hazardous corner identified on Manley Rd between Penkman's Lane and Hazlehurst Rd. The Cheshire Way footpath running from Dobers Lane straight through to Meeting House Lane offers a direct route to the Delamere Forest with a reasonably steady gradient. Such a route would be a long-term objective.

For cyclists wishing to travel from Kingsley / Lady Heyes to Halton or Sutton Weaver the reverse holds true; there is no practical alternative to the B5152 until Bradley Lane. A footpath exists from Lady Heyes connecting to Watery Lane and then a bridleway into Hob Hey wood, from where a footpath connects to the Frodsham Stone Bridge. Re-designation of the relevant footpaths and subsequent upgrades would be a significant long-term project but would establish connectivity with an established leisure facility and connect with a possible Weaver Valley route.

From Lady Heyes south towards Kingsley and Delamere the option exists via Hillfoot Rd and Meeting House lane, however this route is impractical in terms of both gradient and additional distance.

The footway discontinuity along the B5152 looking toward Kingsley; the need for several crossing points and encroached surface makes the footway unsuitable for Shared Use.

Skills area at The Delamere Forest.

3.3 The South: Recommendations

3.3.1 General

Key to connecting Frodsham with The South, Lady Heyes, Delamere and Kingsley is identifying a safe route avoiding Church St, Red Lane and the B5152 to Kingsley. Options to connect Kingsley and Lady Heyes to Sutton Weaver avoiding Frodsham town centre have also been assessed.

Connecting Frodsham with Manley Rd and the Delamere Forest is quite straightforward; enabling shared use of the footway to Churchfield Rd, a suitable path through Churchfields and construction of a Shared Use footway on the Manley Rd corner with appropriate signage. Longer term re-designation and upgrade of the 'Eddisbury Way', the footpath running from Dobers Cottage to meeting House Lane should be considered as a more direct route and by-pass to the excessive gradient of Dobers Lane.

Connecting Frodsham with Lady Heyes and Kingsley would involve a designated route from Bradley to Watery Lane and re-designation of FP15 and FP16 with associated upgrades, although there are existing footpaths from Bradley Lane through to FP15 that could be upgraded over time to 'iron out' the kinks in this route. The shoulder of the B5152 from Watery Lane to Lady Heyes was assessed for suitability for installation of a 3m wide path the entire length but engineering constraints deem this route unfeasible. From Lady Heyes to Hollow Lane the existing footway alongside the B5152 is unsuitable for shared use and a purpose-built path through existing farmland would be needed. This would require extensive consultation, planning and agreements although similar schemes have been readily implemented in other areas popular with recreational users. Connecting Lady Heyes directly to the shops in Kingsley via FP13 and Pike Lane is viewed as a long-term aspiration; FP13 would require significant upgrade and clearance work to be suitable for cycling or equestrian use.

Key to connecting Lady Heyes directly with Sutton Weaver and Halton are the existing footpaths running to Hatley Farm and Watery Lane. From watery lane options exist to connect to the Swing Bridge via Bradley Orchard Farm and Hob Hey Wood; both options are explored in greater detail in The North and East. Re-designation of footpaths to accommodate additional users always requires close engagement with landowners and other stakeholders and this should be the first step with Hatley Farm (FP15 &16).

The footway from Lady Heyes to Kingsley; Shared Use paths less than 3m width are an exception normally only permitted for short stretches. (DfT guidelines, see 1.3)

3.3.2 Recommendations: Detailed

A. Connecting the Town Centre with Manley Rd.

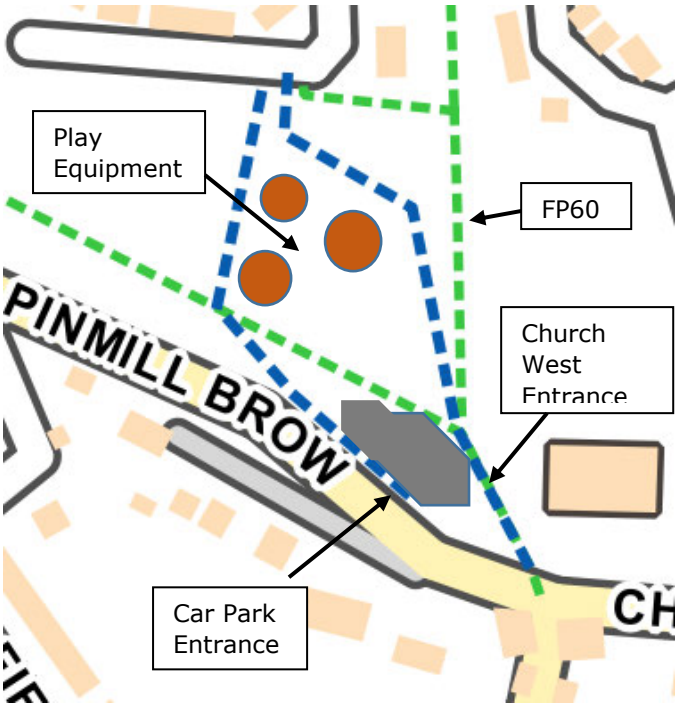
Quick Win. Re-designation of the footway running from Eddisbury square to Churchfields Rd as Shared Use. (opposite)

Footway from Eddisbury Square to Churchfields Rd; Shared Use designation would encourage cyclists off Holly Bank and Red Lane.

Quick Win. Designation and signage of a route running from Churchfields along Hillside Rd to Manley Rd.

Looking north along Hillside Rd; a quiet suburban road running parallel to Red Lane offering an alternative route to the Delamere Forest.

Quick Win. Installation of 3m wide path across Churchfields running from Froda Ave to FP60 or Pinmill Brow. Re-designation of footways / footpaths as required to accommodate shared use. (see below)



Connecting the Town Centre with The South; a surfaced path across Churchfields recreation area connecting Churchfield Rd with Pinmill Brow would avoid the steep (and stepped) FP60 and Red Lane. Wheelchair users would also benefit. The 2 options detailed (dashed blue) are either utilising the top portion of FP60 past the west entrance to the church, or alternatively the existing footway on Pinmill Brow and car park entrance. Separate 'shared use' paths would connect to existing infrastructure.

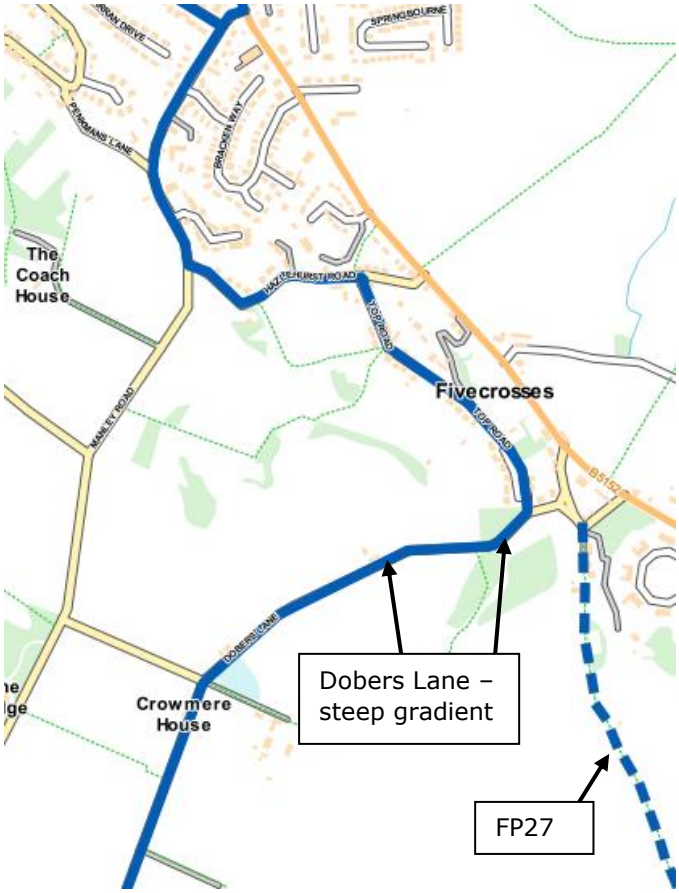
A 3m wide path from FP60 to connect with existing infrastructure and Froda Ave. The top of FP60 conflicts with the west entrance to the church grounds

Alternative option (preferred) is to use existing footway from the car park entrance to connect with a 3m path to Froda Ave (below).

FP 60 meets Pinmill Brow; a dropped kerb needed if this option chosen.

B. Connecting Manley Rd with Delamere.

Overview

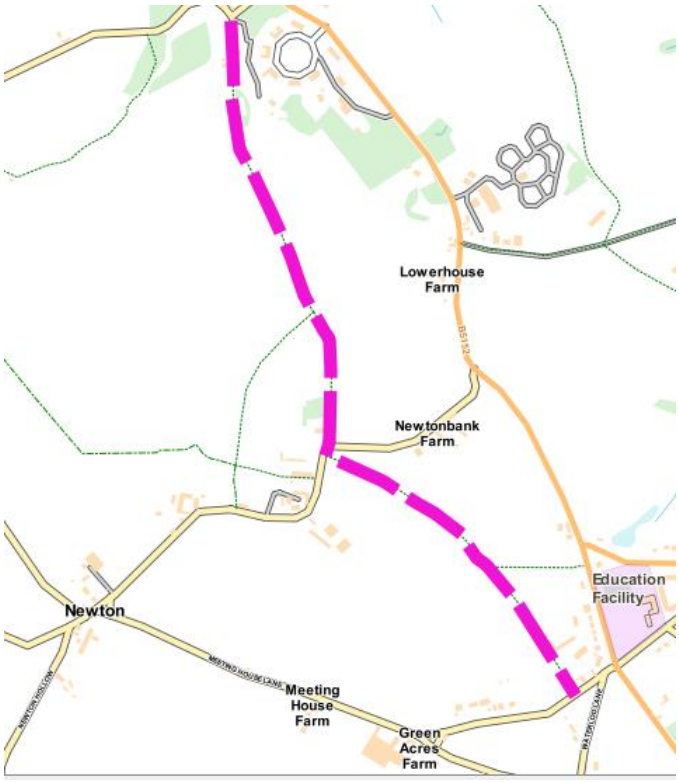


Existing route to Delamere (solid blue) includes a steep gradient at Dobers Lane leading to Crowmere. Development of FP27 (Eddisbury Way) is a potential long-term solution.

Longer Term. Installation of a 'shared use' footway on Manley Rd between the Hillcrest Residential Home and Hazlehurst Rd (see FNP C&A Strat XXX) (Top Right)

Detail of proposed footway along Manley Rd from Hillcrest Residential Home to Hazelhurst Rd. Residents of Newlands Close have been actively campaigning for this facility.[8]

Longer Term. Consultation and feasibility study into re-designation of Eddisbury Way (FP27 and 29) for equestrian/cycle use connecting Dobers Lane with Meeting House Lane.

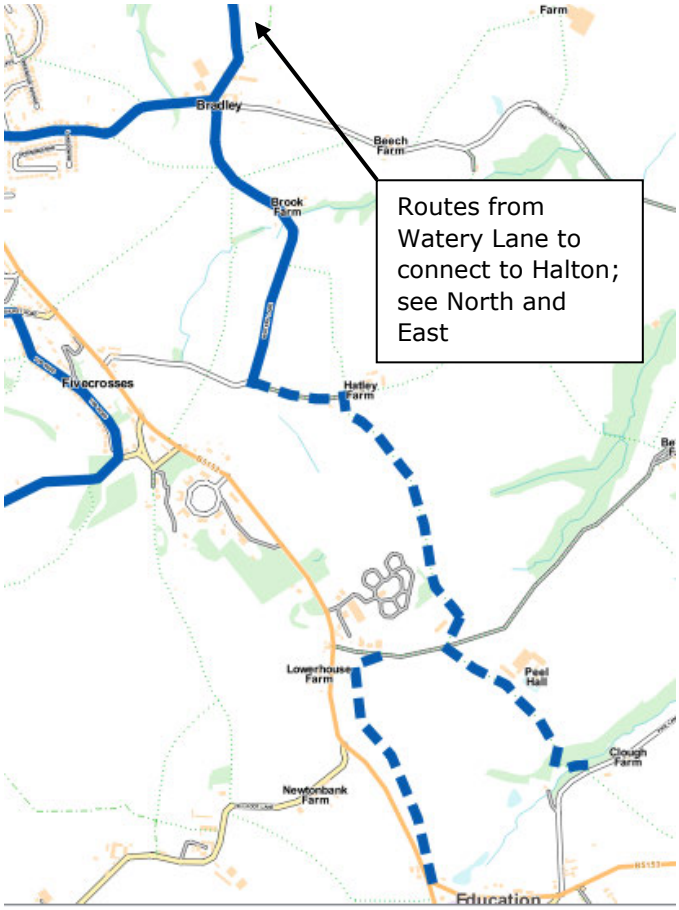


(Right) FP27 and 29 'Eddisbury Way', a potential route connecting Frodsham with Delamere via Dober's Lane and Meeting House lane offering gentle gradients and quiet connecting roads. The existing footpaths would require re-designation as an initial step.

[8] FTC Minutes 2015

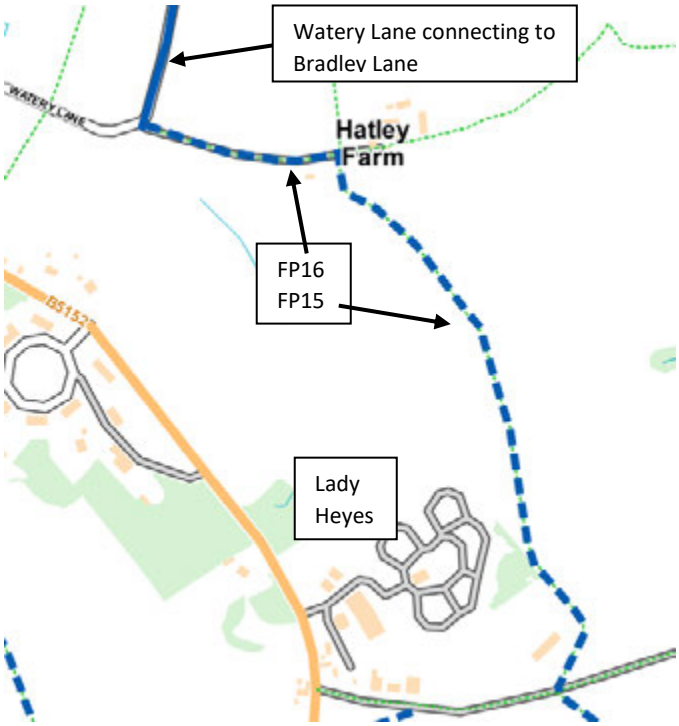
(Left) FP 27 Leading off Dober's Lane. Significant re-configuration would be needed to make the footpath suitable for cycling.

C. Connecting Frodsham with Lady Heyes and Kingsley.



Overview of routes connecting Kingsley with Lady Heyes.

Quick Win. Re-designation as Bridleway of FP16 and FP15 linking Watery lane with Lady Heyes.to allow for equestrian/cycle use.

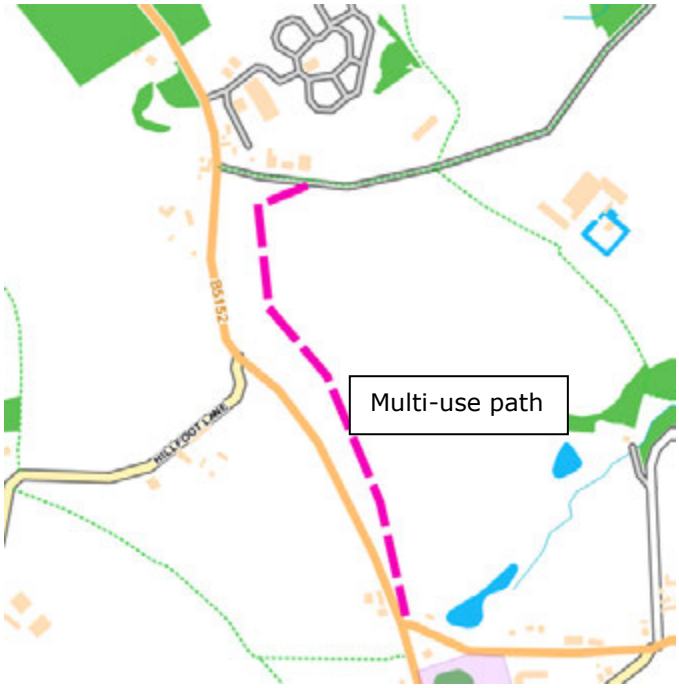


Above, Right: Re-designation as Bridleway and improvements to FP16 and FP15 could provide a cycle link from Frodsham to Lady Heyes avoiding the B5152 Kingsley Rd.

Longer Term As above with surface improvements and fencing as required.

FP16 from Watery Lane looking toward Hatley Farm. The footpath follows the course of the asphalt drive to the farm buildings.

Longer Term. Investigate feasibility and undergo consultation for construction of a multi-use path across farmland connecting Lady Heyes with the B5152 / Hollow Lane junction. (Below)



Suggested route of a multi-use path connecting Lady Heyes with the B5152/Hollow Lane junction.

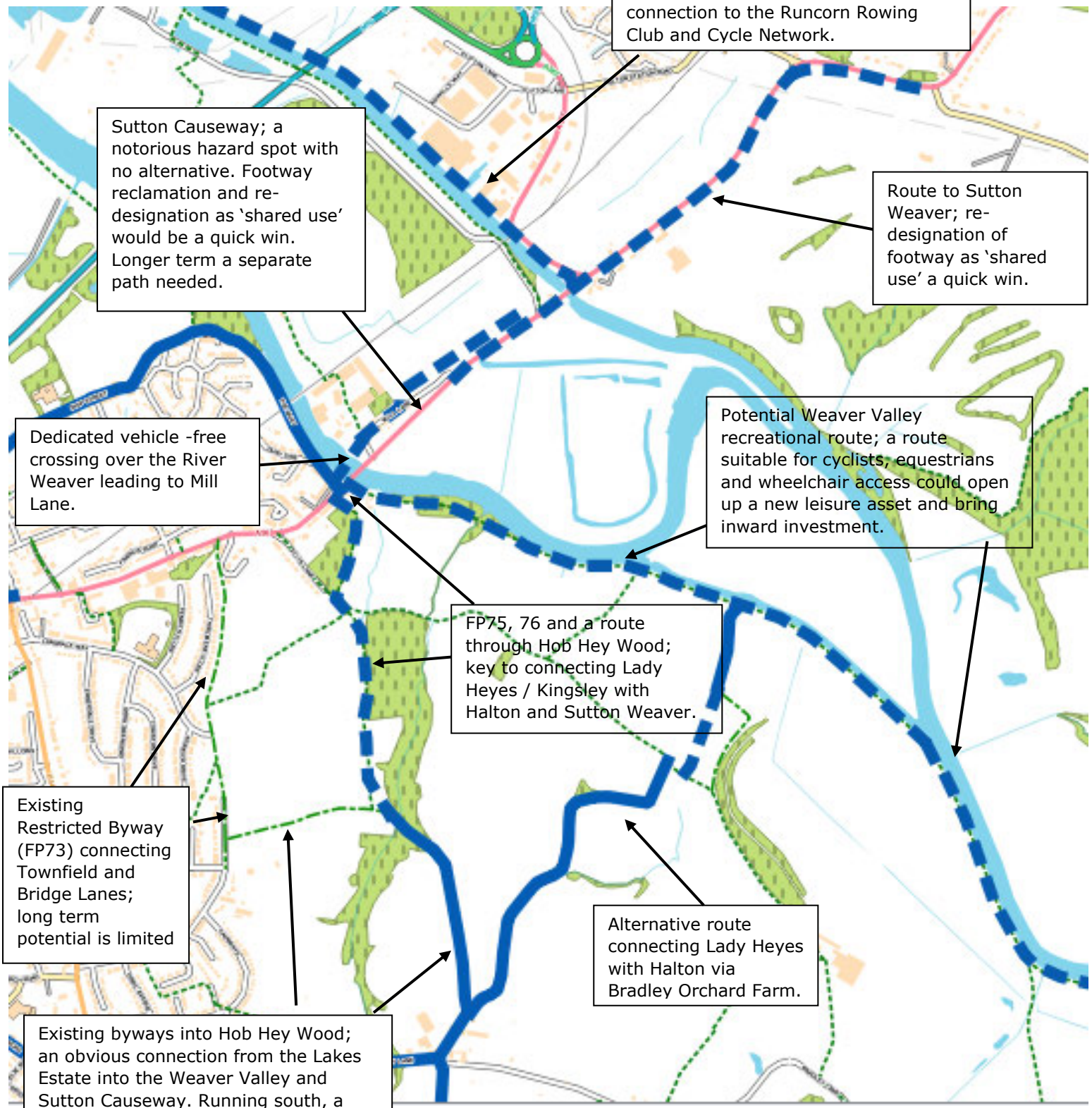
The footway alongside the B5152 between Lady Heyes and Hollow Lane; not suitable for Shared Use.

Quick Win. Feasibility Study into re-designation of FP13 from Lady Heyes to Pike Lane for cycle/equestrian use.

FP13 running from Pike Lane to Lady Heyes; extensive work needed to make suitable for cycling.

Section 4: The North and East

4.1 The North and East: Overview



4.2 The North and East: Description

"Liaise with neighbouring authorities and work to promote and improve cross-boundary connectivity" (CWaC Cycling Strategy)

Bridge lane, the primary access route to the east is busy, narrow and hazardous. Footways exist on both sides; continuous on the north but discontinuous on the south. The footways are narrow in places and reasonably used, although frequently obstructed by parked motor vehicles. A blind bend exists between Ellis Lane and the Bridge Lane Garage. A comparatively little used cycle route from the Town Centre to the Frodsham Stone Bridge exists following the course of NCN 5 along Ship St past Saltworks play area where a track connects, via a hinged gate, to The Quay running alongside the River Weaver. Elements of this track are frequently pot-holed and muddy after rain.

Cycle access on to Halton and Sutton Weaver is exclusively via the Frodsham Stonebridge and Sutton Causeway; a busy single-carriageway road at the national speed limit. For eastbound traffic the option exists to use the single direction Mill Lane running parallel to the Sutton Causeway until it re-joins some 300m before the Swing Bridge. To the north of the Stone Bridge the original footings of the previous crossing connecting Bridge Lane Garage with Mill Lane are still in situ. A narrow footway exists on the Stone Bridge and a wider footway on both sides of the Sutton Causeway from the east end of Mill Lane to the Swing Bridge. On Clifton Rd towards Runcorn there is a footway on the west side, however this discontinues at the Local Authority Boundary (Railway Viaduct) due to the presence of a pier. The footway continues and becomes Shared Use 200m further on into Halton at the start of the Runcorn Cycle Network. The carriageways narrow towards the Railway Viaduct.

The Tow Path, although in a poor state of repair is still in existence on the eastern side of the Weaver Navigation running from the Rocksavage works, past the Runcorn Rowing Club at the end of Cholmondeley Rd to almost as far as the Frodsham Swing Bridge.

On Chester Rd from the Swing Bridge towards Sutton Weaver there is a footway on the southern side running into Sutton Weaver although this narrows past the junction with Halton Station Rd. A grass berm runs along the north side of the road. Halton Station Road itself (off the A56) has no footway and offers little opportunity for connection to the Runcorn Cycle Network. The section of Halton Station Road running from the A557 (Clifton Rd) to Wood Lane, although one-way, has less vehicle traffic.

Various routes connect Bradley with the Frodsham Stone Bridge; some are designated restricted byways, others footpaths and some, such as the board walk through Hob Hey Wood are permissive paths with local restrictions applied. The surface of most of these routes is rutted and in a poor state of repair, especially after rain however the potential exists to achieve connectivity from Lady Heyes through to the Frodsham Stone Bridge with a fairly modest investment.

Permissive path through Hob Hey Wood; pedestrians only.

The start of restricted byway 'Hob Hey Lane' leading into Hob Hey Wood. To the right 'Broad Lane' leading to Bradley Orchard Farm.

From the Frodsham Stone Bridge a continuous footpath runs along the western side of the River Weaver all the way to Dutton locks. The first 500m of the footpath surface is well prepared gravel but then the quality of the surface alternates becoming extremely boggy in parts after rain. There are many crossing points. The upper reaches of the path, between Pickerings Cut and the Dutton Locks is a well-prepared bridleway, popular with walkers, equestrians and cyclists. The Weaver valley presents immense potential as a leisure asset and greater access would provide an opportunity for a range of visitors as well as attract inward investment to the community.

Looking up FP5 'The Weaver Way' from the Frodsham Stone Bridge; the surfacing extends for several hundred metres.

The tow path from the Local Authority Boundary.

4.4 The North and East: Recommendations

4.4.1 General Recommendation

Quick wins identified to connect Frodsham Town Centre with the Swing Bridge include surface upgrades to the route of NCN5 from Ship St through to The Quay, contra flow (cyclists only) of Mill Lane and shared use of the footway from Mill lane to the Swing Bridge. with improved signage throughout. Longer term; a separate sustainable transport bridge could be built over the River Weaver connecting The Quay with Mill Lane, thus avoiding the Stone Bridge with it's unsuitable footways entirely. A separate cycle path could also connect Mill Lane to the Swing Bridge however such a project is seen as a long-term goal and a higher priority is the establishment of safe links with Runcorn and Sutton Weaver using the existing infrastructure. In the case of cycling contra-flow on Mill Lane, although the current speed limit is not under review it is estimated that the 85 percentile of vehicles do not exceed 20mph thus fulfilling DfT criteria for contra-flow.

From the Swing Bridge to the marina facilities and Runcorn Rowing Club in the short-term re-designation of the footpath (FP30) is required, although remediation work to the surface and construction of a ramp down to the towing path should follow soon after.

Towards Sutton Weaver in the short term the footway alongside the A56 should be re-designated as shared use. Although sufficient land exists on the north side of the A56 from the Swing bridge to Halton Station Rd, installation of a purpose-built cycleway is a long-term proposal that would require careful co-ordination between Authorities to ensure connectivity with the Runcorn Cycle Network; how such a connection would dovetail in isn't immediately apparent.

Development of a cycle route up the Weaver Valley is seen as an immediate priority; such a facility would complement the leisure opportunities offered by the Sandstone Trail and bring inward investment to Frodsham. In the short term an assessment should be made as to which side of the Weaver Navigation to prioritise however the south side has better connectivity to the communities of Frodsham and Kingsley, would provide direct access to the leisure facilities at Catton Hall and Lady Heyes and would be compatible with any future leisure development on the land between the Stone Bridge and Swing Bridge. The section from Pickerings Cut to Dutton Locks is already an established and well used link connecting to NCN5 and Acton Bridge. Once re-designated, the re-surfacing of this path could be staged in accordance with the funding cycle; Cycle North Cheshire recommends developing the section from the Frodsham Stone Bridge to Catton Hall as the first step. Further suggested phasing, following on from the Weaver Valley Regional Park scheme, is included overleaf.

A connection from Lady Heyes and Kingsley to Halton should be considered. A route through to Ellis Lane was assessed as suitable (subject to re-designation), would leave users facing busy Bridge lane to connect to the Frodsham Stone Bridge. A route incorporating Townfield Lane and FP73 to Pear Tree Close was also assessed; again this meant exposure to Bridge Lane but also steep gradients. A route could be achieved through Hob Hey Wood using the existing 'Hob Hey Lane' restricted byway and FPs 76 and 75. Engagement with FTC will be necessary as a first step to establish an acceptable cycle route through the wood concurrent with re-designation of FP76. Surface improvements, installation of gates and fencing would be the next steps.

Another option to consider is the use of the existing 'Broad Lane' restricted byway and access track through Bradley Orchard Farm to the River Weaver. This option, in conjunction with completion of the first suggested phase of the Weaver Valley scheme would provide for an attractive leisure circular from Frodsham. Effective engagement with the land owners and re-designation of a short section of FP8 would be needed in the short-term.

4.4.2 Detailed Recommendations

A. Connecting Frodsham with the Swing Bridge.

Quick Win. Improvements to the surface of the track along NCN5 joining Ship St with The Quay.

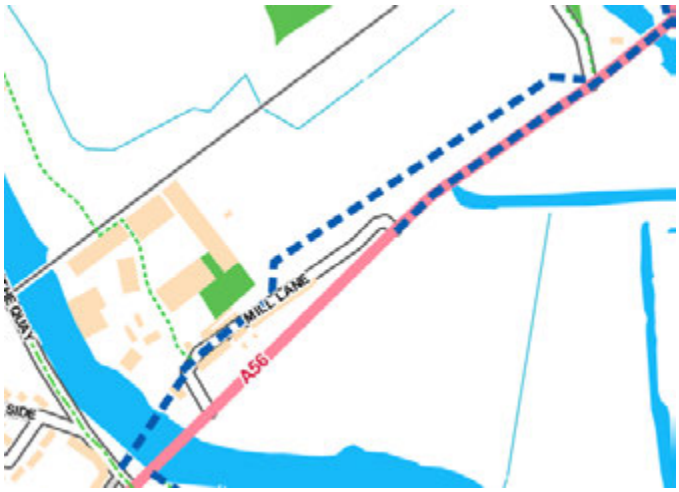
Quick Win. Re-designation of footway running from Mill Lane to the Swing Bridge as shared use, with appropriate signage.

The footway from Mill Lane to the Swing Bridge; little used by pedestrians and subject to remedial removal of encroachment, ideal for Shared Use.

Longer term. Contra-flow on Mill Lane for cyclists only.

Looking along one-way Mill lane to the North East; contra-flow for cycling combined with 'shared use' of the footway to the swing bridge would provide a good alternative to the busy Sutton Causeway.

Longer Term. Explore land use agreement or land purchase for construction of a multi-use path linking Mill Lane with the Swing Bridge running parallel to Sutton Causeway.



Suggested route of a new path that combined with a purpose-built crossing would by-pass the entire Sutton causeway.

Longer term. Installation of a purpose built multi-use crossing over the River Weaver from The Quay to the existing footings and connecting to Mill lane.

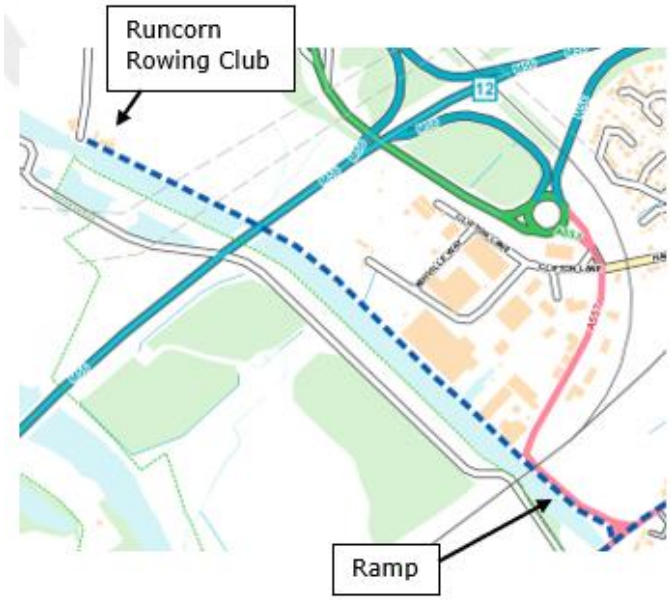
Looking across the River Weaver from Bridge Lane to the old bridge footings connecting to Mill Lane. A purpose built sustainable transport crossing would negate the need to use the busy Frodsham Stone Bridge (below).

(Left) The busy Frodsham Stone Bridge; narrow footways are unsuitable for shared Use.

C. Runcorn Rowing Club and Cycle Network.

Longer Term. Repair and upgrade of the towpath surface running from the Local Authority boundary to the Runcorn rowing Club

Installation of a ramp from the Halton Rd footway to the towpath.



The towpath along the eastern side of the Weaver Navigation; improvements including an access ramp at the Swing Bridge would connect directly to the Runcorn Rowing Club and Runcorn Cycle Network at Chlomondely Rd and also enable cycle access to the marina facilities.

(Above) Looking across the Weaver Navigation to the Runcorn Rowing Club and Cholmondeley Rd leading to the Runcorn Cycle Network and The Heath.

(Above, right.) Looking along the over-grown portion of towpath from the swing Bridge to the Local Authority boundary at the railway viaduct. The footings left in place from the temporary crossing are the ideal location for a ramp down to the towpath (left).

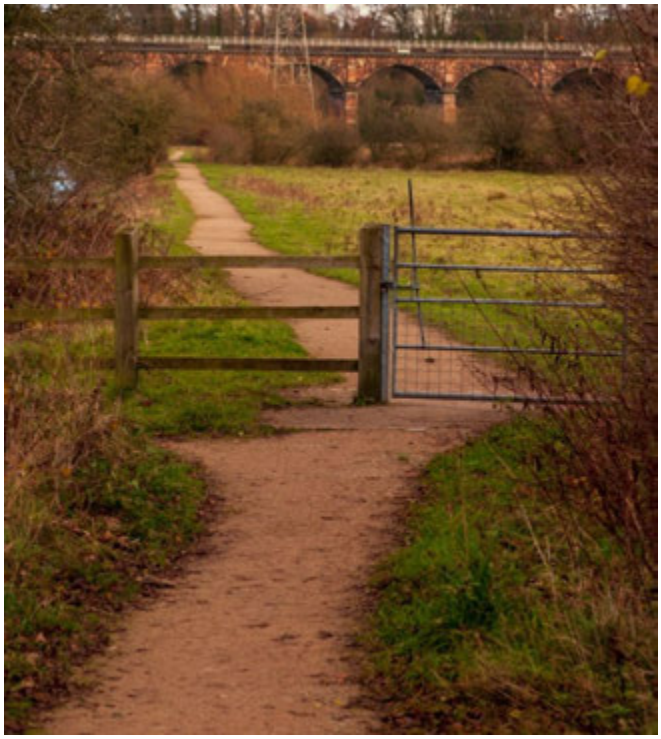
D. The Weaver Valley.

Suggested options for a multi-use path connecting Frodsham with Dutton Locks. The east side of the Weaver has an existing track formation which is reasonably surfaced for the first 1.3KM. The west side is designated footpath from Bridge Lane to Dutton Locks.

Quick Win. Re-designation / land use agreements (as required) of the towpath running from Frodsham up the Weaver Valley from Frodsham towards the Dutton Locks and re-designation of footpaths connecting to Bradley Lane and Ball Lane.

FP5 from Bridge lane running alongside the River Weaver. The surfaced path ends 600m from Bridge Lane.

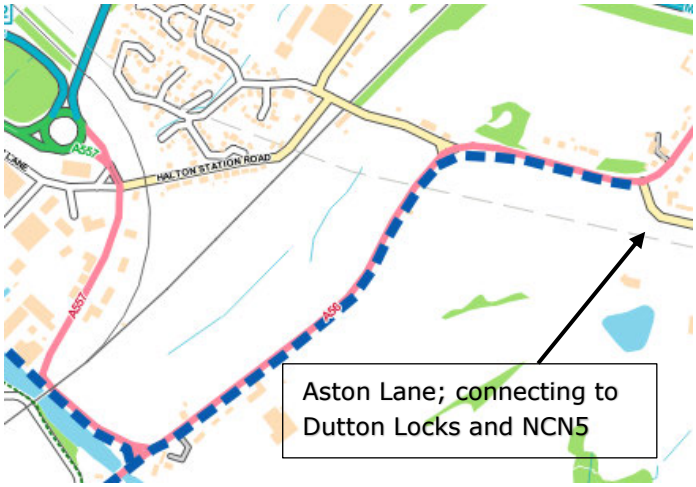
Weaver Valley: Longer Term. Installation of a surfaced multi-use path from Frodsham up the Weaver Valley to connect with the Dutton Locks. (For suggested phasing see Appendix)



(left) The path from Pickering's Cut to Dutton Locks; a connection needed through to Frodsham Stone Bridge.

E. Connecting with Sutton Weaver.

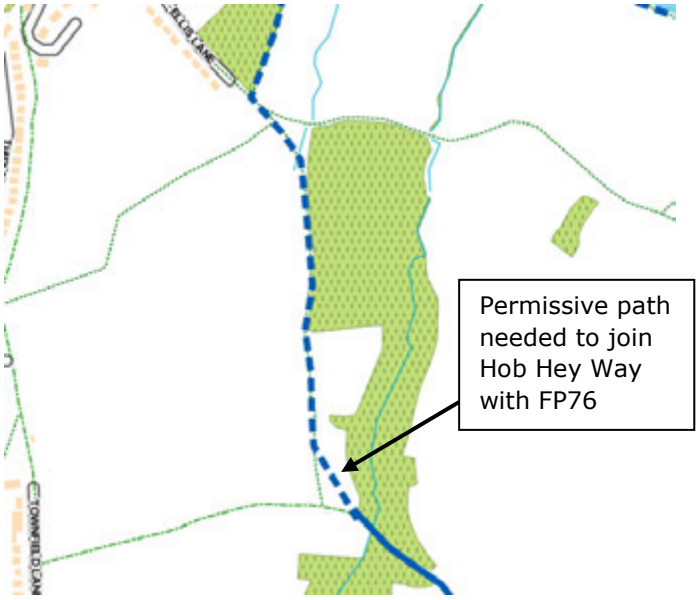
Quick Win. Re-designation of the footway on the south side of the A56 Chester Rd from the Swing Bridge to Aston Lane as Shared Use.



(left) The footway on the south side of Chester Rd; little used by pedestrians, would be suitable for shared Use as far as Aston Lane.

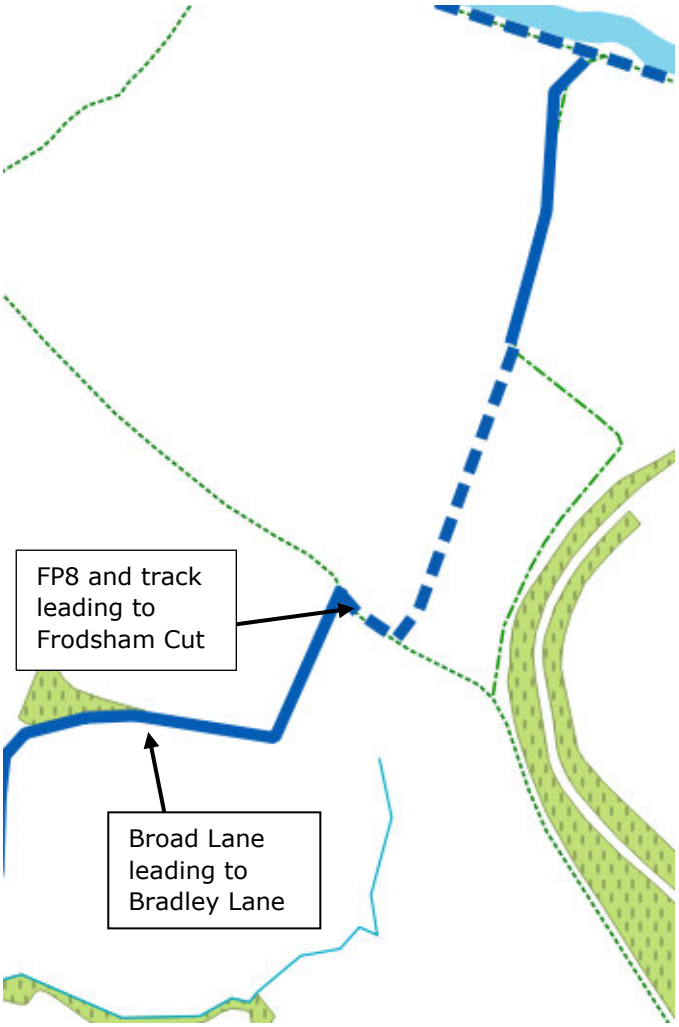
F. Lady Heyes to Frodsham Stone Bridge.

Quick win. Engagement with landowners and re-designation of FP75&76 with a route through Hob Hey Wood to connect



Detail of suggested route through Hob Hey Wood. A permissive path needed to avoid steps leading to FP76 (below).

Quick win. Engagement with landowners and re-designation of FP8 from Broad Lane (FP4) to the track joining Frodsham Cut.

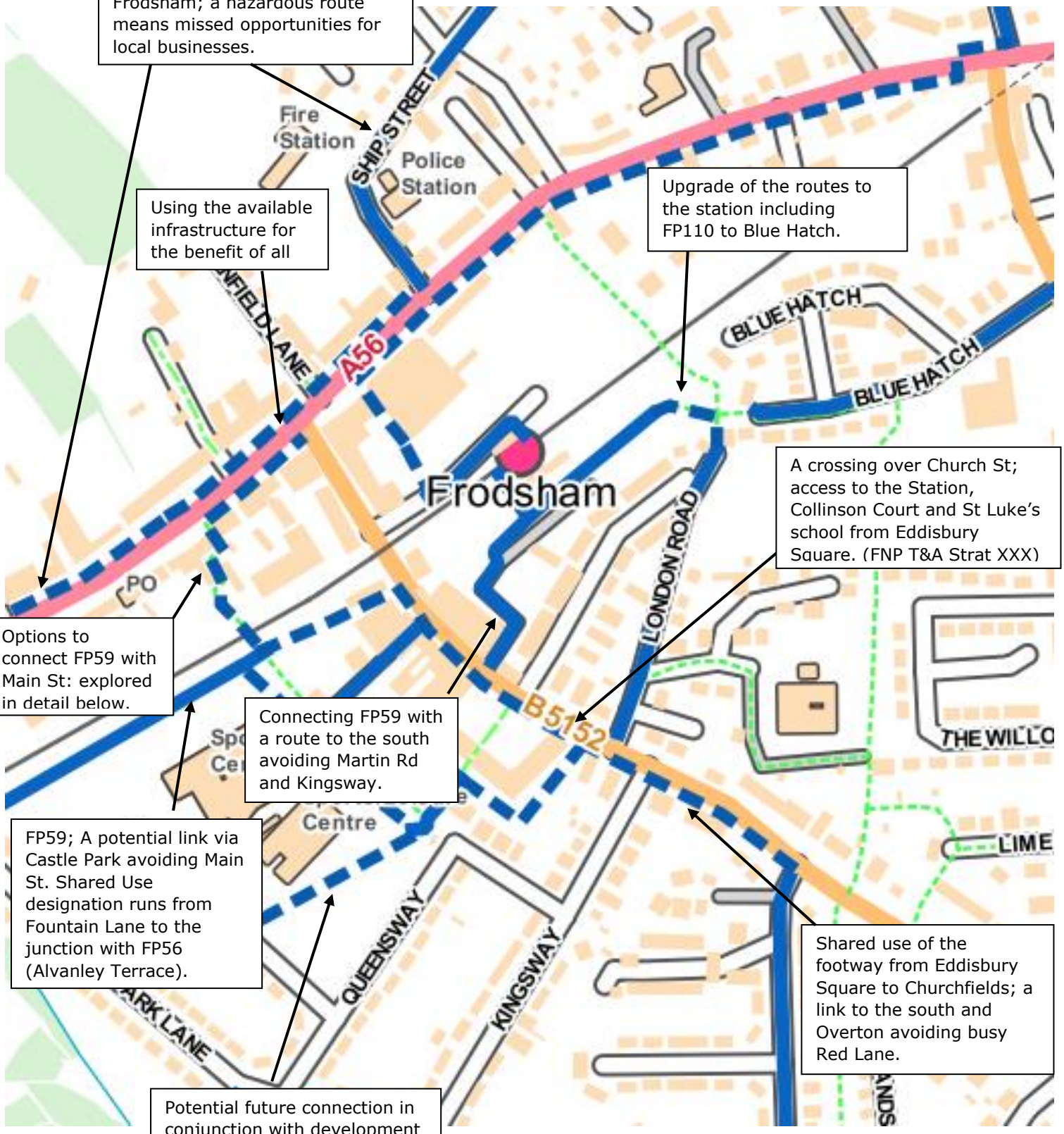


Proposed route through Bradley Orchard Farm to connect with River Weaver.

Longer term. Surface improvements to tracks identified above, installation of fencing and gates as required.

Section 5: Town Centre

5.1 Town Centre: Overview



5.2 Town Centre: Description

Frodsham's Main St is hazardous for cycling; traffic is frequently heavy, driveways and minor roads joining Main St have poor sight-lines and vehicles parking is perpendicular (nose in) to the carriageway, thus adding additional risk. Alternatives involve a myriad of narrow minor roads ultimately arriving in the Town Centre. A generous footway exists on both sides of Main St; the northern side being used for the Frodsham Market on Thursday mornings. From the South; Red Lane, Holly Bank and Church St are all busy roads with narrow carriageways. To the east, NCN 5 follows the route of Main St and Ship St to join The Quay.

In commercial terms the Town Centre has much to offer the passing cycle trade including cafes, restaurants and cycle shops with servicing facilities.

FP59, running from the Fountain Lane entrance to Castle Park parallel to Main St is designated as Shared Use, however this designation ends where the footpath meets Alvanley Terrace and cyclists must dismount there if wishing to access the Town centre.

Cycle parking in the town Centre is well provided for however upgraded parking and storage is needed at the Station; good quality storage is key to incentivising the cycle / rail modal shift. Additional services are expected from the Station in December 2018 connecting the Merseyside economy directly with Frodsham. Car parking is at capacity and sustainable alternatives must be considered.

Image Google © 2014 DigitalGlobe

Above: The broad Main St, footways and parking arrangements. Plenty of infrastructure to share.

5.3 Town Centre: Recommendations

"Improve the availability and quality of cycle parking at key locations across the Borough including railway stations and Park and Ride sites"
(Recommendation from CWaC Cycling Strategy)

5.3.1 General Recommendations

The majority of recommendations pertaining to the Town Centre involve re-designation of specified existing footways as Shared Use and associated signage. This applies to footways radiating out from the Town Centre to connecting routes and connecting existing routes within the Town Centre itself. In the short term the establishment of some new pathways would provide a quick win to connect FP59 with a route to Overton and The South avoiding Alvanley Terrace and Kingsway.

Recommendations for provision of cycle storage mainly pertain to the Station, recognising the needs of the commuter and limitations of car parking availability.

Short and longer-term infrastructure improvements to consider to connect FP33 with Ship St along the alignment of NCN5 include the designation of footways, use of paths in Castle Park and layout and infrastructure arrangement along Main St. The choice of schemes would depend on which of the 2 proposed options to connect FP33 with Ship St is adopted.

The first option involves using the footway on the north side of Main St from FP33 to Ship St as a Shared Use path with lineal segregation from Marsh Lane to the Bear's Paw. Long term objectives would include completely segregated infrastructure from Marsh Lane to the Bear's paw. Advantages of this option include keeping cyclists on the same side of the A56 throughout and use of the wide footway from Marsh Lane. Disadvantages include the narrow footway from FP33 to Marsh Lane and inability to install permanent long-term infrastructure along this section. There would also be conflict with the popular Thursday market.

The second option initially involves crossing the A56 at FP33 into Castle Park and using North Walk through Castle Park to connect with FP59 and re-entering Main St at the Queen's Head. In the longer-term, permanent segregated infrastructure could be installed on the south side of Main St running to Fountain's Lane. Existing infrastructure supports this option in the short-term however excessive road crossings to connect with Ship St, the additional distance and requirement to dismount at the tunnel behind the Queen's Head and Church St junction will dis-incentivise some users. The location of FP33 where it meets the A56 and the North Walk through Castle Park would require a thorough assessment for suitability of a pedestrian crossing due to the proximity of the blind bend approaching the railway bridge. A crossing located further up the A56 (closer to the Castle Park main entrance) would involve additional distance for cyclists.

Either option above using the A56 route would necessitate cyclists dismounting at the railway bridge due to the narrow footway on both sides.

Irrespective of which of the above options is chosen the route through Castle Park, along FP59 and through to the Church St junction should be designated and marked up.

Other long-term improvements in the Town Centre could be in conjunction with future development of the land behind the Medical Centre and also the future arrangement of the Morrisons car park.

The Sustrans report on sustainable transport routes through Frodsham (appendix, also Section 2: The West) suggests a priority system for traffic on Church St and Red Lane. Such far-reaching measures would necessitate extensive modelling to understand the consequences on traffic flows through Frodsham and air quality at the junction of Fluin Lane and Bridge Lane

"The Council will continue to lobby train operating companies to increase the number of cycles allowed on local train services." (CWaC Cycling Strategy)

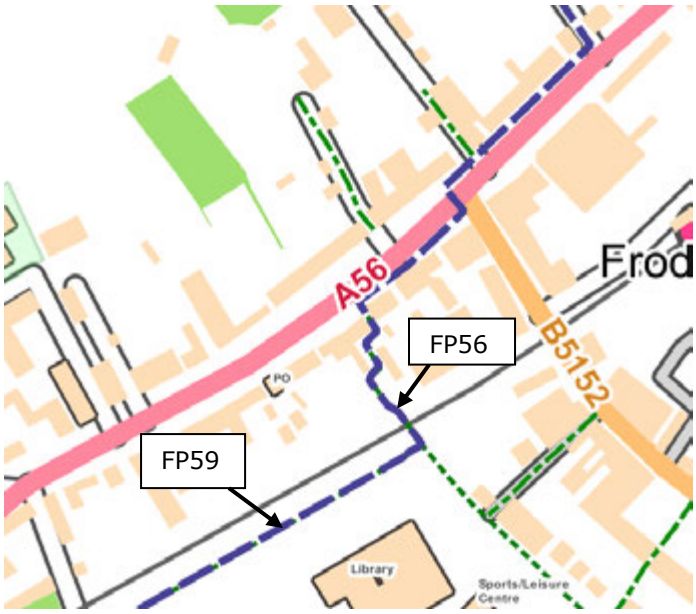
Opportunity site for a future connection linking Castle Park with Eddisbury Square.

Opportunity site for a future connection linking FP59 with Church St.

Cycle parking at the station. Inadequate facilities disincentivise cycling for the train.

5.3.2 Detailed Recommendations

A. Connecting FP33 and with Ship St.



A route linking Castle Park with Ship St via FP59. The footway on the northern side of Main St should also be designated Shared Use with appropriate marking.

Quick Win. Re-designation of footway on north side of Main St running from the Devonshire Bakery to FP33 as Shared Use.

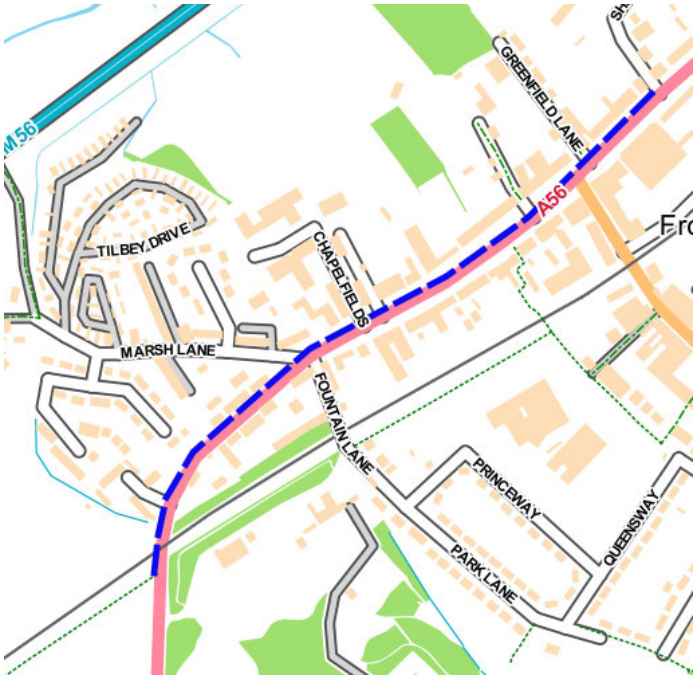
The footway running on the north side of Main St to Ship St; re-designation as Shared Use.

Quick Win. Re-designation of FP56 running from the end of FP59 past the Queen's Head to Main St as Permissive for Shared Use

FP59 meets FP56 at the Bottom of Alvanley Terrace. Although mostly suitable for re-designation, cyclists should dismount at the tunnel. Signage will be needed.

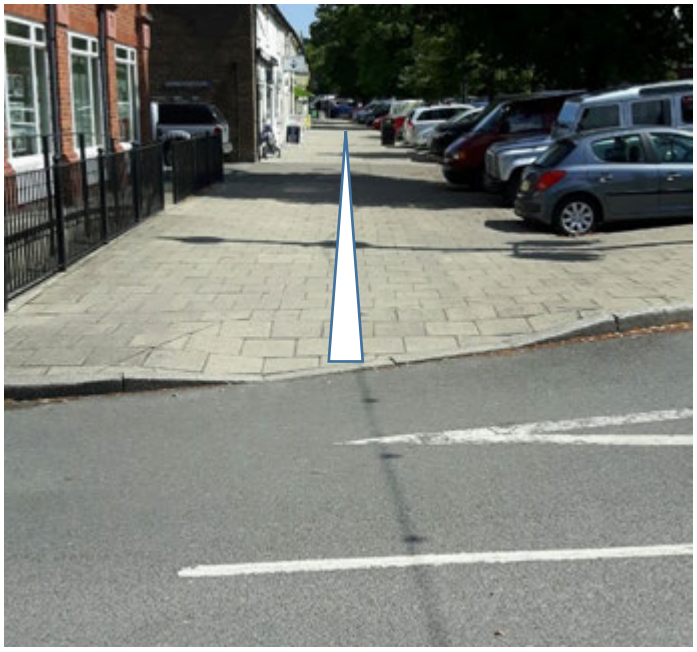
Quick win. Re-designation of the footway running on the south side of Main St from the Queen's Head to Church St as Shared Use.

The footway running on the south side of Main St from Church St to The Queen's Head; re-designation as shared use.



Above, Right: The option of connecting FP33 with Ship St via the north side of Main St. Minimal road crossings but severe constraints on improvements from Marsh Lane to FP33.

Above: The narrow footway on the north side of Main St looking towards the railway bridge and FP33.



The footway on Main St looking from Marsh Lane towards the Bear's Paw; supports DfT guidelines for shared-use but conflicts with the popular Thursday market.

Above: The long-term option of connecting Ship St to FP33 via the south side of Main St. Between Church St and Fountain's Lane segregated infrastructure would provide a long-term solution but require re-alignment of parking spaces to Coward's butchers, then the use of the existing carriageway to Fountain's Lane. The footway to the Castle Park entrance is more suitable for Shared Use than the northern side. (photo)

The footway on the south side of Main St looking towards the railway bridge and FP33 (opposite side); more suitable for shared-use (with upgrading) with the route through Castle Park via Fountain's Lane also available.

Above. The narrow footways under the A56 railway bridge; cyclist would have to dismount whichever side is used.

Above. The entrance to Castle Park North Walk and FP33 (opposite side). Siting of a crossing would require careful assessment.

Segregated cycle infrastructure in an urban environment. Such infrastructure on the A56 would provide a permanent solution connecting ship St with FP33.

B. Connecting the Town Centre to Church St. (Overton and The South)

Route connecting Castle Park and FP59 with Church St

Quick Win. Construction of a 3m wide asphalt multi-use path from the end of FP59 to run parallel to Alvanley Terrace and join with the access driveway for the Medical Centre from Martin Rd.

A 3m wide path connecting FP59 with Medical Centre would parallel Alvanley Terrace (cycling prohibited).

Quick win. Installation of a dropped kerb connecting the Medical Centre footway with the service road joining Martins Rd and permissive use of the service road for cyclists.

The service road leading from the Medical Centre to Martins Rd; a dropped kerb and permissive-use needed. The footway on the left side runs to Alvanley Terrace.

TC to Church St: Quick Win. The access road around the back of Eddisbury Square joining with Church St to be Permissive Use for cycling. (for Church St see The South).

The access road around Eddisbury Square; landowner agreement for use as a permissive path would be required.

C. Connecting the Lakes to the Town Centre

Quick win. Upgrade of the path (FP110) running from the Station Car park towards Blue Hatch including improved lighting and re-designation as Shared Use.

Looking down FP59 toward the Station Car Park; inadequate lighting dis-incentivises all users.

The narrow alley connecting FP56 and the London Rd path with Blue Hatch; not suitable for shared use and cyclists should dismount. Signage would be needed.

The Station Car Park. Significant up-grade work, including lighting, is needed.

Lakes to TC: Quick Win. Re-designation of FP62 running from the top of FP110 to London Rd and Church St as a Permissive Path.

Looking along FP62 toward London Rd, a key route connecting The Lakes with Church St. Also see St Luke's School.

D. Connecting Ashton Drive and Weaver Rd to the Town Centre

The route using the footway on the south side of Main St from Morrison's Supermarket to Ashton Drive.

Quick Win. Re-designation and signage of the footway running from Ashton Drive, via the pedestrian crossing and along the south side of Main St to Morrison's Supermarket as Shared Use / Segregated Use where possible.

The footway running from Morrisons to Trinity Gardens; enough space for segregated-use as far as The Rock.

Looking along the footway on the south side of Main St at the Trinity Gardens entrance.

Longer Term. Arrangement for designated cycle access through the Morrisons car park to link Main St with the Station. This should be done in conjunction with any proposed car park re-configuration.

Main St looking to the Morrisons car park; a potential future connection linking the A56 High St with the Station?

E. Other Town Centre recommendations.

Quick Win. Installation of a dropped kerb at the end of Kydd's Wynt. (FNP T&AXXX)

Kydd's Wynt (bridleway) crossing Alvanley Terrace to the Medical Centre path; a dropped kerb needed.

Quick Win. Re-designation of the footway on Church St running from Eddisbury Square to Costa's as Shared Use.

(Top right) Looking north down Church St. Shared use of the footway on the west (left side) would support access from Churchfield Rd through to Costa's. A pedestrian crossing scheme would connect to the Station and support St Luke's School. Cycle parking is provided at Eddisbury Square and outside WH Smith (top right).

Quick Win. Installation of secure and covered cycle storage at Frodsham Station.

Above: secure cycle storage in the urban environment. (Auckland, NZ)

Above; Covered and secure cycle storage at Manchester Oxford Rd.

Above; Cycle storage at Chester Station. (Photo Chester Cycle Campaign)

Section 6: Primary Schools

"Cycling will continue to be actively promoted as an important part of school and workplace travel plans. It will also be considered in our Air Quality Action Plans." (CWaC Cycling Strategy)

6.1 General

Recommendations for the Frodsham Primary Schools are intended to complement the existing School Transport Plans. All conceivable routes to schools are not mapped, however improvements to support cycling to school at Bikeability Level 2 are detailed. Speed limits, although under review at the time of publication do not include proposals for Fluin Lane. Vehicle speed on Fluin Lane is frequently measured in excess of 30mph[9] and it is recommended a 'school zone' 20mph scheme be considered.

6.2 Recommendations

6.2.1 Frodsham Manor House

Connecting the north side of the A56 with Frodsham Manor House School.

Quick Win. Re-designation of footway on north side of Bridge Lane from the pedestrian crossing to the Chinese Delight restaurant.

Quick Win. Upgrade of the pedestrian crossing at Bridgewater Close to a controlled 'Toucan' type crossing.

(Bottom right) The pedestrian crossing at Bridgewater Close looking across to the footway on the north side of Bridge Lane. An upgrade to a controlled crossing gives parents the confidence for children to walk or cycle to school.

Quick Win. Re-designation of FP70 joining Bridgewater with Langdale Ave as Shared Use.

[9] Community Speed Watch data 2012-present

FP70 connecting Bridgewater Close with Langdale Way.

FMH: Longer Term. Installation of a pedestrian crossing at the existing pedestrian refuge at the junction of Fluin Lane and Langdale Ave.

Pedestrian refuge at the junction of Fluin Lane and Langdale Way. Drivers are not obliged to give way to pedestrians.

6.2.2 St Luke's School

Quick Win. Re-designation of FP61 from Blue Hatch to the School Gates as Shared Use.

FP61 looking towards St Luke's School. Overgrowth is an issue in the summer.

Quick Win. Re-designation of FP63 and FP64 connecting Lime Ave with London Rd as Shared Use.

www.cyclenorthcheshire.com

Appendix

i References to good and best practice

ii Phasing of Weaver Valley Scheme

iii CWaC report Frodsham to HHS

iv Sustrans report on A56 improvements

v Sustrans Frodsham traffic concepts

Good and Best Practice

The primary guidance for Good and Best-Practice is set out in Department for Transport (DfT) recommendations. The DfT recommendations for cycling infrastructure design and standards can be viewed at: www.gov.uk/government/publications/cycle-infrastructure-design-ltn-208

Other documents exist that bring DfT recommendations into a more specific context, Lancashire County Council has produced a guide to implementation of cycling infrastructure in the county and rural environment: http://www3.lancashire.gov.uk/corporate/web/viewdoc.asp?id=20844&mode=edit

Figs 1.4-1.6 Examples of good cycling infrastructure

1.4 Shared use scheme in the rural environment; a wide well surfaced path separated from the roadway. (Daresbury, Cheshire)

1.5 Segregated infrastructure in the urban environment; 'armadillos' remind motorists if they leave the carriageway! (Denia, Spain)

1.6 Infrastructure in a busy city environment. (Manchester)

Report carried out by:	Sian Williams, Principal Engineer, Cheshire West & Chester Council (CW&C) & Lee Holt Highway Engineer, Cheshire West & Chester Council (CW&C)
Report for:	Janet Mills, Safer Routes to School, (CWAC)
Reason for report:	Feasibility study into the introduction of a cycle route from Frodsham to Helsby High School, due to the closure of Frodsham High School.
Drawing(s) / documents Attached:	- 'PD/3000564/50/01' - 'Preliminary Cost Estimate'.
NOTE:	This report is to be read in conjunction with Drawing 'PD/3000564/50/01'

Section 1(i)

Existing

There is an existing gated access from 'Fountain Lane' to the 'Arts Centre' within the Castle Park grounds (Point A on the drawing). The photo's below show the existing path through the wooded area.

Proposed

From the 'Art's Centre' gates on 'Fountain Lane' (Point A on the drawing), the existing path running up to the 'Castle Park' car park area is currently being upgraded by "others". The full extent of their works is, at present, unknown however, lighting will be required in this area.

Section 1(ii)

Existing

From Castle Park car park area there is a section of wooded area before opening out onto the existing playing fields at 'Netherton Drive. The wooded area is dark even during daylight hours. The Photo below shows (Point B on the drawing) the view of where the footway runs along the playing field area connecting onto Netherton Drive.

Proposed

The 'Castle Park' car park area would require the construction of a shared footway/cycleway (approx 175 linm). This would follow the route along the western side of the car park, through a section of the wooded area, upto the northwest corner of the Playing Field and connecting at

'Netherton Drive' shown at Point B. It will also require lighting to specification along the full length of this section.

Section 2(i)

Existing

From Park Lane (Point C on the drawing) there is an existing pathway through to 'Synagogue Well'. The photos below show the steps near to 'Synagogue Well' and the wooded area along Section 2(i). It is to be noted that the wooded area is: dark even during daylight hours; is undulating in level; and has open land drainage channels running through it.

Proposed

The path through to by Synagogue Well would require the removal of the existing random stone steps (not sure if these are historic!) to be replaced with the construction of a shared footway/cycleway at a gradient. This construction would be required to continue through the wooded area following the existing path shown at Point D (approx 185 linm). Lighting would be required and this would be a significant element. Also there are significant changes in level throughout the site and further analysis on details such as gradients, levels etc. will be required.

Section 2(ii)

Existing

From the Wooded area at Point D following the route of the southeast side of the playing Field, it is generally a fairly level grassed area except for the connection to 'Netherton Drive'. The photo below highlights the existing difference in level at this location shown at Point E.

Proposed
From Point D on the drawing, this section would require the construction of a shared footway/cycleway running along the perimeter of the existing playing field (approx 260 linm). The connection to 'Netherton Drive' at Point E would require a 'ramp' to be constructed to a suitable gradient. Lighting will also be required along this section.

Section 3
Existing
From the playing field, following the route of Netherton Drive which is at a fairly steep gradient upto the junction with Howey Lane. The photo below shows a typical view along the route.

Proposed
'Netherton Drive' to 'Howey Lane' junction. Cycleway signage, for direction, will be required in this area.

Section 4(i)
Existing
From the junction of Netherton Drive with Howey Lane, there is a wide verge area with an existing footway as shown below.

Proposed
This section would require the widening of the existing footway to create a shared use footway/cycleway (approx 52 linm of construction).

Section 4(ii)
Existing
Progressing along Howey Lane, this is a narrow road with no footway and is bounded by stone walls. The existing full length of Howey Lane has existing street lighting and is traffic calmed with speed cushions, as shown in the photo below.

Proposed
The short length at the end of 'Howey Lane' upto the junction with the A56 is to be used with only signing to be included to direct users. Unfortunately, due to the existing constraints no segregated footway or cycleway can be achieved in this location.

Section 5
Existing
The junction of Howey Lane with the A56 Chester Road is a large open junction also incorporating a side road. Below is a photo of the existing junction showing the view up 'Howey Lane'.

Proposed
Redesign of the existing junction layout would be required to aid safe crossing. A detailed design would be required,(options could range from a basic do minimum design or a full signalised crossing area).

Section 6
Existing
From Howey Lane junction progressing along the A56 Chester Road upto the junction with the side road to the Cemetry, there is an existing footway on both sides of the road and an existing cycle lane on the carriageway for the Frodsham bound traffic only. The photo below is a view of the A56 looking Northbound (heading towards Frodsham) along Section 6.

Proposed
Option 1: Length of 'on-carriageway' cycle lane could be implemented to the Helsby bound lane (on the right side lane on the photo - would require lining, approx 180 linm).
Option 2: The construction of an 'off-carriageway', shared use footway/cycleway (approx 265 linm). This could be introduced on either side of the carriageway; however, crossing facilities would be required.

Section 7

FRODSHAM HIGH SCHOOL TO HELSBY HIGH SCHOOL

Existing

Continuing along the A56 Chester Road, there is an existing cycle lane on both sides of the carriageway together with footways segregated from the carriageway by a verge area. The length of road has existing street lighting. The photo below shows a typical view Southbound (towards Helsby). The difference in level between the carriageway and footway varies along this section.

Proposed

Option 1: Refresh the lining to the existing on carriageway, Northern and Southern direction, cycle lanes.

Option 2: Provision of an 'off-carriageway, shared use, footway/cycleway' along the west side (school side) footway. This option would require a crossing point, preferably a signalised crossing, near to 'Howey Lane'. Section 6 proposals may then not be required under this option.

Option 3: Provision of an 'off carriageway, shared use, footway/cycleway' along the east side footway (Howey Lane side - approx 800 linm). It is to be noted that there are side roads and various accesses to negotiate.

Section 8

Existing

At Helsby High School there are existing cycle lanes to both sides of the carriageway. It has footways to both sides, segregated by a verge on the side of the school, and has street lighting. It is to be noted that during school drop-off & collection times of the day, vehicles park along both sides of the carriageway adjacent to the school frontage and within the existing cycle lane areas.

The photos below show:

(i) a typical view looking Southbound from 'Godscroft Lane' with 'Helsby High School' to the right of the photo.

(ii) a possible location for the provision of a signal controlled crossing (Point J on the drawing) to aid crossing the busy road to the school.

Proposed
The provision of an off carriageway shared cycleway/footway (approx 135 linm) and the addition of 2 no. drop crossings at points H and I on the plan. Possible location for a signalised crossing is indicated at point J on the plan.

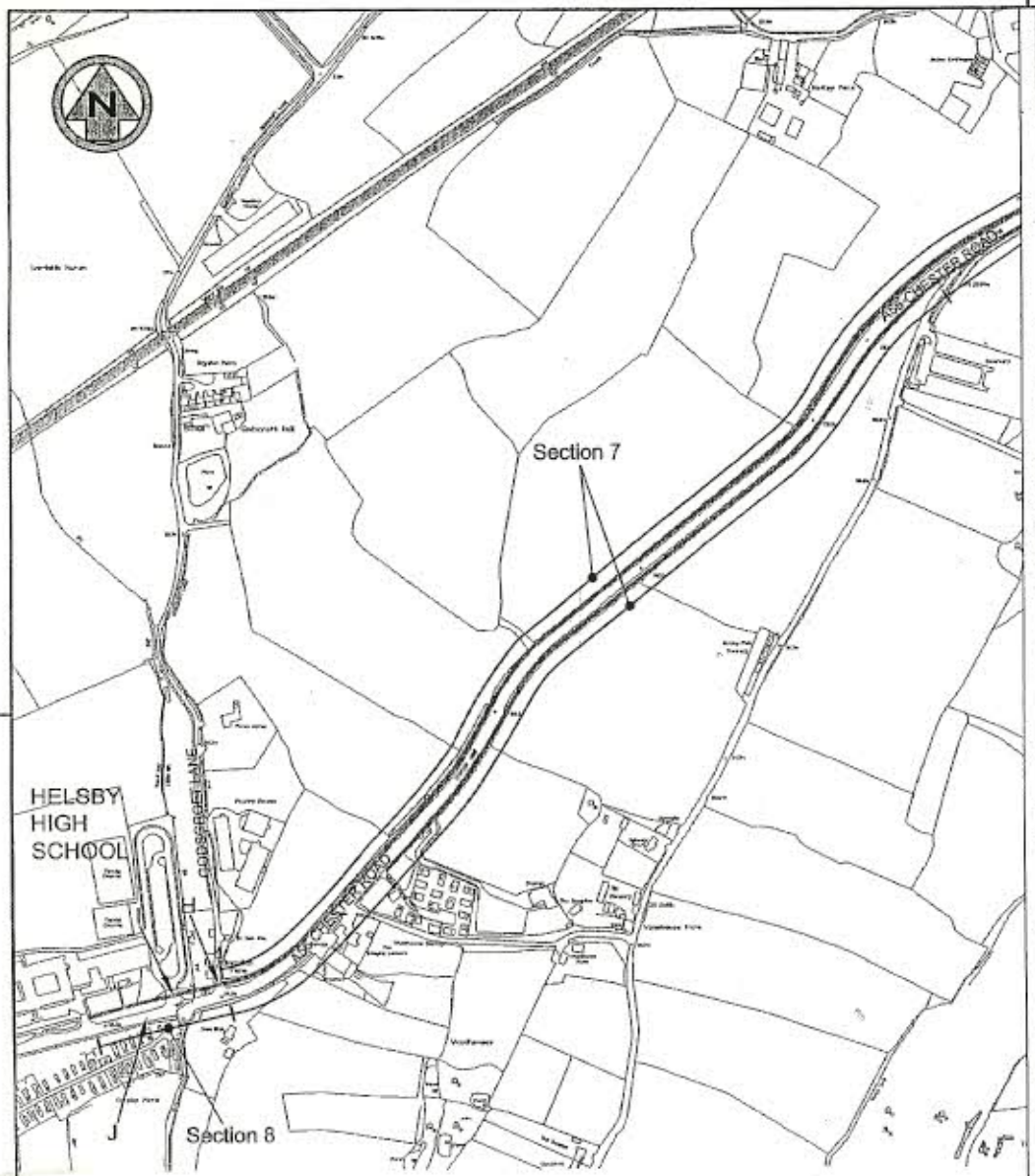
Other routes/locations considered.

The proposal of a signalised crossing, near to the Frodsham rail bridge, in order to utilise a a route along the railway line as an option.
This option would connect the Castle Park route to the railway siding (Point L on the drawing). The photos below highlight the existing poor visibility in either direction due to the railway bridge being located on a bend.
A signalised crossing placed too close to the bridge would give restricted visibility to the driver. Therefore if a signalised crossing were to be installed it would have to be placed at a safe distance away from the bridge so as to provide adequate visibility. This would result in an indirect route for the pedestrian/cyclist in order to cross at a safe location, also, access to and from the signal crossing in order to link the proposed route would be required. This, however in itself, would pose a problem, as an off carriageway shared footway/cycleway is not an option that could be implemented along this length as there is insufficient Highway Land to incorporate. Unless additional land take was gained then, due to existing constraints, this connection via a signal crossing would not be easy to achieve.

The possibility of utilising the pathway (Point/section G on the drawing) as an off-road link from Howey Lane to the 'A56 Chester Road' was investigated. On inspection it was deemed that this route is unsuitable due to its secluded, built up nature and the steep gradient. Also, the link along the A56 Chester Road from the footpath to Howey Lane Junction would be difficult to achieve due to the existing constraints on the A56.

Summary.

Many options and routes are available to use, however, those thought most practical have been reported. It is to be noted that the wooded areas through Castle Park, all be it a safe off-road route, it can also be a potentially "nervy" area to the user. The lack of lighting, the quite nature of the route and the tree environment being a possible hiding place for "others" to be lurking (behind the trees etc), could cause the route to be provided and not actually used and so end up being a wasted cause. Therefore any potential route would need to be thought through and executed ensuring all aspects and issues of safety are fully reviewed.



Cheshire West and Chester

Cheshire West & Chester Highways Service
Backford Hall, Chester, Cheshire CH1 6EA

Project:

Frodsham to Helsby Cycle Route

Preliminary Route Analysis

Contact Name: Sian Williams
Tel: 01244 973880 Fax No: 01244 973917

Drawn by: L. Holt

Checked by: Sian Williams

Date: Aug 09

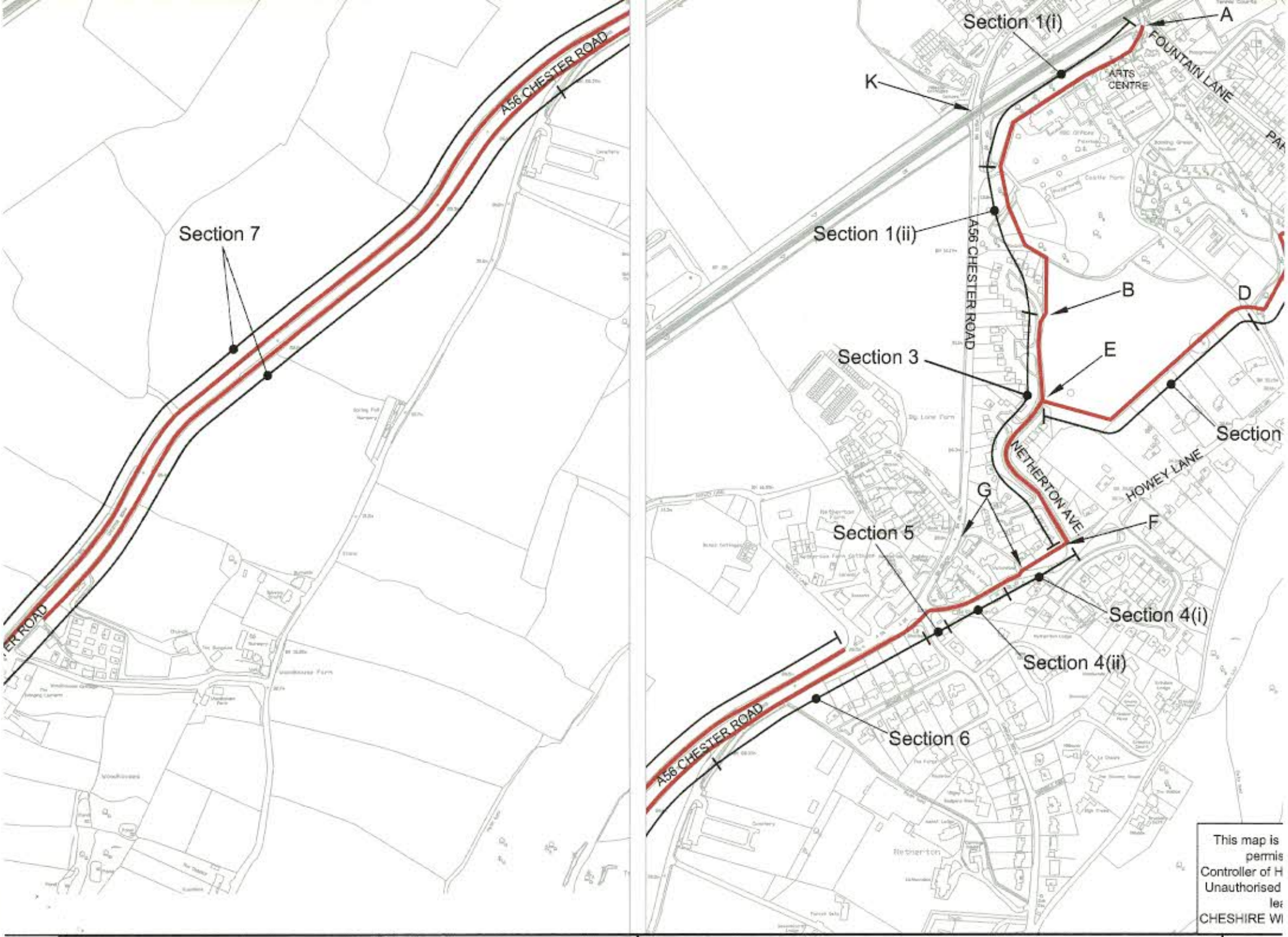
Scales at A3: 1:5000

Sheet 1 of 1

Drawing No: PD/3000564/50/01

Phase/Rev: D/A

AutoCAD File Ref: X:\12 KJD Current Projects Folders\3000564 Frodsham to Helsby High Cyclewayt Drawings\Issued Dwgs\ PD-3000564-50-01 DA Prelim Route Analysis.dwg Sep 22, 2009 - 3:55pm



Project:

Contac

A56 Chester Road Cycle lane options

December 2015

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Background

Sustrans have been contacted by the Weaver and Sandstone Cycle Forum (WaSSCF) based in Frodsham. The cycle forum are looking at options for the existing cycle lanes on both sides of the A56 between Helsby and Frodsham in Cheshire. The route is just over a mile long and links the two towns, with Helsby High School located on the road towards Helsby. Sustrans' NCN Route 5 runs along a section of the A56 at the Frodsham end and two local routes connect Chester Road with other sections of NCN 5

The concern of WaSSCF is that the cycle lanes are under-used as they are too narrow for the speed and amount of traffic on the road. As a consequence they are not used by cyclists for the relatively short journeys between Helsby and Frodsham and are not used for journeys to Helsby High School. WaSSCF would ideally like to see physically segregated cycle lanes which provide cyclists with both perceived, and actual, safety from other vehicle traffic on the road.

Sustrans have been asked to suggest options which might help improve the situation and to give guidance as to best practice in similar situations.

Analysis and preferred options

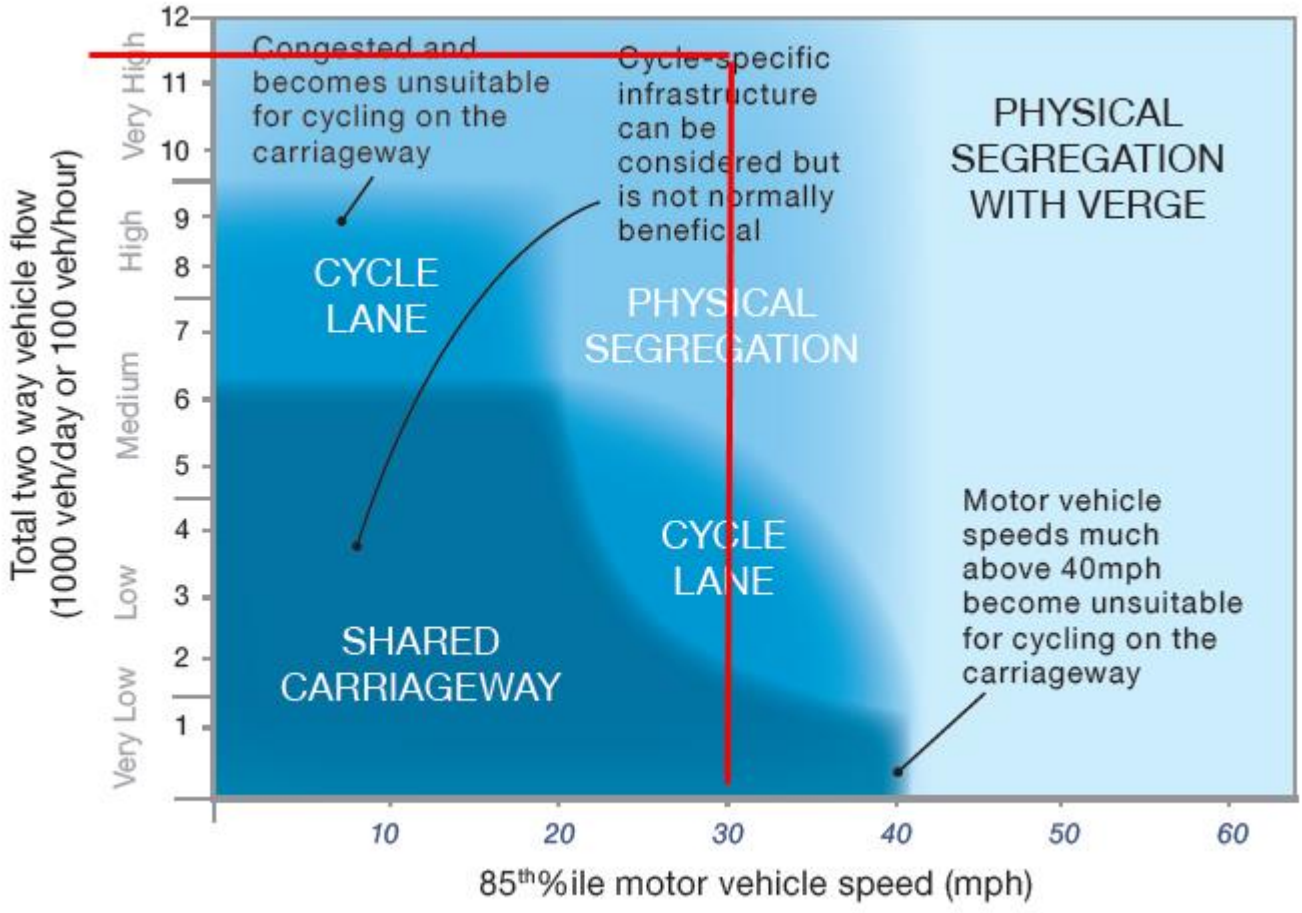
Traffic flows on this road were taken from the DfT website which showed 11,283 AADF (annual average daily flow). The speed limit is 40mph by Helsby High School and 50mph on the other stretches until the road enters the 30mph zone in the towns.

http://www.dft.gov.uk/traffic-counts/cp.php?la=West+Cheshire#46577

Putting this information on to the speed/flow chart in the Sustrans Handbook (see diagram below) shows that physical segregation is the preferred solution. Where the speed limit remains at 50mph the Sustrans guidance is that any cycle lane should be separated with a verge.

The options for physical segregation include: armadillos on each side of the road, an off-road cycle lane on the Helsby High School side of the road or kerbed cycle lanes on each side of the road.

An off-road cycle lane has been constructed on the A56 further to the east in Warrington and this offers an example of how cycling provision could be improved on the Chester Road section. The advantage of this option is that it provides a completely segregated path and removes the requirement for crossing provision outside the school. However, the path would need to be two-way and shared use within a fairly limited amount of verge space.



Alternative options

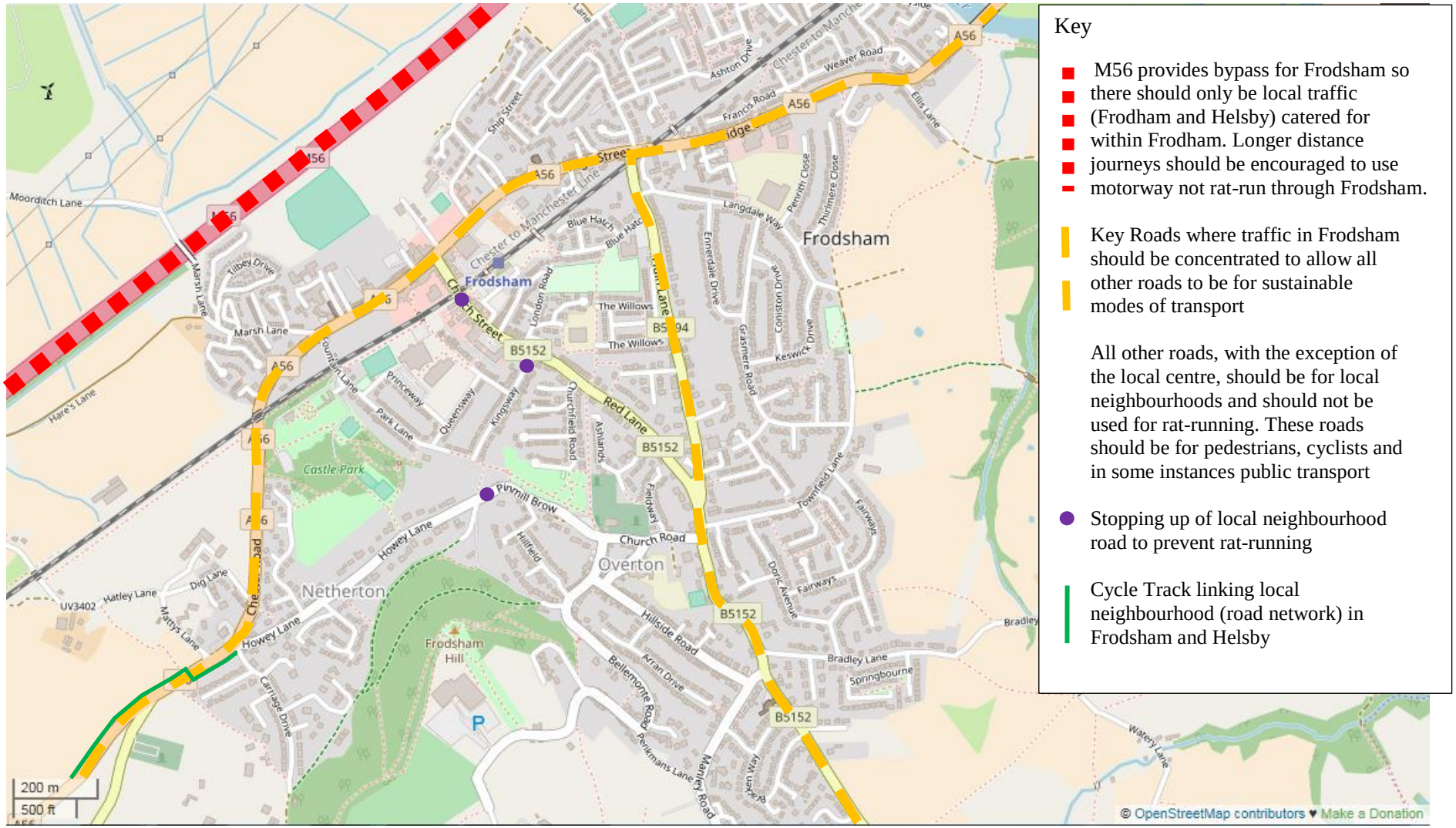
Given that funding for physical segregation may not be available the following table shows various other options for the cross section of the road, assuming an overall road width of 11.0 metres.

Layout	Westbound width (m)			Eastbound width (m)			Total width (m)
	Cycle lane	Separation	Lane	Lane	Separation	Cycle lane	
Existing layout	1.5		4.0	4.0		1.5	11.0
Wide cycle lanes	2.0		3.5	3.5		2.0	11.0
Separation margin	1.5	0.8	3.2	3.2	0.8	1.5	11.0
Separation margin and no centre line	2.0	0.8	5.4		0.8	2.0	10.9
Light segregation (eg armadillos)	1.7	0.3	3.5	3.5	0.3	1.7	11.0
Stepped (hybrid) cycle track	2.0		3.5	3.5		2.0	11.0
Full kerbed segregation	1.8	0.5	3.3	3.3	0.5	1.8	11.0

The accompanying sketch (Chester Road Cycle Lane options) illustrates the two separation margin options. Guidance on centre line removal is covered in Section 5.11 of Cardiff City Council's cycle design guide:
http://www.keepingcardiffmoving.co.uk/uploads/documents/37/original/Design_Guide_FINAL.pdf?1319638020

This suggests that the lane width shouldn't be any wider than 5.5 metres. The advantage of removing the centre line is that it can contribute to slower vehicle speeds. TfL has carried out some research which demonstrates speed reductions associated with centre line removal (http://content.tfl.gov.uk/centre-line-removal-trial.pdf).

If a scheme is implemented using just road markings, consideration should be given to other localised speed reduction measures, particularly in the vicinity of the school. This could range from the creation of a gateway feature with different coloured surfacing on the road to kerb line changes to create road narrowings (with appropriate cycle lane bypasses), depending on the budget available.


Key
M56 provides bypass for Frodsham so there should only be local traffic (Frodham and Helsby) catered for within Frodham. Longer distance journeys should be encouraged to use motorway not rat-run through Frodsham.
Key Roads where traffic in Frodsham should be concentrated to allow all other roads to be for sustainable modes of transport
All other roads, with the exception of the local centre, should be for local neighbourhoods and should not be used for rat-running. These roads should be for pedestrians, cyclists and in some instances public transport
Stopping up of local neighbourhood road to prevent rat-running
Cycle Track linking local neighbourhood (road network) in Frodsham and Helsby
Frodsham
Netherton
Overton
Castle Park
Frodsham Hill
A56
B5152
Church Street
Red Lane
Pinmill Brow
Church Road
Howey Lane
Hillside Road
Bradley Lane
Marsh Lane
Moordrich Lane
Hare's Lane
Hatley Lane
Dig Lane
Mattys Lane
Carriage Drive
Penkmans Lane
Manley Road
Watery Lane
Springbourne
Fairways
Doric Avenue
Townfield Lane
Keswick Drive
Coniston Drive
Grasmere Road
Emmerdale Drive
Langdale Way
Penrith Close
Thirlmere Close
Weaver Road
Ellis Lane
Francis Road
Ashton Drive
Ship Street
Blue Hatch
The Willows
London Road
Princeway
Queensway
Kingsway
Park Lane
Churchfield Road
Ashlands
Fieldway
Hillfield
Fourteen Lane
Tilbey Drive
Aran Drive
Bellemonte Road
200 m
500 ft
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Local neighbourhoods becomes quieter because there is no rat-running.

People can move around more easily within the local neighbouthoods because more roads are available to cyclists that are not subjected to rat-running.

20mph speed limit should be applied across the local neighbourhoods.

Pedestrian/Cycle crossings on Key Roads will link local neighbourhoods to create a cycle network across the whole of Frodsham. Waiting times for pedestrians and cyclists should be minimised to reduce journey time and therefore give added incentives to use walking and cycling for local journeys.

Less car dominated local town centre will be possible making it a nicer place to shop and do business.

Some people will have longer car journeys but overall the community benefits in having quieter roads and more roads that are pedestrian and cycle friendly.

The aim is that cycling should be quicker than a car trip for local journeys otherwise people will still choose the car.

Concentrating traffic on the Key Roads will lead to increased congestion. However this will help deter rat-running through Frodham by traffic that should be on the motorway. Increased journey times by people using cars for local journeys will help encourage people to walk and cycle because it will be quicker.

The above is the transport model that the Dutch use.