

Briefing for a scoping study for the following:

To investigate the following routes:

1. NCN5 - New alignment.
 - a) Between Dutton Locks and the stone bridge over the River Weaver at Frodsham.
 - b) Between the stone bridge at Frodsham and Shropshire Union Canal at Little Stanney.
2. Frodsham Loop - A new loop cycleway, for the most part using existing bridleways, restricted byways and quiet roads. Elements of the Dutton Locks to Frodsham NCN5 route improvements, and a small section of the Frodsham to Little Stanney NCN5 route improvements are also used for this route.
3. Frodsham, Helsby and Delamere Loop - A new loop cycleway, for the most part using existing quieter roads, but also seeking to transform the old railway track between Helsby and Mouldsworth into a multi-purpose greenway. This route also incorporates NCN5 route alignment improvements as set out above.

The following maps provide further information about the scoping study:

Map 1 - showing the above 3 routes with employment areas within 10 miles and the significant barriers to cycle-commuting.

Map 2 -Detail of the scoping study requirements for re-alignment of NCN5 from Dutton Locks to Little Stanney.

Map 3 - Detail of the scoping study requirements for the new 'Frodsham Loop'. This route is intended to both provides links to NCN5 and be a leisure routes suitable for families.

Map 4 - Detail of the scoping study requirements for the new 'Frodsham, Helsby and Delamere Loop'. This route is intended to both provides links to NCN5 and the Cheshire cycleway (Regional Route 70) and be a leisure routes suitable for families.

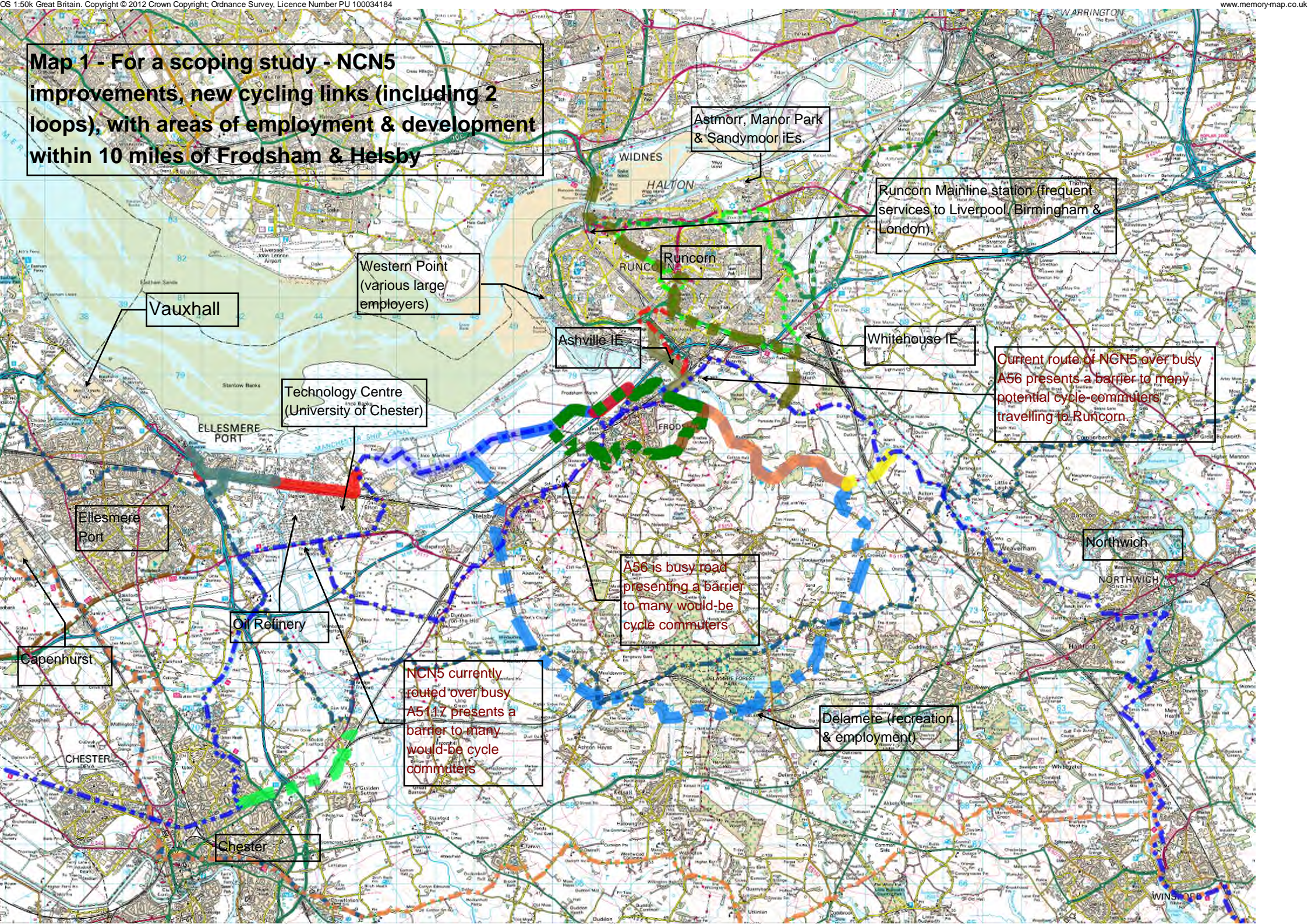
Requirements -

The scoping study should identify/confirm:

1. Areas of employment within a reasonable cycle-commuting distance.

2. Qualitatively identify the current barriers to potential cycle commuters (these are indicatively identified as the A56 & A5117)
3. Suitable alignments (and re-alignments) for the routes that avoid the current route alignments that are barriers to cycle commuting, and which are currently used by NCN5.
4. Identify business opportunities that new leisure routes are likely to create.
5. Identify areas for re-development where CW&C may be in a position to seek cycle-infrastructure improvements from the developer.

Map 1 - For a scoping study - NCN5 improvements, new cycling links (including 2 loops), with areas of employment & development within 10 miles of Frodsham & Helsby



Astmorr, Manor Park & Sandymoor iEs.

Runcorn Mainline station (frequent services to Liverpool, Birmingham & London).

Western Point (various large employers)

Vauxhall

Technology Centre (University of Chester)

Ashville IE

Whitehouse IE

Current route of NCN5 over busy A56 presents a barrier to many potential cycle-commuters travelling to Runcorn.

Ellesmere Port

Capenhurst

Oil Refinery

A56 is busy road presenting a barrier to many would-be cycle commuters

NCN5 currently routed over busy A5117 presents a barrier to many would-be cycle commuters

Delamere (recreation & employment)

Northwich

Chester

Winsford

Map 2 - Proposed re-alignment of NCN5 between Dutton Locks and Little Stanney

NCN5 re-alignment over Oil Sites Road (most of it is privately owned). There is an existing shared use path over the part shaded red. Redevelopment zone to the east of River Gowy could provide opportunity for link to existing RR70 on Shropshire Union Canal towpath.

Proposed new Frodsham to Runcorn Link taking opportunity from the bridge refurbishment works - but need to identify route alongside A56, and agree use of CRT towpath on Weaver Navigation.

Proposed windfarm likely to use RB as access road. Opportunity for liaison with developer for surface improvement (shown as lighter blue shading)

New path between Lordship Lane and Ship St to avoid Main St in Frodsham

New path (shown in brown) along the Weaver Navigation to re-align NCN5 between the stone bridge at Frodsham and Dutton Locks. The part coloured yellow is an existing bridleway with good surface. The portion coloured darker brown could be a first phase to readily link up with an existing RB to Bradley (also in yellow).

RR82 (Bridgewater Way) not shown on this map

Existing Runcorn Loop Cycleway

Existing route of NCN5 (shown in dark blue dash dot dot)

Cheshire Cycleway (RR70) shown in green dash dot dot

Canal towpath to form part of NCN5 after re-alignment.

NCN5 is mapped by OS and others as routed over the marshes, but CW&C also maps an on-road option through Helsby

Existing RB link to NCN5 from Helsby (shown in yellow)

NCN5 (shown in dark blue dash dot dot)

NCN56

NCN563

NCN562

RR71

Map 3 - Frodsham loop proposals

Numbers in boxes refer to photograph numbers.

New link (in red) - common to NCN5 improvements a Frodsham Loop & Frodsham, Helsby & Delamere Loop

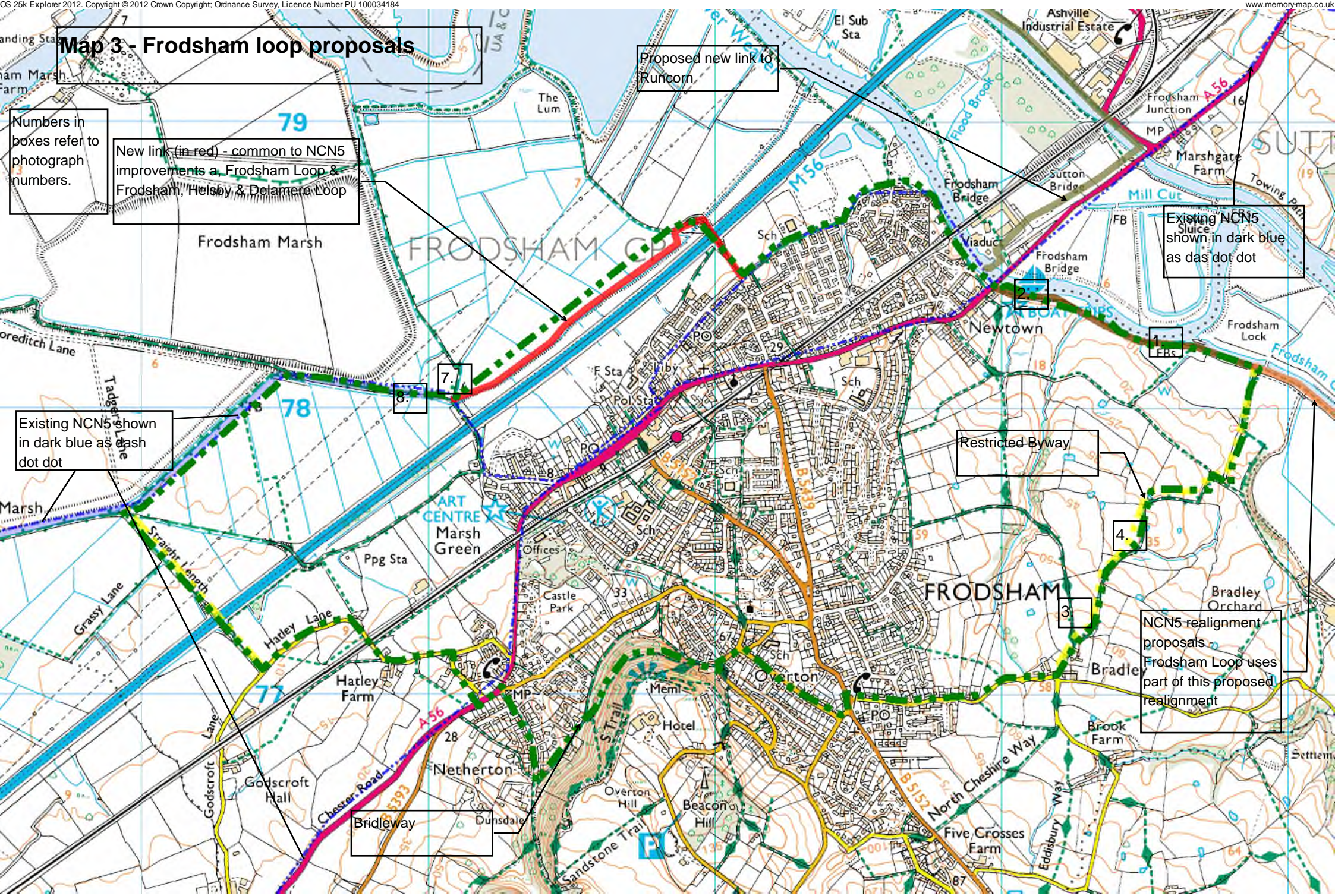
Proposed new link to Runcom.

Existing NCN5 sluice in dark blue as dash dot dot

Existing NCN5 shown in dark blue as dash dot dot

Restricted Byway

NCN5 realignment proposals
Frodsham Loop uses part of this proposed realignment



Map 4 - Frodsham, Helsby & Delamere Loop

New link (in red)- common to NCN5, Frodsham Loop and Frodsham, Helsby & Delamere Loop

Current alignment of NCN5

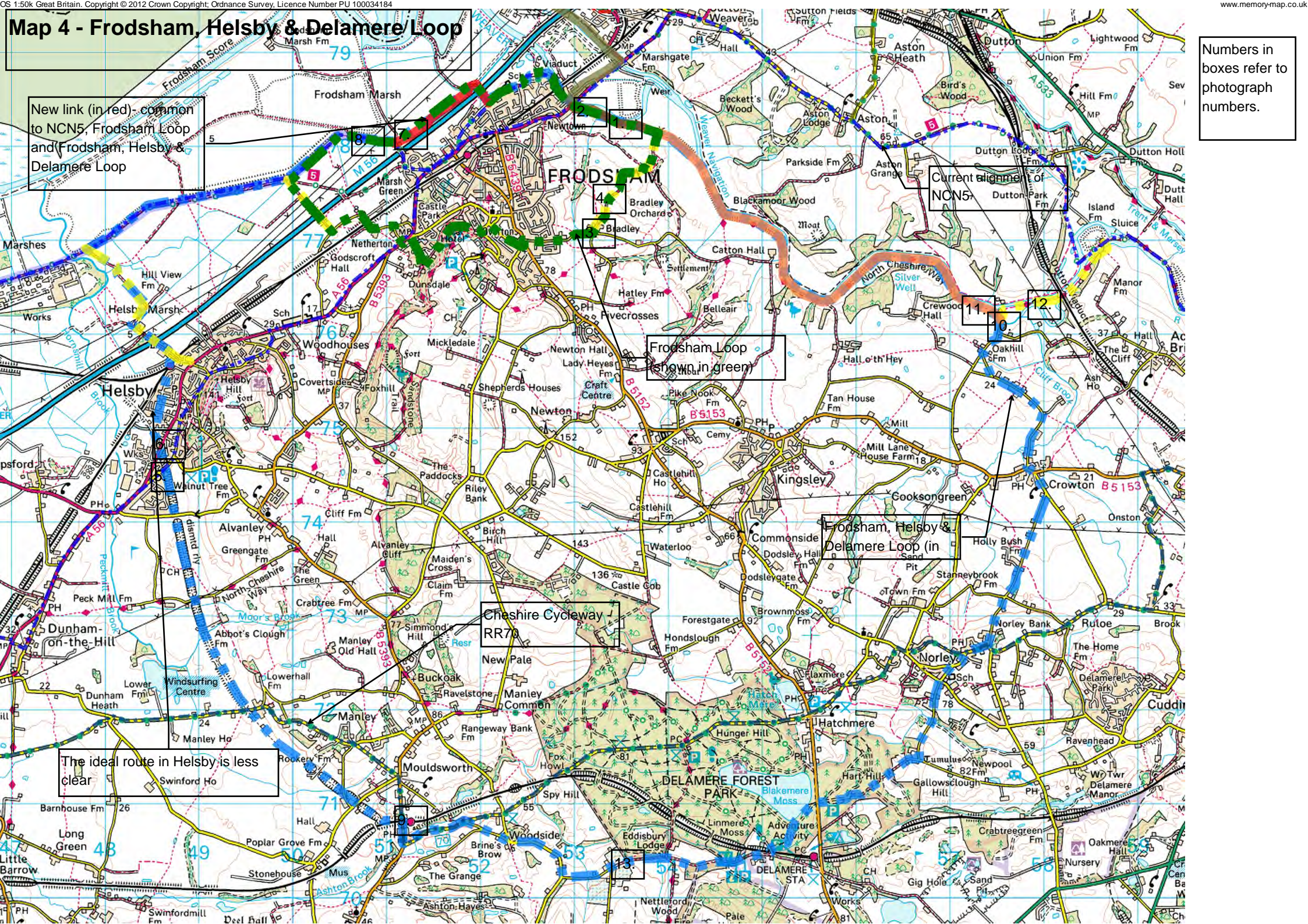
Frodsham Loop (shown in green)

Frodsham, Helsby & Delamere Loop (in red)

Cheshire Cycleway RR70

The ideal route in Helsby is less clear

Numbers in boxes refer to photograph numbers.





View of existing path alongside River Weaver (looking south, near Frodsham Lock).



Path alongside River Weaver (looking south, and just south of Frodsham Bridge)

Bradley lane at the point where 2 Restricted Byways meet Bradley Lane.



3.

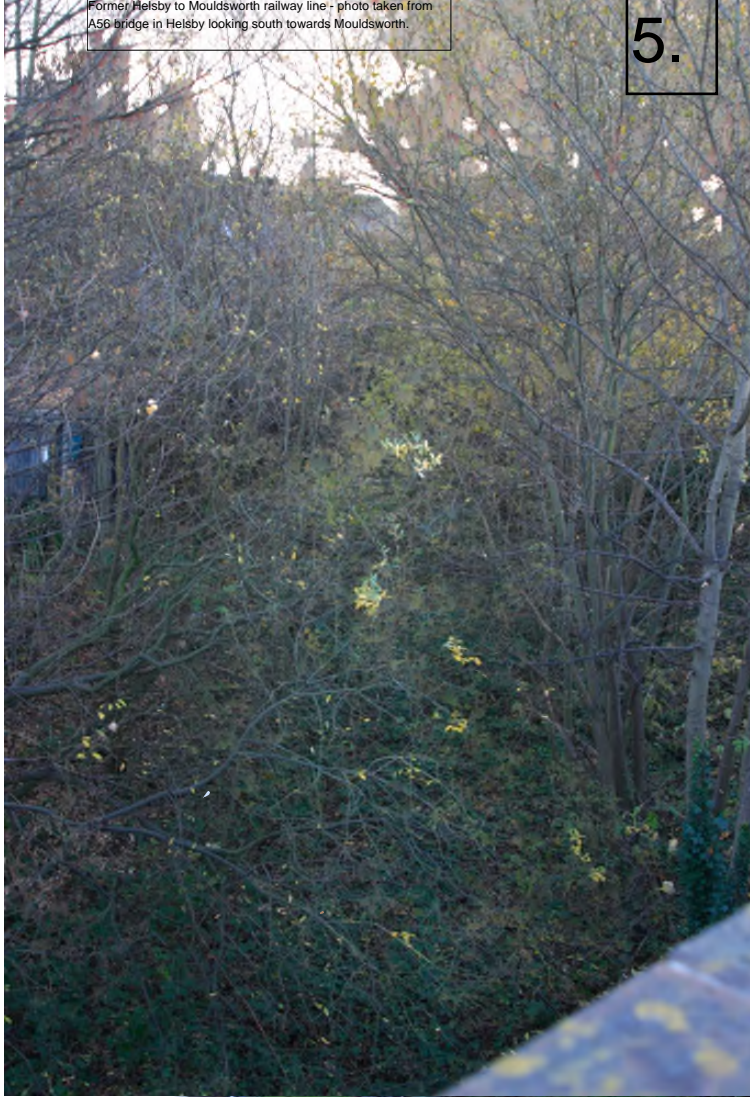


Existing Restricted Byway between Bradley Road and the River Weaver

4.

Former Helsby to Mouldsworth railway line - photo taken from A56 bridge in Helsby looking south towards Mouldsworth.

5.



View from the A56 bridge over the former Helsby to Mouldsworth railway line looking north from Helsby towards Ince.

6.



7.

View of the area shown on maps where there is potential for re-aligning NCN 5 between Lordship Lane and Ship Street (over Frodsham Marsh) thereby avoiding the A56 in Frodsham town centre.



8.

View down Lordship Lane (Restricted Byway) on Frodsham Marsh looking towards the north west. This route is an established part of NCN 5.



9.

The junction of the former Helsby to Mouldsworth line adjacent to Mountsforth station by the B5393 (Station Road) in Mouldsworth. The former railway line is shown by the arrow.



10.

End of Pickering's / Pecks Brow cul-de-sac at the junction with the Weaver Way. The route that follows the river upstream (on the right of the photo) towards Dutton Locks is a bridleway, whereas the route downstream towards Frodsham is a footpath through the small caravan park.



View of the footpath taken by the Weaver Way as it leaves the caravan park towards Frodsham.

11.



View looking along the bridleway that runs alongside the River Weaver between the caravan park and Dutton Locks (looking towards Dutton Locks).

12.



View down track through Delamere Forest (Forest Farm Road) taken at the road junction with Yeld Lane adjacent to Eddisbury Fruit Farm Tea Shop.

13.

