

Update : Sustrans' development of the NW Network - Nov. 2020

Stop press : Paul Bruffell has been promoted to Senior Network Development Manager, England North and his role in the NW will be managed by Tim Hollins. Paul who was the primary source for this update will arrange a handover to CNC in the near future.

1. Sustrans' review of the Cycle network & LCWIP

Background : The Sustrans' review of the North Cheshire NCN Network showed many locations are unsafe for 12 year old cyclists. As the DfT wants more children to cycle to school, LCWIP projects which align with this objective, such as the Helsby to Frodsham link have good prospects for funding from the limited 'pot'.

Nov. 2020

Cycle network. During a Zoom call (13.11.20) with SP & AM, Paul confirmed that DfT direct funding to Sustrans for 2021/20 has not yet announced.

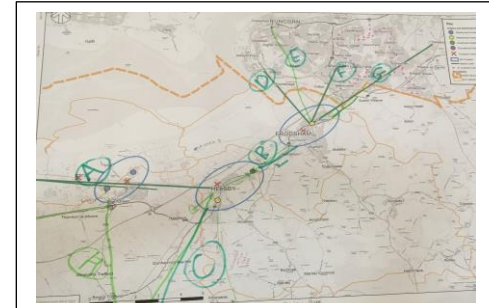
LCWIP : He also agreed to quote CNC a cost to develop a 'shovel ready' feasibility study for the Helsby to Frodsham link. This will position CNC to make funding applications MCBF etc. Once a study has been completed it can then be used to seek significant funds (up to £0.5m) from other sources.

2. Proposed safe crossing of the Weaver Navigation canal.

Background. Tim Gibbs (Operational Director for Access and Transport, Halton) has been in discussion with Highways England & Sustrans to reinstate the Swing Bridge across the Weaver Navigation Canal near Clifton Rowing Club. This would provide direct access to the Runcorn network via Cholmondeley Road. A second new bridge over the River Weaver to Frodsham is an aspiration.

Nov 2020.

DfT initially assessed this as a potentially viable project but has decided not to fund a feasibility study. Sustrans still view this as a key network project and are seeking alternative funding. See LCWIP Desire lines D, E & F map. Mark Warren requested an update (12.11.20) from Tim Gibbs.



3. Proposed NCN between Helsby & Wrexham and Mouldsworth rail line.

Background. Sustrans 2019 Future Vision is shown in Appendix 1 and includes a link (84) between Helsby & Wrexham, which is based on a route suggested by a CNC team. The numbering may change.

Nov. 2020 : During the recent Zoom call with SP& AM, Paul advised us that he will email the latest version of the Vision for confidential CNC review shortly. Sustrans intend to publish this in early 2021.

4. Junction 11a M56 : This is on NCN 562

Background. Highways England (HE) confirmed in March 2020, that there will be **no** junction 11a as the new layout @ junction12 has improved the flow but a new bridge on the A533 over the M56, at Sutton Weaver is proposed. HE consulted Sustrans & Halton BC about cycling needs and Mark Warren responded.

Nov. 2020. Sustrans – no update. However Mark reported he was referred by HE to Arup Partners, the consulting architects, to advise them regarding the locations and specifications of pedestrian crossings and the cycle paths. He requested 'Toucan' type crossings and a separate kerbed cycle way as the new DfT guidelines stipulate & emphasised the need for 2m social distancing. CNC to watch for consultation on this.

5. The A5117.

Background. This £1.04m project will deliver a new 5km mainly off-road shared used pathway between M53 junction 10 at Cheshire Oaks and the M56 junction 14 via Elton. The design drawing for the route which is aligned with NCN 5, is shown in Appendix 2. <https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/highways/major-road-schemes/A5117-cycle-improvement-scheme.aspx>

Nov 2020.

Project signs are now in place but no significant work by the CWaC contractor (Ringway ISL) is visible yet. Sean Traynor, Senior Manager, CWaC Highways, commented to SP that extending this path into Helsby was an "easy win and an obvious next step."

Appendix 1

National Cycle Network / Paths For Everyone – Future Vision – Working Draft (17/09/19) – Cheshire

