

Cheshire West and Chester Council

Local Cycling and Walking Infrastructure Plan

2020 – 2030



Cheshire West
and Chester

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Section One - Introduction

1.1 Preparing the Local Cycling and Walking Infrastructure Plan

Cheshire West and Chester Council is seeking to develop a new culture for promoting active travel in the Borough and to encourage increased levels of walking and cycling. We hope that these become the first choice in how we choose to travel especially when making shorter journeys, supporting our ambition to tackle the climate emergency and be a carbon neutral Borough.

Our goal is to make walking and cycling safer, more attractive, and convenient. An important part in how we achieve this will be to work to improve, enhance and extend our network of pavements, footpaths and cycle routes.

In order to make this possible we have prepared a Local Walking and Cycling Infrastructure Plan (LCWIP). The plan provides a new strategic approach to help identify where cycling and walking improvements are required at a local level over a 10 year period. They form an important part of the Government's strategy to increase the number of trips made on foot and cycle. In doing so the plan will help the Council and its partners wish to:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
- Ensure that consideration is given to walking and cycling within local planning and transport policies and strategies; and
- Make the case for future investment and funding for walking and cycling infrastructure.

This will also be crucial in order to meet the existing objectives and goals that the Council has set to boost walking and cycling particularly those set out in:

- Helping the Borough Thrive, the Council Plan 2020 – 2024;
- Other Corporate strategy documents such as the Local Plan, the Local Transport Plan and the Health and Wellbeing Strategy;
- Our response to the Council's Climate Change Emergency declaration;
- Meeting our commitments in order to support the Government's own plans to de-carbonise transport; and
- Responding to the need to support and boost the use of active travel, especially for commuting, in response to the social distancing restrictions necessary to reduce the spread of the Covid-19 virus.

1.2 Structure of the LCWIP

The rest of this document sets out how we have prepared our LCWIP and the recommendations that it contains.

Section Two sets out the background to the preparation of the plan. It outlines the case for preparing the LCWIP, the methodology that has been followed, the governance of the project and its overall scope.

Section Three sets out information about Cheshire West and Chester and reviews a number of Council policies and strategies that have a close inter-relationship with the LCWIP. It also sets out headline data relating to walking and cycling and identifies trip generators.

Section Four outlines how we have undertaken consultation work to support the development of the LCWIP. It notes the range of organisations that have supported this work and outlines the headline responses that we have received.

Section Five outlines the process by which proposals for new routes and improvements have been assessed leading to the preparation of our LCWIP proposals.

Section Six notes the indicative priorities for the LCWIP proposals.

Section Seven outlines how the Council plans to integrate the LCWIP with existing policies, informing and supporting future allocations for active travel. It also outlines how the LCWIP will be reviewed and updated.

1.3 Further information

The LCWIP is supported by a more detailed technical report. This contains a large amount of the data and background evidence collected and assessed to inform our recommendations.

An accompanying consultation report has also been prepared to set out and review the findings of the LCWIP engagement exercise. The results of this exercise helped inform the final set of proposals contained in this report.

Section Two - Background

This section sets out the background to the preparation of the plan. It outlines the case for preparing the LCWIP, the methodology that has been followed, the governance of the project and its overall scope.

2.1 The need for a Local Walking and Cycling Infrastructure Plan

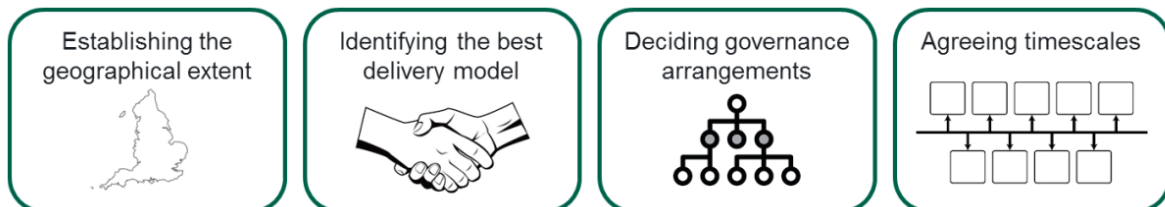
The Government published a new Walking and Cycling Investment Strategy in 2017. This encouraged local authorities to prepare their own Local Walking and Cycling Infrastructure Plans as part of a longer-term approach to identifying cycling and walking improvements at a local level.

Accompanying guidance was also published in 2017. This highlighted that while the preparation of a LCWIP was not mandatory, local authorities who have plans in place will be well placed to make the case for future investment to bring about new schemes and improvements. A range of online tools including a Propensity to Cycle Tool, a Route Selection Tool, and a Walking Route Audit Tool were also prepared by the Department for Transport (DfT) and made available to help develop local plans. The suggested methodology consists of six stages and this is set out below.

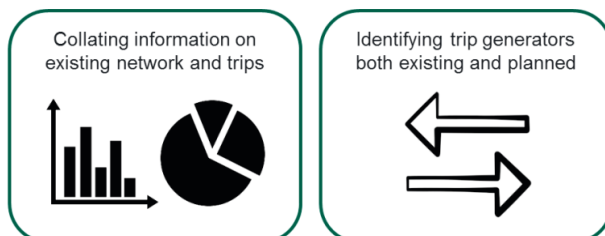
2.2 LCWIP – methodology

The DfT guidance sets out a recommended six stage process to help develop and prepare a LCWIP. The stages are:

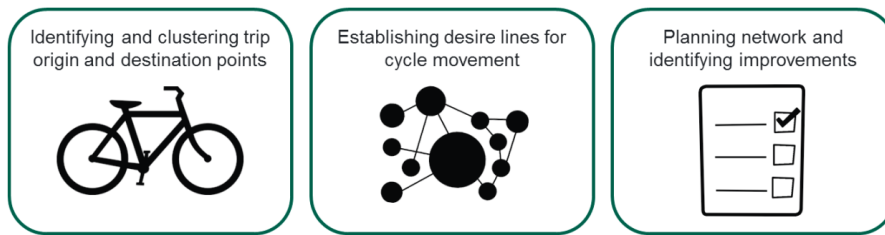
1. Determining Scope



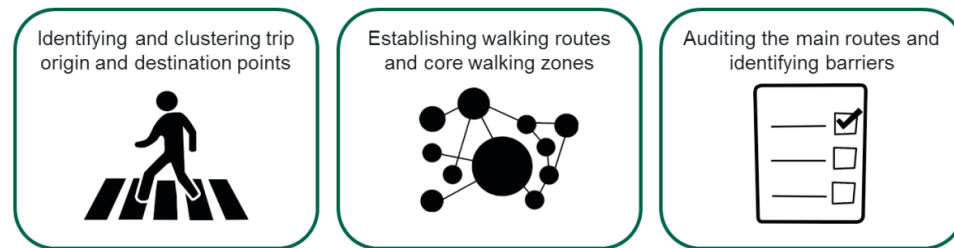
2. Gathering Information



3. Network Planning for Cycling



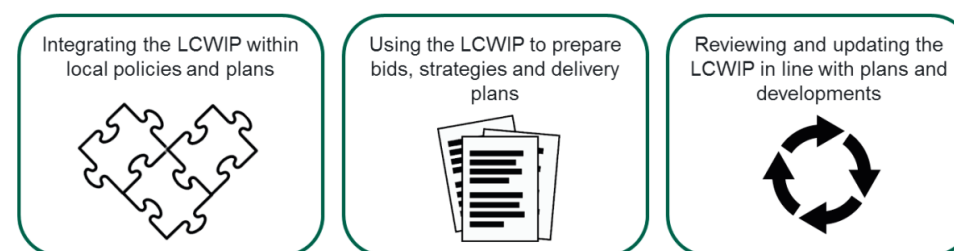
4. Network Planning for Walking



5. Prioritising Improvements



6. Integration and Application



2.3 Taking work forward in Cheshire West and Chester

The Council's Active Travel Forum considered and endorsed plans for the preparation of a LCWIP in December 2018. It was agreed that work would proceed and this would be led jointly by the Transport Strategy and Public Health Teams. The DfT Guidance also highlighted that there are clear expectations for the need to undertake effective engagement and consultation with both strategic partners, vested interests, delivery partners and the wider community to help prepare the LCWIP. This is something that has been central to our work so far.

2.4 Support and Governance

A working group was established consisting of Active Travel Forum members and officers from the Transport and Infrastructure and Public Health teams also supported by colleagues from the Highways Road Safety team and the Air Quality Team. Forum members included representatives from organisations such as Living Streets, Sustrans, Cycling UK, Chester Cycling Campaign, Cycle North Cheshire, Cestrian Ramblers, Friends of the Millennium Greenway, Chester Sustainability Forum and a number of independent members including representation for disabled cyclist and walkers.

This working group have been active at every stage in the project's development, providing a wealth of local knowledge and experience and acting as a sounding board and informing debate as work has progressed. Work was also supported by specialist transport consultants who also provided technical support and assistance in the preparation and development of the LCWIP.

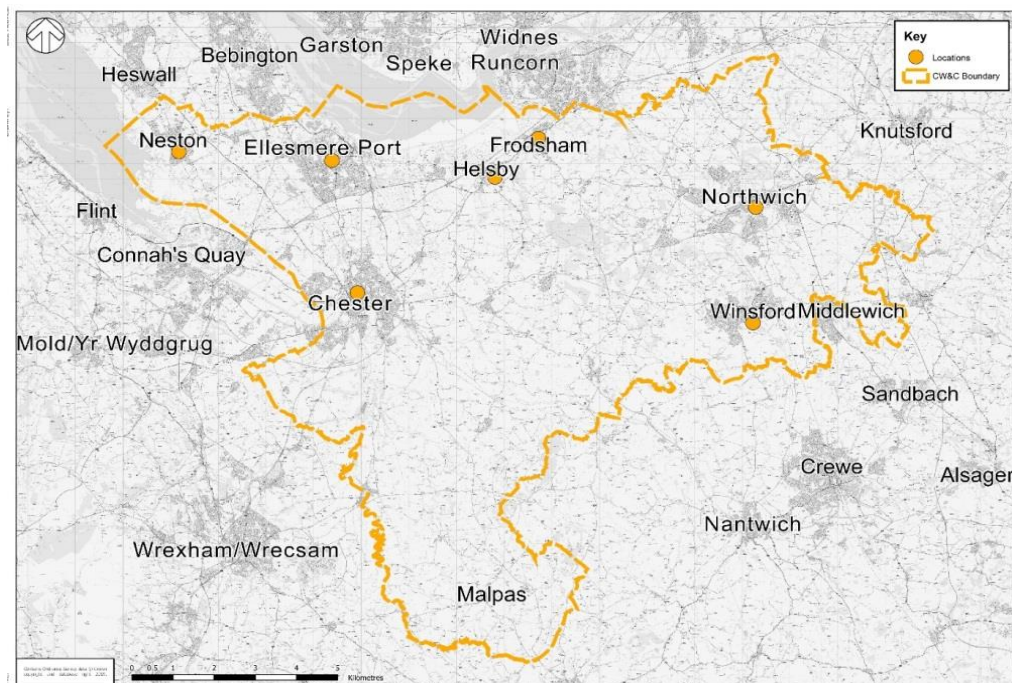
Progress by the working group has been reported to the Active Travel Forum on a regular basis and has also been the subject of regular Council Member briefing notes and briefings for Cabinet Members. The overall project management is co-ordinated by the Council's Transport Strategy Steering Group.

2.5 Scope

It was agreed that the LCWIP activities would be focussed on those locations in the Borough that offer the greatest potential to increase walking and cycling. These are Chester, Ellesmere Port and Neston, Northwich, Winsford along with Frodsham and Helsby, shown in the map below.

It was also agreed that the LCWIP should give highest priority for potential schemes that improved access to employment and training opportunities, together with those that support our ambition to tackle the climate emergency and be a carbon neutral Borough.

Fig 2.1 LCWIP geographical scope and primary locations



2.6 Timescale

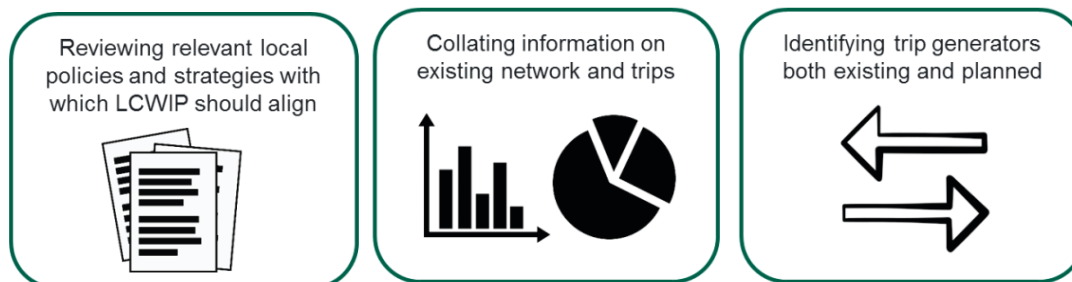
It was agreed that the LCWIP would be developed during 2019. As noted below, this required the collection of significant amounts of data and evidence. This was also supported by a programme of site visits and audits to help inform the proposals.

The draft proposals were the subject of a public consultation exercise between December 2019 and February 2020 to seek feedback and comments on the emerging proposals.

A goal was set to secure Cabinet approval for the final recommendations within 12 months of the start of the exercise.

Section Three – Setting the scene

This section provides information about the local area, setting the scene on why Cheshire West and Chester Council is keen to promote walking and cycling. It reviews a number of Council policies and strategies that have a close inter-relationship with the LCWIP. It also sets out headline data relating to walking and cycling and identifies local trip generators that will influence current and future travel patterns.



3.1 Setting West Cheshire in context

The Borough of Cheshire West and Chester is located in the North West of England between the Welsh border and the Wirral in the West, the Mersey Valley to the North and the Shropshire border to the South. It includes the historic city of Chester, the towns of Ellesmere Port, Northwich and Winsford, together with a number of sizeable local centres including Neston, Frodsham, and Helsby.

Key statistics include

- The Borough has an area of 91,664 hectares. Its current population is 332,000 people living in some 141,000 households. An estimated 32% of the population live in rural areas. The population is forecast to increase by 10% by 2035 with the biggest growth expected to be in the over 65 age group (who now exceed those aged 16 and under in number);
- West Cheshire possesses a strong local economy. GVA per head of population is the fifth highest in the North West and is currently estimated at £10.09 billion per annum. GVA per employment (ie, the number of people in work rather than the whole population) is the third highest in the region;
- Skill levels are above the national average with 29% of people educated to HNC level or higher. Of those in employment, 79% work in the service sector while 19% work in manufacturing or construction. The unemployment rate is 3.6% which is below the national and regional averages;
- The 2011 Community Survey found that 85% of residents are satisfied with the local area. 82% of residents consider that their health is “good” or “very good”;

- There are approximately 348km of cycleways in the Borough as well as 155km of additional traffic free routes including canal towpaths. There are a further 1,261km of Public Rights of Way;
- In addition, the Council is responsible for 328 km of Principal Road; 642 km of classified and 1359 km of unclassified road;
- A further 70 km of Motorway and Trunk Road including parts of the M6, M56, M53, A55 and A550 is managed by Highways England; and
- The Council is also responsible for 482 highway bridges and structures of which 116 are found on Principal Roads. Two bridges are Scheduled Ancient Monuments and 17 are Listed Buildings including the Grosvenor Bridge in Chester.

3.2 Why walk or cycle ?

From cost to convenience and exercise to environment, there are many reasons why some people already walk and cycle.

3.2.1 Economic benefits

- The London School of Economics (LSE) published a report in 2011 which examined the economic benefits that cycling provides for the UK economy and found an estimated gross cycling contribution to the UK economy of £2.9 billion each year;
- Gross cycling product is estimated to be £230 per cyclist, per annum;
- Sales of new bikes are significant with 2.5 million new cycles purchased in 2018 generating £925m in income for cycle suppliers;
- An estimated 20 percent increase in current walking and cycling levels could save the economy £207 million in terms of reduced traffic congestion and £71 million in terms of lower pollution levels;
- Investment in walking and cycling also represents good value for money. Recent analysis by the DfT has estimated that the benefit – cost ratio for investment in such schemes is between 2.5 to 1 and 6.1 to 1 (ie, there is a return of £2.50 to £6.10 for every pound spent on walking or cycling); and
- Traffic levels in West Cheshire are forecast to increase by 12 percent by 2026. With congestion costing the national economy an estimated £10 billion each year, every effort needs to be made to reduce the impact of this. Increasing cycling or walking trips for shorter journeys represents a very effective way to help reduce the impact of traffic. Furthermore, the majority of walking and cycling improvements are relatively cheap in comparison to other transport projects.

3.2.2 Health benefits

- Walking and cycling are easy and low impact activities which can significantly improve individual fitness and which has the potential to have a major impact on public health. They can help to reduce the risk of a range of health problems, notably heart disease and cancer, the leading preventable causes of premature death;
- The benefits of walking and cycling are recognised in new NHS National Institute for Health and Clinical Excellence (NICE) public health guidance published in November 2012. This includes ideas on how people can be encouraged to increase the amount they walk or cycle for travel and recreational purposes to improve their health;
- According to model based estimates of obesity for West Cheshire, 22.9 percent of adults have a Body Mass Index (BMI) above 30 and are considered to be overweight. This compares to an estimated North West average of 24.5 percent and English average of 23.6 percent (Office for National Statistics). In addition, 14.9 percent of 10 to 11 year olds are considered to be obese, putting them at increased risk of hypertension, coronary heart disease and type 2 diabetes. The estimated cost to the NHS locally as a result of principal disease related to obesity currently stands at £90.7 million;
- One of the main benefits of walking and cycling is that people can do it as part of their normal daily activity, by commuting to work, to see friends or to get to local shops, rather than having to find additional time for exercise;
- Recognising the need to increase levels of physical activity, the Chief Medical Officer has advised that “for most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life.” A total of 30 minutes brisk cycling or walking on most days of the week, even if carried out in 10 to 15 minute episodes, is effective in providing such health benefits; and
- Research has proven that walking and cycling are highly beneficial for people’s health, in particular:
 - Regular walking and / or cycling can help people to lose weight, reduce stress and improve their overall fitness;
 - Likewise they can help to reduce the feelings of depression and anxiety;
 - As a low-impact type of exercise walking and cycling are easier on your joints than running or other high-impact activities; and
 - Regular exercise provided by walking or cycling can reduce the risk of chronic illnesses such as colon and breast cancer, high blood pressure, heart disease and type 2 diabetes.

3.2.3 Environmental benefits

- Climate change is recognised as posing a major threat to the environment, the economy and our way of life. Since 1990, greenhouse gases from transport have increased by 12 percent and now represent 20 percent of total UK emissions;
- Encouraging an increase in more sustainable types of transport such as walking or cycling represents a very realistic option for reducing levels of emissions associated with other forms of transport; and
- Such actions can also benefit local air quality. A number of Air Quality Management Areas (AQMA) have been declared in the Borough including sites in Chester, Ellesmere Port and Frodsham. Measures to help increase levels of walking and cycling are included in local air quality action plans that have been prepared to address these problems.

3.3 Alignment with local policies and strategies

It is important to set out and show the inter-relationship and linkages of the Council's existing policies and strategies and the LCWIP.

This is explored in some detail in the accompanying technical report but it is useful to highlight links with a number of the Council's strategy documents. These include;

- The Council Plan 2020 – 2024;
- The Local Transport Plan 2017 - 2030;
- The Local Plan 2015 – 2030;
- The Cheshire West Place Plan 2019 – 2024;
- Cheshire West and Chester Cycling Strategy 2013; and
- Cheshire West and Chester Climate Change Emergency 2019.

3.3.1 Play your part to thrive – the Council Plan 2020 – 2024

This sets out the Council's Vision for the next four years and the priorities that need to be delivered to make this happen.

Our vision

By 2024 we will all play our part in building greener, fairer and stronger communities.

Working with common purpose alongside our residents, public services, and businesses, we will harness the strengths, hopes and dreams of our communities so that fewer people will be held back or left behind.

We will also have a relentless focus on value for money, stretching our collective resources and innovating to make a positive difference.

We believe that lasting change is needed to: tackle the climate emergency; to see more children and young people have a better start in life; to create more good jobs; to have healthier communities, living longer more independent lives; to see more neighbourhoods that are great places to call home; and ensure an efficient and empowering council.

The changes we need to make the borough thrive will only happen when we recognise that there is more that unites than divides us. We will continue to build relationships with every community, family and resident so more of us can play our part.

As well as delivering great services, we want to reignite the traditions of local democracy, community engagement, neighbourliness, and voluntary action. We will be an even more open, collaborative, and ambitious council which recognises that the answer to many of our challenges starts and ends with the relationships within our communities.

By working together we can all play our part to thrive.

Two of the Council's Plan top priorities have a direct relationship with the LCWIP.

- **Tackle the Climate Emergency** - As well as making the Council a greener organisation, we will work with businesses and communities to ensure that our borough reduces its carbon footprint and that future generations are protected from climate change. We have a shared responsibility to act and there will be a real urgency to our response. While this is a real challenge it presents great opportunities to build a green economy, more active residents, less congestion, warmer homes, and a more efficient use of our resources.

This notes the goal to move to a lower carbon transport system including the promotion of walking and cycling. The Plan also includes using our planning powers to address climate change to promote sustainable development including measures that encourage greater levels of active travel within new developments.

- **Enable more adults to live longer, healthier and happier lives** - The majority of our residents benefit from good health and wellbeing throughout their lives. However individuals from more deprived areas are more likely to be in poorer health and we need to think differently about how we meet the challenges of people living longer and maintaining good mental health. Joining up with our local NHS and care providers, we want to work closely with communities and build on people's strengths and capabilities to make this happen.

Actively encouraging increased rates of walking and cycling will play an important role in boosting levels of physical activity and help improve health and wellbeing.

3.3.2 The Local Transport Plan – Integrated Transport Strategy 2017 - 2030

The Local transport Plan (LTP) sets out the Council's over-arching strategy and objectives for improving local transport in the Borough up to 2030 in line with the current Local Plan period. It was published in 2011 and was fully refreshed, revised and re-adopted by the Council in 2017 to ensure that the strategies are kept up to date.

The LTP contains:

- An assessment of the characteristics, future trends and issues that will have an impact on travel on West Cheshire in the years to come;
- An overview of local views and aspirations relating to transport including an assessment of issues raised since the previous LTP consultation exercise was completed in 2011;
- The Council's goals and objectives that support both national and local aspirations for transport; and
- An analysis of local transport issues, challenges and opportunities alongside a series of policies and suggested actions to deliver our transport priorities over the plan's lifetime.

It also sets out a vision -

To help the Borough, including residents, communities and the local economy, to thrive.

To frame this vision, the LTP has taken into account both national and local priorities for transport and set out a series of six priorities and underlying objectives for transport in the Borough. These are set out below. A significant number of these objectives relate to or will impact upon the Council's active travel agenda and the LCWIP.

Our top priorities

1. Provide and develop reliable and efficient transport networks that support sustainable economic growth in West Cheshire and the surrounding area.

- Reduce traffic congestion and enhance the capacity of the Borough's local and strategic transport networks;
- Develop transport schemes and measures that help support the economic viability of towns, villages and leisure attractions in West Cheshire;

- Support the delivery of new developments and housing while limiting the impact of additional traffic; and
- Improve connectivity between West Cheshire and surrounding areas particularly to North Wales, Cheshire East, Merseyside, Greater Manchester and to local airports and the Port of Liverpool.

2. Reduce carbon emissions from transport and take steps to adapt our transport networks to the effects of climate change.

- Improve and encourage the use of sustainable, low carbon transport;
- Promote the use of new technology and alternative fuels to reduce carbon emissions from transport;
- Ensure that new development takes place in accessible locations which minimise the need for travel; and
- Ensure that local transport networks are resistant and adaptable to the impacts of climate change, including adverse weather conditions.

3. Manage a well maintained transport network.

- Improve the condition of our highway network;
- Reduce the highway maintenance backlog in the Borough;
- Maintain the highway network in a safe and serviceable condition for the use of vehicles, cyclists, pedestrians, equestrians and all other road users; and
- Ensure that the highway is kept in an acceptable condition environmentally.

4. Contribute to safer and secure transport in West Cheshire and to promote types of transport that are beneficial to health.

- Reduce the number of people killed or seriously injured on our roads;
- Encourage healthier lifestyles by promoting more active forms of transport such as cycling and walking;
- Work to reduce transport related air quality problems;
- Ensure that new transport schemes improve public safety and help reduce fear of crime; and
- Plan for and respond to incidents that may have a significant impact on the transport network.

5. Improve accessibility to jobs and key services which help support greater equality of opportunity.

- Ensure that new developments and local services are built in accessible locations;
- Increase accessibility to employment and training opportunities, to key services from rural areas, and to health services; and
- Improve physical accessibility and remove barriers to mobility especially for disabled and older people.

6. Ensure that transport helps improve quality of life and enhances the local environment in West Cheshire.

- Ensure that new transport schemes complement local character and enhance the built and natural environment and biodiversity;
- Promote access to leisure activities by improving pedestrian, cycle, greenway and Public Rights of Way networks; and
- Work to reduce noise levels that arise from transport.

3.3.3 The Local Plan 2015 - 2030

The Council's Local Plan (Part One – Strategic Policies) was adopted in January 2015. This will deliver at least 22,000 new dwellings and 365 hectares of employment land up to 2030.

The Plan set out a strategic objective to

“Provide and develop reliable, efficient transport networks that support sustainable growth and improve accessibility to jobs and services.”

It also includes and re-affirms the Council's LTP goals (as set out below) and states that new development will be required to demonstrate –

- Additional traffic can be accommodated safely and satisfactorily within the existing, or proposed, highway network;
- Satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use;
- Appropriate provision is made for access to public transport and other alternative means of transport to the car; and
- Measures have been incorporated to improve physical accessibility and remove barriers to mobility, especially for disabled and older people. The safety of all road users should be taken into account in the design and layout of new developments.

The Local Plan (Part Two – Land allocations and Detailed Policies) preferred approach was adopted in 2018.

3.3.4 Cheshire West Place Plan 2019 - 2024

The Place Plan replaces the Council's former Health and Wellbeing Strategy 2015 – 2020. It sets out the Council's approach to improving health and wellbeing. Its vision is:

“To reduce inequalities, increase years of healthy life and promote mental and physical health and wellbeing for everyone in Cheshire West.”

Ten themes for further action are identified including measures to promote sustainable travel, increase levels of physical activity, address road safety and improve air quality. In due course, a more detailed five year action plan will be

developed and published. The LCWIP will provide vital evidence and proposals that will help inform the preparation of this new action plan.

3.3.5 Cheshire West and Chester Cycling Strategy 2013

The purpose of the strategy was to set out proposals to bring about a new culture of cycling for all residents in the Borough. The goal was to enable cycling to become an obvious and realistic choice in the way in which residents travel.

The strategy set out ideas to make it easier, cheaper, safer, attractive and more convenient to cycle in our Borough and establish Cheshire West and Chester as having one of the best cycling environments in the Country.

This was built around four themes;

- **Build** – New and improved infrastructure to improve facilities for cyclists;
- **Inform** – Awareness and marketing campaigns and travel plans to encourage a cycle friendly culture and promote the benefits of cycling as a sustainable form of transport;
- **Know how** - Education and training to improve cycle safety and security; and
- **Enthuse** – Measures to highlight and raise the profile of cycling in the Borough.

The strategy noted that there are three main areas that need to be addressed to encourage more people to cycle:

- Challenging people's perceptions about cycling;
- Making it safer to cycle; and
- Providing better facilities for cyclists.

The outcomes of the strategy helped inform the preparation of the successful Local Sustainable Transport Fund bid and the delivery of a number of schemes associated with this project.

3.3.6 Cheshire West and Chester Climate Change Emergency 2019

The Council declared on 21 May 2019 that the borough is in a climate emergency. It was agreed that:

- Climate Change presents a threat to our way of life;
- The Council recognised the need to act in-line with worldwide agreements on Climate Change and the best available evidence, which states that, to limit emissions to 1.5°C, there is a requirement to reach 'net zero' by 2045; and

- The Council must play its part by evidencing leadership on this issue.

A further report setting out the Council's initial response to the emergency was reviewed and approved by the Council in January 2020.

The report noted that for transport, on-road, rail and waterborne navigation constitute 780,000 tons of carbon dioxide equivalent emissions (19 per cent) of the Cheshire West and Chester's annual emissions, the second highest emitting sector.

- It noted that the most impactful intervention is distance reduction, i.e. avoiding powered travel entirely, which can be facilitated by the use of digital infrastructure;
- By 2025, a 17% reduction in total travel demand will be required, alongside a 25% reduction in car travel. This will be required to increase to 25% and 38% respectively by 2050;
- Where travel is required, however, there is a substantial carbon benefit derived from using public transport. The modal share of public transport would need to increase from less than 10%, to 18% by 2025, increasing to 29% by 2050;
- This public transport would itself be low-carbon, either via electrification or the use of low-carbon hydrogen fuel, with the achievement of 100% low carbon rail and 51% electric buses by 2025;
- Where car travel is unavoidable, these cars would need to be low or zero carbon, with a transition to 100% electric or hydrogen vehicles by 2050; and
- The most challenging aspect of transport to decarbonise is road freight, and a conservative 6 per cent transition to zero carbon freight is assumed.

It is clear that the LCWIP will play a critical part in supporting these goals and enabling the planned reduction in car travel.

3.3.7 DfT Decarbonising Transport – Setting the Challenge (2020)

It is also useful to note the changing context of national policy development. The DfT is seeking to develop ambitious plans to accelerate the decarbonisation of transport. An initial report was published March 2020 setting out the background to how this will be achieved.

Six priority areas are set out within the document including accelerating modal shift to public and active transport. This includes the need to encourage cycling and walking for short journeys (alongside ambitions to reduce car trips and boost the use of passenger transport networks) and exploring how to best support the behavioural change required to achieve this.

To achieve this the Government plans to establish a £350m Cycling Infrastructure Fund as one element of a wider investment package for active travel. Details will be

set out in the Planned Spending Review scheduled for late 2020. This LCWIP will form an important part of this Council's ambitions to secure funding from this planned investment package.

The DfT have indicated that the Decarbonising Transport Strategy will be published later in 2020.

3.4 Collating information on existing networks and trips

3.4.1 Active Travel in Cheshire West and Chester

There is already a good track record of projects and initiatives to encourage walking and cycling in the Borough. A cycling strategy was published in 2013 and there has been considerable investment in cycleways and shared use paths by the Council and partners in recent years. Chester was host to a Cycle Demonstration Town Project between 2008 and 2011. A number of schemes were also delivered as part of the Council's Local Sustainable Transport Fund project.

Examples of investment in walking and cycling networks over the last 20 years include:

- £2.9m spent on new cycleways since 2001;
- Over £4m spent on safer routes to school projects between 2001 and 2011;
- £4.4m secured to deliver Chester Cycling Demonstration Town project;
- £5.2m secured as part of Local Sustainable Transport Fund between 2012 and 2016. This levered in match funding and associated schemes with a value in excess of £19m;
- £0.55m invested by Sustrans and Welsh Government to create Burton Marsh Greenway which opened July 2013;
- £800,000 invested to provide new 20mph zones in residential areas between 2015 and 2020;
- £330,000 invested in Bikeability training in local schools between 2015/16 and 2019/20;
- £1.7m to be invested in Local Growth Fund cycle access improvements in Ellesmere Port in 2020/21; and
- Ongoing and significant investment in highway maintenance to tackle potholes and improve the condition of our local roads, pavements and cycle network.

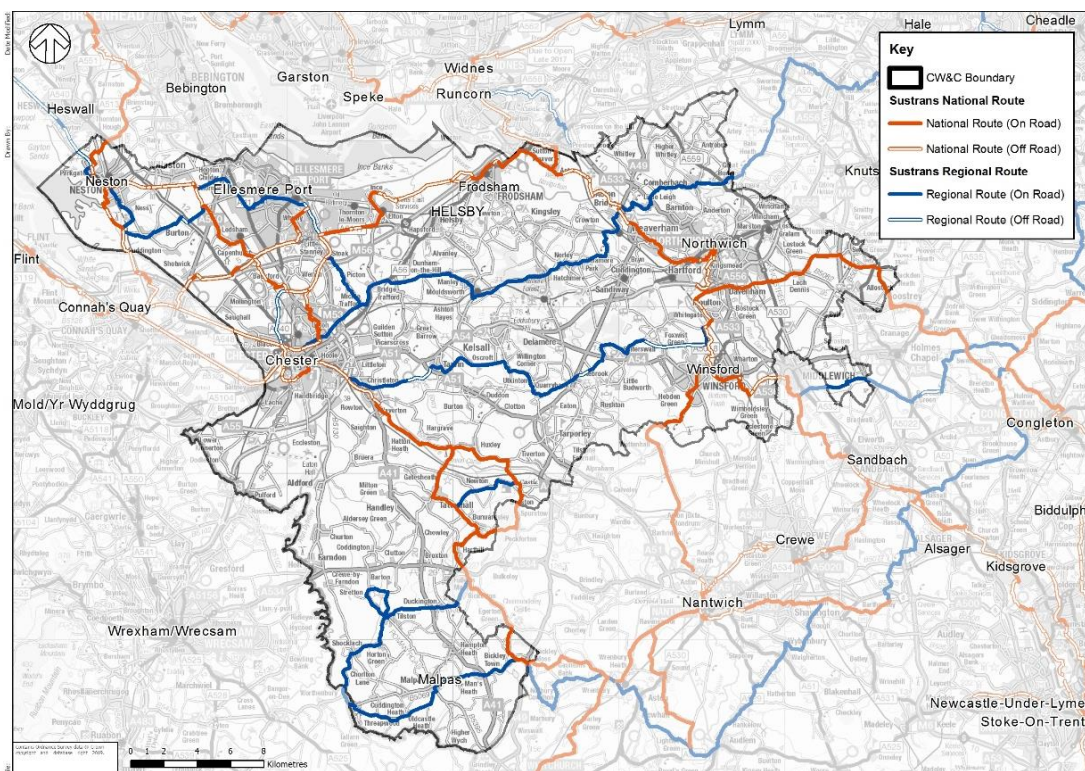
The outcomes of these initiatives have included:

- 348km of new cycleways;
- 155km of additional traffic free routes including canal towpaths;
- 1,261km of Public Rights of Way;
- 740km of local roads will be covered by 20mph zones by 2020;
- Walking accounts for 25% of all journeys and 80% of journeys under 2km; and
- Census data shows that 9% of local residents walked to work and 2.6% cycled to work in 2011.

3.4.2 Our existing networks

The following maps show the existing walking and cycling networks within Cheshire West and Chester.

Fig 3.1 Existing Strategic Cycle Infrastructure (National and Regional)



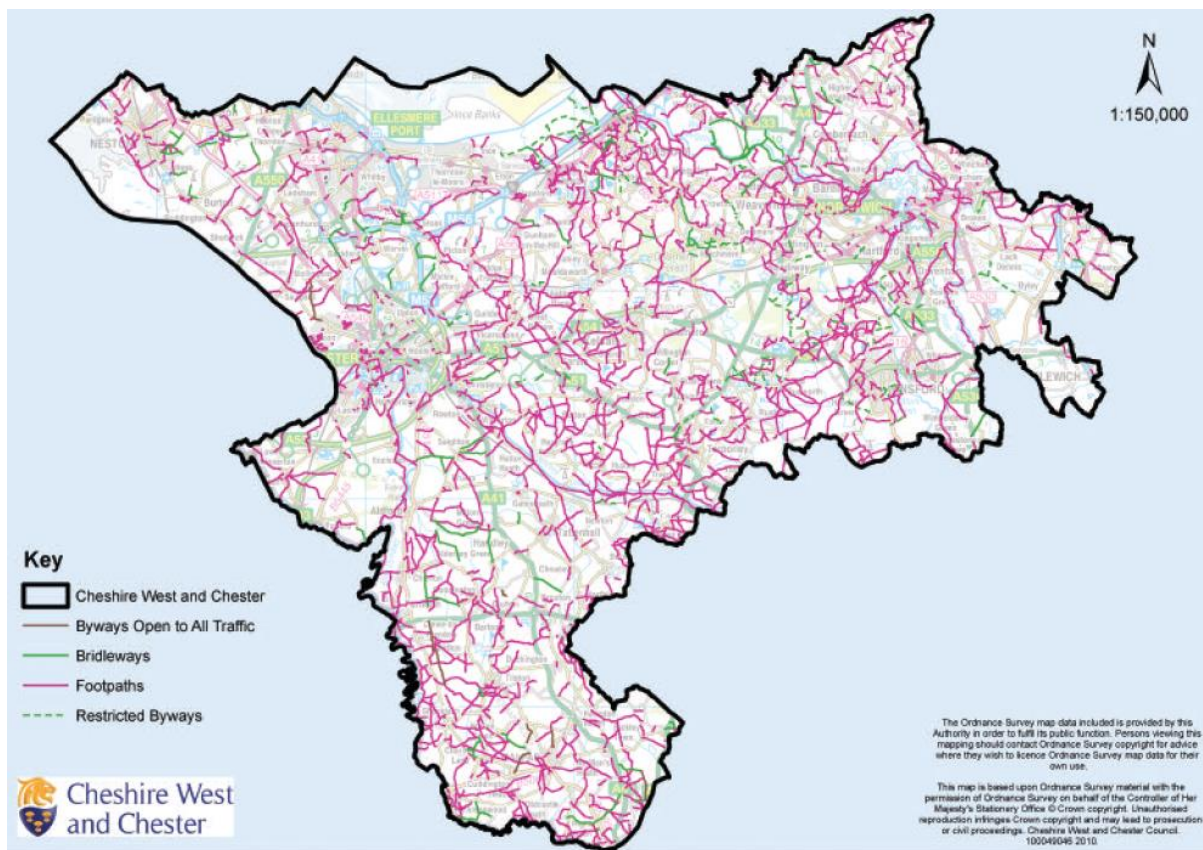
3.4.3 Public Rights of Way

Cheshire West and Chester has approximately 1,280km of Public Rights of Way – see map in Fig 3.2 below. A total of 86% of this is designated as footpath, 7% bridleway, 6% restricted byway and 1% byway open to all traffic.

Of the total network, walkers can access and use 100% of the PRow, however only 14% of the PRow network is accessible for horse riders and cyclists.

In addition to this only an estimated 15% of the network is accessible for people with restricted mobility or visual restrictions. An estimated 80% of the existing network is not suitable for a standard wheelchair, that is, the paths are not a minimum width of 1m with a firm surface, no gates, steps or gradient exceeding 1:10.

Fig 3.2 Public Rights of Way Network



3.4.4 Local walking and cycle networks

As part of our work to develop the evidence base we have mapped the existing cycle and pedestrian networks in our key urban areas. It is useful to compare the size and density of the networks in Chester which has benefited from extensive investment in both the local cycle network and the pedestrianisation of the city centre and other parts of the Borough where there have been lower levels of similar investment to date.

A number of examples are shown below. The full set of maps is attached at Appendix One.

Fig 3.3 Local cycle network - Chester

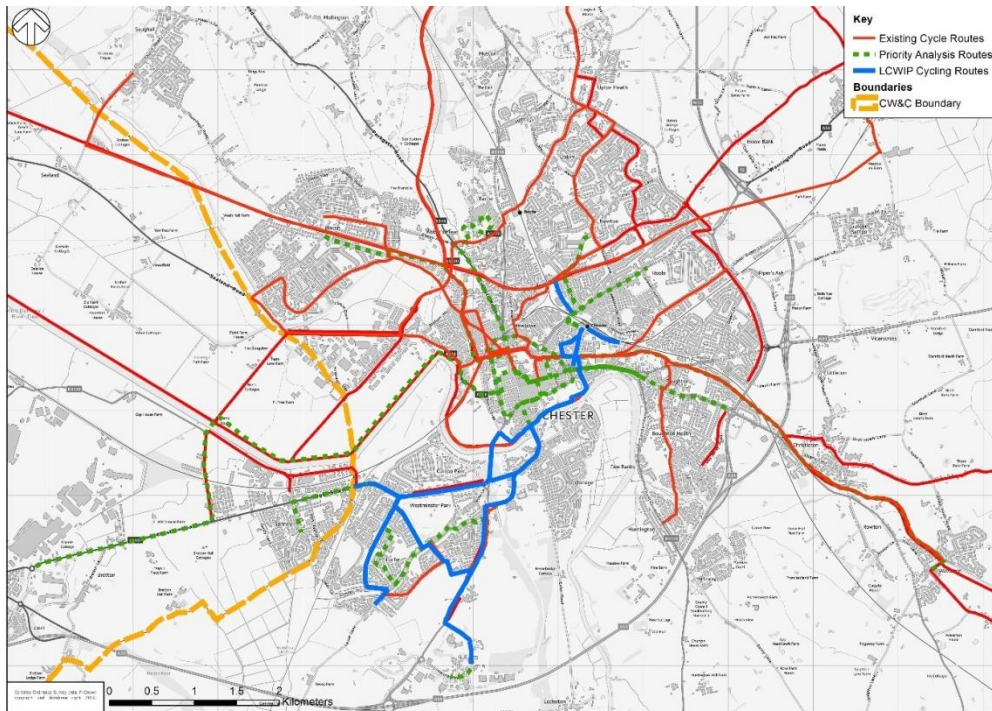
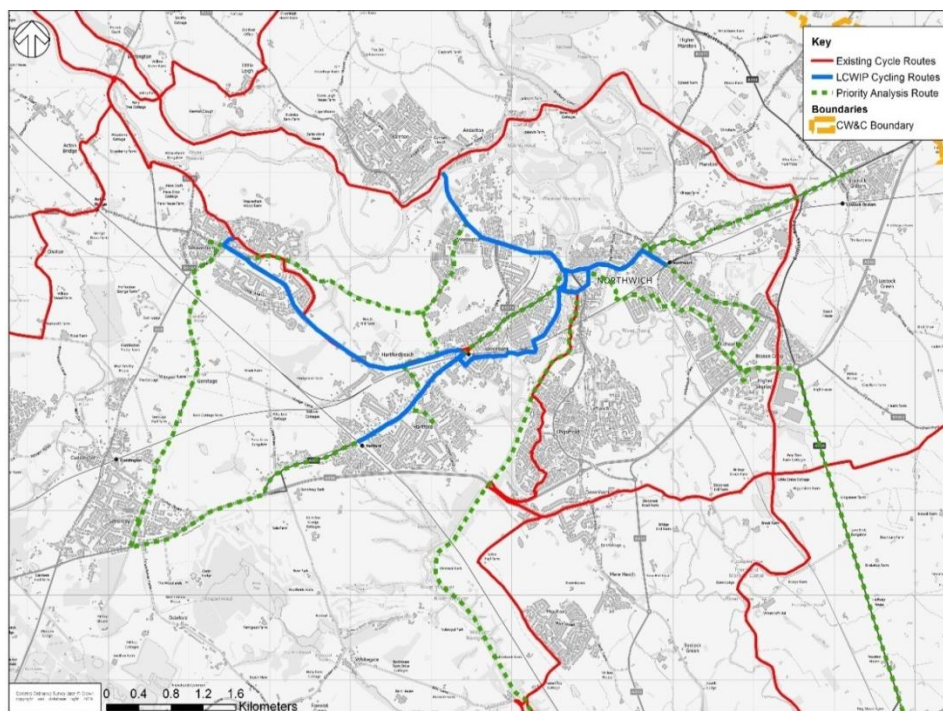


Fig 3.4 Local cycle network Northwich



3.5 Levels of cycling and walking in Cheshire West and Chester

As set out earlier, it is considered that there has been a reasonable level of investment in local walking and cycling networks across the Borough. With this in mind it is pleasing to note that the latest DfT walking and cycling statistics (2017/18) indicate that the Borough has some of the highest levels of regular walking and cycling in the whole of the North West..

Fig 3.4 Active Travel Statistics – Cheshire West and Chester Council 2017/18

	Monthly	Weekly	At least 3 times per week	At least 5 times per week
All Walking	81.5%	74.6%	41.6%	30.4%
Walking for leisure	63.3%	50.2%	23.6%	16.0%
Walking for travel	53.3%	45.4%	22.7%	16.1%
All Cycling	16.8%	13.0%	5.3%	3.6%
Cycling for leisure	14.8%	10.5%	2.7%	0.9%
Cycling for travel	8.6%	5.9%	3.0%	2.7%

Fig 3.5 Active Travel Statistics – North West average 2017/18

	Monthly	Weekly	At least 3 times per week	At least 5 times per week
All Walking	76.3%	67.6%	40.0%	29.8%
Walking for leisure	59.8%	47.3%	21.8%	15.6%
Walking for travel	46.0%	38.7%	20.4%	14.8%
All Cycling	13.8%	9.8%	4.6%	2.8%
Cycling for leisure	11.8%	7.3%	2.3%	1.1%
Cycling for travel	5.8%	4.5%	2.3%	1.5%

Overall levels are relatively similar to those found in Cheshire East and in Warrington but they remain significantly lower than some locations in the UK such as Oxford, Exeter and York where there has been a longer and more sustained programme of investment in local networks over the years.

While there are grounds for optimism that levels of walking and cycling can be boosted there is still a long way to go in order to further increase numbers. There is certainly a need to overcome some of the physical and perceived barriers that exist and influence peoples willingness to consider using foot or a bicycle as a realistic choice for appropriate journeys.

3.6 Additional transport statistics

- 13% of residents walk or cycle to work compared to 74% of residents use a car and 5% who use a bus. Local surveys and census data shows that travel to work by car continues to increase in the Borough while trips by bus and cycle have declined over time. See Fig 3.9 below.
- There is a very high dependence on using the car for longer distance commuter trips. Approaching 90% of all inbound and outbound trips are made by car. Commuter trips by bus and rail are low. The exception is for trips to Merseyside where 22% of commuters use the train and for trips to Manchester where the figure is 8%.
- Rates of car ownership in Cheshire West and Chester are higher than the average for the North West and England & Wales. The proportion of households with at least one car has increased from 61% in 1971 to 81% in 2011. There has also been a marked increase in the number of cars per household over this period with 40% of households possessing two or more cars.
- These patterns reflect the national trend for travelling further and the increased mobility associated by growing levels of car ownership. Equally, they also provide a reflection of the dynamics and changes to employment and economic opportunities in the sub-region and neighbouring cities which strongly influence levels of commuter travel.

Fig 3.6 Main mode of transport for people who live and work within Cheshire West and Chester (Source - Census 2011)

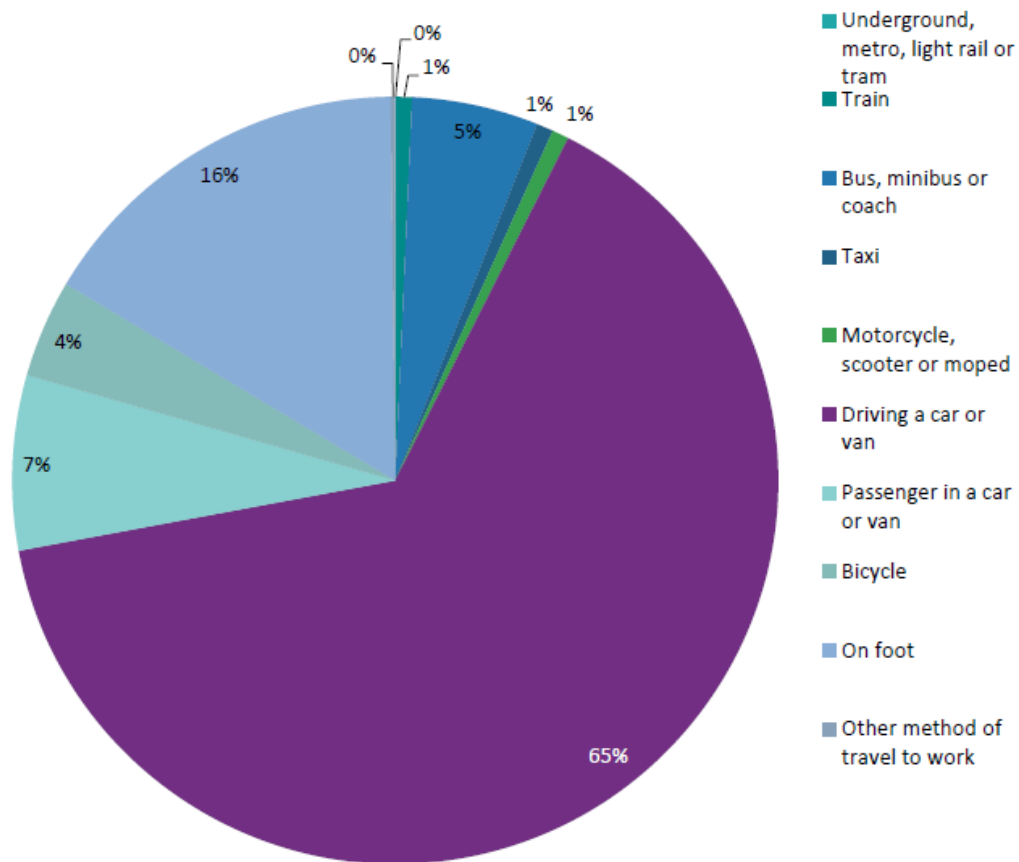


Fig 3.7 Travel to work patterns within Cheshire West and Chester (Source – Census 2011)

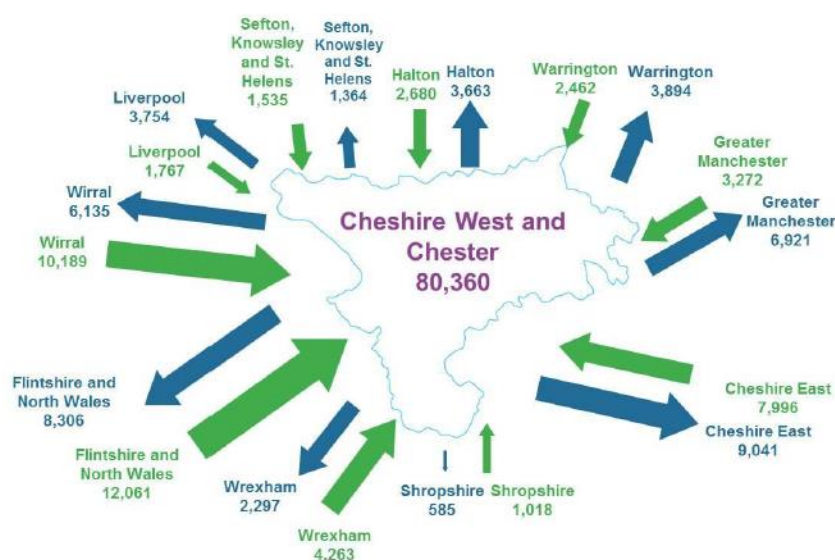


Fig 3.8 Travel to work patterns within Cheshire West and Chester by location (Source – Census 2011)

Locality	Live and remain for work	Outgoing commuters	Incoming commuters
Cheshire West and Chester	80,360	45,960	47,243
Chester	16,157	11,732	20,426
Ellesmere Port	10,324	11,735	11,323
Northwich	3,613	4,452	2,966
Winsford	4,916	3,595	4,240
Neston and Parkgate	968	3,726	1,417
Frodsham	584	2,595	1,065
Helsby	416	2,471	1,110

**Fig 3.9 Local travel to work by main mode In Cheshire West and Chester 1971 – 2011
(Source – Census)**

	Car / van	Bus	Train	Motorcycle	Bicycle	Foot	Other	Home
1971	46%	16%	2%	2%	7%	18%	8.3%	-
1981	60%	10%	1.3%	4%	6%	17%	2.3%	-
1991	70%	7%	1.3%	2%	4%	10%	5.6%	-
2001	72%	4%	1.3%	1%	3%	9%	0.5%	9%
2011	74%	3.5%	2%	0.6%	2.7%	10%	0.6%	6%

**Fig 3.10 Local travel to work by main mode In England and Wales average 1971 – 2011
(Source – Census)**

	Car / van	Bus	Train	Motorcycle	Bicycle	Foot	Other	Home
1971	36%	24%	7%	2%	5%	20%	7%	-
1981	51%	15%	6%	3%	4%	19%	2%	-
1991	61%	9%	6%	2%	3%	12%	7%	-
2001	62%	7%	7%	1%	3%	10%	0.5%	9%
2011	62.6%	7.3%	5.2%	0.8%	2.9%	11%	0.6%	5.4%

Fig 3.11 Number of cars per household (Source – Census 2011)

Number of cars/vans per household	Cheshire West and Chester	North West	England and Wales
0	18.6%	28.0%	25.6%
1	41.6%	42.5%	42.2%
2	30.8%	23.5%	24.7%
3	6.8%	4.6%	5.5%
4+	2.2%	1.4%	1.9%
At least 1	81.4%	72%	74.4%

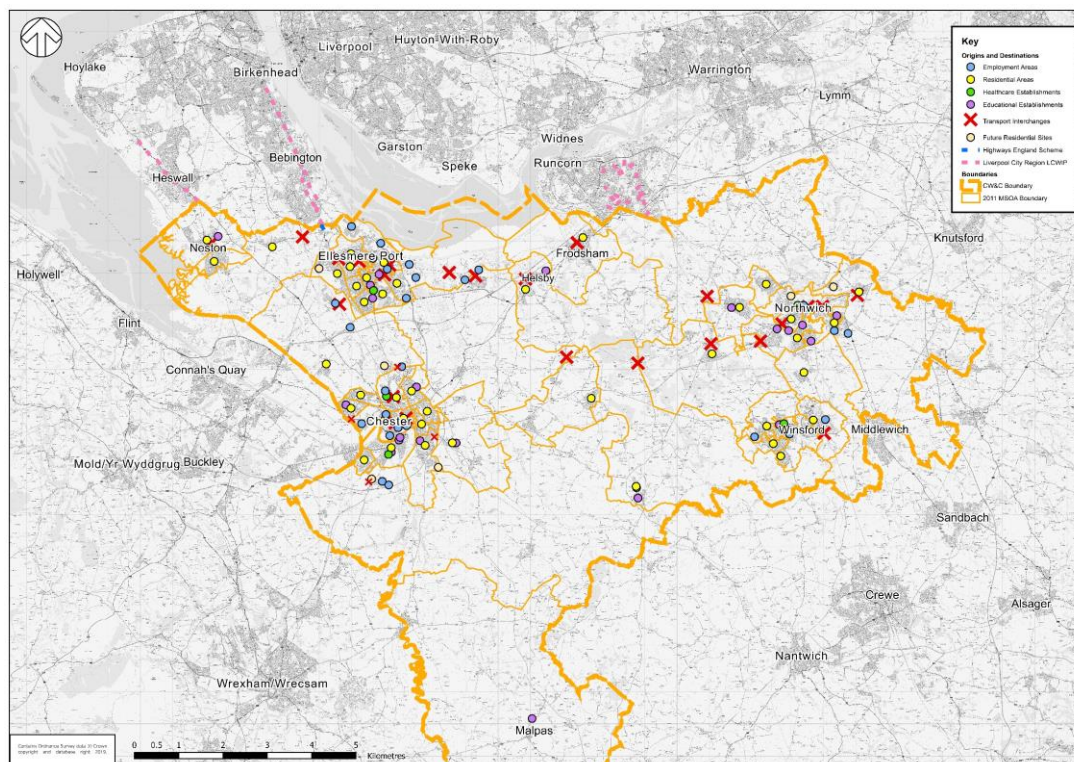
3.7 Identifying trip generators

To help develop the LCWIP work was undertaken to identify major trip origins and destinations and understand their influence on how journeys are made. These included:

- Major employment sites;
- Sizeable residential areas;
- Transport interchanges;
- Hospitals and health centres; and
- Schools and colleges.

These are shown in the map below.

Figure 3.11 Key trip origins and destination points



Additional data collection included an assessment of:

- Physical and man-made barriers to movement (rivers, canals, rail and roads);
- Existing walking and cycling routes and infrastructure;
- Public Rights of Way;
- Topography;
- Air Quality Management Areas;
- Road Safety data; and
- Areas of deprivation.

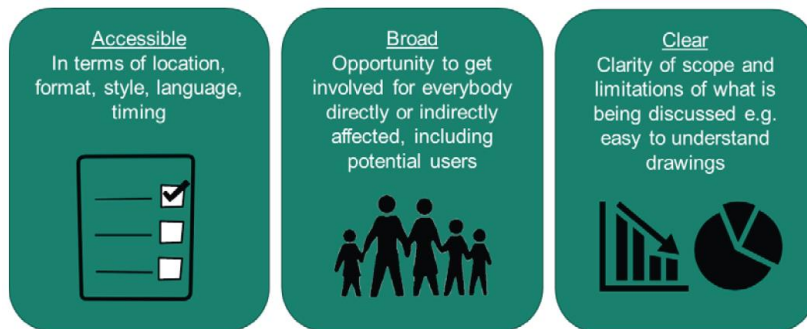
Future demand patterns were also modelled. This included analysis of:

- Development allocations in the Council' s Local Plan;
- Neighbourhood Plans;
- Local Transport Studies;
- The DfT Propensity to Cycle Tool;
- Neighbouring local authorities LCWIP proposals; and
- Evidence from stakeholders and local walking and cycling groups.

Full details about this part of the data collection and trip generation analysis and associated evidence is included in the LCWIP Technical Report.

Section Four – Consulting on our proposals

This section outlines how we have undertaken consultation work to support the development of the LCWIP. It notes the range of organisations who have supported this work and outlines the headline results that we have received.



4.1 Introduction

The LCWIP guidance highlights that effective engagement is considered to be critical to ensuring that that high quality plans are produced. It included a suggested approach for undertaking any engagement exercises to inform the preparation of a LCWIP.

Even though the LCWIP is not a mandatory plan (unlike core strategy documents such as the Local Transport Plan or Local Plan) there are clear expectations for the need to undertake effective engagement and consultation with both strategic partners, local interests and the wider community to help prepare the plan.

4.2 Approach for LCWIP engagement

Work to develop the LCWIP consultation exercise was undertaken in partnership with the Council's Insight & Intelligence Team. They have a wealth of knowledge and experience of running the Council's engagement exercises.

Early discussions were also held with the Council's Communications team so that they have early notice of the emerging plans for the consultation exercise. This is vital to provide the necessary lead in time to discuss media support and the preparation of press releases and information for social media.

The actual consultation exercise was launched in December 2019 and ended in mid-February 2020.

The Technical Report and an accompanying summary document were prepared along with questionnaire and these were placed on the Council's consultation webpage. This was supplemented with information detailing how to obtain paper copies of the questionnaire alongside Equality and Diversity information.

4.3 Member engagement

Councillors were kept informed about the development of the LCWIP using Member briefing notes. An invitation to complete a proforma document relating to local walking and cycling issues was also circulated to all Members to invite them to submit their own ideas and proposals relating to this work to inform the development of the data and evidence base at the beginning of this exercise. Members were also invited to attend the two workshops held to support the development of the LCWIP.

4.4 Partners and stakeholders engaged

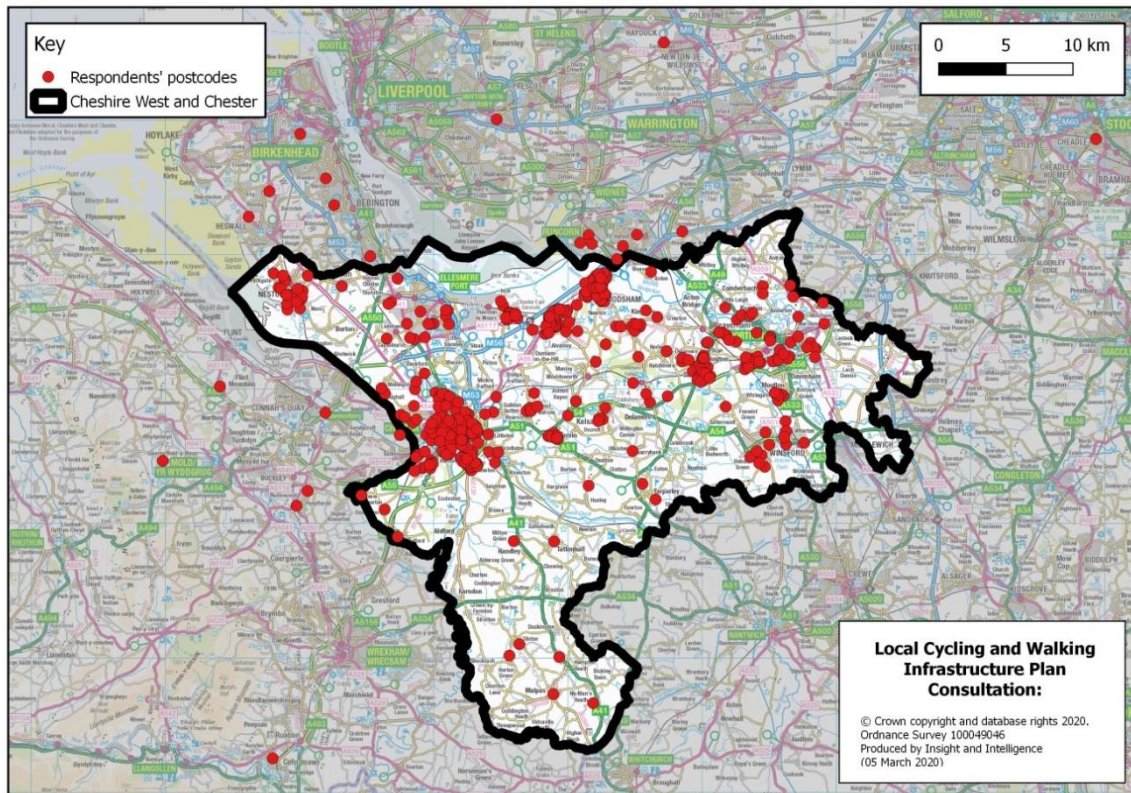
A large number of colleagues, partners and related organisations were contacted to alert them to the consultation and encourage them to participate. These included -

- **Cheshire West and Chester Council** - All Councillors; Regulatory Services, Localities, Regeneration, Transport and Highways Teams; all schools via Childrens Services;
- **Delivery Partners** – Canal & Rivers Trust; Highways England; Sustrans; Neighbouring local authorities; Network Rail;
- **Public and Interest Groups** – Active Travel Forum members; LCWIP Working Group members; Cheshire Access Forum and disability groups, University of Chester; and
- **Other organisations** – Local Enterprise Partnership; ROWIP reference group; Town and Parish Councils.

4.5 Reporting outcomes

- A total of 665 responses were received via the online survey. The map below shows respondents postcodes. 24 responses were received from outside the Council area;
- An additional 29 responses were made by emails or letters; and
- A number of comments were noted when the LCWIP was considered by the Places Scrutiny and Overview Committee in January 2020.

Fig 4.1 Map showing home postcode of respondent



4.6 Results

- Overall, there was strong support recorded for both the cycling and walking proposals set out in the consultation document. Those disagreeing / strongly disagreeing with the proposals are very low percentages;
- 76% of respondents indicated that the cycling measures proposed would encourage them to make more journeys by bicycle. 73% of respondents indicated that the planned walking measures would encourage them to make more journeys by foot;
- When looking at a range of journey types (including commuting, leisure and fitness) a higher proportion of respondents walk than cycle in the “at least weekly, up to 3 times per week and at least 5 times per week” categories;
- When asked what additional measures the Council could put in place to encourage more walking and cycling (over and above the suggested infrastructure improvement) the highest proportion of responses indicated the

need for improved road safety and traffic calming (77%), improved signing of walking and cycling routes (69%) and more route maps publicity campaigns (40%). 32% of respondents suggested more areas covered by 20mph zones would help. 22% supported more cycle training and 21% suggested more awareness campaigns;

- The majority of respondents (95%) were local residents. 8% indicated that they belonged to a local walking or cycling group;
- The majority of respondents were aged 35 and over. Although the questionnaire had been circulated via the schools network only 1% of respondents were aged between 16 - 24 and only a further 8% were aged between 25 - 34. Gender was split 54% males / 43% female (3% preferred not to say); and
- The written comments received covered a large range of themes and topics. Nevertheless, the most frequently recorded comments related to the need to better maintain our existing pavements and cycleways; the desire to see greater segregation between cyclists and pedestrians and between active travel modes and motor vehicles; further road safety measures especially for crossing roads and at junctions; and a range of requests for additional routes to be added to the LCWIP schemes including those in rural areas. More details about these issues will be set out in the full consultation report.

The remaining sections of this LCWIP will draw attention to the results of the consultation exercise.

A full consultation report is provided as a supporting document with this plan.

4.7 Further engagement and consultation

As part of the national response to the Covid 19 pandemic the Government has allocated a funding package to local authorities to help encourage increased levels of active travel, help maintain social distancing and take advantage of the dramatic fall in traffic volumes on local roads. The first phase of this funding is available to support the installation of swift, emergency interventions to make walking and cycling safer. The LCWIP will help inform options and ideas to be taken forward.

To help support this programme the Council launched its 'Walk. Ride. Thrive' initiative in June 2020 to encourage more people to enjoy a summer of active travel. An online mapping tool has been introduced to pin-point potential locations for interventions. A large number of responses have been received and these largely follow the results already secured as part of the LCWIP consultation exercise.

'Walk. Ride. Thrive' will provide a useful brand for the continuity of further engagement and promotional work as the LCWIP is developed.

Section Five - Gathering our evidence and setting out our proposals

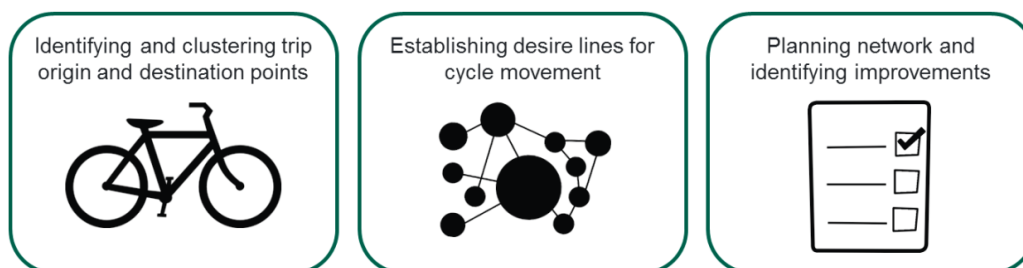
This section outlines the process by which proposals have been assessed leading to the preparation of our LCWIP proposals.

5.1 Network planning for Cycling and Walking

The third and fourth stages of the LCWIP process sets out the recommended stages to map and consider future cycling and walking networks and the identification of proposed new routes and improvements.

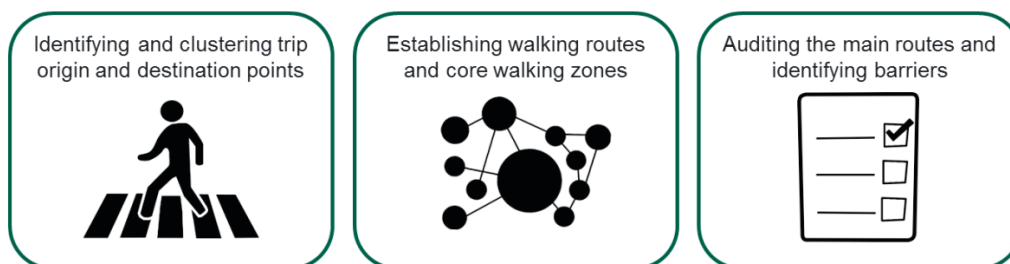
For each of these stages a detailed assessment process has been undertaken to build up the evidence base and inform the final proposed routes set out in the LCWIP.

5.2 For cycling



- Making use of the Propensity to Cycle Tool;
- Mapping trip origin and destination points – particularly residential areas and links to employment education, health care, shops and other key services;
- Identifying desire lines to show the indicative links between key origins and destinations;
- Classifying desire lines in terms of their overall significance to the network;
- Converting the desire lines to preferred routes by developing core design outcomes to ensure routes are coherent, direct, safe, comfortable and attractive;
- Route selection including use of the Route Selection Tool; and
- Establishing the final set of cycling infrastructure improvements.

5.3 For walking



- Identifying and mapping walking trip generators;
- Identifying core walking zones and key walking routes;
- Identifying barriers and severance on the local pedestrian networks; and
- Establishing the necessary improvements.

Our approach has also included:

- Preparing and reviewing an extensive database including census data, local information collected as part of the preparation of local transport studies and neighbourhood plans and local evidence collected by members of the working group;
- Collaborating with our working group in order to review and sense testing outcomes at each stage of the development of the LCWIP;
- Working with members of the Working Group to undertake a comprehensive series of walking and cycling site visits and audits to review the local networks and experience first-hand the issues, barriers and opportunities that need to be addressed by this work;
- A series of workshops with Councillors, wider members of the Active Travel Forum and other Council officers (including Localities, Regeneration, Highways and Public Health Teams) to bring in further local expertise to assist the project; and
- Reporting progress at meetings of the Council's Active Travel Forum.

A lot more detail about this part of the work to prepare the LCWIP, including extensive datasets and the accompanying mapping, is set out in the Technical Report.

5.4 Setting out our proposals

The key outputs for this work are:

- A Cycling Network Map – detailing preferred proposed routes for further development;
- A Walking Network Map - detailing preferred proposed walking routes and core walking zones for further development; and
- An initial programme of proposed cycling and walking infrastructure improvements to form the basis for further development.

Our maps and accompanying proposals are set out below on an area by area basis. The results from the consultation exercise are also shown.

5.5 Proposal for Chester

5.5.1 – Cycling proposals Chester

Cycling proposals	
Greenway Access to Hoole Road and Railway Station	<p>Improved access on the Hoole Road Corridor and links to the wide network emerged as the top priority. This will be addressed in more detail as part of a separate transport study that the Council has commissioned for this corridor. Work on this began in Spring 2020.</p> <p>Improved links to Chester railway station, the city centre and onwards to Chester Business Park and the new housing development on Wrexham Road.</p> <p>Development of a new link from the Greenway in parallel to West Street / Ermine Road linking the cycleway to the railway station.</p>
Chester Station and City Road	<p>Establishing a route to Chester railway station from Westminster Road and Charterhall Drive. Potential options include changing signal priority on the Westminster Road bridge.</p> <p>Seeking improved access in to the station (and its cycle parking) via Queens Road, the Station Long Stay Car Park and also the Carriage Shed from One City Place.</p> <p>Installation of dedicated cycle lanes along City Road.</p> <p>Ramped access to the canal towpath linking City Road and Russell Street.</p> <p>Signing improvements for the route via Crewe Street and</p>

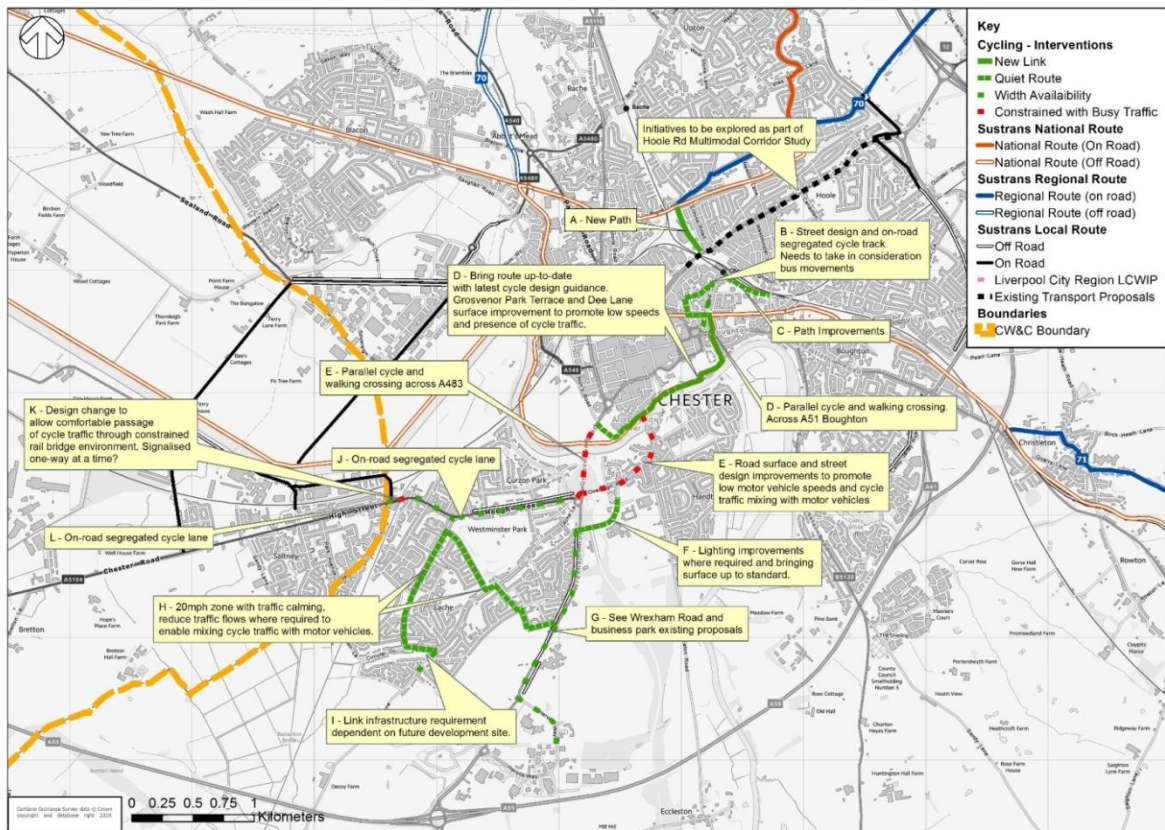
	<p>Egerton Street. This will provide level access to the canal and home zone street area. It also provides a link to the Chester Bus Interchange.</p> <p>Links to the Groves and south of the river crossing in to Dee Lane to provide access to the Groves and the Old Dee Bridge. This route will also extend via the existing cycle link to Grosvenor Road and a shared crossing point to access Nun's Road.</p>
Additional crossing of the River Dee	<p>Seeking a longer term solution to provide a safer crossing of the River Dee including assessing improvements to the existing footbridge linking the racecourse with Curzon Park to enable this to be more easily accessible for cyclists.</p> <p>Measures to improve safety on Grosvenor Bridge. Due to the limited width of the existing carriageway and footpath short-term measures could include consideration whether the introduction of a reduced speed limit on the bridge can be adopted to improve perceived safety.</p> <p>Noting that an alternative route already exists via the old Dee Bridge and Handbridge, longer term opportunities may be considered to improve capacity on the Grosvenor Bridge. This may be accommodated by an advisory cycle lane if sufficient capacity is released by other transport projects to reduce traffic capacity in the city centre and ring-road. Options include changing the surfacing of the carriageway to a different textured and coloured material, to enable cycle traffic and motor traffic to share the carriageway more comfortably.</p> <p>Options to improve crossings via the Suspension Bridge (or alternative routes to Queens Park / the Meadows will also be examined.</p>
Handbridge, Lache, Wrexham Road and Chester Business Park	<p>Links from Overleigh Road, Handbridge to Hough Green and Saltney High Street and the border with Wales. Proposals also link Hough Green, Lache Lane and Wrexham Road.</p> <p>Lighting improvements to River Lane (including Edgar's Field).</p> <p>Improved access and traffic light controlled crossings to Chester Business Park and the new Wrexham Road housing development taking advantage of developer funding.</p>

Longer terms options to consider the further enhancement of the Dukes Drive as a shared use route.

An on-road segregated cycle lane from Hough Green to Saltney High Street and new crossings to avoid the Overleigh Roundabout.

Further development of 20mph zone with traffic calming in residential areas and identifying a route connecting Lache Lane and Wrexham Road.

Fig 5.1 Cycling Network Map - Chester



Feedback from consultation







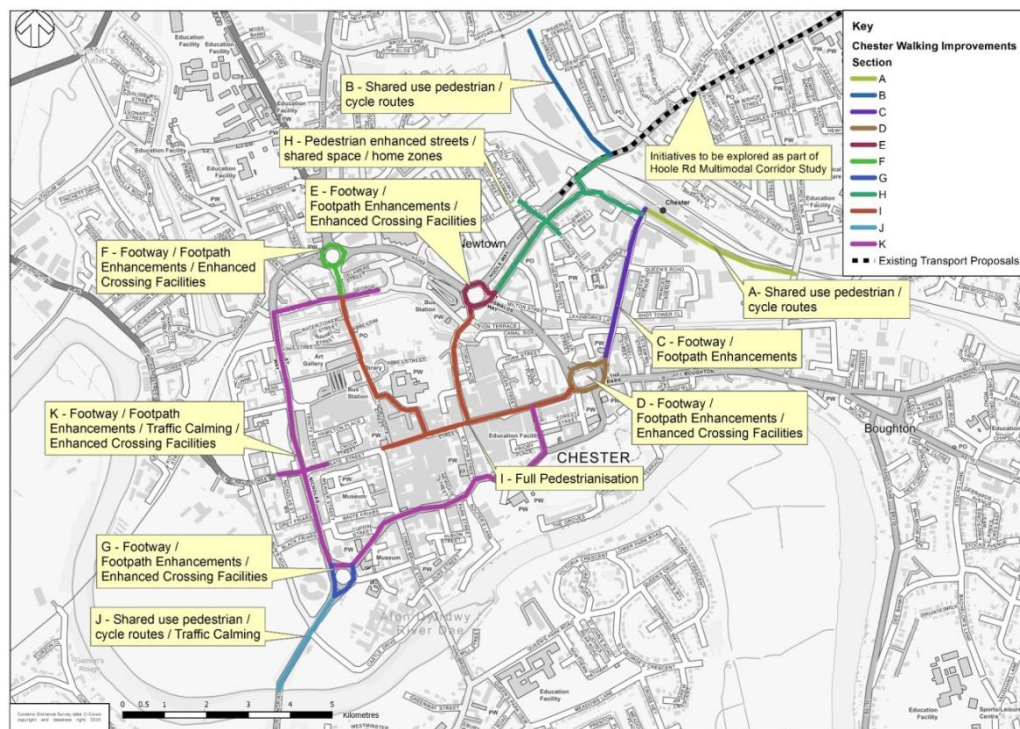
Graph 1: To what extent do you agree or disagree with the priority improvements to cycling routes in Chester?				
			Response Percent	Response Total
	Strongly agree		38%	234
	Agree		34%	206
	Neither agree nor disagree		14%	83
	Disagree		3%	16
	Strongly disagree		3%	19
	Don't know		9%	53
Base for % = 611				

Fig 5.5.2 Walking proposals – Chester







Walking proposals	
Greenway Access to Hoole Road and Railway Station	New shared use link between the Greenway and Hoole Road linking to the railway station.
City Centre	<p>Improved, safer crossing points on the inner-ring road including the Fountains Roundabout, City Bars, Hoole Road Roundabout and St Martin's Way.</p> <p>Extending the core pedestrian area and public realm improvements within the city centre. This is closely linked to the aspirations for the Northgate Development.</p> <p>Pedestrian enhancements, potential shared space improvements and road safety benefits for Grosvenor Street, Pepper Street, Little St John's Street and Vicars Lane. To improve access between the city centre, visitor attractions such as the St John's Church, Roman Garden, Amphitheatre and the Groves.</p>
River Crossing	Longer term opportunities to assess potential improved routes over the River Dee including the Grosvenor Bridge and access to the Meadows.

Fig 5.2 Walking Network Map – Chester



Feedback from consultation

Graph 2: To what extent do you agree or disagree with these priority improvements to walking routes in Chester?

			Response Percent	Response Total
Strongly agree			38%	224
Agree			39%	229
Neither agree nor disagree			11%	68
Disagree			2%	13
Strongly disagree			2%	14
Don't know			8%	45
			Base for % = 593	

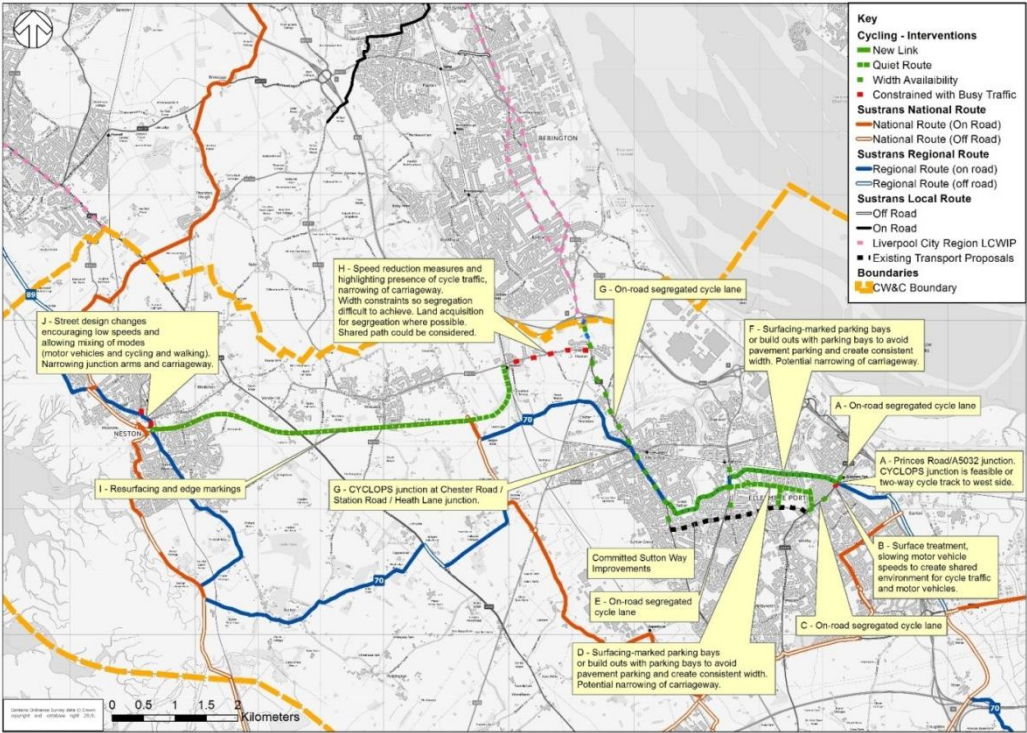
5.6 Proposals – Ellesmere Port and Neston

5.6.1 Cycling proposals or Ellesmere Port

Cycling proposals	
Ellesmere Port Station and Town Centre	<p>Improved access and signage from the railway station to the Boat Museum and Oil Sites Road (Crossing the M53 utilising the shared use route provided by Highways England).</p> <p>Cycle improvements extended along Station Road to Sutton Way. This will integrate with existing proposals set out in the Ellesmere Port Masterplan and complement the planned Ellesmere Port Hub office development which is scheduled to commence in 2020.</p> <p>Improvements on Princes Road and Regent Street with links to Sutton Way where a segregated shared path on each side of the carriageway is being provided.</p> <p>Examine options to extend the Sutton Way improvements to the Ledsham housing development site.</p> <p>Improvements for Overpool Road from the Sutton Way roundabout to Overpool railway station.</p>
Hooton and Neston	<p>Segregated cycle improvements along the A41 corridor to enhance cross boundary links to Wirral taking advantage of the Highways England / Wirral Borough Council improvements at the M53, Junction 5.</p> <p>Improving routes from Hooton crossroads to Hooton railway station, the Wirral Way and the Roften housing development site.</p> <p>Maintenance and signage improvements on the Wirral Way and on the Burton Marsh route 568 and the links between these routes along with improved links to the University of Liverpool Leahurst campus.</p> <p>Improved links between the Wirral Way and Neston via Burton Road / Liverpool Road and to Neston Railway Station.</p> <p>Introduction of a 20 mph speed limit is recommended for Neston High Street and Bridge Street to complement the existing 20mph limit on Burton Road.</p> <p>Longer term options to improve access along Raby Park Road to Neston High School.</p>







Reviewing route improvements to enhance access to North Road and Eastham (avoiding the M53, Junction 5).

Fig 5.3 Cycling Network Map – Ellesmere Port and Neston



Feedback from consultation

Graph 3: To what extent do you agree or disagree with these priority improvements to cycling routes in Ellesmere Port and Neston?

			Response Percent	Response Total
	Strongly agree		31%	183
	Agree		28%	167
	Neither agree nor disagree		19%	110
	Disagree		1%	8
	Strongly disagree		1%	7
	Don't know		19%	112
			Base for % = 587	

5.6.2 Walking proposals for Ellesmere Port and Neston

Walking proposals	
Ellesmere Port Station and Town Centre	<p>Improved and safer links between Ellesmere Port railway station and the National Waterways Museum.</p> <p>Improved links between the town centre and the railway station.</p> <p>Improved pedestrian signing in the Ellesmere Port town centre.</p>
Residential areas	Options for more traffic calming, speed limit reductions, shared space paths and home zones (residential streets with traffic calming measures to encourage walking and cycling) in appropriate residential areas.
Access to Overpool Station	Footpath improvements to improve access to Overpool Railway Station
Neston	Improvements on Brook Street, Raby Road and Gladstone Road to improve access to the railway station and town

	<p>centre.</p> <p>Work to enhance the safety of pedestrians on routes to local schools.</p> <p>Reduced speed limits and traffic calming in selected residential areas.</p>
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Figure 5.4 Walking Network Map Ellesmere Port

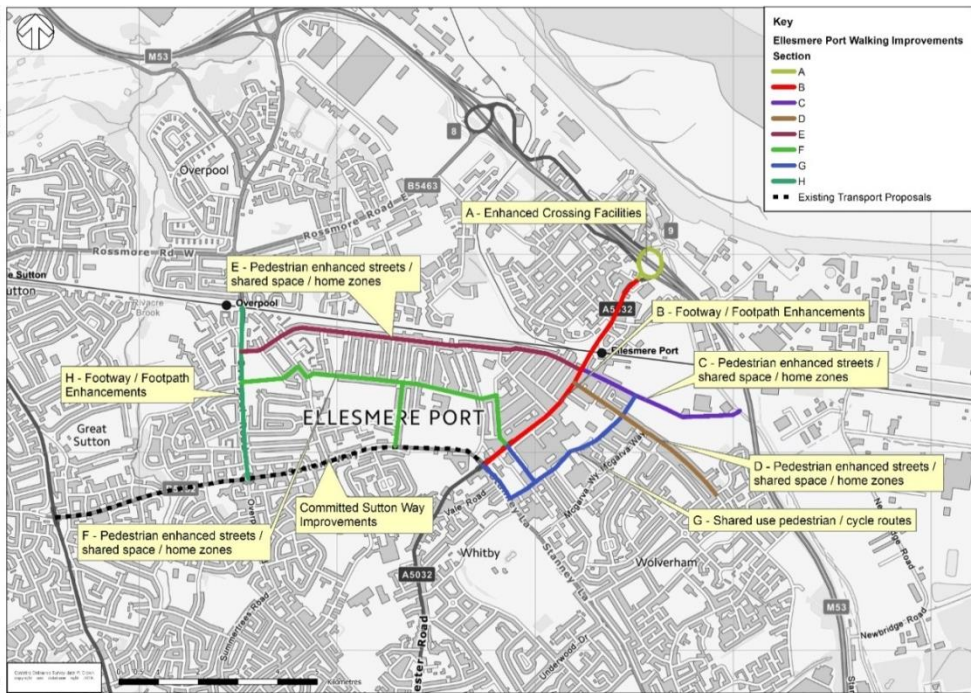
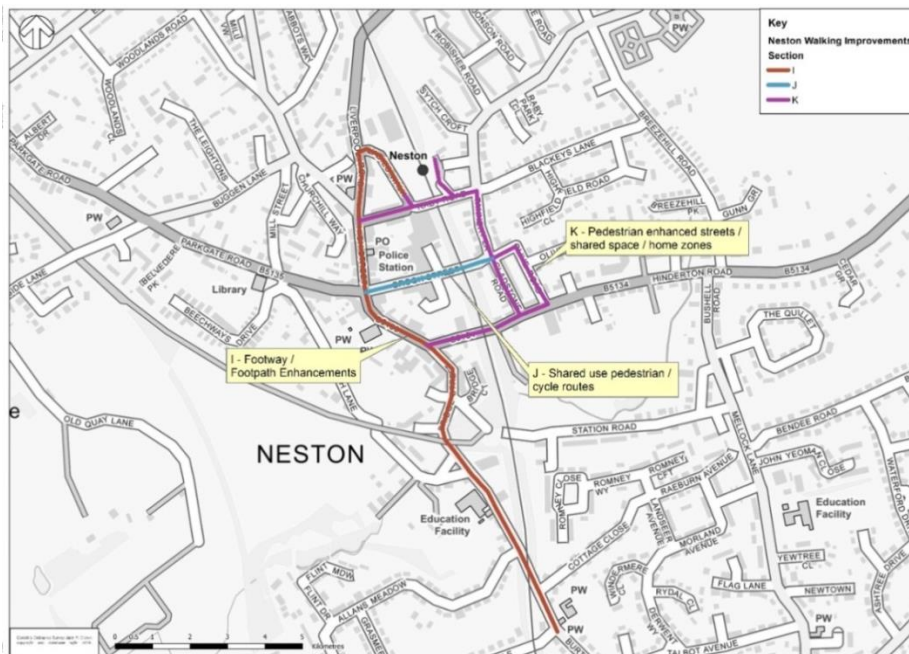





Figure 5.5 Walking network map for Neston









Feedback from consultation

Graph 4: To what extent do you agree or disagree with these priority improvements to walking routes in Ellesmere Port?

			Response Percent	Response Total
	Strongly agree	<div></div>	25%	143
	Agree	<div></div>	30%	171
	Neither agree nor	<div></div>	18%	104

	disagree			
	Disagree		2%	9
	Strongly disagree		1%	8
	Don't know		23%	130
			Base for % = 565	

Graph 5: To what extent do you agree or disagree with these priority improvements to walking routes in Neston?

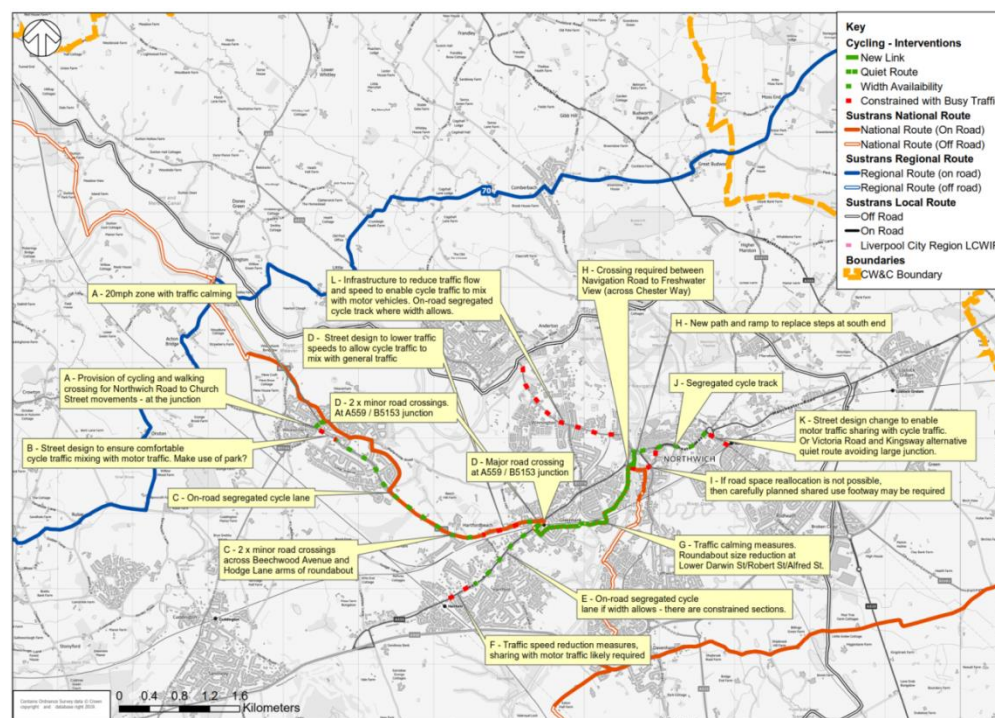
			Response Percent	Response Total
	Strongly agree		24%	133
	Agree		26%	148
	Neither agree nor disagree		23%	129
	Disagree		1%	8
	Strongly disagree		1%	8
	Don't know		24%	137
			Base for % = 563	

5.7 Proposals for Northwich

5.7.1 Cycling proposals for Northwich







Cycling proposals	
Town centre links to local railway stations	<p>Improved links to Northwich railway station along the A533 Chester Way and Sustrans on-road route to Greenbank Station.</p> <p>Improvements along the A559 Chester Road to Hartford Railway Station. The proposed improvements continue to Weaverham via the B5153 Northwich Road.</p>
Riverside access	<p>Options to consider the construction of a new shared use route alongside the River Weaver to avoid the town centre gyratory system. Option to replace existing stepped access off Chester Way with a ramp.</p> <p>The existing towpath could be improved to be accessible for walking and cycling (and future proofed against flooding) before re-joining the A533.</p>
Winnington corridor	General cycling improvements. This is being addressed by an ongoing corridor study commissioned by the Council in 2019 and also opportunities to use developer funding associated with the Winnington Urban Village.

Figure 5.6 Cycle Network Map – Northwich



Feedback from consultation

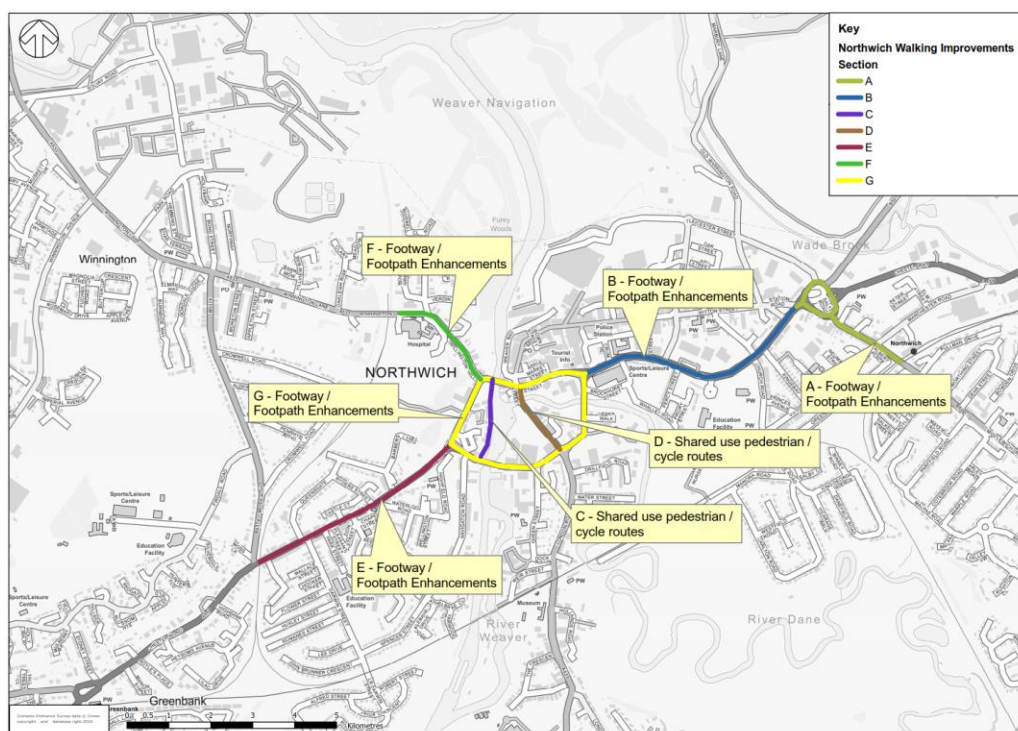
Graph 6: To what extent do you agree or disagree with these priority improvements to cycling routes in Northwich?

			Response Percent	Response Total
	Strongly agree		29%	173
	Agree		25%	149
	Neither agree nor disagree		20%	121
	Disagree		2%	14
	Strongly disagree		2%	12
	Don't know		21%	122
			Base for % = 591	

5.7.2 Walking proposals for Northwich

Walking proposals	
Town Centre	<p>Safer pedestrian crossings to access the town centre, including Winnington Hill, London Road and A559 Castle Street.</p> <p>Improved links between the town centre and railway station.</p>
Winnington corridor	<p>General walking improvements being addressed by an ongoing corridor study commissioned by the Council in 2019 and also opportunities to use developer funding associated with the Winnington Urban Village.</p>

Walking Network Map - Northwich



Feedback from consultation

Graph 7: To what extent do you agree or disagree with these priority improvements to walking routes in Northwich?

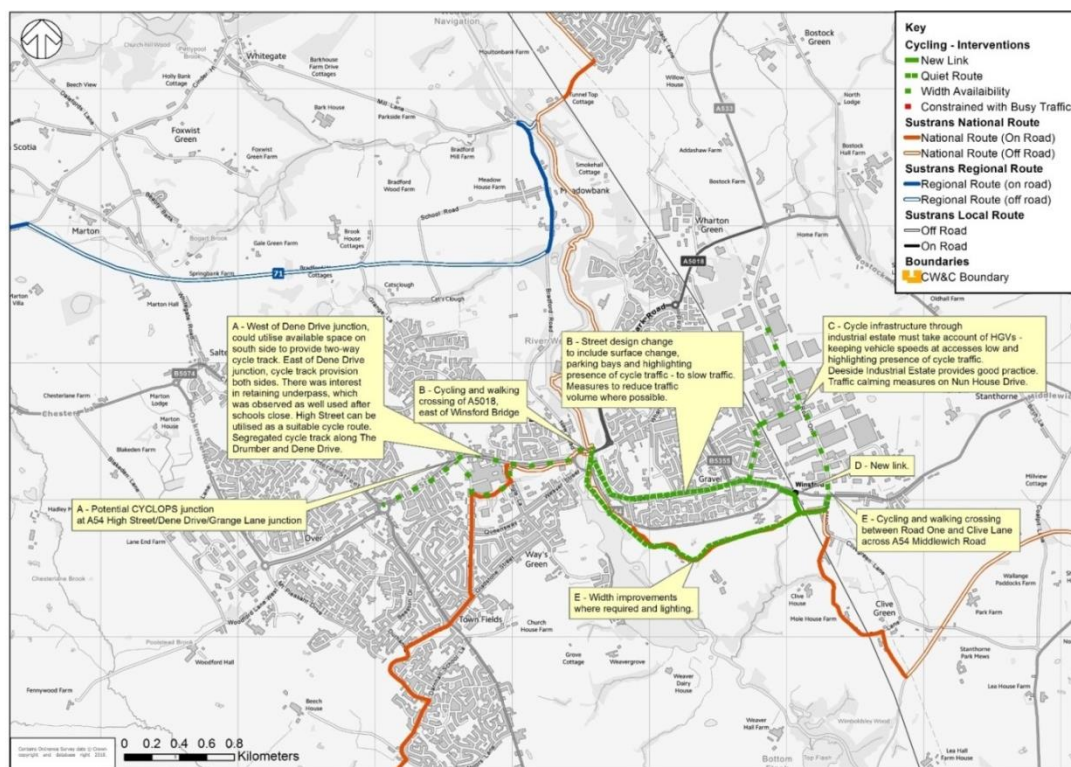
			Response Percent	Response Total
	Strongly agree		24%	136
	Agree		28%	161
	Neither agree nor disagree		22%	127
	Disagree		1%	6
	Strongly disagree		1%	7
	Don't know		23%	129
			Base for % = 566	

5.8 Proposals for Winsford

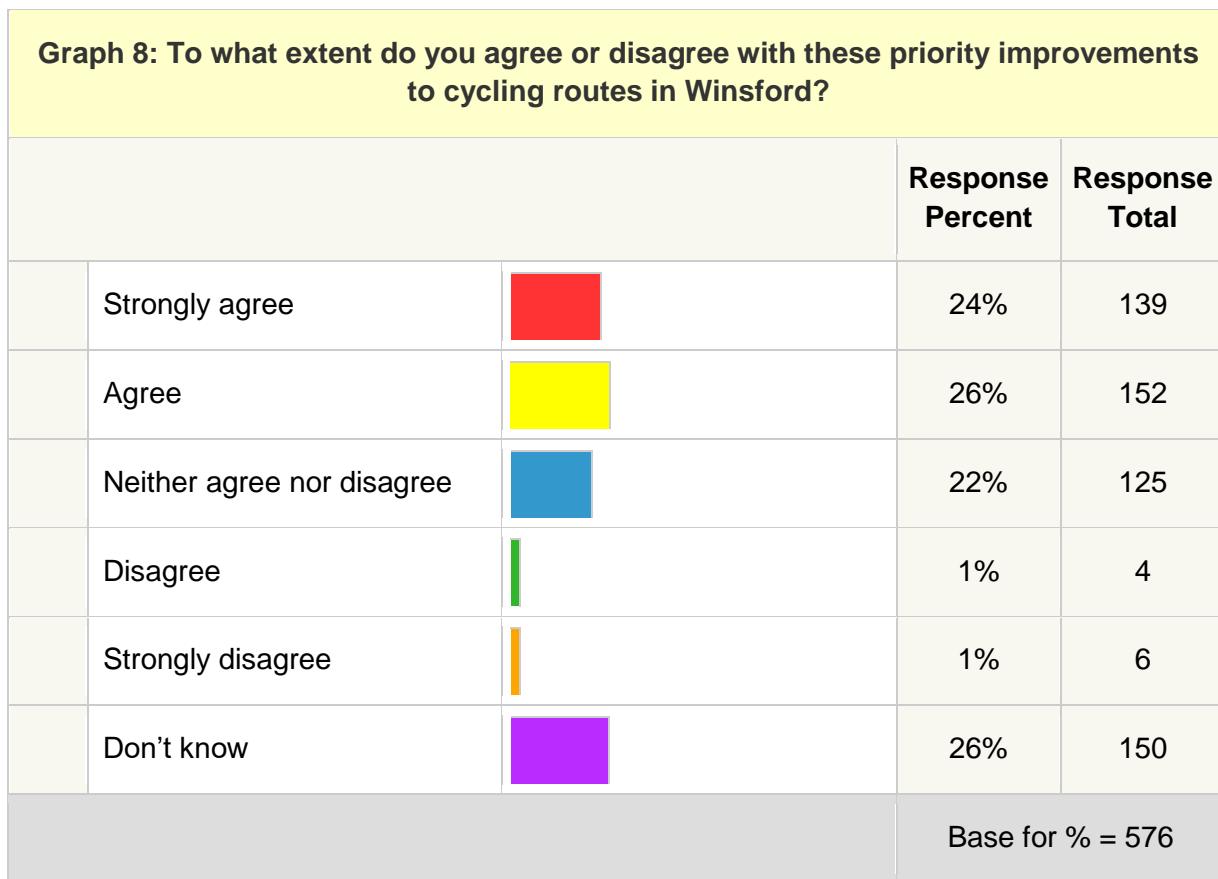
5.8.1 Cycling proposals for Winsford

Cycling proposals	
Town centre links to the Station Quarter development, railway station and Winsford 1-5 Industrial Estate	<p>Improving links between the town centre, Wharton, Winsford railway station and improved access to Winsford 1-5 Industrial Estate.</p> <p>Access improvements to Station Quarter housing development site. Including access improvements on the B5355 Station Road (via Gravel and Rilshaw Lane).</p>
Town centre improvements	<p>New crossings and general safety improvements in Winsford town centre including the A54 Gyratory, Weaver Street and Queensway (extending to the Delamere Street roundabout). Opportunities also include options for enhancements along The Drummer.</p>

Figure 5.9 Cycling Network Map - Winsford



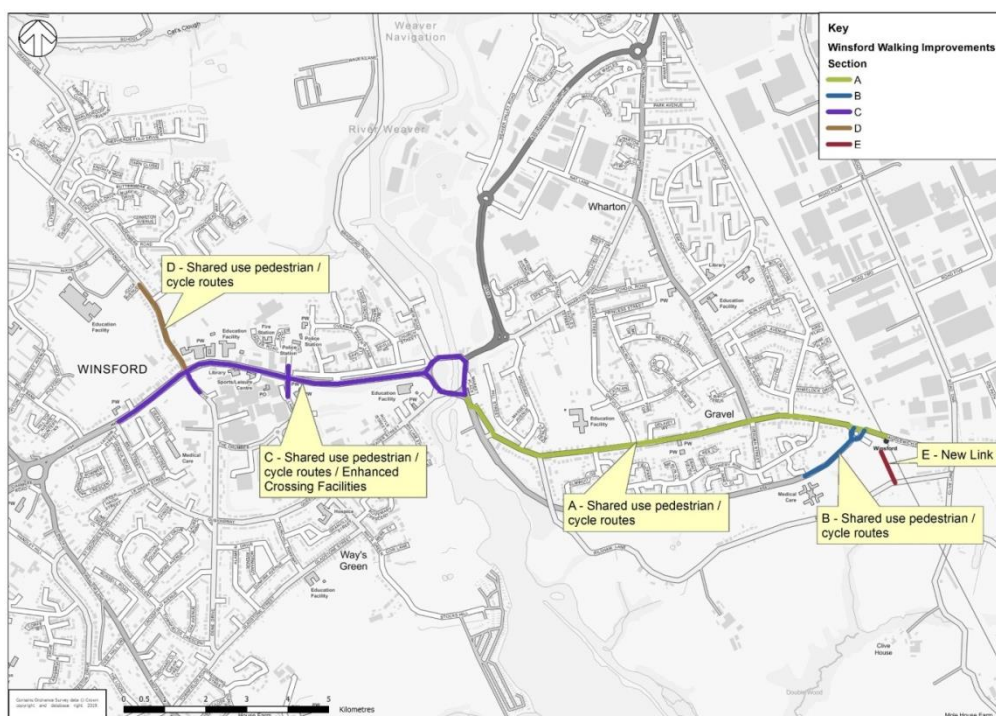
Feedback from consultation



5.8.2 Walking proposals for Winsford

Walking proposals	
Town centre improvements	<p>Safer pedestrian crossings to access the town centre.</p> <p>Improved pedestrian access to Winsford Academy.</p> <p>Improved and safer links between the town centre and Wharton.</p>

Figure 5.9 Walking Network Map - Winsford



Feedback from consultation

Graph 9: To what extent do you agree or disagree with these priority improvements to walking routes in Winsford?

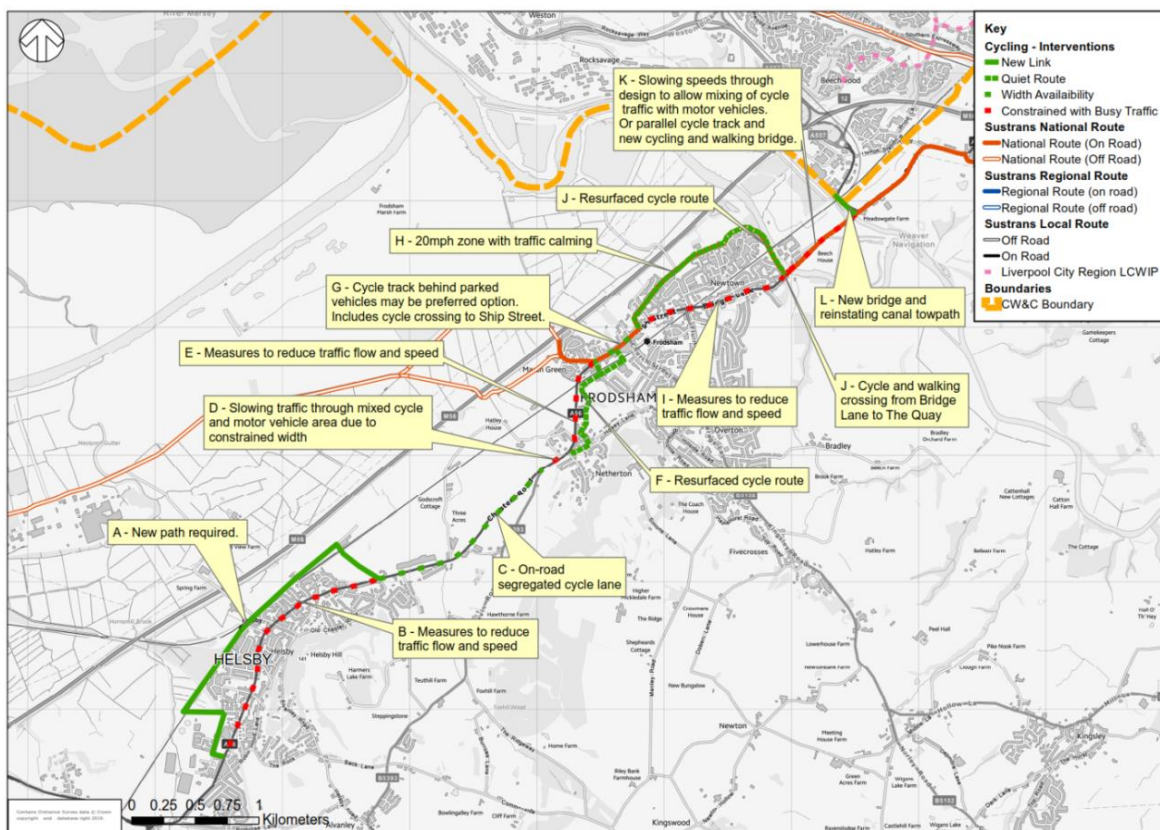
			Response Percent	Response Total
	Strongly agree		21%	117
	Agree		26%	146
	Neither agree nor disagree		24%	135
	Disagree		1%	8
	Strongly disagree		1%	4
	Don't know		27%	149
			Base for % = 559	

5.9 Proposals for Frodsham and Helsby

5.9.1 Walking proposals for Frodsham and Helsby







Cycling proposals	
Town centre improvements	<p>New segregated cycle routes between Frodsham and Helsby potentially running adjacent to the railway line</p> <p>Safer Junction and crossing point improvements in Frodsham</p> <p>General safety and speed limit measures along the A56 in Frodsham and Helsby town centres.</p> <p>Improved links to enhance access to and from Mickle Trafford Greenway and to Runcorn / Preston Brook including options to provide a new link to provide access to the River Weaver footpath.</p>

Fig 5.10 Cycling Network Map – Frodsham and Helsby



Feedback from consultation

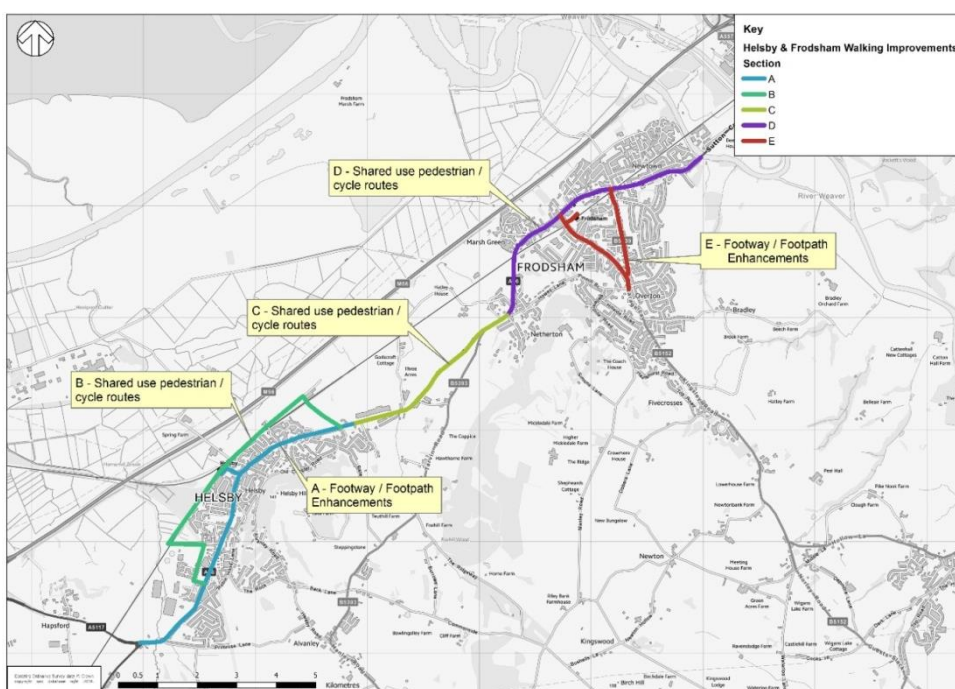
Graph 10: To what extent do you agree or disagree with these priority improvements to cycling routes in Frodsham and Helsby?

			Response Percent	Response Total
	Strongly agree		43%	261
	Agree		24%	144
	Neither agree nor disagree		13%	76
	Disagree		2%	13
	Strongly disagree		2%	9
	Don't know		16%	99
			Base for % = 602	

5.9.2 Walking proposals for Frodsham and Helsby







Walking proposals	
Town centre improvements	<p>Improved pedestrian links between the Frodsham and Helsby areas including along the A56.</p> <p>Opportunities to improve access to Frodsham and Helsby railway stations using Station Avenue in Helsby, and Church Street in Frodsham.</p> <p>Opportunities to introduce more shared space paths in both towns.</p> <p>Opportunities to enhance Howey Lane, Church Street, Red Lane and Fluin Lane including traffic calming and potential shared space / home zones.</p>

Walking Network Map – Frodsham and Helsby



Feedback from consultation







Graph 11: To what extent do you agree or disagree with these priority improvements to walking routes in Helsby and Frodsham?

			Response Percent	Response Total
	Strongly agree		36%	208
	Agree		27%	158
	Neither agree nor disagree		14%	84
	Disagree		2%	9
	Strongly disagree		2%	13
	Don't know		19%	109
			Base for % = 581	

5.10 Additional feedback from consultation

In addition to seeking view on the LCWIP proposals the consultation exercise provided an opportunity to seek residents views on whether the proposed improvements would encourage them to make more trips on foot or by bicycle. The opportunity was also taken to assess what other measures the Council and its partners could potentially put into place to further encourage increased levels of active travel.

The results are shown in the graphs below.







Graph 12: To what extent do you agree or disagree that these improvements would encourage you to make more journeys by bike?				
			Response Percent	Response Total
	Strongly agree		42%	261
	Agree		34%	209
	Neither agree nor disagree		11%	70
	Disagree		6%	40
	Strongly disagree		5%	29
	Don't know		2%	11
			Base for % = 620	

Over three quarters of respondents (76%) agreed that the improvements would encourage them to make more journeys by bike.

5.11 Respondent comments relating to cycling:

- Although a high percentage of people agreed that the improvements would encourage them to make more journeys by bike, many also commented that this would only be possible if there was a good quality, safe infrastructure;
- Many respondents felt having well designed segregated cycle paths would encourage them and family members to cycle more as they would feel a lot safer;

- Some respondents felt more could be done to improve routes into town centres;
- Many respondents felt the Council should do more to maintain the existing cycle paths and roads to make it easier to cycle;
- Some respondents said they would be more likely to cycle to school if there were more safer cycle routes;
- Some respondents were keen for the Council to invest in new cycle routes in rural areas; and
- Some respondents highlighted the health benefits of cycling and that the Council should encourage people to cycle more by making sure proper cycle routes are in place.



Graph 13: To what extent do you agree or disagree that these improvements would encourage you to make more journeys on foot?			Response Percent	Response Total
	Strongly agree		36%	214
	Agree		37%	219
	Neither agree nor disagree		16%	94
	Disagree		4%	23
	Strongly disagree		3%	19
	Don't know		4%	25
			Base for % = 594	

Almost three quarters of respondents (73%) agreed that these improvements would encourage them to make more journeys on foot.






5.12 Respondent comments relating to walking

- Although a high percentage of respondents agreed that the improvements would encourage them to make more journeys on foot, many felt there needed to be more improvements to road safety;
- Many respondents felt it was important to maintain the existing footpaths;
- Some said they would like to see safer crossings at junctions;
- Some respondents commented that town centres should include more pedestrianised areas;
- Some people commented on the importance of reducing pollution, tackling the climate issues and improving their personal health;
- Some respondents felt it was important to look at segregation between pedestrians and cyclists and that some of the footpaths are not a nice place to walk, some are too narrow and too close to main roads;
- Some respondents raised concern about conflicts between cyclists and walkers on shared paths;
- Some respondents commented on the need to ensure all routes have access for wheelchairs and pushchairs;
- Some felt there should be a higher level of investment in pedestrian schemes to encourage people to walk more;
- Having safer routes to schools would encourage more people to walk and not use the car; and
- Some respondents felt better signage might help to promote walking routes.

Graph 14: Listed below are measures the Council could put in place to encourage greater levels of walking and/or cycling across the borough. Please select the three things you think would have the biggest impact.

			Response Percent	Response Total
	More cycle safety training, including courses for adults		22%	139
	Improved road safety and traffic calming		77%	496

Graph 14: Listed below are measures the Council could put in place to encourage greater levels of walking and/or cycling across the borough. Please select the three things you think would have the biggest impact.

			Response Percent	Response Total
	More areas covered by 20 mph zones		32%	207
	Improved signing of walking and cycling routes		69%	447
	More route maps and publicity campaigns		40%	258
	Promotion of the benefits of walking and cycling through awareness campaigns		21%	134
	Other (please specify in the box):		37%	238
			Base for % = 645	

The measures which gained the highest level of support were:

- Improved road safety and traffic calming (77%);
- Improved signage of walking and cycling routes (69%); and
- More maps and publicity campaigns (40%).

A considerable amount of feedback was also received setting out ideas and proposals for additional walking and / or cycling routes for the Council and its partners to consider. These are listed in **Appendix Two** and will be kept under review during future updates and revisions to the LCWIP.

Section Six Prioritising Improvements

This section notes the indicative priorities for the LCWIP proposals.



6.1 Setting out our priorities

The fifth stage of the LCWIP guidance sets out the suggested approach to prioritising potential improvements.

Prioritisation is set out in three categories

- **Short term** – Schemes that can be implemented relatively quickly or are already under development and can be delivered between 2020 and 2023;
- **Medium term** – Improvements where there is a clear intention to act but delivery is dependent on potential funding availability or other issues (such as detailed design, securing planning permission, land acquisition and so forth). Likely to be delivered between 2024 and 2027; and
- **Long-term** – More aspirational improvements of those awaiting a defined solution. Likely to be delivered between 2027 and 2030.

Factors used to determine prioritisation have included –

- **Effectiveness** – including potential forecast increase in numbers of walking and / or cycling, size of population to directly benefit from intervention, contribution to wider network, deficiency of existing infrastructure, impact on carbon reduction, air quality and road safety;
- **Policy fit** – Delivery of policy objectives and performance against key policies in the LTP, Local Plan and impact on the Climate Change Emergency declaration;
- **Deliverability** – the feasibility and ease of delivery linked to acceptability, dependency on other schemes and potential constraints; and
- **Affordability** – the overall estimated cost of the proposals set against likely levels of realistic funding.

It should be noted that all of the proposed schemes will be subject to further detailed development, design, assessment and appraisal in order to be taken forward.

Tables 6.1 LCWIP Indicative prioritisation 2020 - 2030

Chester Cycling proposals		Short	Medium	Long
Greenway Access to Hoole Road and Railway Station	Improved access on the Hoole Road Corridor and links to the wide network emerged as the top priority. This will be addressed in more detail as part of a separate transport study that the Council has commissioned for this corridor. Work on this began in Spring 2020.			
	Improved links to Chester railway station, the city centre and onwards to Chester Business Park and the new housing development on Wrexham Road.			
	Development of a new link from the Greenway in parallel to West Street / Ermine Road linking the cycleway to the railway station.			
Chester Station and City Road	Establishing a route to Chester railway station from Westminster Road and Charterhall Drive. Potential options include changing signal priority on the Westminster Road bridge.			
	Seeking improved access in to the station (and its cycle parking) via Queens Road, the Station Long Stay Car Park and also the Carriage Shed from One City Place.			
	Installation of dedicated cycle lanes along City Road.			
	Ramped access to the canal; towpath linking City Road and Russell Street.			
	Signing improvements for the route			

	via Crewe Street and Egerton Street. This will provide level access to the canal and home zone street area. It also provides a link to the Chester Bus Interchange.			
	Links to the Groves and south of the river crossing in to Dee Lane to provide access to the Groves and the Old Dee Bridge. This route will also extend via the existing cycle link to Grosvenor Road and a shared crossing point to access Nun's Road.			
Additional crossing of the River Dee	Seeking a longer term solution to provide a safer crossing of the River Dee including assessing improvements to the existing footbridge linking the racecourse with Curzon Park to enable this to be more easily accessible for cyclists.			
	Measures to improve safety on Grosvenor Bridge. Due to the limited width of the existing carriageway and footpath short-term measures should consider if the introduction of a reduced speed limit on the bridge can be adopted to improve perceived safety.			

	Noting that an alternative route already exists via the old Dee Bridge and Handbridge, longer term opportunities may be considered to improve capacity on the Grosvenor Bridge. This may be accommodated by an advisory cycle lane if sufficient capacity is released by other transport projects to reduce traffic capacity in the city centre and ring-road. Options include changing the surfacing of the carriageway to a different textured and coloured material, to enable cycle traffic and motor traffic to share the carriageway more comfortably.			
	Options to improve crossings via the Suspension Bridge (or alternative routes to Queens Park / the Meadows will also be examined.			
Handbridge, Lache, Wrexham Road and Chester Business Park	Links from Overleigh Road, Handbridge to Hough Green and Saltney High Street and the border with Wales. Proposals also link Hough Green, Lache Lane and Wrexham Road.			
	Lighting improvements to River Lane (including Edgar's Field).			
	Improved access and traffic light controlled crossings to Chester Business Park and the new Wrexham Road housing development taking advantage of developer funding.			
	Longer terms options to consider the further enhancement of the Dukes Drive as a shared use route.			
	An on-road segregated cycle lane			

	from Hough Green to Saltney High Street and new crossings to avoid the Overleigh Roundabout.			
	Further development of 20mph zone with traffic calming in residential areas and identifying a route connecting Lache Lane and Wrexham Road.			

Chester Walking proposals		Short	Medium	Long
Greenway Access to Hoole Road and Railway Station	New shared use link between the Greenway and Hoole Road linking to the rail station.			
City Centre	Improved, safer crossing points on the inner-ring road including the Fountains Roundabout, City Bars, Hoole Road Roundabout and St Martin's Way.			
	Extending the core pedestrian area and public realm improvements within the city centre. This is closely linked to the aspirations for Northgate Development.			
	Pedestrian enhancements, potential shared space improvements and road safety benefits for Grosvenor Street, Pepper Street, Little Saint John's Street and Vicars Lane. To improve access between the city centre, visitor attractions such as the St John's Church, Roman Garden, Amphitheatre and the Groves.			
River Crossing	Longer term opportunities to assess potential improved routes over the River Dee including the Grosvenor Bridge and access to the Meadows.			

Ellesmere Port & Neston Cycling proposals		Short	Medium	Long
Ellesmere Port Station and Town Centre	Improved access and signage from the railway station to the Boat Museum and Oil Sites Road (Crossing the M53 utilising the shared use route provided by Highways England).			
	Cycle improvements extended along Station Road to Sutton Way. This will integrate with existing proposals set out in the Ellesmere Port Masterplan and complement the planned Ellesmere Port Hub office development which is scheduled to commence in 2020.			
	Improvements on Princes Road and Regent Street with links to Sutton Way where a segregated shared path on each side of the carriageway is being provided.			
	Options to extend the Sutton Way improvements to the Ledsham housing development site.			
	Improvements for Overpool Road from the Sutton Way roundabout to Overpool railway station.			
Hooton and Neston	Segregated cycle improvements along the A41 corridor to enhance cross boundary links to Wirral taking advantage of the Highways England / Wirral Borough Council improvements at M53, Junction 5.			
	Improving routes from Hooton crossroads to Hooton railway station, the Wirral Way and the Roften housing development site.			
	Maintenance and signage improvements on the Wirral Way and on the Burton Marsh route 568 and the links between these routes along with improved access to the			

	University of Liverpool Leahurst campus.			
	Improved links between the Wirral Way and Neston via Burton Road / Liverpool Road and to Neston Railway Station.			
	Introduction of a 20 mph speed limit is recommended for Neston High Street and Bridge Street to complement the existing 20mph limit on Burton Road.			
	Longer term options to improve access along Raby Park Road to Neston High School.			
	Reviewing route improvements to enhance access to North Road and Eastham (avoiding the M53, Junction 5).			

Walking proposals Ellesmere Port & Neston		Short	Medium	Long
Ellesmere Port Station and Town Centre	Improved and safer links between Ellesmere Port railway station and the National Waterways Museum.			
	Improved links between the town centre and the railway station.			
	Improved pedestrian signing in the Ellesmere Port town centre.			
Residential areas	Options for more traffic calming, speed limit reductions, shared space paths and home zones (residential streets with traffic calming measures to encourage walking and cycling) in appropriate residential areas.			
Access to Overpool Station	Footpath improvements to improve access to Overpool Railway Station.			
Neston	Improvements on Brook Street, Raby Road and Gladstone Road			

	to improve access to the railway station and town centre.			
	Work to enhance the safety of pedestrians on routes to local schools.			
	Reduced speed limits and traffic calming in selected residential areas.			

Northwich Cycling proposals		Short	Medium	Long
Town centre links to local railway stations	Improved links to Northwich Railway Station along the A533 Chester Way and Sustrans on-road route to Greenbank Station.			
	Improvements along the A559 Chester Road to Hartford Railway Station. The proposed improvements continue to Weaverham via the B5153 Northwich Road.			
Riverside access	Options to consider the construction of a new shared use route alongside the River Weaver to avoid the town centre gyratory system. Option to replace existing stepped access off Chester Way with a ramp.			
	The existing towpath could be improved to be accessible for walking and cycling (and future proofed against flooding) before re-joining the A533.			
Winnington corridor	General cycling improvements. This is being addressed by an ongoing corridor study commissioned by the Council in 2019 and also opportunities to use developer funding associated with			

	the Winnington Urban Village.			
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Northwich Walking proposals		Short	Medium	Long
Town Centre	Safer pedestrian crossings to access the town centre, including Winnington Hill, London Road and A559 Castle Street.			
	Improved links between the town centre and railway station.			
Winnington corridor	General walking improvements being addressed by an ongoing corridor study commissioned by the Council in 2019 and also opportunities to use developer funding associated with the Winnington Urban Village.			

Winsford Cycling proposals		Short	Medium	Long
Town centre links to the Station Quarter development, railway station and Winsford 1–5 Industrial Estate	Improving links between the town centre, Wharton, Winsford railway station and improved access to Winsford 1–5 Industrial Estate.			
	Access improvements to the Station Quarter housing development site. Including access improvements on the B5355 Station Road (via Gravel and Rilshaw Lane).			
Town centre improvements	New crossings and general safety improvements in Winsford town centre including the A54 Gyratory, Weaver Street and Queensway (extending to the Delamere Street roundabout). Opportunities also include options for enhancements along The Drumber.			

Winsford Walking proposals		Short	Medium	Long
Town centre improvements	Safer pedestrian crossings to access the town centre.			
	Improved pedestrian access to Winsford Academy.			
	Improved and safer links between the town centre and Wharton.			

Frodsham and Helsby Cycling proposals		Short	Medium	Long
Town centre improvements	New segregated cycle routes between Frodsham and Helsby potentially running adjacent to the railway line.			
	Safer Junction and crossing point improvements in Frodsham.			
	General safety and speed limit measures along the A56 in Frodsham and Helsby town centres.			
	Improved links to enhance access to and from Mickle Trafford Greenway and to Runcorn / Preston Brook including options to provide a new link to provide access to the River Weaver footpath.			

Frodsham and Helsby Walking proposals		Short	Medium	Long
Town centre improvements	Improved pedestrian links between the Frodsham and Helsby areas including along the A56.			
	Opportunities to introduce more shared space paths in both towns.			
	Opportunities to improve access to Frodsham and Helsby railway			

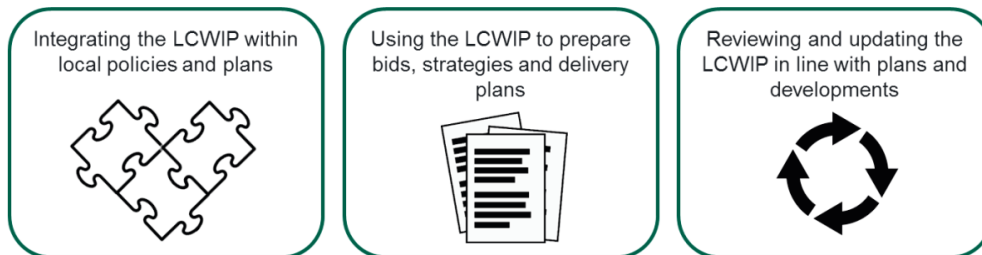
	stations using Station Avenue in Helsby, and Church Street in Frodsham.			
	Opportunities to enhance Howey Lane, Church Street, Red Lane and Fluin Lane including traffic calming and potential shared space / home zones.			

Cheshire West and Chester		Short	Medium	Long
Boroughwide	Maintenance of existing and new cycleways and footpaths.			

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Section Seven - Integration and Application

This section outlines how the Council plans to integrate the LCWIP with existing policies and informing and supporting future allocations for active travel. It also outlines how the LCWIP will be reviewed and updated.



7.1 Policy Integration

The final stage of the LCWIP process is to consider how it will be integrated and applied into local policy, strategies and plans.

It will be important to ensure that there are clear links between the LCWIP and other strategic documents including revisions to the LTP, the Local Plan and other related strategies. It will also be a useful reference point for future scheme development work and local transport and regeneration studies.

Other suggested applications include:

- Allocation of local funding within local delivery plans;
- Allocation of developer funding such as Section 106 monies or Community Infrastructure Levy funding;
- Allocation of Government funding and the associated preparation of funding bids;
- Informing road safety improvements and speed limit reviews;
- Cycle and walking “proofing” for major transport schemes and the preparation of strategic business cases;
- Consideration of strategic planning applications and other proposed land use changes;
- Preparation of Neighbourhood Plans; and
- Preparation of future travel plans and associated Transport Assessments

7.2 Maintenance and Monitoring

As highlighted by the results of the consultation exercise, our existing walking and cycling networks, as well as any extensions to these, need to be maintained and looked after properly afterwards. This is because the value of such routes is greatly reduced if the network is not maintained.

With an expected rise in the number of people wishing to walk and cycle arrangements will be put into place to ensure that there is an ongoing and enhanced programme of maintenance activities for our pavements, cycle routes and the Public Rights of Way. This will include regular removal of undergrowth and maintenance of hedges sweeping, surface repairs, gritting in cold weather, drain clearance and lighting repairs.

Monitoring and evaluating the benefits of investment in delivering the LCWIP schemes will be critical, and will enable us to make the case for future investment in our streets. Monitoring will be carried out for new schemes and the wider programme of network improvements to help gauge and assess their value and success.

7.3 Reviewing and Updating

The LCWIP technical guidance sets out that in line with other transport plans, it is envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation. LCWIPs should also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

This will be kept under review as the programme develops and to ensure that the LCWIP remains valid and up to date. Progress will also be reviewed and the associated outputs and outcomes will be shared with stakeholders on a regular basis.

7.4 Promotion and branding

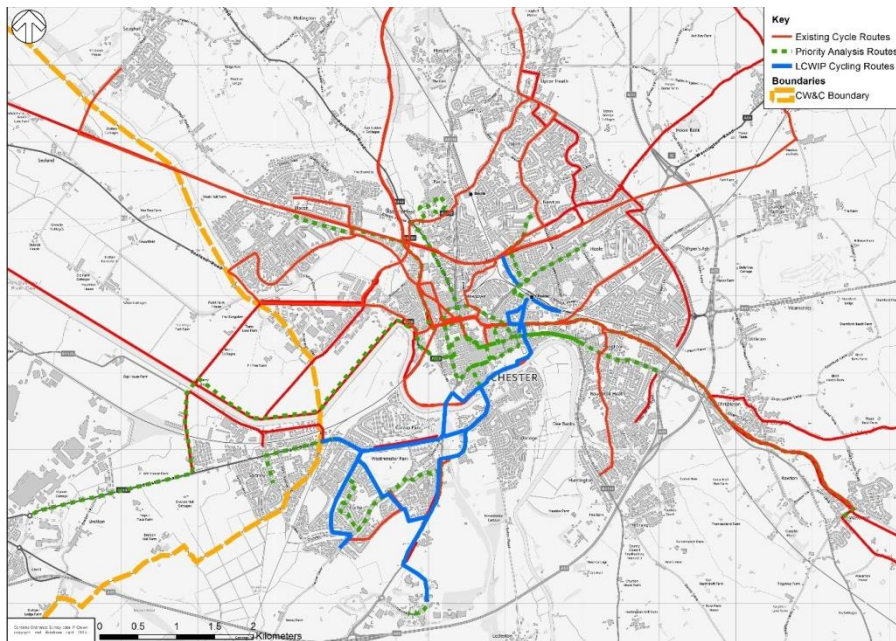
The delivery of the LCWIP will not be undertaken in isolation. As noted during the consultation exercise there is a need for a supporting package of measures to help encourage even more people to consider making trips on foot or by bicycle. A programme of marketing and promotional activities will be essential to assist this ambition. It is proposed that this will be developed using the Council's 'Walk. Ride. Thrive' branding.

Appendix One - Existing walking and cycling networks in Cheshire West and Chester

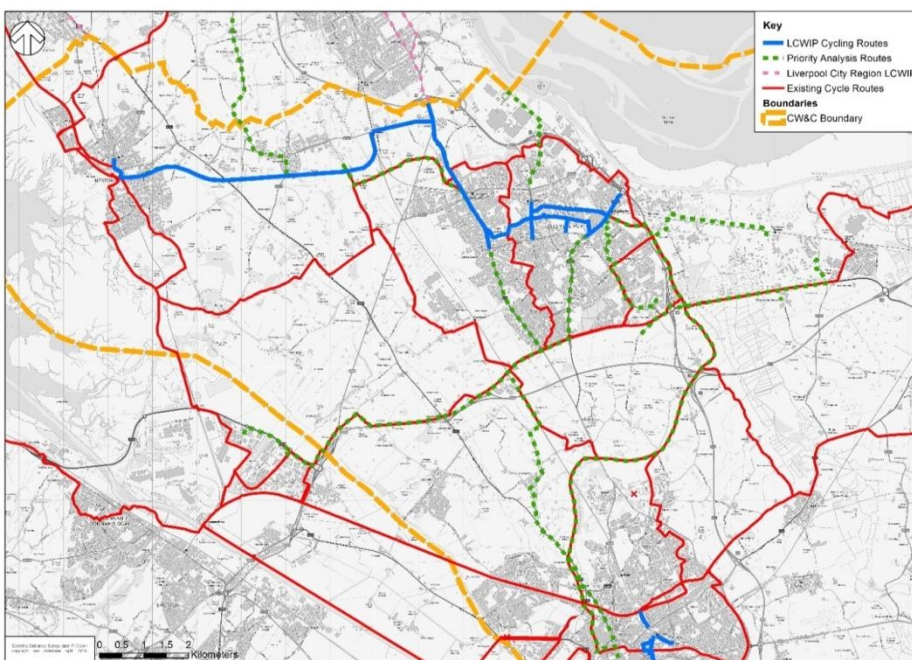
As part of our work to develop our evidence base we have mapped the existing cycle and pedestrian networks in our key urban areas.

Local cycle networks

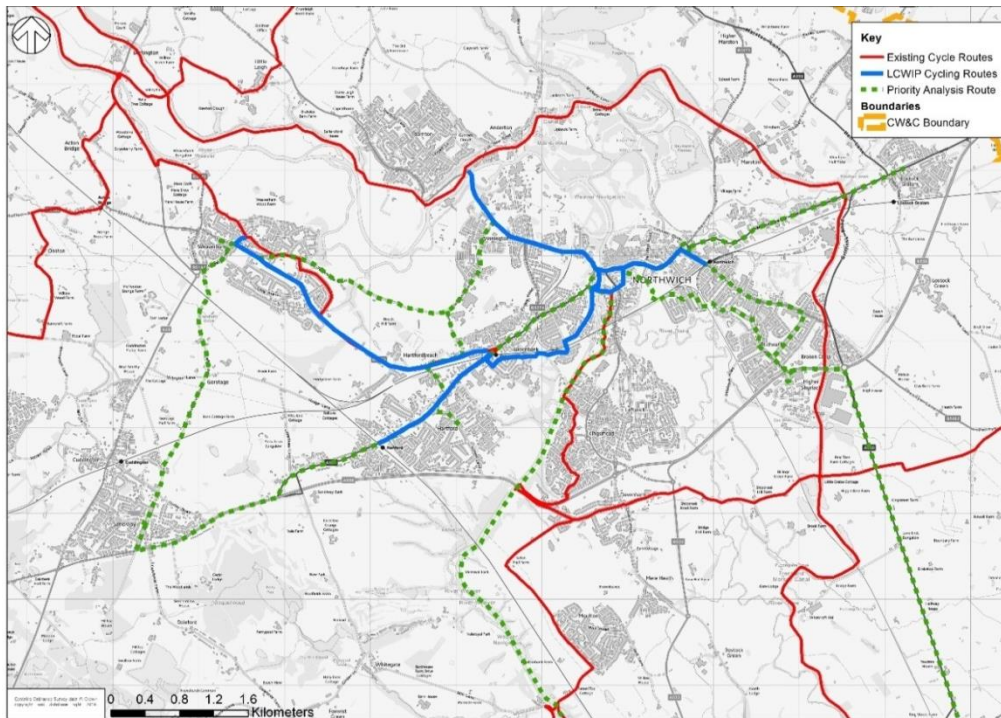
1. Local cycle network - Chester



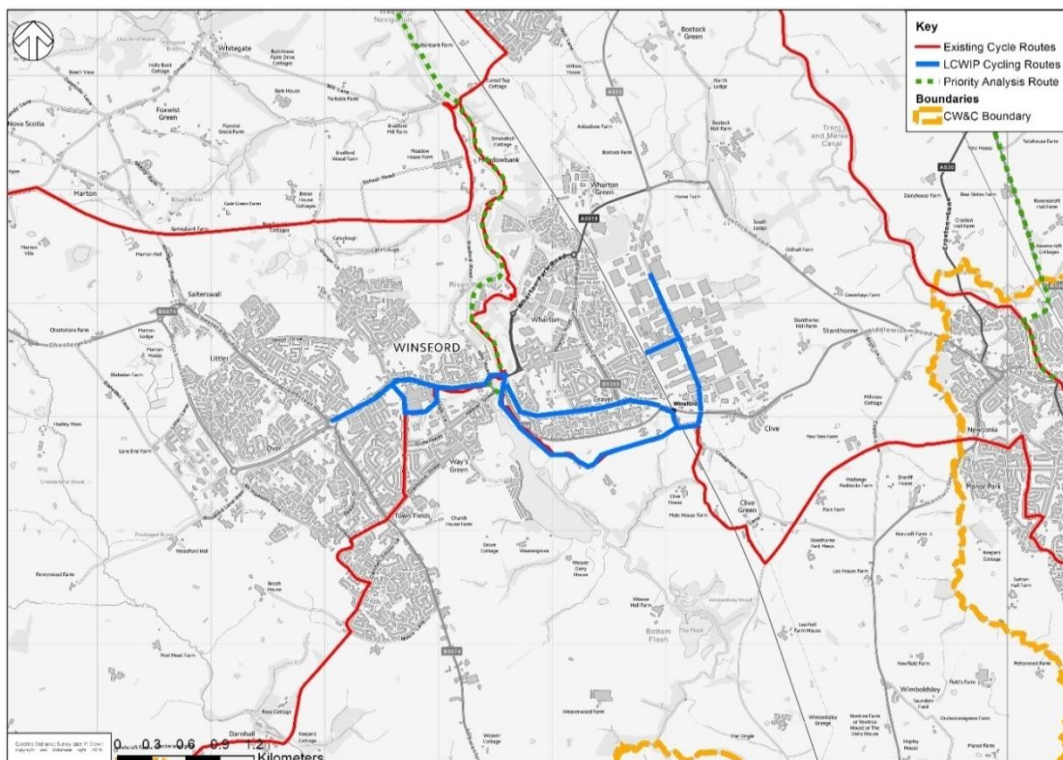
2. Local cycle network – Ellesmere Port and Neston



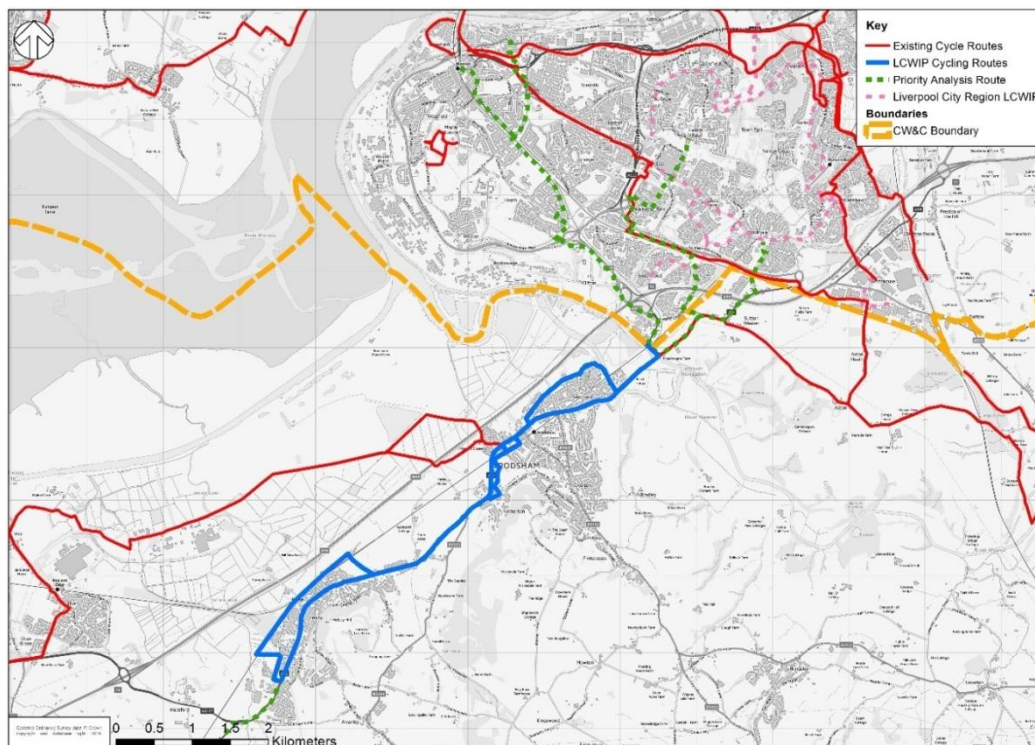
3. Local cycle network Northwich



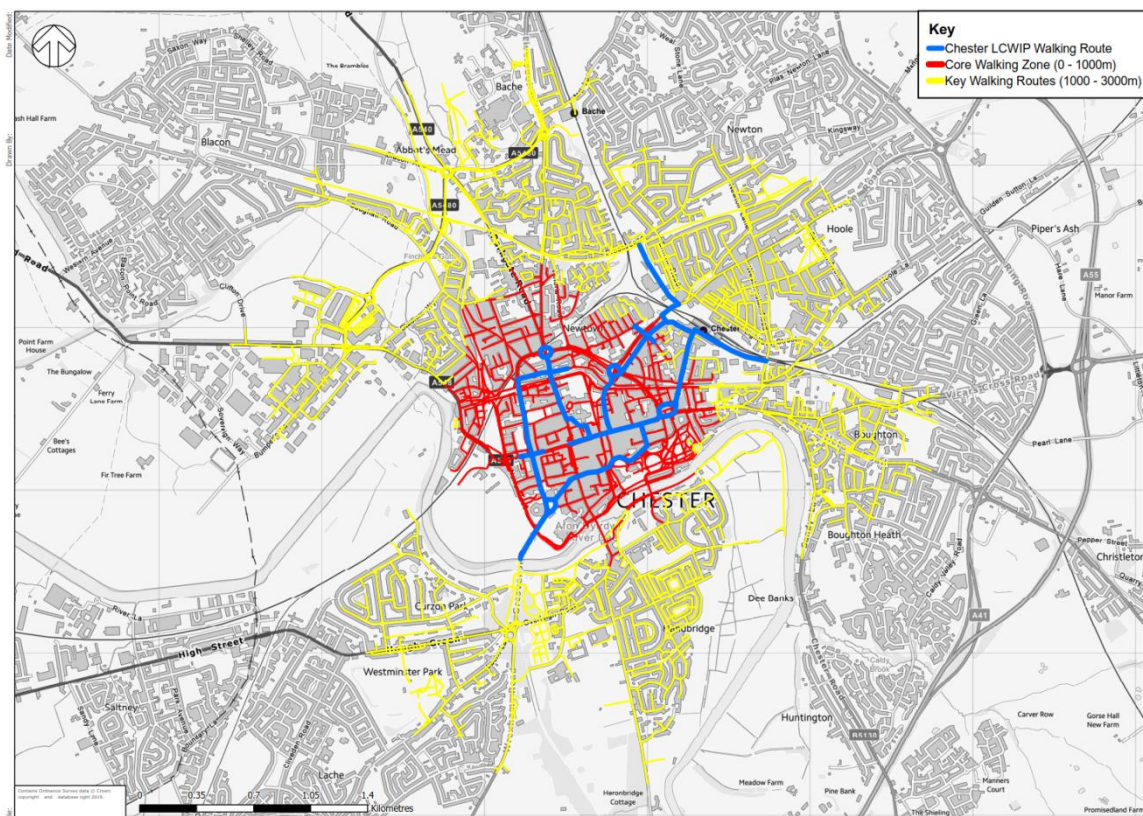
4. Local cycle network - Winsford



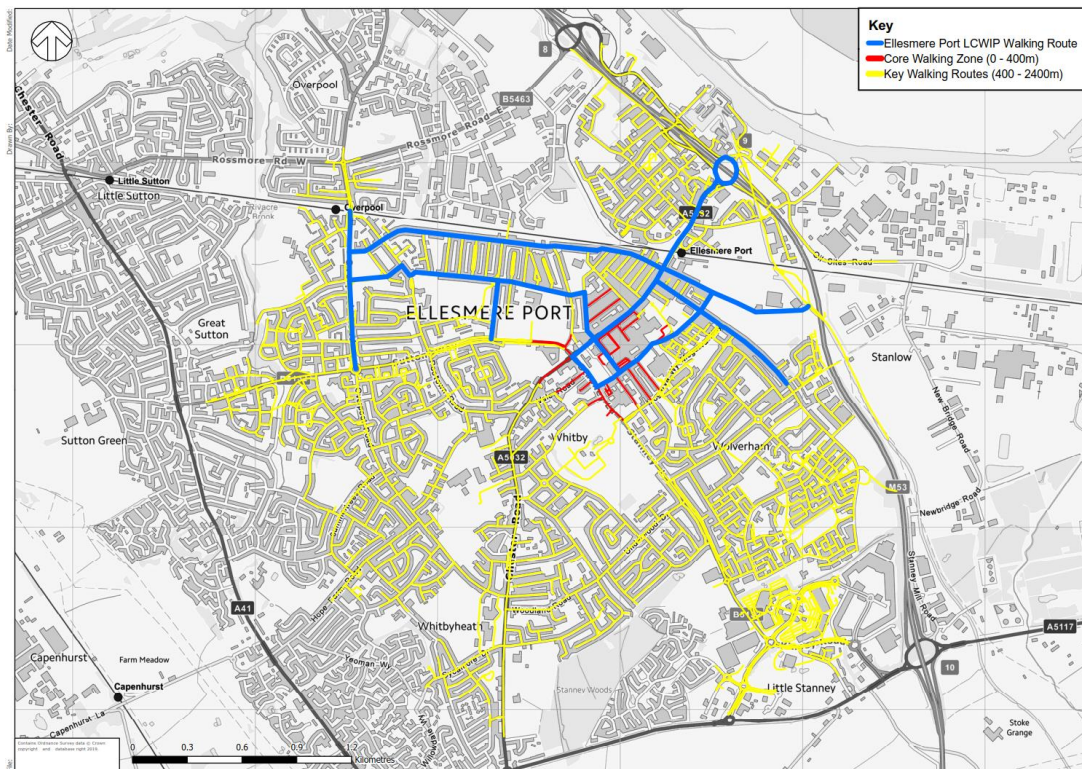
5. Local cycle network Frodsham and Helsby



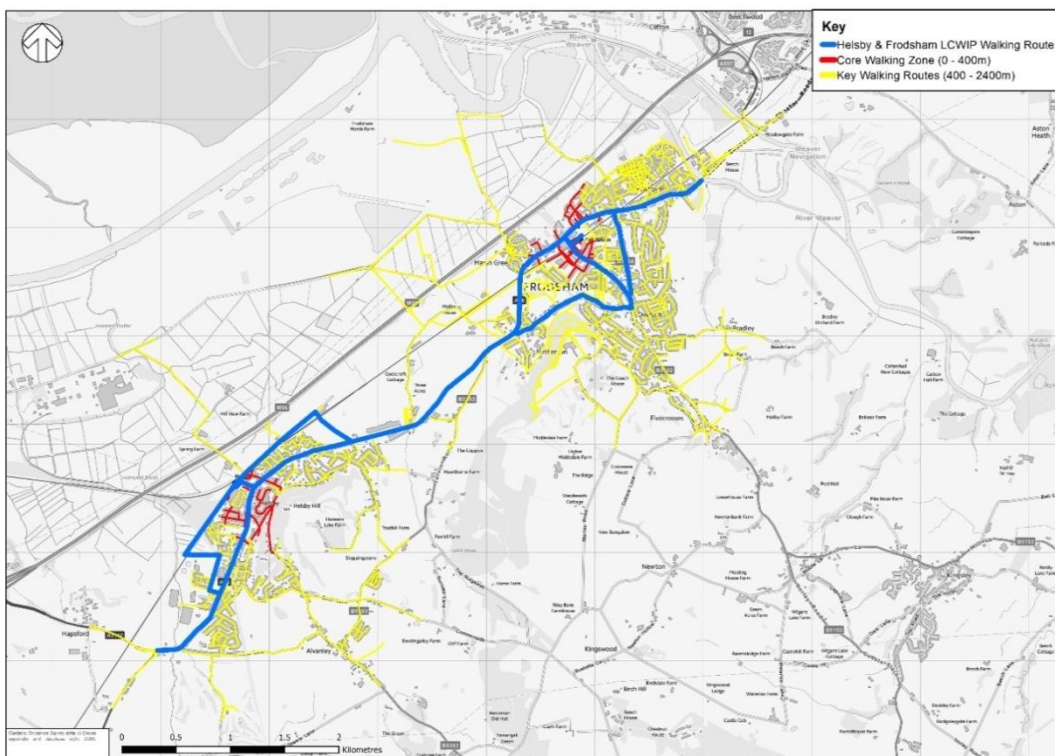
6. Chester Strategic Walking Network



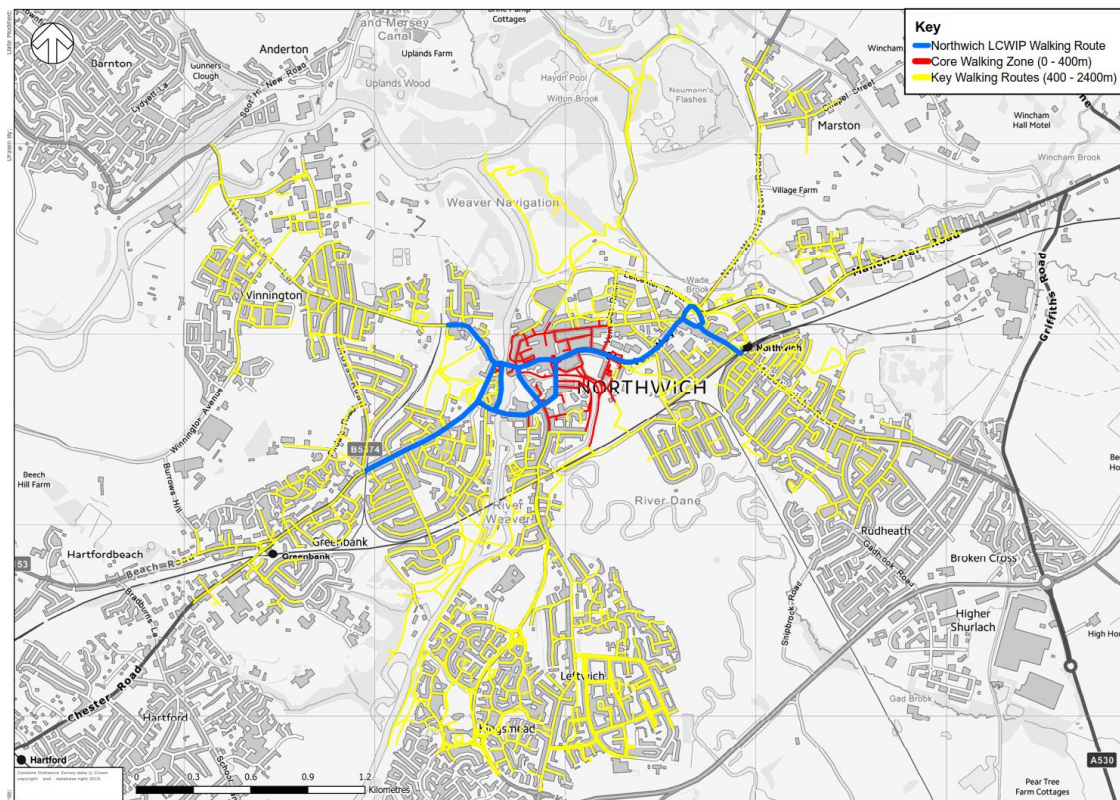
7. Ellesmere Port Strategic Walking Network



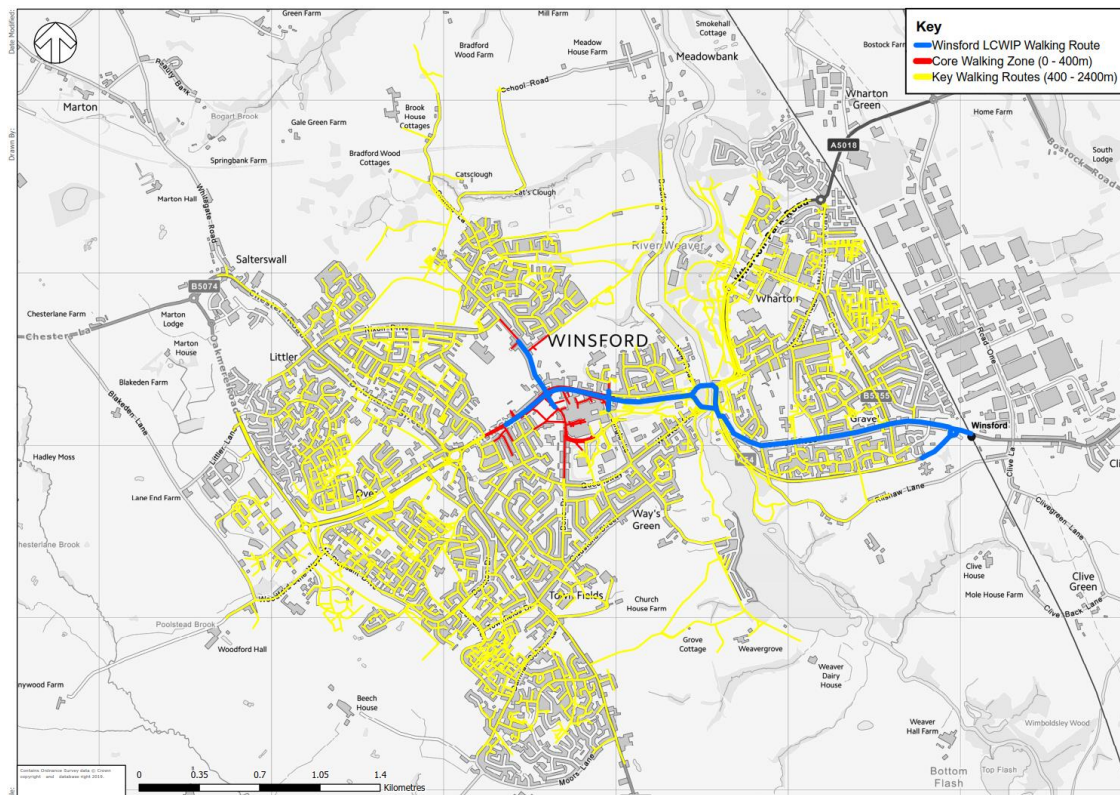
8. Frodsham and Helsby Strategic Walking Network



9. Northwich Strategic Walking Network



10. Winsford Strategic Walking Network



Appendix Two – Potential longer-term schemes for future review

Cycling Proposals

Route	Number of times referenced
A49 - Acton Bridge / Stratton	2
Middlewich Road - Rudheath	1
Canal tow paths (in general)	16
Northwich - Middlewich via canal	1
ICI railway line in Northwich	3
Weaverham - Winnington - Northwich	9
Mickle Trafford - Helsby	6
Chester - Mickle Trafford - Frodsham / Barrow	16
Chester - Huntingdon	2
Huntington - Christleton	18
Huntington - Handbridge	11
Safer cycle access – Countess of Chester Hospital	1
Ledsham - Capenhurst station	1
Elton - Helsby	4
Sandiway - Cuddington - Weaverham A49	19
Cycleway - Winsford to Leighton Hospital	1
A51 corridor and crossings	6
Chester - Upton - Zoo	4
Whitby Rd - Rake Lane	1

A56 Hoole Rd Bridge	9
A56 corridor (rural)	1
A54	1
Chester - Curzon Park (Railway bridge)	1
A41 corridor	4
A540 corridor	6
Cross city centre connectivity	1
Overleigh Roundabout	2
A5117 corridor	9
Better access to Wirral Way	3
Access to Rivacre View	2
Frodsham - Delamere	3
A56 corridor Helsby - Frodsham	3
Helsby - Ince / Elton / EP	12
Frodsham - Alvanley / Kingsley	3
Links to Runcorn	5
Access to Marshes	4
Northwich - Winsford	9
Northwich - Gadbrook Park	4
Northwich – Rudheath	1
Northwich - Weaverham	1
Northwich - Lostock	1
Northwich - Hartford	8
Northwich - Rural areas to north / Marbury	8

Davenham	2
Access to Whitegate Way	8
Northwich - Kingsmead	3
Winsford - Nantwich	1
Winsford - Middlewich	1
Cycle crossings A54	2
Winsford - Crewe	1

Walking proposals

Route	Number of times referenced
Remove subways in Chester	4
Safer crossings A41 Rowton	2
Safer crossing of ring-road	5
Crossing Huntington - Handbridge	4
Wider pavement Hoole Road Bridge	3
Huntington - Christleton	16
Better pedestrian access to City Walls	1
Improve routes in Upton	1
Station view footbridge	1
Footpath - Barrow to A51	1
Safer crossing - Lache Lane	1
Safer crossing Greyhound retail park	1

Footpath to Rivacre View	2
Canal towpath access EP	3
Footway to Hooton Station	1
Safer crossings A550	1
Safer crossings A41 Great Sutton / Little Sutton	2
Elton - Ellesmere Port	5
Safer crossing Chester High Road / A540	3
Wider pavement Burton Road	2
Safer crossings Neston town centre	3
Improve access to Wirral Way	4
Parkgate Greenway	1
Pedestrian Access to River Weaver Frodsham	1
Dunsdale Road	1
Frodsham - Helsby	2
Wider footpath Netherton and Castle Park	5
Footpath - Manley Road	6
Crossing in Church Street	4
Helsby - Mouldsworth	3
Access to Marshes	1
Link to Elton / Ince	7
Widen footpaths / safer crossings A56	3
Footpath for Howey Lane	4
More car free space - Northwich town	1

centre	
Riverside path	1
Safer crossings - town centre (longer green phase for pedestrians)	3
Road safety / safer crossings - Winnington corridor	5
Better / safer routes to station	2
Wider footpaths - Hartford	1
Crossing at Kingsley primary school	1
Footpath - Crowton - Acton Bridge	1
Station to industrial areas	1
Access to Anderton nature park	1
Safety / safer crossings A49 Sandiway to Weaverham	11
Safer crossing to Town Park	2
Footpath - Winsford - Middlewich	1
Safer crossings Wharton roundabouts	1
Safer crossings A54 town centre	3
Improved links town centre - Over	1
Better cross boundary routes / links	2
Safer routes to rural attractions	1
Segregate cycleway / footway on A540	2
Segregated route A41 / A5032	1
Segregated routes Utkinton - Tarporley	1
Safer footpaths – alongside road through Delamere Forest	1

Safer footpath A51 Duddon - Tarporley	1
Safer crossing A540 Chester High Road	1
Safer pedestrian access to Greenway from Mickle Trafford / Guilden Sutton	1
Safer footpath Frodsham – Kingsley - Alvanley	2
Improved leisure routes to and around Flashes	1

Additional rural schemes proposed for longer term consideration by Public Rights of Way Team

- Tattenhall – footpath linking village to area of commercial activity;
- Chowley / Tattenhall – development of disused railway line;
- Great Budworth to Comberbach – Installation of pavement for Budworth Lane;
- Utkinton to Tarporley – Installation of safe pedestrian path;
- Malpas – New footpath to link housing to Bishop Hever high School;
- Alvanley to Frodsham / Helsby – general footpath improvements; and
- Cuddington to Delamere Park – Installation of new footpath.