

Item No	Location	Cycle Infrastructure Improvement Ideas	Priority	Type of Scheme	Usage Potential	Benefit	Relative Cost	Benefit / Cost	Comments
NOTES									
Comments	<p>Comments in green relate to completed items. Comments in red highlight additional points added to original items and items still needing further attention</p>								
Priority	<p>A numerical priority grading: 5 - high to 1 low</p> <p>How important does CCC consider this improvement? How does this fit in with regard to different areas and how any available funds are allocated, and in particular the 'Local Cycling and Walking and Infrastructure' Proposals.</p>								
Type of Scheme	<p>Divided into a minor, medium, major highway scheme, individual bike racks, signing and soft measures.</p> <p>This is related to cost and order of difficulty, but possibly eclipsed by the other gradings and so not necessary. Disruption to traffic flow is a major consideration for CWaC, even though the scheme is cost effective, and this may lower its priority as far as they are concerned.</p>								
Usage	<p>B = Before improvement - is it little used, well used or very well used, B= L, W, VW? Or not applicable - NA A = After improvement - is it thought it will be unchanged but safer, well used and safer, very well used and safer. A= SU, SW, SVW</p> <p>Completion of the improvement does lead, it is hoped, to increased usage and an improvement in safety.</p>								
Potential Benefit	<p>A numerical benefit grading: 5 - high to 1 - low.</p> <p>To be judged on the previous gradings.</p>								
Relative Cost	<p>5 : > £1m, 4 : £0.5m - £1m, 3 : £0.1m - £0.5m, 2 : £25,000 - £100,000, 1 : £0 - £25,000</p> <p>The costs are, at this stage, just a view and would need CWaC to come up with a more definitive figure.</p>								
Benefit/Cost Ratio	<p>Ratio of the above values</p> <p>A figure above 1 is worth re-looking at.</p>								
CHESTER CITY POTENTIAL IMPROVEMENTS									
1	Panton Rd., Hoole	Introduce a contra-flow cycle lane, along Charles St, between Westminster Rd and Faulkner St.	3	Minor	B= NA A= W	2	2	1.0	<p>Could be difficulties in introducing a dedicated cycle lane, due to parked cars on the right hand side. Maybe, with suitable signing, we have to accept cyclists moving against one way traffic flow, although these are small in number and slow moving.</p> <p>Contraflow cycle lane desirable minimum width is 2m absolute min is 1.5m. Road width is approx 7.1m with parking about 3.5m leaving 3.6m running lane. Cannot fit a cycle lane in. Costs OK. Even narrow for an advisory cyclelane.</p>
2	St John St, city centre	Introduce a contra-flow cycle lane along St John St.	2	Medium	B= NA A= W	2	3	0.7	<p>Need to look at junction - St John St and Pepper St. To provide available width for cyclists from either direction would require moving traffic lights. Very costly according to Bethan.</p> <p>Also need to amend the island at the junction of St John St/Pepper St to allow room for a contraflow cycleway. Costs may be a no 2 not a 3.</p>
3	Watergate St, city centre	Introduce a contra-flow cycle lane along upper Watergate St.	3	Minor	B= NA A= VW	4	3	1.3	<p>Traffic lane quite narrow in parts and therefore to be successful would have to accept cyclists moving against the flow of the traffic, without a designated cycle lane. Or need amendments to footpaths and changes to bollard arrangement. Maybe an opportunity to link with Northgate Development.</p> <p>OK</p>
4	City Road	Ramp or gutter access from the canal to City Road.	2	Minor	B= L A= W	2	2	1.0	<p>A gutter, yes, but a ramp would be too costly and take up too much space. The canal can be accessed from city road by a variety of routes.</p> <p>OK</p>

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5	Curzon Park South	Ramped access from Curzon Park South, via railway bridge path, to the racecourse. Requires two sets of ramps, one either end of rail bridge.	4	Major	B= L A= W	2	3	0.7	Certainly would be of great benefit, but since work has already been undertaken on these steps, relatively recently, it is probably very difficult to justify. Also problems with available space - ramps require a 1:20 gradient putting it in excess of 100m in length.	OK
6	Pepper St/Bridge St junction, city centre	Review the priorities for the traffic signals where Lower Bridge Street crosses Pepper St/Grosvenor St. Approaching from Handbridge the green right arrow filter comes on with the green light and then turns off when the traffic signal turns green for the traffic travelling away from the centre on Lower Bridge St.	4	Minor	B= W A= SU	4	1	4.0	If there is sufficient cycle usage then this should be a simple exercise of amending the timer settings on the lights.	Agreed
7	Canal Side to St Martins Gate	Route from Canal side to St Martins Gate - signs needed at gate to show direction to City Centre and to canal tow path.	2	Minor	B= W A= W	2	1	2.0	Very low cost, just a matter of making and fixing a couple of signs	Agreed
8	Love St	Contraflow sign on post in Love St shows picture of a bus but not cycle on left hand sign.	4	Minor	B= W A= SU	2	1	2.0		OK
9	Frodsham St	Exit from canal side to Frodsham St at LockKeeper pub - not signed to City Centre from Canal side, and also need to drop the step up.	2	Minor	B= W A= H	2	1	2.0	Need to check right of way of link between Frodsham St and canal tow path. It may be owned by the pub. Dropped curb now completed	Right of Way is not in CWaC ownership and not DDA compliant. The area of land for the possible cycle route shows two sets of land ownership under HM Land Reg title deeds CH514774 and CH
10	Rlwy Station	Station - no signs anywhere to direct cyclists to the cycle parking, they need at least 3. No signs to City Centre and east area via Charterhall Drive	5	Minor	B= W A= VW	3	1	3.0	Sign 1 needs to be placed at a high level with other direction signs as you enter the Station, and then two more internal signs to direct cyclists to the cycle racks to their left and/or to right	OK
11	Upper and Lower Watergate St	Cycle access from Lower Watergate St to enter Watergate St, across St Martins way needs to be redesigned.	4	Major	B= L A= SV W	4	4	1.0	A major crossing point. It has to be looked at in conjunction with contraflow of Watergate St. and maybe with the Northgate development.	OK
12	Fountains Rbt	Fountains Roundabout - enable cyclist use of underpasses	3	Medium	B= L A= SV W	3	3	1.0	The main issue is the lead in length of the steel barriers preventing access from the adjacent highway, so increasing the length of dual use footpath.	The steel barriers are the pedestrian guardrails required for safety reasons to deter pedestrians from crossing the road. However these could be reviewed if required.
13	Grosvenor Bridge	Grosvenor Bridge - major sort out for cyclist, maybe initially with a 20 mph limit	5	Major	B= VW A= SV W	4	2	2.0	The proposed Wrexham Rd development will not see a new footbridge; the CCC meeting with Vectos indicated they would introduce amendments to the approach roads so as to direct cyclists to cross the Old Dee Bridge and access the city centre. Could also consider one path across the bridge for cyclists and the other for walkers, but this would introduce complications at either end in crossing the road?	OK
14	Wrexham Road	General improvements along Wrexham Rd from the proposed new housing opposite the Kings School.	5	Major	B= W A= VW	5	5	1.0	To include missing shared path from the new bridge over the A 55 down the Wrexham Road.	OK
15	Hoole Rd Bridge	Improvements for cyclists to permit a safe crossing.	5	Major	B= W A= SV W	5	5	1.0	A major scheme, difficult to resolve even if money was available, and unlikely in the next few years. (The existing CWaC report does highlight most of the difficulties)	OK
16	Suspension Bridge	Suspension Bridge - policy for cyclists??	3	Minor	B= L A= SW	3	1	3.0	Maybe a designated cycle lane to one side of the crossing width. But, the question is - would CWaC be prepared to change policy and allow cycling across the bridge. The bridge is very busy with pedestrians, particularly at weekends.	OK

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17	Newton Lane/Hoole Rd/Hamilton St X Rds	Introduce traffic lights at the junction, which would also incorporate the pedestrian crossing 50m away (to be moved). This would enable cyclists to cross safely from Newton Lane to Hamilton St and continue to Crawford Walk and access the canal tow path from Westminster Rd.	4	Major	B= L A= VW	4	3	1.3	This would provide an alternative and much safer access to the city centre, avoiding Hoole Bridge. In addition cyclists could turn right into Charles St to access the Hoole shops (assuming this is now a contra flow route). The change would also benefit drivers wishing to turn right from Newton Lane onto Hoole Rd or straight on to Hamilton St, although the latter are very few in number.
18	Schools	Safe routes to encourage pupils and staff to cycle to school.							This a major task in itself, with the spread of schools and travelling routes of pupils. Maybe schools could be approached to obtain their view. This will help to be resolved by the introduction of 20's Plenty
19	Canal towpath	Resurface canal path from Countess of Chester country park to Ellesmere Port	5	Major	B= L A= VW	4	4	1.0	We understand that this at least in part to be addressed with currently funded improvement plans
20	Canal towpath	Extension of towpath surface from Waverton to new marina north of Tattenhall.	5	Major	B= L A= VW	4	4	1.0	
21	Hoole Rd Bridge	Make Hoole Road one way for vehicles (into or out of the city) and Tarvin Road the opposite way. One lane reserved for cycles, which would be wide enough to be divided and be 2-way for cyclists, the other for vehicles, the lanes separated by a low kerb or spacers as on the bridge over the railway on Hoole Lane.		Major	B= L A= VW	5	3	1.67	Much safer access from the East into & out of the city centre for cyclists.
22	New Crane Street	Very short stretch of pavement needs to be signed and marked as shared use. this is the section between Kitchen Street and the start of the cyclepath/pavement between the New Crane Street car park and the playing fields of Queens School. This would provide a continuous link between the council's Silver Route and City Walls Road, leading on into the city centre via Bedward Row.	3	Minor	B= W A= SV W	3	1	3.0	Safer access from the West into & out of the city centre for cyclists.
23	Canal Towpath through Chester	Needs resurfacing.	5	Medium	B= W A= SV W	3	2	1.5	Complaints have been received
24	Various speed bumps (eg Heath Road Upton)	Many examples (eg Heath Road, Upton) where the speed restrictors are made of rubber (and slippery in the wet). They are often positioned by the side of drainage gratings which gives the cyclists 'Hobson's choice' of grating or raised speed bump. Design standards should stagger the positioning of such bumps to give cyclists a clear safe route.		Medium	B= A=				
25	Raised pavers	Raised pavers. There are estates in Chester where the road is made of pavers rather than tarmac; examples like Pentland Close and Kirkwood Close. These can be brutal on a fully laden bike. If they are required for slowing traffic, there is no reason for not having gaps for cycle wheels. Do these roads meet planning regulations?		Medium	B= A=				
26	Riverside path	Riverside Boardwalk near Canal Wharf - the most western end has not been treated.		Minor	B= W A= SU	3	1	3.0	
27	Westminster Road	Allow cyclists to cross from the south when lights are red for cars. This has the effect of enabling 2-way traffic for cycles when the traffic light phase is on green for cyclists travelling from the north.		Minor	B= W A= SW	3	1	3.0	
28	Westminster Road	Signage to the station needs to be added from Canal Towpath at Westminster Road and from Charterhall Drive junction.		Signage	B= W A= SW	3	1	3.0	
29	Westminster Road	Improve visibility splay for crossing Westminster Road after ramp from canal towpath when heading east. Hedge, road geometry, and narrow footpath combine to give hazardous crossing. Add mirror on post opposite ramp from canal?		Minor	B= W A= SW	3	1	3.0	
30	Archers Way	Dropped curb and small additional tarmac path to facilitate cycling between the Deva Link and the Greyhound Park Road - a map with more detail can be supplied		Minor	B= W A= SW	1	1	1.0	

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Possibly cost band no 3.

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Big aspiration. Would have to go to a major consultation process. Traffic modelling of the routes would be required. However unlikely to be even considered.

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31	A41/Guilden Sutton(GS)/Hoole Lane(HL)	Create an island on NE side of the dual CW to separate the GS traffic crossing the A41, to proceed north, from the traffic entering the A41 to travel south.		Medium	B= W A= SV	3	3	1.0	Caters for cyclists from Guilden Sutton and Mickle Trafford travelling to the city centre and Chester Railway Station. A particularly difficult crossing at night time.
32	A41 Slip Rd to Hoole Lane	Widen the existing dual use footpath running alongside the slip road, currently much too narrow for dual use for which it is designated.		Minor	B= W A= SV	3	2	1.5	A well used route both for pedestrians and cyclists, but too narrow for both and this forces either pedestrians or cyclists onto the slip road.
33	Countess Way	Convert controlled crossing by Aldi to include Cyclists and develop a shared use path on the COCH side of the road to join up with the cycle paths available in the COCH Health Park		Medium	B= W A= SV	3	2	1.5	
34	A41	Contraflow cycle lane in Green Lane between A41 Ring Road and Hare Lane is overgrown and hardly visible.	1	Minor	B= L A= L	2	1	2.0	
	ASL	Advanced stop lines			B= L A= SW				
1	Bars Gyratory	Bars Gyratory?	2	Minor	B= L A= SW	2	2	1.0	Yes, but not the easiest roundabouts to negotiate even for the most experienced cyclists.
2	Fountains Rbt	Fountains Roundabout?	2	Minor	B= L A= SW	2	2	1.0	As comment above
3	Hoole Way Rbt	Hoole Way Roundabout?	2	Minor	B= L A= SW	2	2	1.0	As comment above.
4	Old Dee Bridge	Design changes for cyclists coming from Castle Drive and Mill Street to ease access to advanced stop lines, in order to cross the Old Dee Bridge. (maybe with a cycle lane along the bridge and with the dropped kerb extending).	2	Minor	B= L A= SW	2	2	1.0	Could increase length of ASL to ease access from Castle Drive and introduce a hatched area for cyclists opposite Mill St. At present, the ASL on the City side is just where the pedestrian lights are situated, which can lead to some conflict. If it was extended, it would allow cyclists coming up the Groves and wanting to cross the bridge to drop into the ASL box without getting in the way of
5	New Crane St car park.	End of cycle path through New Crane St car park, ends abruptly at the pavement opposite the Watergate with no directional signs.	2	Minor	B= L A= SW	2	1	2.0	Maybe an advanced stop line at the traffic lights to allow cyclists easier and safer access to the road.
	General	A general policy of introducing ASLs when any resurfacing is undertaken at traffic light controlled junctions.							Signal loops and lane widths have to be carefully considered before ASL's are introduced when resurfacing a traffic signal junction
	CYCLING CONTRAFLOW	Cycling Contraflow (and is cycling allowed?) in various streets							Policy decision is required if contraflow cycling is to be considered on these streets in the City.
1		Eastgate Street?			B= L A= VW	3	1	3.0	
2		Northgate Street at Eastgate end?			B= L A= VW	3	1	3.0	
	CYCLE RACKS	Cycle Racks (Stands)							
1		Cycle racks on Pepper Street near Grosvenor Precinct entrance		Racks					
2		Improvement and expansion of bike racks outside Tesco's in Frodsham Street.		Racks					
3		Expansion of number of racks at Tesco's Sealand Road		Racks					
5		Racks outside various stores in the Greyhound Park		Racks					
6		Increase number of racks outside Aldi store, off Tarvin Road		Racks					
7		Racks outside all GP surgeries		Racks					

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8		Racks outside all Dentist surgeries		Racks					
9		Replacement of old City Council "Grippa" racks with Sheffield stands in various locations (e.g. Grosvenor Road, Northgate Arena, Faulkner Street and the Bike Factory.)		Racks				This should be a CWaC standard policy, although new racks would take priority over replacement.	OK
10		More racks in City Center eg by Cross & Storyhouse						Additional racks should have been provided as noted in the Storyhouse planning application	
	CHESTER CITY	COMPLETED IMPROVEMENTS							
1	Frodsham St	Introduce a contra-flow cycle lane along upper Frodsham St.	Minor		B= A=			Now completed but extra signs to emphasise the right to cycle would help	OK
2	The Cop, Sealand Rd	Link from The Cop to the Crane Wharf/Riverside pathway without venturing onto the Sealand Rd.Link from the Cop to the Riverside Pathway.	Medium		B= A=			Now solved with the new shared use path between the Cop and the access to the Riverside Boardwalk at Crane Wharf. The longer term objective should still be to complete the Riverside path with a bridge over the canal lock, when and if this can be agreed/financed.	OK
3	Within natural city boundaries (North & East A41, West junction of Sealand Road and Western Avenue, South A55)	20mph speed limits on "distributor" roads as well as those roads (residential roads) for which 20mph is already planned.		Signing	B= A=			20 mph roll-out continues	Unlikely to meet national speed limit criteria and get Police support.
4	Prince Rupert's Trench (ginnel opposite Cheyney Road between Parkgate Road and Liverpool Road)	Reopen this ginnel which has been closed for years due to slippage of retaining walls. This route was extremely well used prior to its closure. The university is a key stakeholder with regard to this improvement.	Medium		B= A=			Now completed	Rock Lane - The route remains closed as of July 2016 due to safety and legal issues.
5	Tesco's Sealand Road	Needs dropped kerb on cycle/pedestrian link between car park and Sealand Road shared use pavement.	Minor		B= A=			Kindly done by Tesco manager	
6	Border Way just off Pearl Lane	Needs dropped kerb where Ring Road cycle path joins Border Way.	Minor		B= A=			Kindly done by CW&C with new controlled crossing	
7	Foregate St	Introduce two way cycling			B= A=			Completed. Additional clear signage would help to indicate that two way cycling is allowed.	
8	Frodsham St	Add cycle racks along Frodsham Street ,		Racks	B= A=			Completed but could have put in more	4 no Sheffield stands to be installed within the public realm works in 2016.
9	Hoole Lane,	Contra-flow cycle lane on Hoole Lane Railway Bridge, Northbound			B= A=			Complete	
10	Rlwy Station	Dropped kerb access to station.			B= A=			Complete	
11	Leadworks Lane	Better positioning of dropped kerbs at the Queens Avenue end of Leadworks Lane.			B= A=			Complete	
12	Canal St, city centre	Right turn for cyclists at the top of Canal Street.			B= A=			Complete	
13	Rlwy Station	Station - need for dropped kerb for cyclists at the end of the Taxi parking area to enter station.	Minor		B= A=			Maybe, but there is a dropped section at the crossing point to City Rd, so regard as Complete.	

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	CHESTER SURROUNDING AREA	POTENTIAL IMPROVEMENTS							
1	Deeside Industrial Estate	Connection of Deeside Industrial Estate with track to Wirral Way (via Burton point and beyond)			B= A=				This is route 568 and signage to the Wirral Way is none existent. Ideally route 568 to continue into the Wirral Way. (WBC are aware of this proposal)
2	Woodbank	Worthwhile cycle routes in vicinity of Woodbank. Ideally a shared footpath along the A 540 from Neston up to Two Mills and up to Woodbank. Controlled crossing for walkers and cyclists added in this area and a short stretch of additional shared-use path, but still very inadequate		Major	B= A=				This is a long standing aim of the CCC.
3	Burton Marsh Route	Pedestrian/ cycle gate on the marsh at ngr SJ 30109 73924. Since the gate is alongside the farm gate on the main access it is at the edge of the tarmac which then drops away to the marsh. When the gate is fully open it overhangs this drop. People holding the gate open or cyclists manoeuvring to get through (both sides) can get into difficulties sliding down the drop. A small area of additional fill and tarmac would make it much easier and safer to manage. At the exit from the pathway under the dual carriageway there is an offset barrier. The way to/from the barrier onto the roadway cuts across the tarmac edging and should be filled in. ngr SJ 30993 72134.			B= A=				
4	A41 Hoole Rbt to Backford/A5117.	Improve existing length of on road and shared use stretches between Hoole Rd Rbt and the Backford M56 crossing. For example at Backford traffic lights, if cyclists are using the highway travelling north then they become squeezed by fast moving traffic in the nearside lane. It is not clear if the footpath is a designated cycleway, in which case the problem is eliminated; although the path needs improving to make it more cycle friendly.		Minor	B= A=				This is an on road and shared pathway over quite a length of the A41, but it is not always clear cyclists should be on the road or on a shared section of footpath. It could be improved as an overall route by attention to detail at junctions and a few minor improvements e.g. in several places there is no drop kerb, or the exit off the cycle lane on the road onto the marked shared use path is at right angles. But, not sure how well used this section of road is by cyclists. However, how popular is this route, particularly for beginner cyclists?
5	Ellesmere Port Greenway	Continued work on the Ellesmere Port Greenway			B= A=				
6	Sutton Way, EP	A new shared footpath down Sutton Way, Ellesmere Port			B= A=				This has already been proposed by CWaC.
7	EP Station	Improved signage to various destinations - Cheshire Oaks, Chester University Research Centre at Elton, North Rd Industries (Vauxhalls) and petrochemical industries, Oil Sites Rd.			B= A=				Already been looked at with Merseyrail for the 4 stations, - Chester, The Bache, Hooton and Ellesmere Port at a workshop held at Chester Racecourse.
8		Improved access from the Wirral Way onto Hooton Rd and Hooton Station.			B= A=				Possibly be financed on the back of a 300 house estate being built at the Old Rofton Works, Hooton
9	Ledsham/Sutton Hall Housing Estate	New cycle routes to connect with Hooton Station and surrounding areas from Ledsham/Sutton Hall new housing estates (2000 houses).			B= A=				See planning application 13/04015/out.
10	A5117 Shared Footpath	Continue the Shared Footpath down the A 5117 from Cheshire Oaks towards Ince and Elton.			B= A=				Again this would lead to the Chester University Research Centre at Elton.
11	Rossmore Road East	An underpass under Rossmore Road East by junction 8 of the M 53 to connect Ellesmere Port with North Road and its industry (Vauxhalls etc) This is using an old railway bed under Rossmore Road East.			B= A=				The proposed new housing estate has been approved and the underpass under Rossmore Road East will be amended by the developer. The shared path has to be constructed by the time they have built half the new housing and then maintain the path until they complete the estate, when it is then adopted.

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HE are proposing changes to the A540/A550 Two Mills crossroads and will include cycling facilities and a crossing to Eureka. Possible start on site 2017.

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12	Wirral/Cheshire boundary	Improve cycle routes from Wirral into Cheshire, for example: - A41 at Hooton/Eastham junction 5 of the M53; - from Eastham Ferry Road into Bankfield/ North Road Ellesmere Port.			B= A=				There is another cycle route already in existence from Rivacre Road Hooton into Vauxhalls Car Park but very few people know it exists.
13	Neston	Part of NCN 568 in Little Neston. This was recently re-furbished but unfortunately there is a raised kerb which would be better dropped. The chicane barrier is painted dark green and is not too obvious in poor light and rain. Could do with making more obvious, Drawings can be supplied to clarify these points			B= A=				
14	A51	Shared use pavements alongside the A51 Littleton - Tarvin are in need of clearing of vegetation/resurfacing in some places. More shared use pavements needed at the exit of villages like Tarvin to connect more safely to existing shared use pavement alongside A54 from both ends of High Street via existing reservations and to cross the A51 at Tarporley Road to Cross Lanes via central reservation. Drawings can be supplied to clarify these points			B= A=				
15		Safer crossing required where Regional Cycle Route 71 crosses A51 Tarvin Bypass. Drawings can be supplied to clarify these points			B= A=				
16	A41	Maintenance of cycle lanes/shared use pavements is very poor immediately outside the A41 Ring Road particularly at its junction with the A51 and then at its overpass of the A55. Cycles lanes are overgrown, there is a kerb that need dropping and visibility of approaching traffic at road crossings is very poor.			B= A=				
17	Hockenhull Platts -	Maintenance badly required to off road section of Regional Cycleway 71 between Tarvin and Cotton Edmunds en route to Chester			B= A=				
18	Tarvin	Shared use pavement signage never installed after completion of Taylor Wimpey development on Tarporley Road, Tarvin. Needs rectifying.			B= A=				
19	Capenhurst.	A multi use path from Foxhall Road, Great Sutton, along the side of Capenhurst works to the transformer access road at Capenhurst Railway Station would make the station accessible on foot to the housing estate, as well as the cycleway.			B= A=				Currently you have to go all the way round on the A41 so people drive. All that is required is to make a local house owner unlock a gate to the Electricity Board land he has leased to keep his back quiet.
SOFT ISSUES									
		Cycling courses for adults who are new or returning cyclists, and who are embarrassed to admit that they have limited bike skills.		Soft					This depends on how safe the infrastructure is perceived by a new cyclist.

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