

Initial Assessment of Historical Railways Estate Forward Programme

Sustrans report

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We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

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Introduction

Sustrans

We want to see a UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside, loved by the communities they serve. In 2018, we presented a new vision for the National Cycle Network in our [Paths for Everyone review](#). We're working with our partners, volunteers, supporters and local communities to make this vision of a traffic-free, more consistent and accessible Network for everyone a reality.

The NCN relies on hundreds of former railway structures that are used to create high quality, beautiful routes for walking and cycling across all four nations of the UK. The use of these heritage assets demonstrates how such structures can be brought back to life to support active travel, noting that funding to support their ongoing maintenance is an unresolved issue.

Gear Change

The [Gear Change: One Year On](#) document published on 30 July 2021 included a commitment to consider the structures managed by Highways England as part of the Historical Railways Estate for active travel purposes:

“We will consider whether more of our historic railway structures could be used for walking or cycle routes or other transport purposes. There has been concern about the fate of a small proportion of the 3,250 railway structures managed by Highways England. By the autumn, we will establish a formalised framework and engagement process for these structures to understand, in each case, whether there is a realistic prospect of it being used for active travel or other transport purposes in future; and to ensure that the views of local stakeholders, including active travel groups and the local authority, are fully taken into account. Until then, any infilling or demolition on these structures will be paused, unless there is an immediate need to act on grounds of public safety.”

Department for Transport

Since the launch of the Paths for Everyone review, Sustrans has been awarded £52 million in England by the DfT for improvements to the National Cycle Network in five Tranches. This vital funding is being used to:

- Improve existing path surfaces
- Remove and redesign restrictive access barriers
- Upgrade substandard road crossings
- Create new traffic-free paths to avoid busy roads
- Improve safety of on-road route sections

Sustrans is developing a four and ten year pipeline of projects for our Paths for Everyone priority. As part of this work, and to further understand where opportunities exist for high quality traffic free routes as part of our 'Livable Cities & Towns for Everyone' priority (linked with LCWIP and various other programmes across the UK), we wish to identify Historical Railways Estate corridors that may be suitable for active travel.

Highways England

Highways England (HE) have paused their planned programme of works to many historic structures, which included proposals for demolition and infilling [Historical Railways Estate forward programme and assessment reports - Highways England](#). This creates an immediate opportunity for a light touch assessment of these 102 sites to identify the locations most likely to act as active travel corridors.

We analysed the list published by HE and found that 75 structures are “on hold” and we only assessed these structures, as summarised in the table below:

Type of work	Number	Sub-total
Demolition	9	75 on hold
Infill	59	
Other (on hold)	7	
Potential Transfer	6	27 not on hold
Refurbish & Repairs	19	
Other (not on hold)	2	

Method

Summary

Sustrans undertook a light touch assessment, for active travel purposes only, of the 75 structures that form part of the HRE Major Works Programme, currently paused. We did not consider the potential use of the structures for any other purpose, including other transport modes. This was largely a desk based exercise, but included engagement with local authorities. As a light touch assessment we did not carry out structural surveys nor any of the other activity required to create an active travel route. Based on the below methodology we prioritised the structures on the basis of their likely use in support of active travel routes.

In assessing the structures, we considered a 10 year time horizon. An argument could be made for all the structures that, one day, they may be useful so this assessment needs to be seen in that light.

Inception meetings

We organised an inception meeting with DfT officers on 13 September 2021 to agree the scope of the assessment and to understand Department priorities. This helped to clarify our understanding of the current status of each structure and the exact number to be included. This was followed by a similar inception with HRE officers on 15 September 2021.

Desktop assessment

We checked the locations on GIS and made an initial assessment using Google Earth, Street View, Open Street Map and other tools on the likely value of the structure for local active travel networks. This took the form of a simple grading as below:

- Likely to be useful for NCN; either existing or planned routes
- Likely to be useful for LCWIP or other local networks; either existing or planned routes
- Might be useful for local network but not part of current plans; wider context suggest the structure could be useful and needs further investigation
- Unlikely to be useful for active travel; no plans that we are aware of and the wider context suggests they will not be useful in the next 10 years

We then ran our in-house prioritisation process for all 102 structures to assess the relative importance of each location against a number of criteria (see Appendix). For each criterion the prioritisation process generates an absolute score, which is then translated into a ranking list and each project is allocated a quintile within that criterion. The scores for each criterion are added together to give an overall score for each structure. Priority scores can be used as a proxy for likely levels of usage as the criteria effectively measure local populations and distance from various trip attractors. The highest scoring structures are likely to be in urban areas, whereas the lowest scoring are likely to be a remote rural locations.

The ranking order is independent of the nature and local context of each structure, but may be useful additional information when deciding which structures are the priority for further investigation within each of the four categories listed above.

Local Network Development team assessment

Sustrans Network Development teams in England (North, Midlands & East and South), London, Wales and Scotland led on the assembly and assessment of local knowledge on each structure, following the desktop review. This included knowledge already held within Sustrans geographic teams and information obtained from discussion with local authority partners and local active travel groups. It is important to note that this local information is not comprehensive – there may be local ambitions for a route or structure that we do not know about.

Local Authority Engagement

Our local teams discussed each structure with the relevant local authority, using a standard set of questions. The process was intended to understand if a plan already exists for the structure (such as other transport uses) and any proposed local development that may significantly change the local area. We also wanted to flush out where there is no local authority support but recognise that within the timescales available we were not able to secure commitment from local authorities to support an indicative active travel proposal. We also made use of published plans for local walking and cycling networks where available.

John Grimshaw

To quality assure our prioritisation process we asked John Grimshaw from Greenways & Cycle Routes to check our assessments. John has unrivalled experience in the conversation of disused railways to cycling and walking routes and provided some valuable insight into several structures. He concentrated on those structures we had assessed as “unlikely to be useful for active travel.

Suggested Next Steps

This assessment only considered the likely efficacy of each of the 75 “on hold” structures or corridors for supporting active travel trips. Next steps should include a more detailed assessment of structures to understand if and when they can move into Sustrans’ project pipeline, including: structural condition, planning permission and consents, ecology and community support, as well as more comprehensive engagement with the local authority. It is important to note that a structure may be useful for active travel in theory but not be fit for purpose in practice.

This assessment is a pilot and does not include any assessment of the other 3,000 Historical Railways Estate structures, but the methodology developed for the priority structures could easily be scaled up in due course to assess others. We will learn from this pilot and then propose a review of all HRE structures on the basis of their usefulness for active travel.

Many former rail structures are currently in use as valued active travel corridors across the UK, often as part of the NCN. Railway Paths Ltd, Sustrans and HRE have ownership of a variety of assets, some in use and some not. Without funding to maintain these there is a very real risk to their future use – this applies both to those structures in use and those that may be useful. Sustrans, working with partners, would like to further explore how this risk can be mitigated.

Output

Each of the 75 structures has an individual description on the following pages, with information about the structure provided by HRE, a photo and local area map, plus details of our assessment. A summary of our findings is provided in the tables below.

Category	Abbreviation	Number
Likely to be useful for NCN	NCN	11
Likely to be useful for LCWIP or other local networks	Local network	15
Might be useful for local network but not part of current plans	Maybe	24
Unlikely to be useful for active travel	Unlikely	25
Total		75

In addition to the four categories above, each structure has been given a recommendation for further action as below:

- Retain structure for potential future active travel use.
- Investigate options for development of former railway corridor.
- More local engagement before any final decisions made on the structure.
- Does not appear to have any value for active travel purposes.

In several cases, the highway authority has advised that further engagement with Parish Councils and local interest groups takes place before any final decisions are made about the structure.

Table 1. On hold structures by assessed value and then in order of priority score

The priority scores relate to location and likely usage rather than possible utility of a structure, so we recommend that prioritisation is done by combining these two factors.

ELR/No.	Name	County	Proposed Works	NCN	Local network	Maybe useful	Unlikely	Priority Score
HOL/1073	Parkeston	Essex	Infill	X				71
LAN/105	Ridgegrove Road	Cornwall	Infill	X				69
UCJ/6	Rome Street	Carlisle	Infill	X				65
GTB/77	Scotland Street	Glasgow	Infill	X				63
CFL/3	Bardon Road	Leicestershire	Infill	X				62
MEP/15	Methley South Station	Wakefield	Infill	X				53
DAS1/5	Low Ashyard, Hurlford	East Ayrshire	Infill	X				45
AIW/78	Stoke Road Bridge	Hampshire	Infill	X				40
BRP/8	Barrowland Lane	Dorset	Demolition	X				32
NCL/81	Tregay Bridge	Cornwall	Infill	X				32
AND/147	Greyhound Bridge	Gloucestershire	Demolition	X				28
RTS/36	Radford Road	Warwickshire	Infill		X			64
PRD/4	Carmichael Street	Glasgow	Infill		X			62
GTB/78	Paisley Road West	Glasgow	Infill		X			61
AGB/5	Fenton	East Lothian	Infill		X			56
WFM/836	Stow Maries Halt	Essex	Infill with opening		X			55
FFD/28	Green Lane / Dumpers	Gloucestershire	Infill		X			54
FFD/26	Hambidge Road	Gloucestershire	TBC		X			43
CAL/21	Chilsworthy Road	Cornwall	Maintenance		X			42
BCL/100m33ch	Syreford Road bridge	Gloucestershire	Infill		X			41
WMJ/48	Weedon	Warwickshire	Infill		X			35
WFM/839	Norton Hall	Essex	Infill		X			35
SUX/17	Bridge Lane	Staffordshire	Infill		X			34
BCL/96m79ch	Crows Castle	Gloucestershire	Maintenance		X			34
TNQ/4m60ch	Goshen Bridge	Cornwall	Infill		X			34
NDL/23	Hackney Bottom	West Berkshire	Infill		X			30
BOK1/283	Dalston Lane	Hackney	Infill			X		72
BHL/85m38ch	Hillworth Road	Wiltshire	Infill			X		70
FNS3/19m76ch	Whitchurch Bridge	Bath & NE Somerset	TBC			X		65
AKC/35	Haugh Head Wooler	Northumberland	Infill			X		60
SNO/4	Crossley Street	Wakefield	Infill			X		60
HBR3/123	Walden Stubbs	North Yorkshire	Infill			X		53
EHP/3	Knowle Viaduct	East Sussex	TBC			X		48
BUJ/26	Red Barn overbridge	Shropshire	Infill			X		48
HGG2/1	Church Lane	East Sussex	Infill			X		46
BYS/477	Aldeby Bridge	Norfolk	Infill			X		45
KLO/29	Melkington	Northumberland	Infill			X		43
AND/18	Collingbourne Ducis	Wiltshire	Demolition			X		41
AKC/73	Whittingham Station	Northumberland	Infill			X		38
WHJ/8	Grindley Brook	Cheshire	Infill			X		38
AEB/2122	Painters Bridge	Essex	Infill			X		38
WMC/1329	Leeds Bridge	Norfolk	Maintenance			X		36
GNQ4/17	Farground	Shropshire	Infill			X		35
WHJ/26	Edge Lea Farm	Cheshire	Infill			X		34

SMB/2062	Braughing Station	Hertfordshire	Infill			X		33
WFM/837	Cold Norton Halt	Essex	Demolition			X		31
COV/13	Hovis (or Puris Hill)	Essex	Infill			X		30
HIB/27	Southill Road	Bedfordshire	Infill			X		24
HBR3/124	Little Smeaton	North Yorkshire	Infill			X		23
EAT/19	Eaton to Easton Road	Leicestershire	Infill			X		17
AEB/2116	Debden Road	Essex	Infill				X	77
BGB/6	Brasenose Road Tunnel	Liverpool	Infill				X	69
HLP/5S	Station Road	Warwickshire	Maintenance				X	63
LAR/2	Glasgow Street	North Ayrshire	Infill				X	61
THA/22	Horspath	Oxfordshire	Demolition				X	61
CAP/13m69ch	Graig-yr-Helfa Road	Rhondda Cynon Taff	Infill				X	60
AYH/1	Limekiln Road	South Ayrshire	Infill				X	55
AGB/3	Luffness Mains	East Lothian	Infill				X	49
BLN/8	Caythorpe Station	Lincolnshire	Infill				X	44
BNK/42	Halt Farm	Oxfordshire	Demolition				X	42
THM/11	Coxwold	North Yorkshire	Infill				X	41
ARB/10	Great Alne	Warwickshire	Infill				X	41
COV/1	Old House Farm	Essex	Infill				X	41
WTD/1	Bedcow	East Dunbartonshire	Infill				X	41
EBD/756	Balmacassie Road	Aberdeenshire	Infill				X	38
EVL/2066	Wingmore Straight Hill	Kent	Infill				X	38
MCJ3/506	Cockwell Farm Rd	Northants	Infill				X	36
SYB/10	Sewstern Bridge	Leicestershire	Demolition				X	36
END/709	Station Road, Southfleet	Kent	Infill				X	35
MKT/415	Longswood	Telford & Wrekin	Infill				X	34
DAK/73	Threadmill Burn	North Ayrshire	Demolition				X	34
VAN/16	Afon Cerist u/b	Powys	Demolition				X	31
AHS/12	Lintfield Bank	South Lanarkshire	Infill				X	28
IMD/433	Mill Tack Road	Aberdeenshire	Infill				X	27
EBD/761	Auchmacoy	Aberdeenshire	Infill				X	25

Table 2. Other structures (not on hold) in priority order

The prioritisation process was run against all 102 structures in the Historical Railways Estate forward programme, but as noted above only the 75 “on hold” structures were assessed. This table show the priority ranking scores for the 27 “not on hold” structures.

Priority scores can be used as a proxy for likely levels of usage as the criteria effectively measure local populations and distance from various trip attractors. The highest scoring structures are likely to be in urban areas, whereas the lowest scoring are likely to be a remote rural locations.

ELR/No.	Name	Priority Score
DCL/344RW	Lock Street	77
CPI3/47	Burnden Viaduct	76
CPI3/44	Darcy Lever Viaduct	71
WHE/17	Port Hill	67
HTL/61	Ashfield Street	66
LPJ2/2	Aurs Burn Viaduct	59
HXH/4A	Wheatley Viaduct	59
THA/21	Horspath Bridge	57
ROY/20	Crigglestone Viaduct	52
SKK/4	Boleside Road	52
BKN/10	Westfield Viaduct	50
SIE/2289	Bluntisham	47
FWW2/1711	Gateley Bridge	46
KLO/64A	Roxburgh Viaduct Footbridge	45
CTD/3m23ch	Wenvoe Tunnel	42
SUX/4A	Bramshall Tunnel	39
LAR/84	Uplawmoor	39
DAK/89	Cunninghamhead	34
ANB/4	Tilekiln	31
BMZ/6A	Glynogwr sidebridge	30
EDE/25	Great Musgrave	30
TIV/10	Herne Bridge	27
CJD/21	Station Bridge	27
DMB/5	Bonnington	24
MLT/63m15ch	Afon Dulas Road Bridge	24
LAR/85	Shilford	22
LAR/89	Japston	19

England Midlands & East

25 “on hold” structures were assessed in this Sustrans geography, as summarised in the table below.

ELR/No.	Name	NCN	Local network	Maybe useful	Unlikely
AEB/2116	Debden Road				X
AEB/2122	Painters Bridge			X	
ARB/10	Great Alne				X
BLN/8	Caythorpe Station				X
BUI/26	Red Barn overbridge			X	
BYS/477	Aldeby Bridge			X	
CFL/3	Bardon Road	X			
COV/1	Old House Farm				X
COV/13	Hovis (or Purls Hill)			X	
EAT/19	Eaton to Easton Road			X	
GNQ4/17	Farground or Hampton House Farm			X	
HIB/27	Southill Road			X	
HLP/5S	Station Road				X
HOL/1073	Parkeston	X			

MCJ3/506	Cockwell Farm Rd				X
MKT/415	Longwood				X
RTS/36	Radford Road		X		
SMB/2062	Braughing Station			X	
SUX/17	Bridge Lane		X		
SYB/10	Sewstern Bridge				X
WFM/836	Stow Maries Halt		X		
WFM/837	Cold Norton Halt		X		
WFM/839	Norton Hall		X		
WMC/1329	Leeds Bridge			X	
WMJ/48	Weedon		X		

AEB/2116 - Debden Road

<https://goo.gl/maps/nTdXSeYoC9gmpnx4A>

Grid reference: TL 53828 37889

County: Essex

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel



Image: Google Street View Oct 2014

Description: Essex County Council highlighted the Uttlesford Cycling Action Plan which has an on-road cycle route over this structure.

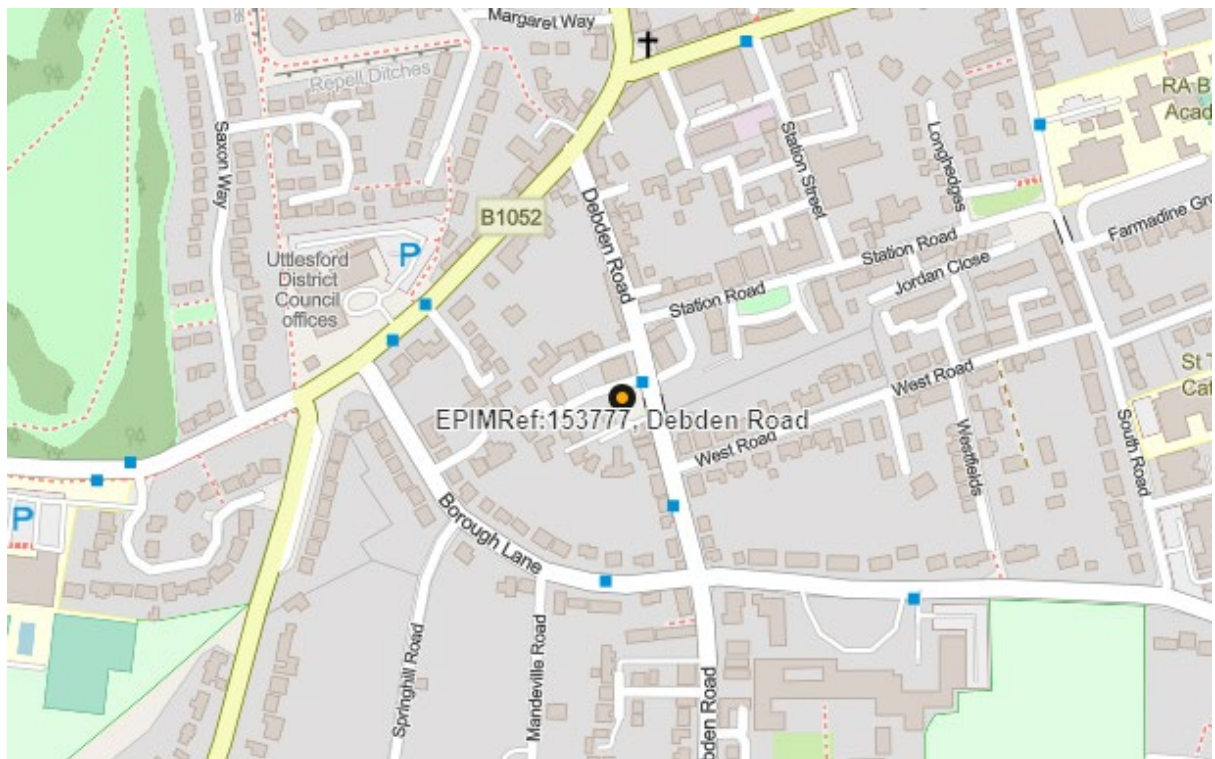
<https://www.essexhighways.org/uploads/files/getting%20around/cycling/uttlesford-district-cycle-action-plan.pdf>

No obvious use for underneath the structure though due to building and land from old railway has been developed. ECC advise more local engagement before any final decisions made on

the structure. Note that on Twitter, this site was highlighted as one which should not be damaged: <https://twitter.com/BookwiseOwl/status/1446369683364589575?s=20>

Recommendation: More local engagement before any final decisions made on the structure.

Local area map



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AEB/2122 - Painters Bridge

<https://goo.gl/maps/GaoYssFnDNTKjw2z9>

Grid reference: TL 56405 39967

County: Essex

Structure Type: Overbridge

Status: Public Road – unclassified Butlers Lane

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans



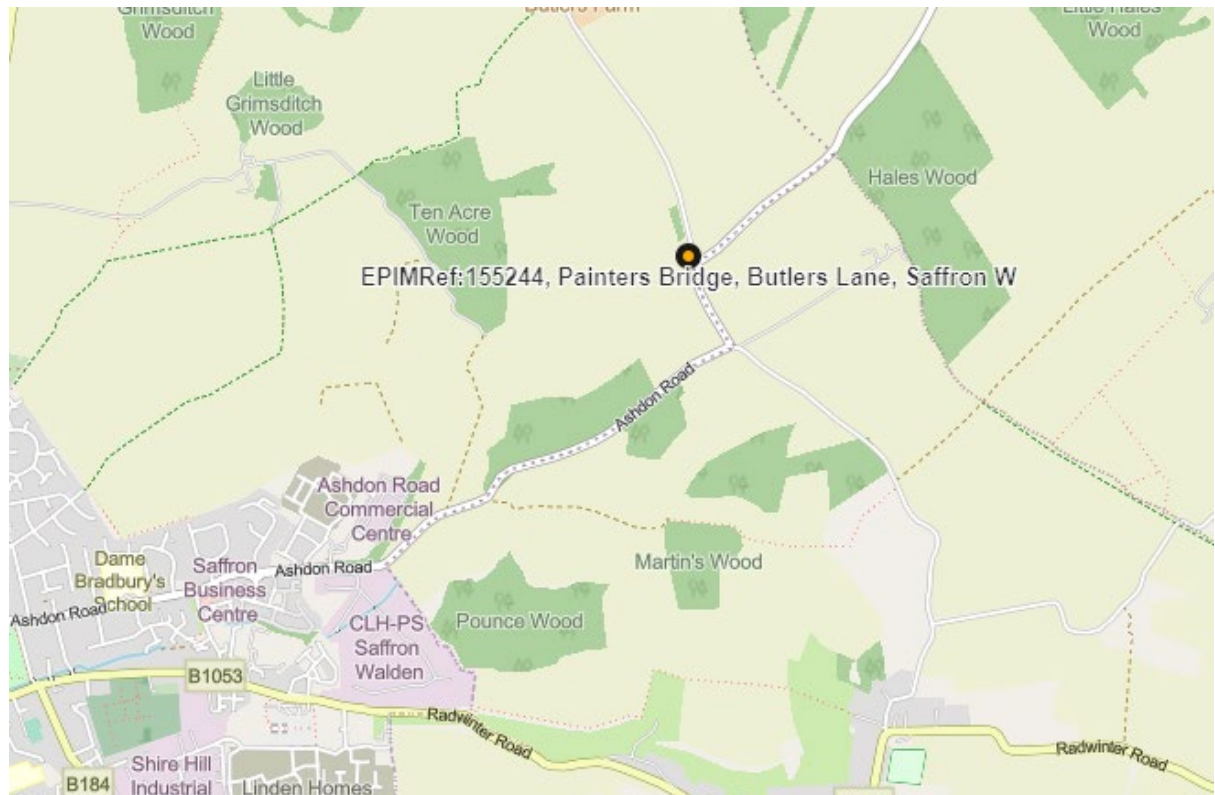
Image: Google Street View Oct 2009

Description: Essex County Council advise that there are no plans to use this structure but should note that lots of development is underway in North East of Saffron Walden. John Grimshaw suggests that it could be a central point on a local route from Saffron Walden to Ashdon and Linton. Also worth noting that local interest may arise if the structure is not considered sensitively:

<https://twitter.com/BookwiseOwl/status/1446369683364589575?s=20>

Recommendation: Investigate options for development of former railway corridor.

Local area map



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ARB/10 - Great Alne

<https://goo.gl/maps/iaV33zNKF1e6nXWK6>

Grid reference: SP 13021 59501

County: Warwickshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

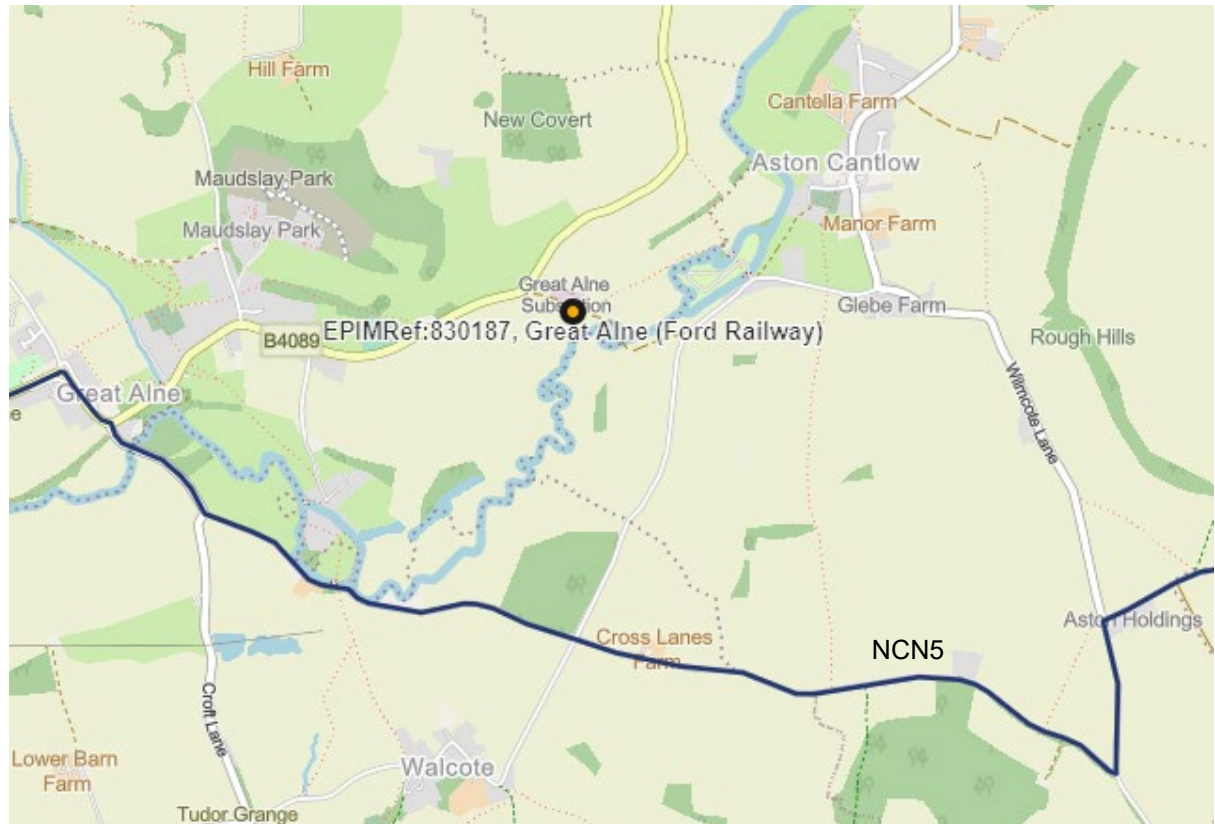


Image: Google Street View Apr 2010

Description: Close to NCN5 but would be spur off to North and old railway alignment not visible to south of structure so not likely to be of much value. Warwickshire County Council confirm that existing footpath joins road by this structure and it is an existing highway with public footpath. Aside from retaining this path, no plans for this structure or area.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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BLN/8 - Caythorpe Station

<https://goo.gl/maps/LYz8ZEeCMArFaq2L6>

Grid reference: SK 94841 48543

County: Lincolnshire

Structure Type: Overbridge

Status: Public Road – unclassified Caythorpe Heath Lane

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel



Image: Google Street View Apr 2010

Description: Lincolnshire County Council have not provided any feedback but South Kesteven District Council has raised concerns about lack of consultation on any future infilling of the structure and highlighted the need to engage with Caythorpe Parish Council who are developing a Neighbourhood Plan.

<https://caythorpe.parish.lincolnshire.gov.uk/council-business/new-neighbourhood-plan>

They note that the structure is not designated within the South Kesteven Local Plan or fall within any nearby development sites.

Recommendation: More local engagement before any final decisions made on the structure, particularly with Caythorpe Parish Council.

Local area map



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BUI/26 - Red Barn overbridge

(Google Street View not available)

Grid reference: SO 51247 91183

County: Shropshire

Structure Type: Overbridge

Status: Private Road

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans



Image supplied by HRE

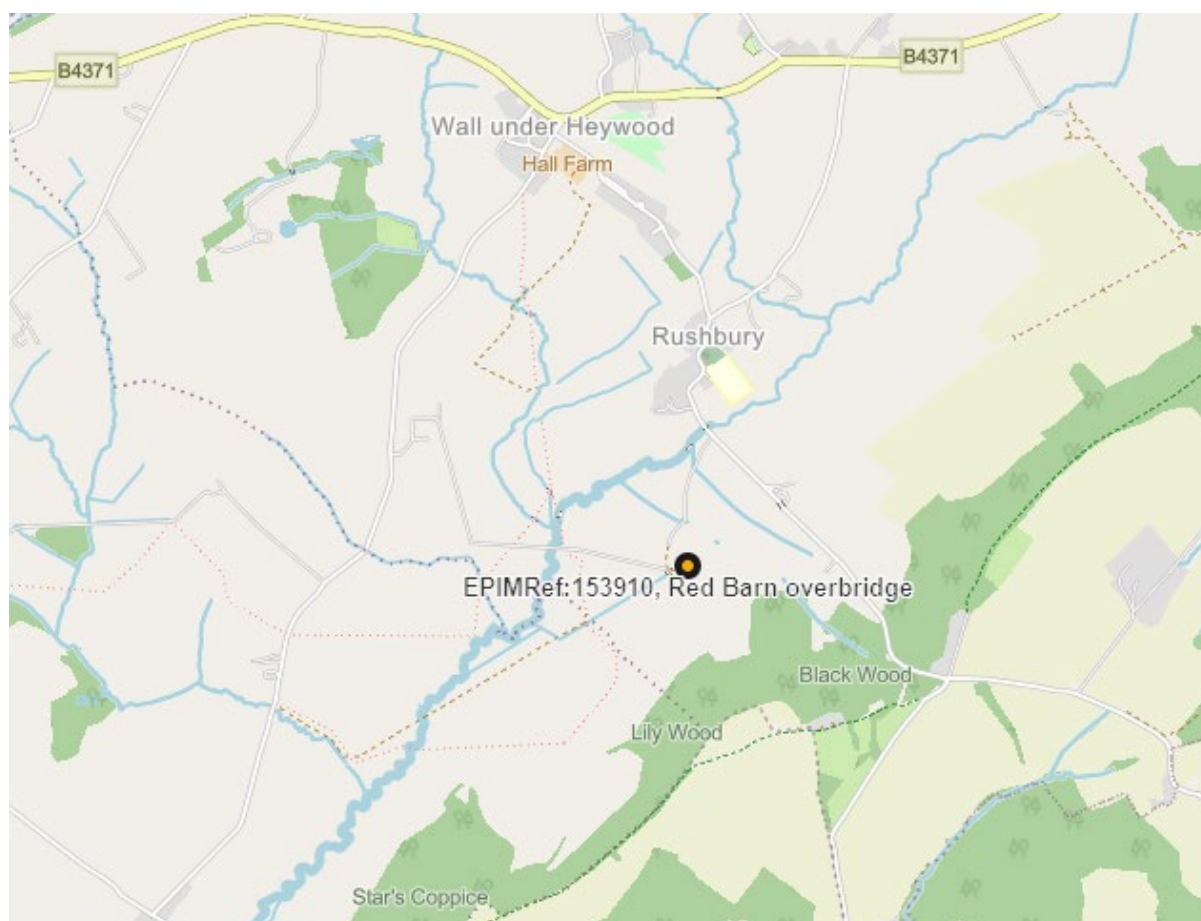
Description: Shropshire County Council advised that LCWIP is underway but covers 10km buffer zone round 6 key areas (Shrewsbury, Oswestry, Whitchurch, Market Drayton, Bridgnorth and Ludlow) and this would not fall within it. However, it will now be looked at so local consultation should be done prior to a final decision on the bridge's future. Extensive PROW network in the area to be aware of. John Grimshaw notes that the Jack Mytton Way

runs along a good length of this railway further north. This small bridge could become a part of extending the existing route.

<http://www.shropshiresgreatoutdoors.co.uk/horse-riding/jack-mytton-way/>

Recommendation: Investigate options for development of former railway corridor.

Local area map



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BYS/477 - Aldeby Bridge

<https://goo.gl/maps/aAVwEzy1cBMCy89X7>

Grid reference: TM 44880 95062

County: Norfolk

Structure Type: Overbridge

Status: Public Road – unclassified Station Road

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans



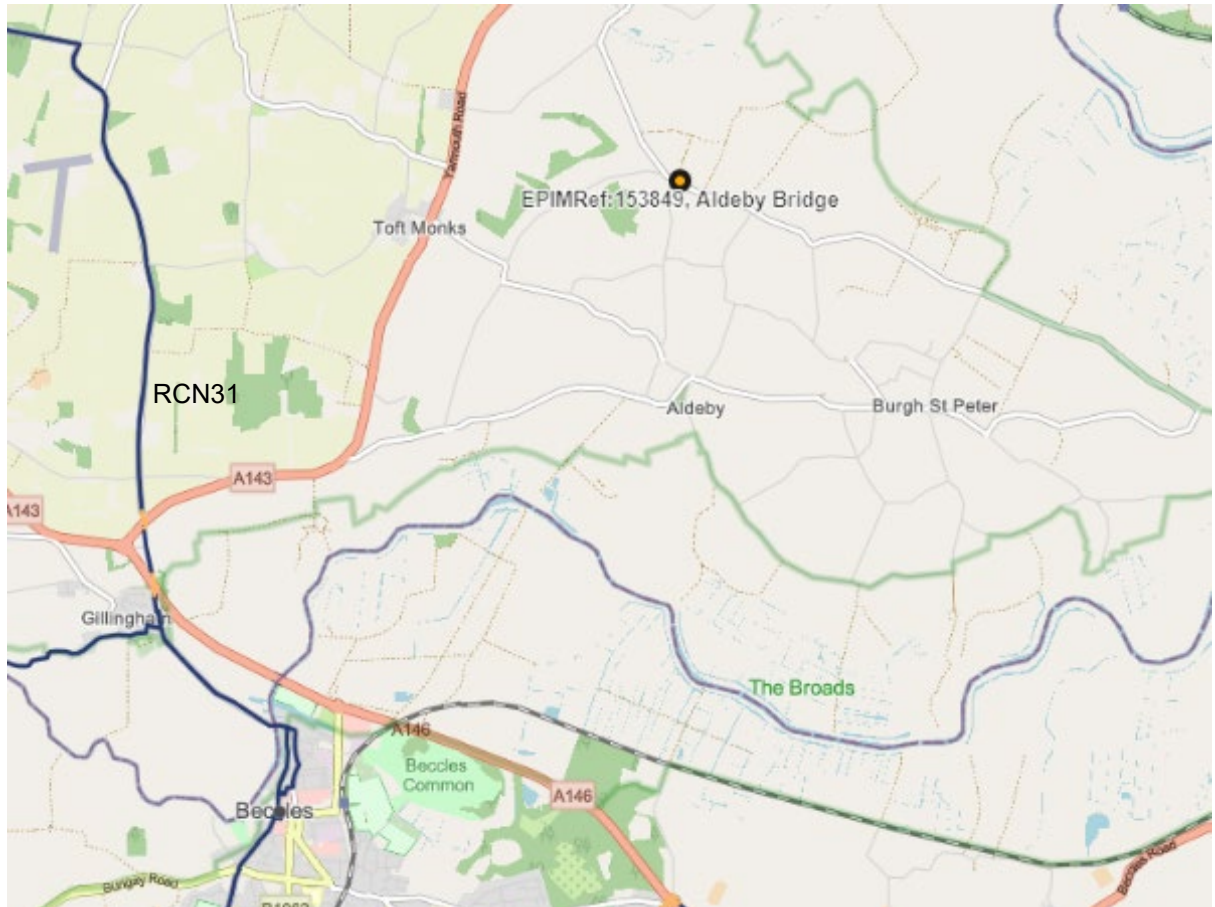
Image: Google Street View Aug 2021

Description: Distant from RCN31 but could form part of connection to the Broads in the future. Norfolk County Council advise that this structure is not essential to their future plans and there are no plans for development or future uses of this structure in the South Norfolk Local Plan.

<https://www.southnorfolkandbroadland.gov.uk/current-local-plan/adopted-south-norfolk-local-plan>

Recommendation: Investigate options for development of former railway corridor.

Local area map



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CFL/3 - Bardon Road

<https://goo.gl/maps/PJ9K7H7Qonfeq4zD9>

Grid reference: SK 43473 13776

County: Leicestershire

Structure Type: Overbridge

Status: Public Road – unclassified Bardon Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN



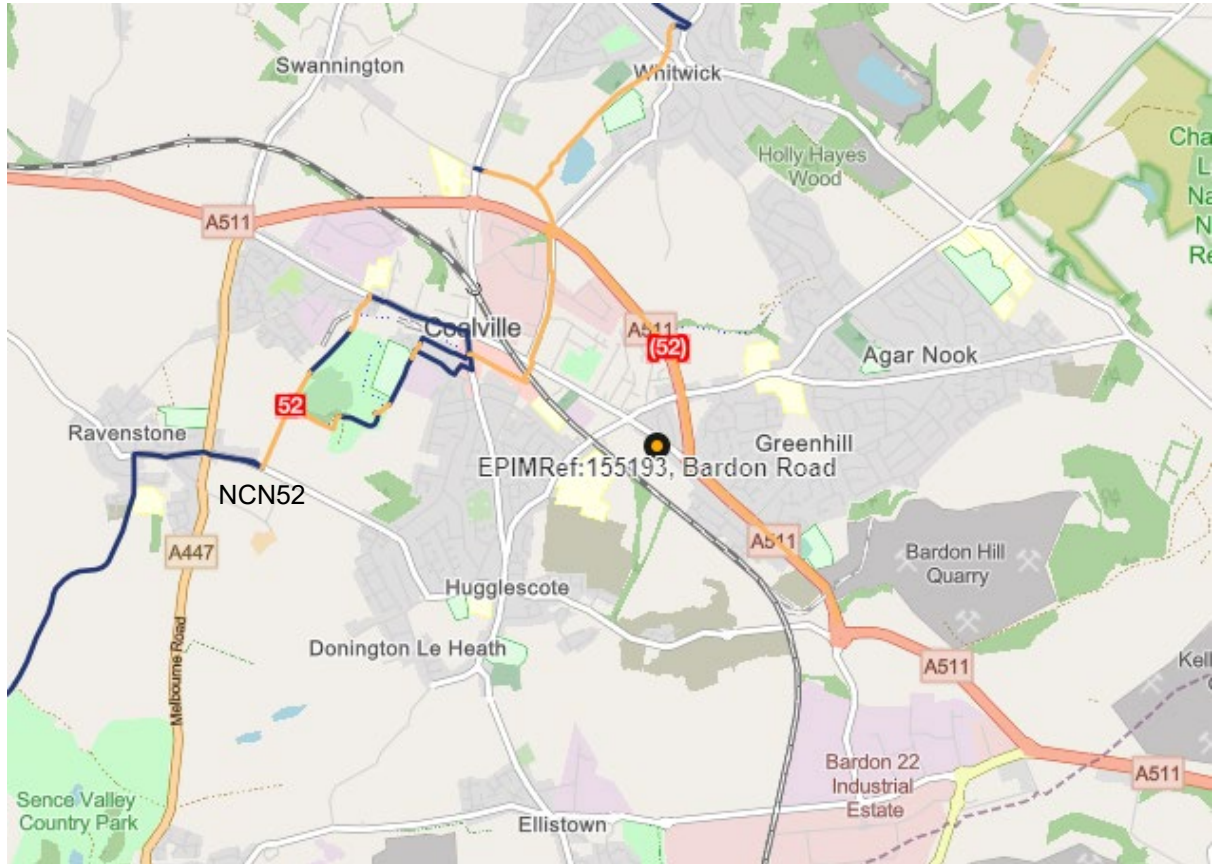
Image: Google Street View Mar 2019

Description: Very close to NCN52 so could offer additional alternative route or link to local networks. Leicestershire County Council advise that this is likely to be useful for the future LCWIP and other local network aspirations. This route is currently identified in North West Leicestershire's (NWLDC) draft Cycling and Walking Strategy as an aspirational route, and as such it is likely to be included in the future LCWIP for NWL. In addition, it is adjacent to an emerging development site and as such is definitely a route that is being considered for future active travel plans. LCC would therefore not support complete infilling but would consider strengthening works provided a passageway is retained for cyclist and pedestrians and seek engagement from National Highways before any decision is made.

https://www.nwleics.gov.uk/files/documents/nwl_cycling_strategy_part_1_coalville/NWL%20Cycling%20Strategy%20Part%201%20Coalville%20FINAL.pdf

Recommendation: Retain structure for potential future active travel use.

Local area map



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COV/1 - Old House Farm

<https://goo.gl/maps/HWCFjVep5jAtHDyF7>

Grid reference: TL 89713 29388

County: Essex

Structure Type: Overbridge

Status: Public Road – unclassified Jupe’s Hill

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

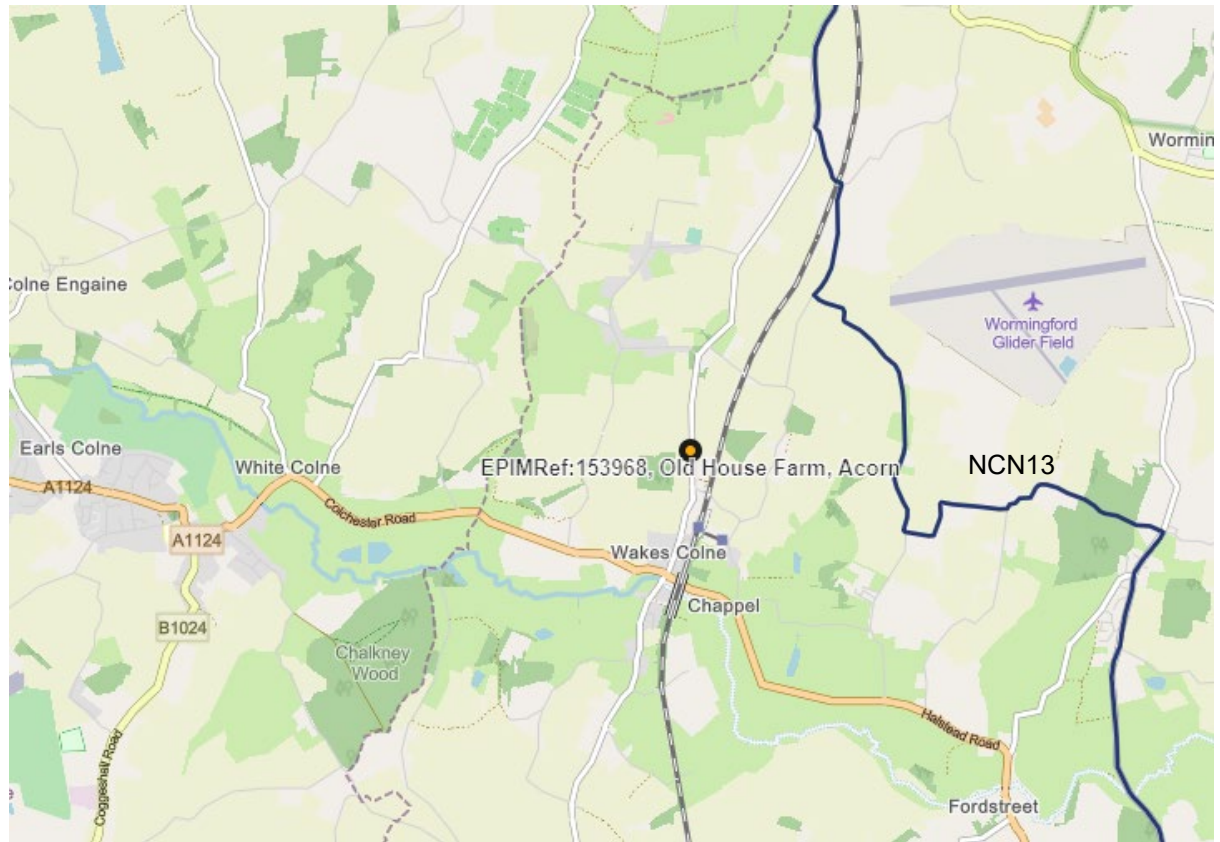


Image: Google Street View May 2009

Description: Near NCN 13 and could enable better connections to Halstead and Braintree. Essex County Council do not foresee any use for this structure for active travel. However they stress that further engagement with Parish and District Councils is required before a final decision on the structure is made.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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COV/13 - Hovis (or Purls Hill)

(Google Street View not available)

Grid reference: TL 79324 33350

County: Essex

Structure Type: Overbridge

Status: Public Road – unclassified Hulls Mill Lane

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans

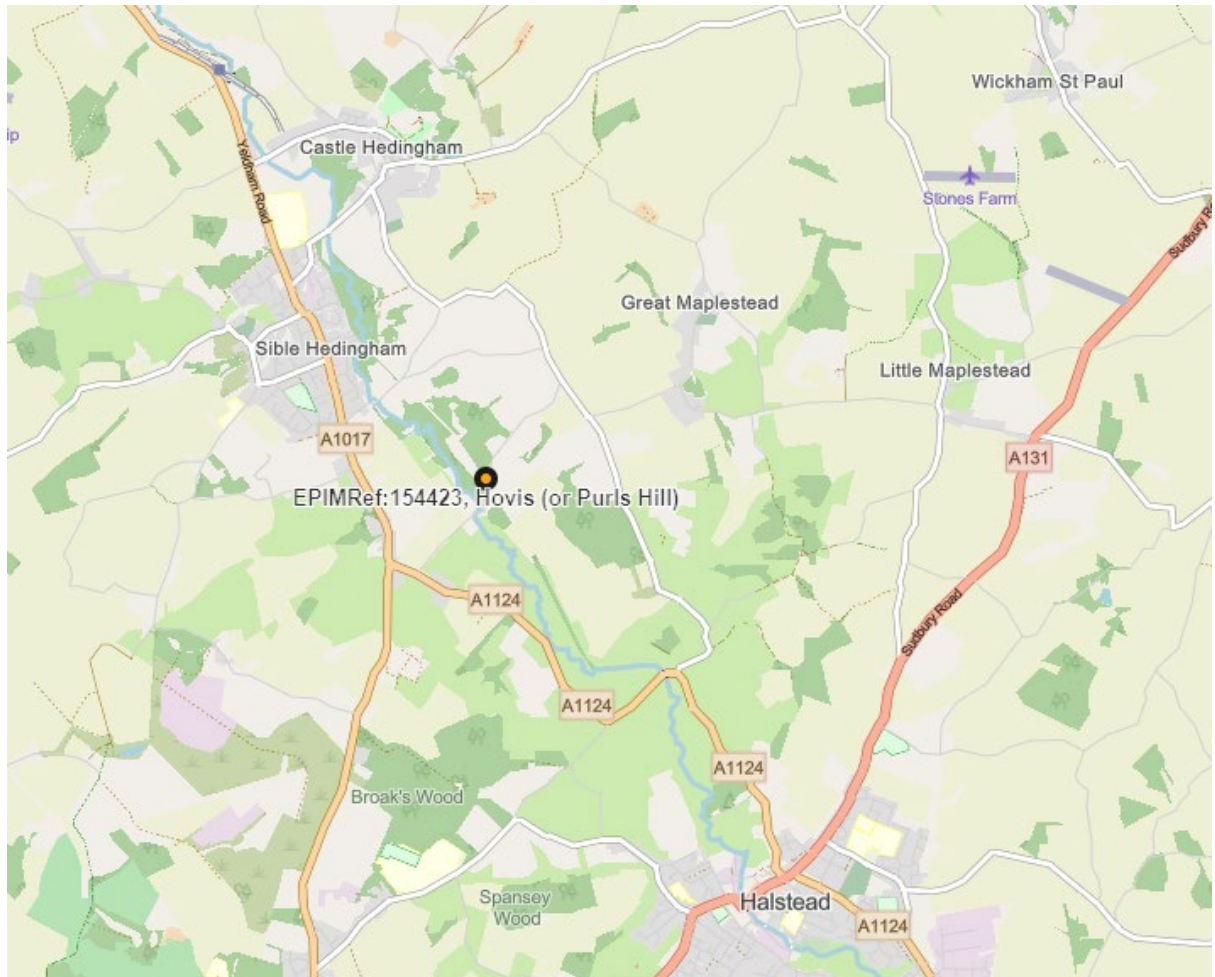


Image supplied by HRE

Description: Essex County Council advise that Braintree District Council are developing a rural LCWIP for the district so this might become a strategic route.

Recommendation: More local engagement before any final decisions made on the structure.

Local area map



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EAT/19 - Eaton to Easton Road

<https://goo.gl/maps/buyFUzWb7etDHRmw9>

Grid reference: SK 79231 29147

County: Leicestershire

Structure Type: Overbridge

Status: Public Road – unclassified Main Street

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans

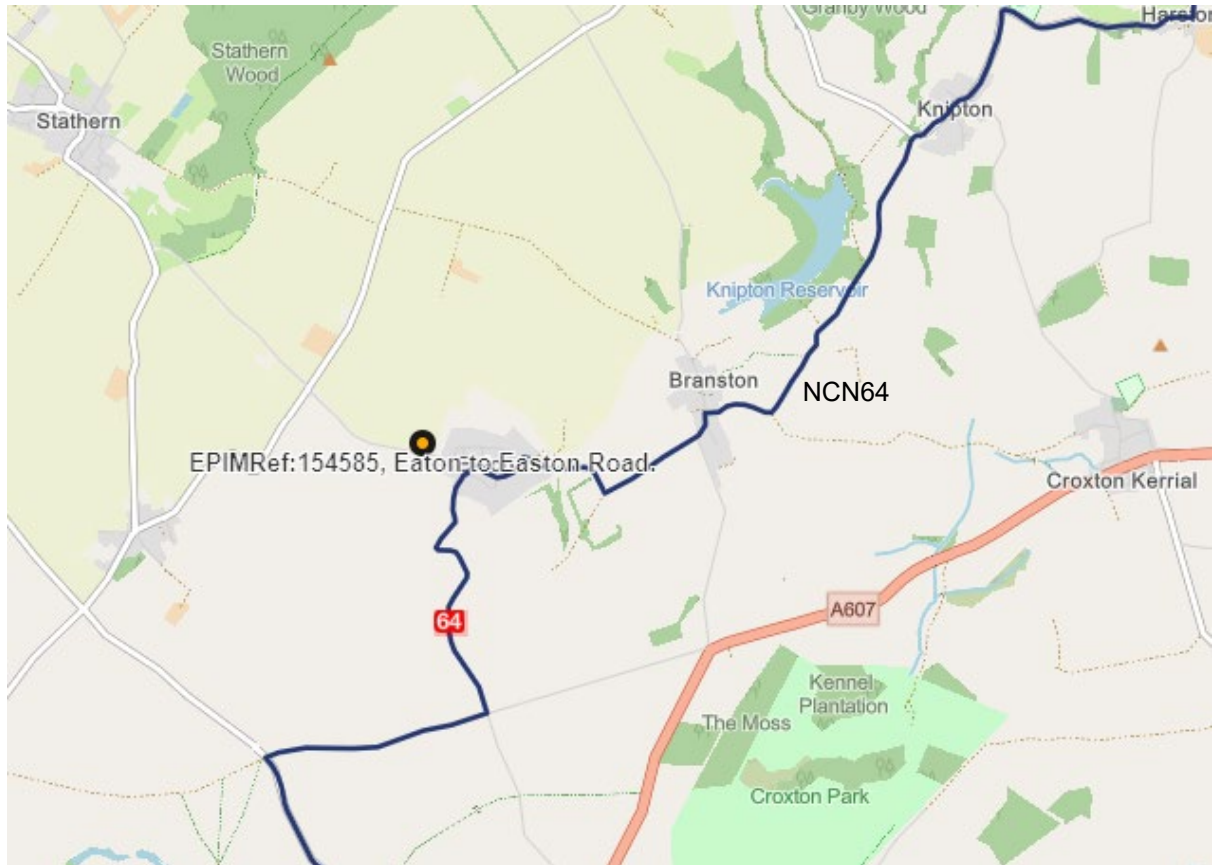


Image: Google Street View Aug 2009

Description: Close to NCN64 but no apparent value as little of old railway line remains and only to the north, but worthy of further investigation. Leicestershire County Council advise that as such a rural and remote location, no plans or aspirations to use this structure so no objection to infill being considered for this.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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GNQ4/17 Farground or Hampton House Farm

(Google Street View not available)

Grid reference: SJ 43660 35674

County: Shropshire

Structure Type: Overbridge

Status: Private Road

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans

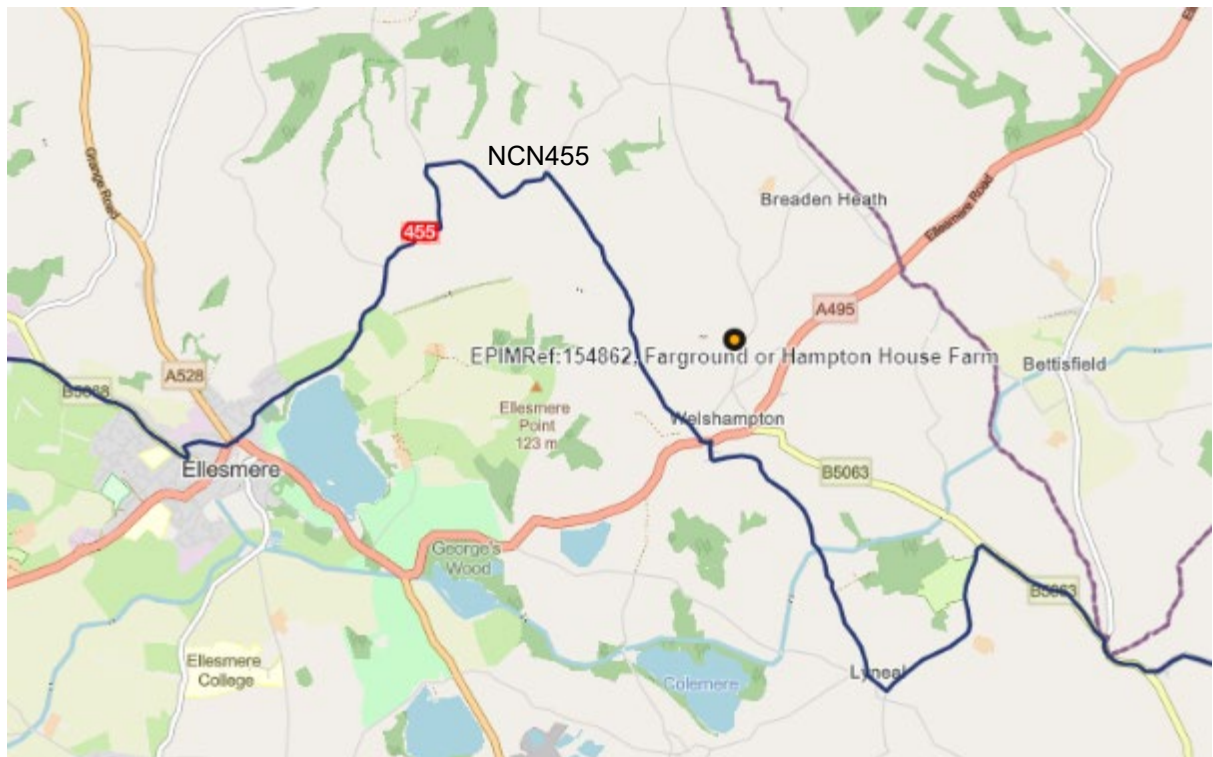


Image supplied by HRE

Description: Close to NCN455 and could provide a traffic-free alternative to current on-road route. Shropshire County Council advised that LCWIP underway but covers 10km buffer zone round 6 key areas (Shrewsbury, Oswestry, Whitchurch, Market Drayton, Bridgnorth and Ludlow) and this would not fall within it. However, it will now be looked at so local consultation should be done prior to final decision on bridge's future. PROW goes over structure and is promoted as local walk but no indication that any paths on old railway alignment.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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HIB/27 - Southill Road

<https://goo.gl/maps/pXT7dt3wr2gcZUM38>

Grid reference: TL 09073 46886

County: Bedfordshire

Structure Type: Overbridge

Status: Public Road – unclassified Southill Road

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans



Image: Google Street View Aug 2020

Description: Bedford Borough Council did not give any specific comments and there is no evidence the old railway route is in plans for the future. However, it appears to still be partially in place from the A421 Bedford ring road so could be a future greenway from Bedford to Shefford. There is new development further north towards Bedford off Harrowden Lane alongside railway alignment so this stretch back to Southill Road could be of use if land ownership constraints not a problem.

<https://www.bellway.co.uk/new-homes/northern-home-counties/eastcotts-green>

Recommendation: Investigate options for development of former railway corridor.

Local area map



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HLP/5S - Station Road

<https://goo.gl/maps/YC6e3hTRFCvSQ26F7>

Grid reference: SP 15224 66605

County: Warwickshire

Structure Type: Sidebridge

Status: Spans Water & Supports Public Road – unclassified Millfield Court

Proposed Works: Maintenance options under development

Sustrans assessment: Unlikely to be useful for active travel



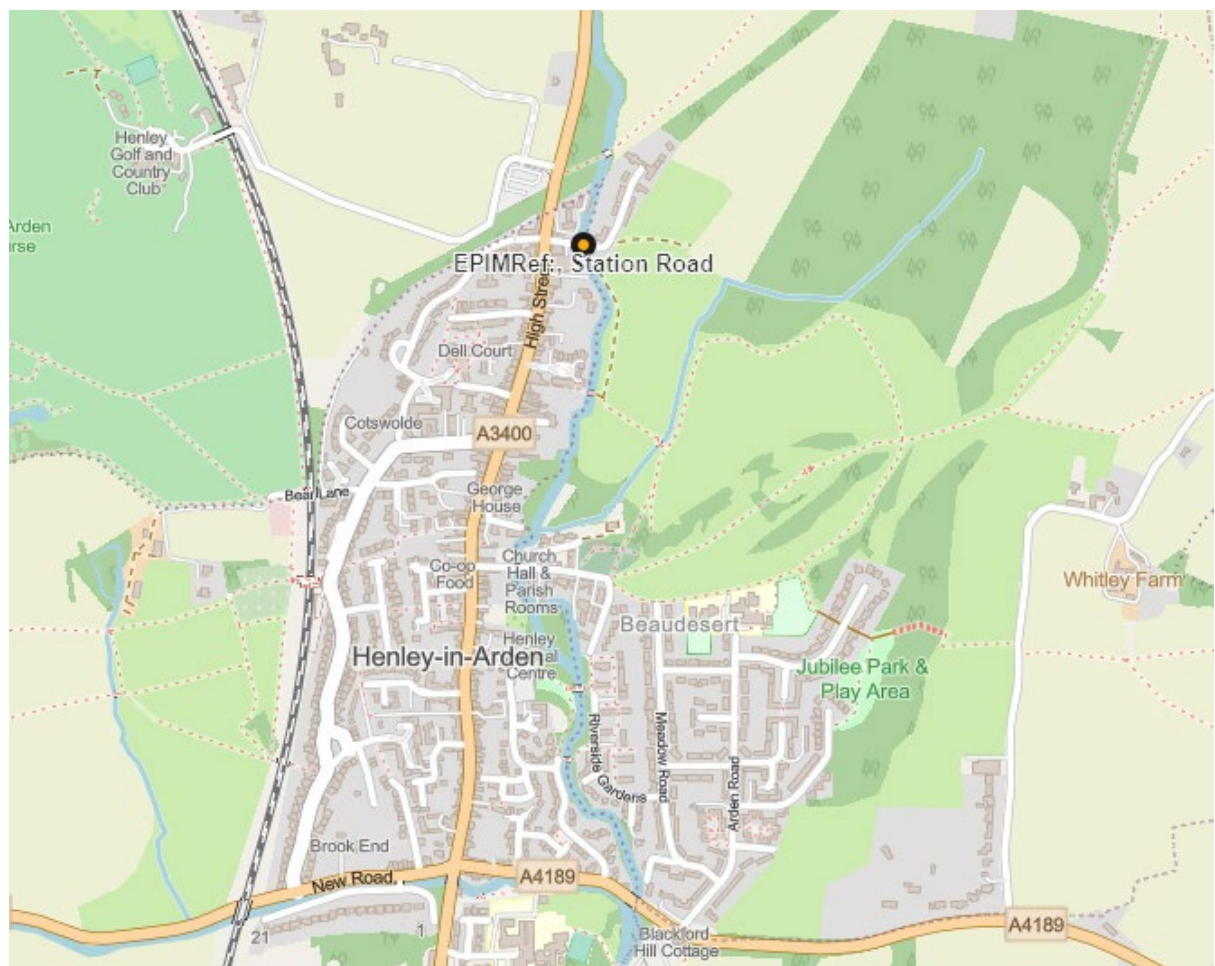
Image supplied by HRE

Description: There is an existing right of way over the bridge which then connects to a riverside path to the south. There is no identified active travel use of the structure itself but clearly it cannot be demolished since it provides access to a housing estate and the river

underneath will limit what is possible in terms of changing its design. It appears that the road over the bridge is private.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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HOL/1073 - Parkeston

<https://goo.gl/maps/wxprDPbf49WPMTVa9>

Grid reference: TM 23997 31636

County: Essex

Structure Type: Overbridge

Status: Public Road – unclassified Parkeston Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN



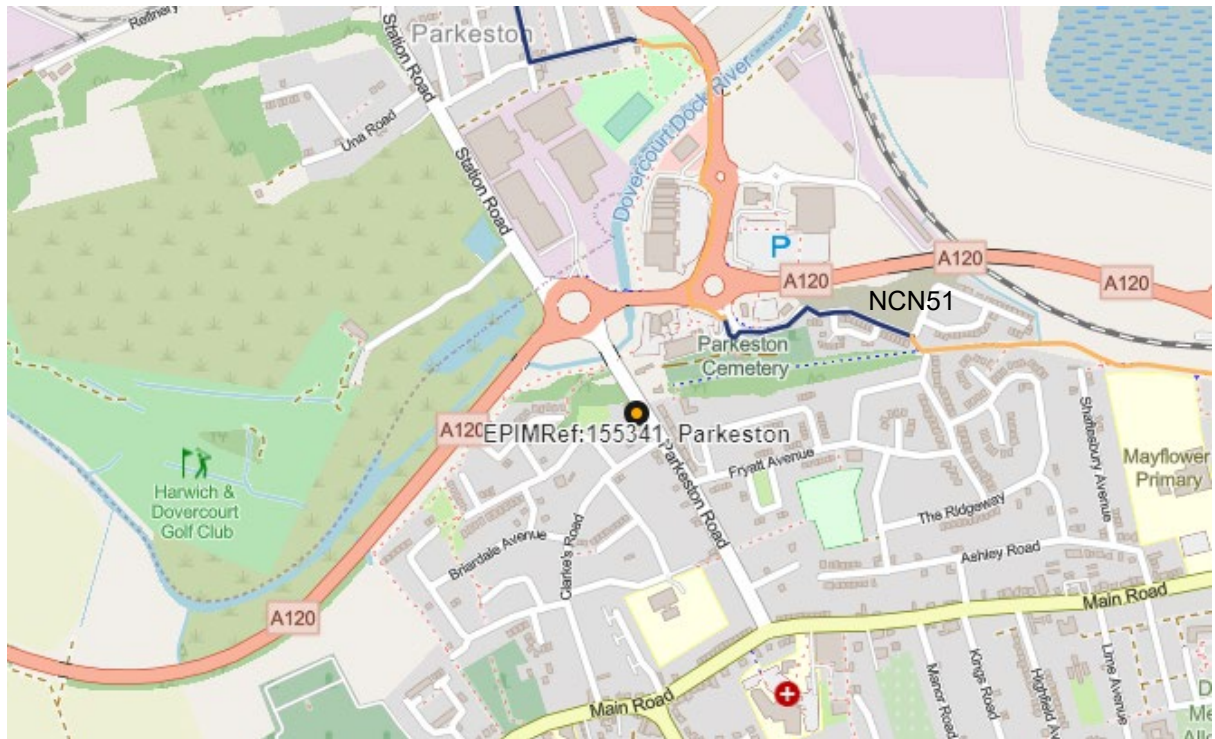
Image: Google Street View Sep 2018

Description: Essex County Council advise that the link from the international port to the NCN has been identified in the Tendring Cycling Action Plan and initial scoping studies have been carried out using this structure. In addition important east/west route connects to this structure.

<https://www.essexhighways.org/uploads/files/getting%20around/cycling/tendring-district-cycling-action-plan.pdf>

Recommendation: Retain structure for potential future active travel use.

Local area map



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MCJ3/506 - Cockwell Farm Rd

<https://goo.gl/maps/vqE2JcJxDerLYWis7>

Grid reference: SP 55921 49376

County: Northamptonshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

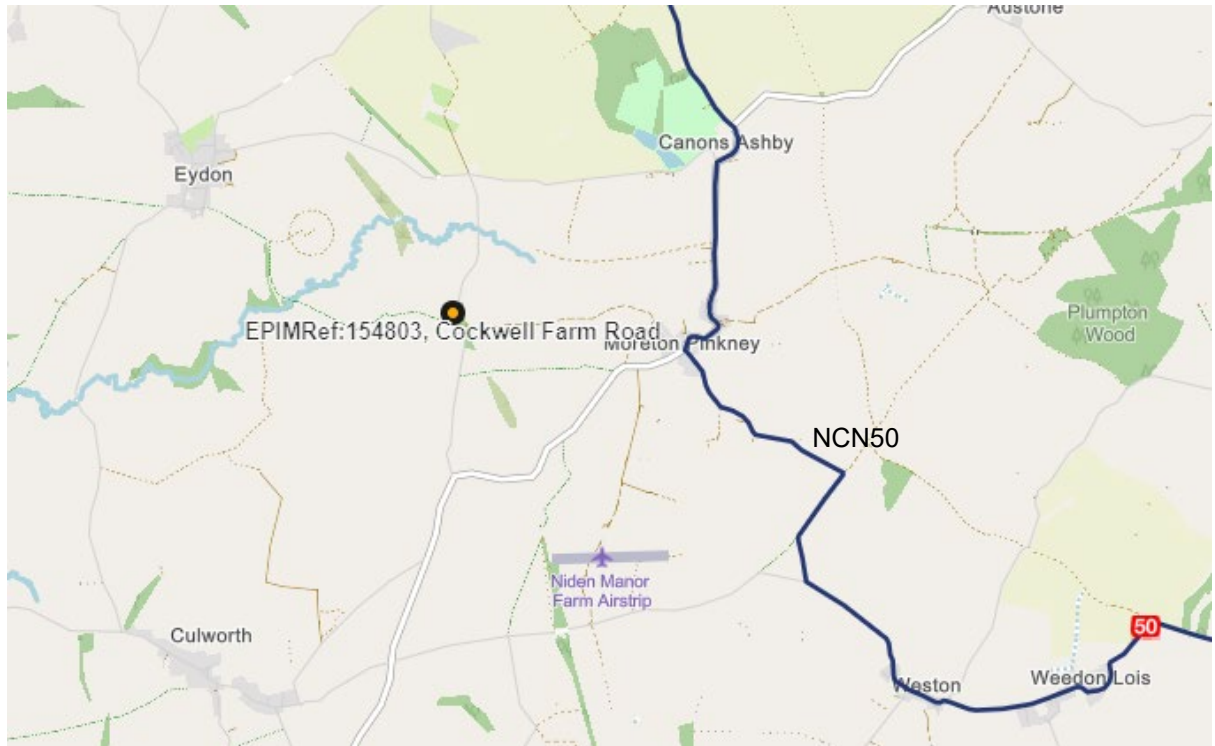


Image: Google Street View Jun 2011

Description: West Northants Council advised that there were no plans for this structure. The former railway line has been developed to the south so aside from retaining the existing road, it was unlikely to be useful in the future.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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MKT/415 Longswood

(Google Street View not available)

Grid reference: SJ 63219 16357

County: Telford & Wrekin

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel



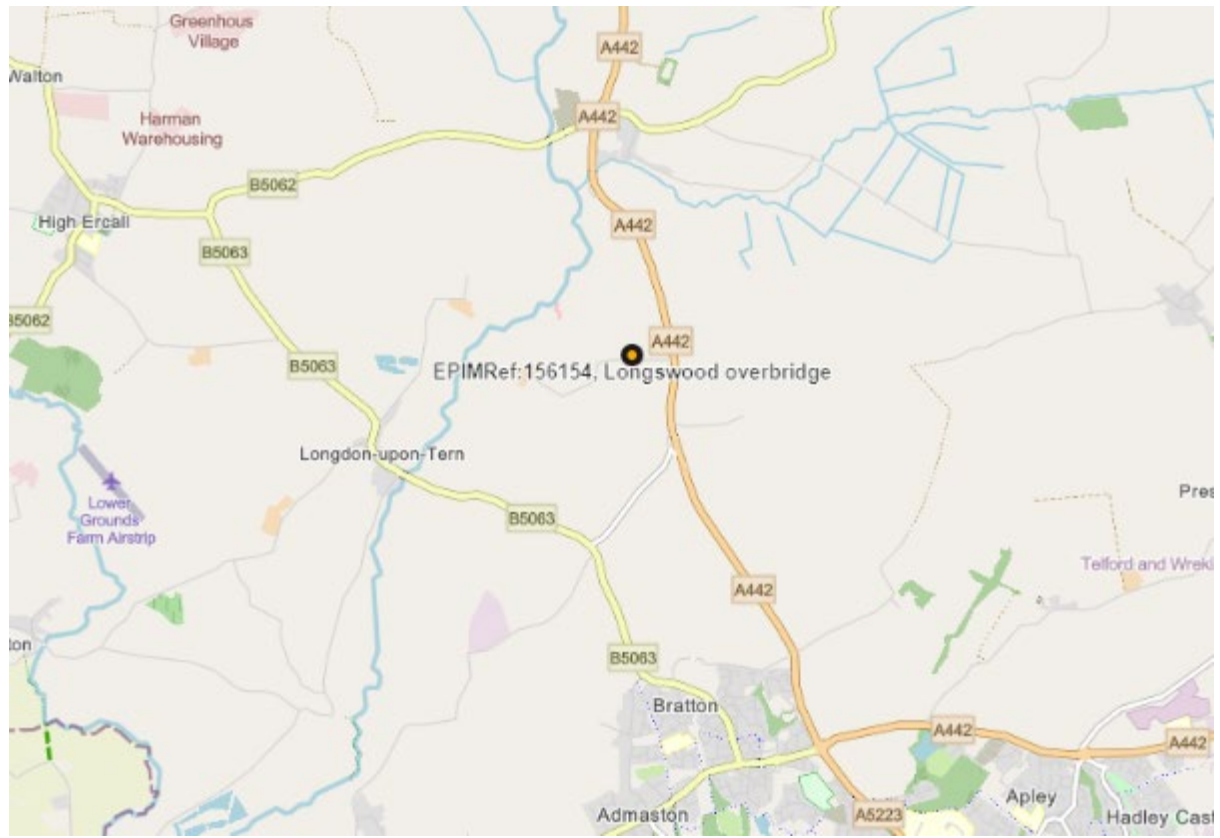
Image supplied by HRE

Description: No response from Telford & Wrekin Council but looking at cycling plan (2017), no plans for this area as the focus is on better links between Wellington and Shrewsbury and Wellington and Telford. This structure is not near these links and as the old railway line does not extend far, it is unlikely to be of any future use.

https://www.telford.gov.uk/download/downloads/id/7995/cycling_and_walking_strategy.pdf

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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RTS/36 - Radford Road

<https://goo.gl/maps/fXXPrnCf95sqGjSZ7>

Grid reference: SP 34063 64804

County: Warwickshire

Structure Type: Overbridge

Status: Public Road – A425 Southam Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network



Image: Google Street View May 2019

Description: Close to NCN41 & Lias Line and could form local connection to this in the future. Warwickshire County Council advise that green spaces on the old railway alignment each side of the structure are identified as protected small open spaces in Radford Semele Neighbourhood Plan (policy RS3)

<https://www.radfordsemelepc.org.uk/neighbourhood-plan-1>

Warwickshire CC also advise that depending on landowners, there may be scope in the future for:

extending the Offchurch Greenway across the canal (NCN41) towards Radford Road/
Southam Road

providing a new ramp from the disused railway to a large employment site, Ricardo plc, and
Radford Road/Southam Road

constructing a link along the disused railway to Sydenham in Leamington Spa

Recommendation: Retain structure for potential future active travel use.

Local area map



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SMB/2062 - Braughing Station

<https://goo.gl/maps/37QwoPFjxtvaNCK6>

Grid reference: TL 39022 24128

County: Hertfordshire

Structure Type: Overbridge

Status: Public Road – B1368 Station Road

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans

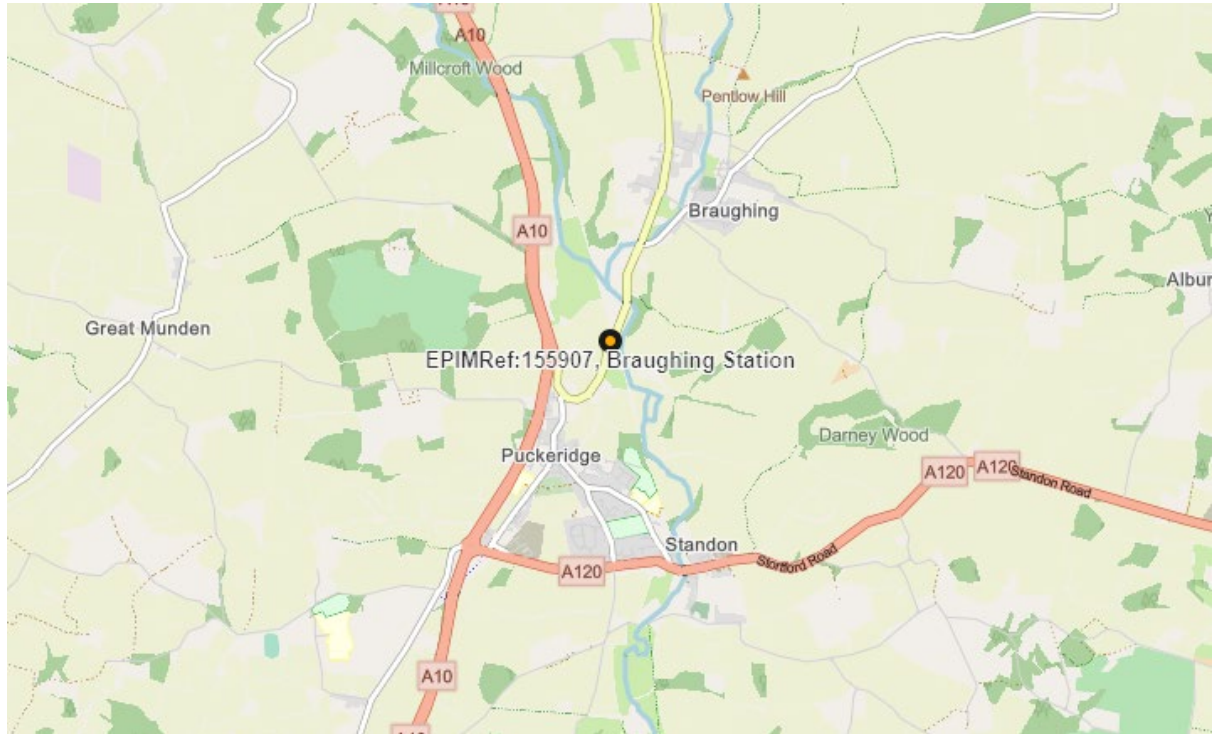


Image: Google Street View Apr 2021

Description: Not close to NCN so no obvious link. PROW uses old railway south of bridge but north is privately owned garden and private railway museum. Hertfordshire County Council advise that it could in the long term offer part of a route opportunity for a green corridor between Stansted St Margarets and Buntingford, linking up several small villages in between (including Standon, Puckeridge and Braughing). No current plans at this stage however.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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SUX/17 - Bridge Lane

<https://goo.gl/maps/jQ3nFU47y4aqub4KA>

Grid reference: SJ 99894 27450

County: Staffordshire

Structure Type: Overbridge

Status: Public Road – unclassified Bridge Lane

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network



Image: Google Street View Jun 2009

Description: Staffordshire County Council advise that whilst they have no specific plans, the disused railway line has been identified in the LCWIP as a future opportunity for a greenway. The area is recognised as a popular leisure area with a network of footpaths and minor roads so any move to infill the bridge would likely attract negative local interest.

<http://moderngov.staffordshire.gov.uk/documents/s146445/Appendix%201%20-%20Local%20Cycling%20and%20Walking%20Infrastructure%20Plan.pdf>

Recommendation: Retain structure for potential future active travel use.

Local area map



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SYB/10 - Sewstern Bridge

<https://goo.gl/maps/NZUXeEkVDow9hS6s5>

Grid reference: SK 85864 18985

County: Leicestershire

Structure Type: Underbridge

Status: Public Road – unclassified Sewstern Road

Proposed Works: Demolition

Sustrans assessment: Unlikely to be useful for active travel

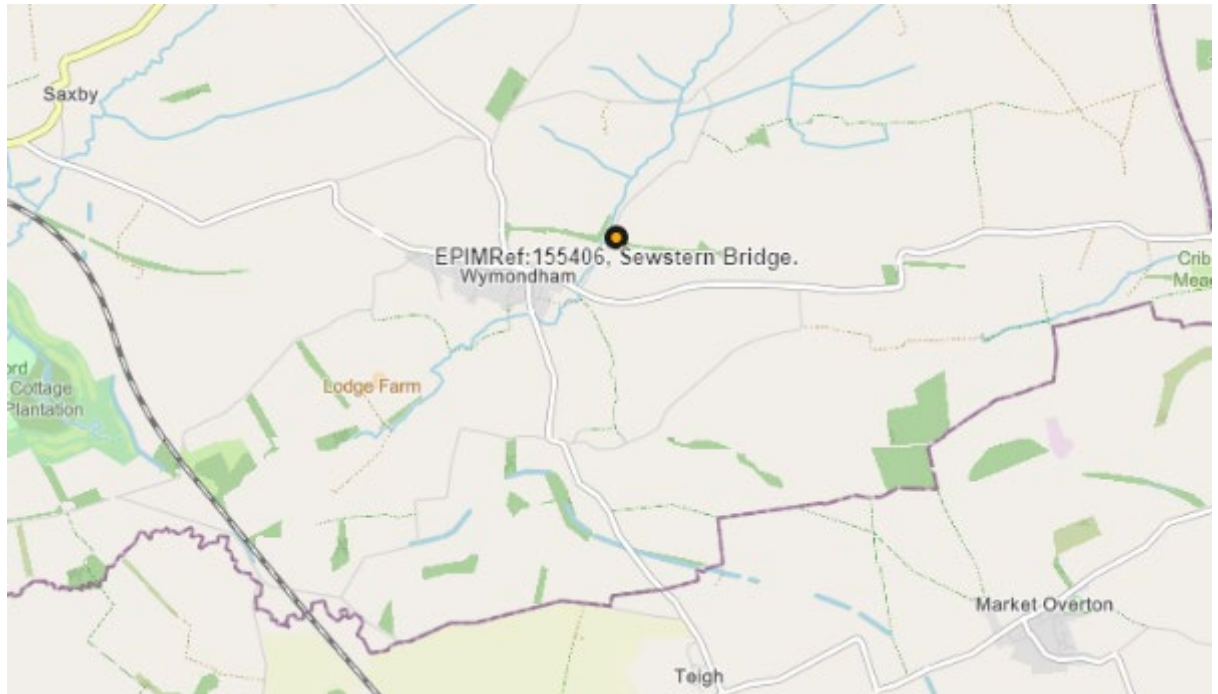


Image: Google Street View Mar 2009

Description: Leicestershire County Council advise that this is unlikely to be used for active travel in the next 10 years. However it is an impressive structure in the local landscape. Care would need to be taken if it was to be demolished with re-grading the embankments and retaining the abutments required to allow potential future users to reach road level safely. More discussion therefore requested from National Highways before a decision is made.

Recommendation: More local engagement before any final decisions made on the structure.

Local area map



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WFM/836 - Stow Maries Halt

<https://goo.gl/maps/Ruzh2DgFan2a2G8eA>

Grid reference: TQ 83505 99149

County: Essex

Structure Type: Overbridge

Status: Public Road – unclassified Church Lane

Proposed Works: Infill with opening

Sustrans assessment: Likely to be useful for LCWIP or local network



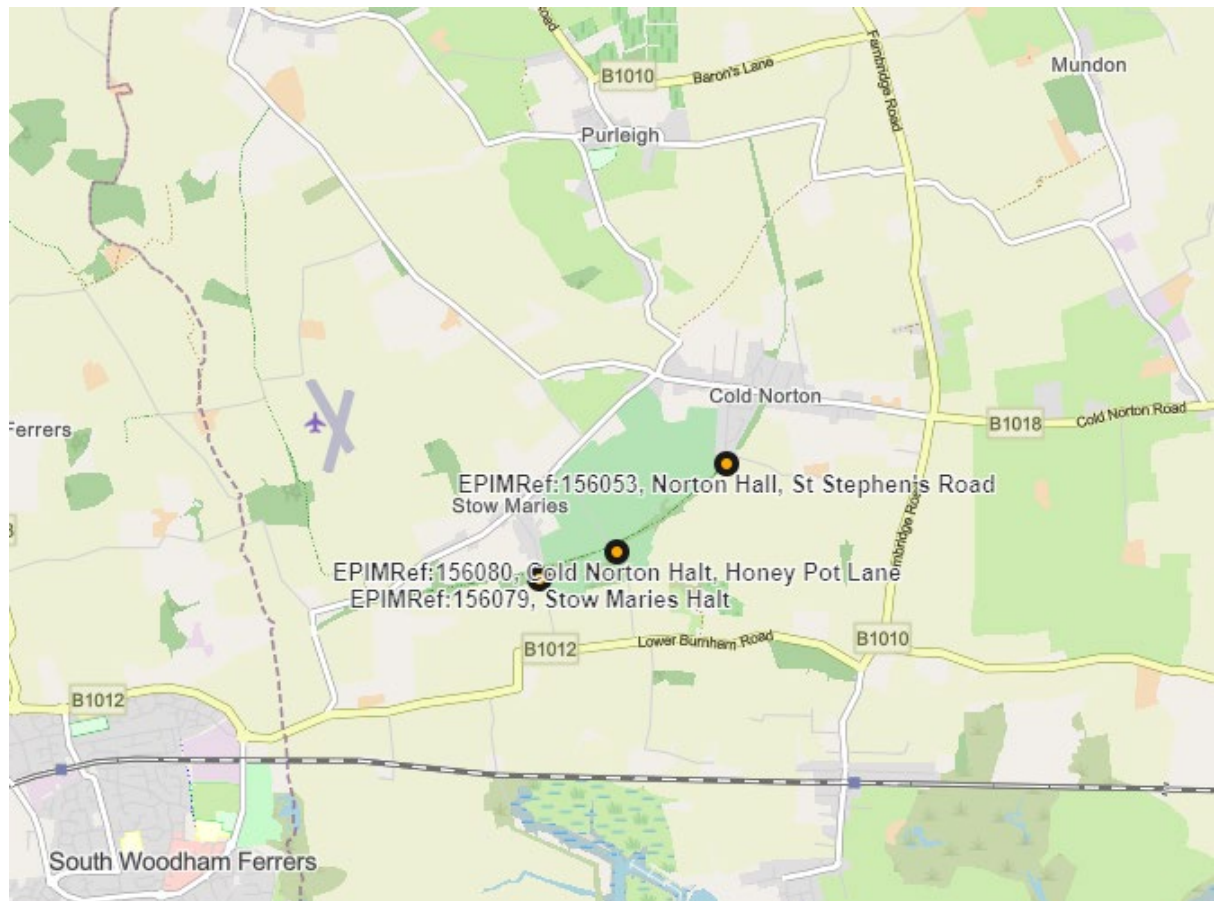
Image: Google Street View Apr 2021

Description: No NCN in this area so could bring new route into the Network. This is part of old railway alignment which appears intact through Cold Norton Halt and Norton Hall. All three structures should be viewed together. Already a bridleway along here and used by people on bikes. Essex County Council advise that the Maldon Cycling Action Plan suggests the former South Maldon railway as a new North-South leisure walking and cycling route running south from Maldon through this area.

<https://www.essexhighways.org/uploads/files/getting%20around/cycling/maldon-district-cycling-action-plan.pdf>

Recommendation: Retain structure for potential future active travel use.

Local area map



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WFM/837 Cold Norton Halt

<https://goo.gl/maps/fvzqsbC4or3y6dQy5>

Grid reference: TQ 83964 99327

County: Essex

Structure Type: Abutments

Status: Private Road Honey Pot Lane

Proposed Works: Demolition

Sustrans assessment: Likely to be useful for LCWIP or local network



Image: Google Street View Apr 2021

Description: No NCN in this area so could bring new route into the Network. This is part of old railway alignment which appears intact through Cold Norton Halt and Norton Hall. All three structures should be viewed together. Already a bridleway along here and used by people on bikes. Essex County Council advise that the Maldon Cycling Action Plan suggests the former South Maldon railway as a new North-South leisure walking and cycling route running south from Maldon through this area.

<https://www.essexhighways.org/uploads/files/getting%20around/cycling/maldon-district-cycling-action-plan.pdf>

Recommendation: Investigate options for development of former railway corridor.

Local area map

See Stow Maries Halt

WFM/839 Norton Hall

<https://goo.gl/maps/jtjfSTGpqEd4mgSQ7>

Grid reference: TQ 84744 99955

County: Essex

Structure Type: Overbridge

Status: Public Road – unclassified St Stephens Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network



Image: Google Street View Apr 2021

Description: No NCN in this area so could bring new route into the Network. This is part of old railway alignment which appears intact through Cold Norton Halt and Norton Hall. All three structures should be viewed together. Old railway alignment appears to stop here with land in private ownership and end of public bridleway. Essex County Council advise that the Maldon Cycling Action Plan suggests the former South Maldon railway as a new North-South leisure walking and cycling route running south from Maldon through this area.

<https://www.essexhighways.org/uploads/files/getting%20around/cycling/maldon-district-cycling-action-plan.pdf>

Recommendation: Investigate options for development of former railway corridor.

Local area map

See Stow Maries Halt

WMC/1329 - Leeds Bridge

(Google Street View not available)

Grid reference: TG 06078 24207

County: Norfolk

Structure Type: Overbridge

Status: Public Road – unclassified Church Lane

Proposed Works: Maintenance options under development

Sustrans assessment: Might be useful but not part of current plans



Image supplied by HRE

Description: The old railway to the west could be very useful as an alternative to the existing on-road route for NCN1. Norfolk County Council advise that this structure is not essential to future plans but it could link the Marriot's Way towards Foulsham and Guist although this is not a NCC priority. Regardless, given that the position of the structure is adjacent to Marriot's Way which is a heritage trail for walking and cycling, further local engagement is requested before a decision is made on the structure.

<https://www.marriottsway.info/>

Recommendation: Investigate options for development of former railway corridor.

Local area map



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WMJ/48 - Weedon

<https://goo.gl/maps/7t48uyR4Uv5jS92v7>

Grid reference: SP 43281 64823

County: Warwickshire

Structure Type: Overbridge

Status: Footpath or Bridleway - Griffin House

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network

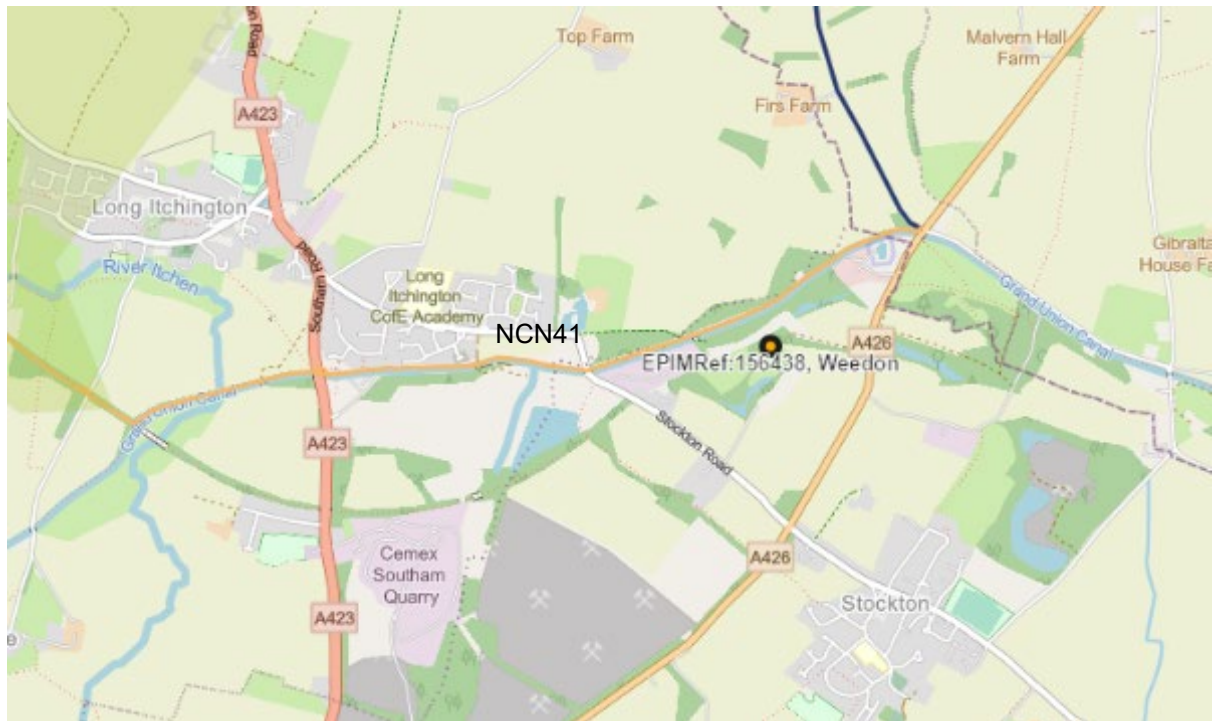


Image supplied by HRE

Description: This structure is used by existing footpaths. Warwickshire CC advise that it could be used in the future with additional promotion when the Lias Line and the canal towpath are improved. They therefore believe it is likely to be useful for LCWIP or other local networks.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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England North

12 “on hold” structures were assessed in this Sustrans geography, as summarised in the table below.

ELR/No.	Name	NCN	Local network	Maybe useful	Unlikely
AKC/35	Haugh Head Wooler			X	
AKC/73	Whittingham Station			X	
BGB/6	Brasenose Road Tunnel				X
HBR3/123	Walden Stubbs			X	
HBR3/124	Little Smeaton			X	
KLO/29	Melkington			X	
MEP/15	Methley South Station	X			
SNO/4	Crossley Street		X		
THM/11	Coxwold				X
UCJ/6	Rome Street	X			
WHJ/26	Edge Lea Farm			X	
WHJ/8	Grindley Brook			X	

AKC/35 - Haugh Head Wooler

<https://goo.gl/maps/TGt8j3SEp15np6PA9>

Grid reference: NT 99741 27371

County: Northumberland

Structure Type: Overbridge

Status: Public Road – A697 Coldstream-Wooler-Morpeth

Proposed Works: Infill

Sustrans assessment: Might be useful for local network but not part of current plans

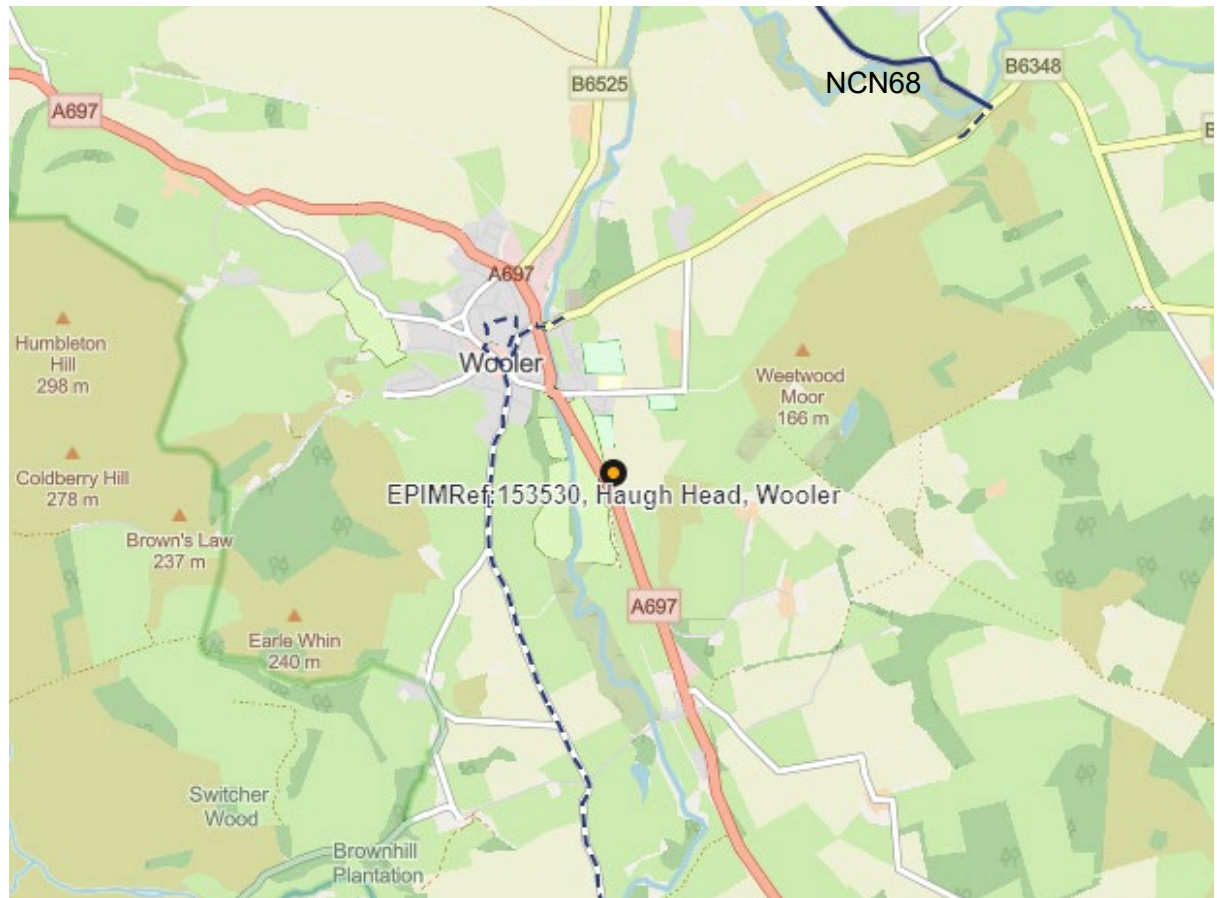


Image: Google Street View Aug 2019

Description: This structure is associated with the former railway line between Wooler and Alnwick, a distance of over 20 miles. No sections of this route have any PROW status with several locations now having development built on the alignment. Existing and proposed NCN along this corridor uses quiet lanes which require quiet-way treatments. Difficult to see how this corridor could be seen as a priority for significant funding to create a traffic-free alternative given the sparse population and the existing quiet lanes. Northumberland County Council says that they are not in a position to respond, as based on previous experience they really should consult with the Parish Councils.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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AKC/73 - Whittingham Station

<https://goo.gl/maps/oV5Ma9xPxm9521kA7>

Grid reference: NU 08966 12076

County: Northumberland

Structure Type: Overbridge

Status: Public Road – unclassified Lemmington Bank

Proposed Works: Infill

Sustrans assessment: Might be useful for local network but not part of current plan.

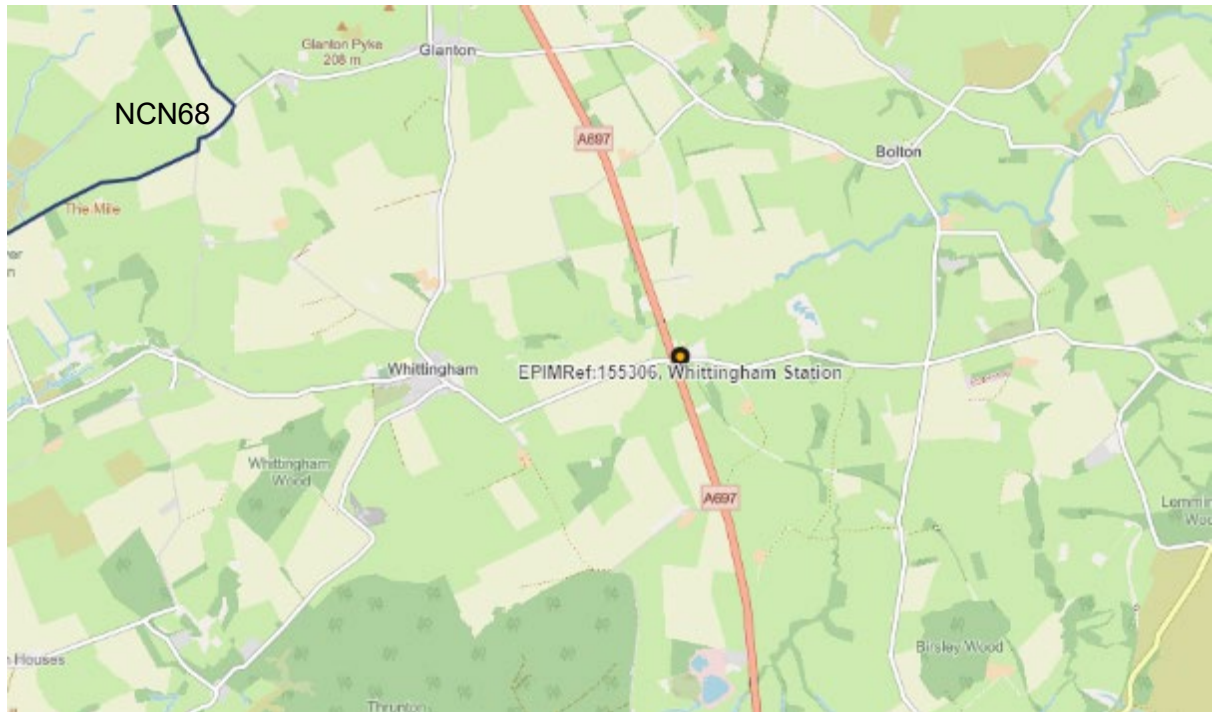


Image: Google Street View Mar 2011

Description: This structure is associated with the former railway line between Wooler and Alnwick, a distance of over 20 miles. No sections of this route have any PROW status with several locations now having development built on the alignment. Existing and proposed NCN along this corridor uses quiet lanes which require quiet-way treatments. Difficult to see how this corridor could be seen as a priority for significant funding to create a traffic-free alternative given the sparse population and the existing quiet lanes. Northumberland County Council says that they are not in a position to respond, as based on previous experience they really should consult with the Parish Councils.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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BGB/6 - Brasenose Road Tunnel

<https://goo.gl/maps/7Jwm7pu9TuuNoV988>

Grid reference: SJ 34118 94133

County: Liverpool

Structure Type: Tunnel

Status: Public Road – B5318 Brasenose Road

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel



Image supplied by HRE

Description: The structure is not part of Liverpool City Region LCWIP which runs along Regents Road. Liverpool City Council has confirmed that the structure will not be useful for active travel in the foreseeable future.

Recommendation: Does not appear to have any value for active travel purposes.

HBR3/123 – Walden Stubbs

(Google Street View not available)

Grid reference: SE 54149 16969

County: North Yorkshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans

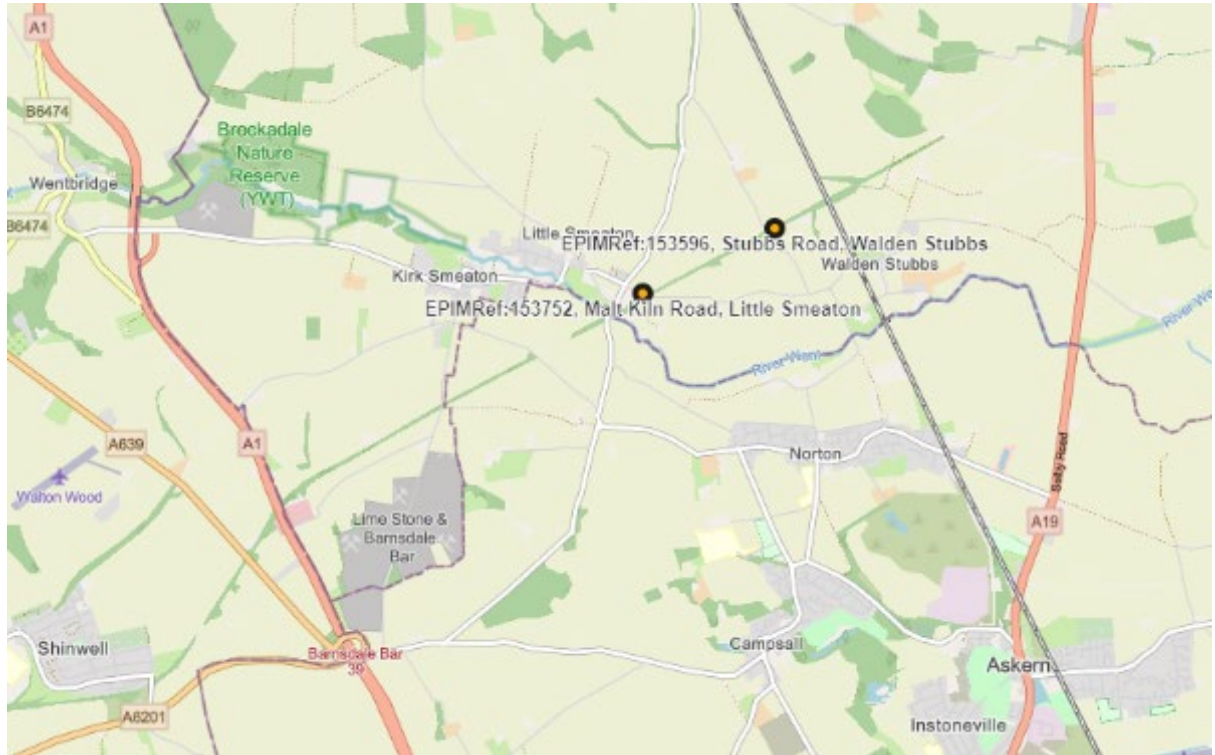


Image supplied by HRE

Description: Not part of the NCN future vision. This structure is associated with the former railway line between Great Heck and Upton, a distance of over 10 miles. No sections of the route have any PROW status with several structures already dismantled or filled in.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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HBR3/124 - Little Smeaton

<https://goo.gl/maps/iK3hd7auG9CjAZoJ6>

Grid reference: SE 53234 16471

County: North Yorkshire

Structure Type: Overbridge

Status: Public Road – unclassified Stubbs Road

Proposed Works: Infill

Sustrans assessment: Might be useful for local network but not part of current plans.



Image: Google Street View Apr 2009

Description: Not part of the NCN future vision. This structure is associated with the former railway line between Great Heck and Upton, a distance of over 10 miles. No sections of the route have any PROW status with several structures already dismantled or filled in.

Recommendation: Investigate options for development of former railway corridor.

Local area map

See Walden Stubbs

KLO/29 – Melkington

<https://goo.gl/maps/8jVAwe5wtSpNsiwH9>

Grid reference: NT 86731 40877

County: Northumberland

Structure Type: Overbridge

Status: Public Road – A698

Proposed Works: Infill

Sustrans assessment: Might be useful for local network but not part of current plans

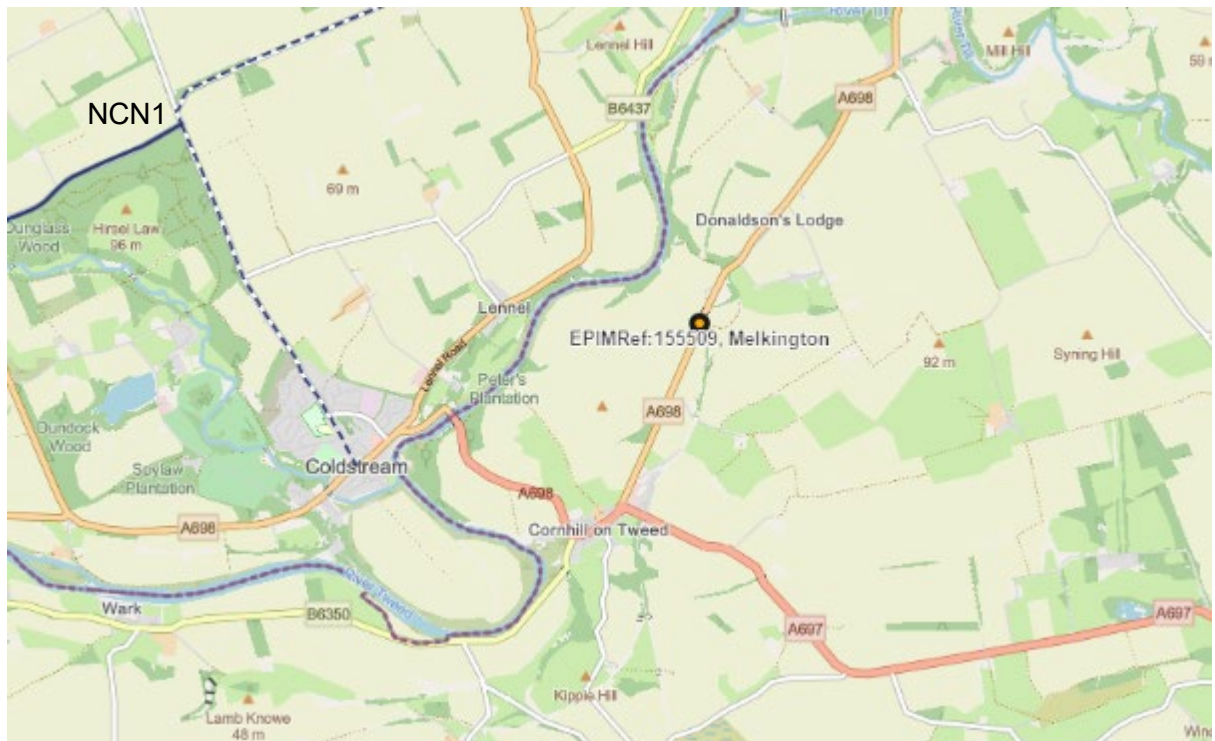


Image: Google Street View Sep 2018

Description: There may be potential to develop the old Kelso Branch line for active travel, which would provide an alternative to the existing on-road route for NCN1 between Kelso and Berwick. Northumberland County Council says that they are not in a position to respond, as based on previous experience they really should consult with the Parish Councils.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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MEP/15 - Methley South Station

<https://goo.gl/maps/D3tQZq1bK5PHPNho8>

Grid reference: SE 39737 25820

County: Wakefield

Structure Type: Overbridge

Status: Private Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN



Image: Google Street View Sep 2020

Description: This bridge is currently vital for NCN 69 as it carries the route from and to Green Row. There is also potential to improve the existing NCN69 alignment to either 1) pass under this bridge to access Burnleys Drive or 2) to ramp up to the level of the bridge from the disused railway land to the south east, which is owned by Sustrans.

Recommendation: Retain structure for existing active travel use and consider potential to improve the NCN alignment within any proposals for works to the bridge.

Local area map



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SNO/4 - Crossley Street

<https://goo.gl/maps/qZBPREYb2JvcCia6A>

Grid reference: SE 37981 20413

County: Wakefield

Structure Type: Overbridge

Status: Public Road – unclassified Crossley Street

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network



Image: Google Street View Sep 2020

Description: Not part of the NCN future vision given the proximity of NCN67 and Castleford Greenway. The former disused railway line associated with the structure would potentially link to existing bridleways to the northeast, providing a link between Wakefield and Castleford as part of the local cycle network.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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THM/11 - Coxwold

<https://goo.gl/maps/B6B6ZLaW4oFa52A6A>

Grid reference: SE 53780 77108

County: North Yorkshire

Structure Type: Overbridge

Status: Public Road – unclassified Oulston Road

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

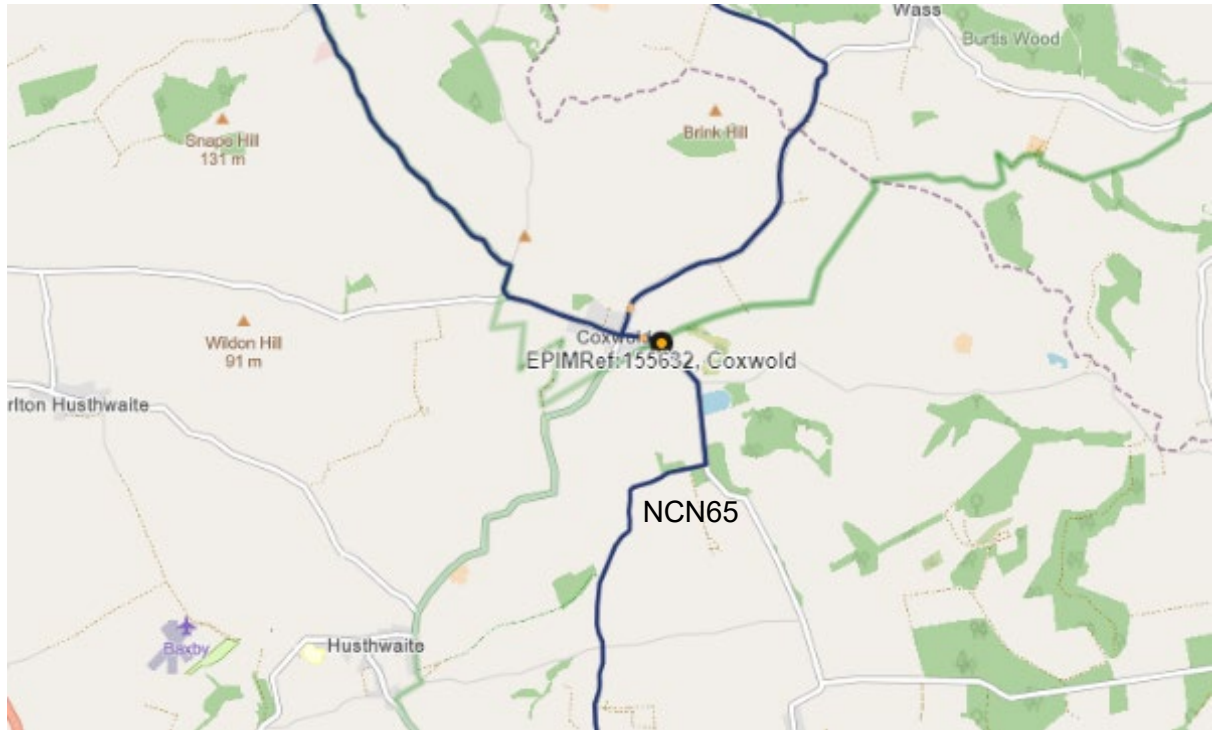


Image: Google Street View Sep 2011

Description: NCN65 passes over this structure, but there is limited value in developing the old railway alignment. The future vision for the NCN is seeking to use Colley Broach Road instead of the former railway line as this offers a quiet lane option.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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UCJ/6 - Rome Street

<https://goo.gl/maps/wzZJDCNpmpm6NNLy5>

Grid reference: NY 40109 55133

County: Carlisle

Structure Type: Viaduct

Status: Public Road – unclassified Rome Street

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN

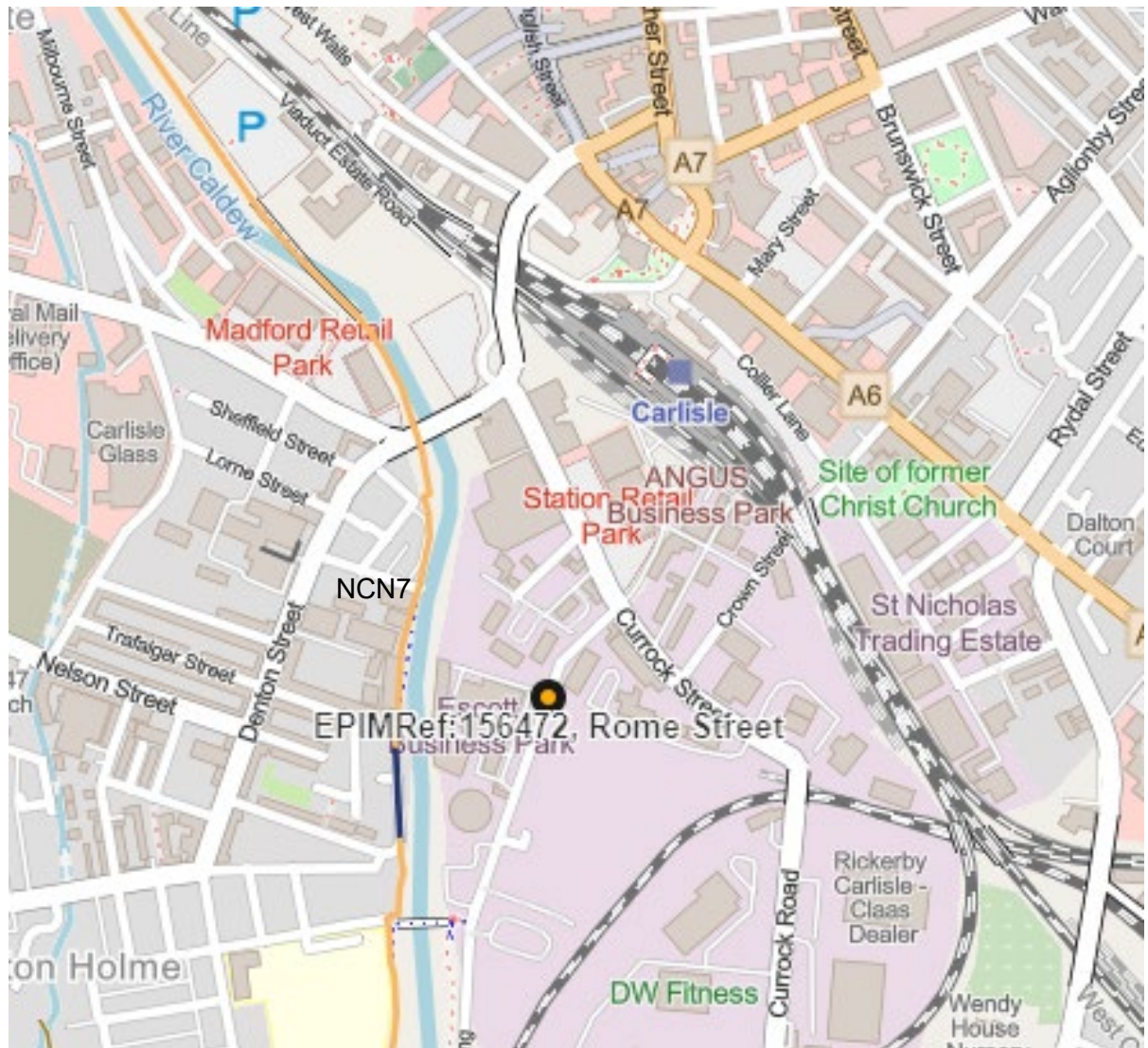


Image: Google Street View Jul 2018

Description: Two NCN routes are located south of Carlisle city centre with the potential for one of these to be realigned to use the structure. Carlisle City Council has plans for the path beneath the bridge. They also say that they wish to see this bridge retained because it has potential to provide cycle links to the Station and the Garden Village. Cumbria County Council is leading development of the Carlisle LCWIP, which may include this structure.

Recommendation: Retain structure for potential future active travel use.

Local area map



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WHJ/26 - Edge Lea Farm

<https://goo.gl/maps/V1i9Kch18Cc7oq5J7>

Grid reference: SJ 48370 51195

County: Cheshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans

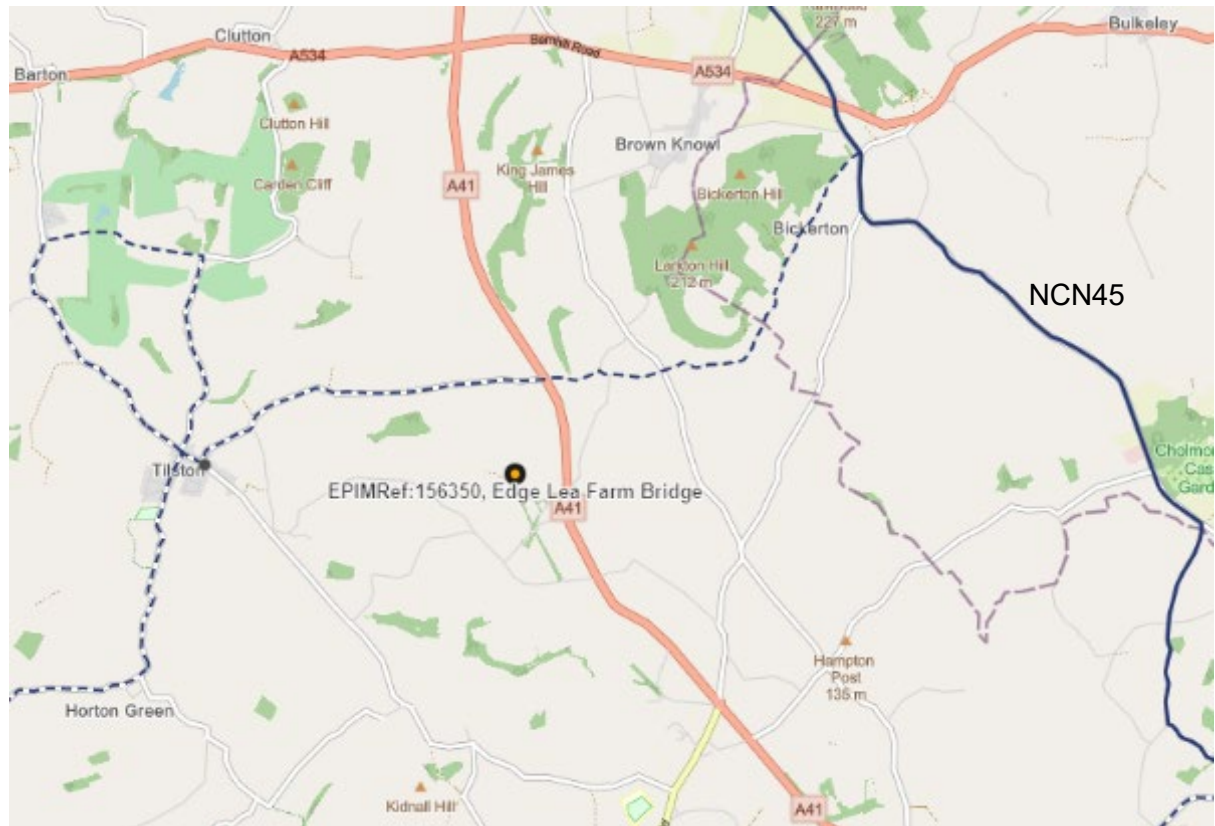


Image: Google Street View Jul 2011

Description: Not part of Sustrans current plans. The structure is associated with the former railway line between Whitchurch and Tattenhall, a distance of 12 miles. No sections of route have PROW status with several locations now having development built on the alignment. Cheshire West and Chester Council advise that their Local Plan Strategic Policy references the safeguarding of disused transport corridors and infrastructure from future development that would preclude future transport use. There may be potential for a new alignment for NCN45 on the old Whitchurch and Tattenhall Branch line in this area.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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WHJ/8 - Grindley Brook

<https://goo.gl/maps/cssdhwcmxyg1z839>

Grid reference: SJ 52136 43622

County: Cheshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans

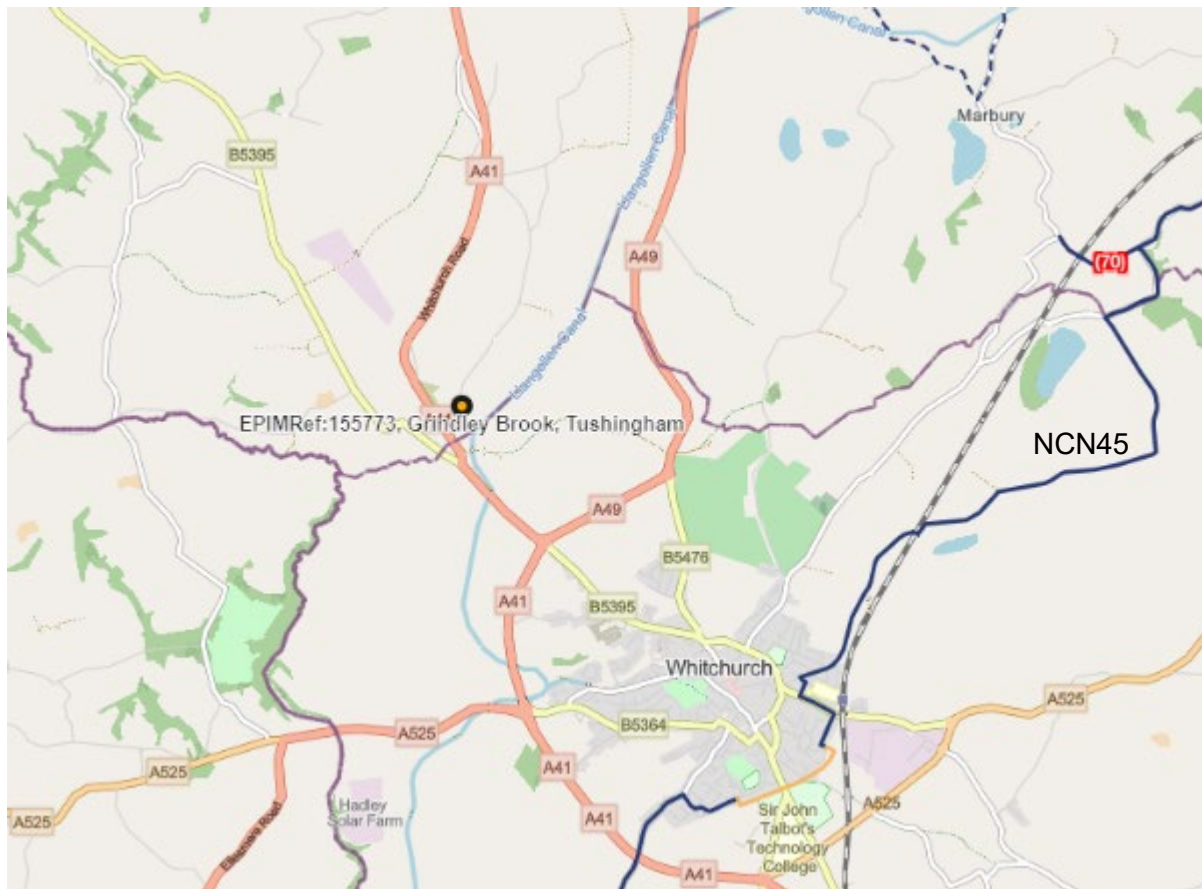


Image: Google Street View Jul 2011

Description: Not part of Sustrans current plans. The structure is associated with the former railway line between Whitchurch and Tattenhall, a distance of 12 miles. No sections of route have PROW status with several locations now having development built on the alignment. Cheshire West and Chester Council advise that their Local Plan Strategic Policy references the safeguarding of disused transport corridors and infrastructure from future development that would preclude future transport use. There may be potential for a new alignment for NCN45 on the old Whitchurch and Tattenhall Branch line in this area.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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Scotland

14 “on hold” structures were assessed in this Sustrans geography, as summarised in the table below.

ELR/No.	Name	NCN	Local network	Maybe useful	Unlikely
AGB/3	Luffness Mains				X
AGB/5	Fenton		X		
AHS/12	Lintfield Bank				X
AYH/1	Limekiln Road				X
DAK/73	Threadmill Burn				X
DAS1/5	Low Ashyard, Hurford	X			
EBD/756	Balmacassie Road				X
EBD/761	Auchmacoy				X
GTB/77	Scotland Street	X			
GTB/78	Paisley Road West		X		
IMD/433	Mill Tack Road				X
LAR/2	Glasgow Street				X
PRD/4	Carmichael Street		X		
WTD/1	Bedcow				X

AGB/3 - Luffness Mains

<https://goo.gl/maps/T3jeb4kjXD8JbpaE7>

Grid reference: NT 48392 79629

County: East Lothian

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

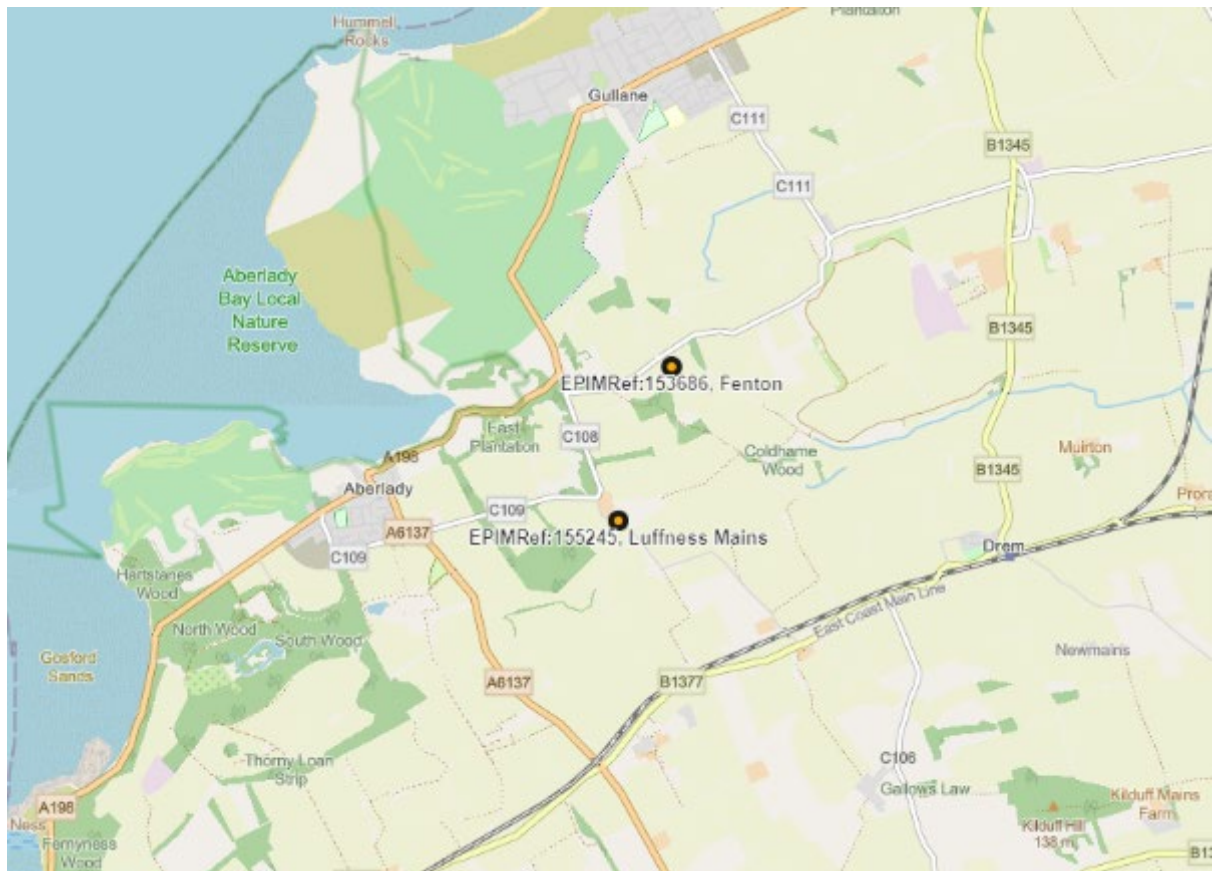


Image: Google Street View Jun 2011

Description: East Lothian Council indicate that it is unlikely to have a use for active travel in future. Intensive agricultural land either side of bridge.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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AGB/5 – Fenton

<https://goo.gl/maps/KdJD8JkeJzRjfiMu8>

Grid reference: NT 48603 80865

County: East Lothian

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Likely to be useful for local network



Image: Google Street View Sep 2011

Description: East Lothian Council feel it could be useful for a future route. Currently links to a Core Path, broad proposal to extend route onwards to Gullane. There is a local campaign to develop a path between Drem and Gullane, which could use this structure.

<https://www.facebook.com/dgcorepath/>

Recommendation: Retain structure for potential future active travel use.

Local area map: see Luffness Mains

AHS/12 - Lintfield Bank

<https://goo.gl/maps/QjyEdaUiGyu3Lpdc9>

Grid reference: NS 83524 35657

County: South Lanarkshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

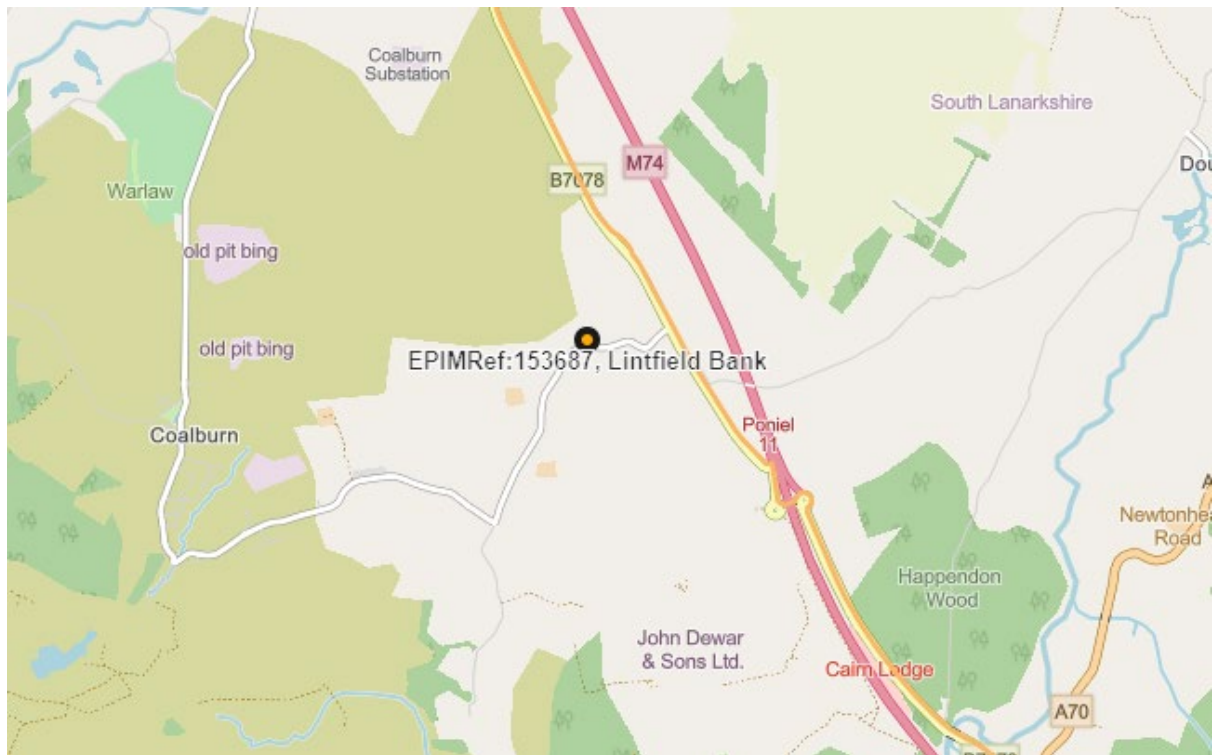


Image: Google Street View Jul 2011

Description: Close to NCN74, but the route here is already a good quality traffic-free path.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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AYH/1 - Limekiln Road

<https://goo.gl/maps/z5RTFVDv97NHVabN6>

Grid reference: NS 33959 23128

County: South Ayrshire

Structure Type: Overbridge

Status: Public Road – unclassified Limekiln Road

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

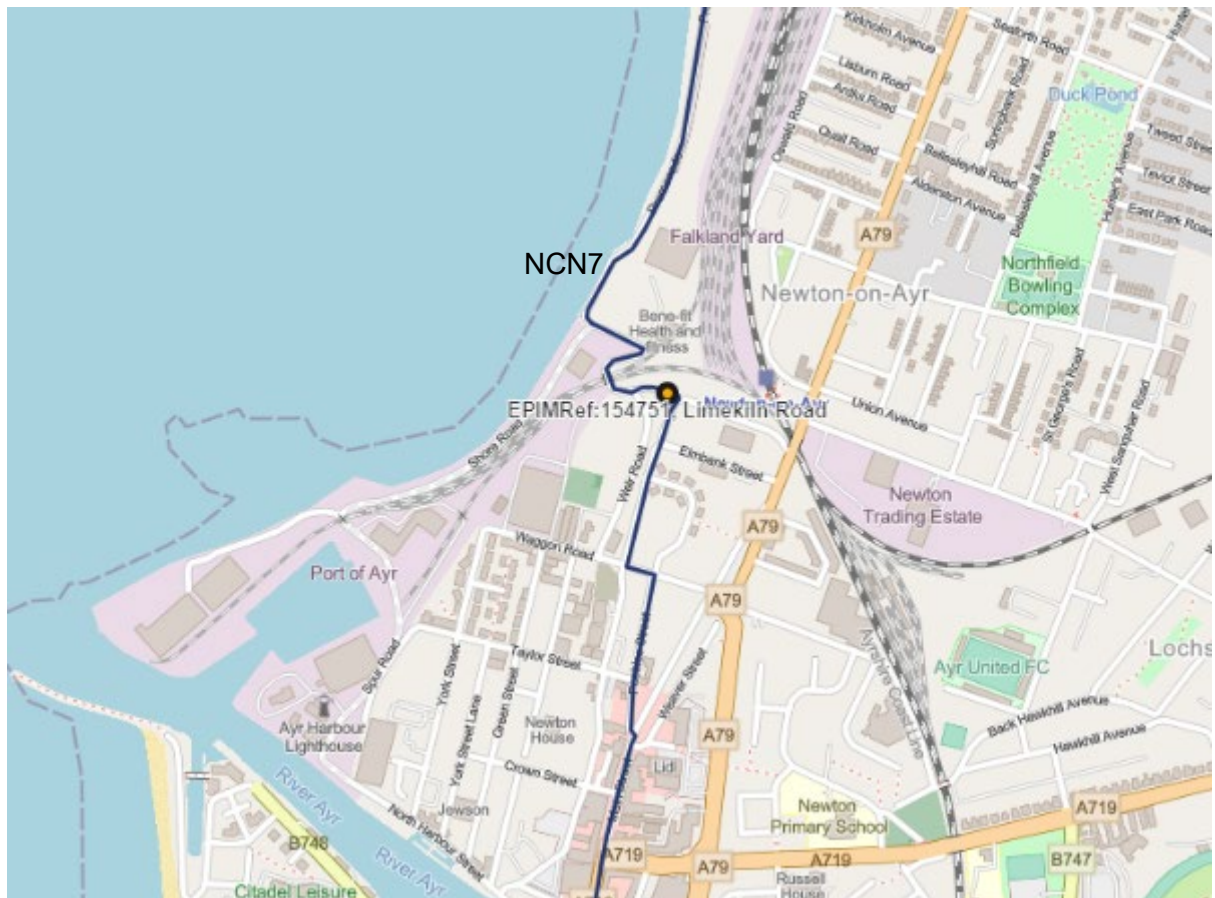


Image: Google Street View May 2021

Description: Bridge only links into an area of live railway lines and a through route may be difficult to achieve due to development. South Ayrshire Council have confirmed they have no aspirations to use the bridge for active travel.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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DAK/73 - Threadmill Burn

<https://goo.gl/maps/Y6RyWbaLGt8vtQm89>

Grid reference: NS 31453 44458

County: North Ayrshire

Structure Type: Abutments

Status: Public Road – B778 Old Glasgow Road

Proposed Works: Demolition

Sustrans assessment: Unlikely to be useful for active travel



Image: Google Street View Aug 2021

Description: Very rural location, unlikely to be useful alignment for NCN7. Awaiting response from NAC re any local proposals. Unlikely though.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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DAS1/5 - Low Ashyard, Hurlford

<https://goo.gl/maps/43L2hrXeqRf1RpmP8>

Grid reference: NS 47404 36121

County: East Ayrshire

Structure Type: Overbridge

Status: Public Road – B778 Old Glasgow Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN



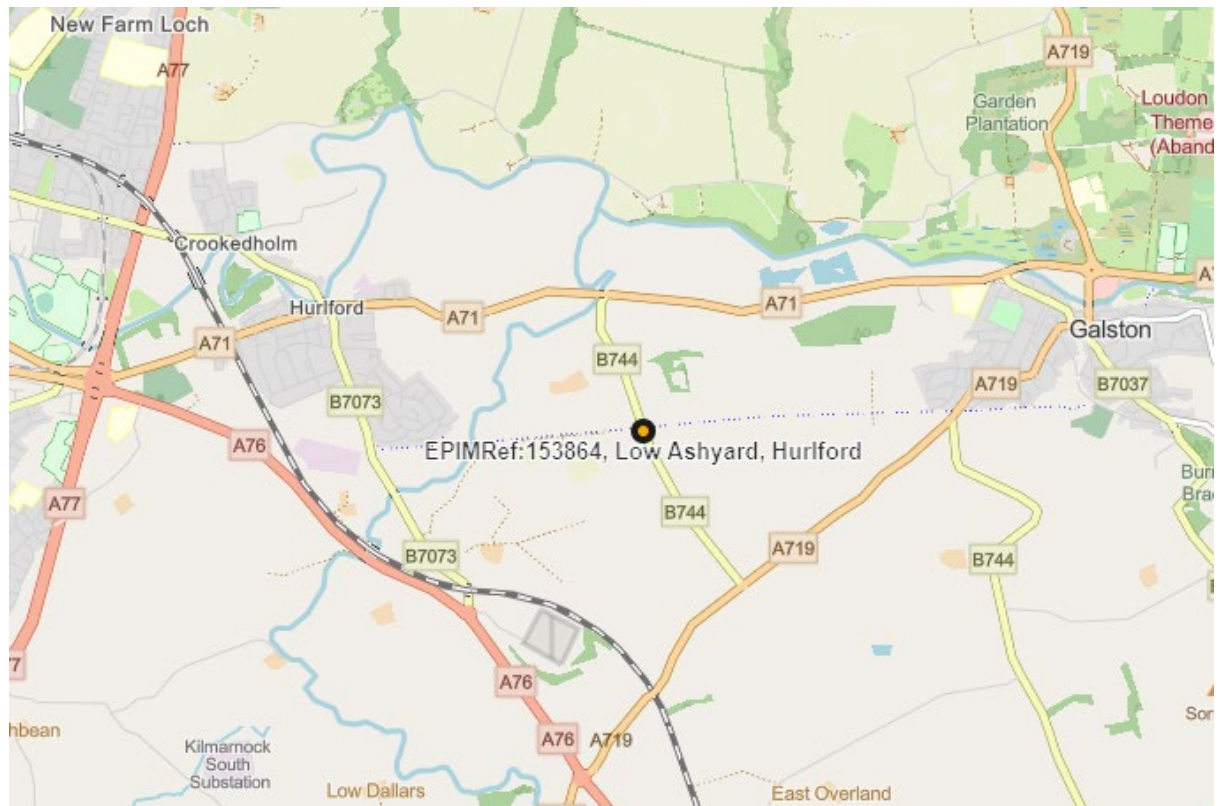
Image: Google Street View Jul 2011

Description: Currently forms part of the Sir Chris Hoy Cycle Way between Hurlford and Galston, promoted by East Ayrshire Council.

<https://www.east-ayrshire.gov.uk/resources/pdf/c/cycling-in-east-ayrshire-guide.pdf>

Recommendation: Retain structure for active travel use.

Local area map



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EBD/756 - Balmacassie Road

<https://goo.gl/maps/jwH8i73hczoSEPsM9>

Grid reference: NJ 97126 31577

County: Aberdeenshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

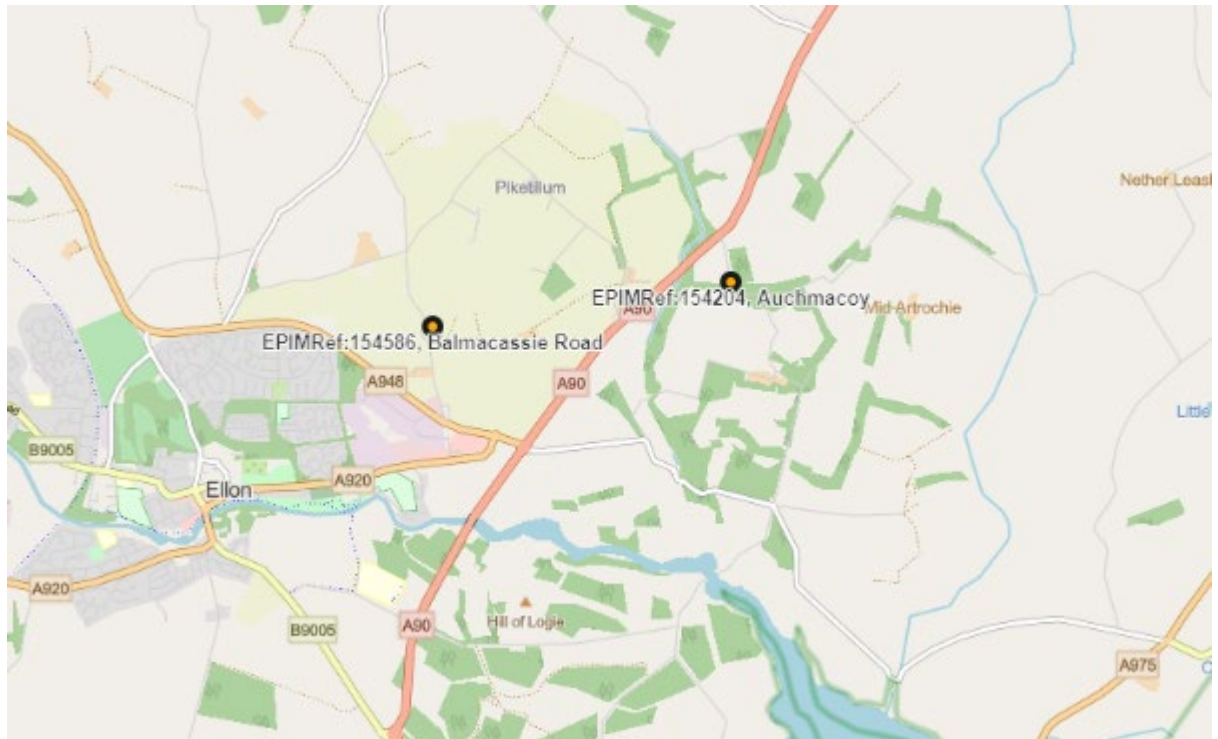


Image: Google Street View May 2009

Description: Aberdeenshire Council have confirmed that they have no plans to use this structure for active travel purposes.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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EBD/761 - Auchmacoy

<https://goo.gl/maps/uEfMJK29CLqUFQjY6>

Grid reference: NJ 99199 31867

County: Aberdeenshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel



Image: Google Street View Aug 2008

Description: Aberdeenshire Council have confirmed that they have no plans to use this structure for active travel purposes.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map

See Balmacassie Road

GTB/77 - Scotland Street

<https://goo.gl/maps/VCdqsgyiNNnd3W4h6>

Grid reference: NS 57537 64187

County: Glasgow

Structure Type: Overbridge

Status: Public Road – unclassified Scotland Street

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN

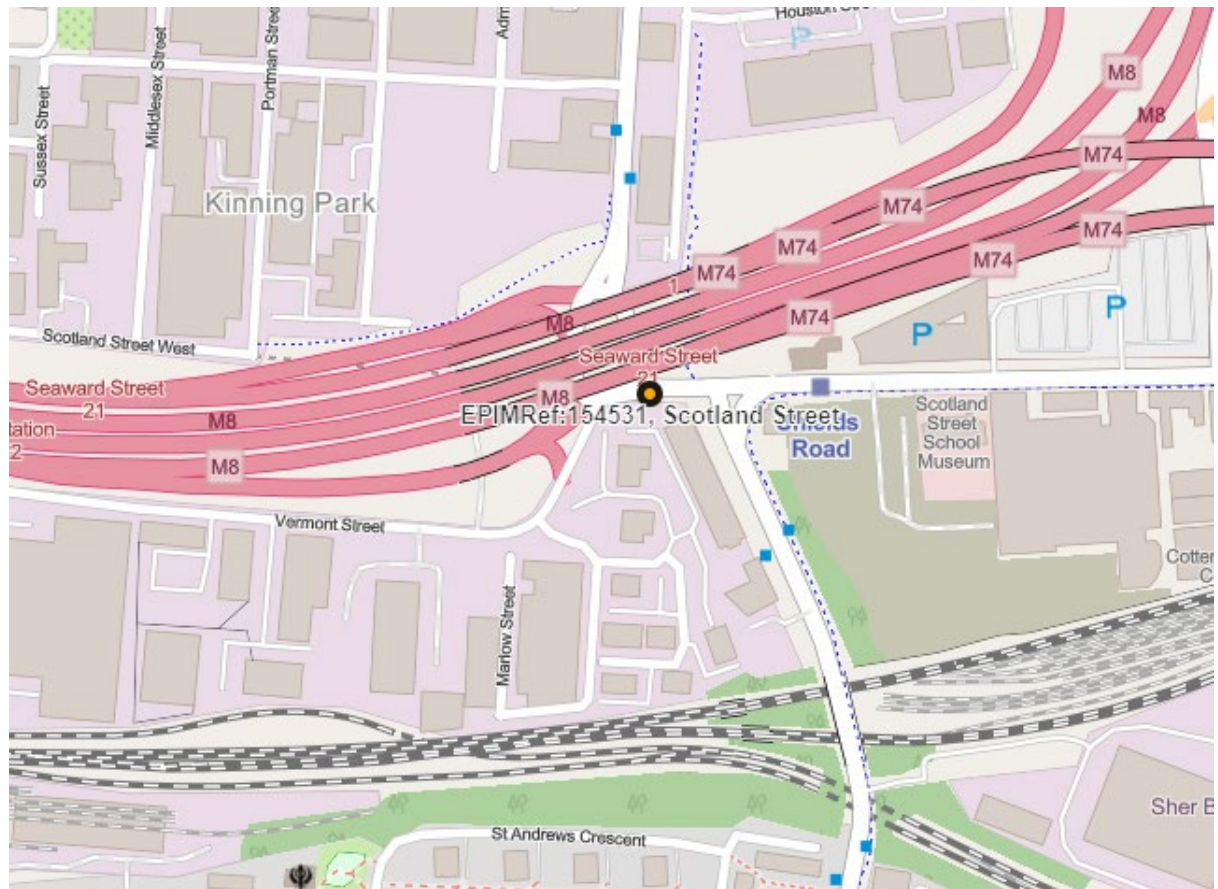


Image: Google Street View Dec 2020

Description: Sustrans has a Stage 0 proposal for the NCN in the vicinity. May also be useful for a local route. Awaiting a response from GCC

Recommendation: Retain structure for potential future active travel use.

Local area map



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GTB/78 - Paisley Road West

<https://goo.gl/maps/VsCf4B7Bq86WU65AA>

Grid reference: NS 57571 64618

County: Glasgow

Structure Type: Overbridge

Status: Public Road – A8 Paisley Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for local network

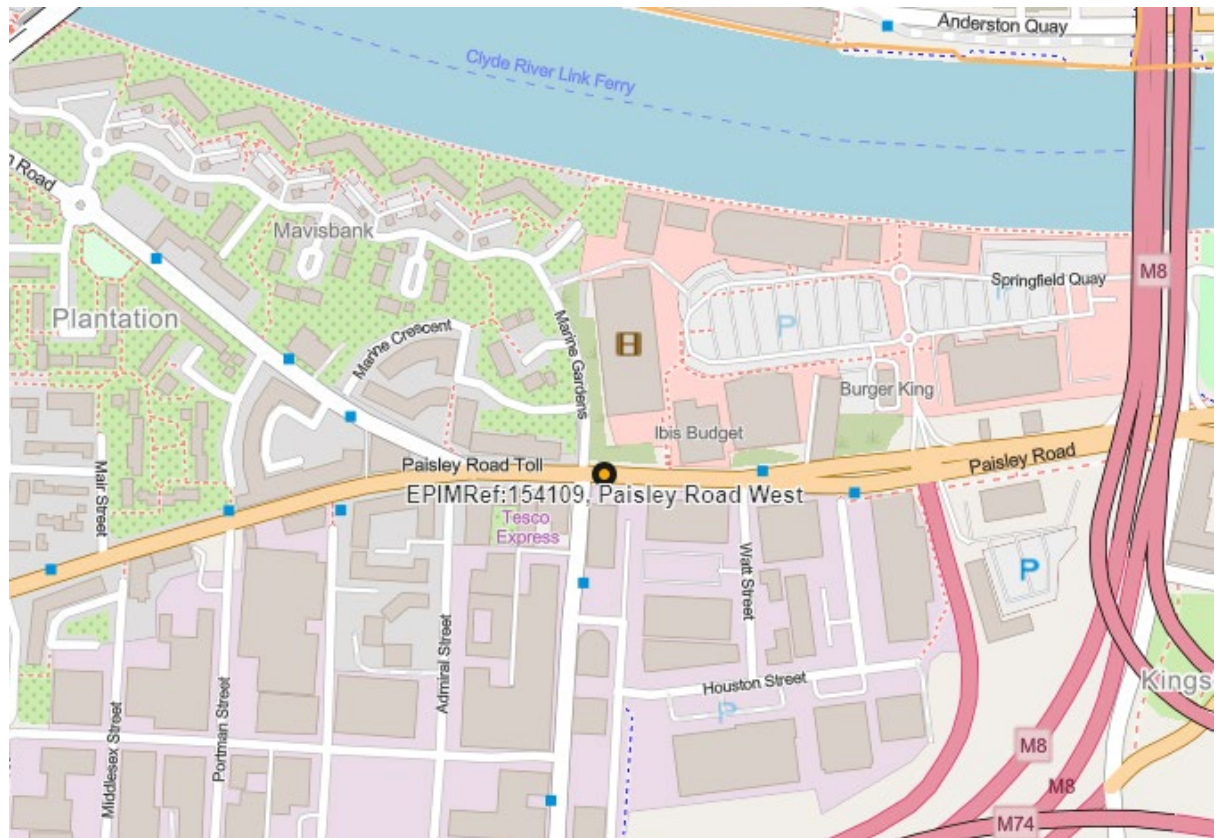


Image: Google Street View Jul 2021

Description: Probably not useful for NCN, but may be useful for Glasgow cycle network?
Given urban nature, would suggest retaining for now until we receive a response from Glasgow City Council.

Recommendation: Retain structure for potential future active travel use.

Local area map



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IMD/433 - Mill Tack Road

<https://goo.gl/maps/yBbqYLA1Ct1yC65j8>

Grid reference: NJ 72728 57190

County: Aberdeenshire

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

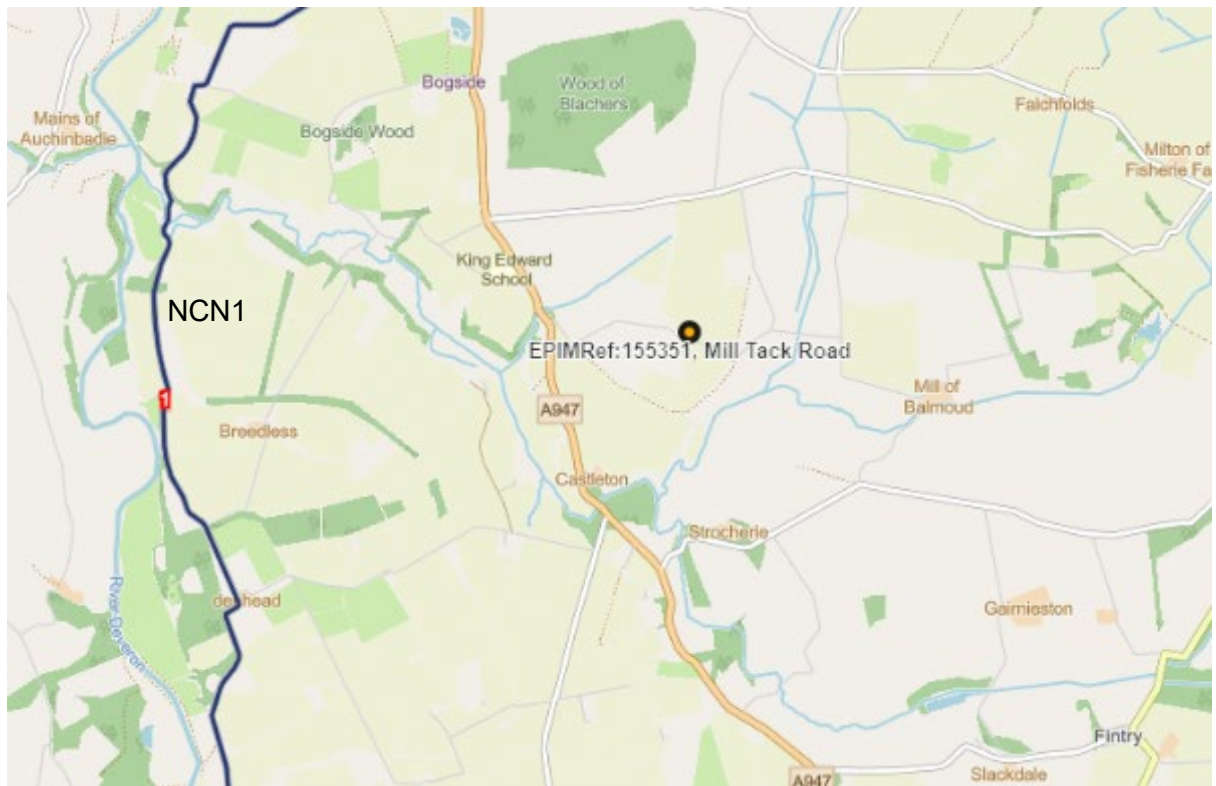


Image: Google Street View Oct 2008

Description: Aberdeenshire Council have confirmed that they have no plans to use this structure for active travel purposes.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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LAR/2 - Glasgow Street

<https://goo.gl/maps/BYtbx1GG2RhcVWZE8>

Grid reference: NS 23345 42820

County: North Ayrshire

Structure Type: Overbridge

Status: Public Road – B780 Glasgow Street

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

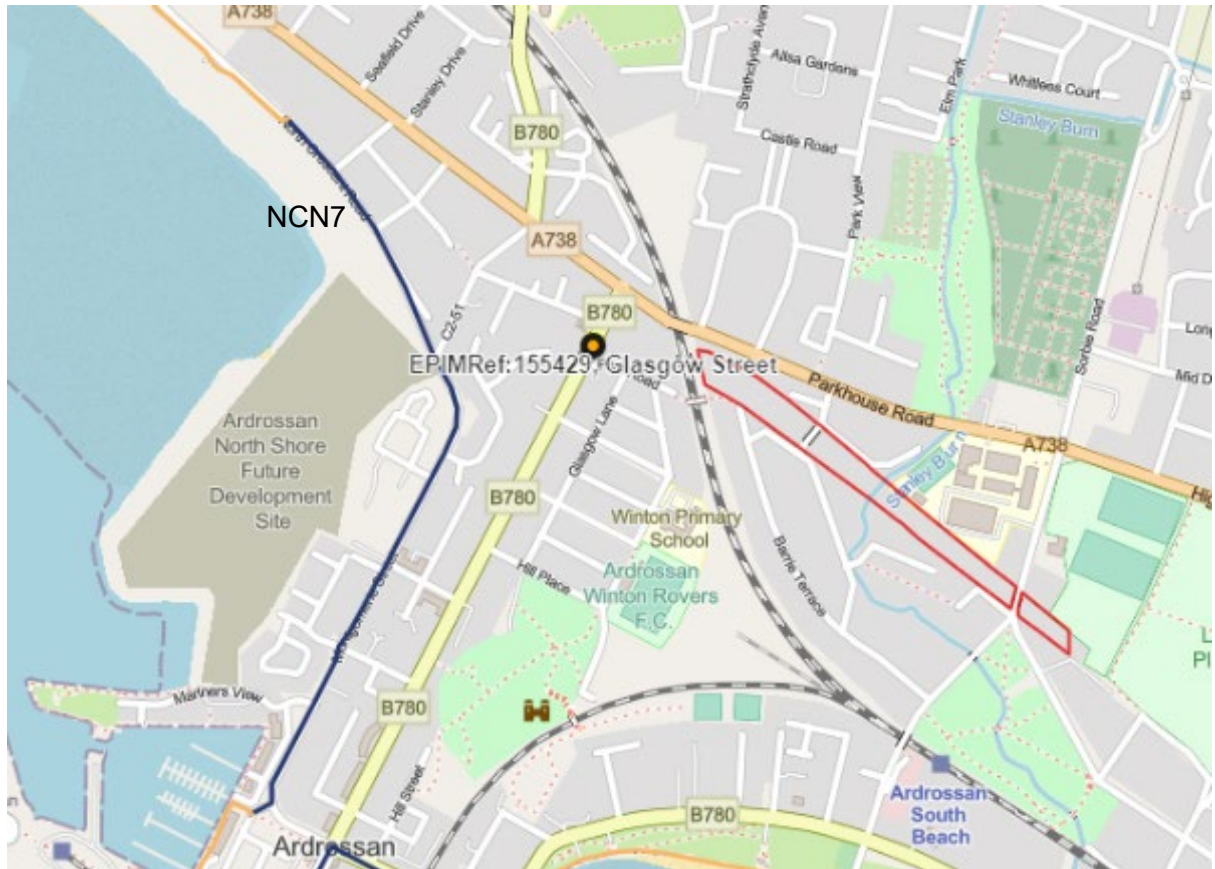


Image: Google Street View Jun 2018

Description: This is immediately adjacent to Sustrans landholding SCS004. The land immediately to the west of the bridge has been developed for housing so little opportunity for a through route.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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PRD/4 - Carmichael Street

<https://goo.gl/maps/FYoky2UKYaZFSq6B9>

Grid reference: NS 55959 64703

County: Glasgow

Structure Type: Overbridge

Status: Public Road – unclassified Carmichael Street

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network

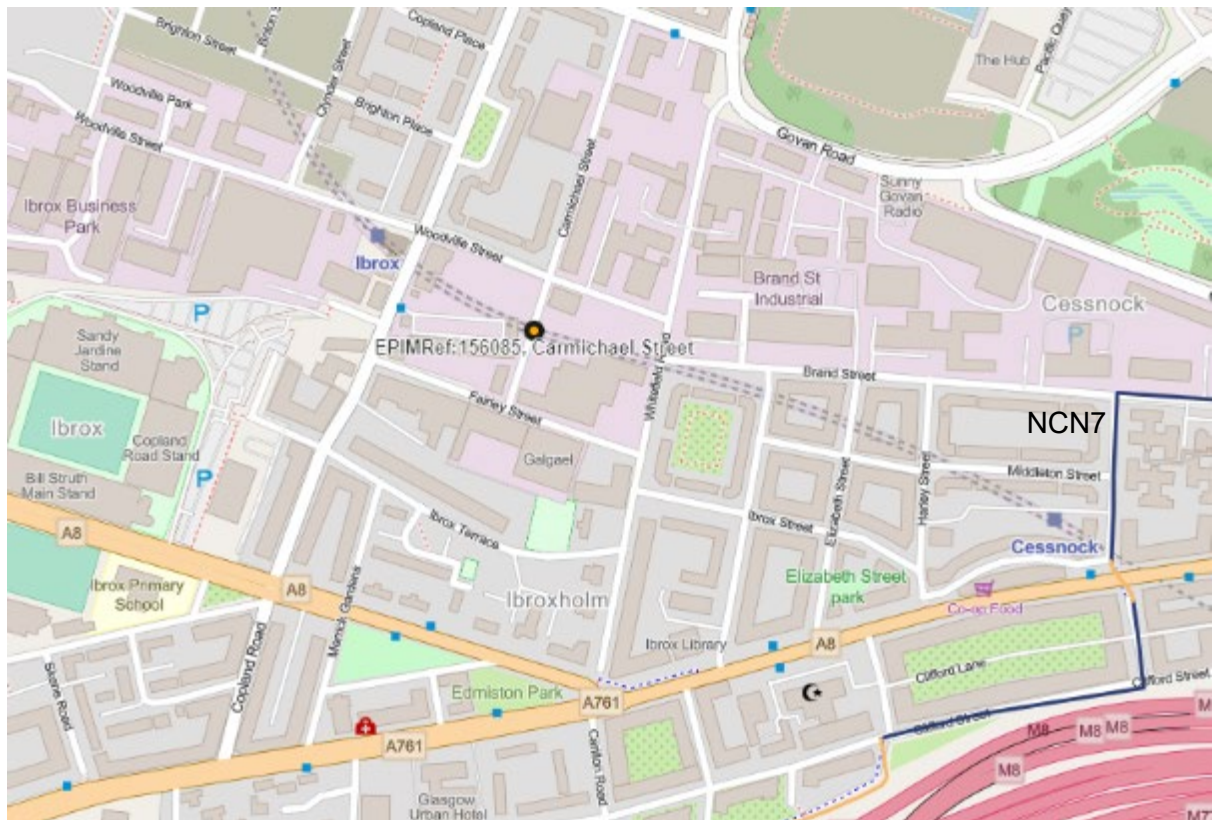


Image: Google Street View Jun 2018

Description: Probably not useful for NCN, but may be useful for Glasgow cycle network?
Given urban nature, would suggest retaining for now until we receive a response from Glasgow City Council, although note it is partially infilled already.

Recommendation: Retain structure for potential future active travel use.

Local area map



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WTD/1 - Bedcow

<https://goo.gl/maps/YbX14hrHLLAnAqAU9>

Grid reference: NS 68333 72669

County: East Dunbartonshire

Structure Type: Overbridge

Status: Public Road – unclassified Chryston Road

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

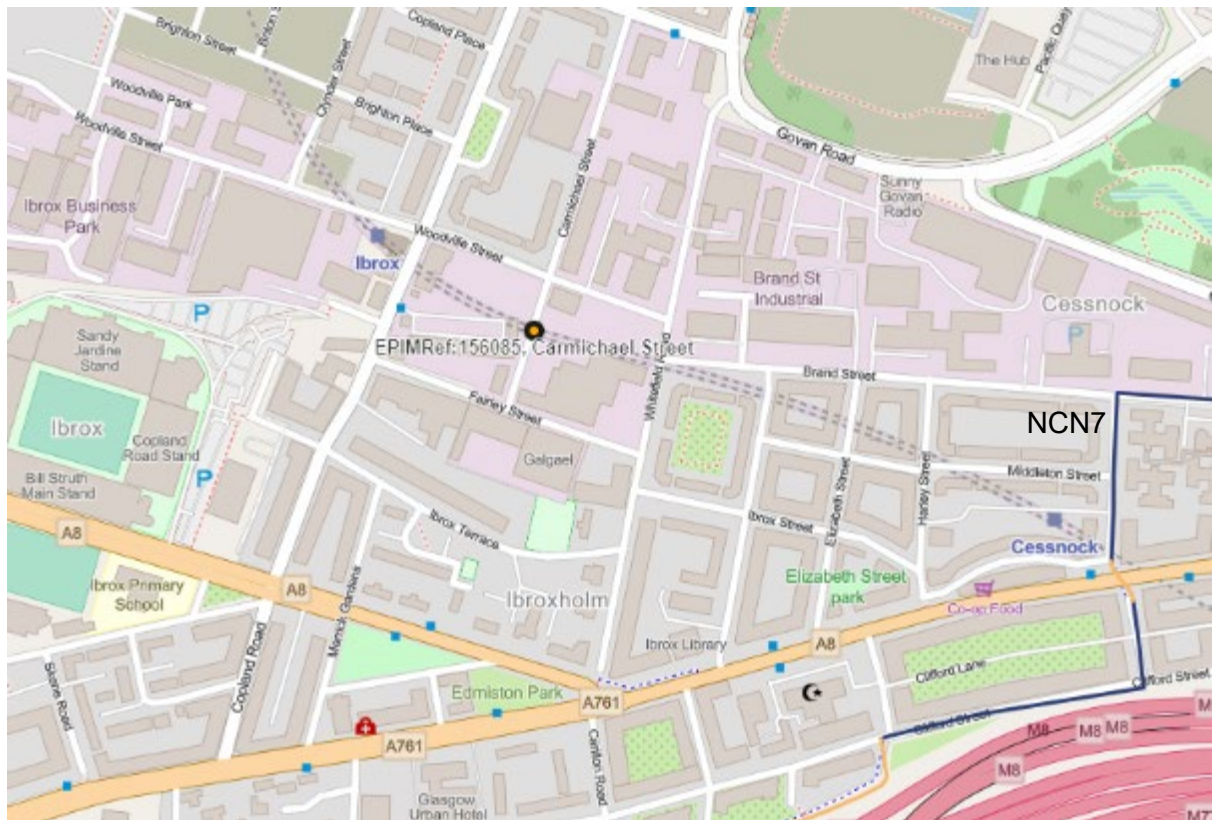


Image: Google Street View Oct 2020

Description: This structure is on a minor branch railway unlikely to have any value for active travel. Awaiting response from EDC

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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London and England South

22 “on hold” structures were assessed in these two Sustrans geographies, as summarised in the table below.

ELR/No.	Name	NCN	Local network	Maybe useful	Unlikely
BOK1/283	Dalston Lane			X	
AIW/78	Stoke Road Bridge	X			
AND/147	Greyhound Bridge	X			
AND/18	Collingbourne Ducis			X	
BCL/100m33ch	Syreford Road bridge		X		
BCL/96m79ch	Crows Castle/Salperton Bridge		X		
BHL/85m38ch	Devizes Castle/Hillworth Rd			X	
BNK/42	Halt Farm				X
BRP/8	Barrowland Lane	X			
CAL/21	Chilsworthy Road		X		
EHP/3	Knowle Viaduct			X	
END/709	Station Road, Southfleet				X
EVL/2066	Wingmore Straight Hill				X
FFD/26	Hambidge Road		X		
FFD/28	Green Lane / Dumpers		X		
FNS3/19m76ch	Whitchurch Bridge			X	
HGG2/1	Church Lane			X	
LAN/105	Ridgegrove Road	X			
NCL/81	Tregray Bridge	X			
NDL/23	Hackney Bottom		X		

THA/22	Horspath				X
TNQ/4m60ch	Goshen Bridge		X		

BOK1/283 - Dalston Lane

<https://goo.gl/maps/fka3dGsexKRsjLq5>

Grid reference: TQ 33632 84794

County: Hackney

Structure Type: Tunnel

Status: Supports Buildings & Public Road – A104 Dalston Lane

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans

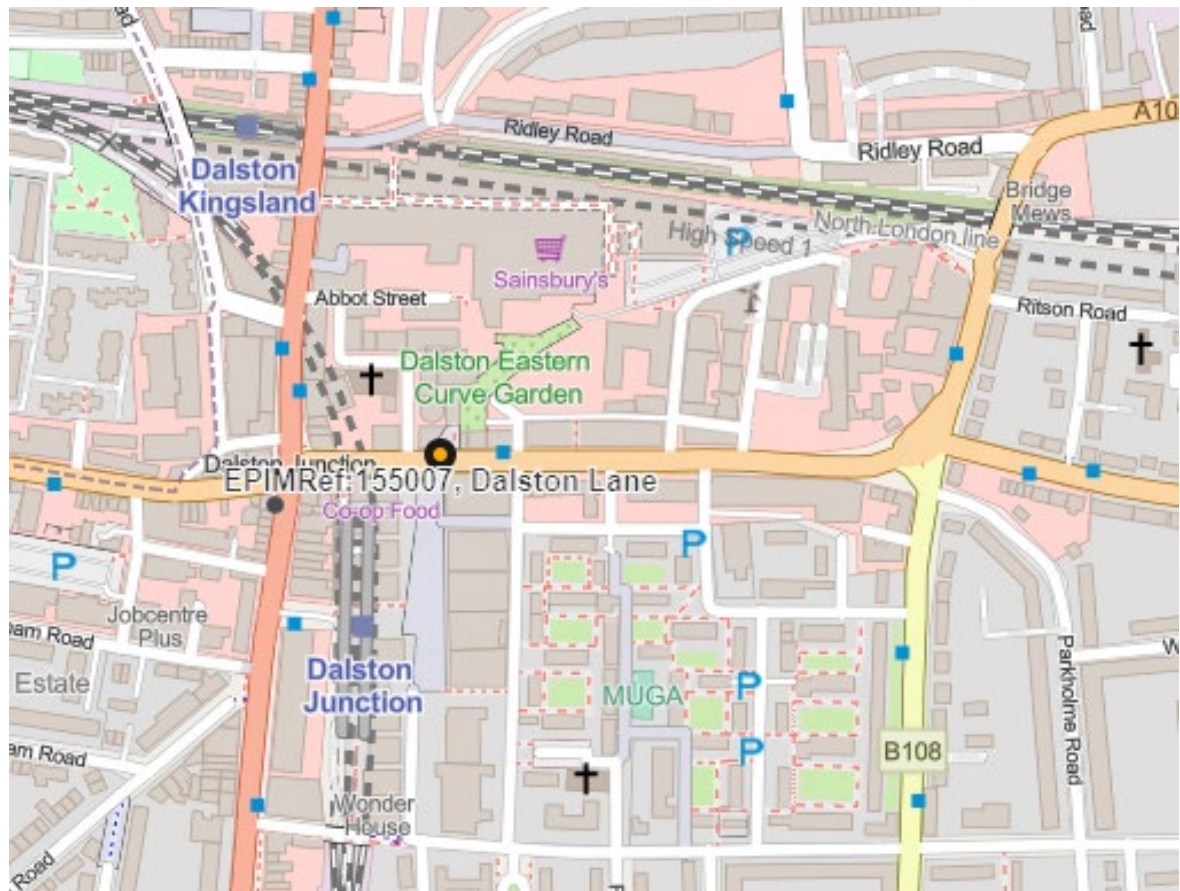


Image: Google Street View May 2021 – entrance to Eastern Curve Garden

Description: Not part of current plans, but should local site come up for redevelopment, it has been identified to provide walking and cycling access to the development. Partially within safeguarding corridor for Crossrail 2. Dalston Eastern Curve Garden occupies former railway land to the north of Dalston Lane.

Recommendation: Retain structure for potential future active travel use if not required for Crossrail 2.

Local area map



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AIW/78 - Stoke Road Bridge

<https://goo.gl/maps/wxFhqGccaM2ZpWcE9>

Grid reference: SU 55922 32693

County: Hampshire

Structure Type: Overbridge

Status: Public Road - unclassified

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN



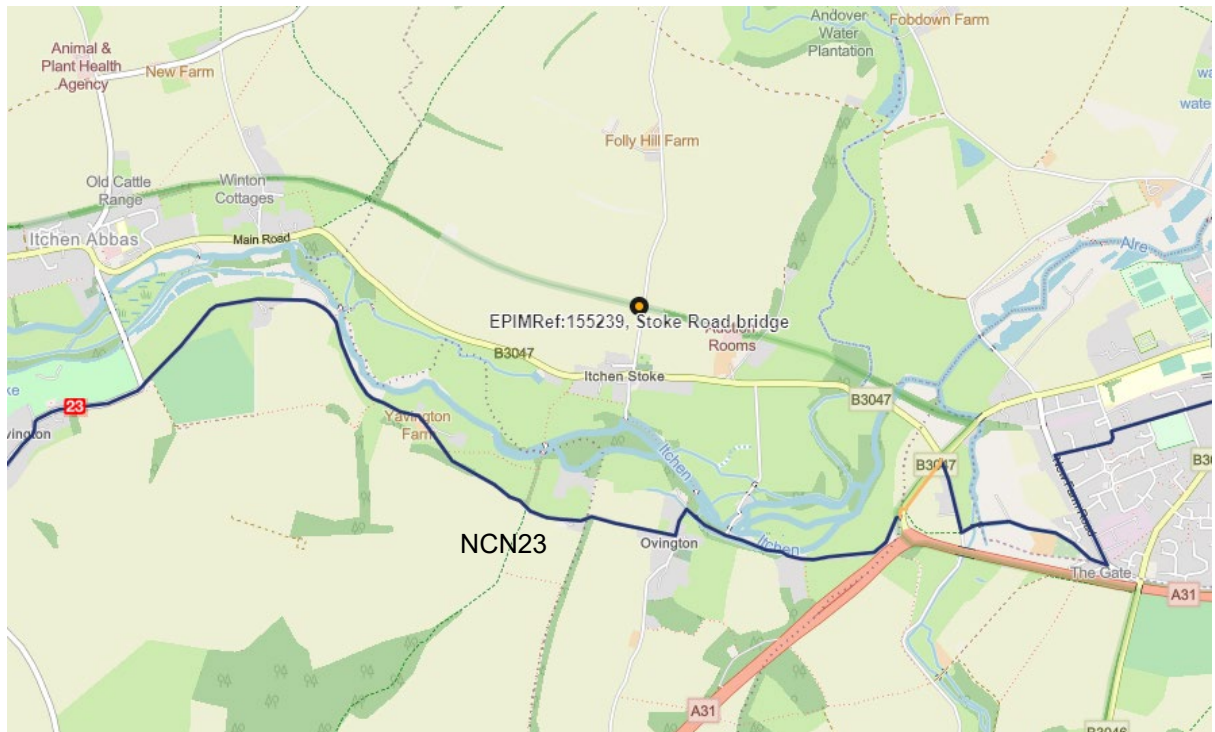
Image: Google Street View Jul 2015

Description: Alternative alignment option for NCN23 between Winchester and Alresford. A local community group is seeking improvements to the Watercress Way walking and cycling routes, which already use part of the former railway line to the west.

<https://www.thewatercressway.org.uk/>

Recommendation: Retain structure for potential future active travel use.

Local area map



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AND/147 - Greyhound Bridge

<https://goo.gl/maps/wQUniUoyqM7WLExJA>

Grid reference: SU 03350 99385

County: Gloucestershire

Structure Type: Abutments

Status: Public Road - unclassified

Proposed Works: Demolition

Sustrans assessment: Likely to be useful for NCN



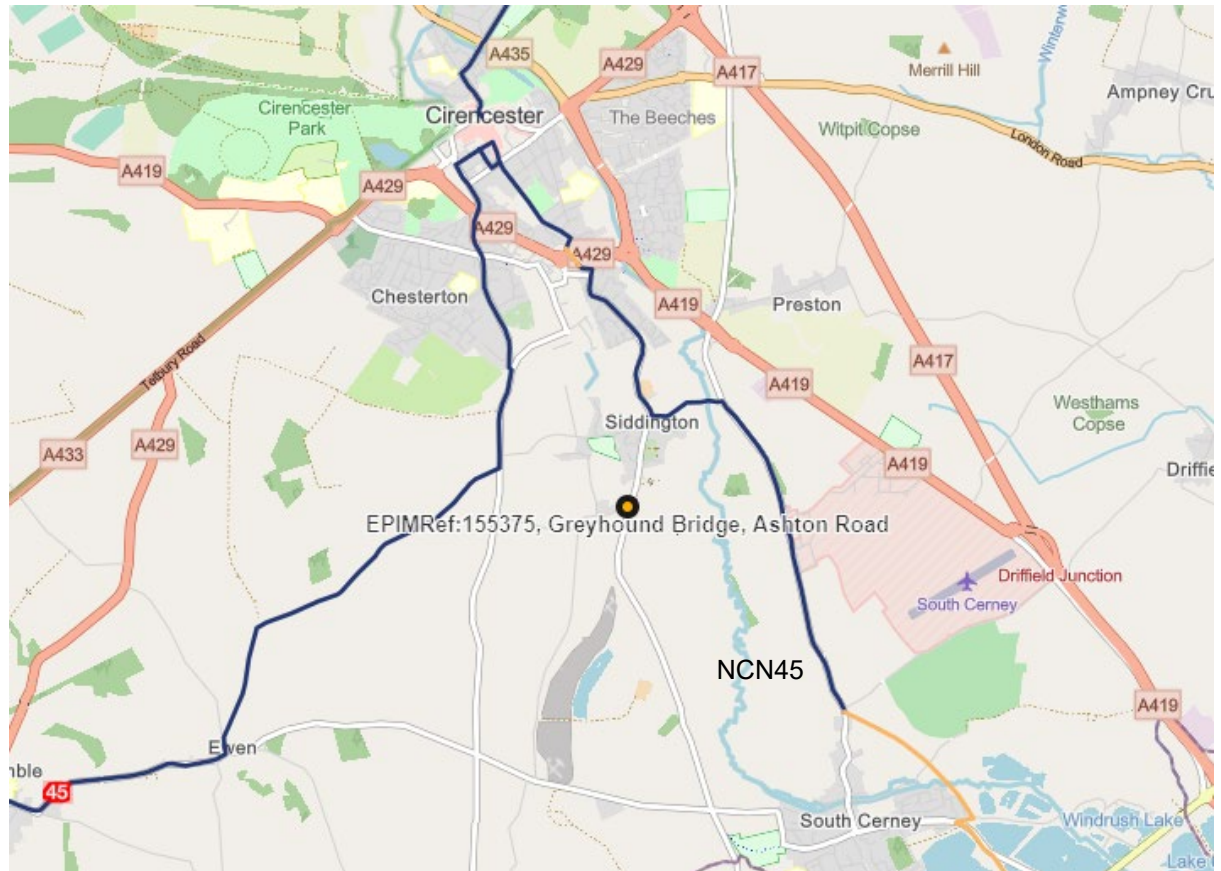
Image: Google Street View Jul 2018

Description: Former railway could provide a traffic-free alternative to the on-road section of NCN45. Cycle access improvements between South Cerney and Cirencester are mentioned in Policy 4.5.10 of the Gloucestershire LTP.

<https://www.gloucestershire.gov.uk/media/2108466/ltp-policy-document-final-v132.pdf>

Recommendation: Retain structure for potential future active travel use.

Local area map



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AND/18 – Collingbourne

(Google Street View not available)

Grid reference: SU 24514 53604

County: Wiltshire

Structure Type: Abutments

Status: Footpath or Bridleway - Mill Lane

Proposed Works: Demolition

Sustrans assessment: Might be useful for local network but not part of current plans

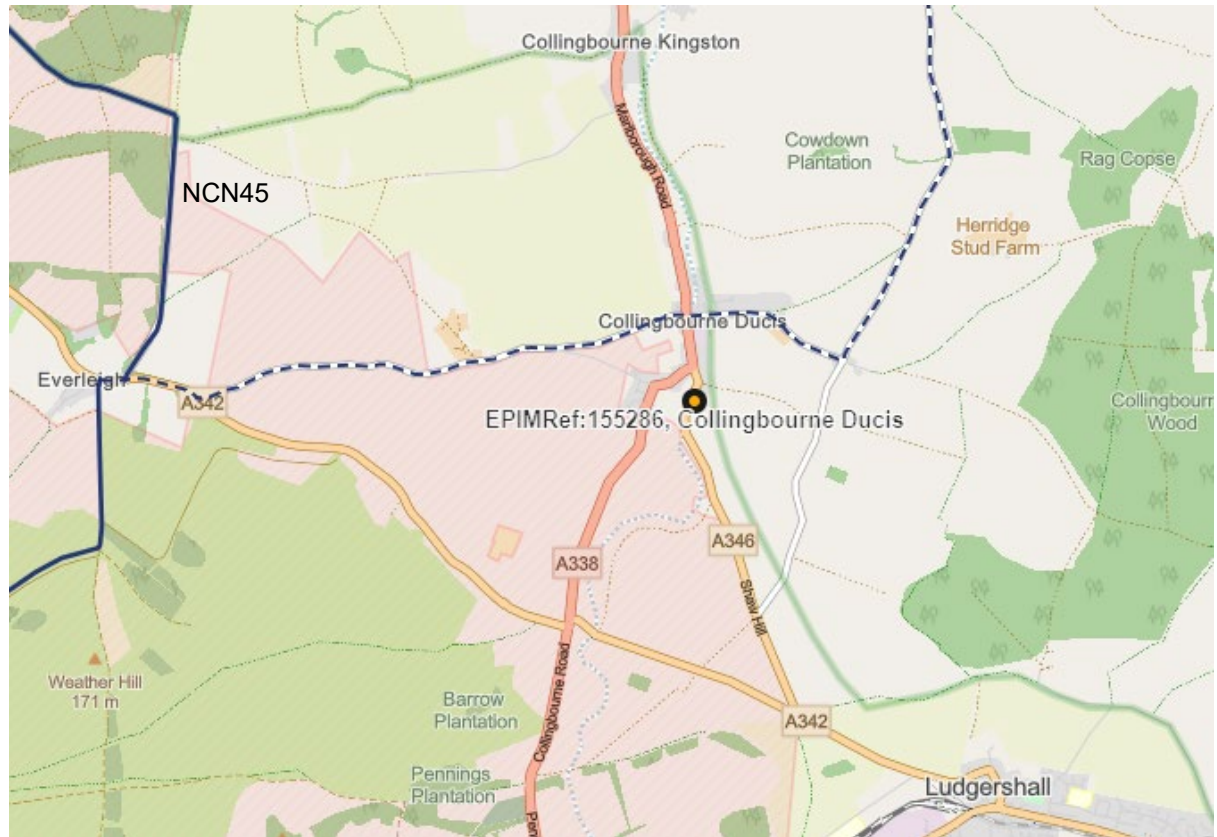


Image supplied by HRE

Description: Carries bridleway (Mill Lane) over the former railway, which could be a useful walking and cycling route running parallel to the A346. However, given that the bridge was only a bridleway crossing of the railway, an at-grade crossing would likely be preferable.

Recommendation: No problem with demolishing the abutments as it won't have any adverse impact on any future plans, assuming the bridleway is maintained.

Local area map



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BCL/100m33ch - Syreford Road bridge

<https://goo.gl/maps/PvLALstTLMHDcduEA>

Grid reference: SP 03171 20089

County: Gloucestershire

Structure Type: Overbridge

Status: Public Road - Unclassified

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network



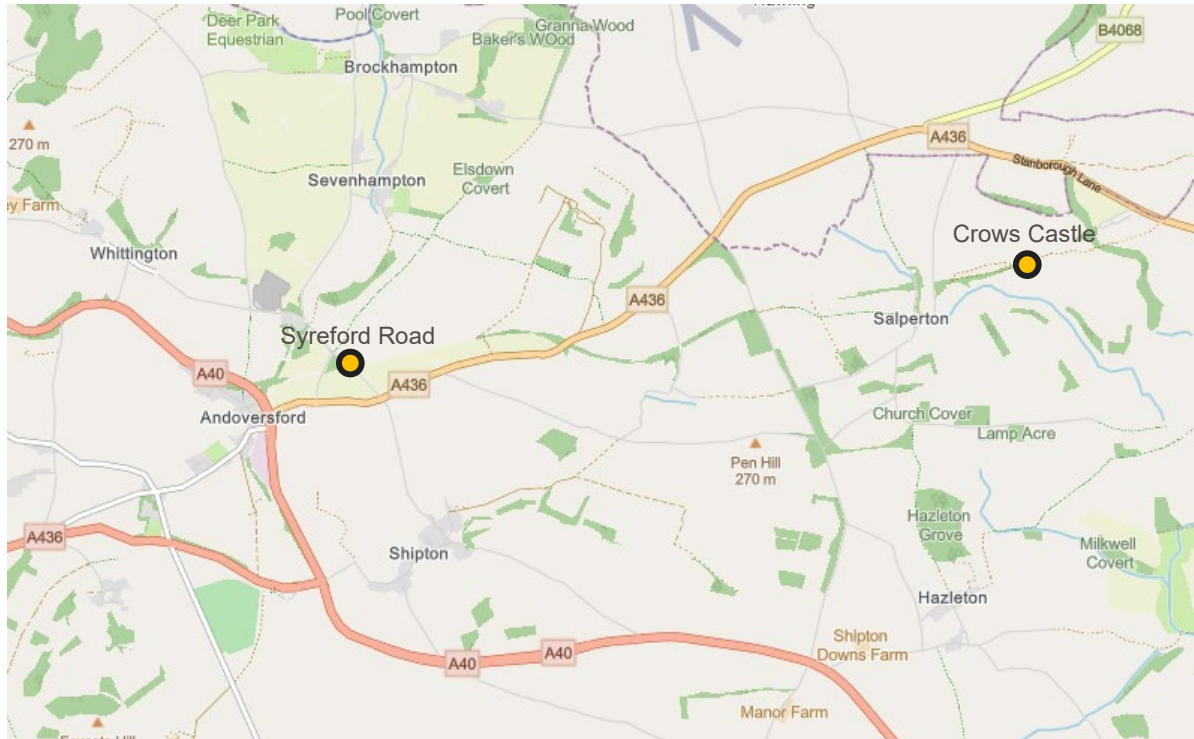
Image: Google Street View Aug 2010

Description: There is an ambition to use the railway alignment here for a greenway between Cheltenham and Bourton-on-the-Water. This is mentioned in the Gloucestershire Local Transport Plan.

<https://www.gloucestershire.gov.uk/media/2108466/ltf-policy-document-final-v132.pdf>

Recommendation: Investigate options for development of former railway corridor.

Local area map



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BCL/96m79ch - Crows Castle

(Google Street View not available)

Grid reference: SP 08476 20897

County: Gloucestershire

Structure Type: Underbridge

Status: Public Road - Unclassified

Proposed Works: Maintenance options under development

Sustrans assessment: Likely to be useful for LCWIP or local network



Image supplied by HRE Group

Description: There is an ambition to use the railway alignment here for a greenway between Cheltenham and Bourton-on-the-Water. This is mentioned in the Gloucestershire Local Transport Plan.

<https://www.gloucestershire.gov.uk/media/2108466/ltf-policy-document-final-v132.pdf>

Recommendation: Investigate options for development of former railway corridor.

Local area map

See Syreford Road bridge

BHL/85m38ch - Devizes Castle / Hillworth Rd

<https://goo.gl/maps/Q1JvysJiVUn2gZNq8>

Grid reference: SU 00517 61038

County: Wiltshire

Structure Type: Overbridge

Status: Public Road – Unclassified Hillworth Road

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans



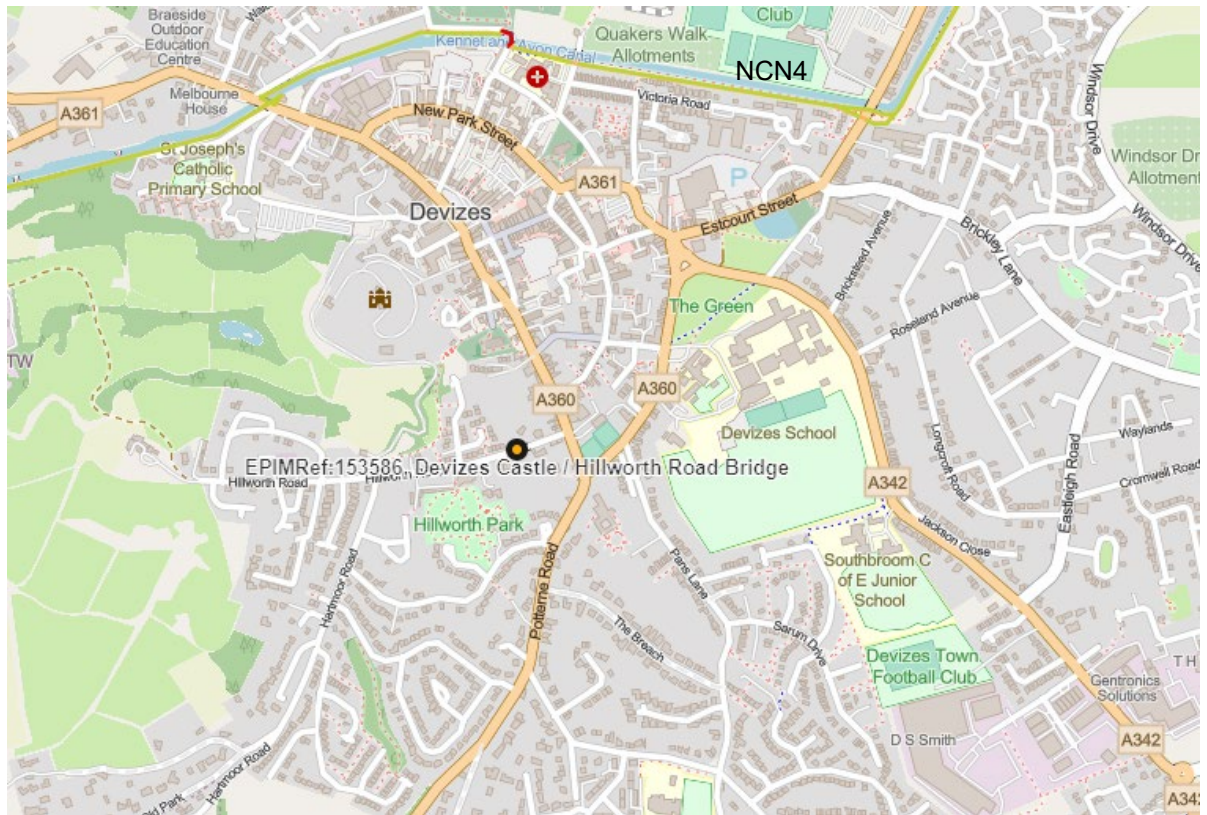
Image: Google Street View Jan 2009

Description: This structure already forms part of the Devizes Town Cycle Network, but there are no current plans for passing under the bridge as far as we are aware. However, it is worth investigating the railway corridor as there are other HRE structures in the vicinity.

https://www.connectingwiltshire.co.uk/wp-content/uploads/2019/07/Devizes_web.pdf

Recommendation: Investigate options for development of former railway corridor.

Local area map



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BNK/42 - Halt Farm

<https://goo.gl/maps/H4DBKZ3dx4nZ7cr47>

Grid reference: SP 32360 30200

County: Oxfordshire

Structure Type: Abutment

Status: Public Road – unclassified link between A3400 & Great Rollright village

Proposed Works: Demolition

Sustrans assessment: Might be useful for local network but not part of current plans

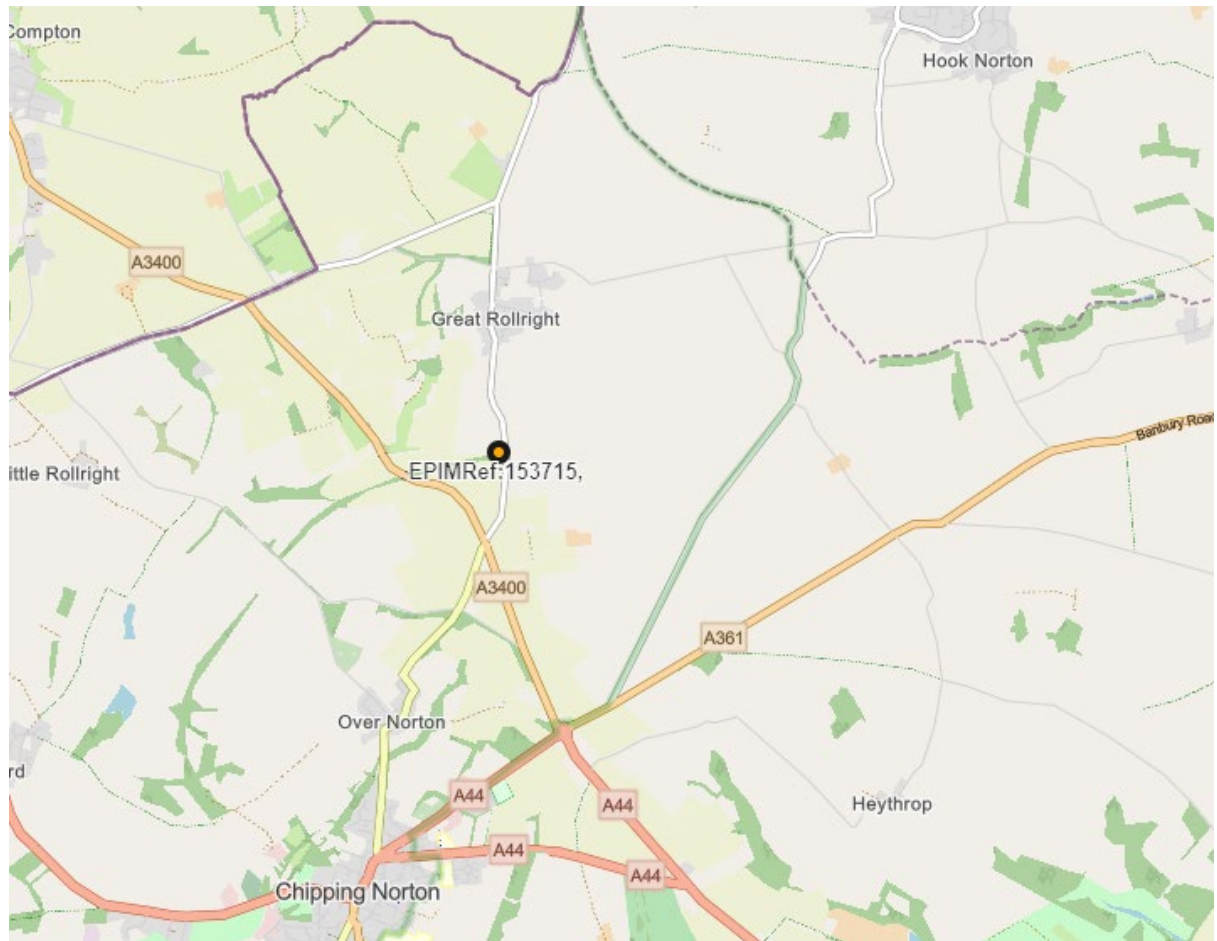


Image: Google Street View Mar 2011

Description: Single abutment (western abutment) no apparent reason why demolishing this shouldn't take place. A new bridge would require a new abutment on the eastern side of the road. Has been talked about as a local link between Hook Norton and Chipping Norton, but no firm plans that we are aware of. Oxfordshire County Council have confirmed this structure has no current value for active travel.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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BRP/8 - Barrowland Lane

<https://goo.gl/maps/jdU6iURWnpr7sqWy8>

Grid reference: SP 32360 30200

County: Dorset

Structure Type: Embankment (Street View shows underbridge)

Status: Public Road – unclassified Barrowland Lane

Proposed Works: Demolition

Sustrans assessment: Likely to be useful for NCN

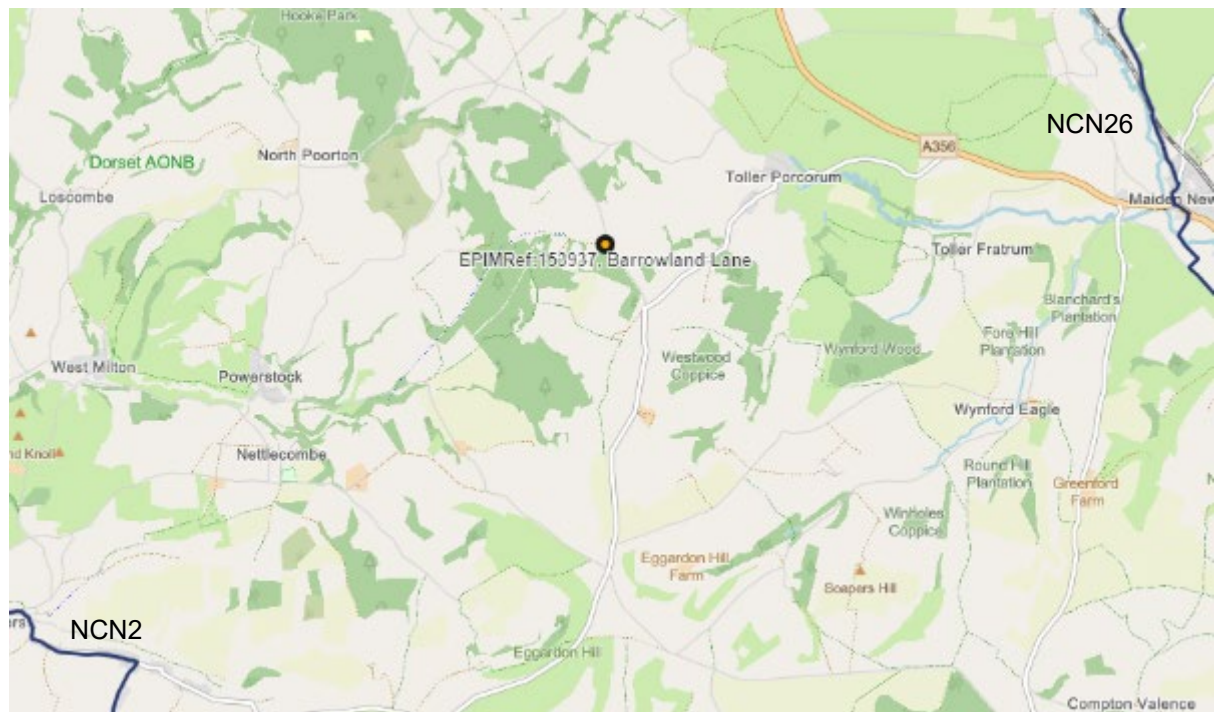


Image: Google Street View Sep 2011

Description: Demolition has been requested by the local authority, but a walking and cycling route is planned on the old railway between Bridport and Maiden Newton, which would form part of NCN267. HRE were contacted by Dorset Council who advised that they were creating an active travel route along the former track bed to one side of the structure, and asked if they could bring the demolition forward so that HRE could tie-in the works and create an access point to the route from the road.

Recommendation: Sustrans is content for demolition to proceed if the works are fully integrated with development of the railway corridor as an active travel route.

Local area map



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CAL/21 - Chilsworthy Road

<https://goo.gl/maps/foWYRyupJiHhByNf6>

Grid reference: SX 41897 71961

County: Cornwall

Structure Type: Overbridge

Status: Public Road – unclassified Barrowland Lane

Proposed Works: Maintenance options under development

Sustrans assessment: Likely to be useful for LCWIP or local network

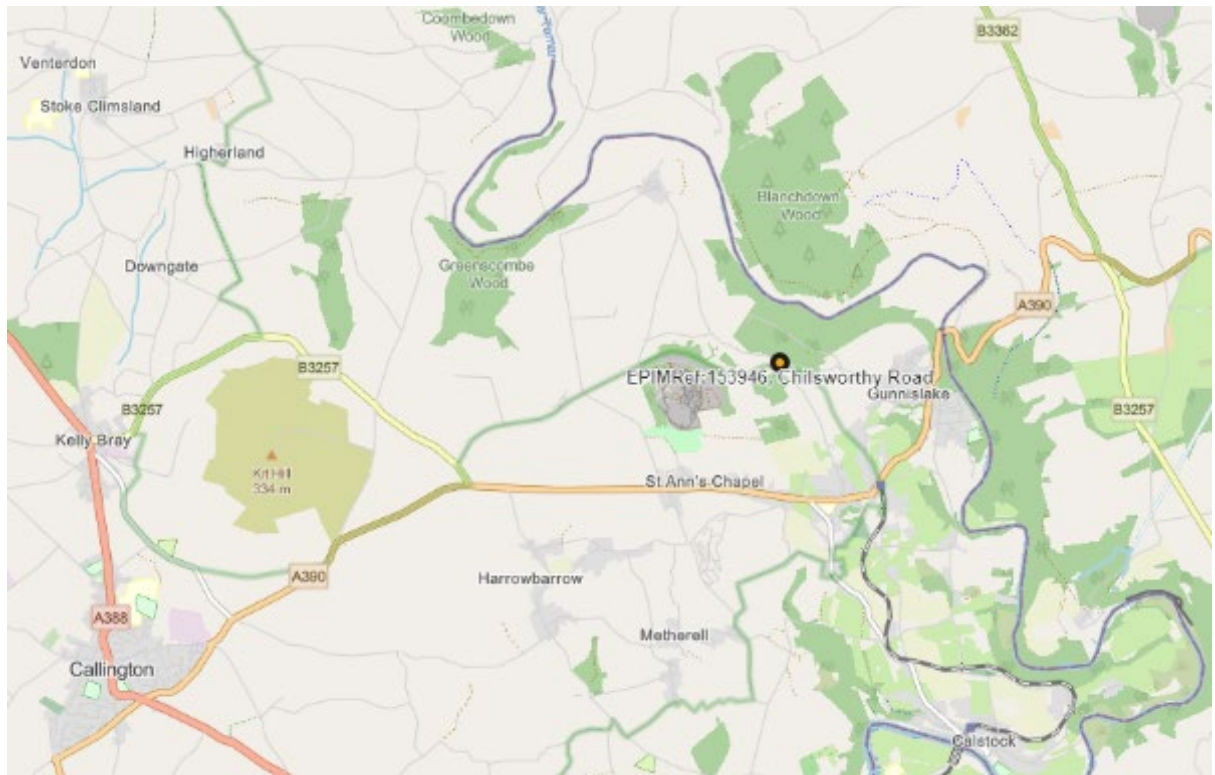


Image: Google Street View Aug 2009

Description: Sustrans was tentatively asked to help with a feasibility study between Gunnislake and Kelly Bray by Tamar Valley AONB in 2019. Cornwall Council has confirmed they have no current plans for the structure, but want to keep their options open.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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EHP/3 - Knowle Viaduct

(Google Street View not available)

Grid reference: TQ 58020 26091

County: East Sussex

Structure Type: Viaduct

Status: Private Road

Proposed Works: TBC

Sustrans assessment: Might be useful but not part of current plans

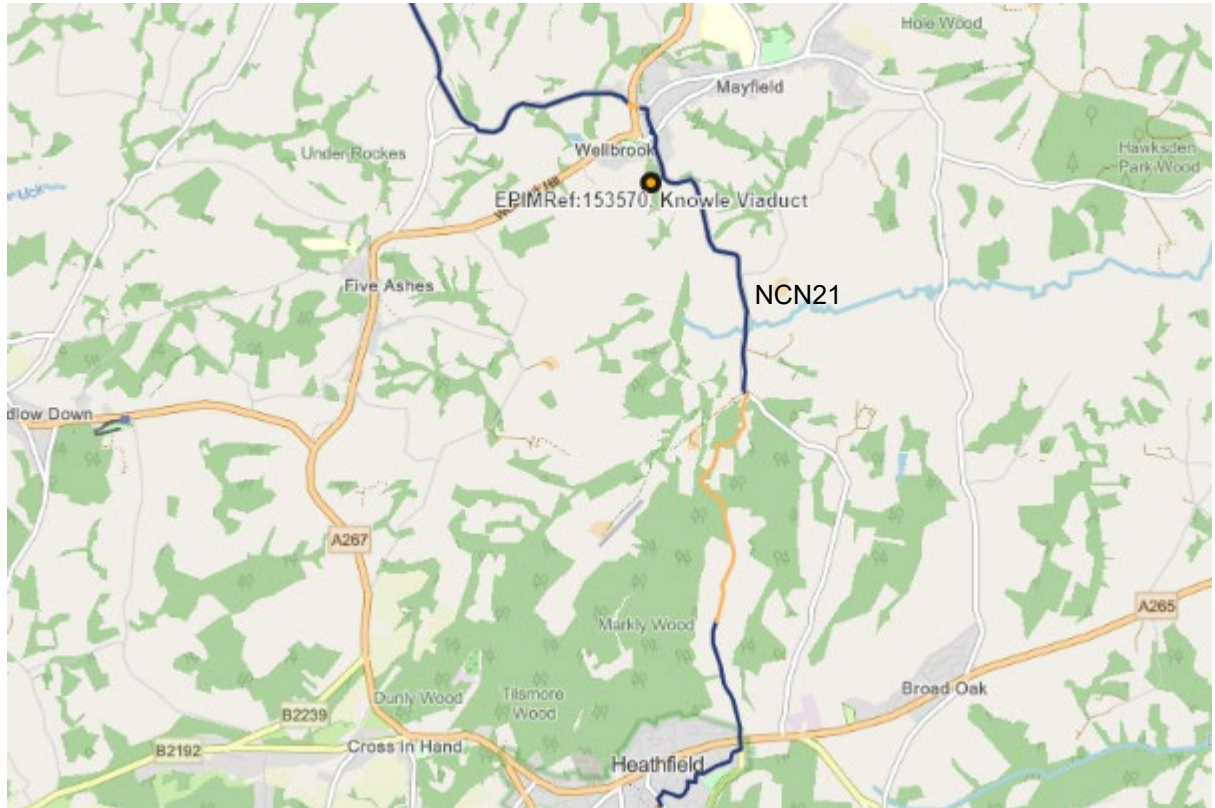


Image supplied by HRE

Description: There is a long-term ambition to open the old railway between Heathfield and Mayfield for active travel as this will provide an alternative to the unsatisfactory on-road section of NCN21. Much of the land is in private ownership with some local opposition, so this will not be easy. East Sussex County Council has confirmed there are no current plans for this structure.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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END/709 - Station Road Southfleet

<https://goo.gl/maps/5yJq54JiL1szFZsg8>

Grid reference: TQ 61391 71968

County: Kent

Structure Type: Overbridge

Status: Public Road – B262 Station Road

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

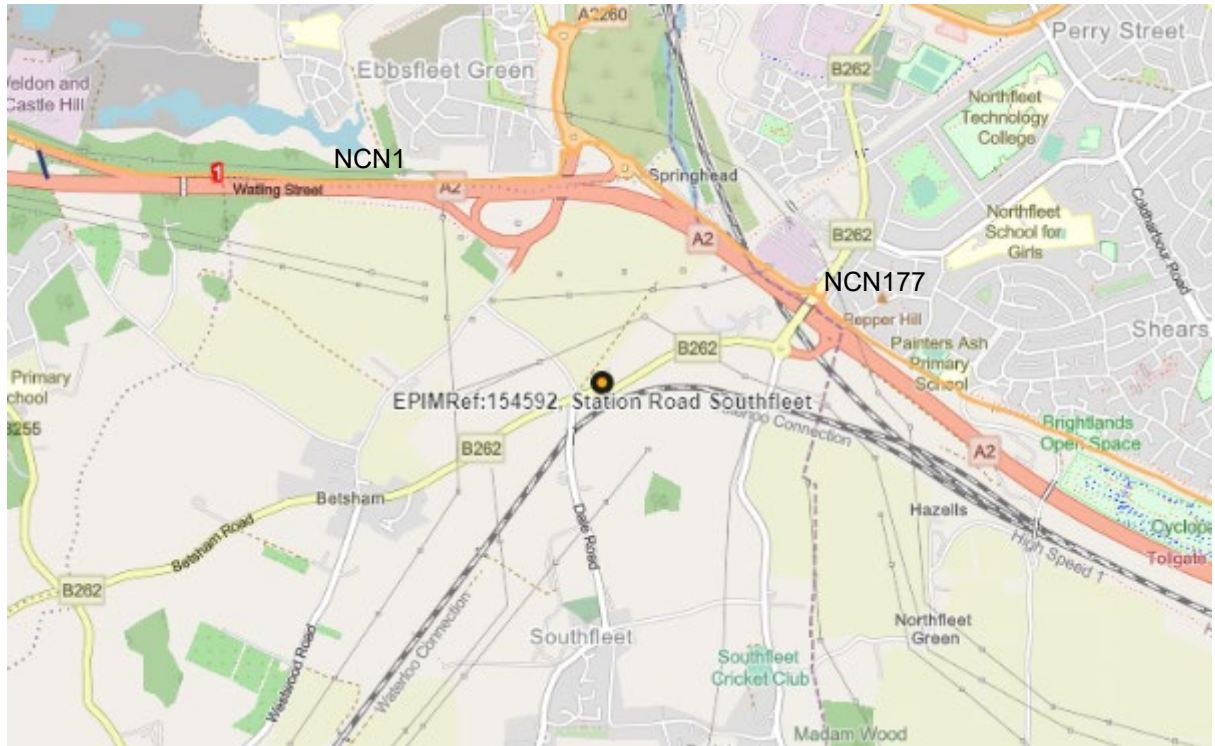


Image: Google Street View Jan 2021

Description: The structure is unlikely to be useful due to development on both sides of structure. Sustrans used to have an interest in the former railway to the northeast (north of the A2), but the old railway line has been severed by the A2 and would appear to have limited value for local networks. There is an existing public footpath that runs parallel with the old railway alignment to the northwest, but this terminates at the A2. Kent County Council has confirmed this structure is not being considered as a viable asset for future active travel projects.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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EVL/2066 - Wingmore Straight Hill

<https://goo.gl/maps/avskkE1dfcU9MEo1A>

Grid reference: TR 18723 46580

County: Kent

Structure Type: Overbridge

Status: Public Road – unclassified

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

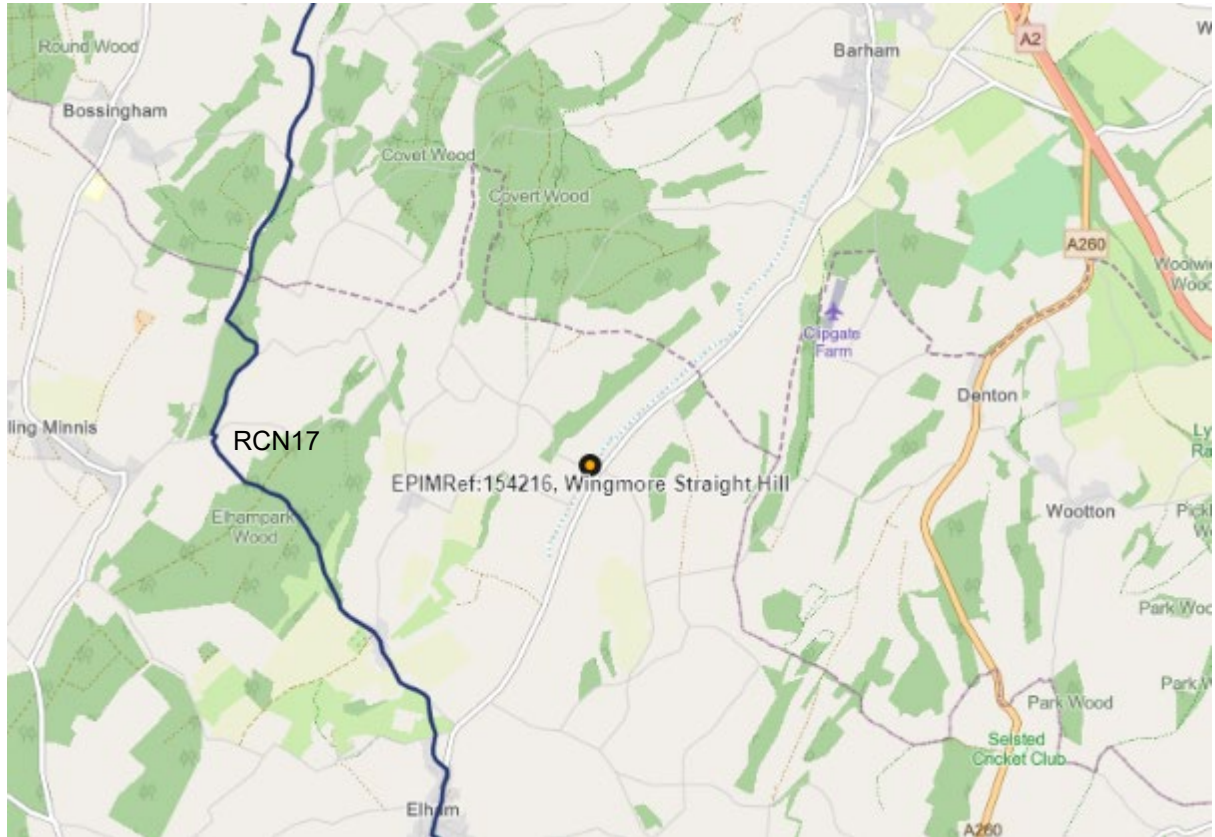


Image: Google Street View Jun 2019

Description: There has been some active travel interest in the old Elham Valley railway and HRE structures further to the north, but this structure does not appear to have much value as the railway formation has largely disappeared in the surrounding area. If a greenway can be developed, it would provide an alternative to the existing on-road RCN17. Kent County Council has confirmed this structure is not being considered as a viable asset for future active travel projects.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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FFD/26 - Hambidge Road

<https://goo.gl/maps/YXkgFk8pJwGQWVTh7>

Grid reference: SP 21011 00616

County: Gloucestershire

Structure Type: Overbridge

Status: Public Road – unclassified Hambidge Lane

Proposed Works: TBC

Sustrans assessment: Likely to be useful for LCWIP or local network

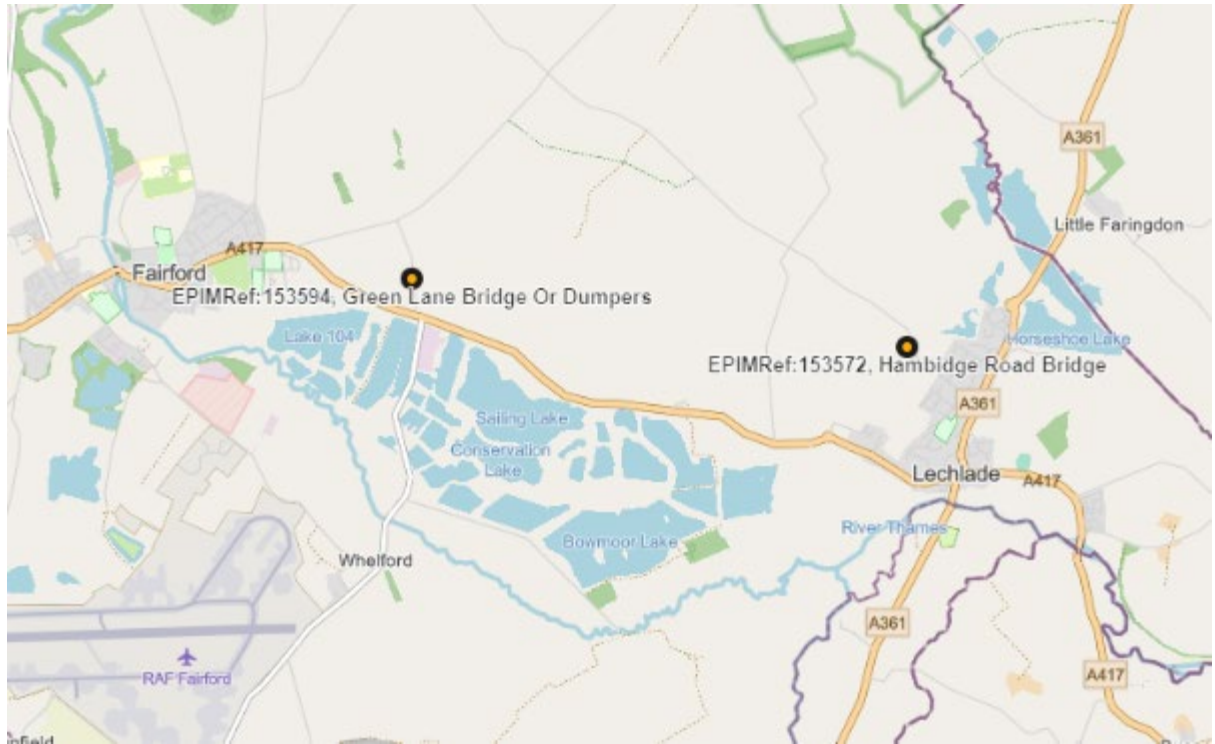


Image: Google Street View Jul 2009

Description: Sustrans are currently working on a feasibility study looking at an active travel route between Lechlade and Fairford using the former railway alignment. The A417 corridor is mentioned in the Gloucestershire Local Transport Plan and the railway route runs parallel to this.

Recommendation: Retain structure for potential future active travel use.

Local area map



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FFD/28 Green Lane / Dumpers

<https://goo.gl/maps/voEbGr78cyGzfs769>

Grid reference: SP 17304 01087

County: Gloucestershire

Structure Type: Overbridge

Status: Public Road – unclassified Hambidge Lane

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network



Image: Google Street View Oct 2011

Description: Sustrans are currently working on a feasibility study looking at an active travel route between Lechlade and Fairford using the former railway alignment. The A417 corridor is mentioned in the Gloucestershire Local Transport Plan and the railway route runs parallel to this.

Recommendation: Retain structure for potential future active travel use.

Local area map

See Hambidge Road

FNS3/19m76ch - Whitchurch Bridge

<https://goo.gl/maps/jvVuwNZTFnrHVd5L8>

Grid reference: ST 61404 67388

County: Bath & NE Somerset

Structure Type: Overbridge

Status: Public Road – A37 Bristol Road

Proposed Works: TBC

Sustrans assessment: Might be useful but not part of current plans



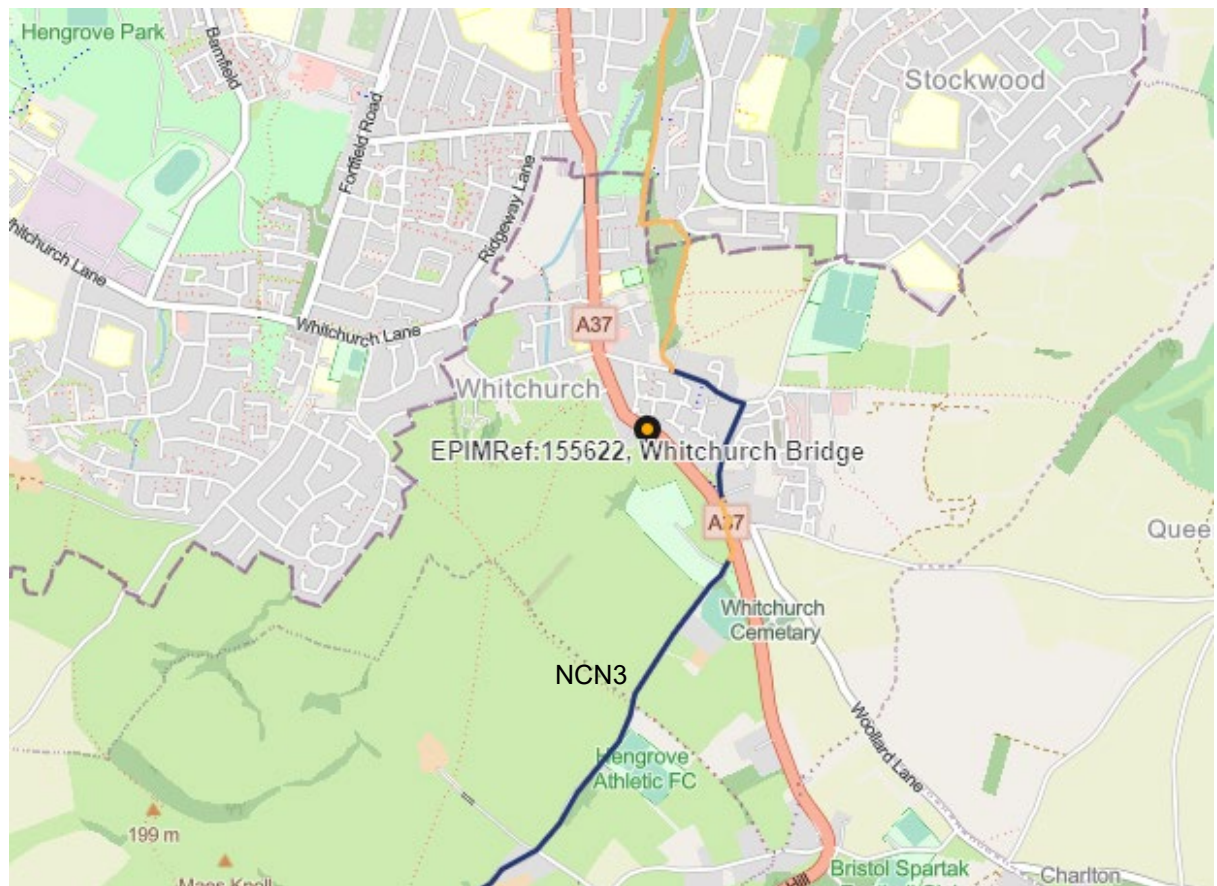
Image: Google Street View Apr 2021

Description: Extending the Whitchurch railway path on NCN3 to Pensford Viaduct has long been an ambition for people in Bristol. In this context it would be useful to retain the structure

to enable a subway to pass underneath it. The existing crossing of the A37 at Sleep Lane and the existing NCN3 on-road route are unsatisfactory.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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HGG2/1 - Church Lane

<https://goo.gl/maps/ddMLVCanZFyUGTfQA>

Grid reference: TQ 42328 14939

County: East Sussex

Structure Type: Overbridge

Status: Public Road – unclassified Church Road

Proposed Works: Infill

Sustrans assessment: Might be useful but not part of current plans



Image: Google Street View Jun 2019

Description: East Sussex County Council has confirmed there are no current plans for this structure. However, the leader of Lewes District Council has raised concerns about infilling the structure.

<https://www.newcivilengineer.com/latest/council-leader-accuses-national-highways-of-riding-roughshod-over-bridge-infilling-pause-18-10-2021/>

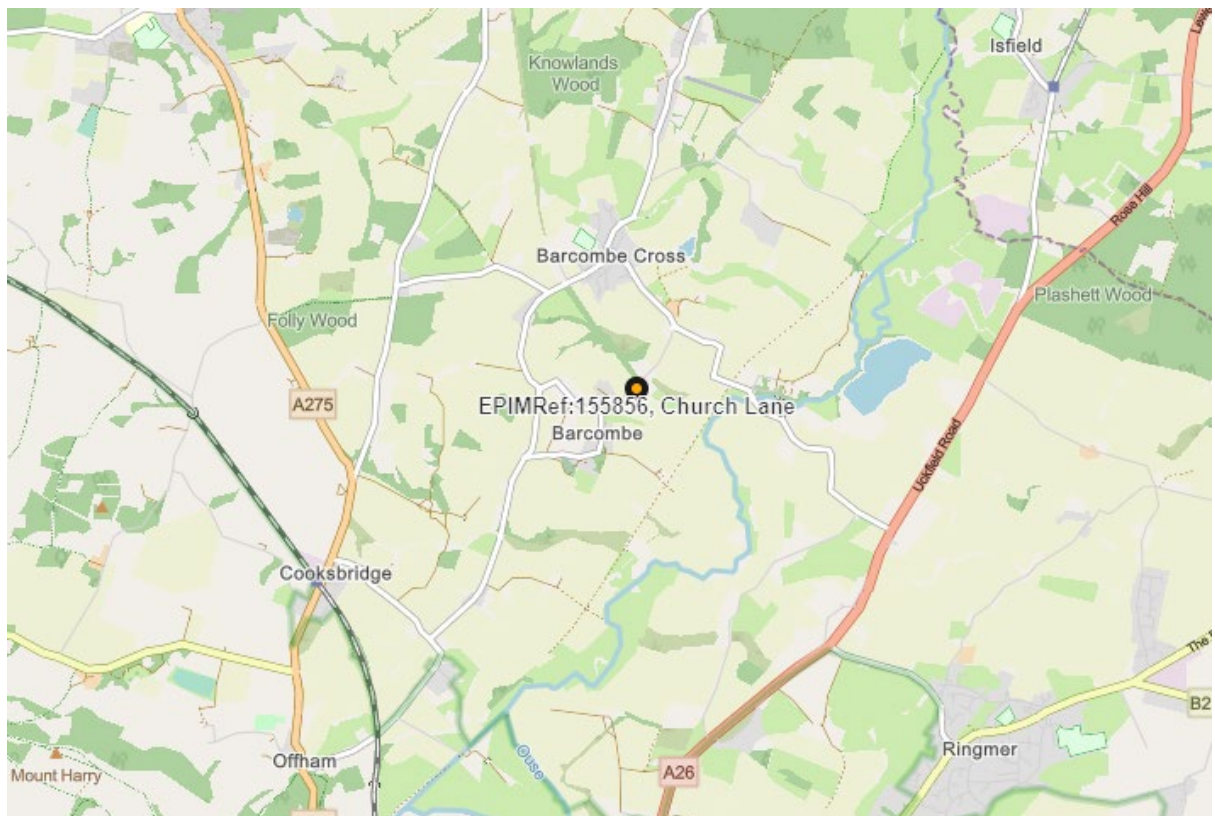
Lewes District Council has a Local Plan policy DM17 to encourage use of the former railway line for active travel and recreation.

Policy DM17: Former Lewes/Sheffield Park Railway Line

Informal recreational uses, such as walking, cycling and horse-riding, will be permitted along the route of the undeveloped part of the Lewes/Sheffield Park railway line. Development which would prejudice such uses will not be permitted unless proposals are accompanied by alternative route provision. Recommendation: Does not appear to have any value for active travel purposes.

Recommendation: Investigate options for development of former railway corridor.

Local area map



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LAN/105 Ridgegrove Road

<https://goo.gl/maps/o3zZEfD8ffsqw91R7>

Grid reference: SX 33642 84761

County: Cornwall

Structure Type: Overbridge

Status: Public Road – unclassified Ridgegrove Hill

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN



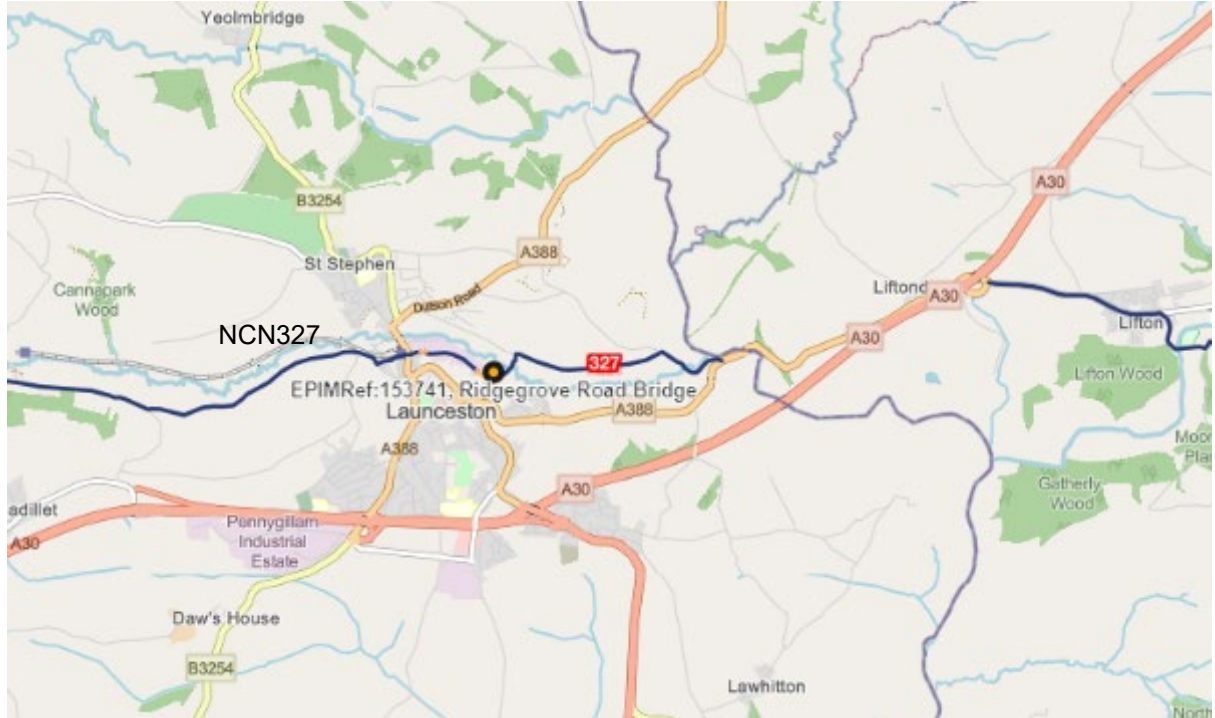
Image: Google Street View Jun 2019

Description: There is a long-term ambition to use the old railway alignment to avoid the A388 between Launceston and Lifton. Sustrans completed the North Cornwall Trail Feasibility Study for Cornwall Council in 2020, the structure is discussed as part of the route in section 3.1.9.

<https://storymaps.arcgis.com/stories/296bcca064c141e78a153f7046faf42c>

Recommendation: Retain structure for potential future active travel use.

Local area map



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NCL/81 - Tregray Bridge

(Google Street View not available)

Grid reference: SX 18206 89747

County: Cornwall

Structure Type: Overbridge

Status: Private Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for NCN



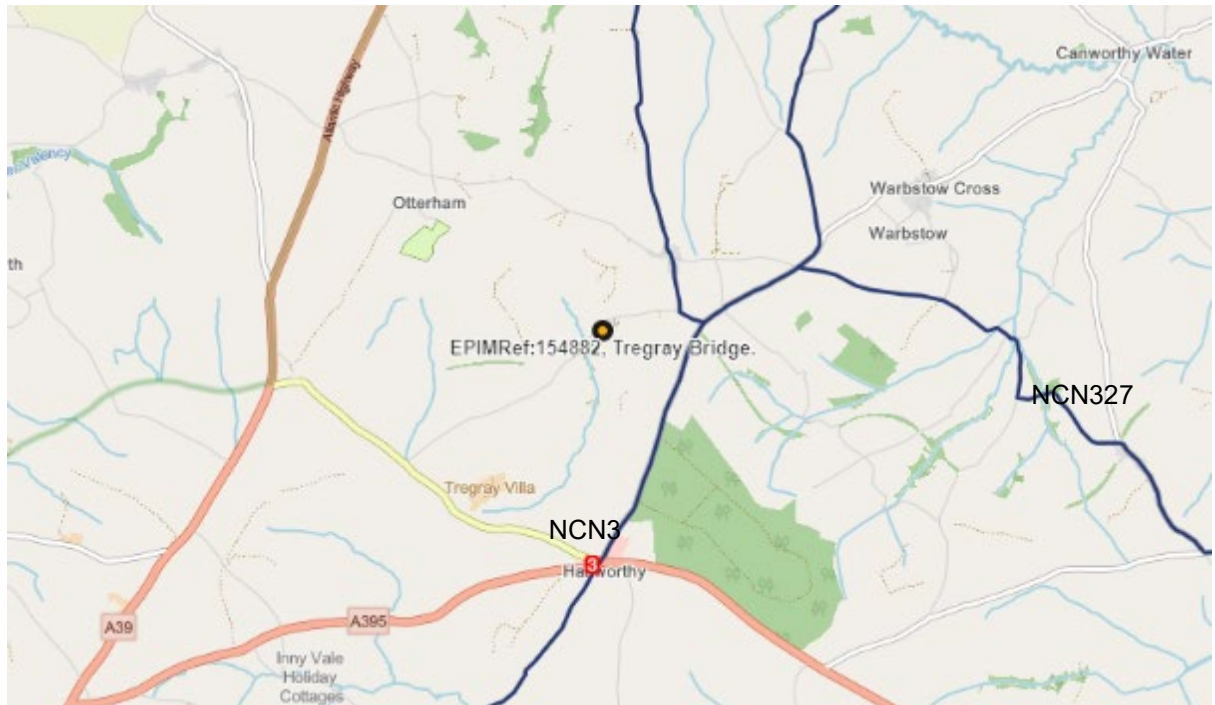
Image supplied by HRE

Description: The old railway alignment between Wadebridge and Warbstow could provide an alternative to the existing on-road route for NCN3. Sustrans completed the North Cornwall Trail Feasibility Study for Cornwall Council in 2020, the structure is discussed as part of the route in section 3.1.6.

<https://storymaps.arcgis.com/stories/296bcca064c141e78a153f7046faf42c>

Recommendation: Retain structure for potential future active travel use.

Local area map



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NDL/23 - Hackney Bottom

<https://goo.gl/maps/mFVhYVpnoSkmexLG7>

Grid reference: SU 52941 77320

County: West Berkshire

Structure Type: Overbridge

Status: Public Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network

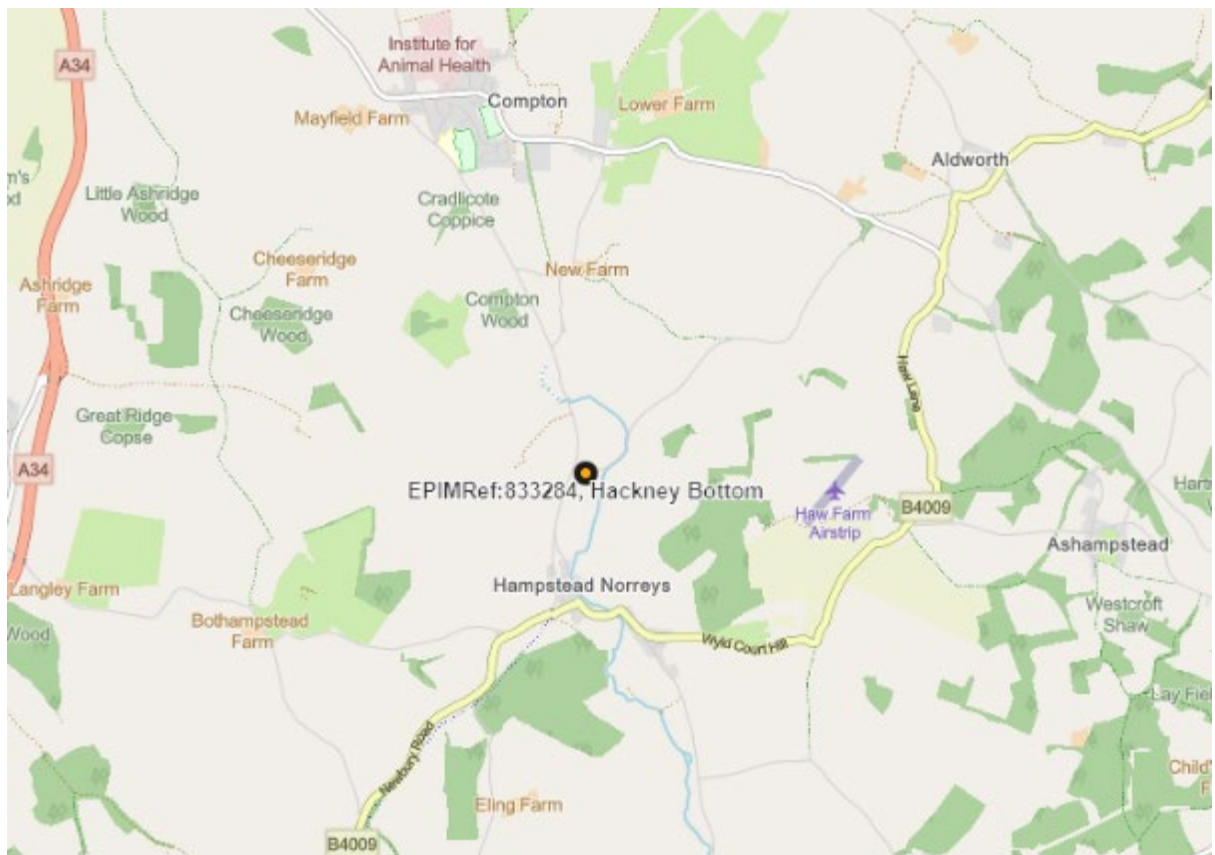


Image: Google Street View Apr 2011

Description: Sustrans has recently completed the Hampstead Norreys to Compton Feasibility Study for West Berkshire Council, which considered using this structure as part of a new traffic-free route between Compton and Hampstead Norreys. The aim is to extend the existing greenway on the old railway line between Hermitage and Hampstead Norreys. It is possible to create a reasonable route avoiding this structure, so it is not strictly necessary for the route, given that the railway formation has disappeared on either side of the structure. Correspondence from West Berkshire Council and HRE in July 2021 indicate there may be local authority preference to avoid using this structure due to maintenance cost concerns.

Recommendation: Retain structure for potential future active travel use.

Local area map



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THA/22 – Horspath

(Google Street View not available)

Grid reference: SP 56799 04410

County: Oxfordshire

Structure Type: Underbridge

Status: Public Road

Proposed Works: Demolition

Sustrans assessment: Unlikely to be useful for active travel



Image supplied by HRE

Description: Very close to NCN57 but no value for local active travel networks that Sustrans is aware of. Oxfordshire County Council have confirmed this structure has no current value for active travel.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



Map base: Open Street Map

The structure in question is the south westerly of the two shown above. The second structure is the Horspath Bridge over Cuddesdon Road, which is scheduled for repairs in 2021/22.

TNQ/4m60ch - Goshen Bridge

(Google Street View not available)

Grid reference: SW 74789 50146

County: Cornwall

Structure Type: Overbridge

Status: Public Road

Proposed Works: Infill

Sustrans assessment: Likely to be useful for LCWIP or local network.



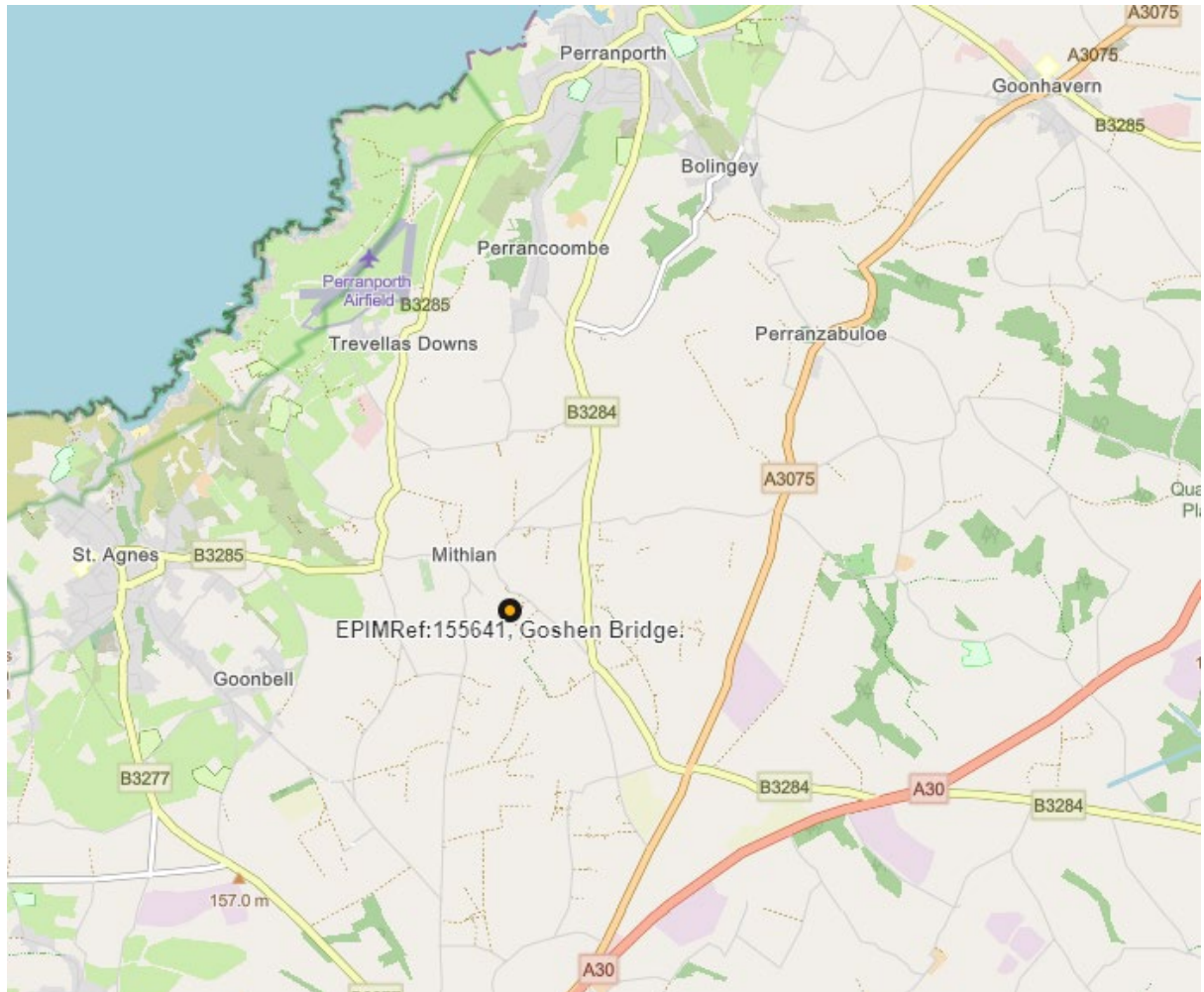
Image supplied by HRE

Description: This structure will form part of a new study commission by Cornwall Council to Sustrans to extend the Saints Trails between St Agnes and Perranporth. Routes are already planned between Truro and St Agnes and from Perranporth to Newquay on the old Truro and Newquay Line.

<https://www.cornwall.gov.uk/saintstrails>

Recommendation: Retain structure for potential future active travel use.

Local area map



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Wales

Two “on hold” structures were assessed in this Sustrans geography, as summarised in the table below.

ELR/No.	Name	NCN	Local network	Maybe useful	Unlikely
CAP/13m69ch	Graig-yr-Helfa Road				X
VAN/16	Afon Cerist u/b				X

CAP/13m69ch - Graig-yr-Helfa Road

<https://goo.gl/maps/stq19S1Aa5w2LrY28>

Grid reference: ST 08544 89455

County: Rhondda Cynon Taff

Structure Type: Overbridge

Status: Public Road – unclassified Graig-yr-Helfa Road

Proposed Works: Infill

Sustrans assessment: Unlikely to be useful for active travel

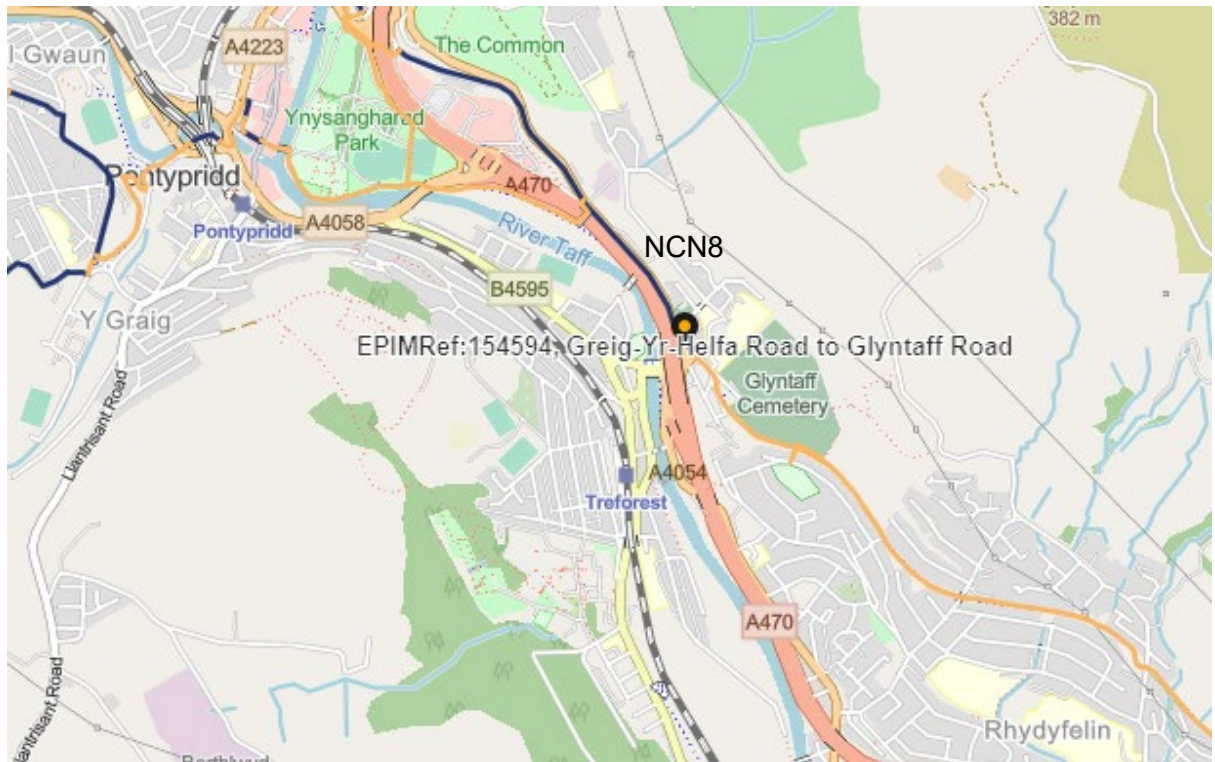


Image: Google Street View Jul 2021

Description: The Street View image suggests that work is being done to this structure. It lies close to the existing route of NCN8 but is unlikely to be useful due to development in the area. The structure was discussed with Rhondda Cynon Taff Council a few months ago and they are happy to infill.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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VAN/16 - Afon Cerist

<https://goo.gl/maps/gfVmvrZPsRN2CtnJ6>

Grid reference: SN 97009 89433

County: Powys

Structure Type: Underbridge

Status: Spans Water

Proposed Works: Demolition

Sustrans assessment: Unlikely to be useful for active travel

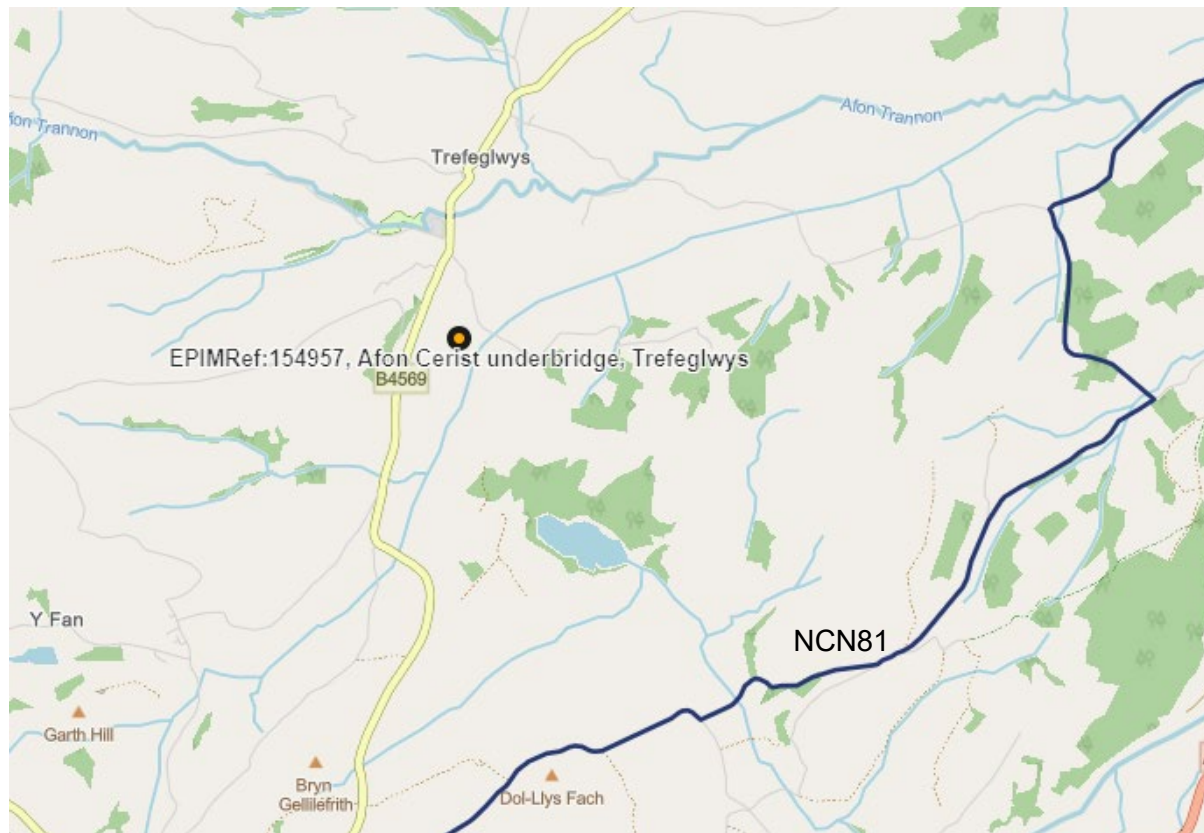


Image supplied by HRE

Description: NCN81 between Llanidloes and Caersws runs to the south of the site. A traffic-free route via Afon Cerist would be an attractive alternative to the existing on-road route, but there are no current plans for this that we are aware of.

Recommendation: Does not appear to have any value for active travel purposes.

Local area map



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Appendix

Criteria for the prioritisation process.

Name	Details
Local population per route km	Population gravity for 0-10km (at 1km intervals) divided by route length*.
Local access per route km [†]	Number of access points for the route, divided by route length*.
Local supermarkets	Total number local** to the route, divided by route length*.
Local services	
Local entertainments	
Local large open spaces	
Local primary schools	
Local secondary schools	
Local jobs	
Local bus and train access	
Ethnically diverse communities	
Access to car	Proportion of the local** population who do not have access to a car
Active commute	Proportion of the local** population (in employment) who travel to work by active modes
Population under 16	Proportion of the local** population aged under 16.

Population 65+	Proportion of the local** population aged 65+.
Index of Multiple Deprivation	Most deprived LSOA with which the scheme intersects
National/country parks/AONB	Does the scheme intersect with a national or country park, or an Area of Outstanding Natural Beauty?
Air Quality Management Zone	Does the scheme intersect with an AQMA?
Liveable Cities and Towns	Does the scheme intersect with an LCT location (tier A or tier B)?

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