

# Chester Cycle Map

Chester Cycling Campaign (CCC) has long been aware of the difficulties experienced by those with mobility issues who try to access the paths and tracks that most of us take for granted. The same is true for those using tandems, tricycles and trailer bikes. The crux of the problem is that available maps (even including Ordnance Survey) do not give the detail required in order to plan journeys with confidence.

Sustrans has recently initiated a programme (“Paths for All”) which aims to address these issues, and Chester has been chosen as one of the prime targets for their initiative. CCC has recorded all the barriers (and consequent restrictions) on the Millennium Greenway for Sustrans but has now extended its map. This now not only shows existing Cycling facilities in the Chester and surrounding area, but also highlights areas which need improvement or which may restrict access for some.

The information is now all on one map (<https://tinyurl.com/Chester-Cycle-Map>), but in different ‘layers’ that can be switched on or off to show what is relevant to the particular viewer. A desktop computer has been used to build this, so please advise if you have difficulties accessing on any other device.

Current Layers are:-

1. Barriers & Access
2. Bike Parking
3. Existing Cycle Paths and Lanes
4. ‘Aspirational’ Paths
5. Amenities
6. Hazardous Junctions


The Paths are classified by colour:-

1. Existing Cycle Paths :-

Colour		Surface	
Green	Traffic free	Asphalt	
Brown	Traffic free	Unsealed	(May be firm stone &/or softer earth & sometimes mud when wet)
Red	By carriageway but separated from it – usually by kerb or verge	Asphalt	(May be a Shared Use Path with or without pedestrian/cyclist segregating line).
Blue	On carriageway	Painted ‘lane’	Including ‘Orca’ separation where there is no continuous kerb protection.





NB – technically, a ‘Path’ is separate from a carriageway and should be recorded as such in LA documents; a ‘Lane’ is not recorded separately and is simply a painted line in the road.

The distinction between ‘Green’ & ‘Red’ paths is a little arbitrary. Red has been used where the path follows a road even if there is a wide verge separation – Green has been used for the genuinely off-road paths, which are generally longer. Both should be suitable for less experienced riders (the ‘12 year old test’) as opposed to the on-carriageway Blue lanes. Places where there is even a very short stretch of quiet road between two paths, where it might still be described as a ‘Greenway’, have been treated as ‘road’ as cars do occasionally use them.

Paths are not distinguished on the basis of width. If this information is significant then, by clicking on the path, a description (possibly with photos) should come up in a box. Where signage is relevant to a particular path or lane, the symbol  has been used to indicate location.



2. 'Aspirational' Paths - Purple.

These are what we would like to see in the future, both for connectivity and for safety reasons. We will prepare suggestions for the relevant authorities at the appropriate times.




3. Accessibility issues (barriers, speed bumps etc). Markers with photos/ descriptions at each point. Each marker, when clicked, should open a box with photo, description and measurements of the obstacle. Specific markers for A-Frame type barriers  and for 'kissing' gates  are used as these are considered to be particularly difficult for many to negotiate. Canal bridges, which often offer a combination of narrow and poor paths with restricted headroom are shown as:- . Chicanes are shown thus:- . Some other type specific markers may be introduced later.

4. Bike Parking facilities – with Photos.

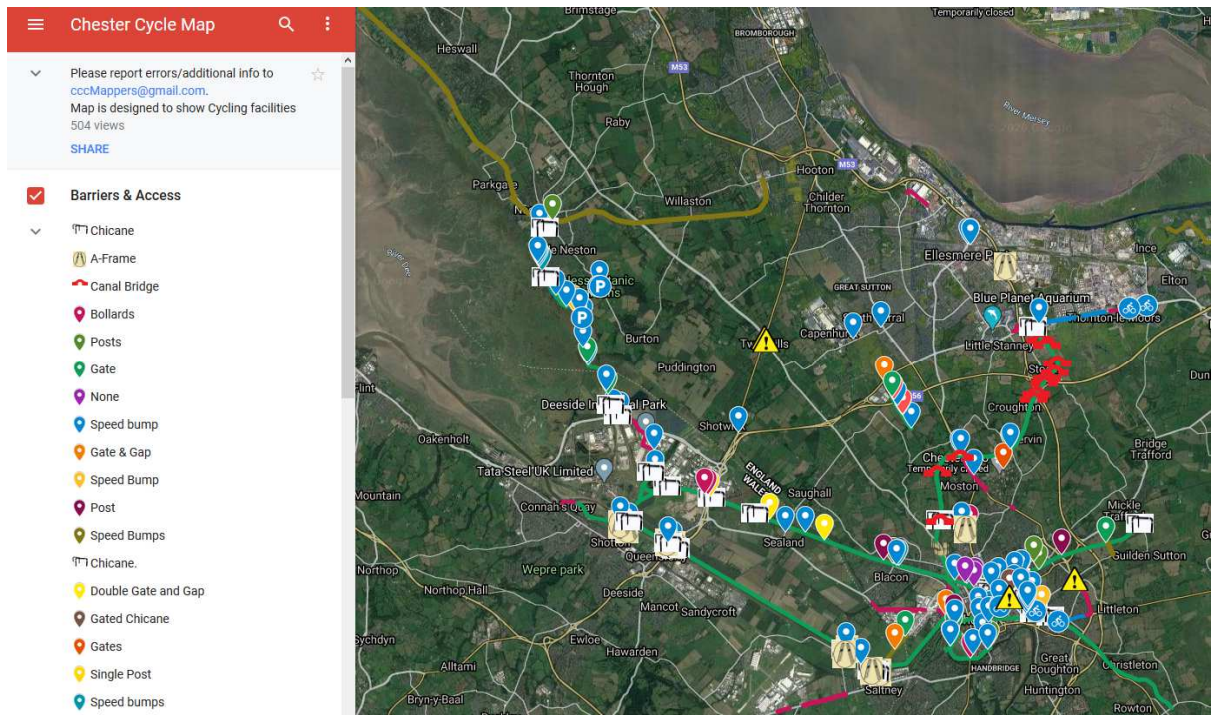
5. Other facilities which will be included over time:-



- Charging points (for battery assisted cycles) – possibly in the Bike Parking layer?
- Cafés  }
- Parking facilities for cars  }
- Public toilets } these four in one layer
- Bike shops }

6. Junctions.

The symbol  is used indicate the location of particularly Hazardous Junctions. Only the most dangerous locations are currently marked. In addition, those junctions with existing Advanced Stop Line (ASL) boxes are marked  and those where we would like to see ASLs are marked .

The map should come up looking something like:-



and it should be possible to select/ de-select layers using the tick-boxes in the left hand panel and zoom in on any portion or point on the map. It is also possible to swap between plan & satellite/terrain view – move the slider on the left hand panel to the bottom and tab between the two options:-  &  .

This project is still in its early stages and CCC would welcome any comments on its usefulness. Any additional information (including photographs) and corrections are also welcome. Please send to [cccMappers@gmail.com](mailto:cccMappers@gmail.com).