

## GREAT BOUGHTON PARISH CYCLING PLAN

### Introduction

The purpose of the plan is to reduce the dependence on car travel within the area of the parish in order to increase Active Travel. The plan considers short trips to places of education, shops, workplaces, recreation, worship etc. It also considers longer routes from the community to the city centre, railway station etc.

There is a strong dependence on the suitability of cycling infrastructure in adjacent parishes to achieve a coordinated network. Hence it was decided that the parishes of Waverton, Christleton, Littleton, Huntington, and Great Boughton would each have a Cycling Plan developed simultaneously. This report for Great Boughton should therefore be read in conjunction with the other parish reports. At the end of the combined report there is a conclusion with recommendations for the whole area with a map showing the locations of suggested improvements to the whole area. See link below.

Cycle routes should be safe enough for a 12 year old to use alone, and suitable for people riding cycles of all types (adapted cycles for people who have disabilities, trikes, cargo cycles, tandems, cycles pulling trailers or tag-alongs with children). Regarding suitable widths for cycle paths, Wheels for Wellbeing “A Guide to Inclusive Cycling 2019 (3rd edition)” recommends width requirements for Access Control points and Cycle Lanes: recommended width 2m, minimum width 1.5m. It is worth noting that cycling to schools was not addressed by the LCWIP. We must think of providing routes to schools, which tend to be dispersed through the community, as well as routes to work, which tend to be clustered in city centres.

### Existing Cycle Routes, their Condition & Improvements Required

Existing Cycle Route, Condition	Improvements Required
<p>1. The towpath of the Shropshire Union Canal, which runs east-west through the parish, is used by several cycle routes: the <b>Scarlet Route</b>, the <b>Brown route</b> (City Centre to Waverton), part of the Black Route (City Centre to Huntington), <b>Regional Cycle Network Route 70</b> (The Cheshire Cycleway), <b>Regional Cycle Network Route 71</b> (Neston to Macclesfield), and <b>National Cycle Network Route 45</b> (Chester to Salisbury).</p>	
<ul style="list-style-type: none"> <li>– The surface is rough in places, particularly the stretch from east of the A51, which is very worn and uneven, resulting in an extremely uncomfortable ride. See Appendix 1, video A “Towpath in very poor condition”.</li> <li>– Where the canal towpath passes under Bridge 123A near Hoole Lane Lock, the surface changes from tarmac to raised brick paving both under the bridge and on the fairly steep, curved slope on the eastern side. (The alternative route for a non-standard cycle is the ramp to the Scarlet Route, cross at the dangerous Hoole Lane junction and rejoin the Brown Route along Spital Walk.)</li> </ul>	<ul style="list-style-type: none"> <li>– Surfacing repairs are required.</li> <li>– Fill in the surface between raised bricks on half the path to create a smooth surface, as has been done under Bridge 122B (near Greenfield Lock)</li> </ul>
<p>2. The <b>Scarlet Route</b> from the City Centre runs along the towpath and divides at the junction of Hoole Lane &amp; Westminster Road. One branch runs north and north-east towards Hoole, the other runs north-east through the north of Great Boughton and ends inside the parish, at Green Lane.</p>	
<ul style="list-style-type: none"> <li>– One-way, on-road cycle path running south from Westminster Road bridge. The red tarmac surface on the cycle lane is breaking up, resulting in an uncomfortable ride.</li> </ul>	<ul style="list-style-type: none"> <li>– Surfacing repairs are required.</li> </ul>
<ul style="list-style-type: none"> <li>– Westminster Road Bridge is one way for vehicles, two way for cyclists. Traffic light phasing means that cycles travel only in one direction at a time.</li> </ul>	<ul style="list-style-type: none"> <li>– Traffic lights could be re-phased to allow cyclists to cross from South to North when</li> </ul>

Existing Cycle Route, Condition	Improvements Required
	traffic light is on red for vehicles, producing 2-way cycling at all times.
<ul style="list-style-type: none"> <li>- Route to railway station via Charterhall Drive.</li> </ul>	<ul style="list-style-type: none"> <li>- Needs to be improved to make good cycle access, segregated from pedestrians.</li> <li>- Needs to be signed from the junction with Westminster Road.</li> <li>- Needs to be signed from the station.</li> </ul>
<ul style="list-style-type: none"> <li>- At the junction of Westminster Road &amp; Hoole Lane, the Scarlet Route sign pointing into Hoole Lane is on the wrong side of the post (the arrow is immediately next to the post).</li> </ul>	<ul style="list-style-type: none"> <li>- Re-position sign.</li> </ul>
<ul style="list-style-type: none"> <li>- At the junction of Hoole Lane &amp; Spital Walk (top of ramp leading to/from canal towpath): <ul style="list-style-type: none"> <li>- This junction is dangerous because cyclists have a restricted view of traffic coming round the bend from the right.</li> <li>- The sign indicating the Scarlet Route to Vicars Cross should be pointing left across the bridge but is pointing straight on.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- A safe cycle crossing needs to be installed.</li> <li>- A mirror is needed to give a view of approaching traffic. Could be sited on the lamppost at the entrance to Spital Walk, which already carries a "Route to be used by pedal cycles only" sign.</li> <li>- Signage &amp; carriageway markings are needed to warn drivers of cyclists crossing.</li> <li>- Re-position sign.</li> </ul>
<ul style="list-style-type: none"> <li>- On the railway bridge along Hoole Lane, the Scarlet Route is a one-way (towards Hoole) on-road cycle lane, 1.2m wide, separated from oncoming traffic by 'Orcas': <ul style="list-style-type: none"> <li>- Overgrown vegetation narrows the path.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Cycle path should be widened.</li> <li>- Painted arrows should be added to the path, so that cyclists and drivers do not assume it is two-way (as some do now).</li> <li>- Vegetation needs clearing.</li> </ul>
<ul style="list-style-type: none"> <li>- Where the Scarlet Route leaves Hoole Lane to enter Pentland Close, cyclists turning left off Hoole Lane have to turn back on themselves to make the turn. Cyclists turning right from Pentland Close have a sharp right turn onto an uphill slope, and have to cross the carriageway to reach the cycle path.</li> </ul>	<ul style="list-style-type: none"> <li>- Extend the lowered curb northwards, to provide a wider sweep off Hoole Lane.</li> <li>- Signage &amp; carriageway markings are needed to warn drivers of cyclists crossing.</li> </ul>

Existing Cycle Route, Condition	Improvements Required
<ul style="list-style-type: none"> <li>- On the cycle path between Hoole Lane and Pentland Close:               <ul style="list-style-type: none"> <li>- The white barriers completely block the adjacent pedestrian path, forcing anyone using the pedestrian path (which may be a mobility scooter user) onto the cycle path.</li> <li>- A dog poo bin is sited on the cycle path side, forcing dog walkers onto the cycle path.</li> <li>- Because of the siting of the pedestrian barrier placing on one side &amp; overgrown vegetation the entry to the cycle path is effectively 1.25m wide. Just behind the barriers, it is 1.46m wide.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Provide appropriate access for pedestrians.</li> <li>- Widen cycle path.</li> <li>- Re-site bin.</li> <li>- Re-site barriers.</li> <li>- Clear vegetation.</li> </ul>
<ul style="list-style-type: none"> <li>- At the junction with Pentland Close is a wooden barrier with posts placed near the centre of the cycle path, creating a tight chicane &amp; reducing the effective width of the cycle path (post to edge of cycle path) to 66cm &amp; 70cm for the first &amp; second post respectively.</li> </ul>	<ul style="list-style-type: none"> <li>- Re-engineer barrier.</li> </ul>
<p>3. The Black Route from the City Centre leaves the towpath at Churton Road to run south through the parish to Huntington.</p>	
<ul style="list-style-type: none"> <li>- There is a hazardous junction where the Black Route travels along the A51 for about 25m between Churton Road and Cherry Grove Road. The speed limit here is 30mph &amp; there is no provision for crossing.</li> </ul>	<p>Provide safe cycle crossing: recommended for priority work.</p>
<ul style="list-style-type: none"> <li>- On Cherry Grove Road, the sign indicating the Black Route (left along the A51 for 25m then right into Churton Road) is small, on the right side of the route &amp; obscured by vegetation. Can it be moved onto the post on the left side with the Give way &amp; 30mph signs? Otherwise, vegetation needs clearing.</li> </ul>	<ul style="list-style-type: none"> <li>- Re-site sign.</li> <li>- Clear vegetation.</li> </ul>
<ul style="list-style-type: none"> <li>- Where the Black Route crosses Christleton Road at the traffic lights at the junction with Chapel Lane &amp; Stocks Lane:               <ul style="list-style-type: none"> <li>- The Black Route goes off-road onto a segregated Shared User Path (SUP) to take cyclists over the Toucan crossing. Both the surface and painted markings are worn.</li> <li>- On the south side of Christleton Road, the Black Route sign should point up Chapel Lane, but is pointing along Christleton Road.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Surfacing repairs and re-painting are required.</li> <li>- Re-position sign.</li> </ul>
<ul style="list-style-type: none"> <li>- On Stocks Lane, at the junction with Bachelor's Lane, overgrown vegetation obscures the cycle route sign.</li> </ul>	<ul style="list-style-type: none"> <li>- Clear vegetation.</li> </ul>
<ul style="list-style-type: none"> <li>- On Bachelor's Lane outside the pedestrian entrance to Bishops' High School, 2 rows of bollards prevent vehicular access. But the spacing between them is only 55cm. A traditional bicycle with a pannier on each side has difficulty squeezing through. A trike would not be able to get through.</li> </ul>	<ul style="list-style-type: none"> <li>- Re-site bollards.</li> </ul>
<ul style="list-style-type: none"> <li>- On Vaughan's Lane, just south of Bishops' High School, a cycle lane is provided to by-pass the locked barrier on the road:               <ul style="list-style-type: none"> <li>- There is a bollard in the centre of the cycle lane, with only a 65cm gap between it and the edge of the path on both sides.</li> <li>- The cycle path is built on a small rise (whereas the adjacent road has been made flat). The kerb to access this rise is too high for comfortable riding.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Remove or re-site bollard.</li> <li>- Flatten cycle path.</li> <li>- Lower kerb.</li> </ul>
<ul style="list-style-type: none"> <li>- From Bishops' School to Daniell Way:               <ul style="list-style-type: none"> <li>- The tarmac is worn &amp; uneven in places.</li> <li>- There is no signage to indicate that this is a SUP.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Surfacing repairs are required.</li> <li>- Provide signage.</li> </ul>

Existing Cycle Route, Condition	Improvements Required
<ul style="list-style-type: none"> <li>- At the end of the path approaching Daniell way from the north, there is an offset post. Between the post &amp; edge of the path is only 1.3m.</li> </ul>	<ul style="list-style-type: none"> <li>- Re-site or remove post.</li> </ul>
<ul style="list-style-type: none"> <li>- Where the Black Route crosses Daniell Way, there is no signage. It would be useful to have signs indicating both ways.</li> </ul>	<ul style="list-style-type: none"> <li>- Provide signage.</li> </ul>
<ul style="list-style-type: none"> <li>- At the entrance to Caldly Nature Park from Daniell Way, there are 2 offset barriers. The gap between each of these barriers &amp; the edge of cycle path is only 1m.</li> </ul>	<ul style="list-style-type: none"> <li>- Re-engineer barriers.</li> </ul>
<ul style="list-style-type: none"> <li>- Through Caldly Nature Park: <ul style="list-style-type: none"> <li>- The red tarmac is broken up and uneven, making an unpleasant ride.</li> <li>- Lots of plant debris on the path. In winter, wet leaves make the steep parts slippery.</li> <li>- Overgrown vegetation narrows the path by probably 30cm. If maintained, the cycle path would be about 2.5m wide, a reasonable width for a 2-way path like this.</li> <li>- Some of the street lights allowing the path to be used at night are obscured by overgrown vegetation. Vegetation needs clearing.</li> <li>- A 12cm high kerb separates the cycle path from the pedestrian path. This means that anyone accessing the cycle path from a road on the pedestrian side - Butterbur Close or Primrose Close – has to bump their cycle up the kerb to go home.</li> <li>- Access from several roads to the Black Route is not wide enough for non-standard cycles and the paths are in poor condition: <ul style="list-style-type: none"> <li>- At Primrose Close, overgrown hedges &amp; vegetation reduce effective width of path to 90cm. The path is uneven.</li> <li>- At Champion Close, there is a bollard in the centre of the path. Gap between bollard &amp; fence on one side is 80cm, the edge of the path on the other side is 70cm.</li> <li>- At Orchid Close, there is a bollard in the centre of the path. Gap between the bollard &amp; the edge of path each side is 75cm.</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Surfacing repairs are required: recommended for priority work.</li> <li>- Sweeping required.</li> <li>- Clear vegetation.</li> <li>- Clear vegetation.</li> <li>- Provide lowered kerbs.</li> <li>- Clear vegetation, surfacing repairs are required.</li> <li>- Remove or re-site bollard.</li> <li>- Remove or re-site bollard.</li> </ul>
<ul style="list-style-type: none"> <li>- Where the Black Route crosses Caldly Valley Road: <ul style="list-style-type: none"> <li>- On one side there is only 1m between the barrier and the edge of the cycle path, on the other side of the road only 95cm.</li> <li>- The crossing is uncontrolled, on a 30mph road.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Re-engineer barrier.</li> <li>- Provide a safe cycle crossing.</li> </ul>
<p>4. On the <b>A51</b> (Tarvin Road, later Vicars Cross Road), there is no cycling infrastructure west of the junction with Boundary Court. East of this are advisory (dotted line) on-road cycle lanes in both directions to just short of the junction with the A41, where they become off-road SUPs and join up with those alongside the A41. For about half of the distance of these cycle lanes, the speed limit is 30mph, changing to 40mph at Willoway Road. Inexperienced cyclists find these cycle lanes frightening, so much so that many currently use the pavements.</p> <p>There is no cycling infrastructure to cross the A41 towards Littleton. A cyclist wanting to cycle to Littleton or Christleton from here would have to start from the south side of the A51 and cross 5 carriageways (or 7 carriageways if starting from the north side), using the two refuges and two islands (dropped kerbs only on one side, not both) to wait for gaps in traffic or for traffic to stop for lights. This is hostile even to experienced cyclists. On the eastern side of the junction, a SUP is provided (which bizarrely terminates half way between the A51/A41 junction and the A51/A55 roundabout). Where the SUP crosses the A51/A55 roundabout, all crossings are uncontrolled and only half have traffic lights.</p>	
<ul style="list-style-type: none"> <li>- A51 is wide enough for much of its length to accommodate segregated cycle lanes.</li> </ul>	<ul style="list-style-type: none"> <li>- Install segregated cycle lanes on both carriageways. Where</li> </ul>

Existing Cycle Route, Condition	Improvements Required
	<p>road narrows &amp; cyclists have to use carriageway, reduce speed limit to 20mph: recommended for priority work. Until segregated cycle lanes can be provided, the improvements required are given below.</p>
<ul style="list-style-type: none"> <li>- Cycle path is uneven in places. When wet, puddles form across the path. Red tarmac and paint markings are worn. Advanced Stop Lines (ASL) at the junction with Green Lane are almost completely worn away on both carriageways. There are no cycle lane markings through the junction. At Green Lane there is no ASL</li> </ul>	<ul style="list-style-type: none"> <li>- Surfacing repairs are required.</li> <li>- Re-painting is required.</li> <li>- Continue cycle lane markings through the junction.</li> <li>- Install ASL at Green Lane.</li> </ul>
<ul style="list-style-type: none"> <li>- Between Newton Garage and Bridge Terrace, the cycle lane is only 85cm wide.</li> </ul>	<ul style="list-style-type: none"> <li>- Widen advisory cycle lane.</li> </ul>
<ul style="list-style-type: none"> <li>- At the junction of A51 and Bridge Terrace, a pedestrian &amp; cyclist (Toucan) crossing is provided to cross the A51. But there is no infrastructure for a cyclist to join Bridge Terrace. The traffic lights at the top of Bridge Terrace are uncontrolled. There is no indication to a waiting cyclist how the phasing of the lights works &amp; when it will be safe to cross.</li> <li>- Turning right lanes on the carriageway are provided when turning right into Bridge Terrace or turning right out of Bridge Terrace, but there is no cycle infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>- Install Toucan crossing at Bridge Terrace.</li> <li>- ASL required on A51 westbound carriageway.</li> <li>- ASL required at Bridge Terrace.</li> </ul>
<ul style="list-style-type: none"> <li>- From the southern side, a sloping ramp joins the cycle routes along the canal towpath. The surface tarmac is in poor condition. At the towpath end are two offset barriers, with a gap of only 70cm between the barriers and the edge of the cycle path. Cycles are required to negotiate a very sharp turn – a manoeuvre which may be impossible for a non-standard cycle.</li> </ul>	<ul style="list-style-type: none"> <li>- Surfacing repairs are required.</li> <li>- Re-engineer barrier.</li> <li>- Re-engineer turn.</li> </ul>
<ul style="list-style-type: none"> <li>- From Bridge Terrace to Green Lane, the cycle lane is 1.5m wide.</li> </ul>	<ul style="list-style-type: none"> <li>- Install segregation between cycle lanes and vehicles.</li> </ul>
<ul style="list-style-type: none"> <li>- On the south side access from Broadmead are 2 barriers, with a gap between barrier &amp; edge of path of 115cm for each barrier. At the Broadmead end, there is a bollard in the centre of the path, with a gap between it and the edge of the path of 90cm one side, 1m on other. The path is bumpy &amp; uneven.</li> </ul>	<ul style="list-style-type: none"> <li>- Surfacing repairs are required.</li> <li>- Re-engineer barrier.</li> <li>- Remove or re-site bollard.</li> </ul>
<p>5. Alongside the <b>A41</b> dual carriageway, a segregated SUP runs on the west side from the north of the parish to Boughton Heath Junction.</p>	
<ul style="list-style-type: none"> <li>- Crossing the A51 requires using 4 separate pedestrian crossings. Note that these are not cyclist and pedestrian (Toucan) crossings.</li> </ul>	<ul style="list-style-type: none"> <li>- Convert to pedestrian &amp; cyclist (Toucan) crossings: recommended for</li> </ul>

Existing Cycle Route, Condition	Improvements Required
	priority work.
<ul style="list-style-type: none"> <li>- Overgrown vegetation on pedestrian side narrows path to 95cm &amp; forces pedestrians towards &amp; into the cycle path. Grass overgrown into the cycle path, narrows it to 1.3m.</li> <li>- See above for no cycle infrastructure to travel east along the A51.</li> </ul>	<ul style="list-style-type: none"> <li>- Clear vegetation &amp; grass.</li> </ul>
<ul style="list-style-type: none"> <li>- On the east side of A41, the path from the Toucan crossing near Pearl Lane to Ring Road is not signed as a SUP.</li> <li>- Surface of path is intact but bumpy.</li> </ul>	<ul style="list-style-type: none"> <li>- Add signage.</li> <li>- Smooth surface.</li> </ul>
<ul style="list-style-type: none"> <li>- The exit off the canal towpath to the east side of the A41 is not signed.</li> </ul>	<ul style="list-style-type: none"> <li>- Add signage.</li> </ul>
<p>6. The A5115 (Christleton Road, which becomes Whitchurch Road) has a short (25m) stretch of cycle path running on the pavement near the cycle &amp; pedestrian (Toucan) crossing on Christleton Road, at the junction with Chapel Lane &amp; Stocks Lane. This appears to be designed to take cyclists onto the Black Route, avoiding the traffic lights, to the north across Christleton Road using the cycle &amp; pedestrian (Toucan) crossing rather than turning right from the road, and to the south via Stocks Lane. The A5115 has no other cycling infrastructure west of the junction with Heath Lane. East of this, a segregated SUP runs on the north side to Boughton Heath Junction (known locally as “the hamburger roundabout”). Note that the shops on Christleton Road are on a 30mph stretch with no cycle lanes - there is no safe cycle access to them.</p>	
<ul style="list-style-type: none"> <li>- A5115 is wide enough for much of its length to accommodate segregated cycle lanes.</li> </ul>	<ul style="list-style-type: none"> <li>- Install segregated cycle lanes on both carriageways. Where road narrows &amp; cyclists have to use carriageway, reduce speed limit to 20mph: recommended for priority work. Until segregated cycle lanes can be provided, the improvements required are given below.</li> </ul>
<ul style="list-style-type: none"> <li>- There is a 6cm kerb to mount on access from Christleton Road near the Toucan crossing.</li> </ul>	<ul style="list-style-type: none"> <li>- Add signage to indicate SUP.</li> <li>- Lower kerb.</li> </ul>
<ul style="list-style-type: none"> <li>- The crossing point for cyclists is uncontrolled, unlike that for pedestrians a short distance away. See Appendix 1, Video B “How do I get across the road?”</li> </ul>	<ul style="list-style-type: none"> <li>- Install controlled crossing.</li> </ul>
<ul style="list-style-type: none"> <li>- Red tarmac and painted signage on Heath Lane, on the short SUP at the top of Heath Lane and on the island crossing the A511, is worn and illegible, so much so that it is not clear to either cyclists or drivers that it is a safer right turn for cyclists than using the road junction. This area seems to have been omitted when the rest of the path was repainted recently.</li> </ul>	<ul style="list-style-type: none"> <li>- Surfacing repairs are required.</li> <li>- Re-painting is required.</li> </ul>
<ul style="list-style-type: none"> <li>- The cycle path along Whitchurch Road is only 1m wide, less than the recommended minimum of 1.5m and too narrow for 2 cycles to pass.</li> </ul>	<ul style="list-style-type: none"> <li>- Widen cycle path.</li> </ul>
<ul style="list-style-type: none"> <li>- Along Whitchurch Road:</li> <li>- The path has been repainted but has produced a confusing layout at the</li> </ul>	<ul style="list-style-type: none"> <li>- Adjust painting.</li> <li>- Re-sign.</li> </ul>

Existing Cycle Route, Condition	Improvements Required
junction with Moorcroft Avenue. – Signage is confusing as to which lines are for cyclists and which for pedestrians. – Vehicles parked on the pavement often encroach onto the cycle path, or push pedestrians into it. – The surface is uneven, patched and worn in places, resulting in an uncomfortable ride. The result is that many cyclists choose the road rather than this poor quality cycle path. See Appendix 1, Video C. “1st class & 2nd class citizens!”	– Stop vehicles parking. – Surfacing repairs are required.
<b>7. The west side of Caldly Valley Road</b> has a SUP from Boughton Heath Junction to the pedestrian crossing into Sainsbury’s.	
– Caldly Valley Road is wide enough for much of its length to accommodate segregated cycle lanes.	– Install segregated cycle lanes on both sides of Caldly Valley Road. Where road narrows & cyclists have to use carriageway, reduce speed limit to 20mph: recommended for priority work. Until segregated cycle lanes can be provided, the improvements required are given below.
– Signage on the west side path where it starts/finishes at Boughton Heath Junction is confusing: there is an "End of Cycle Route" just round the corner at the Toucan crossing, probably intended to mean that the SUP from Caldly Valley Road continues across the A5115 onto the north side of Whitchurch Road. But the sign could be interpreted as meaning that cyclists are intended to join the carriageway at this point, which would be very dangerous.	– Install signage indicating that cycle route crosses A5115.
– Markings on the unsegregated SUP are confusing – there is a white line 44cm from the kerb. Cyclists have been seen cycling between the line and the kerb, believing this to be a cycle path.	– Clarify & re-paint.
– The SUP signs along this section are faded and unreadable.	– Replace signs.
– Kerbs crossing the cycle path at the entrances to a private house and the Twirl of Hay are uncomfortable to cycle over.	– Lower kerbs.
– There is no cycling infrastructure where the road passes Sainsbury’s car park & no signage to indicate how cyclists should reach the SUP on the east side beyond the roundabout to Sainsbury’s.	– SUP needed outside Sainsbury’s car park, to fill in missing link between existing SUPs to the north and south
<b>8. On the east side of Caldly Valley Road</b> , at the Boughton Heath Junction, there is a very short SUP linking from the 4 Toucan crossings on the south side of the Boughton Heath Junction. A second SUP on the east side of Caldly Valley Road begins just north of the roundabout to Sainsbury’s and continues through the parish to Huntington.	

Existing Cycle Route, Condition	Improvements Required
<ul style="list-style-type: none"> <li>- Caldy Valley Road is wide enough for much of its length to accommodate segregated cycle lanes.</li> </ul>	<ul style="list-style-type: none"> <li>- Install segregated cycle lanes on both carriageways. Where road narrows &amp; cyclists have to use carriageway, reduce speed limit to 20mph recommended for priority work. Until segregated cycle lanes can be provided, the improvements required are given below.</li> </ul>
<ul style="list-style-type: none"> <li>- At the Boughton Heath Junction, cyclists are marooned, as there is no cycle path on the east side of Caldy Valley Road at this point - there is an "end of cycle route" sign - although some cyclists use the pavement here, believing it to be a SUP). To cross Caldy Valley Road to reach the cycle path on the west side requires using the very dangerous uncontrolled crossing (drivers leaving Boughton Heath Junction, especially when turning left from the A55, have difficulty seeing a cyclist waiting to cross. Cyclists must wait for a gap in traffic. There is no indication to a waiting cyclist of how the phasing of the lights works &amp; whether there will ever be a gap in the traffic) to get to a traffic island in the centre of Caldy Valley Road, then the uncontrolled traffic lights (ie waiting for traffic to stop at the lights, no option to request).</li> </ul>	<ul style="list-style-type: none"> <li>- Install controlled (Toucan) crossings to cross Caldy Valley Road.</li> <li>- Install signage.</li> </ul>
<ul style="list-style-type: none"> <li>- The only cycle access to Caldy Valley Neighbourhood Church and Centre is from Caldy Valley Road, which is 30mph.</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce Caldy Valley Road to 20mph.</li> </ul>
<ul style="list-style-type: none"> <li>- There is no signage to indicate how cyclists should reach the SUP on the west side beyond Sainsbury's.</li> </ul>	<ul style="list-style-type: none"> <li>- Install signage.</li> </ul>
<ul style="list-style-type: none"> <li>- It is difficult to access the cycle path from the roundabout to Sainsbury's/Caldy Valley Retail Park without going onto the pedestrian side. To the north it then finishes abruptly. At this point the painted markings are confusing.</li> </ul>	<ul style="list-style-type: none"> <li>- Install signage/more explanatory painted markings.</li> </ul>
<ul style="list-style-type: none"> <li>- Between the roundabout to Sainsbury's and Robinson's Croft the SUP is segregated but only 1m wide. The rest of the way south through the parish to Huntington is unsegregated.</li> </ul>	<ul style="list-style-type: none"> <li>- Widen cycle path.</li> </ul>
<ul style="list-style-type: none"> <li>- It would be very difficult for a cyclist, even on a standard, unladen cycle, to come out of any of the roads off the west side of Caldy Valley Road and access this cycle path, which is on the opposite side of a 30mph road with no lowered kerbs.</li> </ul>	<ul style="list-style-type: none"> <li>- Lower speed limit to 20mph.</li> <li>- Lower kerbs.</li> <li>- Provide signage.</li> </ul>
<ul style="list-style-type: none"> <li>- There is no provision for cyclists to turn right to follow Caldy Valley Road, at the point where Caldy Valley Road changes to Gorse Way, because the SUP is considerably higher than the road, separated from the road by a sloping grass verge.</li> </ul>	<ul style="list-style-type: none"> <li>- Install a safe junction for cyclists at the junction with Gorse Way.</li> </ul>
<ul style="list-style-type: none"> <li>- Overgrown vegetation narrows the SUP in places.</li> </ul>	<ul style="list-style-type: none"> <li>- Clear vegetation.</li> </ul>
<p>9. An unsegregated SUP runs between Caldy Valley Road and Beckett's Lane.</p>	
<ul style="list-style-type: none"> <li>- The SUP signs at each end are faded and unreadable.</li> </ul>	<ul style="list-style-type: none"> <li>- Replace signs.</li> </ul>



Existing Cycle Route, Condition	Improvements Required
<ul style="list-style-type: none"> <li>- At the Beckett's Lane end, the gap between the barrier and the edge of the path is 1.25m.</li> </ul>	<ul style="list-style-type: none"> <li>- Re-site barrier.</li> </ul>
<p>10. An unsegregated SUP runs between Stocks Avenue and Heath Lane</p>	
<ul style="list-style-type: none"> <li>- At the Stocks Avenue end, there is a post carrying the SUP sign slightly off-centre &amp; another post carrying a hydrant sign. The gap between the two posts is only 1.2m wide. Metal edge of hydrant sign protrudes from post into cycle path &amp; could cause injury.</li> <li>- At the Heath Lane end, the path is uneven, resulting in an uncomfortable ride.</li> </ul>	<ul style="list-style-type: none"> <li>- Re-site one of the posts.</li> <li>- Make hydrant sign safe.</li> <li>- Surfacing repairs are required.</li> </ul>

## **Notes about cycling infrastructure in Great Boughton**

It is currently possible to cycle safely (ie without too much danger) on side roads in residential areas, which have a 20mph speed limit. The major routes and roads which have a speed limit of 30mph or more, and few crossings for cyclists, are currently difficult to travel along, or to cross, and therefore are obstacles to safe active travel. These routes & roads form part of most journeys from someone's home to where they want to go, so must be addressed for safe active travel to be achieved. Novice or hesitant cyclists would not be confident enough to tackle the existing crossings.

Current cycle routes in Great Boughton are viewed by many people as poor quality, unsafe and not joined up.

We must consider how all residents who live in houses on a 30mph road can access a safe cycle route from their home.

Great Boughton is divided by:

- A railway line. Only 2 crossing points for cyclists: Westminster Road, Hoole Lane.
- The A51 (Tarvin Road). Speed limit 30mph-40mph. Only 3 crossing points for cyclists: Churton Road/Cherry Grove Road (Black Route, but a hazardous crossing with no cycle infrastructure); Toucan crossing near Bridge Terrace.
- The A5115 (Christleton Road, which becomes Whitchurch Road). Speed limit 30mph. Only 3 crossing points for cyclists: Toucan crossing at Chapel Lane/Stocks Lane (Black Route); Uncontrolled crossing just east of Heath Lane; Toucan crossings at Boughton Heath Junction.
- Caldly Valley Road. Speed limit 30mph. No crossing points for cyclists.
- The B5130 (Sandy Lane) Speed limit 30mph. No crossing points for cyclists.
- Green Lane. Despite having a 20mph speed limit and speed humps, Green Lane is still unwelcoming to cyclists. Cyclists using non-standard cycles would be unable to negotiate the speed humps. No crossing points for cyclists.

## **Cycle Parking Provision**

Provided at:

- Great Boughton Health Centre & Heath Lane Pharmacy – 2 "Pedalo" stands, each for 2 cycles. Not covered.
- Dentist Green Lane - 2 wheel grip stands. Not covered.
- Sainsbury's - 4 Sheffield stands. Capacity 8 cycles. Little space around the stands. In front of the entrance but very poorly signed. Not covered.
- Aldi - 4 hoops, too close together. Only 45cm between hoops. Capacity 5 standard cycles with pannier only on one side. Sheltered but not covered.
- Home Bargains - 6 hoops, too close together. Only 45cm between hoops. Sheltered but not covered. Separate single hoop (which may prevent adjacent door from opening too widely) could accommodate cargo or adapted cycle.
- Caldly Valley Retail Park: Pets at Home, Halfords, Rightway, B&M - 3 racks with 6 hoops each, realistic capacity 7 cycles each = 21 total. All 3 stands are sited too close to a wall, with the result that only one wheel can be attached. Sheltered but not covered.
- Vaughan's Lane Play Area - 3 Sheffield stands, well spaced. Not covered.
- Sandy Lane Play Area and Aqua Park - 5 'Grippa' stands. Not covered.
- Shops on north side of Christleton Road - 4 'Grippa' stands. Not covered.
- Et Alia restaurant - 5 butterfly stands. Not covered.
- Vicars Cross Community Centre - 5 hoops, spaced 1m apart. Capacity 9 cycles. Kerb-free access is only from car park. Not covered
- Great Boughton Library - 3 wheel grip stands. Not covered
- Caldly Valley Neighbourhood Church and Centre - 2 wheel grip stands attached to wall. Plus 3 loop stands in the end parking space to the right of the main entrance. Not covered.

- Boughton Hall Cricket Club - 3 hoops, spaced 1m apart. Capacity 6 cycles. At the back of the club, under a staircase. Sheltered but not covered. Used as a storage & dumping area by the club.
- Bishops' High School. Website says "secure storage facility".
- Boughton Heath Primary School.
- Cherry Grove Primary School.
- Oldfield Primary School. About 15 wheel-grip stands.

It is suggested that provision be made, ideally covered, at the following locations:

- Shops on south side of Christleton Road.
- Dee Banks School.
- Caldy Nature Park.
- Old Laundry Corner Pocket park & Children's Play Area
- Sandy Lane Car Park.
- Queen's Road Community Park
- Thackeray Drive Play Area
- Cherry Grove Park
- Neville Road Play Area
- Christleton Road Car Park.
- Caldy Valley Church Play Area
- Melrose Park Play Area
- Pentland Close pocket park / seating area
- Bowling Greens on Stocks Lane
- St Paul's Church & Campbell Community Hall

### **Desire Lines**

In determining where cycling infrastructure is needed it is necessary to establish where people need to travel. The routes chosen are not for leisure purposes but are regarded as those essential for work, schools, commuting, shopping etc.

1. Christleton High School. Two additional routes should be considered: a. South Chester Cycleway: a segregated cycle/pedestrian route from Huntington to Christleton, along the route of an existing footpath. b. From near Sainsbury's using underpasses under A55 slip roads, to the south side of A41 east of Boughton Heath Junction.
2. Bishops' High School.
3. Catholic High School, Handbridge. For the future: bridge between Great Boughton or Huntington to Handbridge. For now: direct access to the city centre using Sandy Lane or A5115 then A51.
4. Chester International School, Queens Park. As Catholic High School.
5. Boughton Heath Primary School.
6. Bishops' High School.
7. Cherry Grove Primary School.
8. Oldfield Primary School.
9. Dee Banks School.
10. Guilden Sutton Primary School.
11. City Centre – Need an alternative to the Canal towpath, for speed (direct), capacity. The canal towpath has limited capacity & is not a direct route for those from south of the A5115. From Great Boughton, use Sandy Lane then inner lane of dual carriageway (A51).
12. Railway Station – Canal towpath to Hoole Lane, Charterhall Drive (through bank area) direct to platform cycle park.
13. Boughton Village Shops on Christleton Road A5115
14. Sainsbury's/Caldy Valley Retail Park.

15. Hoole.
16. Christleton.

### **Cycling Infrastructure Improvements**

Good cycle infrastructure in Great Boughton is essential to both residents of Great Boughton and to those travelling through Great Boughton to/from the parishes further out.

Details for Boughton are summarised in the points below and full detail is given in the table above. The overall recommendations and suggested improvements to the cycle network are shown graphically on the map at the end of the joint report for the five parishes – see below.

- 1.
1. Provide safe cycle crossing where Black route crosses A51.
2. Install segregated cycle lanes on both carriageways of A5115.
3. Install segregated cycle lanes on both carriageways of Caldley Valley Road. If this is not possible, or until it is, an SUP is needed outside Sainsbury's car park, to fill in missing link between existing SUPs to the north and south.
4. Re-surface black route through Caldley Nature Park.
5. Install segregated cycle lanes on both carriageways of A51.
6. Convert pedestrian crossings to pedestrian + cyclist at A51/A41 junction.
- 7.
8. Install segregated cycle lanes on both carriageways of Green Lane.
9. Sandy Lane (B5130) is not covered above. As a direct route into the city centre, it should have good cycling infrastructure. Install segregated cycle lanes on both carriageways of Sandy Lane where possible and SUP where the road is too narrow. If it is not wide enough for segregated cycle lanes, it should have advisory cycle lanes marked and a speed limit of 20mph. A cycle route along The Mount should be added for cyclists wanting to cross at the traffic lights to reach the canal.
10. The speed limit on all roads in the Parish (and the whole of Chester) should be set at 20mph, so that drivers are in no doubt about the prevailing speed limit. This is vital where segregated cycle lanes are not provided.
11. Cycle routes from Great Boughton to Christleton avoiding Boughton Heath Junction would be useful: one possibility is via underpasses under the A55 slip roads, the other is the route of an existing footpath from Huntington to Christleton.
12. Pearl Lane is an already well used and obvious route to/from Christleton High School. Therefore the current speed limit of 30mph should be reduced to 20mph and cycle lanes added (advisory if not wide enough for segregated).
13. The signalisation of traffic light crossings should be changed so that cyclists (& pedestrians) are prioritised over vehicles with respect to time waiting before crossing. Traffic lights could be set to default to green for pedestrians & cyclists, changing to red when triggered by an approaching vehicle. Should traffic flow be continuous, the timing delay could be shortened between a cyclist pressing the button and being able to cross.
14. Off-road cycle paths or SUPs should have priority over vehicles turning into/out of side roads.
15. All traffic lights should have ASL and traffic lights should be changed to Toucan crossings on cycle desire lines.



Link to map showing the locations of suggested improvements to the area covering all the five parishes:

<https://www.google.com/maps/d/edit?mid=1IDok68hyiN6U5bWvYNcEoA6uD9jL7fwi&usp=sharing>

Appendix 1:

Video A: Towpath in very poor condition

[https://drive.google.com/file/d/1lh-k\\_1UyF7GVsxomk-YT8dNwf8n9yt\\_Z/view?usp=sharing](https://drive.google.com/file/d/1lh-k_1UyF7GVsxomk-YT8dNwf8n9yt_Z/view?usp=sharing)

Video B: How do I get across the road?

<https://drive.google.com/file/d/1yICwIemqOokM8awBzzGhIDsRfsHib6w/view?usp=sharing>

Video C: 1st class & 2nd class citizens!

<https://drive.google.com/file/d/1fUHFVb2J9-VXkenpquCnO0RuSLSQKxyp/view?usp=sharing>

Appendix 2: Google Spreadsheet containing collected data and photographs

<https://docs.google.com/spreadsheets/d/1EppK5jd-Vowl-fn4O6IKalpo3bVaZTYzJ32KerDeGZw/edit?usp=sharing>