

Cycling Plan for South East Chester

Introduction

The Parish Councils of Great Boughton, Littleton, Christleton, Waverton and Huntington have joined together with a view to reducing dependence on car travel in their region of Chester. The attainment of this objective can be by an improvement in public transport in conjunction with an increase in active travel, i.e. walking and cycling. The Cycling Plan endeavours to give the Parish Councils an achievable means by which their community can become more cycle friendly. A Terms of Reference for the group developing the plan was set out initially and regular meetings have ensured the coordination of the process.

The plan covers shorter trips to access places of education, shops, workplaces, worship, recreation etc. It also considers longer routes from the community to the city centre and railway station. Hence, there are routes within the community itself and others terminating outside the community.

Consideration has been given to connectivity with established routes at adjoining parishes e.g. Vicars Cross. The emphasis is on essential routes rather than those for leisure purposes.

Parking provision for cycles is essential in order to provide security and ideally covered shelter. The plan covers existing provision and recommends where it needs to be provided or improved.

The plan has been developed catering for the increased use of electric bikes. In Chester there has been a significant increase in sales of these bikes during the last year.

The plan has been sent to Sustrans to ensure that the proposals meet their much larger network objectives. It also serves a purpose for the Chester Cycling Campaign where they are surveying potential routes in the whole Chester area which are being shared with Cheshire West and Chester Council.

The Local Cycling and Walking Infrastructure Plan (LCWIP) has been developed by Cheshire West and Chester Council during the last year and has received approval by Cabinet in July 2020. There are no proposals in the LCWIP for the area covered by this plan, although residents will benefit from improvements in the town centre and near the railway station.

Methodology

The development of the plan has followed that of the LCWIP as follows –

1. Check existing provision
2. Maintenance requirements of existing
3. Establish existing cycle parking provision
4. Required cycle parking
5. Determine desire routes linking residential areas with workplaces, education, shopping, recreation, places of worship etc
6. Establish gaps or improvements for cycle routes by comparing existing with those required
7. Coordinate the cycle routes required between the five parishes to provide a coherent and robust plan
8. Transfer conclusions to area map.

The locations of schools etc, cycle parking, and desire routes are all shown on the map at

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

By ticking the relevant subject in the left hand side box the details of that particular subject are then displayed.

Recommendations

It is considered that a reduction in speed limits to 20mph wherever possible, including principal roads, will benefit the use of cycles in the urban areas. The adoption of a lower speed limit reduces the potential for accidents and improves the perception of safety for less experienced cyclists.

Cycle routes should be safe enough for a 12year old to use alone and suitable for tandems etc

Cycle parking provision is essential at key destinations such as shops, workplaces, schools, places of recreation etc and the individual Parish reports show where improvements can be made at relatively little cost.

It is desirable that wherever possible cycle lanes should be segregated from motorised traffic and again where possible to have dedicated routes rather

than sharing with pedestrians. The width of a cycle lane is recommended to be 2m and the absolute minimum is 1.5m. In accordance with recent Government Guidelines the routes should be of high quality and suitable for less able cyclists in order to generate growth in cycling numbers.

Signing of cycle routes with distance/time to destinations can be improved at relatively little cost.

Where there are pedestrian/cycle controlled crossings it would be beneficial for the delay times to be reduced in favour of the pedestrian or cyclist rather than the motor vehicles.

The locations of the recommended improvements correlate well with both the CWaC 'Walk, Ride, Thrive' campaign and the Cycling UK 'Widen my Path' initiative.

The plan can be regarded as a 'live' document and regular reviews would be beneficial. It is suggested that the plan should be reviewed at no more than five yearly intervals.

The individual Parish plans give a detailed analysis of the improvements which can be made with reference to maintenance, cycle parking etc. The following improvements would make a significant enhancement to the cycling network in the area, most of which involve the construction of new infrastructure. The locations of the proposed new infrastructure are shown on the map at the end of the report.

Christleton

Christleton A41 railway bridge-new ped/cycle bridge

Christleton Lock to A41 towpath remediation

New underpass route to Caldby Valley around the Park and Ride area.

Littleton

Toucan crossing at A51/Hare Lane

Little Heath Lane -Shared User Path at west side of and/or 20mph speed limit

Pearl Lane - Shared User Path

Great Boughton

A5115 Christleton Road Segregated/Advisory Cycle Lanes each side

Sandy Lane - combination of segregated and advisory cycle lanes depending upon available road space.

Shared User Path at Sainsbury's. Missing link from roundabout to pedestrian crossing lights

Sainsbury's roundabout to Robinson's Croft widen Shared User Path

Shared User Path at east side of Caldby Valley Road

A51 Vicars Cross area Segregated/Advisory Cycle Lanes each side

A51/A41 junction cycle crossings in addition to pedestrians

Huntington

Shared User Path Huntington to Christleton

Waverton

Cycle parking

Railway Station

Charterhall Drive route improvement

Location of Cycle Infrastructure Improvements

