

WAVERTON 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 Waverton should therefore be read in conjunction with the other parish reports. At the end of the combined summary report (not this Waverton PC Report) there is a conclusion with recommendations for the whole area with a map showing the locations of suggested improvements to the whole area.

Existing Cycle Routes

The village is located on Cycle Regional Route 70 which is also known as the Cheshire Cycleway. This route follows Common Lane, Eggbridge Road, Brown Heath Road and Plough Lane.

Eggbridge car park is the start of the Cheshire West and Chester Council's Brown Route following the canal towpath to the city centre.

Condition of Cycle Routes

Regional Route 70 - The junction of Plough Lane and Brown Heath Road is difficult for cyclists when travelling to Waverton due to the poor sight lines caused by the hedge-refer Christleton PC report.

Brown Route- The canal towpath route suffers from an initial section where two cyclists cannot pass each other due to the overhanging hedges from properties at St Georges Crescent. Several surfacing repairs are also required as far as Christleton.

Cycle Parking Provision

The topography of the village is predominantly flat and therefore is ideal for cycling but due to the lack of cycle parking provision there is currently little use of cycling within the village. Most cyclists seen in the village are passing through predominantly following Route 70. The important exception is the large number of students who cycle to Christleton High School where ample parking provision is made.

There is provision at the Evangelical Church on Eggbridge Road for 3 No cycles whilst Stagecoach provide secure covered provision at Waverton Station. There are a couple of cycle stands at Burley Hall as well. However, there are no further locations where provision is made. It is suggested that provision be made, ideally covered, at the following locations:

Guy Lane shops

Primary School

Village Hall

Playground

Village Store

Men's Institute

Montessori Nursery

Waverton Business Park

Black Dog public house (Landlord currently considering)

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 commuting, shopping etc.

1. City Centre - Canal towpath to Tesco
2. Railway Station – Canal towpath to Hoole Lane, Charterhall Drive (through bank area) direct to platform cycle park.
3. Boughton Caldy Valley Shops – Canal towpath to A41 shared user path, Hamburger junction, Caldy Valley shared user path.
4. Hoole- Canal towpath to Hoole Lane, Westminster Road.
5. Christleton – Brown Heath Road, Plough Lane.

Improvements to cycle routes

1. City Centre - Canal Towpath to Christleton needs some routine maintenance of surface repairs and cutting back of hedges at rear of St Georges Crescent. The section from Christleton Lock to A41 has deteriorated during the last winter and CWaC are due to survey shortly. The section from A41 to A51 (Aldi) is to be resurfaced in this financial year.
2. Railway Station- As 1 above but signing required at Hoole Lane, Charterhall Drive and Railway Station.
3. Boughton Caldy Valley Shops-As 1 above but Caldy Valley shared user path terminates at Sainsburys. Hence for travelling to Halfords etc one cycles on busy road. Shared user path needs to be extended- refer Great Boughton PC report. There is another potential route from Christleton to the shops avoiding the Hamburger Junction by following the perimeter of the Park and Ride site and utilising the two underpasses for the A55 link roads- refer Great Boughton PC report.
4. Hoole- As 1 above but Station View Bridge traffic lights need to have continuous green for cyclists heading to Hoole. This recommendation is included in the Local Cycling and Walking Infrastructure Plan already approved by CWaC.

5. Christleton- Plough Lane junction sight line improvement needed.

Recommendations

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.

Within the confines of the parish area the following recommendations are advised:

1. Improve cycle parking provision in village, for a minimum of 20 cycles.
2. Advise CWaC of canal towpath maintenance requirements.
3. Extend 20mph speed limit along Eggbridge Lane, Guy Lane and Brown Heath Road.

Regarding the summary plan, the following recommendations are regarded as greater priorities for Waverton PC:

Christleton High School

- Via Brown Heath Road and Plough Lane- improving sight lines at the junction of Brown Heath Road and Plough Lane
- Improving other cycle routes to Christleton High School

Improving the A41 cycle route, through Great Boughton, to the city centre