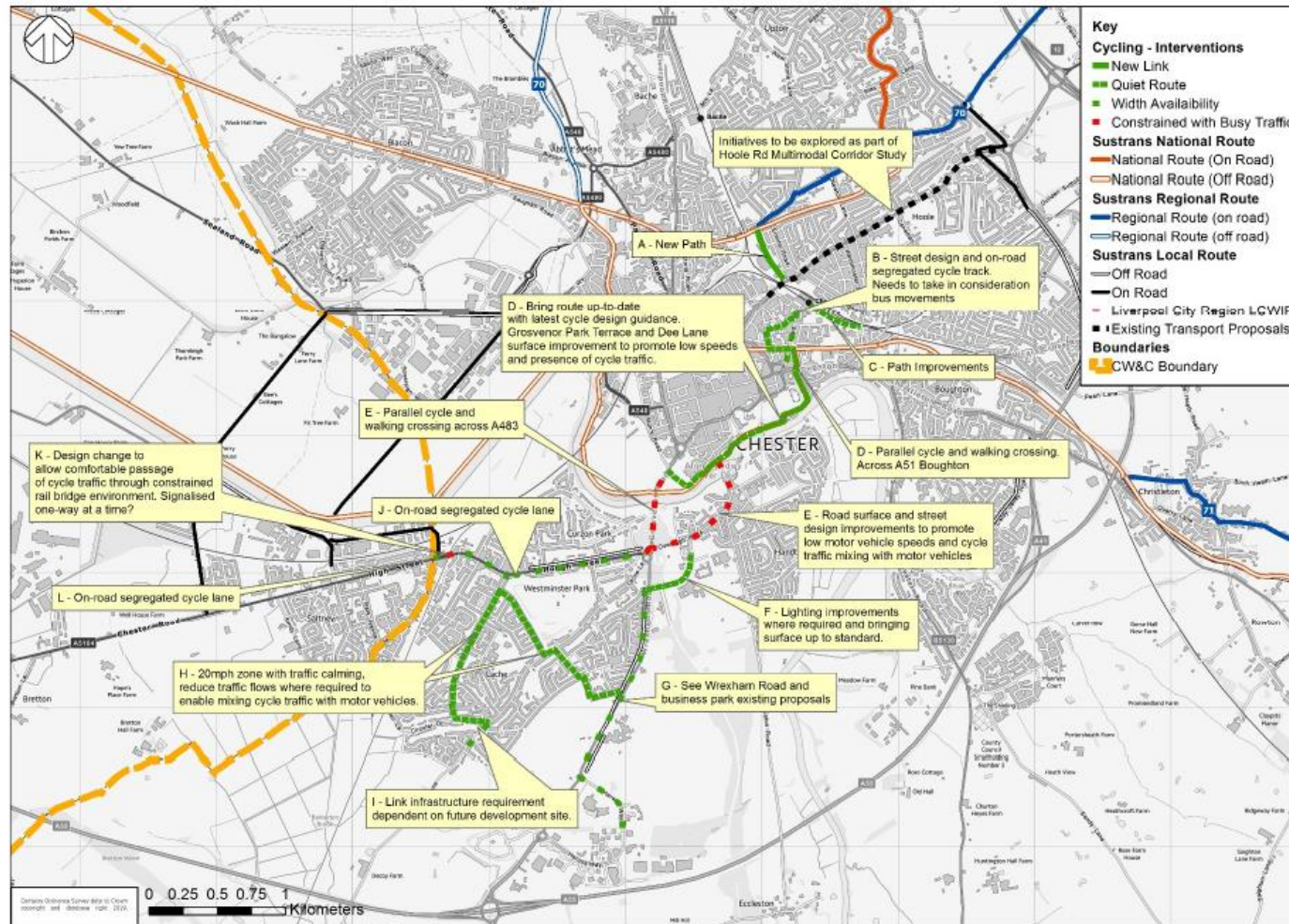


Figure 2-1 - Chester Cycling Proposals



2.2 CHESTER

Greenway Access and Hoole Road

At the desire line prioritisation stage, Hoole Road Corridor emerged as the top priority for Chester, however, it was confirmed that a multi modal corridor study is soon to be progressed by CW&C. In light of this, the prioritised desire line for Chester was to/from Chester Station and the City Centre and onwards broadly southwest to Chester Business Park.

The inclusion of a new link from the Greenway at the back of West St would provide residents in Blacon, Newton, Kingsway and Mickle Trafford a direct link to the station, this new link could emerge onto Hoole Way via a new access close to the bridge or via the Ermine Road Junction. The preferred connection should be explored as part of carrying forward LCWIP schemes to detailed design development where factors such as land availability/ownership will be considered. The Hoole Road Study will need to consider a range of options to improve active travel at the existing railway bridge pinch point for example a new bridge. Investigation will also be required as part of further LCWIP design work and the Hoole Road corridor study into the Hoole Road/Ermine Road junction for prioritisation of movement for Non-Motorised Users (NMU).

From Hoole Way the LCWIP recommendations include the implementation of a ramp to as opposed to steps to access Chester Station.

Chester Station and City Road

The route to Chester Station from Westminster Road and Charterhall Drive is recommended to be formalised and promoted. The LCWIP recommendations also support cycle priority change to the traffic lights on Westminster road railway bridge.

The route to and from Chester Station platform cycle parking via Queens Road, the Station Long Term Car Park and via the Carriage Shed from One City Place is supported as a proposal to be explored further as part of the LCWIP.

From Chester Station access to the city centre is via City Road with dedicated cycle lanes recommended. The LCWIP proposals include a recommendation for a new ramp access down to the canal side and on to Russell St. The alternative route from Chester Station via quiet roads, i.e. via Crewe St and Egerton St is also included in the LCWIP recommendations. Whilst this route is less direct than City Road, it provides level access to the canal currently, uses home zone streets, and also provides links to Chester Bus Station. The LCWIP proposals continue Canal Side and along Russel Street, crossing onto Dee Lane to The Groves and over the Old Dee Bridge. It is recommended that the LCWIP route continues on Castle Drive to Grosvenor Road. It is understood that Dee Lane is not completely flat, however this is not seen as a significant barrier to NMU's. The Grosvenor Bridge crossing as discussed below provides an alternative route.

River Crossing

It is acknowledged that there is an existing railway crossing providing connectivity over the River Dee, however, this is not step free, and therefore is not currently in line with the objectives and aspirations of the CW&C's LCWIP. It is recommended that as a longer-term solution further engineering design work including a review of previous assessments of this is undertaken to

understand the viability of making this bridge step-free and fully accessible to desirable widths for all users.

Grosvenor Bridge is the most direct route along this corridor and, whilst width is constrained, in the short and medium-term the LCWIP recommends walking and cycling improvements on this route.

It is recommended that this section should be explored as being a 20mph zone to make the route more user-friendly/safer for Non-Motorised Users. It is recommended that the pavement could be upgraded and designed to at least minimum if not desirable footway widths of 2.5m. An advisory cycle lane could be indicated on the carriageway alongside additional signage. A parallel cycle and walking crossing providing clear priority for these users is recommended across the A483 Grosvenor Road to facilitate movement onto Nuns Road or Castle Drive.

In the long term, pending further traffic modelling as and when alternative longer-term measures are in place to enhance traffic capacity on the wider network, there is an option to explore priority to NMU's. Options include changing the carriageway surfacing over the bridge to different textured and coloured material, to enable cycle traffic and motor traffic to share the carriageway more comfortably. The vehicular central road markings could also be removed. In addition, long term, the LCWIP supports the full assignment of Grosvenor Bridge to NMU's, based on the delivery of an outer ring road or other major scheme proposals which would remove this route being a strategic route for motorised vehicles.

The LCWIP recommends that the policy of Queens Park Bridge being pedestrian only is reviewed to consider cyclist use, as this inexpensive change would deliver an NMU crossing of the River Dee.

Handbridge, Lache, Wrexham Road and Chester Business Park

The LCWIP recommendations extend via Handbridge and along Overleigh Road to Hough Green up to Saltney High St. The proposals follow Old Wrexham Road joining Wrexham Road into Chester Business Park. The LCWIP recommendations link Lache Lane from Wrexham Road and join Hough Green.

The route from Handbridge across Edgar's Field, past Nowhere House and up past the Cemetery is recommended to have improvements including lighting. Wrexham Road is proposed to have segregated cycle ways providing better access to Kings School and ultimately the Business Park. NMU priority traffic light controlled crossings at the Business Park roundabout and future residential development are recommended.

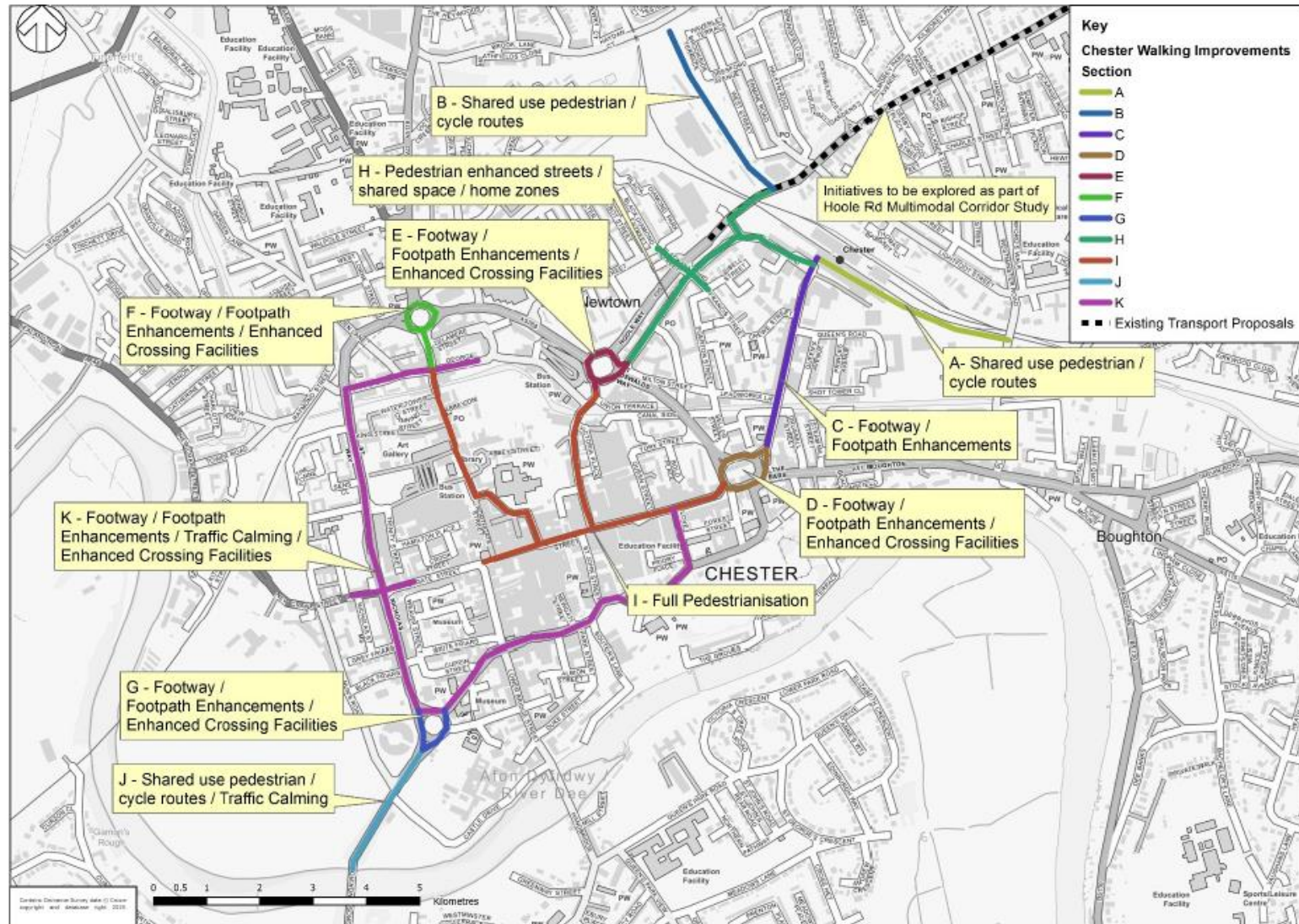
The LCWIP notes the commitment as part of the Wrexham Road residential development to deliver a continuous 3m wide footway/cycleway along Wrexham Road within the development frontage, replacing the existing footway and formalising provision for the Chester Purple Cycle Route, to be delivered as part of Section 278 agreements for highway works. In addition, there will be provision of new signalised pedestrian/ cycle crossing facilities at the Heronsway north and Kings School junctions, to be delivered as part of Section 278 agreements for highway works. There will also be signing and lining improvements for existing Purple and Gold Cycle Routes, to be delivered as part of Section 278 agreements for highway works.

It is recommended that further work should consider and explore the upgrade of Dukes Drive as a traffic free route. The LCWIP recommendations from Hough Green to Saltney include an on-road segregated cycle lane with a parallel cycle and walking crossing across A483 to avoid the Overleigh Roundabout.

The LCWIP acknowledges that improvements in the Lache area are not currently fixed to one route, instead proposals are for a 20mph zone with traffic calming. In addition, a route with NMU improvements would provide a direct route connecting Lache Lane with Wrexham Road and access to the forthcoming housing development. This would lead directly to the Business Park and also give good access to the upgraded Wrexham Road cycleway.

Chester cycling proposals are illustrated in **Figure 2-1**.

Figure 3-1 - Chester Walking Proposals



3.2 CHESTER

The LCWIP recommendations include pedestrian improvements capturing Chester Station via City Road links to Chester Cross, links to the Bus Station, and specific measures at the Northgate roundabout, City Bars junction, Hoole Way roundabout and Grosvenor roundabout. Grosvenor Street / Pepper Street / Little St Johns Street / Vicars Lane, St Martin's Way / Nicholas Street are recommended to also be included in walking improvements. The LCWIP proposals can be seen in **Figure 3-1**.

4 CHESHIRE WEST & CHESTER LCWIP OVERVIEW

4.1 INTRODUCTION

This section sets out the LCWIP proposals at a strategic level by location. The LCWIP proposals are presented within the existing NMU network in order to demonstrate the route coverage the LCWIP proposals would deliver to enhance the network and aim for a step change in the number of walking and cycling journeys. In addition, desire lines which were identified during the study, but not progressed in the short-term as the shortlisted LCWIP routes for walking and cycling improvements are illustrated. The long-term strategy is to deliver the prioritised LCWIP infrastructure and seek to bring forward proposals for the other desire lines as opportunities arise.

4.2 CHESTER

Figure 4-1 illustrates the routes covered by the LCWIP recommendations in relation to walking improvements which is in the context of the Chester Core Walking Zone (CWZ up to 1km) and wider key walking routes (up to 3km). It can be seen that the LCWIP proposals provide a good coverage of the CWZ and extend into the wider key walking routes.

Figure 4-2 illustrates the LCWIP routes with cycling infrastructure proposals in solid blue lines along with other routes identified in the desire line analysis as dashed green lines. These routes should be explored as part of longer term LCWIP proposals. The red lines illustrate the existing basis of cycle infrastructure in the city. The existing routes include the ten coloured local cycle routes developed as part of the Chester Cycle Demonstration Town initiative. The blue lines illustrate the LCWIP proposals serve gaps in the existing provision, and integrate well into the wider complete cycling network.

Figure 4-1 - Chester Walking Strategic Network

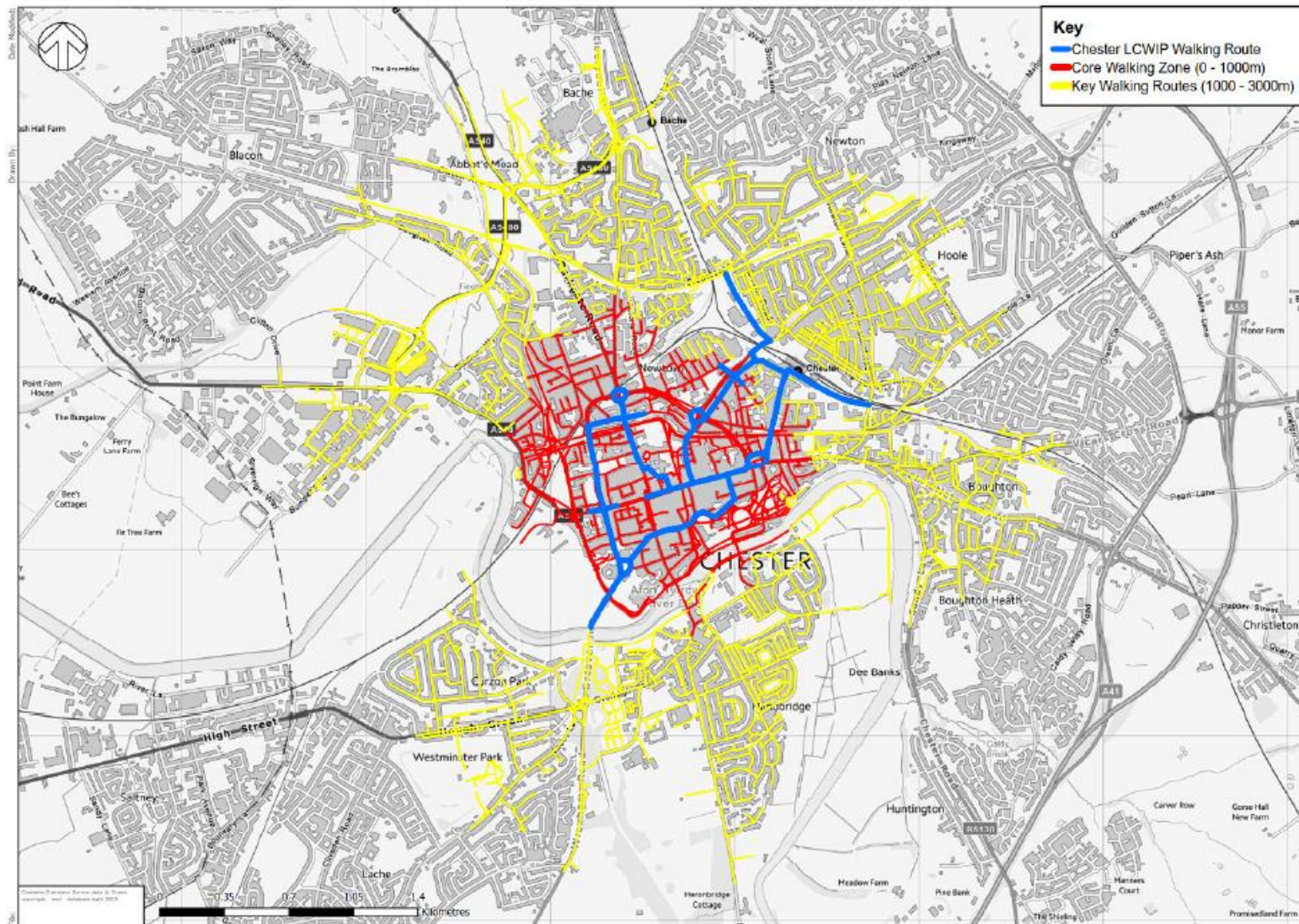


Figure 4-2 - Chester Cycling Strategic Network

