



# Knutsford

Neighbourhood Plan

## Knutsford Cycle Plan

Produced in partnership with  
CycleKnutsford

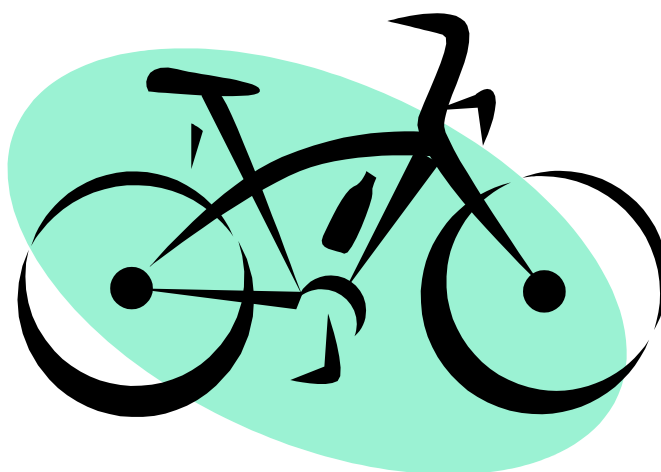


December 2017



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# 1. Introduction

- 1.1. This Cycle Plan has been written and created by CycleKnutsford in partnership with the Knutsford Neighbourhood Plan Steering Group. The document has been prepared to support the Knutsford Neighbourhood Plan but is a standalone document which sets out the current condition of cycling in the town and the needs of the town to help promote cycling.
- 1.2. The documents used in preparation of the Cycle Plan was the adopted Cheshire East Cycle Strategy, 2015 (pp. 5-24) and the Cheshire East Local Plan, 2017 (policy CO1). Both documents can be viewed on the council's website.
- 1.3. This report collates the responses from the 2016 questionnaire to help identify the challenges facing Knutsford cyclists and discover potential methods to promote cycling to more residents. The document uses the responses from the 320 members to create a community Aim which will be attained by meeting a series of Objectives. This in turn will help towards achieving a cycle friendly town.
- 1.4. The report includes
  - The survey responses;
  - Identification of key issues;
  - Vision and Objectives;
  - The response to Knutsford's growth;
  - Supporting maps and documents.



## 2. About CycleKnutsford

- 2.1. CycleKnutsford is a local community organisation set up in 2009 with the core aim of promoting cycling in Knutsford and to develop a cycle friendly town. The group has grown quickly and now has over 306 members with George Osbourne as its Patron.
- 2.2. CycleKnutsford's hope is to make travelling around Knutsford safe on a bike for parents and families. To enable healthy exercise and cost savings by not using the car and, not least, to encourage cyclists who perhaps are lacking confidence on the road.
- 2.3. The community group offer a wide variety of services including:
  - Organising:
    - Bike training;
    - Bike rides;
    - Bike maintenance courses.
  - An annual speaker;
  - Produce an annual newsletter;
  - Visit scout groups;
  - Hold stands at local events to promote cycling;
  - Instigated the implementation of many cycle racks in Knutsford;
  - Made a map of Knutsford categorising the roads with in the town;
  - Communicate with:
    - Our members;
    - Local councils and CEC;
    - Tour of Britain Legacy Group committee;
    - Neighbourhood Plan - Getting around committee;
    - Local land owners and construction engineers.

An everyday activity, for everyday people, in everyday clothes



### 3. The CycleKnutsford Questionnaire

- 3.1. To help identify the drivers behind those who cycle in Knutsford and the challenges facing them, a small survey was conducted by the CycleKnutsford group between November and January 2016 (see appendix 1).
- 3.2. The questionnaire allowed residents to comment on the current condition and suitability of the town for cyclists and what needs to be improved to promote and encourage more cyclists.
- 3.3. Residents stated their reasons on why most people start cycling:
  - they are young and wanting independence;
  - when they are on holiday;
  - to reduce car use;
  - for exercise;
- 3.4. The questionnaire highlighted key areas in Knutsford that are currently difficult to navigate and those needing improvement. The survey also identifies suggested locations for new cycle routes and current obstacles that could be removed to improve cycle routes through the town.
- 3.5. The several challenges that that were raised by respondents that refrain the people of Knutsford from cycling are:
  - too much traffic
  - too many large lorries and traffic going too fast
  - they feel unsafe riding on the roads
- 3.6. The responses helped create a community Vision which will be underpinned by a series of Objectives to help reach this goal. The CycleKnutsford Vision and Objectives are set out below.



## 4. Vision and Objectives:

### 4.1. Vision -

**More Cyclists... More Often...More Confidently**

### 4.2. Objectives -

To obtain this vision, CycleKnutsford aims to achieve each of the below objectives:

1. Properly enforce illegal parking and reduce the speed limit within the town. Enforce permit parking only on congested residential roads;
2. Have a design code for cyclists not the motor vehicle. Make sure that vehicles understand that the cyclist and pedestrian are the most vulnerable and therefore have right of way;
3. Dangerous crossing points need to be properly identified and modified to make safe so residents are able to cycle safely, without fear, to key destinations;
4. Continuous segregated cycle corridors totally separate from motor vehicles, to and from key destinations (see below);
5. All new cycle corridors should be lit adequately and parking of cars should be restricted;
6. Cycle routes that cross main roads must be designed to make it easy, continuous and safe for cyclists to cross, perhaps using toucan crossing or bridges;
7. Adequate provision and access to bicycle facilities at key destinations adequate signage, at and to, key destinations;
8. Any new housing developments of more than 3 houses must have adequate bike storage facilities - commercial properties with more than 10 staff must also have showers/changing facilities;
9. Any large building development - the developer and council must both put specific money aside for redevelopment of safe cycle strategies within Knutsford town. *(Suggest 1% of overall cost, or £1000 for every 50m<sup>2</sup>)*



- 4.3. To help achieve each Objective they have been divided up in to a set of short, medium and long term plans which will help increase the number of cyclists on the road.

#### Short term plan

- Reduce the speed of traffic
- All new cycle routes should be lit adequately and parking of cars should well thought out or restricted.

#### Medium term plan

- Improved and increased cycle racks e.g. covered shelters within car parks, and at other locations such as Council Offices, Hospital, and Sports Clubs.
- have adequate signage
- All new build must have cycle storage areas, racks, shelters
- Offices must have showers/changing facilities.
- Make sure that vehicles understand that the cyclist has every right to be on and use the roads
- Routes that cross main roads must be designed to make it easy and safe for cyclists to cross, perhaps using toucan crossing

#### Long term plan

- Reduce lorries on our roads
- Have segregated **cycle link corridors** where possible



## 5. Knutsford Cycle Route Map Methodology

- 5.1. The Cheshire East Cycle Strategy was instrumental when developing the CycleKnutsford cycle map.
- 5.2. In creating this aspirational map, the group:
  - Identified key origins and destinations for journeys (see appendix 1). These key destinations include homes, schools, places of work, public transport hubs, shops and leisure facilities etc. Exits to residential estates were counted as origins and the town centre as a place of employment;
  - Origins and destinations were marked on a map and joined by straight lines;
- 5.3. The challenge then was to devise routes from these origins and destinations. A CycleKnutsford cycle map was used for this stage of the exercise. This map has colour coded roads indicating perceived safety for cyclists. The group then:
  - Divided up a large scale map into sections and distributed it to volunteers who then marked it with their own suggestions based on experience and knowledge of the area. Danger spots were identified and marked so these could be avoided or mitigated against;
  - Marked a network on the map ;
  - Walked the routes taking photographs indicating where infrastructure changes may be desirable;
  - Finally, identified new dedicated routes which could be developed.
- 5.4. Images of supporting maps are available in appendix 3a – 3c.

### Principles

- 5.5. The aspirational map created by the CycleKnutsford group was created on the basis of the below principles
  1. Cyclists don't like long diversions unless the route is clearly defined, safe and easy;
  2. Our network needed to make provision for utility, commuter and leisure cyclists and wherever possible to connect with any regional and national cycle routes in the neighbourhood;
  3. New housing development meant the network needed to be flexible to incorporate new links as this occurred.
- 5.6. The routes were logged with Cheshire East as aspirational. This has been confirmed, the intention being that it would be incorporated in the Neighbourhood Plan





## 6. Responding to Knutsford's Planned Growth

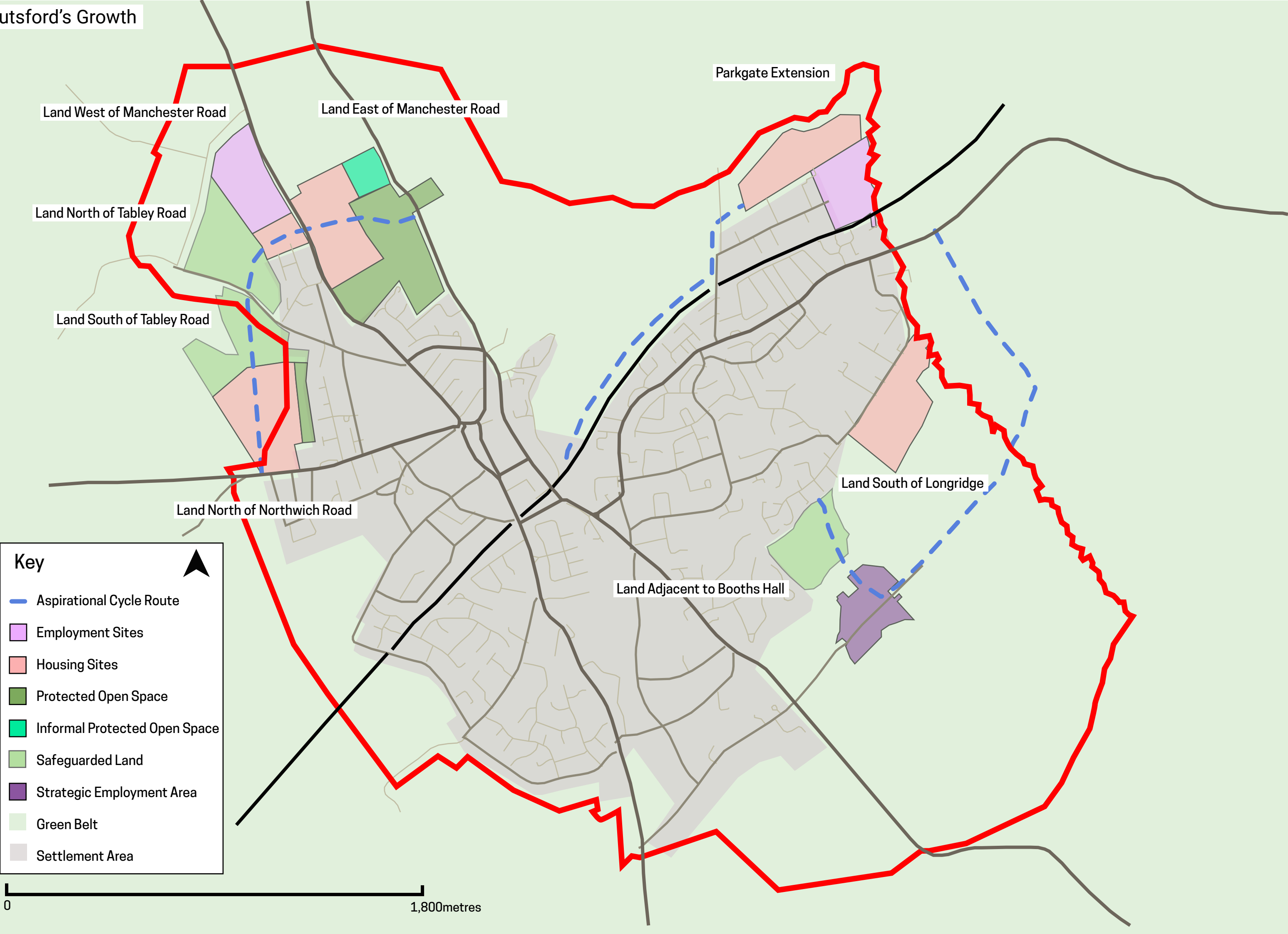
- 6.1. Knutsford is identified as a Key Service Centre in the borough, and is expected to accommodate a provision of housing growth. The adopted Cheshire East Local Plan has allocated around 925 dwellings around the town.
- 6.2. CycleKnutsford have created an aspirational cycle network map as a response to Knutsford's planned growth. The map was formed on the basis of a series of evidence provided by respondents from the survey (seen in appendix 1). The results were used as a template for developing designated routes through the town (see below). Identified key destinations are also available in appendix 2.
- 6.3. The map can be viewed on the following page.

### Map Commentary

- 6.4. The map highlights the existing built form of the town and the settlement boundary alongside the allocated sites at Parkgate, North West Knutsford and land South of Longridge. Also highlighted on the map are the protected open spaces and strategic employment areas.
- 6.5. The routes connect majority of the allocated housing and employment sites. This network will tie the additional 925 dwellings with existing neighbourhoods which will help encourage new and current residents to get on their bike as a safer, more sustainable method of travelling.



Knutsford's Growth





## 8. Appendix 1: Analysis of Questionnaire

### CycleKnutsford Questionnaire: Nov - Jan 2016

1. How often do you ride bike:

Once per week x25,  
Once per month x7

2. Important issues to encourage cycling:

Most important:

- Less traffic
- stricter enforcement of illegal parking
- cycle lanes

Moderate importance:

- Lower speed limits
- Covered parking

Least important:

- On road cycle training

3. Relief Road:

- Good idea 9
- Bad idea 7
- Don't know 5
- Not on greenbelt 10
- NIMBY 1

4. Difficult places for cyclists:

Most: TL @ top of Adam's Hill 7,

Next: Toft Road 3

Then: Every main road in Knutsford is mentioned once

5. Cycle path suggestions:

The most significant idea was for a path all along A50 x6

6. Otherwise these single suggestions:

Through Booths park to Mobberley

Delmar Rd to Booths

Knutsford to Radbrooke Hall

Across town (for youngsters)

Sudlow Lane to Lilac Ave

Across The Moor

Mobberley Rd 2



Chelford Rd 2  
Mereheath Lane to allotments 2

7. Obstacles to cycling:

Most:

- Traffic speed x8
- Volume of Traffic x4

Moderate:

- Lack of Willpower x4
- lack of cycle lanes x4
- Lack of cycle parking by shops x3

Least significant:

- potholes and grids at edge of rd x2
- Large vehicles
- Difficulty of carrying things/ nowhere to change at work,
- On street parking
- Multilanes on A50

8. One improvement above all:

Establish the idea that roads are for ALL x3

One Routeway x2

Encourage next generation to cycle x2

Improve top of Adam's Hill x2

9. Otherwise there are no significantly more popular ideas:

Improve A50 and take speed limit further out of town

Cyclist obey lighting regulations

Cycle Lane from Sudlow Lane to Lilac Ave

Pedestrianism/shared space town centre

Cycle only lanes in Tatton Park

Teach cyclists not to go to the front of traffic queues.

Roundabout at Tatton entrance

More shared use pedestrian/cycling lanes

Remove parked cars from roads



## 9. Appendix 2 – Key Destinations

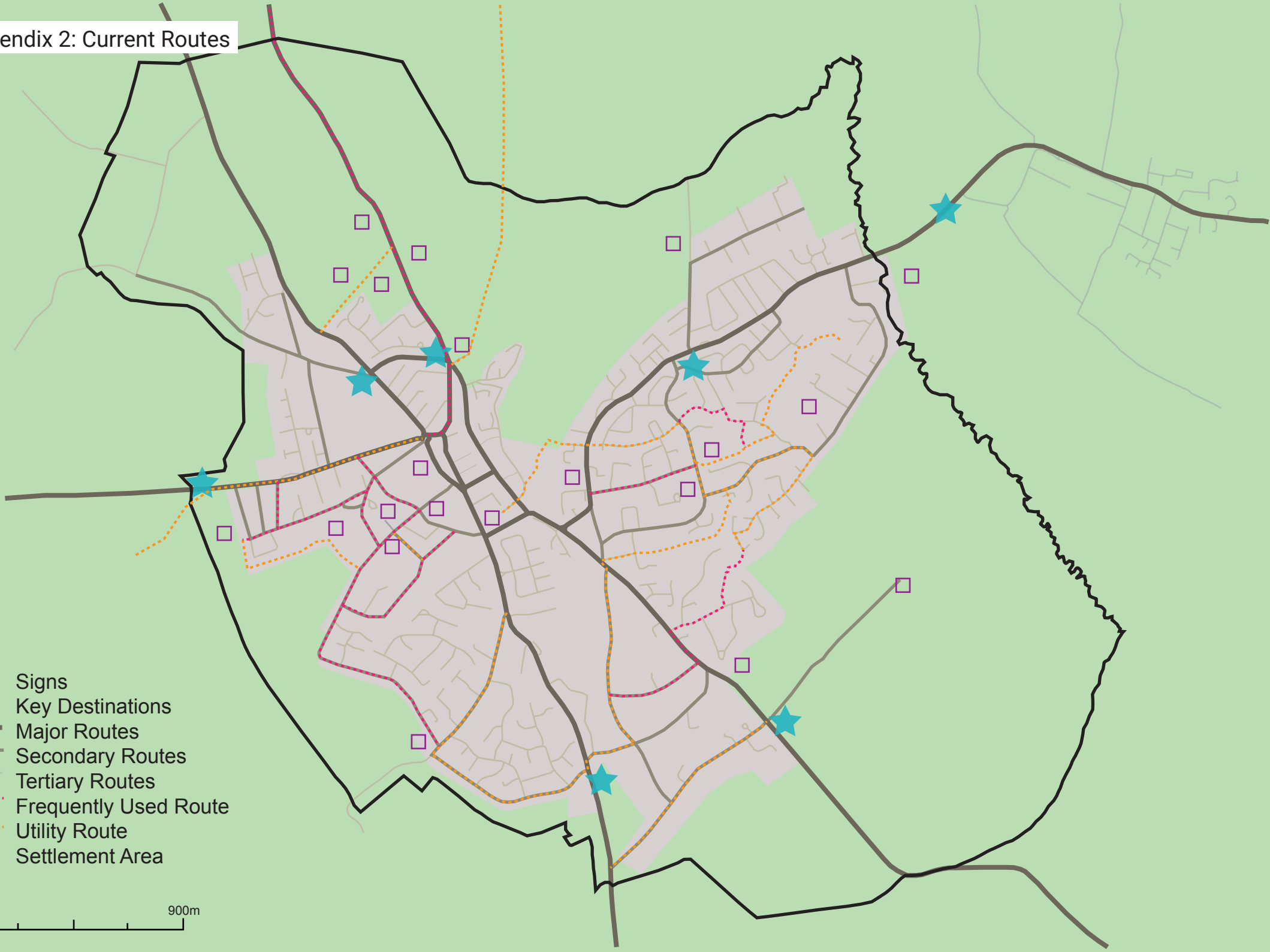
Key destinations are:

- Town centre;
- Railway station;
- Bus station;
- Offices old and new;
- Housing Estates old and new;
- Large retailers;
- Schools primary and secondary;
- Medical facilities;
- All sports and recreational facilities;
- Venue buildings – Council;
- Connectivity to surrounding villages and cycle routes;
- Churches/ the Cinema/ the Theatre.



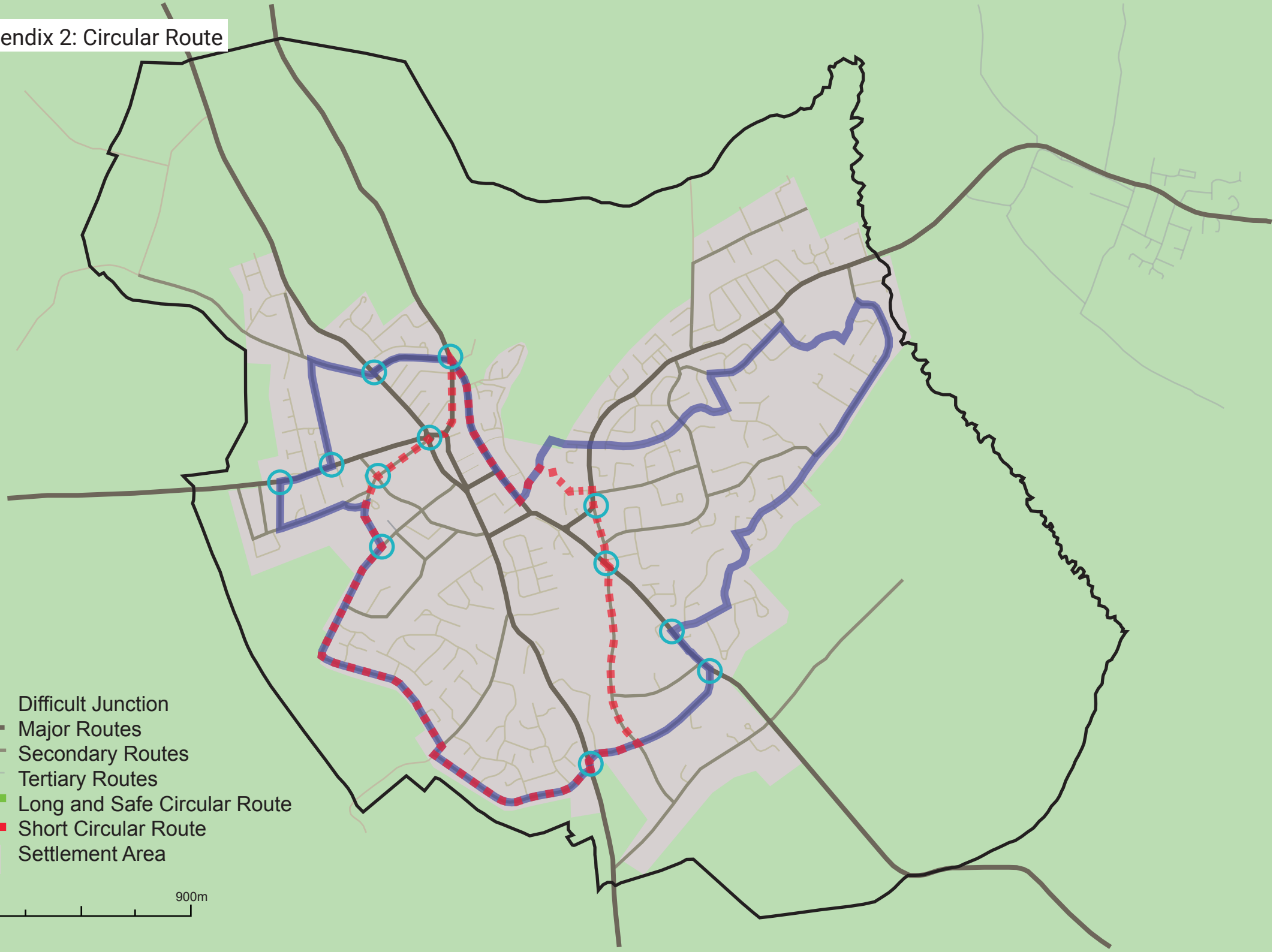
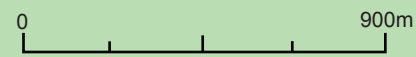
Appendix 2: Current Routes

- ★ Signs
- Key Destinations
- Major Routes
- Secondary Routes
- Tertiary Routes
- ... Frequently Used Route
- ... Utility Route
- Settlement Area



Appendix 2: Circular Route

- Difficult Junction
- Major Routes
- Secondary Routes
- Tertiary Routes
- Long and Safe Circular Route
- Short Circular Route
- Settlement Area



## Appendix 2: Future Routes

