

DRAFT ACTIVE TRAVEL INFRASTRUCTURE PLAN

SEPTEMBER 2026

LOCAL COUNCIL AWARD SCHEME
QUALITY GOLD

CONTENTS

Schedule of Figures 3
Schedule of Tables 3
Introduction 4
About this Plan 4
Active Travel Survey Results 4
How this Plan was Developed 5
How this Plan will be Implemented 5
Existing Plans and Documents 6
Knutsford Town Plan (2010) 6
Knutsford Cycle Plan (2017) 6
Knutsford Neighbourhood Plan (2019) 7
Cycle Knutsford Infrastructure Local Delivery Plan (2019) 8
Cheshire East Council Knutsford LCWIP (2026) 8
Promoting Active Travel for Young and Old 11
Walking Infrastructure Plan 12
Installation of Benches 12
Improved Crossings 14
Improved Lighting 16
Improved Pavements 17
Cycling Infrastructure Plan 18
Physical Network Improvements 18
Cycle Ways 18
Junction Improvements 20
Speed Limits 20
Installation of Cycle Shelters 20
Installation of Cycle Parking Stands 22
Public Bike Maintenance Equipment 22
Growing the Network 24
Aspirational Route A – Tabley Road to Lawrence Way 24
Aspirational Route B – Dog Wood Active Travel Link 24
Aspirational Route C – Bexton Road Shortcut 25
Aspirational Route D – Mereheath Lane to Manchester Road 26

Aspirational Route E – Booths Hall 26
Action Plan 2027-2032 27

SCHEDULE OF FIGURES

Figure 1 Draft Cheshire East Council Knutsford LCWIP Priority Walking Routes Map 10
Figure 2 Draft Cheshire East Council Knutsford LCWIP Priority Cycling Routes Map 10
Figure 3 Proposed Benches Map 13
Figure 4 Example Bench (Broxap Shenstone) 13
Figure 5 Arterial Walking Routes 15
Figure 6 Appropriate Protection from Motor Traffic on Highways (DfT Cycle Infrastructure Design Guide 2020) 19
Figure 7 Broxap Cycle Shelter at Silk Mill Street 21
Figure 8 Example Bike Repair Stations 23
Figure 9 Aspirational Route A - Tabley Road 24
Figure 10 Aspirational Route B – Dog Wood 25
Figure 11 Aspirational Route C – Bexton Road Link 25
Figure 12 Aspirational Route D – Mereheath Lane 26
Figure 12 Aspirational Route E – Booths Hall 26

SCHEDULE OF TABLES

Table 1 Average Daily Flow Data for Classified Roads 18

INTRODUCTION

ABOUT THIS PLAN

Knutsford Town Council's Strategic Plan (2023-2032) set an aim to enable residents to choose to reduce their reliance on cars by improving the desirability of walking, cycling and using public transport. To meet this aim, the council undertook to develop an Active Travel Infrastructure Plan.

This plan sets out measures the council will take to promote walking and cycling as a mode of transport across Knutsford. It was informed by community consultation, existing plans and published data and best practice related to promoting active travel.

The overarching objective of this plan is to make Knutsford a place where residents feel able to choose to walk and cycle rather than using a car for local journeys. It aims to guide work to make infrastructure changes that make walking and cycling easier and safer.

The benefits of promoting active travel are broad. More people walking and cycling will:

a) Increase people's health – active travel can combat chronic illness, improves cardiovascular fitness, alleviates joint pain and boosts mental wellbeing
b) Promote social interaction
c) Reduce the number of vehicles on roads – reducing congestion and pollution
d) Reduce demand for town centre car parking – freeing it up for visitors and those who need it

There are actions in this plan which the Town Council can deliver directly, and actions where it will need to influence Cheshire East Council, as the highway authority, to make changes. There are actions which are low cost and can be delivered quickly, and actions which will require more significant investment – likely from grants or planning contributions.

ACTIVE TRAVEL SURVEY RESULTS

The Knutsford Town Council Active Travel Survey was undertaken in autumn 2025 with the aim to gather views about walking and cycling in Knutsford. 360 surveys were completed and the full consultation report is available via the Town Council website.

The survey showed that walking is a already a common mode of transport for residents of all ages, with most residents regularly walking when shopping, accessing services or accessing leisure.

The survey found that the primary intervention to promote walking would be pavement improvements. This covers improvements to surfacing and the maintenance of pavements to prevent narrowing and remove detritus.

Analysis of results from respondents with disabilities highlighted that key interventions to support them walking more often would be the installation of benches along routes and a greater number of dropped kerbs for ease of crossing.

The survey identified a number of locations where walking is particularly challenging with most interventions being locations where there are no formal crossings.

With regard to cycling, it highlighted that cycling take up is low, with <11% of respondents regularly cycling. The primary intervention for promoting cycling was improving road conditions including the sense of safety from traffic. The survey also highlighted that installing cycle parking/covered shelters would also promote cycling take up.

HOW THIS PLAN WAS DEVELOPED

In 2022, The Town Council undertook consultation to develop its new strategic plan. The biggest issue in this consultation was the need to improve pedestrian and cycling infrastructure across Knutsford to make active travel, for both travel and leisure, safer and easier.

The council established an Active Travel Infrastructure Plan working group comprising Councillors Scott Lowe, Colin Banks and Su Russell to lead on this work. In October/November 2025, an Active Travel Survey was published inviting the community to provide input on how often they travel on foot or by bicycle and how this could be further encouraged.

The results of the survey, alongside a review of published guidance on active travel and previous plans prepared which cover Knutsford, informed the development of this plan.

HOW THIS PLAN WILL BE IMPLEMENTED

This plan sets out a number of actions for the Town Council to lead on to promote walking and cycling. These are developed into an initial five-year action plan which will be delivered by the council's Environment and Transport Committee.

Cheshire East Council is the highway authority for Knutsford and many of the potential interventions, particularly where they require works to the highway, will require the borough council's consent/action. Where this is the case, the Town Council will lobby for it to take action and may, where appropriate, provide the necessary funding for works to take place.

The Town Council will also work with Cycle Knutsford to deliver cycling related initiatives.

EXISTING PLANS AND DOCUMENTS

This is Knutsford's first Active Travel Infrastructure Plan, but a number of other formal plans/strategies have cover walking and cycling and provide an important policy context for the implementation of improvements.

KNUTSFORD TOWN PLAN (2010)

The Town Plan was prepared in 2010 following community consultation. The plan identified a number of actions relevant to walking and cycling.

1. TH1 – Cycle stands to be installed in convenient and visible locations around the town, at the railway station and any new commercial development
2. TH2 - Provision of a programme to encourage cycling, with in-school training, mapping of safe cycle routes and provision of cycle lanes or dual use paths where needed.
3. TH5 – Knutsford Town Council to take over responsibility for the control of publicly-owned vegetation and to ensure trees obstructing pavements, street lights and signs are effectively pruned.

The consultation also found that 86% of respondents who gave an opinion wanted to see more pedestrian crossings. New crossings were proposed at the junction of Beggarman's Lane and Toft Road, and at the junction of Hollow Lane and Brook Street. An assisted crossing was suggested for Manor Park and Bexton Schools.

KNUTSFORD CYCLE PLAN (2017)

The Knutsford Cycle Plan was written by Cycle Knutsford in partnership with the Knutsford Neighbourhood Plan Getting Around steering group in 2017. It was designed to support the Neighbourhood Plan and to serve as a document setting out the condition of cycling in the town and the needs of the town to promote cycling.

The plan identified the following objectives:

4. Properly enforce illegal parking and reduce the speed limit within the town. Enforce permit parking only on congested residential roads
5. 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;
6. 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
7. Continuous segregated cycle corridors totally separate from motor vehicles, to and from key destinations (see below)
8. All new cycle corridors should be lit adequately and parking of cars should be restricted;

9. 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
10. Adequate provision and access to bicycle facilities at key destinations adequate signage, at and to, key destinations
11. 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;
12. Any large building development - the developer and council must both put specific money aside for redevelopment of safe cycle strategies within Knutsford town.

The plan identified short term, medium term and long term actions:

Short

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

Medium

- 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

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

The plan identified a number of difficult junctions which require improvement, alongside identifying routes that would benefit from creation or upgrading.

KNUTSFORD NEIGHBOURHOOD PLAN (2019)

The Knutsford Neighbourhood Plan was adopted in 2019. Amongst the policies in the plan, two focused on walking and cycling.

- T1 – Walking in Knutsford – covers the requirement for new development to create a network of safe and well-surfaced footpaths, and resists development which obstructs/loses rights of way and permissive routes

- T2 – Cycling in Knutsford – requires development to show it will support cycling and provide adequate cycle infrastructure and cycle parking. The Policy also embeds the Knutsford Cycle Plan as an objective

Appendix 5 of the Neighbourhood Plan is a map of desired improvements to the cycling network.

CYCLE KNUTSFORD INFRASTRUCTURE LOCAL DELIVERY PLAN (2019)

The Cycle Knutsford Infrastructure Local Delivery Plan was created to provide more detail to support the Knutsford Neighbourhood Plan. The plan contains a table which sets out specific aspirations for cycling improvements on the road network and explains the aspired routes.

The Cycle Knutsford Infrastructure Local Delivery Plan forms the basis of the cycling improvements detailed in this Active Travel Infrastructure Plan.

CHESHIRE EAST COUNCIL KNUTSFORD LCWIP (2026)

Cheshire East Council has prepared a Local Cycling and Walking Infrastructure Plan for towns.

The plan is part of a vision to create "A borough where walking, wheeling and cycling are the preferred option for short journeys, achieved through a connected, safe and accessible network that supports a healthy Cheshire East". The plan is intended to be the basis for securing investment for delivery and the council has not allocated a delivery budget; the funding of the plan will be from development and any potential government active travel funding streams.

For Knutsford, it identifies three priority walking routes:

- W1 Booths Hall to the Town Centre (via Lime Walk and Thorneyholme Drive)
- W2 Mereheath Lane sports clubs to the Town Centre
- W3 Wildgoose Avenue to the Town Centre (via Mobberley Road / Dog Wood)

It also identified a 'core walking zone' comprising the Town Centre and the area across to Knutsford Academy Upper School (bounded by Westfield Drive and Stanley Road/Bexton Road).

For cycling, it identified four priority routes:

- C1 Town Centre to Mobberley

- C2 Town Centre to Bowden Interchange
- C3 Town Centre to Radbroke Hall
- C4 Town Centre to Northwich

The boundary of cycle routes is the border of Cheshire East and the neighbouring authority.

The plan identifies potential interventions, detailed on the extracts from the plan in figures 1 and 2.

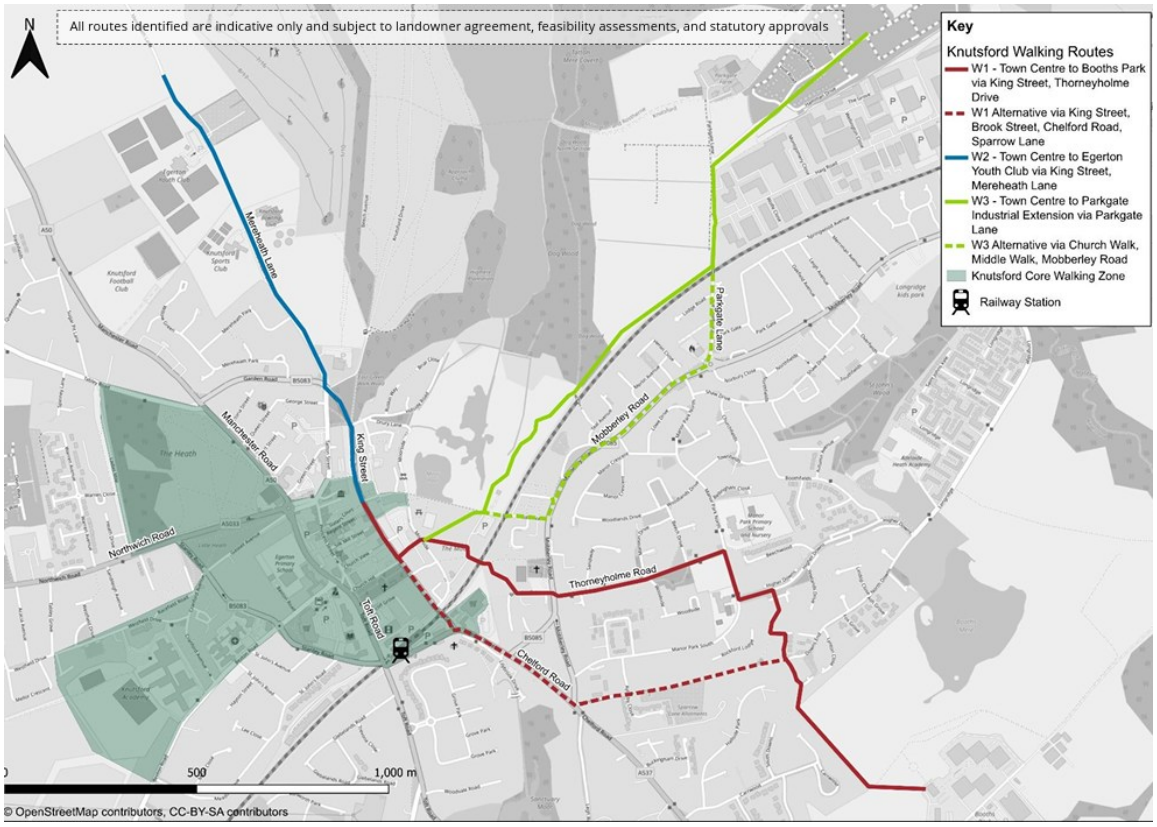


Figure 1 Cheshire East Council Knutsford LCWIP Priority Walking Routes Map

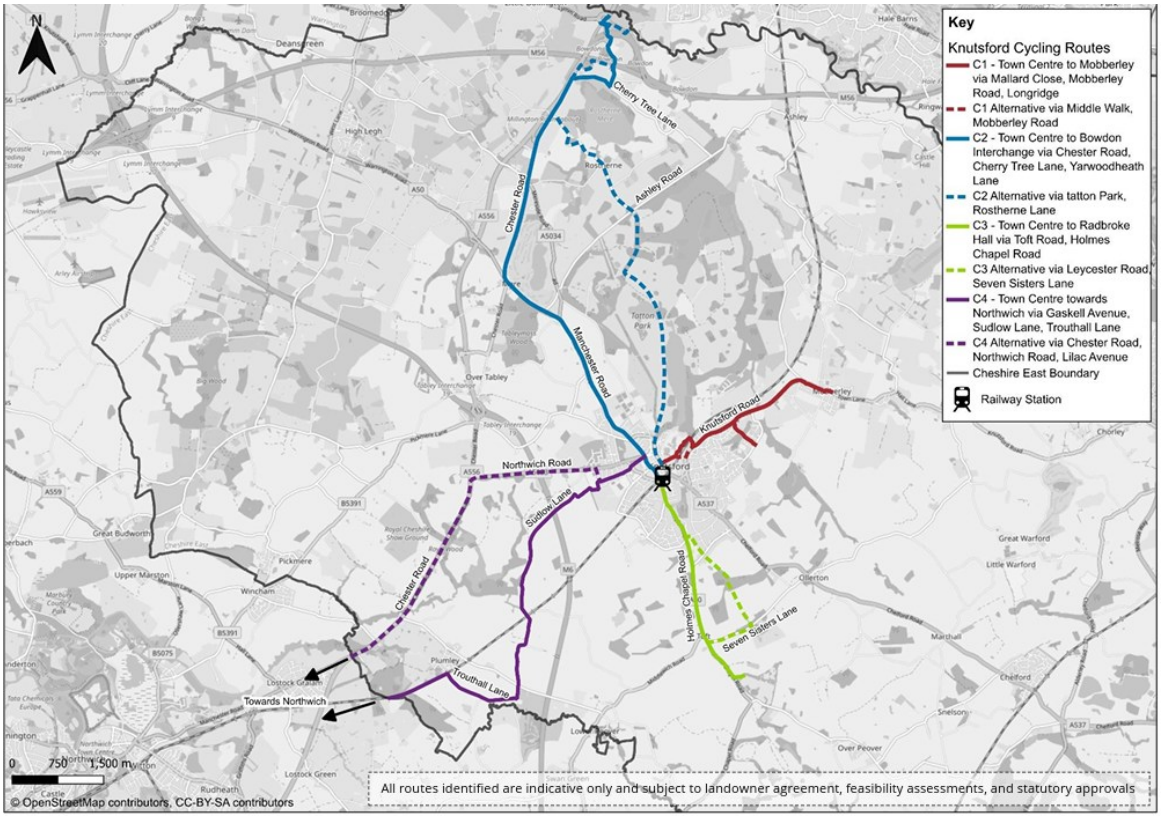


Figure 2 Cheshire East Council Knutsford LCWIP Priority Cycling Routes Map

PROMOTING ACTIVE TRAVEL FOR YOUNG AND OLD

Older people and those living with disabilities are more likely to face barriers to active travel. The Centre for Better Ageing notes the importance of car/cycle parking and bus stops being located close to key amenities and identified that perceived safety is often a primary barrier (2025b); its own survey of older people concurred with findings of the council's survey that barriers to cycling primarily included concern for safety due to traffic volume, driver attitudes and lack of confidence on roads. The report noted that:

> *Segregated cycle paths can help to address both real and perceived danger posed by motor vehicles. Supportive infrastructure also requires good streetlighting.*
>
> *Environments that promote active travel tend to have street networks that are connected and create shorter and more direct routes to key local destinations by walking or cycling compared to driving.*
>
> *Features include having a high density of intersections, crossings along junctions or street sections that are safe and easy to use, minimal dead-ends (cul-de-sacs) and traffic calming measures, such as low speed limits.*

A 2022 report for Sustrans identified key interventions that promote active travel take up in children and young people:

- Having parents/carers who are familiar with walking and cycling
- Tackling anti-social behaviour
- Tackling traffic and poor driver behaviour
- Improving the availability of skills and knowledge about active travel

From an infrastructure perspective, the report cited:

- Ensuring routes connect areas that children wish to visit
- Improving lighting along routes and at destinations
- Safe road crossing points that do not involve unnecessary detours or barriers
- Improving maintenance of areas such as parks, pavements and roads
- Building/improving cycle paths with a preference for segregation from traffic
- Encouraging access to bikes and bike hire schemes
- Ensuring routes are well signposted to give confidence they will not get lost (for parents and children)
- Improving mobile phone coverage

The report noted that underpinning these the need for an increase in places for young people to go, meet and socialise.

WALKING INFRASTRUCTURE PLAN

INSTALLATION OF BENCHES

The provision of benches along routes can support active travel for older people, and those with disabilities, by providing regular rest stops. A study (Ottoni, 2016) highlighted that benches contribute to older adults' mobility experience in three ways:

1) enhancing their use and enjoyment of green space
2) serving as a mobility aid
3) contributing to social cohesion and social capital

The Young Foundation (2017) additionally noted that benches make it easier for residents to move around their neighbourhoods as well as supporting their connection to public transport and each other. The report noted:

> *"Sitting on benches supports healthy everyday routines by enabling people to spend longer outside"*

These reports were echoed in the Knutsford Active Travel Survey where 59% of respondents who reported disabilities indicated installation of benches would make them more likely to walk in Knutsford.

ACTION W1

The Town Council will install benches along arterial walking routes across the town, aiming to create a network where there is between 200m-500m between benches.

Benches will be installed in appropriate locations, which would be both pleasant places to rest, and places where rest would be desirable (e.g. after inclines). Benches will be installed along the following routes:

- Northwich Road
- Tabley Road
- Bexton Road
- Bexton Lane
- Chelford Road
- Mobberley Road
- Longridge

The Town Council has mapped the town's existing bench network and identified locations for additional benches to support active travel. Locations are between 200m-500m from another bench with a preference for a distance of around 300m where possible.

Figure 3 is a map of existing benches (blue) and locations for proposed benches (red).

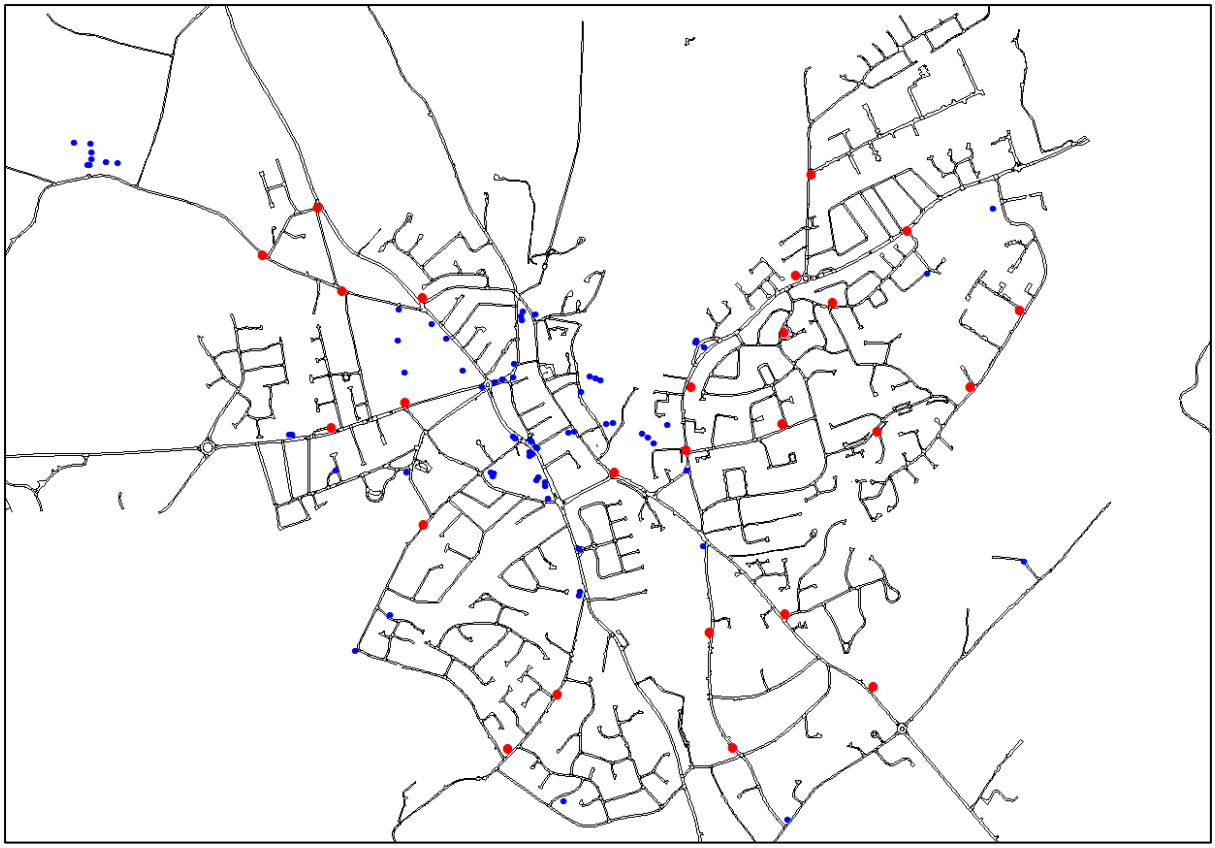


Figure 3 Proposed Benches Map

Benches should be designed for accessibility; they should have sufficient backs for rest and arms to aid users sitting/standing and should be an appropriate height from the ground. For longevity and ease of maintained, recycled plastic benches are recommended for the non-conservation area locations; an example bench shown in figure 4. Benches will not be installed where they would narrow pavements and where possible benches would not be installed directly outside homes, with a preference for using green spaces where possible.



Figure 4 Example Bench (Broxap Shenstone)

The council will set aside a budget for bench installations and concurrently seek grant funding and s106/CIL funds where possible.

IMPROVED CROSSINGS

The Active Travel Survey highlighted a number of locations where pedestrians face a challenge crossing the road; this can be due to the volume and speed of traffic, the complexity of the junction and the combined perceived safety of crossing. In these locations, a formal crossing would be beneficial.

Cheshire East Council adopted a Crossing Strategy in 2024. It notes there is no statutory requirement to provide crossing facilities and that they are targeted to assist those who experience the most difficulty and potential danger crossing the road. The strategy notes that in low traffic flow environments, formal crossings are not usually required, but at higher vehicular flows particular groups of pedestrians (e.g. children, those with disabilities and older people) may require a crossing facility before they feel it is safe enough to cross.

Crossings are either:

- Uncontrolled crossings - dropped kerbs or dropped kerbs with a central pedestrian refuge
- Controlled crossings – a combination of road markings, signs and signals



Uncontrolled Crossing

Suitable where traffic volume and speed is low. Can be installed without formal consultation. Pedestrian refuge suitable where road width is greater than 10m.



Zebra Crossing

Suitable where pedestrian flow is relatively low and traffic flows are no more than moderate.



Signalised Crossing

Suitable where vehicle speeds are high, there are higher numbers of vulnerable road users and/or where vehicle flows and/or people crossing are very high.

Crossings in high-traffic areas do not just benefit those with additional safety needs, they promote the convenience of walking for all pedestrians.

ACTION W2

The Town Council will seek the creation of formal crossings at the following locations:

- Mobberley Road (at Thorneyholme Drive)
- Chelford Road (at the Legh Arms)
- Manchester Road (at the Tabley Road/Garden Road junction)
- Toft Road (at Leycester Road)
- Haig Road (at Parkgate Lane)
- Mereheath Lane (where the pavement swaps sides)
- Manchester Road (between Albert Street and Queen Street)
- Northwich Road (by 'Hooked on the Heath')

The Town Council will work with Cheshire East Council to determine the type of crossing most appropriate at these locations.

The Town Council will lobby for funding for these crossings through available funding schemes and planning contributions; it will also consider the use of CIL funds to

Figure 5 shows the town's arterial walking routes, which connect the services, residential areas and the town Centre.

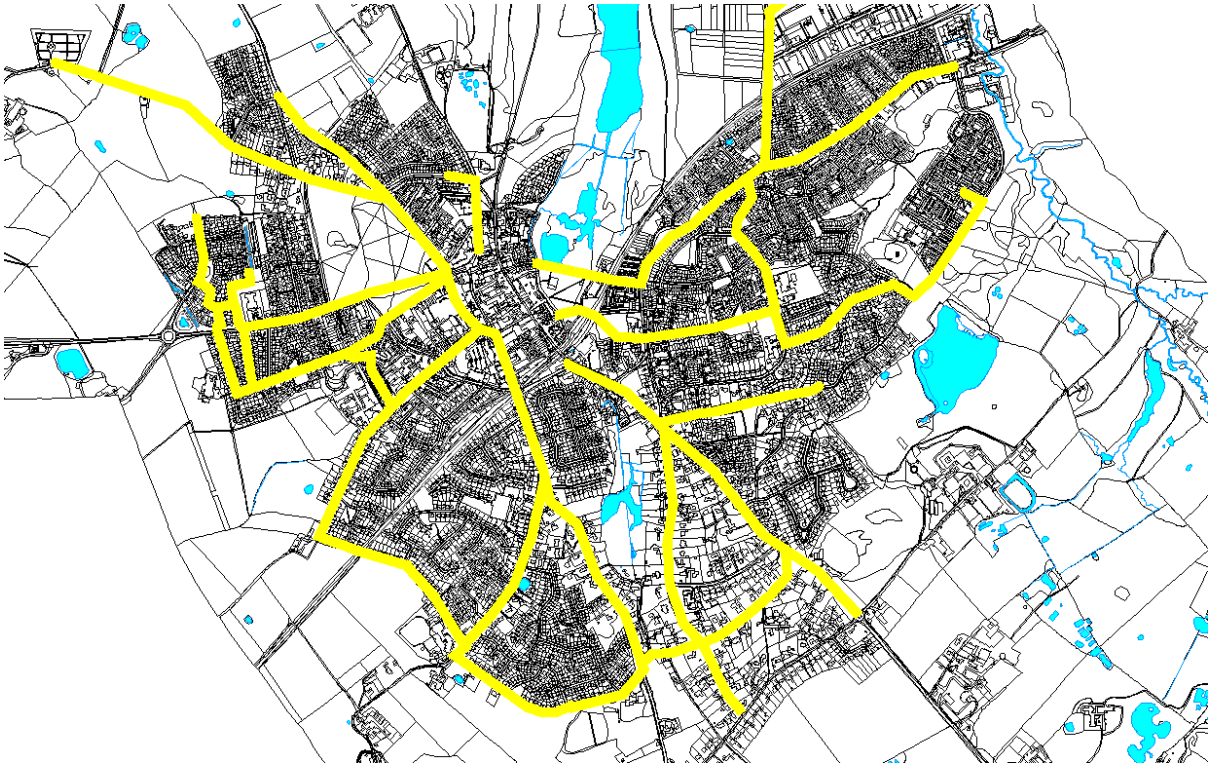


Figure 5 Arterial Walking Routes

For able-bodied adults, informal crossing points in low traffic areas can be safe and easy to navigate and do not present an impediment to active travel. However, for pedestrians who

are less steady on their feet, including the elderly, young children, pushchair users and wheelchair users, the difference in kerb height and road level presents a challenge. The Active Travel Consultation highlighted that dropped kerbs would support around 12% of respondents, but that this increased to 44% of respondents with disabilities.

Active Travel England guidance is that if there are different levels between the pavement and the street, well-designed dropped kerbs with the appropriate tactile paving should be provided at all side-road junctions and that pedestrians and wheelchair users should not have to make lengthy detours to use dropped kerbs to cross the road.

Conversations with wheelchair users has particularly highlighted the challenges they face, with a lack of dropped kerbs along a number of primary routes where there is a frequent requirement to mount and dismount a kerb.

ACTION W3

The Town Council will lobby for dropped kerbs to be installed along all primary walking routes to enable step free access.

The Town Council will lobby for funding for dopped kerbs through available funding schemes and planning contributions; it will also consider the use of CIL funds to deliver improvements.

IMPROVED LIGHTING

Active Travel England notes that lighting plays a crucial role in helping people find their way and provides a sense of security. Good lighting can encourage active travel and routes should be thoroughly and consistently lit.

The majority of the town is well lit by regular streetlighting columns maintained by Cheshire East Council, however the survey and local knowledge, highlights three routes where additional streetlighting is needed.

ACTION W4

The Town Council will explore streetlighting schemes for:

- Sparrow Lane
- The path from Mobberley Road to Woodlands Court
- Church Walk

The Town Council will lobby for funding for these improvements through planning contributions and will also consider the use of CIL funds.

IMPROVED PAVEMENTS

Respondents to the Knutsford Active Travel Survey indicated that they would be more likely to walk if pavement maintenance was improved; this was particularly the case for older residents, where 65% of respondents gave this answer, and those with disabilities (55%).

The condition of pavements is a frequent cause of complaint from residents. From a maintenance perspective, pedestrians face problems from:

- Overgrown hedges narrowing available pavement widths
- Overgrowth from verges narrowing available pavement widths
- Build up of detritus at the side of pavements, narrowing pavement widths
- Leaves causing a slippery or squelchy surface

These all contribute to reduced safety and a less pleasant walking experience, forcing pedestrians closer to vehicles. This is particularly exacerbated in winter months during wet weather where pedestrians are forced closer to the spray from vehicles.

Cheshire East Council's street cleansing and highway maintenance services are not sufficient to meet public expectation.

ACTION W5

The Town Council will explore funding an enhanced pavement maintenance operation focused on removing overgrown vegetation, leaves and other detritus and regularly siding out pavements to maxim use available widths.

This will prioritise pavements along the primary walking routes.

The Town Council does not have the power to resurface pavements, and it is recognised that Cheshire East Council's resources are limited. Outside the town centre, pavement conditions are generally OK. Cheshire East Councillors currently have access to a fund for minor highway improvements, such as resurfacing.

ACTION W6

The Town Council will lobby Cheshire East Councillors to secure funding for pavement resurfacing as required.

This will prioritise pavements along the primary walking routes.

CYCLING INFRASTRUCTURE PLAN

The Department for Transport Cycle Infrastructure Design Guide (2020) notes that when people are travelling by bicycle, they need routes and networks which are:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

It notes that main roads are often the only direct and coherent routes available to move between places and that facilities along such roads are crucial to support cycling.

PHYSICAL NETWORK IMPROVEMENTS

The Cycle Knutsford Infrastructure Local Delivery Plan Identified a number of network improvements to be delivered to enhance the cycle network and increase the safety and confidence of cyclists across Knutsford, it built on the Knutsford Cycle Plan created with the Knutsford Neighbourhood Plan. Appendix 5 of the Knutsford Neighbourhood Plan identified proposed long, proposed long and short circular routes, junctions which need to be improved for cyclists and existing routes for improvement, some of which are identified as a priority.

These, along with the output of the 2025 consultation, have been reviewed to develop a number of network improvements.

CYCLE WAYS

The Department for Transport Cycle Infrastructure Guide sets out that even in 30mph zones, unless there is a low level of traffic, mixing motor vehicles and cyclists is only suitable for few cyclists and will exclude most potential users and/or have safety concerns (see Figure 6).

The Department for Transport publishes estimated annual average daily flow data for classified roads, this is the average over a full year of the number of vehicles passing a point in the road network each day. The latest data for points in Knutsford is detailed in Table 1.

Road	Average Daily Count	Year	Basis
King Edward Road (A50)	26,070	2025	Count
Adams Hill (A50)	18,809	2025	Estimate
Manchester Road (A50)	14,716	2025	Estimate
Northwich Road	12,562	2025	Estimate
Mobberley Road	11,804	2019	Count
Chelford Road	10,131	2025	Estimate
Toft Road (A50)	9,593	2025	Estimate

Table 1 Average Daily Flow Data for Classified Roads



Figure 6 Appropriate Protection from Motor Traffic on Highways (DfT Cycle Infrastructure Design Guide 2020)

Taken together, they highlight all main roads in the town should have protected space for cycling to be suitable for most cyclists. However, it is recognised that the width of existing roads presents a challenge in providing safe segregated space for cyclists without significantly reducing space for pedestrians and/or motorists (impacting traffic flow). The Knutsford Cycling Infrastructure Local Delivery Plan identified particular roads for improvement which are repeated in Action C1.

ACTION C1

The Town Council will seek the creation of cycle ways along:

- The A50 from Cottons Hotel to Radbroke Hall
- Adams Hill
- Mobberley Road
- Chelford Road
- Garden Road

The Town Council will work with Cheshire East Council to develop designs for how these would be implemented and will lobby for funding through available funding schemes and planning contributions; it will also consider the use of CIL funds.

Developing proposals for cycle routes will require consideration of the impact on vehicular traffic flow.

JUNCTION IMPROVEMENTS

The Knutsford Cycle Plan identified 16 junctions which should be improved for cycling, of these, three would be addressed by improved crossings under Action W1. Others have been reviewed to identify priorities and what feasible improvement could be made with two being advanced as a priority and where there is practical changes which could be made.

ACTION C2

The Town Council will seek the following improvements to junctions:

- Redesigning of the Adams Hill / Toft Road junction to include early cycle release and advance stop lines.
- Improvement to the Hollow Lane / Brook Street junction to include early cycle release and advance stop lines.

The Town Council will work with Cheshire East Council to design these changes, which would be expected to be delivered as part of junction improvements connected with major housing developments.

SPEED LIMITS

The Active Travel Survey noted that one of the primary interventions for promoting cycling is addressing concerns about traffic speed and in other studies lower traffic speed limits have been found to promote take up of active travel.

In September 2023, the Town Council adopted a policy supporting a universal reduction of 30mph limits to 20mph except on (to be determined) roads where it is considered safe to drive at 30mph. Cheshire East Council's current policy on 20mph limits is not supportive of their role out except in locations where existing speeds are around 20mph.

ACTION C3

The Town Council will lobby for changes to Cheshire East Council's speed management strategy to enable a wider roll out of 20mph limits.

INSTALLATION OF CYCLE SHELTERS

In the active travel consultation, 28% of respondents said they would be more likely to cycle if there was more cycle parking, with 21% answering the same for covered cycle shelters.

Covered cycle parking is particularly favoured by those cycling for work or where they will be leaving bicycles out for extended periods, to protect them from the elements.

Whilst there are a number of cycle stands within the town centre, the only covered cycle parking is the recently installed shelter at Silk Mill Street, and the shelter at Knutsford Railway Station. Additionally, there is covered cycle parking at schools and on some new employment development, including the Parkgate extension.

ACTION C4

The Town Council will work with partners to install covered cycle shelters in the following locations:

- Town Centre Car Parks
- Knutsford Community Hospital (following redevelopment)
- Toft Cricket Club
- Knutsford Sports Club
- Shaw Heath Social Club
- The Welcome
- Scout Halls

The installed cycle shelters should benefit from natural surveillance and use the Sheffield Hoop Stands (which enable bikes to be secured by their frame rather than wheel).



Figure 7 Broxap Cycle Shelter at Silk Mill Street

INSTALLATION OF CYCLE PARKING STANDS

As noted above, nearly a third of respondents to the consultation said they would be more likely to cycle if there was more cycle parking. There are locations where full covered cycle shelters would not be necessary to achieve the objective of providing suitable cycling infrastructure, or where space is likely to be too limited for a larger shelter.

ACTION C5

The Town Council will work with partners to install cycle parking stands (Sheffield Hoops) at:

- Play areas
- Public sports pitches
- Convenience shops outside the Town Centre
- Medical / service providers outside the Town Centre

PUBLIC BIKE MAINTENANCE EQUIPMENT

The Department for Transport Cycle Infrastructure Guide notes that ancillary equipment can help remove some of the barriers to cycling and give a positive message that cycling is a legitimate and valid form of transportation.

The provision of cycle maintenance equipment can give additional confidence to cyclists. Feedback gathered by the Walk Wheel Cycle Trust on its scheme installing equipment along the Scottish Cycle Network noted that the provision of equipment formed a talking point, was shared with other cyclists and garnered feedback that knowing such tools existed encourage visitors to return on their bikes.

A repair station usually includes screwdrivers, wrenches, Torx and Hex keys and a pump to enable most basic cycle maintenance to be undertaken. The tools are usually affixed to the unit by steel cables. Figure 8 illustrates two examples.

The Active Travel Survey indicated that the installation of such equipment would promote cycling for around 15% of users, with a greater impact for younger cyclists. Whilst a relatively low impact intervention, the installation of a limited number of stations would build confidence in choosing cycling as a mode of transport and contribute to an overall “cycle friendly” town message.



Figure 8 Example Bike Repair Stations

ACTION C6

The Town Council will install a public bike repair station in the Town Centre.

GROWING THE NETWORK

ASPIRATIONAL ROUTE A – TABLEY ROAD TO LAWRENCE WAY

The Tabley Road to Lawrence Way link path will connect the Tabley Estate development with Tabley Road. This will provide a c. 650m shortcut and connect the existing housing around Sugar Pit Lane more directly with Knutsford Academy. It will also serve as a more direct route for the future inhabitants of the Manchester Road East and West developments.

The Town Council is working with Crown Estate to deliver this path.

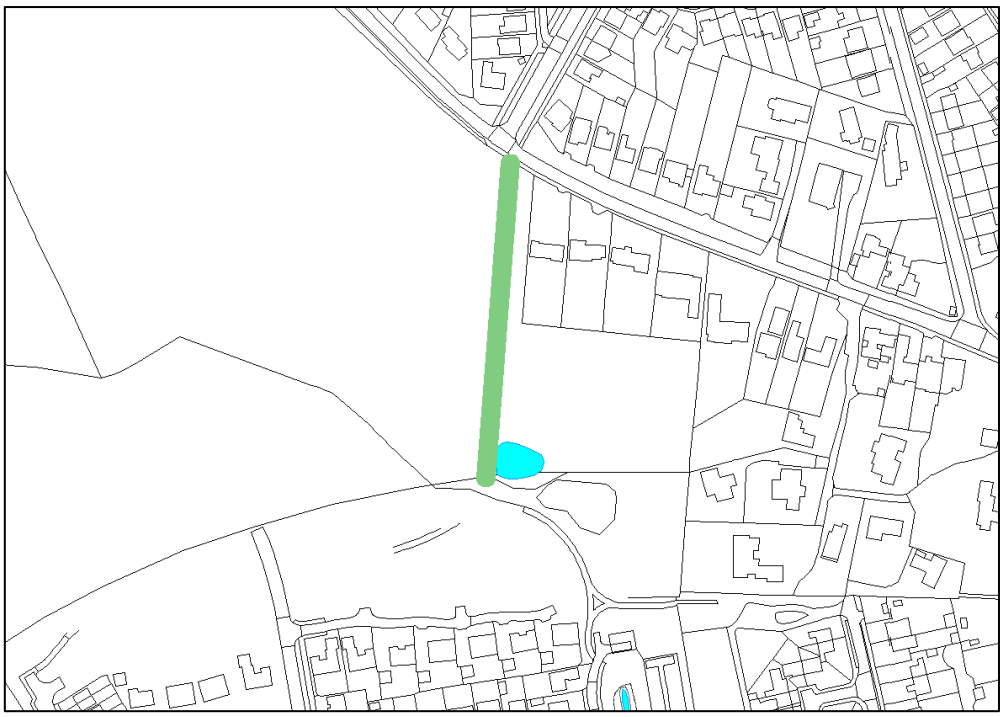


Figure 9 Aspirational Route A - Tabley Road

ASPIRATIONAL ROUTE B – DOG WOOD ACTIVE TRAVEL LINK

The Dog Wood Active Travel Link is a desired connection running from the Moor through to Parkgate Lane; the path would upgrade the existing link between the Moor and the Dog Wood entrance to Tatton Park and create a new link through to Parkgate Lane, connecting the Town Centre with the Parkgate Industrial Estate and the Parkgate village development.

The Town Council is undertaking the detailed design work for the path and would seek to fund it through grants, CIL or s106 funding.

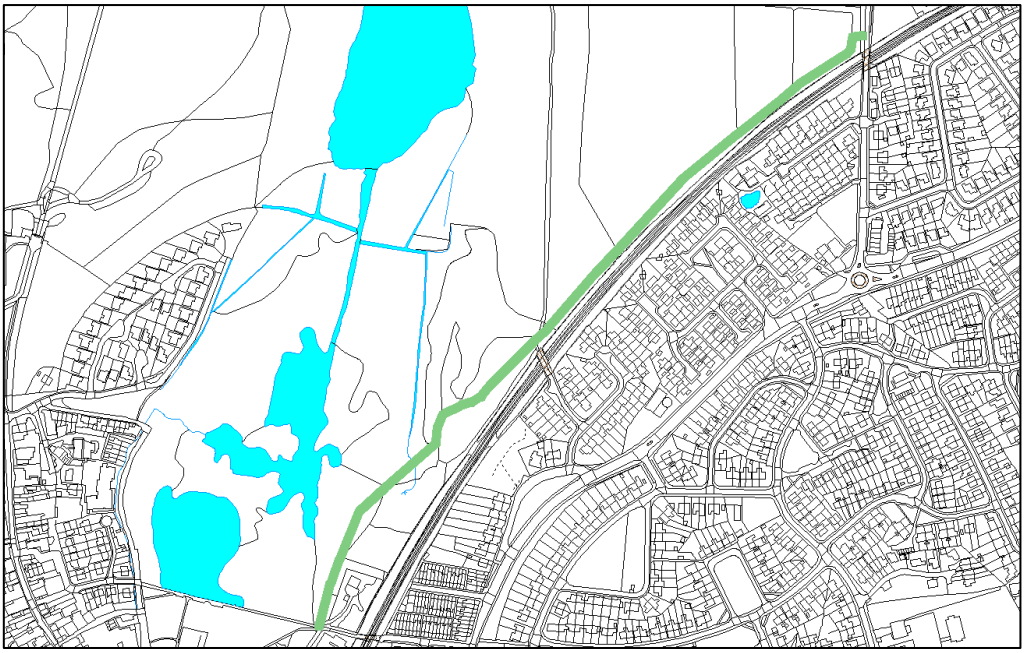


Figure 10 Aspirational Route B – Dog Wood

ASPIRATIONAL ROUTE C – BEXTON ROAD SHORTCUT

This route exists as an informal footpath connecting Bexton Road to the public right of way/link path to Knutsford Academy. It provides a shortcut to reach Knutsford Academy's lower school site from the Bexton area and to reach Bexton School (and scout and cadet halls) from the Nether ward area.

The objective is to have the path formally recorded as a public right of way or permissive path, and signposted and maintained to promote use.

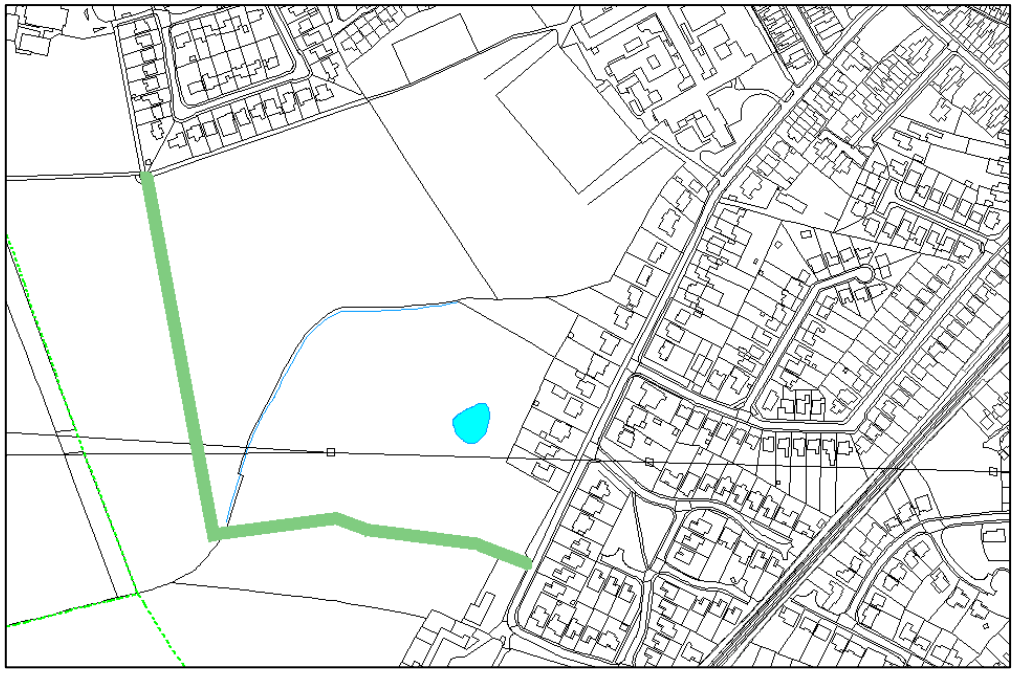


Figure 11 Aspirational Route C – Bexton Road Link

ASPIRATIONAL ROUTE D – MEREHEATH LANE TO MANCHESTER ROAD

Outline consent has been granted for a development at Manchester Road (known as Bluebell village) connecting to Mereheath Lane. Whilst there are no vehicular connections proposed, it is expected that the developer will deliver active travel links to Mereheath Lane, providing a valuable link to the sports clubs and allotments.

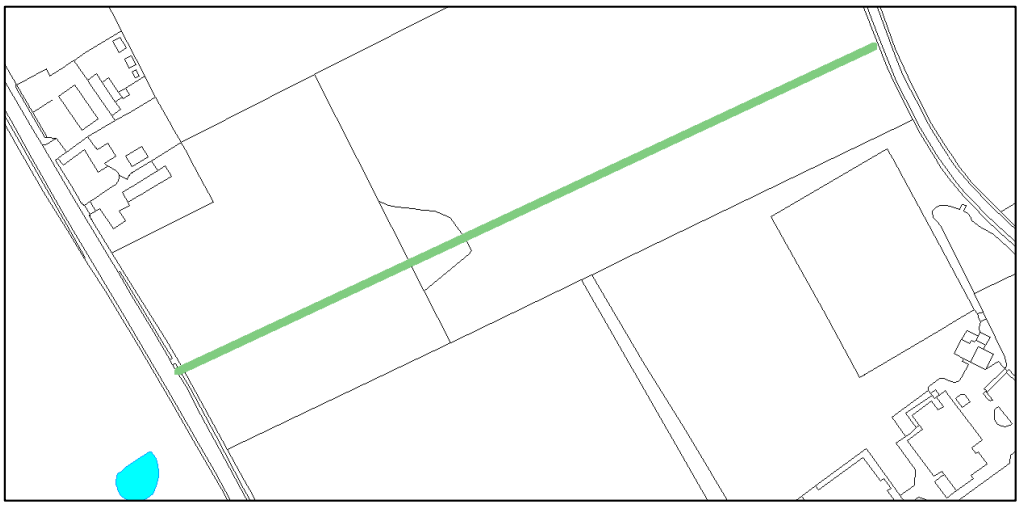


Figure 12 Aspirational Route D – Mereheath Lane

ASPIRATIONAL ROUTE E – BOOTHS HALL

Outline consent has been granted for a development at Booths Hall. As part of this, Bruntwood proposes to create new footpath connections across the estate. This will include a connection close to an existing informal footpath in the woodland adjacent to Booths Mere.

The objective here would be to ensure the paths are suitably made and connected, and that the path from the woodland is improved and connected to Longridge to provide a shorter route into Booths Hall.



Figure 13 Aspirational Route E – Booths Hall

ACTION PLAN 2027-2032

Year	Ref	Action	Budget
2027	W1	Installation of benches along Northwich Road, Bexton Road and Bexton Lane (5)	£2,500
2028	W1	Installation of benches along Longridge, Thorneyholme Drive and Higher Downs (5)	£2,500
2029	W1	Installation of benches along Tabley Road and Mobberley Road (5)	£2,500
2030	W1	Installation of benches along Parkgate Lane, Shaw Drive and Manor Park North and Manchester Road (5)	£2,500
2031	W1	Installation of benches along Chelford Road and Legh Road (5)	£2,500
2027	W2	Ascertain implementation costs and liaise with Cheshire East Council on design for identified crossings.	NIL
2027	W2	Lobby for inclusion of requirement to install desired crossings to relevant local plan site allocations. Identify which are unlikely to be fundable through s106/s278 obligations and consider CIL funding.	NIL
2028	W3	Develop proposed project programmes of dropped kerb installation across routes and explore funding options	NIL
2029	W4	Design lighting scheme for Church Walk	£2,750
2030	W4	Design lighting scheme for Mobberley Road to Woodlands Court	£2,750
TBC	W4	Implement lighting schemes (subject to cost and CIL funding)	TBC
2027	W5	Explore options for funding enhanced pavement maintenance in advance of preparation of 2028/29 budget proposals.	NIL
Annual	W6	Undertake survey of pavements to prioritise for repairs; work with Cheshire East Councillors to secure funding for works.	NIL
2028	C1	Liaise with Cheshire East Council to develop design proposals for how cycle ways could be implemented and understand impact on traffic flows of any changes.	NIL
2028	C2	Work with Cheshire East Council to develop scheme for improvement to junctions.	NIL
TBC	C3	Take any opportunity to lobby Cheshire East Council for a change to its speed management strategy	NIL
2028-32	C4	Install a cycle shelter	£2,750
2027	C5	Install cycle parking stands at convenience shop locations	£1,000
2028	C5	Install cycle parking stands at play areas	£1,000
2029	C5	Install cycle parking stands at public sports pitches	£1,000
2030	C5	Install cycle parking stands at medical/service locations	£1,000
2030	C6	Install a public bike repair station in the town centre	£1,000
Ongoing	A	Continue working with partners to implement the aspirational routes	TBC