

# **CONGLETON CYCLE NETWORK**

## **10 POINT WISH LIST for improvements**

### **SEPTEMBER 2016**

**by Congleton Cycling Campaign**

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## Introduction

Congleton Cycling Campaign has worked with the local authority to create signed cycle routes and produce updated versions of the cycle network map, with the 4<sup>th</sup> edition published in 2013.

However, it can be seen from the map, and from local knowledge, that the network is disjointed in places and these gaps need addressing to encourage more cycling with all the benefits that this brings to both a place and its residents (replacement of car travel by cycle reduces congestion and pollution, and increases health and wellbeing).

The legacy of holding a Tour of Britain stage in Cheshire East is that many residents, particularly children, will have become more interested in cycling themselves. Also many visitors will be attracted to the area and are likely to be here in summer 2017 sampling the cycling opportunities. Time is of the essence!

The following lists some improvements to the highway network in Congleton that would make cycling more attractive to all for everyday use. It also includes places where links could be made to avoid cycling blackspots.

However, this list is not exhaustive!

Please refer to the network map to see the locations and how they relate to the routes.

NB. The latest version of the network map needs to be displayed prominently on boards throughout the town as permanent publicity. It could be labelled as the '2016 Tour of Britain legacy network'.

# Congleton Cycle Network Map



South East Cheshire Cycling Action Group (SECCAG) map produced by Active Maps Ltd.

This map contains Ordnance Survey data © Crown copyright and database right 2013 / © South East Cheshire Cycling Action Group (SECCAG)

The above map has 10 main points marked on it – please see the details in the following pages.

NB Point 10 relates to the proposed east-west Greenway associated with the proposed new link road and housing.

Congleton Cycle Network improvements - wish list prepared by Congleton Cycling Campaign, Sep 2016.

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## Improvement 1

Install a light-controlled crossing on Newcastle Road (A34) to link Sandy Lane/Astbury Mere to the off-road cycle access to Solly Crescent on National Cycle Network (NCN) 573.

### Justification

Both Holmes Chapel Road and Sandbach Road have light-controlled crossings near the West Heath Shopping Centre.

Such a crossing on Newcastle Road will allow safe access to Astbury Mere from West Heath and will complete NCN573 from Box Lane to the Town Centre.

### Budget

£80,000+ ?

### Desired completion date

May 2017

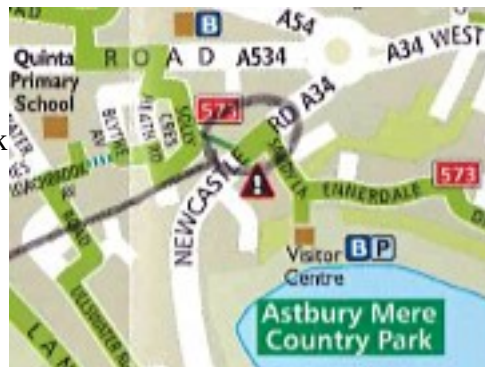


Image: Junction of Sandy Lane with Newcastle Road, looking SW. Off-road cycle route to Solly Crescent access on right-hand side of Newcastle Rd (A34), beyond first car, so cyclists have to cross this busy road.

Congleton Cycle Network improvements - wish list prepared by Congleton Cycling Campaign, Sep 2016.

## Improvement 2

Ensure that Barn Road is joined to the North Congleton Greenway so that residents of all new development in North Congleton can get to shops without using a car.

Additionally – redesign cycle usage of Barn Rd and its access from the A34 as the current cycle path is disjointed, and treats cyclists as pedestrians as there is so much dismounting and road crossing involved. You can drive a car along Barn Rd and Viking Way without having to stop for all the access points. You can do this on a bike if you use the road, but not if you use the fragmented cycle path.



### Justification

If this is not done then the amount of vehicular traffic will soon surpass the amount of traffic that the Link Road is aimed at reducing.

### Desired completion date

Bard Road redesign – asap – 2017.

Connection with Greenway - iIncorporated into planning stage, so constructed at the same time that the Greenway is created.



Image: Shared use cycle path alongside Barn Rd, not an ideal situation as users do not have priority at various side roads, and road users are not focussing on cyclists, especially rushing in/out of Tesco, carwash and petrol station etc. Here looking north, crossing the access road to Barn Rd tip. Note pedestrians on cycle section.

Congleton Cycle Network improvements - wish list prepared by Congleton Cycling Campaign, Sep 2016.



Image: Cycle path on Clayton Bypass (A34) looking NE towards Rood Hill, by Tesco roundabout. Barn Rd is the left exit at the roundabout.

### Improvement 3

Create a segregated cycle route from Barn Road to Congleton Town Centre via the playing fields at St Mary's school (or use Springfield Drive/Belgrave Ave/Royle St) and a new cycle/walking bridge into Rope Walk/River Street and then Cross Street.

#### Justification

This would create a 5 minute cycling trip avoiding the Town Bridge!

If the Town and Borough Councils are serious about keeping Congleton Town Centre alive a link like this would encourage people to use both shopping areas (Barn Rd and Town Centre) without using cars.

This is crucial if Congleton Town Council and Cheshire East are intent on keeping the historic centre of Congleton alive as a working retail and cultural centre. If the Barn Road corridor becomes the focus of retail in Congleton, the town centre will wither and die.

#### Desired completion date

Sept 2017



Image: Royle St. Possible northern end of cycle/pedestrian bridge over R Dane, connecting Rope Walk/River St.

Congleton Cycle Network improvements - wish list prepared by Congleton Cycling Campaign, Sep 2016.

## Improvement 4

Create a link via the new housing development at the bottom of Jackson Road to Moss Lane and then on to the North Congleton Greenway. This will give a quick, quiet link to the Town Centre via Congleton Park.

### Justification

If the Council are adamant about creating the Greenway in North Congleton then this would be the obvious route to get people from the new houses on the Macclesfield and Manchester Road end of the development into the Town Centre rather than have to travel all the way to the Barn Road corridor.

### Desired completion date

Cycle paths/signage in the housing development – now, since building has started.

Incorporated into the planning stage, and constructed at the same time that the Greenway built.



## Improvement 5

Improve (width, surface, access) the Macclesfield Canal towpath from Buxton Road to Congleton Wharf. This will improve access to Congleton railway station from Buglawton.

### Justification

Currently the towpath is unusable for most of its length. This improvement would provide a gradient-free cycling and walking route across the East of Congleton.

### Desired completion date

July 2017

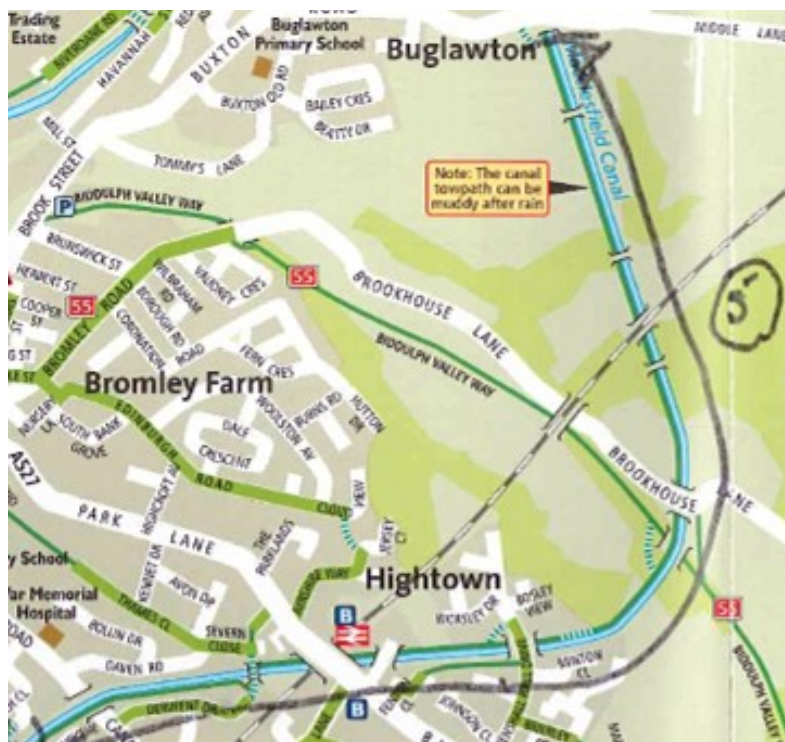


Image: Canal towpath viewed looking south from Buglawton. A wide section that could be improved for walkers and cyclists.

Congleton Cycle Network improvements - wish list prepared by Congleton Cycling Campaign, Sep 2016.



Image: Access to canal from Brookhouse Lane. Difficult for all to use with uneven steps.



Image: Canal access from Biddulph Valley Way National Cycle Network 55



Image: View looking north of towpath between spillway and NCN 55 access. This section of the towpath is slippery and uneven for walkers and difficult for cyclists.



Image: Spillway, looking south towards railway station. Awkward for cyclists as wheels catch in gaps and/or slip off cobbles. However, this is a listed structure (so not sure why a new strip of concrete has been allowed to be built!).



Image: Access from spillway to Dane-in-Shaw Pasture (linking to Bromley Estate)



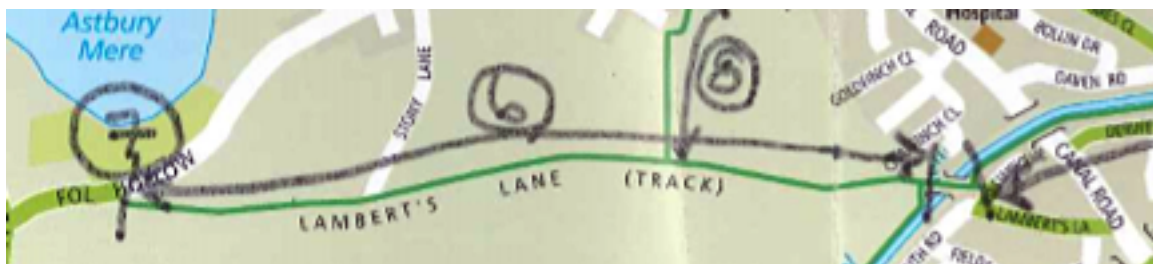
Image: Access to Henshall Hall Drive from canal



Image: Access to Congleton railway station from canal. No cycle wheel channel to facilitate ease of use.

## Improvement 6

Improve access to Lambert's Lane (bridleway/track) from Macclesfield Canal (plus signage) and access along the route to Fol Hollow. Currently the access is a flight of very steep steps from the canal, which is an obstruction to the less fit on foot, and to cyclists. If the steps are listed along with the bridge, then perhaps a separate ramp can be constructed? Currently the only cycle access to Lamberts Lane track/bridge is via Canal Road and the tarmaced section of Lambert's Lane (road through housing estate). Also there is a gap in the hedge by the towpath (opposite Congleton Wharf) – could this be used as a route to Wolstanholme Close and the canal bridge.



### Justification

This is an obvious continuation of the canal towpath improvement and will give a gentle gradient route across the South of Congleton.

### Desired completion date

June 2017



Image: Lambert's Lane bridleway

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Images: Lambert's Lane bridleway – there is space to provide a wider surfaced route.



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## Improvement 7

Create direct access from Lamberts Lane to Astbury Mere.



### Justification

This will complete the traffic free route to the South of Congleton and will encourage people to visit the Mere without using their cars.

### Desired completion date

July 2017



Image: Unofficial access to Astbury Mere on Fol Hollow, opposite Lambert's Lane bridleway.

## Improvement 8

Improve access from Lamberts Lane to Howey Lane.

### Justification

Improving this will allow people to cycle from Astbury Lane Ends, Hightown and Mossley into town without using Park lane and Canal Street/Road.

### Desired completion date

July 2017

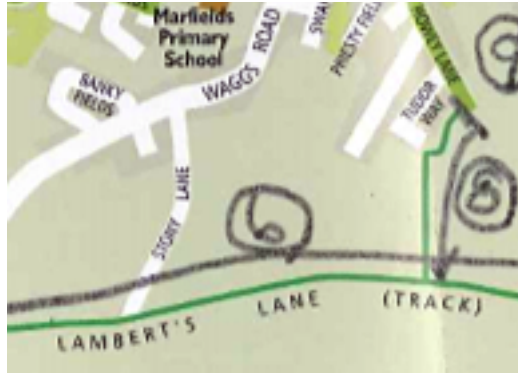


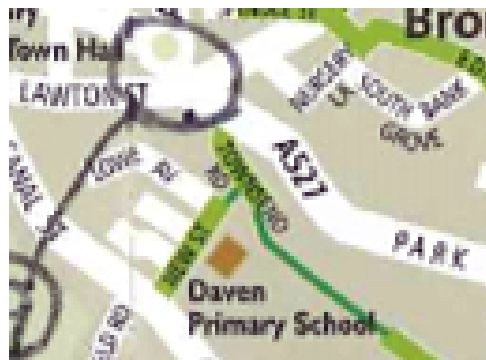
Image: Route from Lambert's Lane bridleway linking with Howey Hill.

## Improvement 9

Improve the flow of cycle traffic to and from Lawton Street to the 'Town Centre to Station' cycle route Townsend Road at the bottom of Park Lane. Currently this is OK towards the Town Centre but dreadful towards the station.

### Justification

A simple reduction of the road width, along with widening of the pavement, on the corner of Park Lane and Lawton Street will mean cyclists can avoid having to cross Park Lane for 20 metres to then have to turn right across the traffic to get into Townsend Road if they heading from Town to Station.



### Desired completion date

June 2017



Image: View of junction of Lawton St (on right) and Park Lane (where cars travelling towards camera). When cycling towards this junction on Lawton St, to turn right into Townsend Rd (side road on right visible between 2 cars at the lights), it would be ideal to continue around the corner alongside the buildings instead of turning right onto Park Lane and then having to turn right again across the traffic to Townsend Rd.

Congleton Cycle Network improvements - wish list prepared by Congleton Cycling Campaign, Sep 2016.

## Improvement 9a

Access to the railway station from Thames Drive needs to be signed via Sefton Avenue and the road in front of the Queens Head Hotel.

### Justification

At present the access to the railway station from Thames Drive is via the canal towpath, a set of stairs to the southbound platform and the footbridge over the railway to get to the booking hall. Going via the front of the Queens Head and the wide footpath on the south side of Park Lane will give a shorter and less convoluted way of getting to the station from the town centre.



### Budget

Low cost – paint and signposts.

### Desired completion date

November 2016



Image: Park Lane looking south towards railway bridge, with service road to Queens Head to the right, before bridge and after bus shelter. Cycle route joins Park Lane from Sefton Ave (nearest side road in the photo). Wide road, wide pavement, and no driveways to residences, means cyclists could use the pavement here to access the Queens Head and from there the road beneath the bridge to the station forecourt.

Congleton Cycle Network improvements - wish list prepared by Congleton Cycling Campaign, Sep 2016.

## Improvement 10

The proposed line of the North Congleton Greenway



### Justification

If the new road and housing developments ARE built then a lot of the above proposals will fall into place to afford traffic free travel to schools, retail, work and leisure!

### Desired completion date

Incorporated at the planning stage, and constructed at the same time that other infrastructure connected with Northern Congleton development is constructed.

## Contact information

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[www.congletoncycling.co.uk](http://www.congletoncycling.co.uk) – there is a contact form on this website