

SE Chester Pilot update: Peter Bulmer & John Beckitt

Great Boughton, Huntingdon,
Christleton, Waverton, Littleton
and Boughton



What are our targets:

- **CWAC TARGETS**
 - Reduce car use by 25% by 2025 and 38% by 2050
 - Increase cycle use of 8.7% by 25% by 2024
 - Increase public transport use of 10% to 18% by 2025
 - Increase weekly walking of 69% by 25%
 - Increase access to City Centre by say 5% by 2025?
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- Car use targets tough
 - Cycling targets too easy
 - Public transport improvements will make the largest contribution
 - **We need our own targets when we know what is possible**



So as to

- Reduce net carbon dioxide
- Reduce nitrogen dioxide(NO₂) and particulate emissions (PM_{2.5}) to well below
- WHO guideline levels at residential locations and on routes to school
- Create safe, high quality, vibrant and liveable communities
- Increase health and wellbeing of residents
- Enhance vitality of city centre



Air Quality

- Nitrogen Dioxide – WHO guideline 40mg/m³
- Chester AQMA – 35mg/m³ average
- A51 higher than 91% of readings inside AQMA
- A41 and Hamburger higher than 77% of readings inside AQMA
- PM2.5 – WHO guideline 10mg/m³
- PM2.5 levels at above this guideline
- Christleton routes to school
- Centre of the Village
- A41 SUP and Hamburger
- A51 building line



Were putting the teams together

- CYCLING PLAN – team in place
- PUBLIC TRANSPORT PLAN – small team to make a start – merge with other pilots?
- WALKING PLAN – team being assembled – difficult – merge with cycling?
- CAR USE PLAN – team assembled
- AIR QUALITY WORKING GROUP – team in place



Christleton: the problems

- 1400 children and 200 teaching staff in and out twice a day: 640,000 movements per year
- 300 parents drive to and from the school twice a day: 240,000 movements a year
- All arriving and leaving over a half hour period
- Pavement mountings and gridlocks
- Centre of Christleton peak flow – 20,000 vehicle/day rate
- A51 – 33,000 vehicles/day
- A41 – 17,000 vehicles/day



Cycle Plans

Christleton

- Encourage cycling and walking, reduce vehicle flows, speed and PM2.5 on routes to schools
- Extended plan to provide SE Chester connectivity

Littleton

- Toucan crossings
- Shared User Paths

Great Boughton

- Segregated/Advisory Cycle Lanes
- Shared User Paths
- Upgrade cycle crossings at major junctions: A41/ A51/ A55

Huntington

- Shared User Path Huntington to Christleton

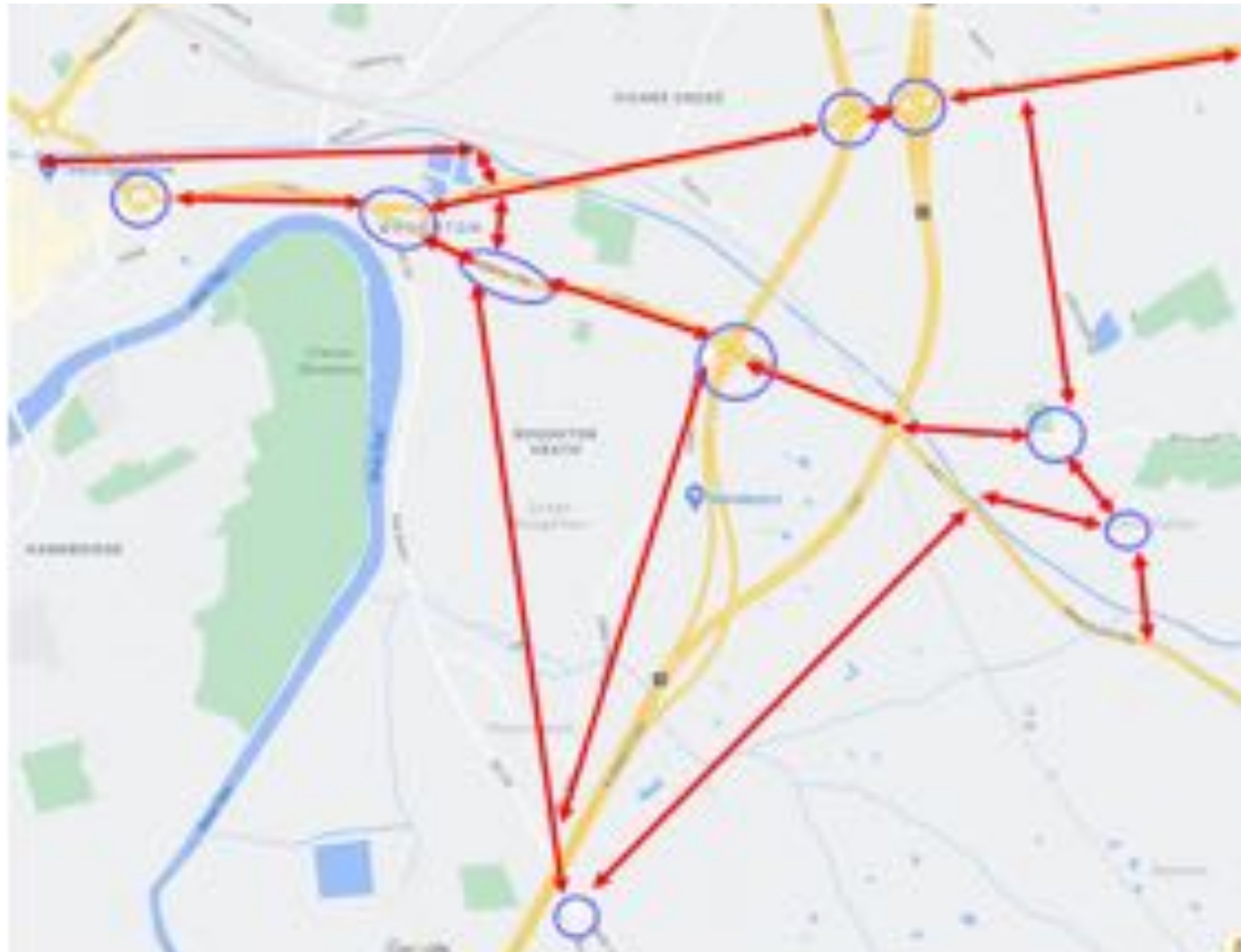
Waverton

- Cycle parking

Railway Station

- Charterhall Drive route from Westminster Road: safeguard and improve





Boughton

- Key area on the Boughton Corridor, connections
- Out of town suburb shopping, local and passing
- Car dominated, 7 lanes, 3 footpaths
- Major bus route, including P&R
- No cycle lane, no trees, no seats
- Village signs and planters
- Business and Community Champions
- 15 minute neighbourhood
- Place shaping, share space reallocation, side streets





Next steps for cycling network

We need:

- professional design input, additions and improvements
- place making design options for Boughton
- visualisation of completed Christleton plans, remaining SE Chester Cycling plans and plans for Boughton
- the option if required by the EATL group, Bill Smiths gyratory to the Bars roundabout
- joint task team selected from the EATL pilot and the SE Chester pilot
- quote for the work
- funding options



Next steps for the Public Transport Plan

- A plan needs to be developed, to meet the needs and aspirations of local communities and address barriers to travel by public transport. Including consideration of:
- Journeys and connections people want to make
- Priorities for improving bus and rail services
- Waiting environments
- Accessibility
- Information
- Fares and ticketing – flexibility and discounts across both bus and rail
- CW&C operational and strategic plans – including root and branch review
- Rural mobility funding and projects
- Other network considerations, such as school bus provision
- Plans to upgrade Chester station and new station on Deeside
- Plans in Greater Manchester for bus franchising
- Plans in Wales for flexible bus services
- On-demand services such as Arriva Click
- Joining with other pilot areas and need for more resources

