



# Christleton Village

Cycling, Walking  
and Traffic Plan

# Background

Christleton Parish Council started a process of traffic improvement in 2019 when it set up a **Traffic Working Group** to resolve the speed, congestion, parking and safety issues in the centre of the Village.

Whilst attention has been focussed on Covid in 2020, the Parish Council believes that we need to be prepared for the return of high traffic flows.



## The Process

The traffic improvement process began with traffic observation by volunteers on village roads, at varying times of day, days of the week and over various months throughout school terms.

The information gathered through this exercise and the analysis that followed, provided the Traffic Working Group with sound, evidence-based data which was then used to build a robust improvement plan that could be used with confidence.

up to  
**2400**  
vehicles/day  
through the  
**Centre of  
Christleton  
Village**



## The Analysis

An analysis of accident injury rates across the Village highlighted the high injury rates on the A41 up to and including the Boughton Heath (Hamburger junction) and, the Rake Lane/Plough lane junction.

**The A41 alone is responsible for many serious road traffic injuries and one fatality nearly every year.**

The Parish Council and A41 residents have requested an average speed zone on the A41, in addition to improved air quality measurements (including PM<sub>2.5</sub>), and a comprehensive upgrade of the cycle path.

Accident injury rates in the centre of the Village, by contrast, are at an enviably low rate. To keep it that way we need to reduce the number of vehicles that exceed the 20mph limits and encourage walking and cycling.

Figure One

**Summary of daily average traffic volumes, average speeds and percentage of vehicles exceeding 20, 25 and 30mph within Christleton Village**

Road/Street/Lane	Daily Average Number of Vehicles	Average Speed	Vehicles exceeding 20mph	Vehicles exceeding 25mph	Vehicles exceeding 30mph
Quarry Lane					
East	303	21.3 mph	38.5%	9%	-
West	284	19.9 mph	31%	10%	-
Birch Heath Lane					
East	618	24.5 mph	67%	25%	3%
West	795	22.9 mph	52%	16%	-
Little Heath Road					
South	2150	25.5 mph	76%	30%	4%
North	3025	25 mph	76%	23%	2%
Pepper Street					
East	899	25 mph	70%	27%	4%
West	598	23.9 mph	60%	17%	-
Plough Lane					
East	729	19.8 mph	30%	10%	-
West	814	21.7 mph	40%	12.5%	-
Village Road					
South	1957	21.8 mph	40%	11%	-
North	2376	23.5 mph	55%	20%	4%
Rowton Bridge					
South	970	28.7 mph	84%	56%	25%
North	940	28.1 mph	81%	52%	23%

An analysis of Village Road traffic flow data available from Cheshire West and Chester (CWAC) revealed:

- A traffic flow of around 2000 - 2400 vehicles per day through the centre of the Village;
- A peak High School drop off and pick up flow of up to 300 vehicles for a half hour period in the morning and the afternoon; and
- A large traffic flow between the A41 and A51 of around **1000 vehicles per day** between the A41 and A51 as commuters and commercial vehicles cut through Christleton to avoid the queues up to the A41 Boughton Heath (Hamburger) junction and the A51/A55 roundabout\*.

up to  
**300**  
vehicles  
at the  
**High School**  
drop off &  
pick up times

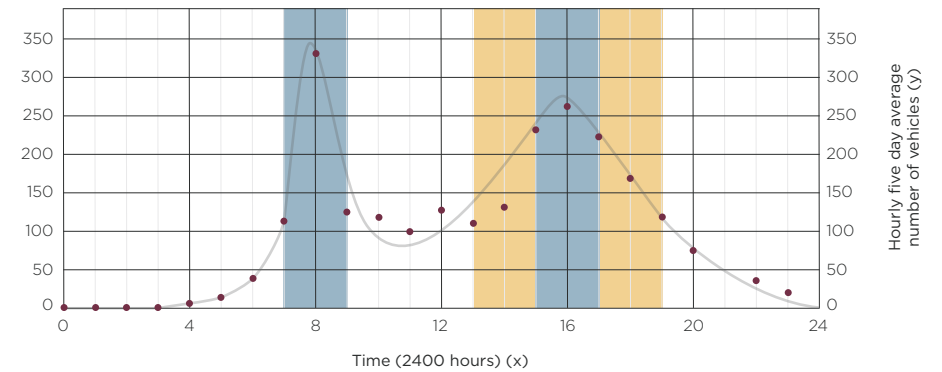


The 2019 traffic observations carried out by local volunteers in the centre of the village revealed **serious congestion** at school drop off, school pick up and early evening.

Figure Two

**Village Road (North)**  
**Daily Average of 2407**

■ Peak High School drop off/pick up (am/pm)  
■ Cut through traffic (A41/A51)



These observations informed three Traffic Working Group recommendations:



The removal of a physical vehicle width restriction at the sharp bend opposite the Ring of Bells with hatching.



Extend H-barring of driveways as passing places so that vehicles can pass each other in opposite directions along Village Road.



A relaunch of the Park and Stride initiative to facilitate parents dropping off their children on the edge of the Village.

These simple actions have been **successfully implemented** and we have seen a dramatic reduction in congestion at peak times and an increase in Village Road free traffic flow.

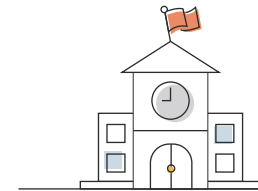
\*Highways have been requested to improve these junctions so as to eliminate these queues and a consultant has been identified but easy solutions are unlikely.

In parallel with the traffic analysis and the observations, a committed Christleton volunteer started air quality measurements in Christleton. Littleton and Great Boughton soon joined, to form an **Air Quality Working Group** for the area.



A comprehensive programme of air quality measurements over most of 2019, focused on the centre of the Village, the A41 to the Hamburger junction and along the A51.

This work identified high levels of particles (PM<sub>2.5</sub> and PM<sub>10</sub>) on all routes, and **high Nitrogen Dioxide** (NO<sub>2</sub>) levels on certain routes, that are at or above the World Health Organisation (WHO) guidelines.



All of these routes are adjacent to residential housing and are routes to the Primary and High Schools.

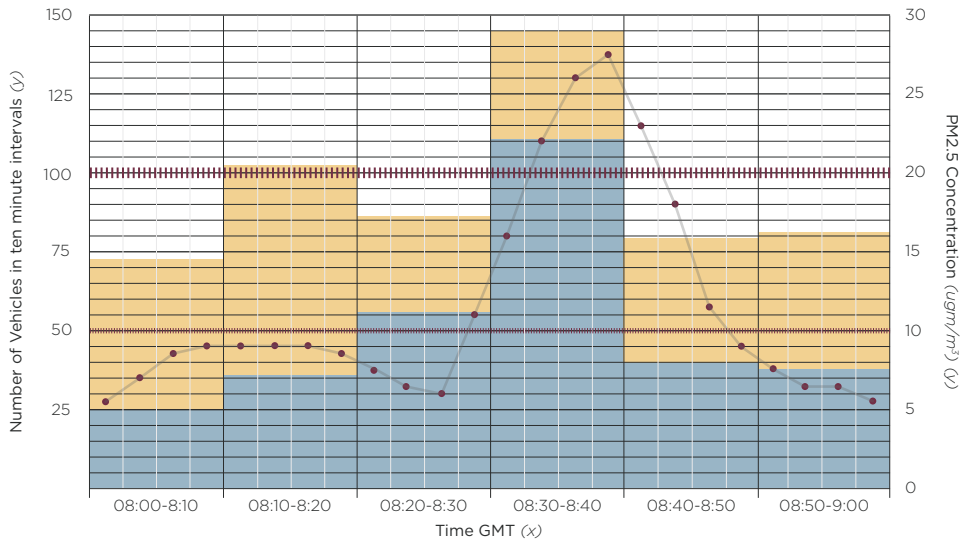
The majority of air quality measurements were carried out in the centre of the Village, where a **clear linkage** was established between traffic flow and high PM<sub>2.5</sub> levels.

These PM<sub>2.5</sub> particles are small enough to penetrate the lining of the lung, enter the bloodstream and are linked with **asthma, heart disease, dementia and a range of chronic health issues** which are a risk to children, parents and village residents on routes to the Primary and High School.

Figure Three  
**Number of Vehicles travelling along Village Road through Christleton Village Centre, in relation to the concentration levels of PM<sub>2.5</sub> levels in the air**

Thursday 12th Sept' 2019  
08:00-09:00 GMT

■ Northbound traffic     ▬▬▬ WHO 24 hour limit  
■ Southbound traffic     ▬▬▬▬▬ WHO Annual limit



Read World Health Organisation guideline's here:  
[who.int/publications/who-guidelines](http://who.int/publications/who-guidelines)

# The Cycling, Walking and Traffic Plan

The air quality measurements and potential health effects of PM<sub>2.5</sub> changed the Parish Council's Cycling, Walking and Traffic Plan for the village to a wider set of aims focused on:



**A reduction in traffic flow**



**Improvement in air quality**



**Reduction in congestion**



**Major shift from car use to walking and cycling**

Cheshire West and Chester did not have the resource to provide the designs to reduce traffic flows, speed and PM<sub>2.5</sub>.

The Parish Council therefore carried out a thorough search nationally, identified several consultancies that had the competences and capabilities to deliver on this wider set of aims.



Only one company stood out, **Planit-IE**.

Visits of a Planit team to Christleton and a Christleton team to Planit, led the Parish Council to conclude that they are uniquely qualified to assist the Village. Planit:

- Is based locally in Liverpool, Manchester and Altrincham;
- Team members live in adjacent Villages to Christleton;
- Team members are parents of children in Chester schools;
- Have the collective skills, experience and vision to create practical solutions whilst enhancing the conservation setting;
- Has credibility with Cheshire West and Chester;
- Has a proven track record of projects in Altrincham, Poynton and Preston;
- Are regular cyclists in and around Christleton, and
- Had some excellent early thoughts for transforming the centre of Christleton.

**A Parish Council design brief was prepared for Planit.**

This brief would, discourage cut through traffic and reduce traffic flow through every major route into the village, so as to reduce traffic flow, PM<sub>2.5</sub> and congestion. The overall aim is to **deliver a major shift from car use to cycling and walking**, thereby creating a safer and more pleasant environment for residents.



## Poynton, Cheshire

Before // After



## Fishergate, Preston

Before // After




## Stamford New Road, Altrincham

Before // After




The cycling, walking and traffic plan was distilled into four key initiatives:

**Initiative One**




The Parish Council approved installation of build outs on Birch Heath Lane and Plough lane and a correction to the build out on Pepper Street.

**Initiative Two**

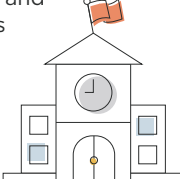


Planit proposals for Little Heath Road, a transformed Village Green, a pedestrian/cycle only Village Road school entrance, a no priority Plough lane junction and pedestrian/cycle priority on Rowton Bridge Road.


**Initiative Three**



A relaunch of the High School Park and Stride and staggered school starts and finishes.



**Initiative Four**



The SE Chester Cycling Plan which will transform the connectivity between Christleton, Littleton, Waverton, Great Boughton and Huntington, Chester, the railway station, the schools and the shops.

In the simplest terms...

These four initiatives will alter every main road in and out of the village to reduce traffic flow and speeds, reduce PM<sub>2.5</sub>, change the atmosphere in the Village and cause a major shift from car use to cycling and walking throughout the day and at High School drop off and pick up times.



This Village consultation is designed to provide you with an opportunity to feedback your views on the Planit proposals and support the proposals you would like the Parish Council to externally fund and implement.



These Planit proposals will:

**Restore the Village centre to the community** rather than simply provide a route for vehicles to and from the High School and to and from the A41 and A51 – a transformation that you can see Planit have delivered in Altrincham and Poynton.

**Reduce the high cut through A41/51 traffic** flows as a result of congestion at the Boughton Heath hamburger junction installed to facilitate the development of Saughton camp.

**Deliver a major shift from car use to cycling and walking** within Christleton and to and from Christleton and will make the village feel safer and reduce the high village centre PM<sub>2.5</sub> levels.

**Reduce the estimated 300 parents who drive** into the centre of the village and back in 25 minutes twice a day to drop off/pick up their children at the front gate of the school.



A reduction of only a third of the estimated 300 movements twice a day represents 100 movements in each direction twice a day - *80,000 movements a year.*

Finally, a key objective set for Planit, is to **enhance the heritage, conservation** and semi rural atmosphere of the Village – in this context the Village Green transformation is most critical.

**A Heritage Assessment was commissioned by the Parish Council and concludes that the Heritage of the Village Green is enhanced by the proposed changes.**



An estimated **reduction** of a **third** vehicles twice a day

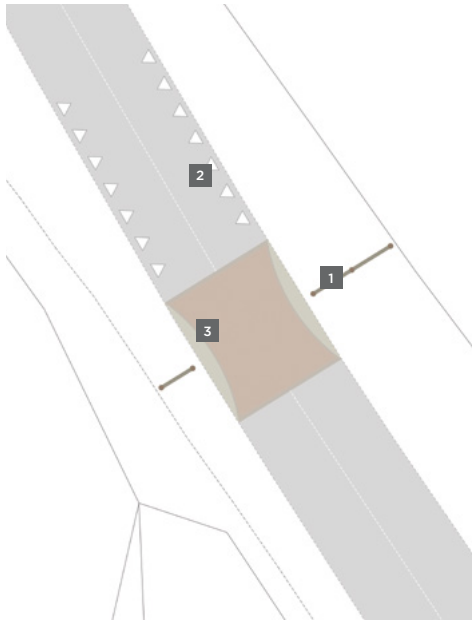
# The Planit Proposal




1

## Road narrowing on Little Heath Road, on approach to the Village

The road\* will be narrowed from both sides, set away from housing with a rumble strip, so as to:

-  Reduce vehicle speeds, and
-  Discourage A41/A51 cut through traffic. *Especially large vehicles*







-  Glasdon Gateway
-  'Dragons Teeth'
-  Rumble Strip and visual narrowing to carriageway

\*A trial will be required to ensure the chosen location is acceptable.






2

## Transformation of Village Green

The approach to the Village Green from each road has a gentle ramp leading to an attractive paved area, so as to:












-  Reduce vehicle speeds;
-  Discourage A41/A51 cut through traffic; *Especially large vehicles*
-  Encourage walking and cycling, and
-  Reduce PM<sub>2.5</sub>.

Reclaiming the roadway at the end of Pepper Street for an enlarged Village Green will:

-  Simplify the traffic flow and eliminate conflicts between the end of Pepper St and Birch Heath Lane;
-  Provide simpler, safer pedestrian and cycling routes;
-  Provide 40% more green space; Enlarge the seating area;
-  Provide off street rather than on street parking, and
-  Provide space in front of the Parish Hall for special and regular Village events.

In summary, encourage cycling and walking and provide a flexible, attractive and useful Village Green.



-  Village Green
-  Community Space
-  Seating
-  Informal Pedestrian Crossings
-  Traffic Calming Ramps
-  Dedicated Off Street Parking
-  Informal On Street Parking
-  Cycle Stands
-  Bus Stop
-  Existing Phone Box
-  Memorial Shelter and Village Pump



Village centre  
Existing







3

### Pedestrian and cyclist only Village Road High School entrance

Attractive paved area and bollards, preventing vehicular entry to Village Road High School entrance, so as to eliminate annual school children injuries from pedestrian/cyclist conflicts with vehicles at the entrance.

- 1 Dutch Entrance Kerb
- 2 Raised Pavement Level
- 3 Pedestrian/Cycle Entrance  
*Emergency Access*
- 4 'Keep Clear' Road Markings
- 5 Emergency Vehicle Access
- 6 Widened Cycle Access
- 7 Existing Bus Stop

4

### Plough Lane junction

The approach to Plough Lane junction from each road has a gentle ramp leading to an attractive paved area. This is a no priority, junction with elimination of giveways from every direction. So as to:

- Encourage cycling and walking;
- Create a safe calm passage for cyclists and pedestrians as a priority and a slow passage for vehicles;
- Create a safe route to school;
- Discourage A41/A51 cut through traffic;  
*Especially large vehicles*
- Remove the Rowton Bridge Road /Quarry Lane blind corner;
- Provide new storm water drain below new junction to eliminate flooding.



- 1 Raised Crossroads with feature paving
- 2 Pedestrian Crossing Points
- 3 Sustainable Drainage Planting Beds
- 4 Traffic Calming Ramps
- 5 Shared Pedestrian Priority Path
- 6 Seating Tree



Plough Lane  
Junction  
Existing



Plough Lane  
Junction  
Proposed



- 1 Two way access to Rowton Bridge Road from Plough Lane
- 2 Coloured pedestrian footpath
- 3 Coloured cycle priority roadway
- 4 Vehicle passing place
- 5 Narrowed Gateway
- 6 New pedestrian footpath
- 7 Cycling/pedestrian priority signage



5

## Pedestrian / cyclist priority on Rowton Bridge Road

### Phase One

A marked pedestrian footpath, pink Dutch style road and pedestrian/ cyclist priority signage, so as to:

- ⚠️ Improve pedestrian and cyclist road safety on a narrow key Park and Stride route to the High School;
- 🚲 Create an environment which is safer for residents, pedestrians, cyclists and horse riders;
- 🚗 Significantly reduce the opportunity for drivers to speed, and
- 🔄 Reduce the desire for drivers to use the Rowton Bridge Road as a cut-through.

### Phase Two

May not be required

Pedestrian / cyclist priority only at certain times with permitted entry by residents at all times:

- 🚦 Either '0800-0900 and 1500-1600' signage, or when red lights flash;
- 🚫 No A41 right turn into Rowton Bridge Road when lights flash, and
- 🚧 Buildout or island half way down to slow traffic down if required.

# Village Consultation

The following question and answer section is designed to enable the Parish Council to decide which of the Planit proposals to implement.

The Parish Council will:



Consider and take account of any design changes you suggest



Communicate the outcome of this consultation to the Village



Develop with CWAC a plan for implementation of the proposals you support



Complete any designs to the point where the Parish Council or CWAC can seek contractor quotes



Seek and obtain funding for each proposal



Implement over an extended period of time when and if funding secured

# Christleton Residents Questionnaire

To complete the resident questionnaire by **10<sup>th</sup> April** we would prefer you to follow this link: <https://christleton.kwest.co/>

**If you do not have access,**

ask a friend or relative to follow the link and complete the questionnaire for you OR complete the following questionnaire.

Please provide the following:

Name	
Address	
Post Code	Email

You need to live within the Christleton Parish boundaries to complete the following questionnaire.

I would like the Parish Council to email me updates on Parish Council activities  Yes  No 

Your answers to the following questions are confidential and will provide the Parish Council with sufficient information to understand which proposals it should proceed with.

It would help us if you could provide reasons for your answers.  
Thank you.

Yes No

## The Cycling, Walking and Traffic Plan

- Do you have concerns about the traffic flow and/or speed in the centre of the Village?
- Are you concerned about air quality and PM<sub>2.5</sub> health effects on routes to school?
- Do you support the proposals to reduce traffic flows/speeds/PM<sub>2.5</sub> in the centre of the Village?

Yes No

## Transformation of Village Green

- Do you support reducing traffic volume/speed at the ramp up on to the new Village Green?
- Do you have concerns about PM<sub>2.5</sub> health effects on routes to school at the Village Green?
- Do you have any other safety concerns around the Village Green?
- Do you support the increase in green space/seating area/space for community events?
- Would you use the increased green space and seating area?
- Would you support regular markets and village events in the new community space?
- Would you support moving on street to off street parking around the Village Green?
- Do you support the Parish Council implementing a transformation of the Village Green?

Yes No

### Road narrowing on Little Heath Road at entrance to the Village

- 1 Do you have concerns about traffic flow/speed approaching the Pit?
- 2 Do you support the proposal to carry out a trial of narrowing Little Heath Road approaching the Pit?

### Pedestrian and Cyclist only Village Road High School Entrance

- 1 Do you support preventing vehicles from using the Village Road high school entrance?
- 2 Do you support the Parish Council working with the High School to implement a pedestrian and cyclist only Village Road High School entrance?

### Plough Lane Junction

- 1 Do you have concerns about traffic adjacent to the High School?
- 2 Do you have concerns about traffic flow/speeds at the Plough Lane Junction?
- 3 Do you support the Parish Council implementing a no priority junction at the Plough Lane junction designed to slow traffic down and discourage A41/A51 cut through traffic?

Yes No

### Pedestrian/Cyclist Priority on Rowton Bridge Road

- 1 Do you have concerns about traffic on Rowton Bridge Road?
- 2 Do you have concerns about vehicles, pedestrians and cyclists sharing Rowton Bridge Road at School drop off and pick up?
- 3 Do you have concerns about vehicles, pedestrians and cyclists sharing Rowton Bridge Road at other times?
- 4 Do you support the Parish Council implementing the pedestrian/cyclist priority status of Rowton Bridge Road?

### Final questions to guide the Parish Council.

- 1 Do you think the absence of white lines on parts of Little Heath Road and Pepper St enhances the appearance of the village?
- 2 Do you want all the white lines to be reinstated?

### Thank you



With thanks to Kwest Research for setting up the online questionnaire.



**Please Submit this survey by post**

The Parish Clerk,  
 6 Chiltern Close,  
 Westminster Park,  
 Chester. CH4 7QZ



**Or drop-off**

Christleton Stores & Newsagents,  
 Village Road,  
 Christleton,  
 Chester. CH3 7AS