EAST CHESHIRE

Interfaces between HS2 and existing/potential cycling routes

Route maps and notes  February 2017

John Grimshaw & Associates
A note on the interfaces between the HS2 Project and existing planned and potential cycling routes in East Cheshire

The HS2 Project will cut across numerous local cycling routes and footpaths. The quality of its provisions will affect everyday journeys, and visitors trips, in some way however small. The detail of the design of bridges and diversions, and the quality of its provision for new paths will contribute greatly to the attractiveness of local journeys and to the overall level of cycling in the future along a broad swathe of the country.

In addition, unless we anticipate future plans and potential routes, the HS2 project may end up frustrating the future development of popular cycling routes along a particular corridor. Here approaching Crewe, the railway works are particularly complex necessitating numerous modifications to existing roads. Unless great care is taken the whole area will become increasingly hostile for people who wish to cycle, to reach Crewe, or the station.

These notes bring together the interfaces with HS2 of the proposals arising from the recent study into a National Cycleway along the general corridor of the HS2 project, and a number of other isolated locations arising from “cycle proofing” considerations. In this last respect these notes have only considered the limited number of locations where there are clear opportunities or advantages from providing for dedicated cycling facilities either crossing or parallel to the HS2 route.

We have excluded most minor roads where there is no need, as traffic flows will be small and those major roads where there is no reasonable or foreseeable expectation for anticipating a cycling route in the future.

The standards set out in the HS2 Assurances refer to current design standards. Their recommendations are set out in Appendix 1 and may be summarised as follows:

1. Types of parallel facility in relation to the volume of traffic in highway.

2. Typical cross sections showing Cycleway standards. Note that the Dutch CROW guidelines followed by the study of a National Cycleway associated with HS2 puts great store on the attractiveness of cycling routes and requires considerable verge widths near heavily trafficked roads.

3. Types of crossing requirements and standards in relation to traffic flows.

4. Gradients should be 1:20 or less except in areas where the adjacent road gradients are anyway steeper.

5. The cycling routes should be free of all barriers or obstacles to making easy progress.

Overall plan of the proposed cycling routes and links approaching Crewe
1 Den Lane to Blakenhall Bridleway 12 for Chorlton Lane

This is a complex area with considerable diversions of roads and rights of way envisaged in HS2 plans. We suggest making a direct route for a new path along the southern boundary of WCML. This would leave from the planned new Den Lane Overbridge, construct a new path for 400m to join the planned balancing pond access road and then from the end of that make a second section of new path to reach the Blakenhall Bridleway Bridges. This proposal would overcome a circuitous route and reduce the distance to be cycled on Den Road. At the time of writing the National Cycleway route proposals, the nature of the road works, here, and closer to Crewe could not have been anticipated. As a consequence the recommendations in these notes supersede the proposals advanced at that time.

1 Follow Den Lane to Winehill then Che Madeley and railway path to Newcastle.
2 Make new ramps off the Den Lane Bridge.
3 Construct shared use path along field edge boundary of WCML.
4 Join and follow balancing pond access track.
5 Continue along railway boundary with new path.
6 Follow the bridleway all around to reach Chorlton Lane. Note that the detour would be less if the location of the railway over and under bridges were to be moved further to the south.
7 Chorlton Lane for route to Crewe.
2 Chorlton Footpath No.7 overbridge (Ch 245): Hough to Chorlton

It would be very helpful if this new overbridge was constructed for shared use. The new alignment of Newcastle Road will create a fast road unsuitable for cycling. It would be more convenient for cyclists, and probably be cheaper to go via the footbridge rather than try to provide facilities on the road.

1 Link from Chorlton Lane which is a very lightly trafficked road.

2 Proposed footbridge, to be arranged with easily graded ramps at either end.

3 Newcastle Road diversion.

4 Make link to road as near to Hough Village as possible.

5 Follow access roads to join Newcastle Road which is now truncated at HS2 Rail.
3 Chorlton Lane to Link Road Cyclepath

The proposed route of the National Cycleway followed a general line east of the WCML. Almost the whole of this section of route is now affected by the HS2 road proposals. The annotated plan shown here sets out the optimum route to give a direct and attractive route.

1. Chorlton Lane.
2. Construct central island to take FP6 safely over the Newcastle Road and cyclists breach its northerly boundary.
3. Construct a new path along field edge, set back from road to reach Casey Lane intersection. Note that the path could be on the south side of Newcastle Road but in this case a crossing point is needed near Casey Lane.
4. Follow Casey Lane, which will be only lightly trafficked.
5. Provide new path alongside and central island to cross Weston Lane safely.
6. Follow HS2 access road.
7. Construct new underpass beneath new road to take FP1 and
8. Make ramp in earthworks to give cyclists access to bridge over main line (and provide cycle track back down to ground level on the west side of the tracks).
9. Link to old main road with even gradients.
10. Main part of old main road for cycle route. Note the ramp for this
11. Link across Mill road to reach existing cycle path.
4 Hough to Crewe

From Hough, Casey Lane is the best way for the start of the journey to Crewe as it will be very lightly trafficked. Then run along the south side of the railway works to reach the Crewe Road. This road has a poor reputation as being unpleasant for cycling and this western approach to the town centre should pick up the Gresty Green Road to cross the railway and then follow residential roads to the town centre.

**Hough to Davenport Avenue for Crewe town centre**

1. Leave Hough by Casey Lane which will become a cul-de-sac.
2. Construct a new path along the south side of the HS2 works.
3. Continue under the New Weston Lane overbridge to join the Larch Farm works access track.
4. Weston Lane given access to Basford.
5. Ramp up and construct a new underpass under the new alignment of the Shavington Bypass and continue at an easy gradient to join the old main road, now abandoned.
6. Construct new ramp descending from a cyclepath crossing the railway via the new bridge.
7. Follow the old road before dropping down to join the end of the service road to the balancing pond.
8. Follow access track to pond and make a wide shared path beside HGV road (existing main road).
9. Make a good wide crossing via the splitter island.
10. Construct shared use path (the whole of this route will cater for FP2 and FP11) along the field edge around to the end of the IMD site.
11. Provide raised crossing of IMD staff entrance.
12. Include the provision of a wide central island in order to cross the realigned Crewe Road, or to join it for experienced cyclists direct for the station and town centre.
13. Continue to Gresty Green Road on railway link or field edge, to join road to cross under railway and then construct new path through open space to Davenport Avenue.
Location map summarising the proposed routes to Crewe Station and town centre, one to the east of the railways, and one to the west (details of HS2 not shown)

**Eastern route from Weston and Chorlton**

1. After crossing under the realigned main road join the old main road.
3. The cycle routes along Weston Road are not complete and need to be renewed and much improved to provide for a direct route to the HS2 Station entrance.
4. Incorporate the cycling routes (and cycle parking) into the detailed design of the station approach and entrance, to ensure that it is convenient for cyclists and hence desirable to cycle to the station.
5. Cross over the railway complex as described in the plan for the town centre/station route.
6. Make a direct way through the car parks.
7. Widen existing open path.
8. And crucially open up side arch to pass under the Chester railway.

**The Western routes from Shavington and Hough**

a. After passing under diverted main road, join old road to reach balancing pond works access.

b. Construct route around HS2 boundary.

c. Make link on railway boundary to join Gresty Green Road to pass under main line.

d. New link.

e. Join residential roads for station and town centre.