Knutsford Local Cycling and Walking Infrastructure Plan (LCWIP)

Cheshire East Council

Enabling prosperity and wellbeing for all

Cheshire East Council

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1. Introduction

1.1. Background and Geographical Context

The Active Travel England (ATE) Self-Assessment in December 2023 identified that Cheshire East Council (CEC) has published Local Cycling and Walking Infrastructure Plans (LCWIP) for all population centres over 20,000 but to improve performance in this criterion, LCWIPs are needed for all centres over 10,000. For CEC to demonstrate progress in the next assessment period, LCWIPs are to be developed for:

- Alsager;
- Handforth;
- Knutsford;
- Middlewich;
- Nantwich;
- Poynton; and
- Sandbach.

This LCWIP will deliver a prioritised list of walking routes and cycling routes for the town of Knutsford that are capable of attracting central government support and funding. The plans will look at improvements to active travel links within Knutsford. Approximately three walking routes and a Core Walking Zone, and three cycling routes will be prioritised for Knutsford and will be considered separately for both walking and cycling.

Local authorities were encouraged to begin developing LCWIPs following the publication of the Department for Transport's (DfT) Cycling and Walking Investment Strategy (CWIS). Whilst the preparation of LCWIPs is not mandatory, those local authorities which develop LCWIPs are better placed to make the case for future investment. Therefore, CEC are working to deliver a prioritised list of walking and cycling routes across Cheshire East capable of attracting central government support and funding.

LCWIPs reflect on the current cycling and walking infrastructure provision, identify priorities for improvement, and outline strategies and implementation plans for improvements and active travel network development. The overarching objectives of an LCWIP are to promote active travel through the creation of safe, accessible, and sustainable infrastructure for pedestrians and cyclists. Fundamentally, an LCWIP is a strategic transport planning document developed as a tool for network planning, securing funding and collaborating with a range of stakeholders.

The core aim of an LCWIP is to facilitate and encourage active travel journeys to be taken. The specific aims and objectives for this LCWIP include:

- Encourage active travel such as walking and cycling, reducing dependency on private vehicles.
- Create safe and accessible infrastructure for pedestrians and cyclists.
- Promote sustainability, health, and quality of life in communities.
- Enhance connectivity, accessibility, and mobility within the community.
- Reduce congestion and greenhouse gas emissions.
- Foster economic development and tourism.
- Promote community involvement and engagement in the planning process.

The main outputs for the initial stages of the LCWIP is a network plan for walking and cycling, identifying key walking and cycling connections and routes.

To assist local authorities in the development of the LCWIP, the DfT published guidance[1] which outlines the core elements and tasks that should be considered. The guidance provides a methodological approach to planning the delivery of walking and cycling infrastructure which can be adapted to a given

[1] Local Cycling and Walking Infrastructure Plans Technical Guidance

local authority's context, geographic scope, and resources. The study approach used for the Knutsford LCWIP reflects the DfT guidance.

1.2. Report Structure

The following sections of the report are reflective of stages 1-6 of the LCWIP guidance[2] which is outlined in Table 1-1 below.

Table 1-1 LCWIP Guidance Stages

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the Knutsford LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling within Knutsford and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows within Knutsford. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes within Knutsford, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment in Knutsford.
6	Integration and Application	Integrate outputs into Knutsford local planning and transport policies, strategies, and delivery plans.

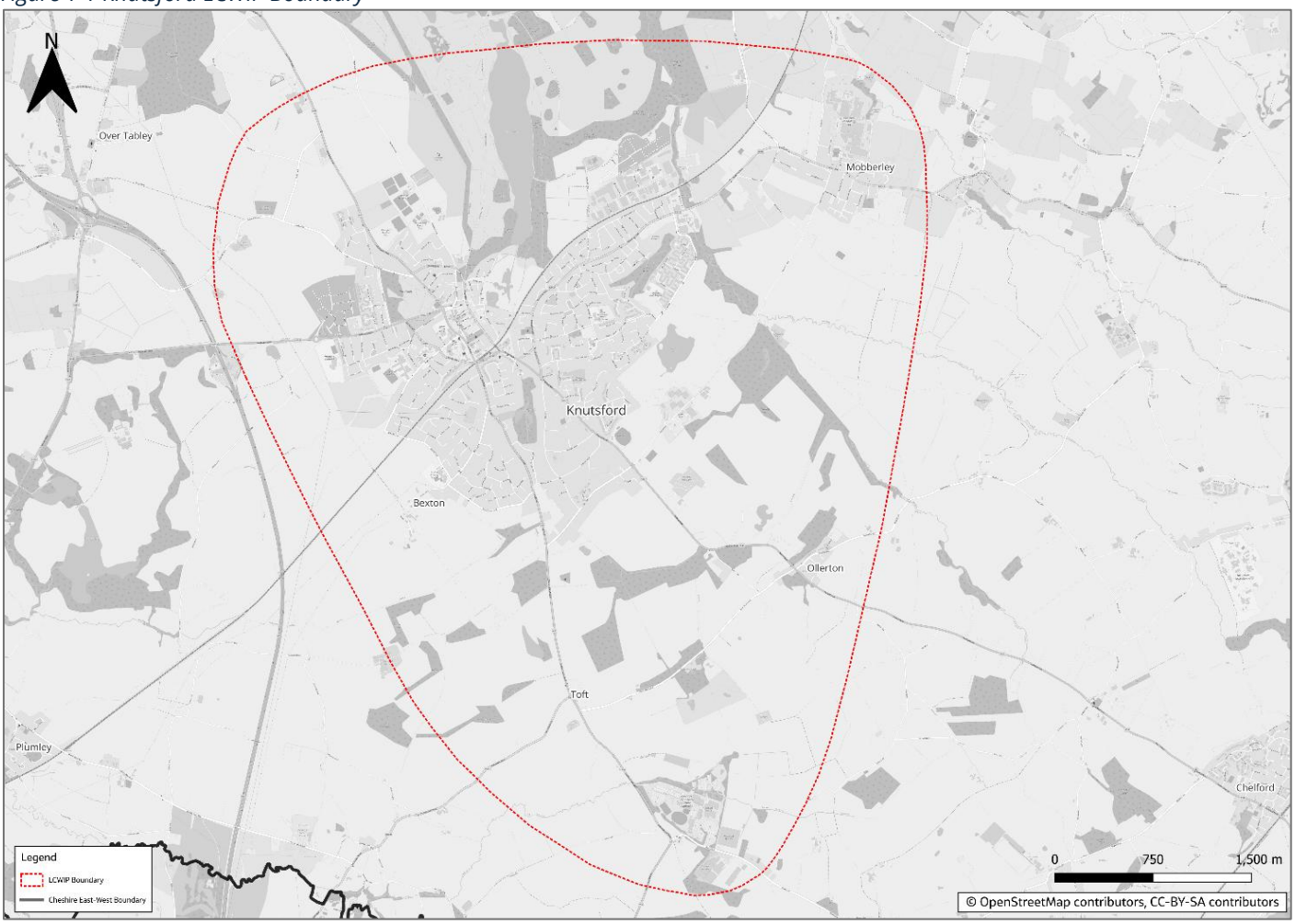
This report comprises:

- Section 2 Policy and Previous Study Context (Stage 2): reviews relevant policies for Cheshire East and Knutsford specifically;
- Section 3 Gathering Information (Stage 2): identifies existing patterns of walking and cycling through a review of existing conditions and identifies barriers to cycling and walking;
- Section 4 Network Planning for Walking (Stage 3): converts desire lines from Section 3 into a network of walking routes and determines types of interventions that may be appropriate;
- Section 5 Network Planning for Cycling (Stage 4): converts desire lines from Section 3 into a network of cycling routes and determines types of interventions that may be appropriate;
- Section 6 Prioritising Improvements (Stage 5): improvements that are needed to develop the programme in the future;
- Section 7 Integration and Application (Stage 6): how this LCWIP can be integrated in broader policy and ensure delivery cuts across a wide range of future investment programmes; and
- Section 8 Public Consultation: A summary of the LCWIP consultation undertaken in 2025.

1.3. LCWIP Boundary

This LCWIP will consider the full extent of the area outlined in Figure 1-1 to develop a long-term plan to enhance walking and cycling infrastructure across Knutsford. The full extent of the area will be considered, including employment areas and development sites, and all other trip attractors and destinations to develop a network of routes.

Figure 1-1 Knutsford LCWIP Boundary



2. Policy and previous study context

Prior to developing an evidence base, it is important to undertake a review of existing policies and local documentation. Knutsford is located to the north west of Stoke-on-Trent and to the east of Crewe. National, regional and town specific documentation will be reviewed to assess existing policies, identify any gaps and to help with the proposal of interventions.

2.1. Key National Active Travel Guidance

LTN 1/20 Cycle Infrastructure Design[3]

LTN 1/20 Cycle Infrastructure Design was published by the UK Government's DfT in July 2020 and provides guidance to local authorities on delivering quality cycle infrastructure and recommends that the design of cycle networks and routes are based on five core design principles:

- Coherent: Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality;
- Direct: Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles;
- Safe: Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle;
- Comfortable: Comfortable conditions for cycling require routes with good quality, well maintained - smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients; and
- Attractive: Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

The LTN also highlights the importance of engraining accessibility and inclusivity through all the core design principles.

LTN 1/20 will be integrated into the LCWIP development and will guide the design of schemes identified as part of the LCWIP. The five core design principles will also be considered when carrying out the Cycle Level of Service and the Walking Route Audit Tool.

Local Cycling and Walking Infrastructure Plans – Technical Guidance[4]

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying cycling and walking improvements required at the local level.

An LCWIP should provide the outputs of:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

The LCWIP process includes six stages, where overall the LCWIP should enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. These stages are set out in Table 1-1 in Section 1.2.

[3] LTN 1/20 Cycle Infrastructure Design 2020

[4] Local Cycling and Walking Infrastructure Plans technical guidance

This policy is relevant in creating this LCWIP as it provides all the essential steps that need to be taken to identify cycling and walking improvements required at the local level. By following these steps, this LCWIP will create a prioritised programme of infrastructure improvements for future investment.

2.2. Regional Documentation

Cheshire and Warrington LEP Transport Strategy 2023/24[5]

The Cheshire and Warrington Local Enterprise Partnership[6] (LEP) published an updated delivery plan for 2023/24 with a focus on continuing to support Cheshire and Warrington, national Government and businesses to achieve their mission of becoming the "the healthiest, most sustainable, inclusive and growing economy in the UK." The LEP plan is part of plans being developed that set out in more detail how priorities of the Strategic Economic Plan will be delivered up until 2040.

The strategy's central theme highlights improving connectivity, to unlock strategic and wider development sites for housing and employment and relieving congested areas.

The LEP document sets out key challenges for the transport network that will be addressed through the strategy:

1. Congestion on strategic routes;
2. Cross boundary movement;
3. Sub regional movement;
4. Dominance of car for mode share;
5. Low bus use;
6. Rural connectivity;
7. Accommodating development growth;
8. Modernising local rail services;
9. Increasing levels of cycling and walking; and
10. Digital connectivity.

This LCWIP will prioritise improving walking and cycling links within Knutsford, aiming to increase levels of walking and cycling, supporting the LEP Transport Strategy challenges.

2.3. Cheshire East Documentation

Cheshire East Local Plan – Local Plan Strategy 2010 – 2030[7]

The Cheshire East Local Plan, adopted in July 2017, sets out the council's plans for sustainable economic growth up until 2030. It is the council's most important tool in ensuring development of the Cheshire East area.

In order to deliver this vision for Cheshire East as a whole, the council has set four strategic priorities:

- Promote economic prosperity by creating conditions for business growth;
- Create sustainable communities where all members are able to contribute and where all the infrastructure required to support the community is provided;
- Protect and enhance environmental quality of the built and natural environment; and
- Reduce the need to travel, manage car use and promote more sustainable modes of transport and improving the road network.

Within the Local Plan, the following policy applies to the transport aspects of a development:

[5] Cheshire and Warrington LEP Transport Strategy 2023/24
[6] Known formally now as Enterprise Cheshire and Warrington
[7] Cheshire East Local Plan - Local Plan Strategy 2010-2030

- Policy CO1: Sustainable Travel and Transport; within the Local Plan specifically refers to improving public transport and active travel (walking and cycling) provision.

The Local Plan sets out how the economy can continue to thrive by providing new land for development, whilst minimising the impact on the natural environment.

Cheshire East Council is preparing a new Local Plan in accordance with the Government's recently reformed plan-making system. A formal scoping consultation will be undertaken between 21 July and 1 September 2026 to help inform the development of the Plan.

Developments within the Local Plan are vital to take into consideration when developing an LCWIP. Development of the LCWIP will also help to meet Policy CO1.

Cheshire East Council Local Transport Plan 2019 – 2024[8]

Cheshire East Council adopted its LTP Strategy and Investment Framework in May 2026, which together set out a transport vision and policies, and a structured approach to investment, that are robust, relevant and responsive to the needs of residents throughout Cheshire East.

The LTP Strategy sets out how the council will improve the way people travel around borough in the years ahead, shaped by today's challenges, new opportunities and the latest evidence. The LTP vision is "a well-connected, safe and sustainable transport network, accessible to all, that supports a healthy, prosperous Cheshire East"

The LTP has identified four aims and six policies that set out how the borough will move towards the vision, recognising that different areas and communities have different travel needs.

One of the key aims of the new Local Transport Plan (LTP) is 'Improving Connections for All', ensuring that everyone travelling within, to and from Cheshire East has access to a range of transport options and attractive alternatives to private car use. Supporting the aims and priorities of the LTP are a series of cross-cutting policies that provide a clear framework for achieving the Plan's vision and objectives. Policy LTP3 seeks to promote initiatives and infrastructure that support environmental sustainability and the transition to carbon neutrality, while Policy LTP4 aims to prioritise transport improvements in accordance with the transport user hierarchy. As shown in Figure 2 1, walking, wheeling and cycling sit at the top of Cheshire East Council's Transport User Hierarchy, reflecting the council's commitment to promoting active and sustainable travel choices.

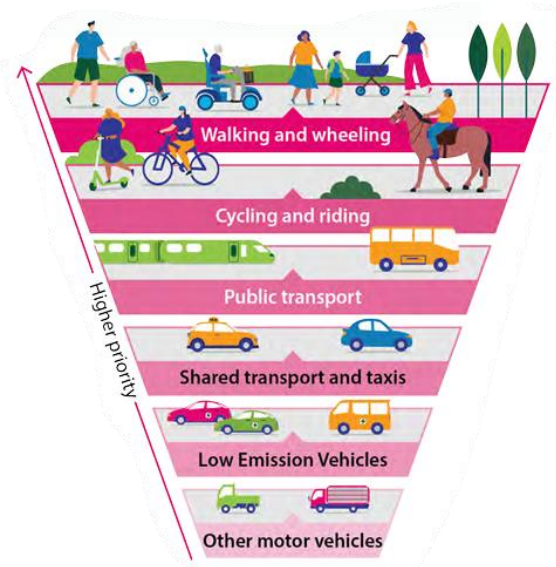


Figure 2-1 LTP Transport User Hierarchy

Alongside the LTP, the Investment Framework[9] guides how the council plans, prioritises, and delivers transport improvements across Cheshire East. This sets the way forward for a network that works for everyone: supporting growth, improving wellbeing, reducing environmental impacts and enhancing connections.

Development of this LCWIP will be in line with CEC's LTP, specifically though supporting the actions listed above.

[8] Cheshire East Council Local Transport Plan 2019-2024
[9] Cheshire East Council Investment Framework, 2026

Active Travel Strategy[11]

Cheshire East has developed an Active Travel Strategy, published in 2026, which sets out the vision for walking, wheeling and cycling across Cheshire East. This strategy replaces the existing Cheshire East Cycling Strategy (2017), bringing the vision up to date to ensure a more holistic, active travel approach, rather than solely focusing on one mode and responds to our rapidly changing world.

The Active Travel Strategy identifies five key opportunities to increase active travel across borough:

- Improving public health;
- Supporting our town and local centres and leisure destinations;
- High potential for a shift to more sustainable travel including public transport;
- Collaboration with partners and the community to develop active travel solutions; and
- Technology can support active journeys.

The Strategy sets out an ambitious vision for active travel in Cheshire East as "A borough where walking, wheeling and cycling is the easy option for short journeys, achieved through a connected, safe and accessible network that supports a healthy Cheshire East". This vision aligns closely and supports the overarching vision for the council's LTP. To help realise this ambition, the Strategy identifies three priority themes that will encourage active travel to become the first choice for appropriate journeys. These themes are intended to be delivered through a coordinated and integrated approach to support better outcomes and deliver demonstrable change:

- Create – create a more connected network for walking, wheeling and cycling and horse riders where appropriate;
- Culture – support a culture where walking, wheeling and cycling are the easy choices for local, short journeys; and
- Collaborate - collaborate with local communities, businesses and within the council to create a unified approach to walking, wheeling and cycling.

Supporting the Collaborate theme, the council has an appointed an active travel champion. This individual helps encourage more people to travel by bike on safe cycle networks and to walk more of their day to day journeys.

An appendix to the Strategy, the Access Control Barrier Policy, further supports the council's active travel objectives by improving accessibility across the transport network and promoting greater consistency in service delivery across the borough. The policy establishes a clear, consistent and transparent approach to providing access for all users across the highway network, PRoW and wider access routes and sites. By reducing barriers to access wherever possible, the policy supports the council's priority of encouraging active travel and outdoor leisure activities.

The Knutsford LCWIP will promote walking, wheeling and cycling through the creation of safe, accessible and sustainable infrastructure, aligning with the main ambitions, priorities and actions of the Active Travel Strategy.

The Joint Local Health and Wellbeing Strategy 2023-2028[12]

The Cheshire East Health and Wellbeing Board provides vision and a coordinated drive to address the health and wellbeing needs of the local population in Cheshire East, to reduce unacceptable and avoidable variations in health and healthcare. It acts as a link between NHS bodies, local authorities and other agencies (Police, Fire, 3rd Sector) and gives local people greater say in how care is provided.

The Joint Local Health and Wellbeing Strategy (JLHWS) was developed based on the Joint Strategic Needs Assessment, a review into the borough's health, wellbeing and social care needs and challenges such

[11] Active Travel Strategy

[12] Joint Local Health and Wellbeing Strategy

as healthier places, mental wellbeing, ageing well and starting well. The JLHWS proposes how Cheshire East's Health and Wellbeing Board aims to have a positive impact on individual lives by ensuring it is responding to the needs of people now and in the future.

This policy is relevant to the LCWIP as the JLHWS aims to prioritise new walking and cycling infrastructure in areas with higher levels of deprivation and to promote active travel.

Air Quality Strategy[15]

Cheshire East Council produced a new Air Quality Strategy (AQS) in 2024 to update its approach to meeting statutory air quality responsibilities.

Improving air quality continues to be essential for protecting public health, as certain pollutants pose significant risks, particularly to vulnerable groups such as children, older adults, and people with respiratory or cardiovascular conditions. Road transport remains the primary contributor to local air pollutant emissions in Cheshire East.

The objectives of the AQS include maintaining and improving air quality across Cheshire East; embedding air quality considerations across all council functions through a coordinated, multi-disciplinary approach; supporting wider council priorities and initiatives, including progressing toward net zero by 2045 target; raising awareness and understanding of air quality impacts on health, the environment, and biodiversity among stakeholders and communities; and strengthening collaboration with neighbouring authorities, businesses, and residents while acting as a central source of air quality information.

In relation to transport and air quality, the AQS aims to promote opportunities for active travel and other sustainable mobility options. This includes enabling walking, cycling, improved public transport, and cleaner vehicle technologies to support reductions in transport-related emissions.

The Knutsford LCWIP will set out a network of walking/wheeling and cycling routes in Knutsford. These routes will encourage individuals to walk or cycle more and lower usage of their private vehicles. This will in turn have benefits to the air quality of Knutsford and wider Cheshire East.

Sustainable Modes of Travel to School Strategy 2018[16]

Cheshire East adopted their Sustainable Modes of Travel to School Strategy (SMOTS) in 2018, where the aim is to work together with schools and other delivery partners in the borough to implement measures that will provide opportunities for sustainable modes of travel to school.

As part of the strategy, the council has identified targets to Increase the number of schools participating in promotional campaigns, The Air Quality and Parking Enforcement Team at Cheshire East Council are looking at working with schools in collaboration with Living Streets on their Walk Once a Week (WOW) initiative. The council is also looking at increasing the number of schools/colleges with bronze level accreditation via Modeshift STARS, however this is currently under review.

If these targets are achieved and if Cheshire East schools improve the number and quality of their Travel Plans through the usage of the Modeshift STARS system, the implementation of measures will increase the number of children using sustainable modes of travel to school.

An increase in children using sustainable modes of travel to school will result in various outcomes, including:

- Outcome 1: a reduction in vehicle emissions;
- Outcome 2: an overall improvement to air quality;

[15] Cheshire East Air Quality Strategy

[16] Sustainable Modes of Travel to School Strategy 2018

- Outcome 3: improved road safety;
- Outcome 4: increased health and wellbeing of students, staff and parents/carers; and
- Outcome 5: increased educational attainment.

This strategy is supported by the LCWIP as by providing higher quality and more accessible walking and cycling networks within Knutsford, individuals may change the mode of transport to school from private vehicles to active travel modes such as walking and cycling. By making this change and increasing the number of children walking and cycling to school, Cheshire East will move towards achieving their five outcomes mentioned above.

Cheshire East Rights of Way Improvement Plan 2011-2026[17]

In 2011, Cheshire East Council published their Rights of Way Improvement Plan (ROWIP) with an aim to correctly record the Public Rights of Way network in Cheshire East, so it is easy to use, free from obstructions and delivers health and wellbeing, social, economic and environmental benefits.

Section 60 of the Countryside and Rights of Way Act that was published in 2020, requires all local authorities to publish a Right of Way Improvement Plan that aims to;

- Assess to what extent local rights of way and other countryside access resources meet the current and future needs of the public;
- Assess the opportunities for exercise and enjoyment of the local authority area; and
- Assess the accessibility of local rights of way and routes to visually impaired people and those with mobility problems.

The ROWIP is very closely related to the Cheshire East LTP as it has a very important role in ensuring walking and cycling is taken into consideration when it comes to transport.

Cheshire East has a vision for the ROWIP which is to:

- Recognise the economic, social and heritage value of public rights of way and the important means of accessing the countryside;
- Improve local rights of way to promote and encourage the use and enjoyment of them;
- Enhance opportunities for sustainable travel and development; and
- Maintain the public rights of way network and keep it in a good condition.

Cheshire East Council are in the process of creating a new RoWIP for 2026 to 2036, which was consulted on in Spring 2026[18].

Public rights of way are essential in encouraging people to walk and cycle. With the creation of the Knutsford LCWIP, more walking and cycling routes will be provided in the borough, supporting walking and cycling. The ROWIP routes will also be considered during the LCWIP route identification process.

Draft Mid-Cheshire Local Cycling and Walking Infrastructure Plan

In 2023, CEC and Cheshire West and Chester Council (CW&C) commissioned the development of a Local Cycling and Walking infrastructure Plan (LCWIP) for strategic links in the Mid-Cheshire area consisting of Northwich, Knutsford, Winsford, Middlewich, Holmes Chapel, Sandbach and Crewe. This report was created to reflect on current cycling and walking infrastructure provision, and identify a network of routes, suggested interventions and identify priorities for investment. The primary output of the report is a walking and cycling network map which detailed the preferred walking and cycling routes for future development and suggested infrastructure interventions for consideration. The recommendations

[17] Cheshire East Rights of Way Improvement Plan 2011-2026

[18] Correct as of July 2026

create a long-term investment programme that will need sustained investment to deliver a step change in levels of walking and cycling across the Mid-Cheshire area.

It will be important to have a good understanding of the Mid-Cheshire LCWIP routes for development of the Knutsford LCWIP, to ensure that any new routes link or consider the improvements suggested in the Mid-Cheshire LCWIP to ensure connectivity and cohesiveness.

2.4. Local Documentation

Knutsford Local Transport Development Plan[19]

Eleven Local Transport Development Plans (LTDPs) were created in 2022 across the Borough for the two principal towns and nine Key Service Centres which includes Knutsford.

The plans identify how a coordinated and integrated transport network can be delivered, covering all forms of transport including walking, cycling, buses, rail, and roads. Improvements included in the plans are complementary to regeneration plans across the Borough.

Knutsford's LTDP objectives are shown in Table 2-1 below.

Table 2-1 Local Transport Objectives

Number	Local Transport Objective	How the Active Travel package supports the objective
1	Improving access to the town centre and the train station to support a thriving town centre	Development of improved cycling and walking routes including the Knutsford Revolution into the town centre and train station from the residential areas to help provision of travel choice. Increased provision of secure cycle parking within the town centre. Improve pedestrian access and provision for mobility impaired.
2	Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank	Develop cycle routes to major employment sites, including links into Radbroke Park and Booths Park to support sustainable access to employment. Working with the Sustainable Mode of Travel to School (SMOTS) programme develop cycle routes and crossing facilities to support sustainable routes to schools
3	Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres	Provide new and improved cycle and walking routes from rural areas to connect to opportunities. Remove current barriers with better on-road and offroad infrastructure to encourage more sustainable transport journeys. Work with employers to improve access and facilities for cyclists on site.
4	Improving access on key travel corridors such as the A50	Provide improvement along the A50 for pedestrians and cyclists, including a route connecting into Barclays Technology Centre.

[19] Knutsford Local Transport Development Plan

Number	Local Transport Objective	How the Active Travel package supports the objective
		Improve crossing provision along key corridors for pedestrians and cyclists to remove severance.
5	Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank	Develop walking and cycling routes from Knutsford Station to Tatton Park. Improve walking and cycling routes from Chelford Station to Jodrell Bank.
6	Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge	Providing dedicated cycling and walking routes connecting the Parkgate Extension and Land South of Longridge to local residential areas and Knutsford to provide access to employment opportunities. Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites.

Within the LTDP, 25 transport schemes have been identified that relate to active travel schemes and initiatives which are displayed in Figure 2-2.

The Knutsford LCWIP will aim address some of the objectives in the LTDPs in relation to active travel, walking and cycling. The potential interventions and schemes as mentioned in Table 2-1 and Figure 2-2 will be considered further in this piece of work.

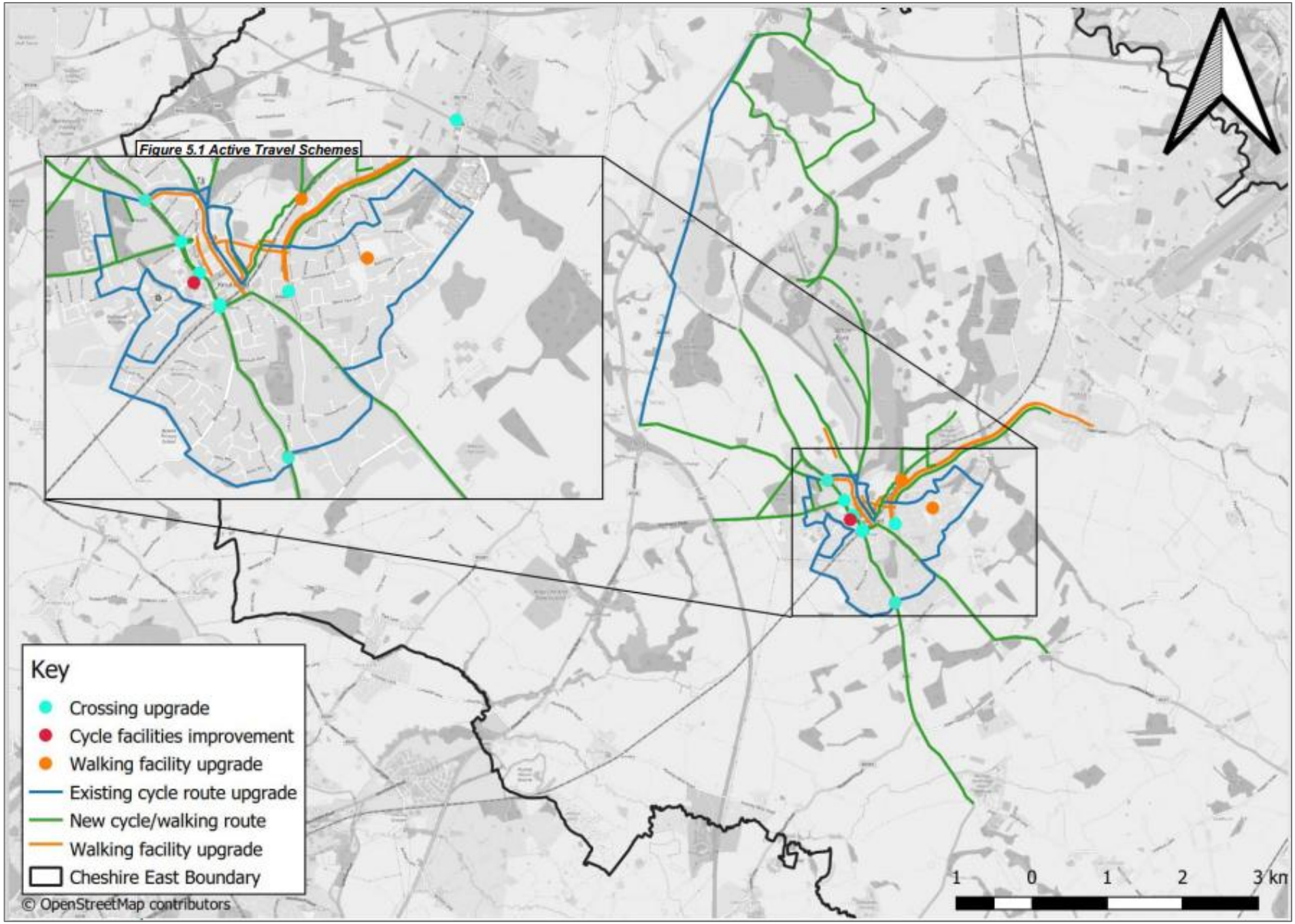


Figure 2-2 Active Travel Interventions in Knutsford (LTDP)

Knutsford Town Centre Vitality Plans 2023[20]

CEC is committed to supporting the vitality and viability of all town centres within the Borough. The Knutsford Town Centre Vitality Plan (TCVP) provides a sense of direction and identifies initiatives to support the town to better fulfil their potential, with its own unique opportunities and specific challenges and local groups/stakeholders.

The Knutsford TCVP has a vision of ensuring that Knutsford thrives economically and socially as a historic market town, whilst protecting and enhancing the town's character, variety of buildings and natural environment. The delivery of the facilities and infrastructure that the town needs will be supported whilst also maintaining Knutsford's strong sense of community to remain as an attractive, healthy and safe place to live work and visit.

The TCVP has identified prioritising more walking and cycling for intervention. They aim to do this by:

- Consider the location of cycle hubs to improve green links and provide safe secure cycle parking throughout the Town Centre and at the railway station;
- Explore design options for routes identified as key active travel connections in the LTDP. This includes Manchester Road, Northwich Road and Brook St;
- Prioritise upgrades of Knutsford Revolution, which could be an even greater asset to the town through quiet street treatments, surfacing upgrades and removal of barriers not compliant with EA2010;
- Improve signage and wayfinding across town especially at key gateways and along corridors linking green assets. Different colours for different routes works well to aid navigation; and
- Implementation of measures identified in the Knutsford Cycle Infrastructure Plan to promote cycling across the whole town to enable residents to be able to cycle to the town centre.

This LCWIP will contribute towards achieving the ambitions for a network of walking and cycling routes in Knutsford that encourage active travel for short trips. Suggestions within the TCVP will be considered in development of the routes.

Knutsford Neighbourhood Development Plan 2018 – 2030

The Knutsford Neighbourhood Development Plan was designed for the period of 2010 to 2030 to ensure that all development that occurs in the town happens at the right places, at the right times and is delivered to a high quality. The plan ensures that local issues are effectively considered, including, impact on local facilities, protection of local open spaces and ensuring that the impacts of new developments are mitigated.

The plan sets out policies on 10 different topics: community places and education, design, employment and retail, environment and open space, health and wellbeing, heritage and conservation, housing, sports and leisure, town centre and traffic, transport and movement.

For the purpose of this LCWIP, the topic that is of most importance is Traffic, Transport and Movement that looks at how Knutsford deals with walking, cycling, public transport and car parking and how they can be used collectively to address matters of congestion within the community.

In terms of walking, the document sets out that all new developments should contribute to the creation of a network of safe and well surfaced footpaths, designed to cater for a wide range of ages and abilities, including but not limited to wheelchair users, parents with small children and pushchairs and those with visual or hearing impairments. The policy requires that walking routes are well overlooked, wide and well-lit at night.

In terms of cycling, the document sets out that all new developments will be required to demonstrate how it will seek to support cycling within the town for all ages and abilities with the design of all streets

[20] Knutsford Town Centre Vitality Plan

and spaces within developments being cycle friendly and provide connections to the main shops, services and facilities. A Knutsford Cycle Plan has been prepared alongside the plan to help guide the implementation of this policy and identifies key cycle routes for creation and improvement as part of a wider network which should include segregated, continuous cycle routes. More detail on this can be found in 2.4.3.

By providing a network of walking and cycling routes for cyclists and pedestrians, the LCWIP contributes to creating a more sustainable and active transportation network in Knutsford which is in line with the plan.

Knutsford Cycle Plan 2017

The Knutsford Cycle Plan sets out the current condition and needs of cycling in the town.

Cycle Knutsford is a local community organisation set up in 2009, with the core aim of promoting cycling in Knutsford and to develop a cycle friendly town. They have hopes to make travelling around Knutsford safe on bike for parents and families. The objectives created in order to achieve Cycle Knutsford aims are outlined below:

1. Properly enforce illegal parking and reduce the speed limit within the town. Enforce permit parking only on congested residential roads;
2. 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;
3. 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;
4. Continuous segregated cycle corridors totally separate from motor vehicles, to and from key destinations;
5. All new cycle corridors should be lit adequately and parking of cars should be restricted;
6. 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;
7. Adequate provision and access to bicycle facilities at key destinations adequate signage, at and to, key destinations;
8. 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; and
9. 9.Any large building development - the developer and council must both put specific money aside for redevelopment of safe cycle strategies within Knutsford town. (Suggest 1% of overall cost, or £1000 for every 50m2).

The Knutsford LCWIP will be developed in line with this document and will take into consideration their plans to increase cycling in Knutsford.

Knutsford Town Council Strategic Plan 2023-2032[21]

The Strategic Plan sets out six strategic aims that are supported by a series of objectives, outlining how the council will achieve these aims. The six strategic aims are:

1. Supporting a thriving town centre;
2. Promoting active travel and public transport;
3. Protecting Knutsford's Heritage;
4. Improving open spaces and the environment;
5. Leading a strong community; and

[21] Knutsford Town Council Strategic Plan

6. Ensuring access to services and facilities.

The Strategic Plan acknowledges the need to reduce dependence on cars. By prioritising walking and cycling, the council aims to provide attractive alternatives for residents. This shift aligns with broader sustainability goals and contributes to a healthier environment.

Secondly, the plan emphasises enhancing the appeal of walking and cycling through several key strategies:

- Infrastructure Improvement: The council commits to investing in well-maintained footpaths, cycle lanes, and safe crossings. Creating a seamless network ensures that residents naturally choose these modes of transport;
- Promoting Safety: Safety is paramount. The plan includes measures such as traffic calming, better signage, and improved lighting to make walking and cycling safer and more appealing; and
- Community Engagement: The council actively engages with residents to understand their preferences and concerns related to walking and cycling. Community input guides infrastructure decisions.

In order to ensure these strategies are achieved, the Strategic Plan emphasises the need to create an environment where residents naturally choose walking and cycling as their main mode of transport, rather than the private vehicle. By committing to sustainable transport and active travel modes, Knutsford is reflecting its dedication to a healthier and more connected community.

The Knutsford LCWIP will take into account the strategies for walking and cycling as set out in the Strategic Plan. A network of walking and cycling routes within the Knutsford LCWIP will contribute towards achieving the goals of the strategic plan.

3. Gathering Information

3.1. Introduction

In order to develop the Knutsford LCWIP routes, baseline data across Cheshire East has been gathered and analysed. This analysis has been carried out to help gain insight into the current and potential future demand for walking and cycling within the Knutsford area, along with the barriers towards active travel.

The analysis included the following datasets:

- Population Information;
- Population Density;
- Workplace Density;
- Car Ownership;
- Index of Deprivation;
- Planned New Development;
- Public Rights of Way;
- Rights of Way Improvement Plan;
- Existing Cycle Network;
- Method of Travel to Work;
- Distance Travelled to Work;
- Propensity to Cycle Tool;
- Strava Metro;
- Amenities; and
- Origin Destination Mapping.

3.2. Population and Demographics

Population Information

Figure 3-1, Figure 3-2 and Figure 3-3 show the percentage of each age category in Knutsford using MSOA 2021 Census Data taken from ONS[22]. Analysis of these maps is shown below.

Ages 15 and under

Figure 3-1 shows that the highest percentage of individuals aged 15 and under are located in the centre of Knutsford town centre. Areas around Stanley Road, Toft Road, Chelford Road, Mobberley Road and Manchester Road have between 18-25% of the population aged 15 and younger. As distance increases from the centre of Knutsford, the percentage of individuals aged 15 and under decreases, this can be seen around Mobberley, Toft and Ollerton where 10-14% of the population are aged 15 and younger.

Aged 16 to 64

Figure 3-2 shows that the highest percentage of individuals aged 16 to 64 are located around the peripheries of Knutsford town centre. Mobberley, Toft and Ollerton all have 52-56% of individuals aged 16 to 64. As distance to Knutsford town centre decreases, the percentage of individuals aged 16 to 64 also decreases. Around Toft Road, Stanley Road, Northwich Road and Chelford Road have the lowest percentage of individuals aged between 16 and 64, 0-52%.

Aged 65 and older

Figure 3-3 shows that the highest percentage of individuals aged 65 and older are located around the peripheries of Knutsford town centre. Mobberley, Toft and Ollerton all have between 20-24% of individuals aged 65 and older. However, areas north of Knutsford town centre has fewer individuals aged 65 and older. Around Mobberley Road, Knutsford Football Club and Parkgate industrial all have between 15-20% of the population aged 65 and older.

It is important to ensure that good walking and cycling links are provided throughout the centre of Knutsford to ensure individuals no matter what age have the ability to access their everyday amenities with ease and confidence. As well as ensuring walking and cycling routes are accessible for all. Without good transport connectivity, individuals will not be able to access education and employment, which can in turn have an impact on GDP of the area.

[22] Age by Five-Year Age Bands - 2021 Census

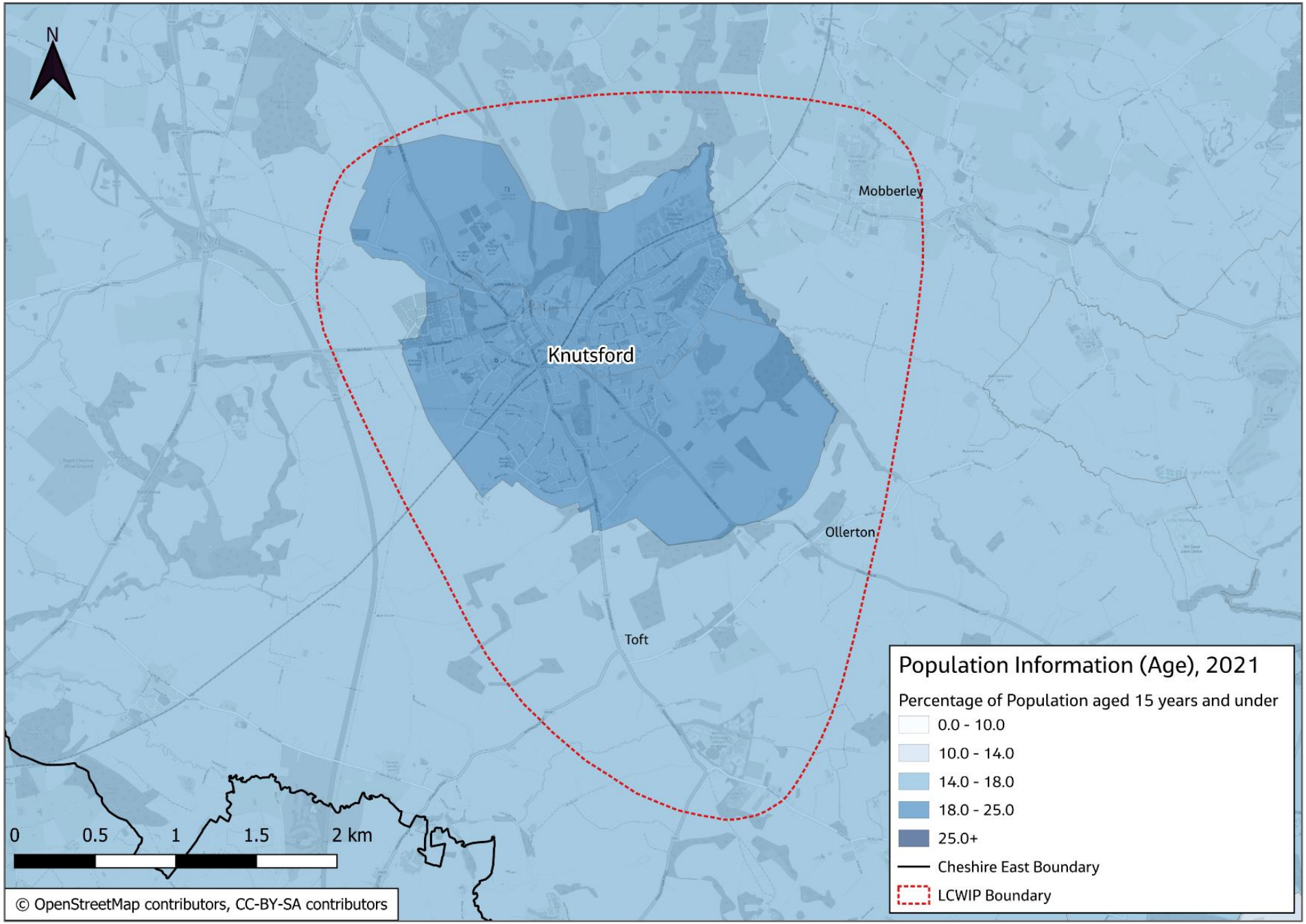


Figure 3-1 Percentage of the population aged 15 and under

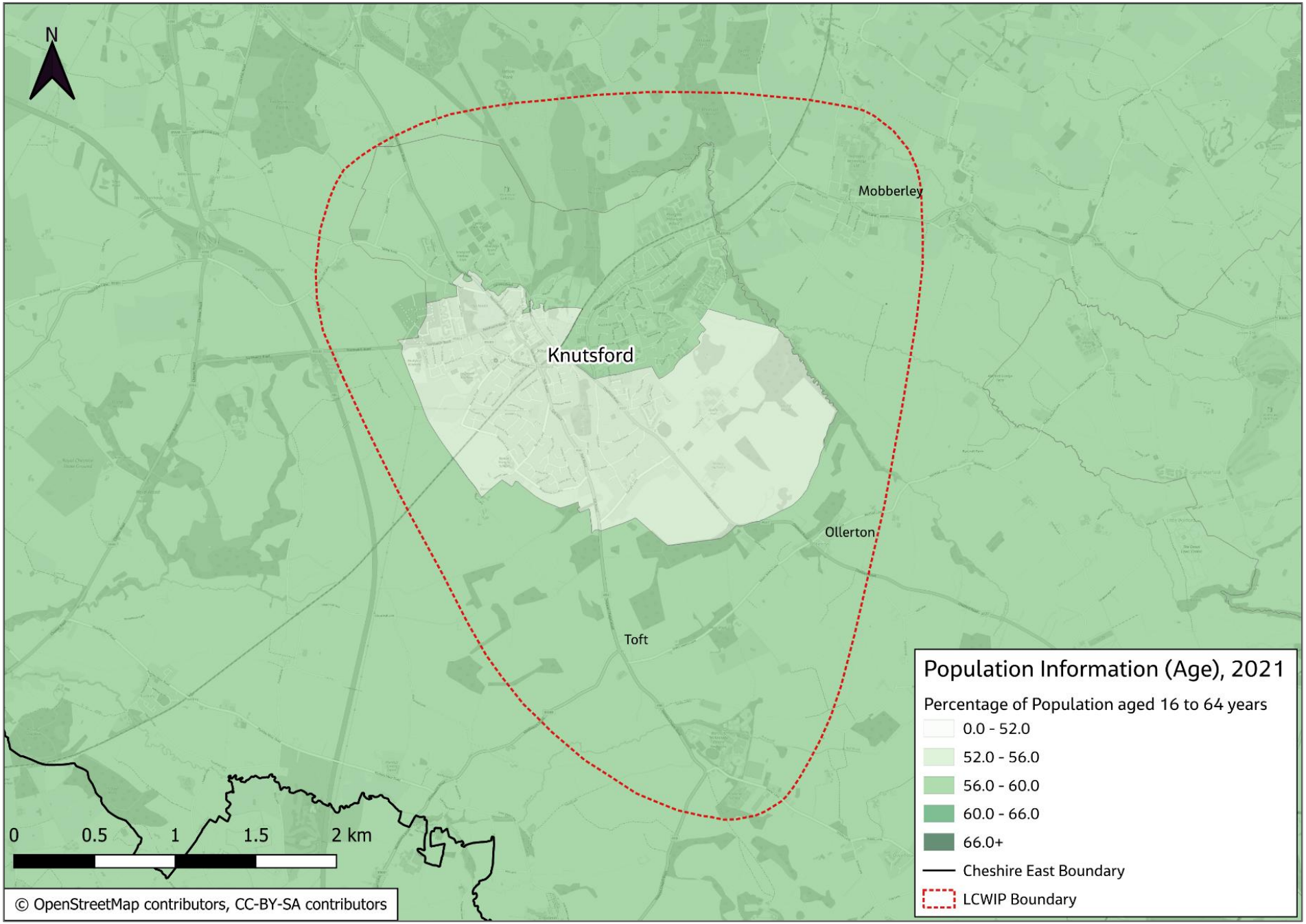


Figure 3-2 Percentage of population aged 16 to 64

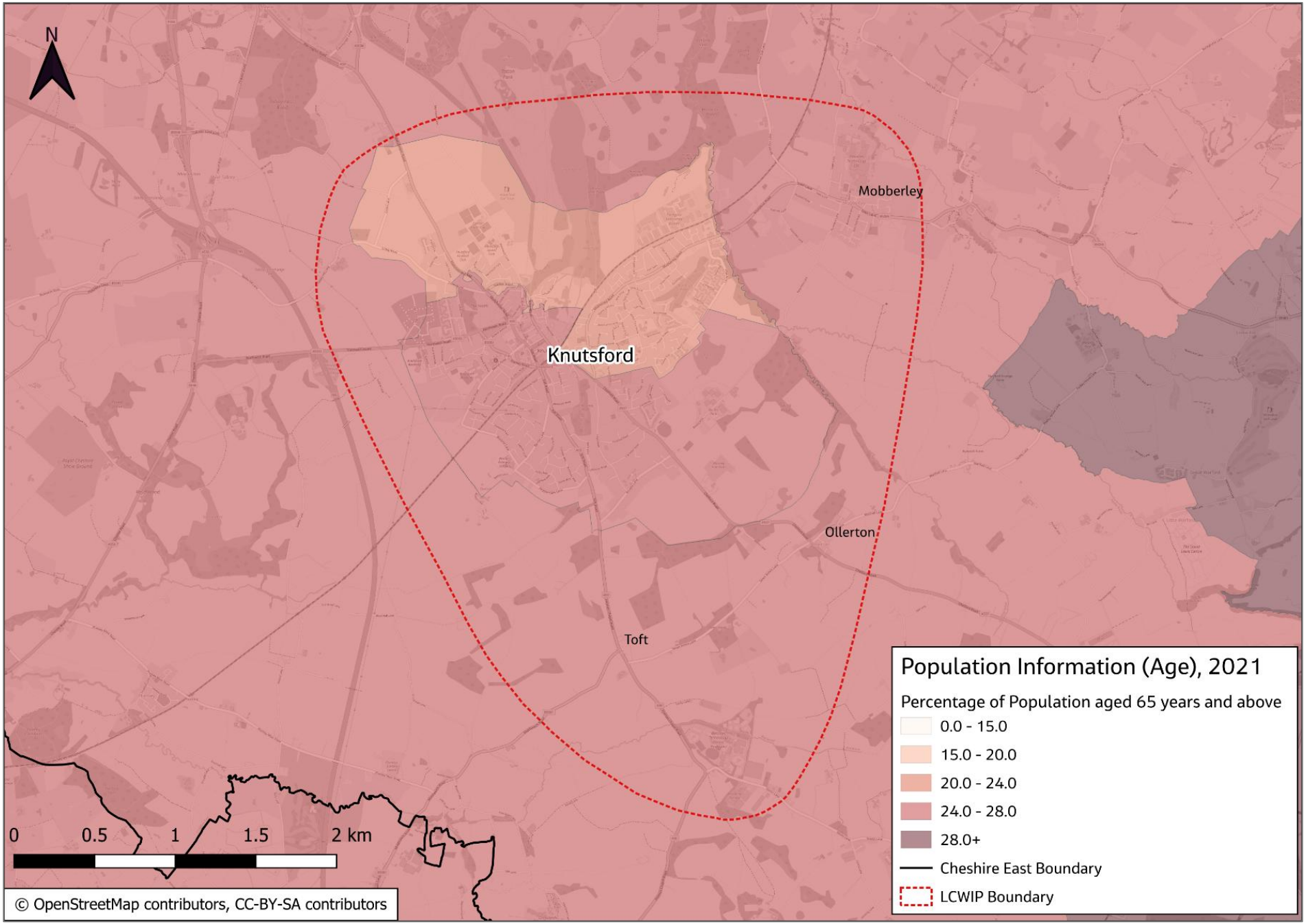


Figure 3-3 Percentage of the population aged 65 and older

Population Density

Figure 3-4 shows the population density across Knutsford[23], this data shows where there are areas with higher population density and areas where there is a lower population density.

Figure 3-4 shows that areas with the highest population density and most residents per square kilometre are located around Knutsford town centre, especially around Cross Town where there are between 2,500 and 5,000 usual residents per square kilometre. A high population density can also be seen in and around Longridge and Toft Road that runs through the centre of Knutsford. Around 1,500 to 2,500 residents per square kilometre live here. As distance increases from the town centre and the middle of Knutsford, population density decreases to around 0 to 500 residents per square kilometre.

A higher population density could be explained due to the town centre having a more urbanised environment, where there are many shops, schools, doctors and accessibility to public transport. Population density may be higher in these areas due to residents wanting to be closer to these amenities. This suggests that there needs to be extensive walking and cycling links in these areas provided to ensure all individuals living in and around the town centre can access their everyday amenities with ease and without having to use a car.

[23] Population Density - 2021 Census

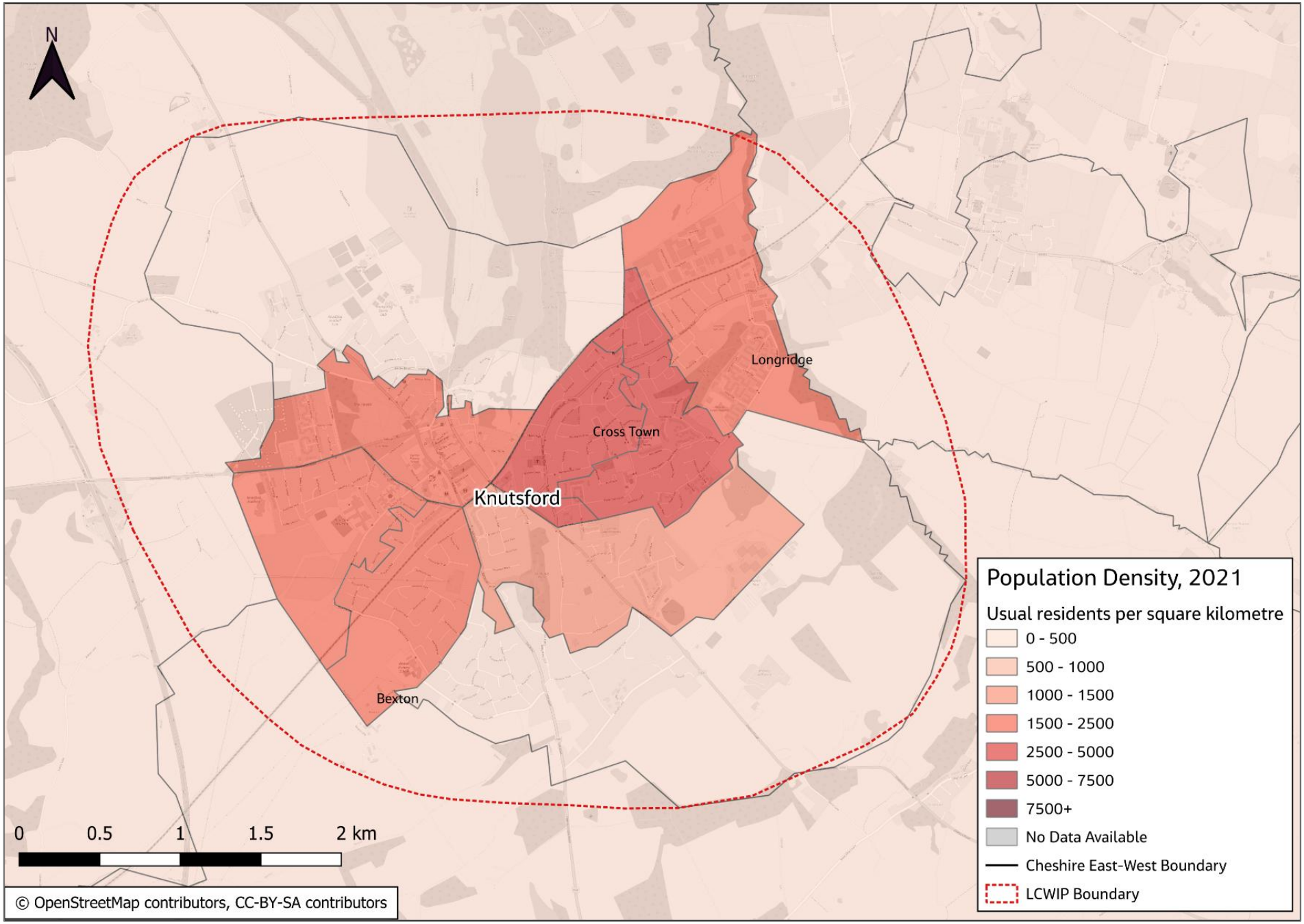


Figure 3-4 Population density of Knutsford, usual residents per square kilometre

Workplace Density

Figure 3-5 shows the density of the workplace population[24] across Knutsford, providing an indication of job density within Knutsford town centre. The 2021 Census was conducted during the lockdown caused by the COVID-19 pandemic when many individuals were forced to work from home. Therefore, the 2011 Census gives a more accurate representation of workplace density within Knutsford.

Linking to population density, as seen in Figure 3-4, similar areas that have a high population density in Knutsford also have a high workplace density. Figure 3-5 shows that a higher workplace density is seen around the centre of Knutsford. Areas such as Toft Road, Manchester Road, Chelford Road and Stanley Road have between 5-12 people per hectare. Compared to more rural areas, such as Toft, Ollerton and Mobberley, workplace density is much lower, with there only being 0-1 people per hectare.

These results show that around Knutsford town centre, there is a higher proportion of individuals working within these areas. This may be due to these areas in the town centre being located in a more urbanised environment. It is therefore important that the areas of high employment density are provided with good walking and cycling links in order to ensure individual can travel sustainably to work from the local area and public transport nodes.

[24] Workplace Population Density - Census 2011

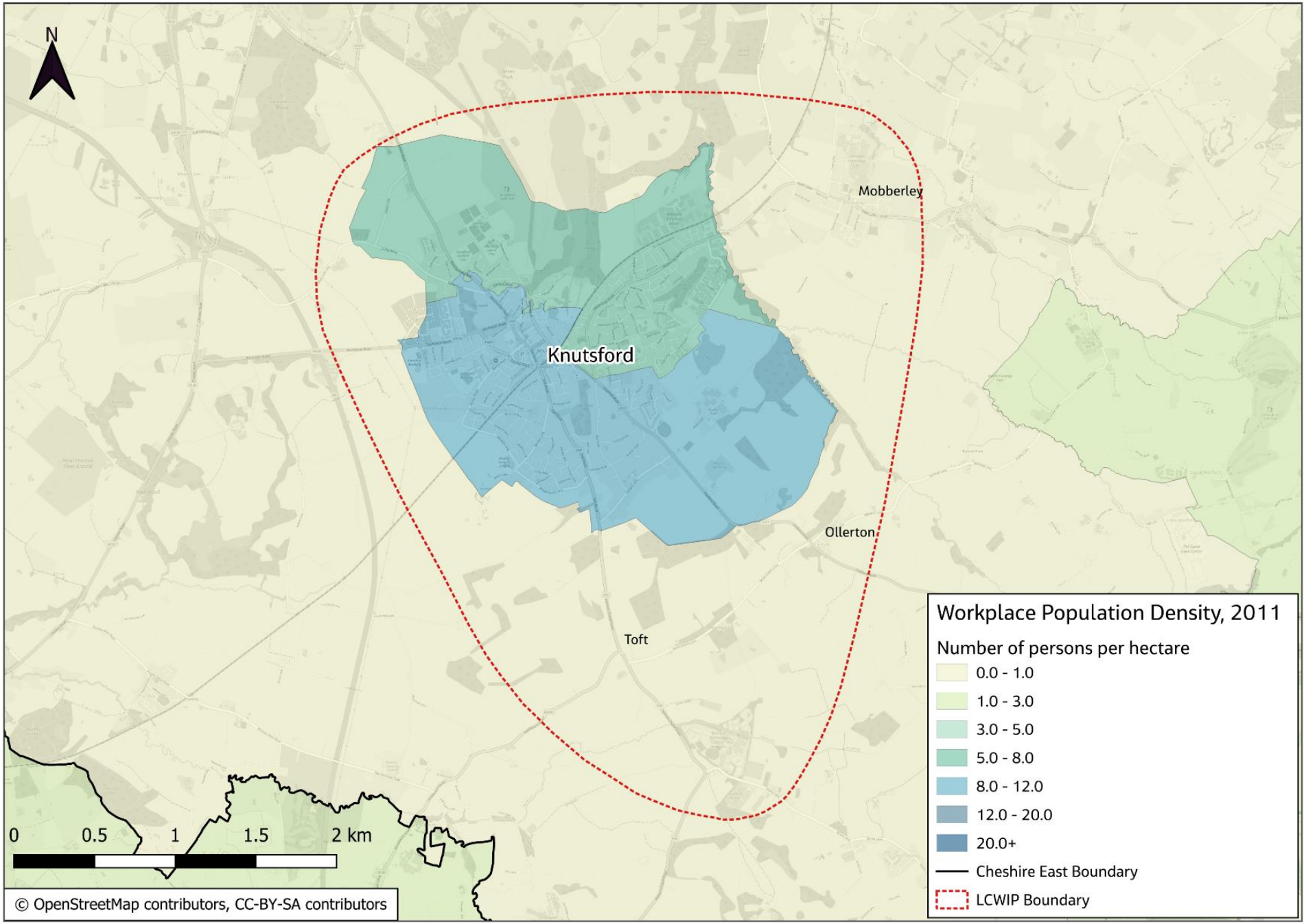


Figure 3-5 Workplace population density, number of persons per hectare

Car Ownership

Figure 3-6 shows the percentage of households in Knutsford that do not own a car or a van, taken from the 2021 Census[25].

Figure 3-6 shows that the areas with the highest car ownership are located on south west of Knutsford town centre and around the peripheries. Areas around Mosley Hall Farm and Spring Wood, north of Ollerton only have 0-5% of households with no car or van. Areas around Toft, Ollerton and Mobberley have only 5-10% of households that have no access to a car or van. In comparison, car ownership is lower in areas that are located closer to the centre of Knutsford town centre. This can be seen around Parkgate Industrial Estate and Mobberley Road have the highest percentage of households with no cars or vans, between 15-40%.

Due to these areas of Knutsford having lower car ownership, it is essential that these areas as well connected to workplaces and key amenities via walking and cycling links. Providing individuals work within a suitable distance to walk or cycle to work, walking and cycling links mean that people can travel to work via active travel. Furthermore, it is essential these walking and cycling links have good connections to public transport, such as nearby bus stops and train stations, to ensure that those that work further distances can access work opportunities.

Furthermore, there is a link between Index of Multiple Deprivation and car ownership. Higher income areas with less deprivation tend to own more cars per household, as seen in Figure 3-6, which can lead to traffic congestion and pollution. It is therefore important that good walking and cycling links are provided to provide an alternative to the private car to help reduce the number of short car trips and hence decrease air pollution levels.

[25] Car or Van Availability - 2021 Census

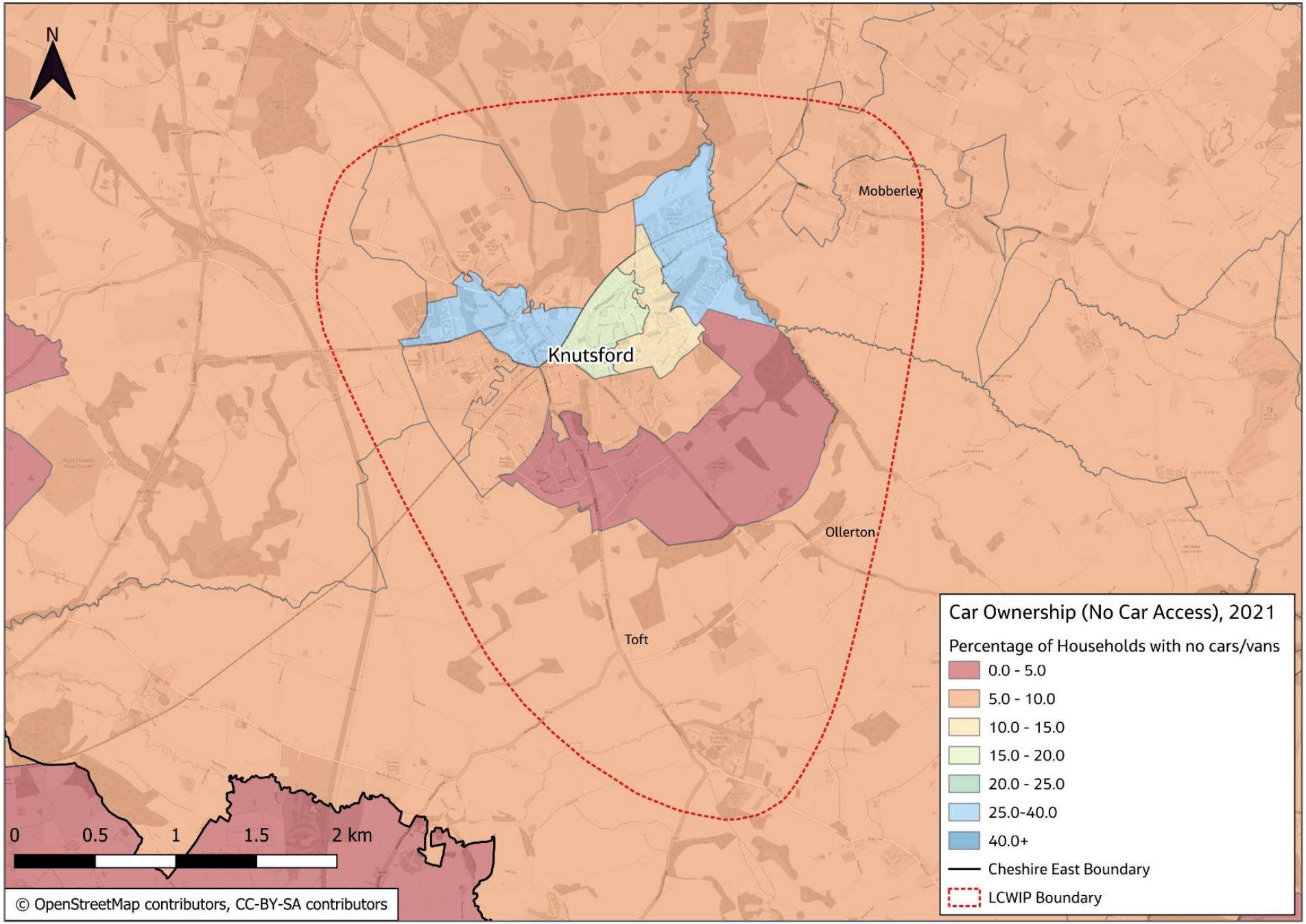


Figure 3-6 Car ownership, percentage of households with no cars or vans

Index of Multiple Deprivation

Figure 3-7 illustrates the 2019 Indices of Multiple Deprivation[26] for Knutsford. Index of Multiple Deprivation measures relative levels of deprivation by Lower Super Output Area (LSOA) boundaries. The Index of Multiple Deprivation tool measures many different factors, such as, income, health, crime, living environment and barriers to house and services. The scoring system of 1 represents the most deprived areas and 10 represents the least deprived areas.

Figure 3-7 shows that the majority of Knutsford such as Mobberley and Bexton sit within the top 10% least deprived areas nationally. Even though the majority of this area is a very affluent, it is important that there are well connected walking and cycling links. These links can help promote physical activity and reduce health inequalities.

[26] Indices of Multiple Deprivation 2019 - Ministry of Housing, Communities and Local Government



Figure 3-7 Index of Multiple Deprivation, 2019

3.3. Local Plan Sites and Development

Figure 3-8 shows the future development and land use for Knutsford, taken from the Cheshire East Local Plan Strategy 2010-2030[27].

- North West Knutsford
    - 175 dwellings land north of Northwich Road;
    - 75 dwellings and the development of a new 7.5-hectare high quality Class B1 business park land west of Manchester Road; and
    - 250 dwellings land east of Manchester Road.

Safeguarded

- Land south of Tabley Road – provides safeguarded land which may be required in future plans to meet development needs ,11 hectares;
- Land north of Tabley Road - provides safeguarded land which may be required in future plans to meet development needs ,11 hectares; and
- Land adjacent to Booths Hall – provides safeguarded land which may be required in future plans to meet development needs, 8.7 hectares, bounded on two sides by existing residential development.

Housing and employment

- Parkgate extension – 17 hectares, natural extension of the existing residential and employment uses on the edge of Knutsford.

These areas of development will be taken into consideration when developing the proposed Knutsford LCWIP routes for walking and cycling in order to ensure that the routes and development sites are well connected into the walking and cycling network. Furthermore, to ensure the long-term viability of these routes, connections to future housing and employment developments should be factored into the LCWIP planning process.

[27] Cheshire East Local Plan Strategy 2010-2030

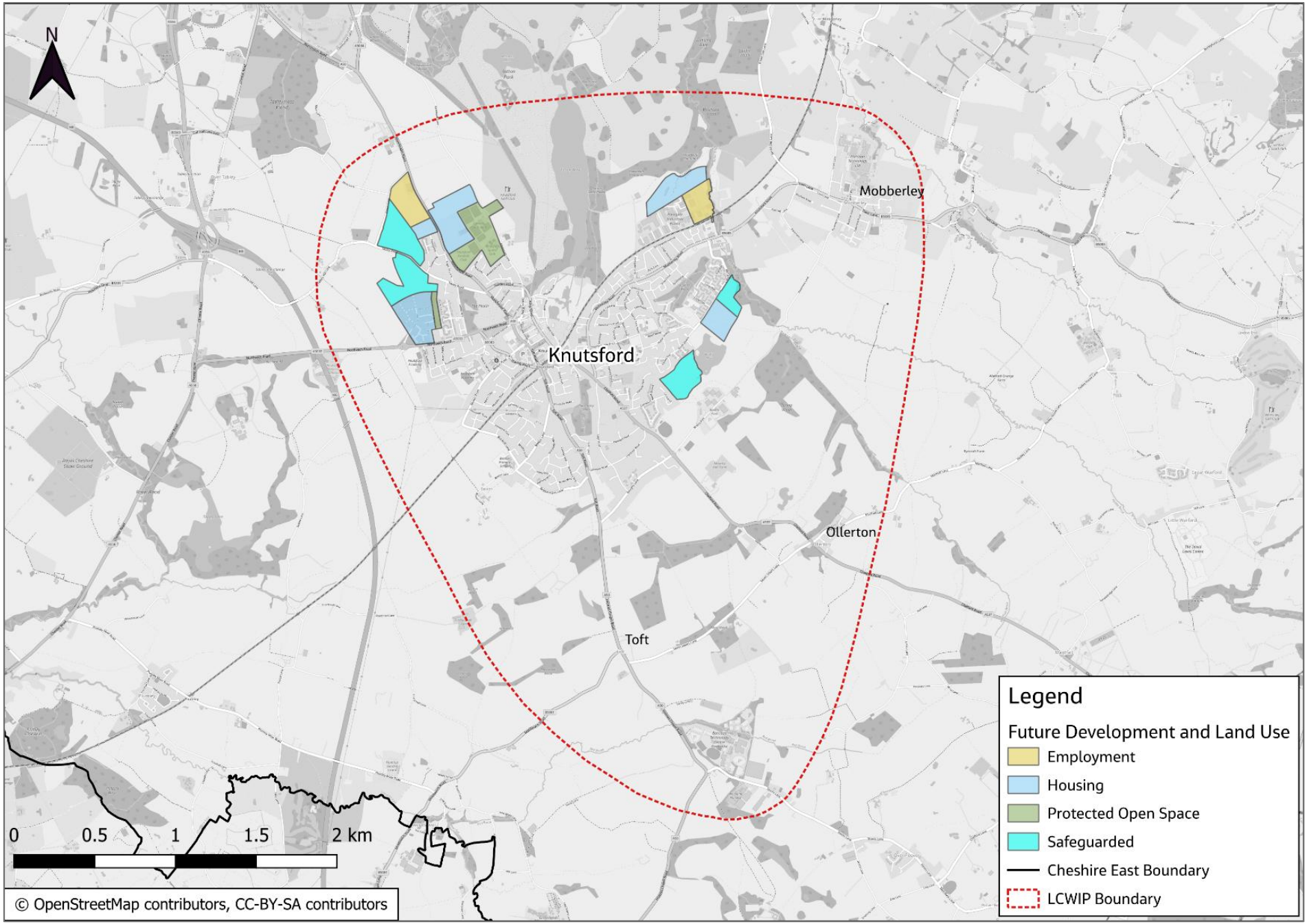


Figure 3-8 Future development and land use in Knutsford

3.4. Transport Network and Movements

Public Rights of Way

Public Rights of Way (PRoW) allow the public to walk, cycle, ride or sometimes drive along specific routes over land which may belong to somebody else, and the land is normally privately owned.

PRoW can provide a leisure route for individuals to use as well as providing access to work, education and local facilities. This in turn can benefit the local economy due to increase footfall to local businesses. Due to individuals having access to PRoW throughout the Knutsford area, individuals may choose to walk instead of using the private vehicle, therefore reducing congestion, and improving air quality.

PRoW are split into four different categories:

- Footpaths – for walking, running, mobility scooters or powered wheelchairs;
- Bridleways – for walking, horse riding, bicycles, mobility scooters or powered wheelchairs;
- Restricted byways – for any transport without a motor and mobility scooters or powered wheelchairs; and
- Byways open to all traffic (BOAT) – for any kind of transport, including cars (but they're mainly used by walkers, cyclists and horse riders).

Figure 3-9 shows the PRoW network in Knutsford. Figure 3-9 shows that there is a high number of public footpaths throughout Knutsford town centre. Footpaths provide the ability for people to walk around Knutsford easily. Within Knutsford, there is a lack of footpaths in the centre of the town centre, however, there are larger sections of footpaths on the outskirts of Knutsford town centre, around Ollerton and Mobberley. The existing PRoW combined with the proposed Knutsford LCWIP will create an attractive option for individuals wanting to walk in and around Knutsford.

Figure 3-9 shows that there are only three sections of bridleway in Knutsford, located south east of the town centre between Toft and Ollerton. There is potential to upgrade some of the footpaths in Knutsford to bridleways, to allow cyclists and horse riders to use the PRoW network in Knutsford.

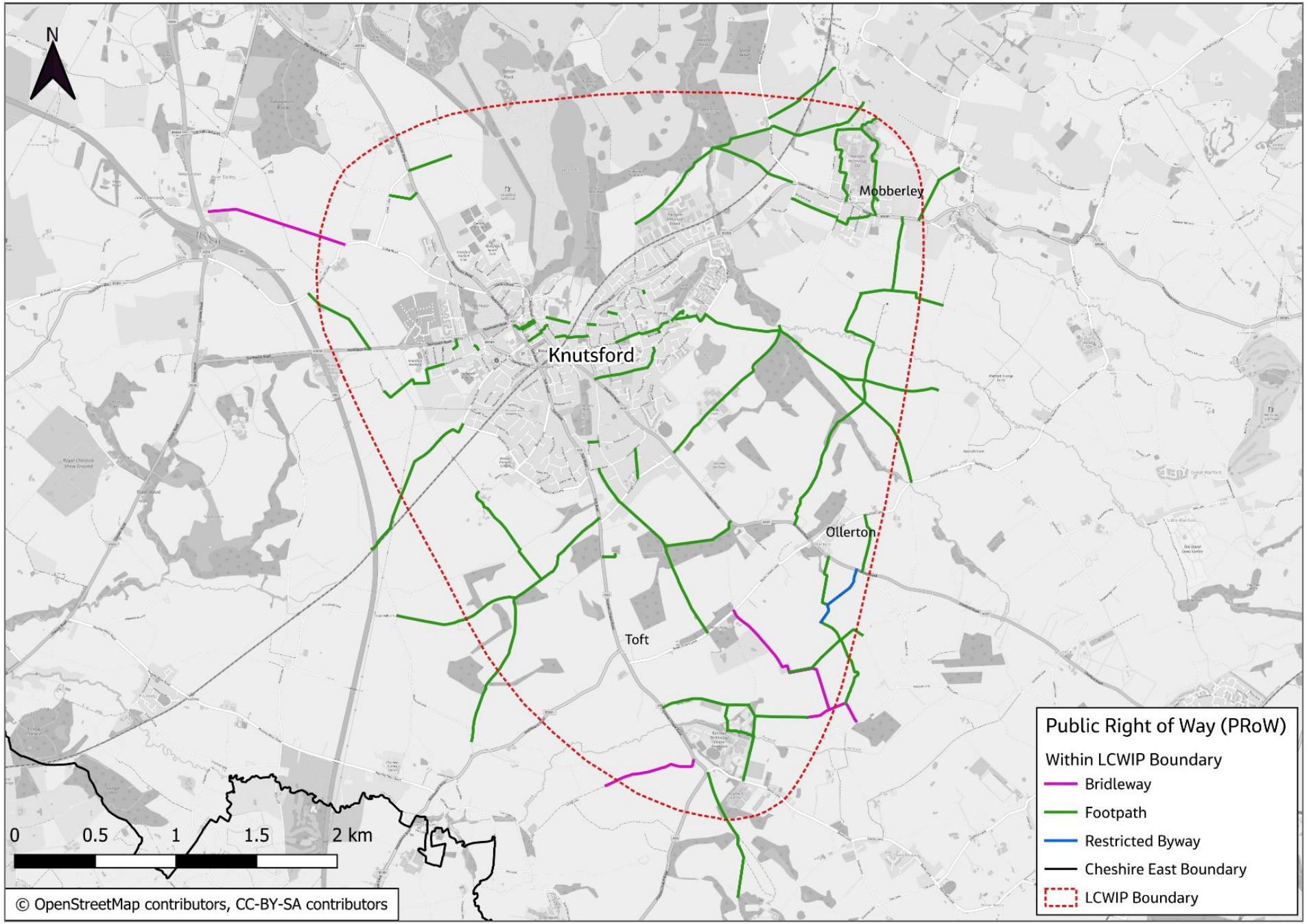


Figure 3-9 Public Rights of Way

Rights of Way Improvement Plan

A RoWIP, set out in Section 60 of the Countryside and Rights of Way (CROW) Act 2000 requires local authorities to publish a Rights of Way Improvement Plan (ROWIP). The aim of a ROWIP is to[28]:

- Assess the extent to which local rights of way and other countryside access resources meet the present and likely future needs of the public;
- Assess opportunities for exercise and other forms of open-air recreation and enjoyment of the authority's area; and
- Assess the accessibility of local rights of way and other routes to blind or partially sighted people and others with mobility problems.

Figure 3-10 shows Cheshire's RoWIP routes that are located in Knutsford. The category with the largest area of improvement is the routes for equestrian and cycling use, with the majority of these suggestions located east of Knutsford town centre around Mobberley and Ollerton. The figure reveals a limited number of improvements for cycle routes. Therefore, the LCWIP cycle route development will need to focus on identifying new routes and infrastructure improvements for cyclists. The suggested improvements will help guide the proposed walking and cycling routes within the Knutsford LCWIP, ensuring routes can be used by pedestrians, cyclists and other users.

[28] Cheshire Rights of Way Improvement Plan (2011-2026)

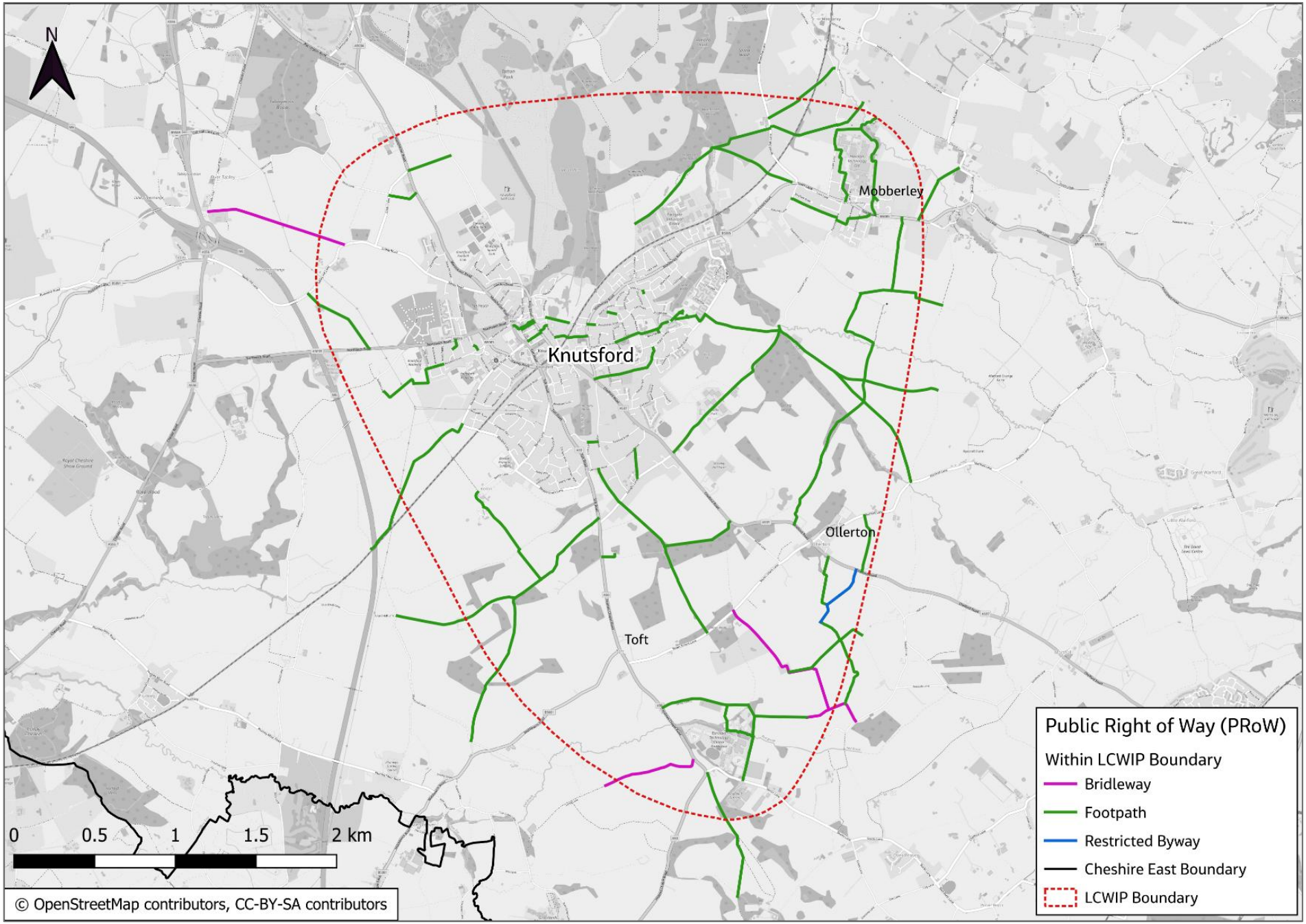


Figure 3-10 Rights of Way Improvement Plan

Existing Cycle Network

National Cycle Network

The Sustrans Cycle Network is a UK-wide network of signed paths and routes for walking, wheeling, cycling and exploring outdoors[29]. Throughout the LCWIP area, there are no links to the NCN in Knutsford.

Existing Cheshire East Cycle Network

Figure 3-11 shows the existing Cheshire East cycle routes through Knutsford. There are a large number of local cycle routes that run through the town centre, running down Beggarmans Lane, Blackhill Lane, Ladies Mile and King Street. As well as local cycle routes in the town centre, there are local cycle routes that lead out of the town centre, for example, Sudlow Lane towards Plumley, Mobberley Road towards Mobberley and through Tatton Park towards Rostherne. As well as local cycle routes, there is a section of regional cycle network that runs east of Mobberley, down into Alderley Edge.

This LCWIP will take into consideration the local cycle routes to ensure high quality accessible walking and cycling routes are created for Knutsford.

[30] Method of Travel to Work (2011 Census)

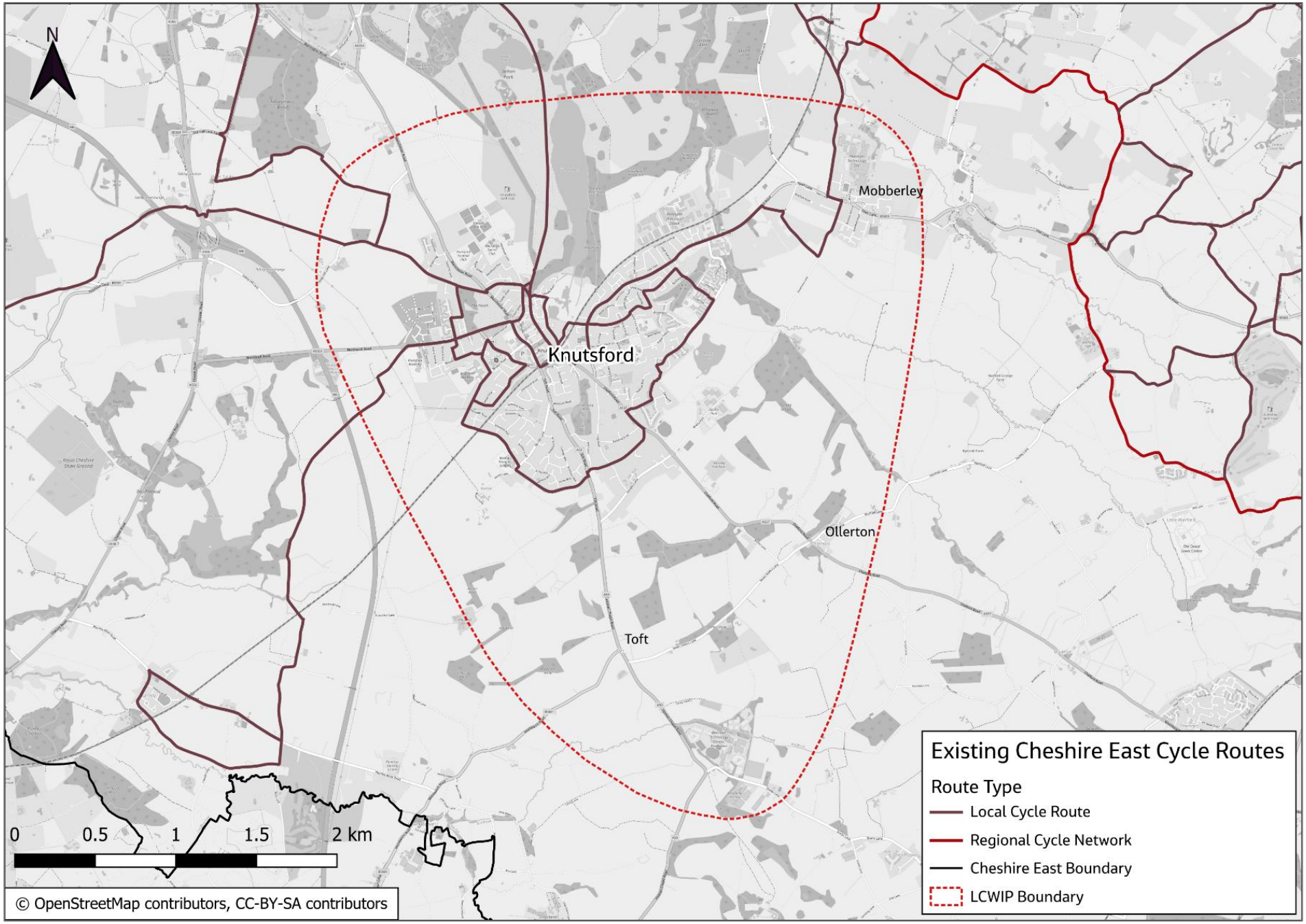


Figure 3-11 Existing Cycle Routes in Cheshire East

Method of Travel to Work

Figure 3-12 and Figure 3-13 show the percentage of employed people within Knutsford that cycle and walk to work. This data is taken from the 2011 Census[30], this is due to the 2021 Census being carried out during the COVID-19 pandemic, therefore data may be skewed and not reliable as many people worked from home during the COVID-19 Pandemic. Therefore, the 2011 data provides a more accurate representation on the percentage of employed population that cycle to work.

Cycling

Figure 3-12 shows that the area with the highest percentage of individuals cycling to work is located along Mobberley Road, where 3%+ of individuals cycle to work. Higher percentage of individuals cycling to work can be seen on the peripheries of Knutsford town centre, around Mobberley, Ollerton, Toft and to the west of the town centre, where 1.5-2% of individuals cycle to work. South east of the town centre, around Mossley Hall Farm and Goughs Lane has only 0-1% of residents cycling to work.

Walking

Figure 3-13 shows that the area with the highest percentage of individuals walking to work is located along Mobberley Road, Parkgate Industrial Estate, Toft Road and parts of Northwich Road, where 12%+ of the population walk to work as their mode of travel. To the west and north west of the town centre around Northwich Road, Chester Road and Warrington Road, there is a slightly lower percentage of individuals walking to work, between 9-12%. North east of the town centre, only has between 0-5% of individuals walking to work as their mode of transport.

The percentage of individuals walking and cycling to work is still low when compared to other modes of transport, even in the town centre. The Knutsford LCWIP will target improvements to areas within the towns, to improve the number of people walking and cycling to work so it can be made to be a more attractive option.

[30] Method of Travel to Work (2011 Census)

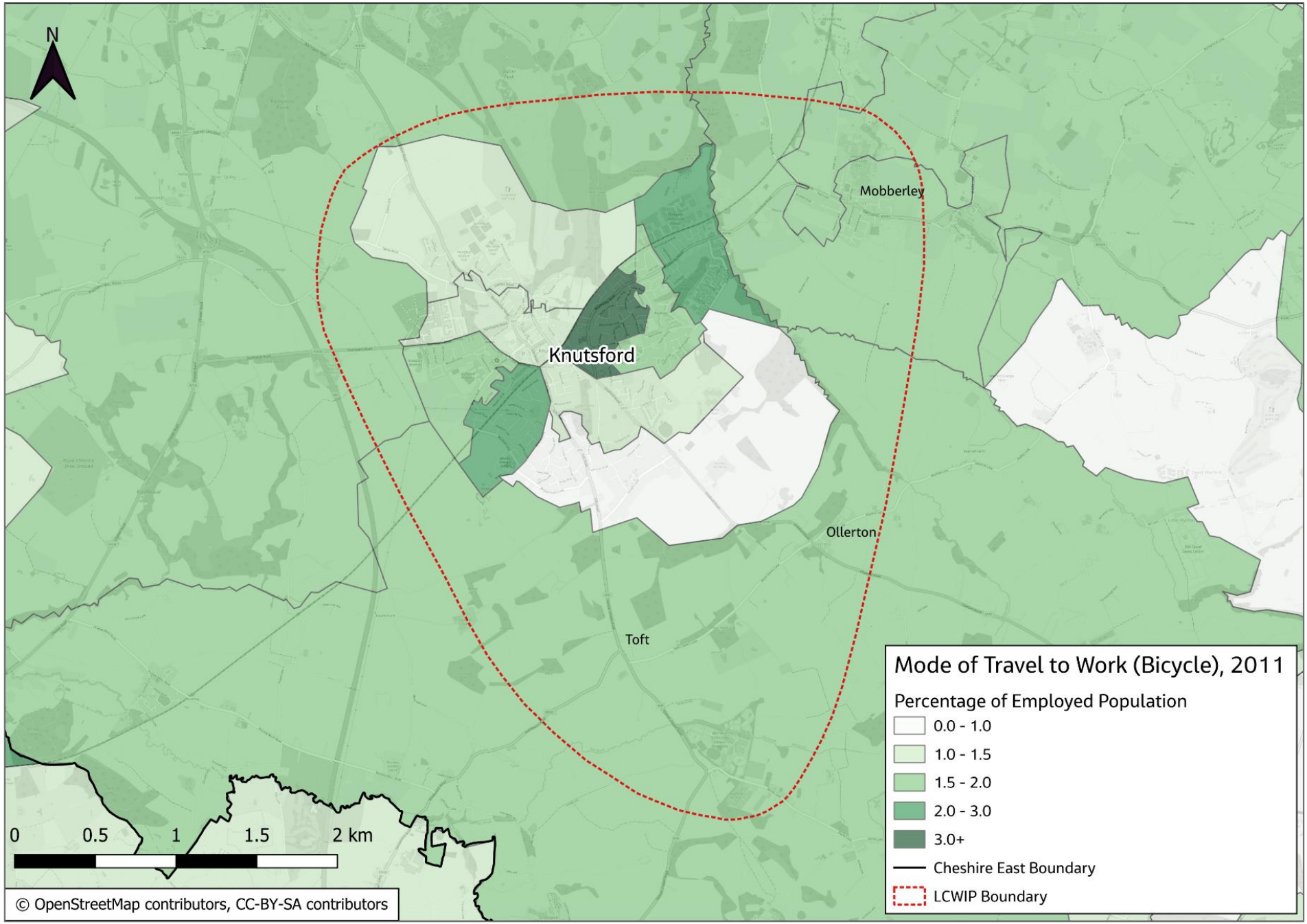


Figure 3-12 Percentage of trips to work via bicycle, 2011

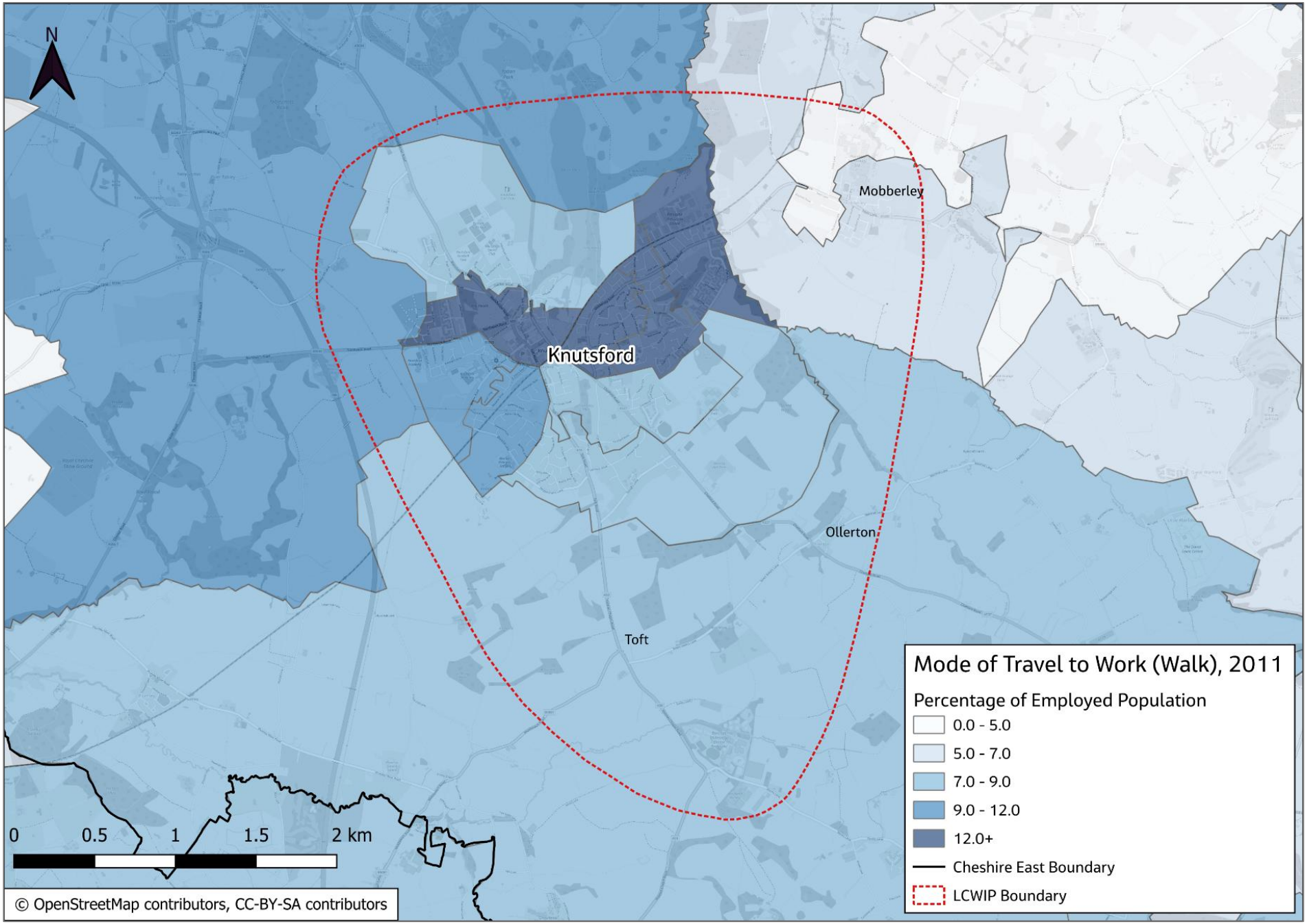


Figure 3-13 Percentage of trips to work via walking, 2011

Distance Travelled to Work

LCWIP guidance states that a realistic walking distance that people will walk is around 2.5km and the distance someone is willing to cycle is around 5km. Therefore, trips under 5km have been looked at for the Knutsford area. This data represents the 2021 Census, however 2011 MSOA data has been looked at and trends are very similar between 2011 and 2021.

Figure 3-14 shows the percentage of work trips that are under 2km and Figure 3-15 shows the percentage of work trips that are under 5km using the 2011 Census.

Under 2km

Figure 3-14 shows that the largest number of trips to work under 2km are located around Parkgate Industrial Estate, where 30%+ of all trips to work are under 2km. A high percentage of trips to work under 2km can also be seen around Goughs Lane, Toft Road and Chelford Road, where 20-25% of all trips to work are under 2km. As distance increases from Knutsford town centre, the percentage of individuals that can travel to work in under 2km decreases, which can be seen in Toft and Ollerton where only 5-10% of individuals can make the trip to work in under 2km.

Under 5km

Figure 3-15 shows that the largest number of trips to work under 5km are located in similar areas to Figure 3-14. 40-50% of individuals have less than 5km to travel to work around the Parkgate Industrial Estate and 30-40% of individuals have to travel less than 5km along Mobberley Road.

The percentage of trips to work under under 2km and 5km may be higher in Knutsford town centre due to more job opportunities being located in these areas, which can be seen in Figure 3-5. Areas exhibiting a higher concentration of short work trips of under 2km and 5km present a significant opportunity to promote active travel. By creating accessible walking and cycling routes throughout Knutsford, residents are more likely to choose active modes for commuting, reducing reliance on private vehicles.

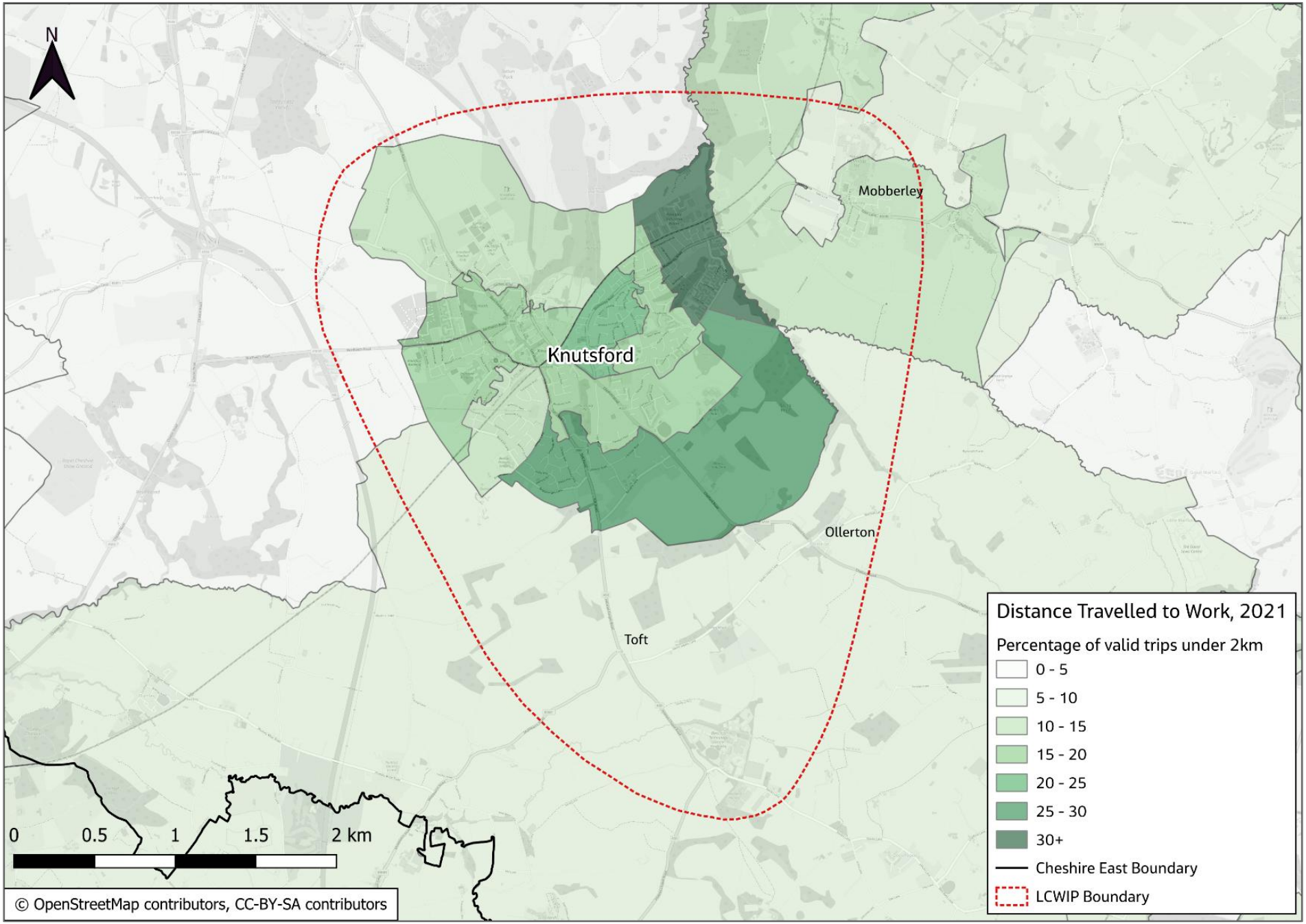


Figure 3-14 Percentage of trips to work under 2km, 2011

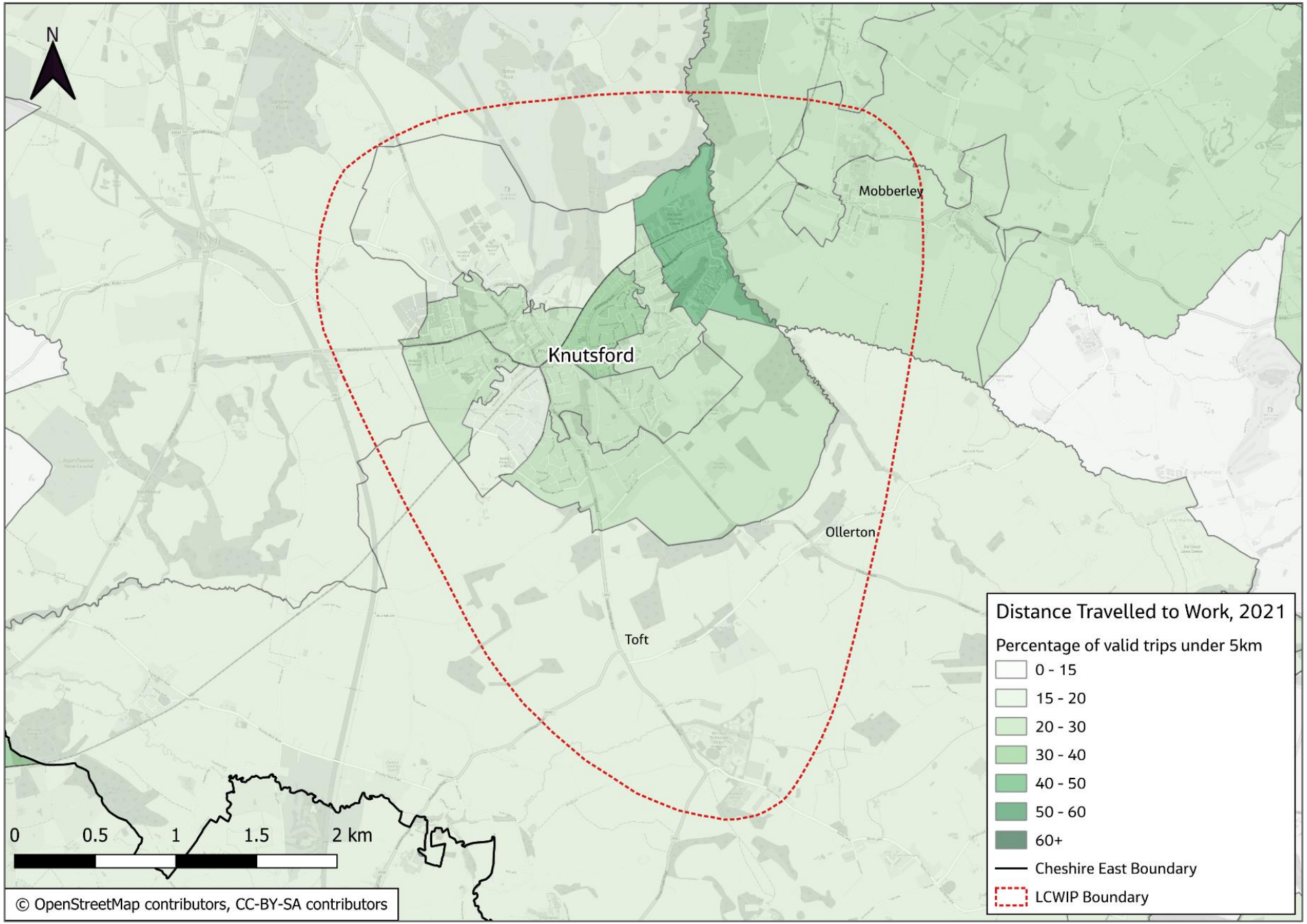


Figure 3-15 Percentage of trips to work under 5km, 2021

3.5. Understanding Desire Lines

Travel to Work Flows

Figure 3-16 and Figure 3-17 illustrate travel to and from work patterns in Knutsford at MSOA level by all modes of transport. It is important to note that the figures represent travel flows based on each MSOA's central point. Therefore, some flows may depict trips originating or terminating at locations that are not necessarily the most populated areas within the MSOA . 2011 Census data is used here due to the 2021 Census being carried out during the lockdown as a result of COVID-19. This meant many individuals forced to work from home, and as a result travel to work flows decreased. Therefore, the 2011 Census gives a more accurate representation of where people are travelling to and from for work.

Figure 3-16 shows the highest flows of travel to work from Knutsford are from near Tatton Mere towards Manchester, towards Northwich, Wilmslow, Handforth and south west towards Middlewich. The highest flows within Knutsford, between 200 to 500 flows, are between near Tatton Mere and Chelford Road.

Figure 3-17 shows that the highest flow volumes of travel to Knutsford between 100 and 200 flows are from Northwich, Handforth and Holmes Chapel. There are many flows between 50 and 75 from the Macclesfield area to Knutsford town centre. The highest flows within Knutsford with 200 to 500 flows, are between near Tatton Mere and Chelford Road.

These areas where there are higher flows will be taken into consideration when proposing the walking and cycling routes for Knutsford.



Figure 3-16 Flows from MSOAs within Knutsford

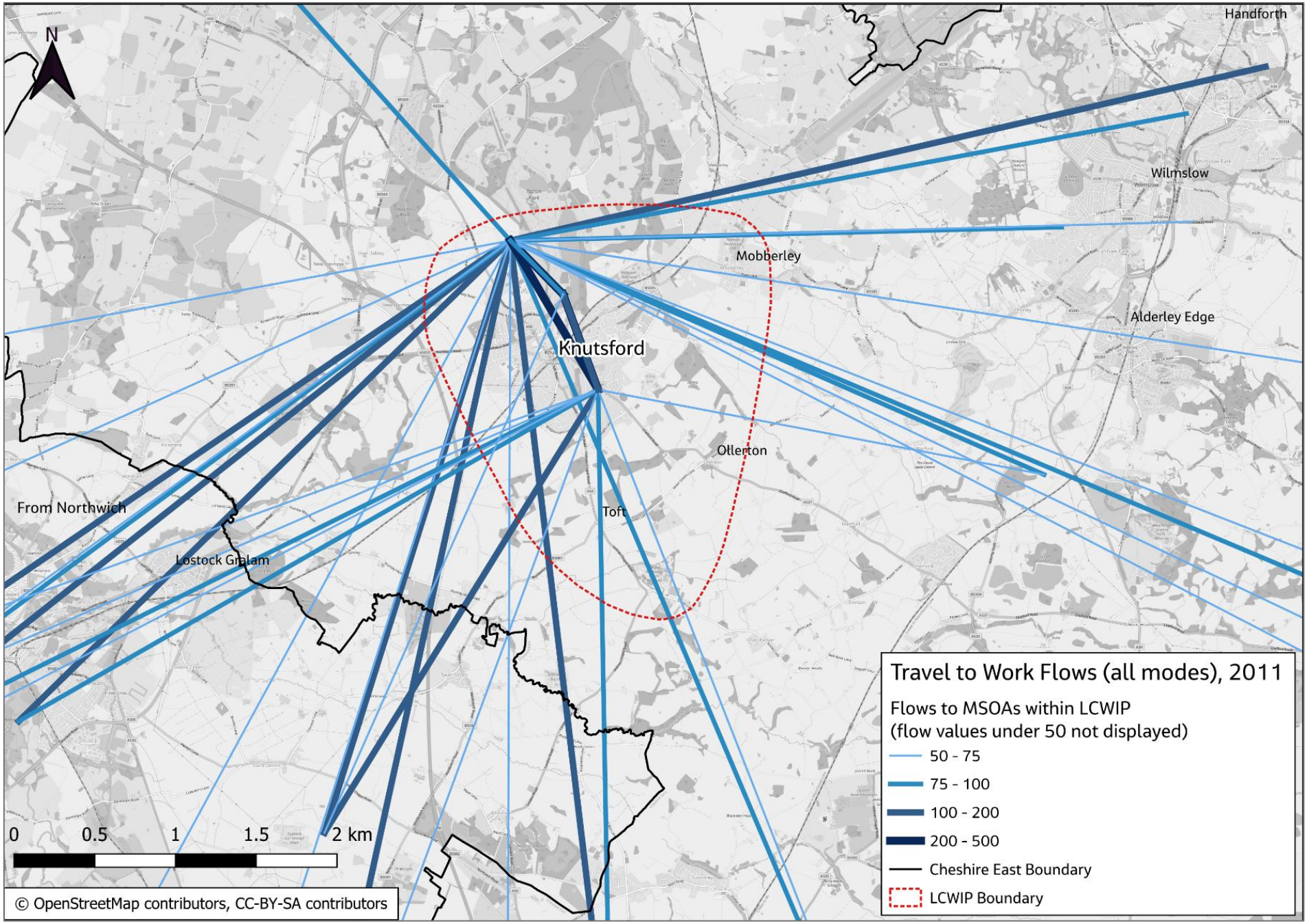


Figure 3-17 Flows to MSOAs within Knutsford

Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT) is a web-based mapping tool that was designed to help prioritise investments and interventions to promote cycling[31].

The PCT allows users to explore different cycling scenarios and cycling potential is calculated using functions based on trip distance (people are likely to cycle a shorter trip compared to a longer trip) and the hilliness (people are more likely to cycle on flatter routes and be discouraged by trips involving slopes).

The PCT has been used for the scenario of Government Target (Near Market). This scenario models a doubling of cycling nationally, corresponding to the proposed target in the Department for Transports draft Cycling Delivery Plan, to double cycling in England between 2013 and 2025. The Government Target (Near Market) models the increase as occurring as a function of trip distance and hilliness, plus sociodemographic and geographical characteristics. This includes age, ethnicity, income deprivation and more. The PCT has also been used to model the 'Go Dutch' scenario which envisions achieving cycling levels comparable to the Netherlands by considering local terrain, land use, and trip distances in England and Wales. It aims to create a cycling-friendly future where infrastructure and cultural norms align to encourage widespread cycling.

Levels of cycling to work (%)

Figure 3-18 shows the PCT for Government target (near market) scenario for Knutsford. Figure 3-18 shows that the highest levels of cycling to work are located in the north west of the town centre, around Woodlands Drive, Manor Crescent and Mobberley Road, where 3-5% of individuals cycle to work. Other areas around Knutsford town centre have slightly lower levels of cycling to work, around 1-2%. These areas are located around Toft, Ollerton and Mobberley, with the area around Moseley Hall Farm, have 0-1% of individuals cycling to work. This data shows that Knutsford currently has low levels of cycling to work, even in the middle of the town centre. By providing walking and cycling links within and around Knutsford town centre, individuals will be encouraged to walk and cycle to work due to high quality walking and cycling infrastructure being provided.

Cyclist flows

Figure 3-18 show cycling flows for Knutsford town centre. The highest flows at around 10 to 30 cyclists can be seen running down Mereheath Lane, along Old Market Place through The Moor, along Manor Crescent and Shaw Drive to St John's Wood. Other areas with high flows between 3 to 10 cyclists can be seen along Holmes Chapel Road, Toft Road, A537, through Tatton Park and Manchester Road towards Mere.

Due to these roads and areas having the highest flows of cyclists, these areas will be taken into consideration when creating the walking and cycling routes for the proposed Knutsford LCWIP.

Travel to school

Figure 3-19 shows the percentage of the population cycling to school and cycle flows between LSOAs in Knutsford, taken from the 2011 School Census[32]. The map shows that the major attractors of cycling to school are along Bexton Road, Cledford Lane, Mobberley Road and Blackhill Lane. Even though there are many flows in this area, cycling to school levels are low at around 0-1%. This shows that there is potential to increase cycling to school in Knutsford.

[31] Propensity to Cycle Tool (PCT)

[32] Propensity to Cycle Tool - Cheshire

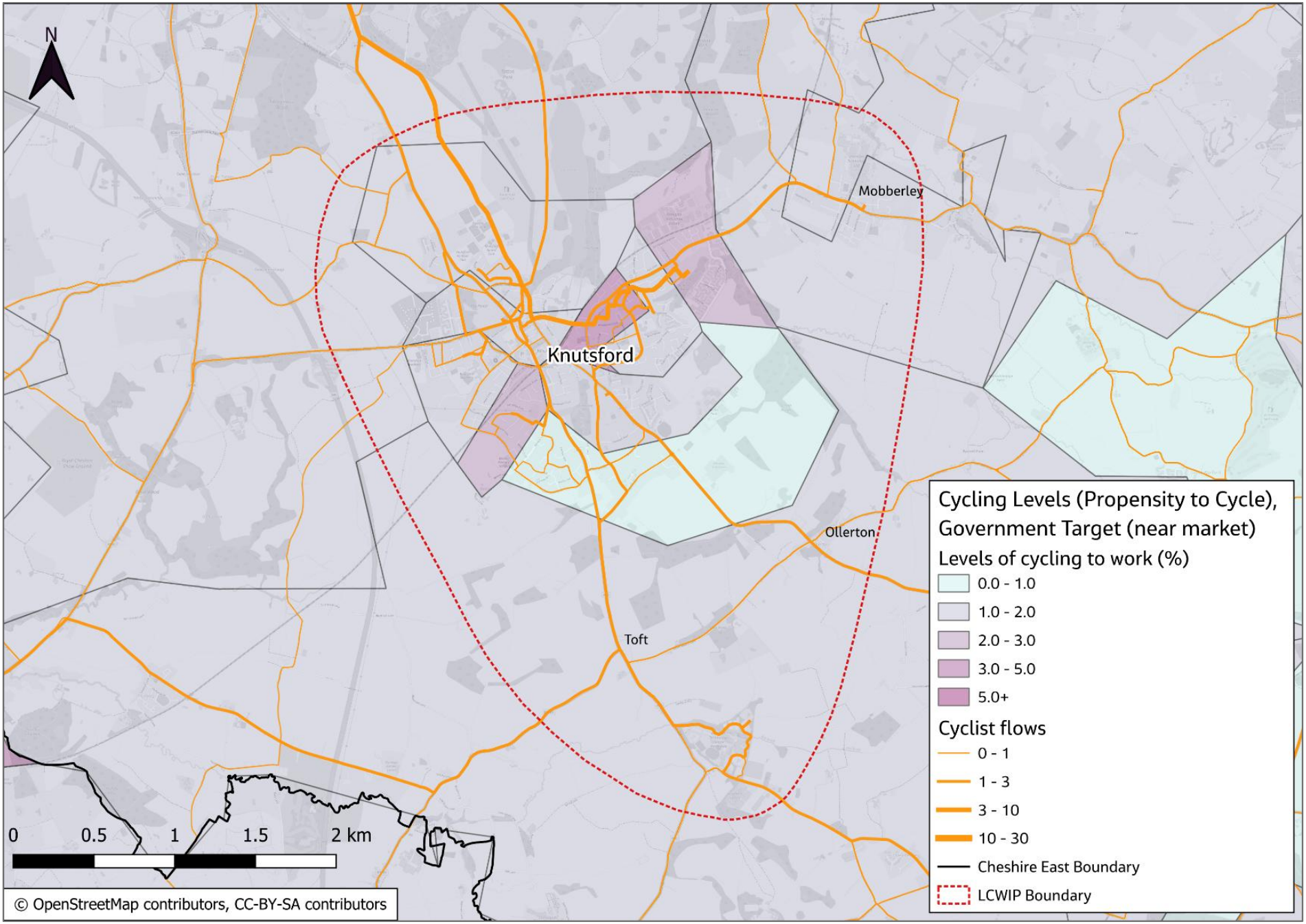


Figure 3-18 Propensity to Cycle Tool



Figure 3-19 Percentage of the population cycling to school and cycle flows between LSOAs (2011 School Census)

Strava Metro

Strava Metro[33] is a free tool which analyses data from those using the Strava app to track their walking and cycling movements using mobile phone GPS. This data enables Strava Metro to collate a vast data source, showing trends of movements within a given area, such as which routes people favour.

As this is an opt-in source, Strava Metro does not cover the entire population and is more associated with leisure and tourism movements, however, studies have shown that this is representative of the overall population. Users also have the opportunity to identify journeys as leisure or commuting, although this is not required, so gives some insight into both types of journeys. Some statistics are set out below:

Cycling:

- In 2023 the total number of cycling trips completed in Cheshire was 489,684. The 2022 total was 544,050. This means that there was 45,366 fewer cycling trips completed in 2023 compared to 2022.

Walking:

- In 2023 the total number of walking trips completed in Cheshire was 1,850,641. The 2022 total was 1,657,256. This means there was 193,385 more walking trips completed in 2023 compared to 2022.

Figure 3-20 and Figure 3-21 show the number of walking and cycling trips between 2019 and 2023.

The number of trips has shown a high increase for walking, however, a decrease for cycling. This increase in walking trips between 2022 and 2023 is partly due to Strava Metro becoming a more popular app for leisure, and also the impact of COVID-19 resulting in more people walking and cycling locally for leisure. However, there was a decrease in cycling trips recorded in 2023.

Data has been analysed from Strava Metro using the streets and heatmap function to find the most commonly used roads for walking and cycling in Knutsford, these have been outlined below:

- Walking
  - Toff Road from Goughs Lane to Manchester Road roundabout;
  - Tatton Street;
  - King Street; and
  - Knutsford Drive.
- Cycling
  - Holmes Chapel Road, leading into Toft Road to Manchester Road roundabout,
  - Adams Hill past the rail station, down Hollow Lane, Mobberley Road, down Knutsford Road into Mobberley.

Due to these areas in Knutsford having the highest level of walking and cycling activity, these roads and locations will be considered when creating the potential routes for the Knutsford LCWIP. This is due to these areas having the highest demand for walking and cycling, therefore this demand needs to be met with high quality walking and cycling routes.

[33] Strava Metro | Dashboard

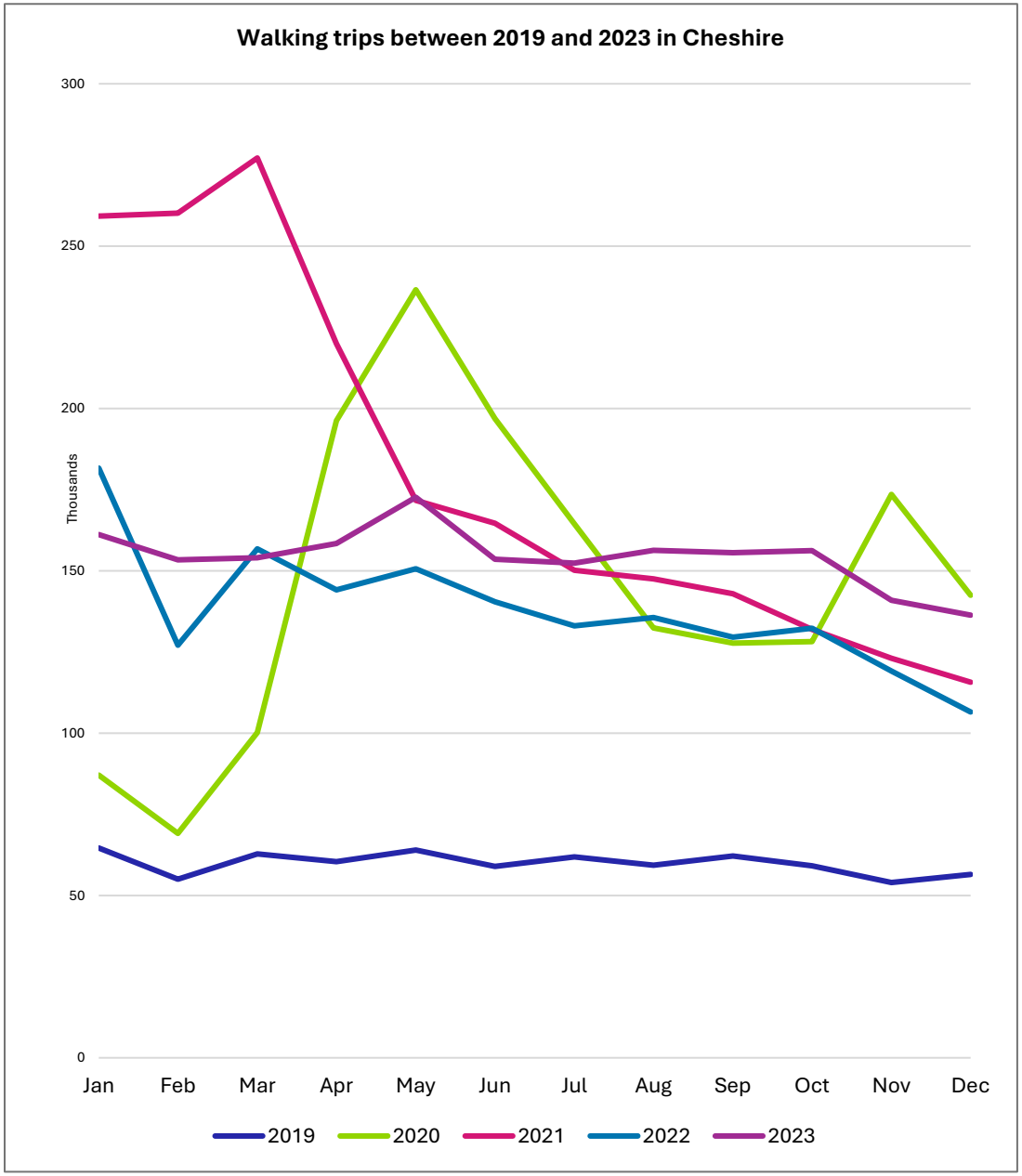


Figure 3-21 Number of walking trips in Cheshire between 2019 and 2023 (Strava Metro)

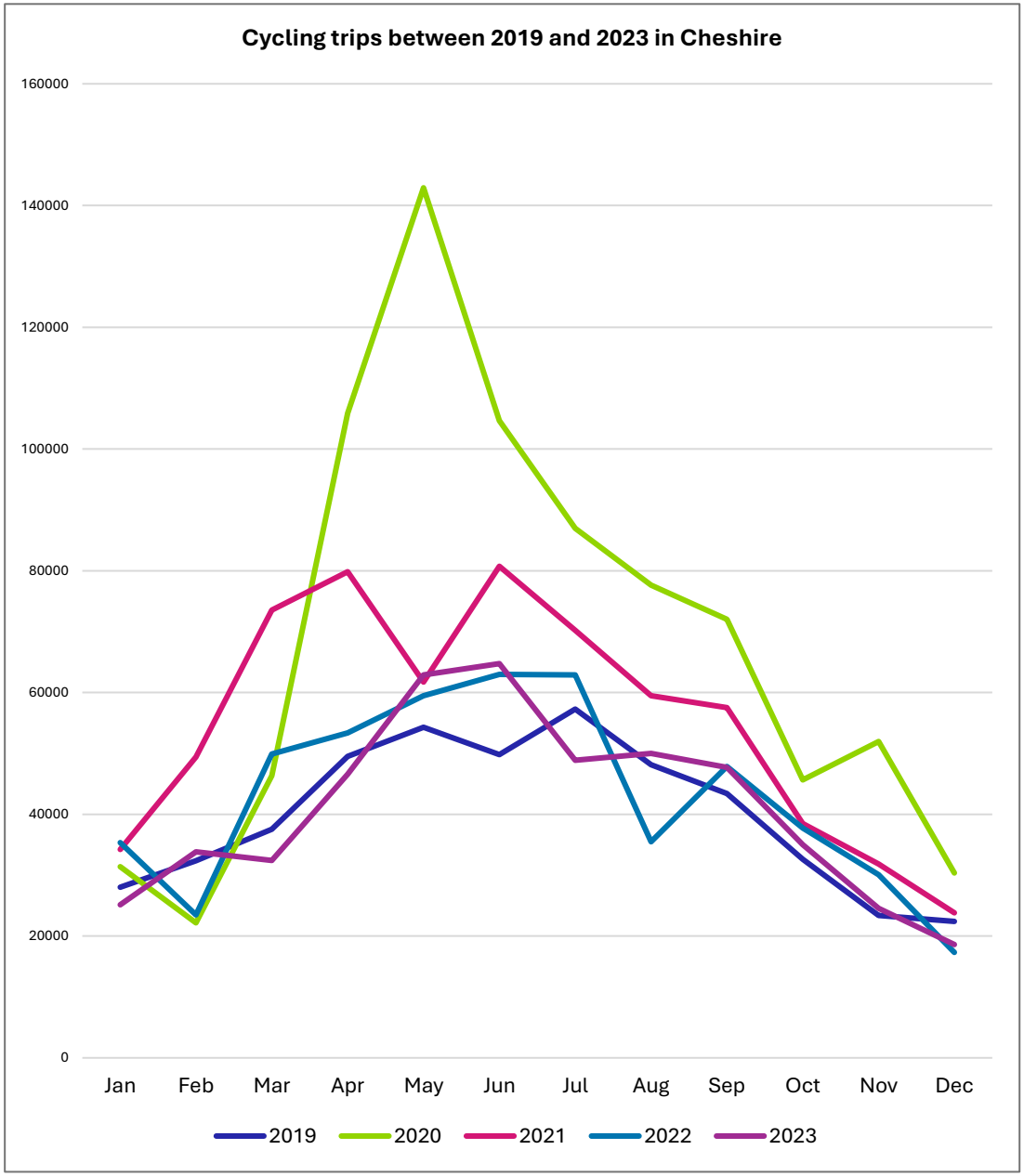


Figure 3-20 Number of cycling trips in Cheshire between 2019 and 2023 (Strava Metro)

Location of Key Attractors

Figure 3-22 shows the location of points of interest in Knutsford. This includes, education establishments, healthcare facilities, leisure facilities and local services.

Figure 3-22 shows that there is a clustering of amenities around Knutsford town centre. There are many local facilities located next to Manchester Road and Toft Road, as well as their being services to the south of the town centre at Knutsford Services southbound. There are seven educational establishments in Knutsford, Knutsford Academy, Bexton Primary School, St Vincent's Catholic Primary School and Manor Park School and Nursery etc. There are multiple healthcare facilities located along Mobberley Road, Manchester Road and Tatton Street. There is a railway station located just off Toft Road.

Due to the cluster of amenities around the centre of Knutsford, this highlights the importance of connecting Knutsford town centre via walking and cycling routes, so individuals can access their everyday amenities with ease. The proposed Knutsford LCWIP will take into consideration the areas where there are clusters of amenities when proposing walking and cycling routes.

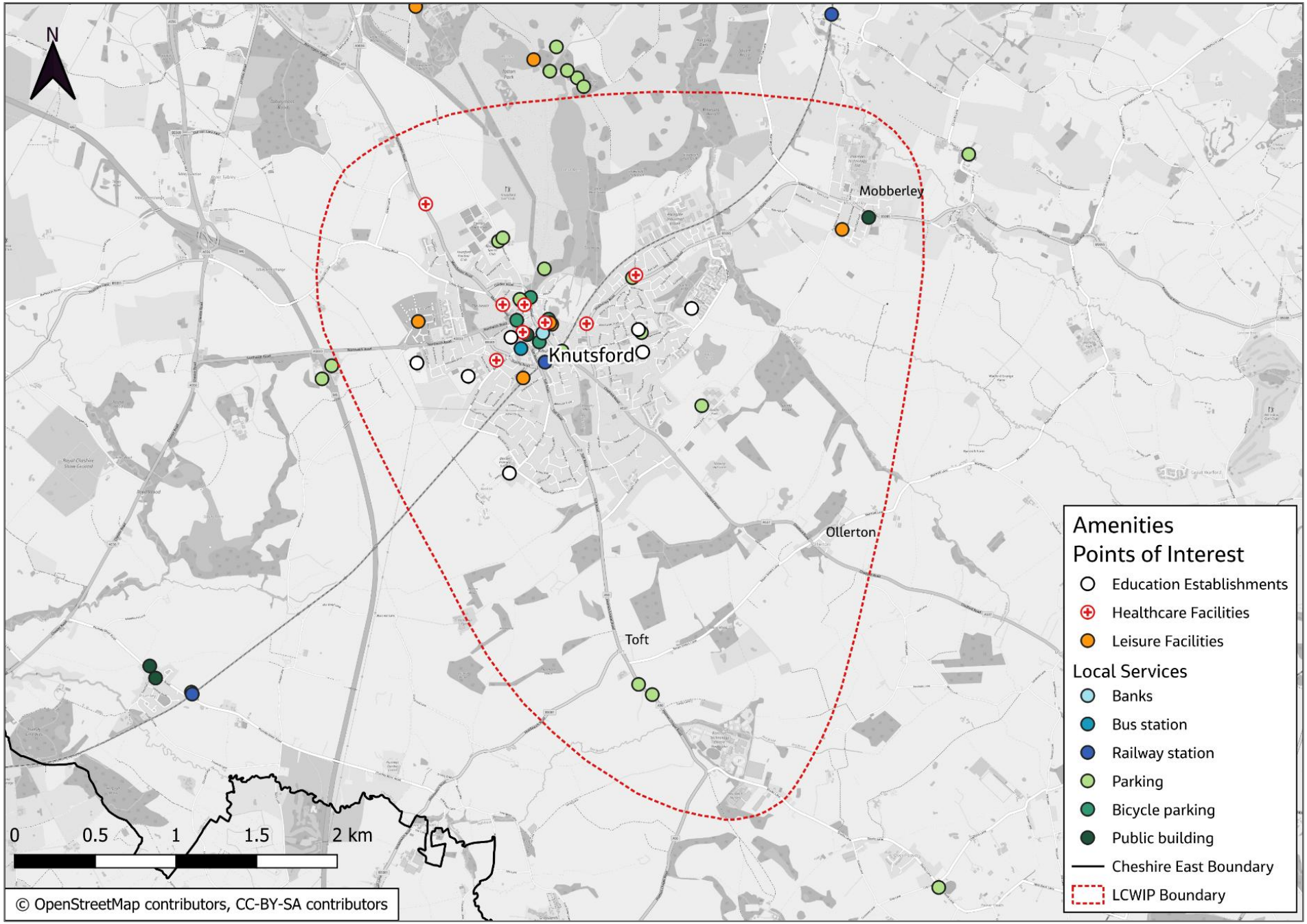


Figure 3-22 Location of key attractors and services in Knutsford

Mapping Origin and Destination Points

Origin and destination points were identified across Knutsford.

A trip origin typically refers to an area which is likely to be the starting point for frequent trips, such as residential areas.

A trip destination typically refers to those areas which are likely to be the end point of a journey, such as employment, schools or retail areas and transport interchanges.

Employment sites, educational establishments and future development sites were therefore mapped and trip generators in close proximity to each other were clustered to simplify the analysis. This is shown in Figure 3-23.

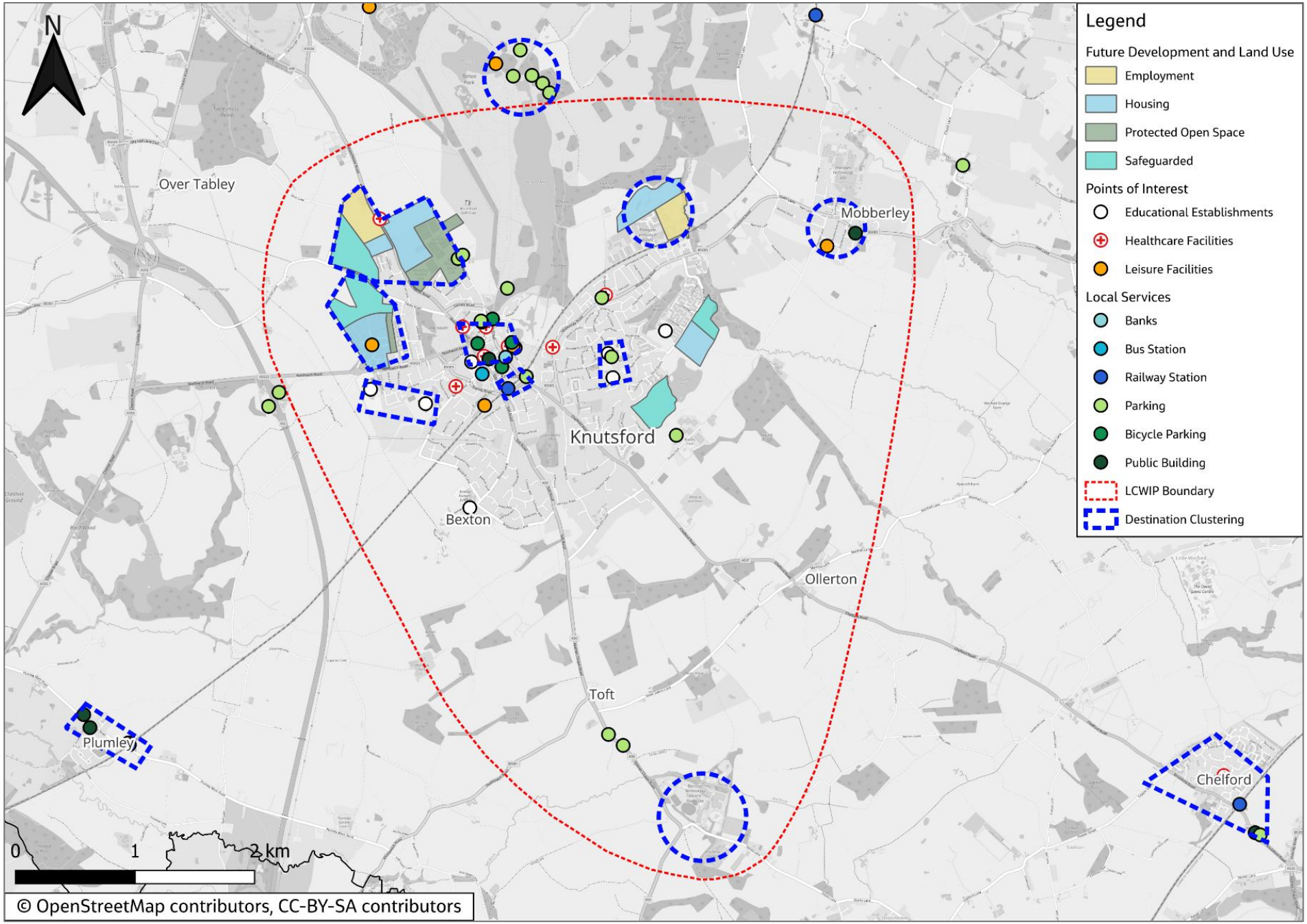


Figure 3-23 Origin and destination points in Knutsford

Identification and Classification of Desire Lines

Following the identification of trip origin and destinations, desire lines were identified to reflect the most popular origin/destination trips.

Desire lines have been created for shorter routes, between 0 to 2km and for longer routes that are 2km and over.

Desire lines were created using travel to work Census data, Strava Metro data and the PCT to assist the identification of key cycle desire lines within the LCWIP area. The Government Target Near Market scenario was used from the PCT tool.

Once the desire lines were created, an appraisal was carried out against deliverability and the objectives of the LTP4. These objectives include:

- Growth and economic strength through connectivity;
- Improve access to services;
- Protect and improve built and natural environment;
- Promote health, wellbeing and physical activity;
- Improve maintenance and management of transport networks; and
- Improve organisational efficiency and effectiveness.

The long list of desire lines are in Figure 3-24 and the shortlist of the desire lines can be found in Figure 3-25. These desire lines were then taken forward to create routes for this LCWIP.

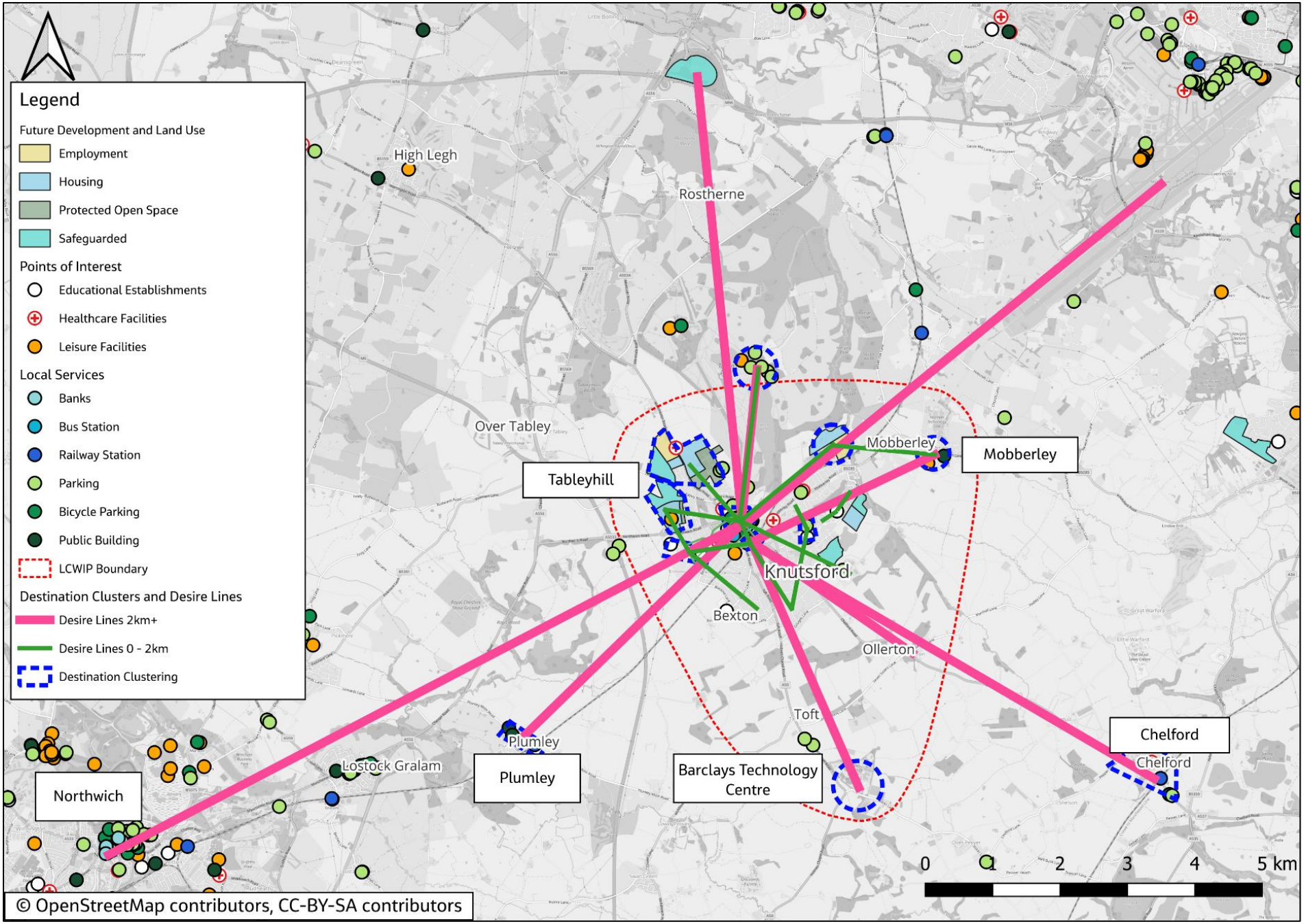


Figure 3-24 Original 0-2km and 2km desire lines in Knutsford

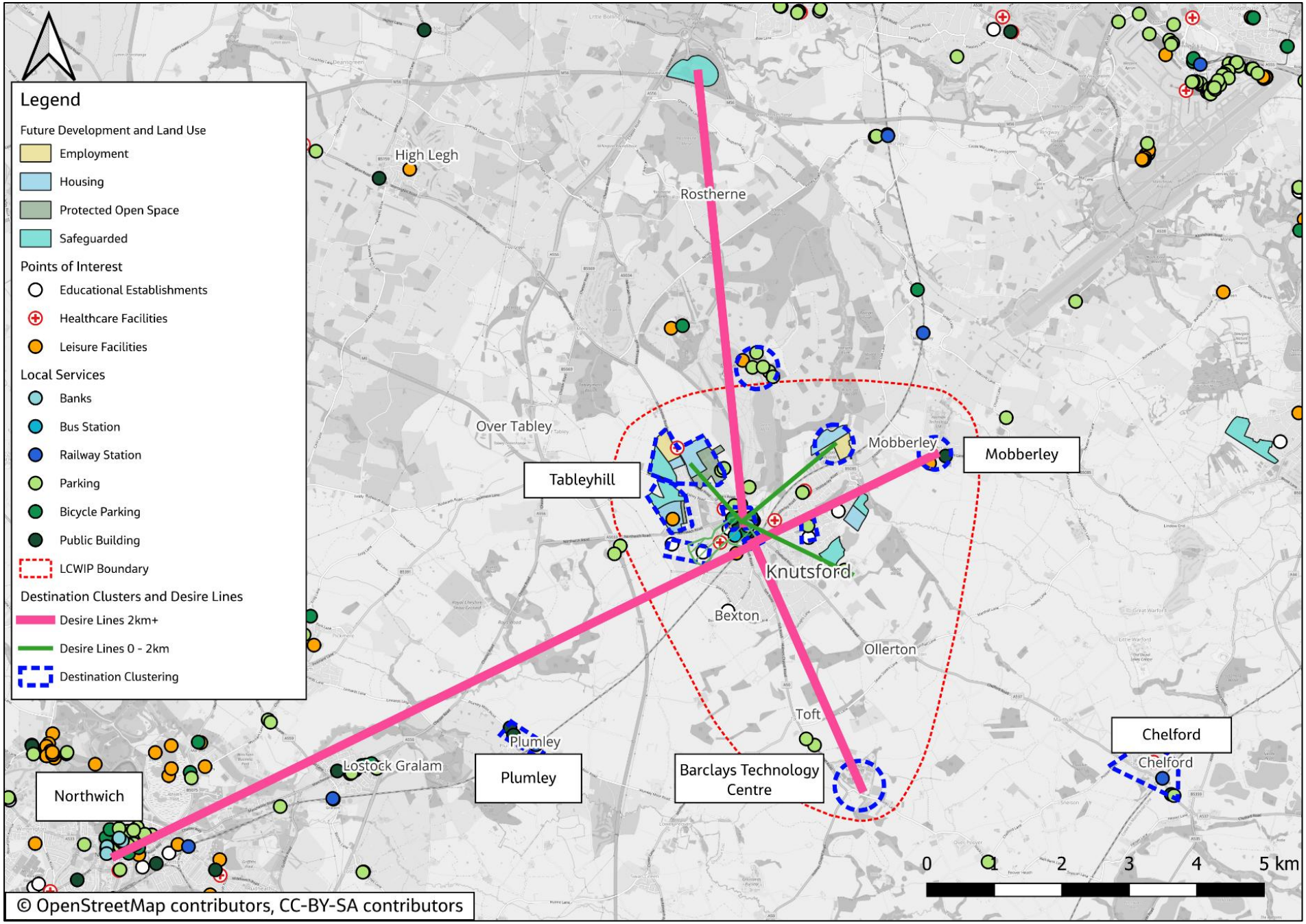


Figure 3-25 Shortlisted 0-2km and 2km desire lines in Knutsford

3.6. Summary

A review of baseline data for Knutsford has demonstrated that:

- Higher population density in Knutsford town centre suggests the need for extensive walking and cycling links to ensure all individuals can access their everyday amenities with ease and without relying on cars.
- Significant volumes of internal commuting trips within Knutsford, with strong flows occurring between different areas of the town, provide an opportunity to increase the number of journeys to work made by walking and cycling.
- The Cheshire East Local Plan outlines future development sites within Knutsford, including housing and employment developments around Northwich Road, Manchester Road, and Parkgate. These will help inform LCWIP routes.
- Walking and cycling to work is generally low within Knutsford, suggesting there is potential to increase the number of journeys to work via walking and cycling.
- Travel patterns indicate strong internal commuting flows within Knutsford and significant travel to nearby areas like Manchester, Northwich, and Wilmslow. Desire lines have been identified using the PCT Tool, travel to work flows, and Strava Metro to help identify potential trip origins and destinations that can be converted into routes.
- Key amenities are clustered in the town centre, highlighting the need for improved access via walking and cycling routes.

3.6. Summary

A review of baseline data for Knutsford has demonstrated that:

- Higher population density in Knutsford town centre suggests the need for extensive walking and cycling links to ensure all individuals can access their everyday amenities with ease and without relying on cars.
- Significant volumes of internal commuting trips within Knutsford, with strong flows occurring between different areas of the town, provide an opportunity to increase the number of journeys to work made by walking and cycling.
- The Cheshire East Local Plan outlines future development sites within Knutsford, including housing and employment developments around Northwich Road, Manchester Road, and Parkgate. These will help inform LCWIP routes.
- Walking and cycling to work is generally low within Knutsford, suggesting there is potential to increase the number of journeys to work via walking and cycling.
- Travel patterns indicate strong internal commuting flows within Knutsford and significant travel to nearby areas like Manchester, Northwich, and Wilmslow. Desire lines have been identified using the PCT Tool, travel to work flows, and Strava Metro to help identify potential trip origins and destinations that can be converted into routes.
- Key amenities are clustered in the town centre, highlighting the need for improved access via walking and cycling routes.

4. Network Planning for Walking

4.1. Introduction

The analysis of baseline data through a review of local policy documents and background data forms a solid evidence base. This supports the next step of beginning to create a network plan for people walking with the aim of forming a coherent and well-established network.

The future walking network plan has been derived through identifying links between those areas which are identified as trip origins and trip destinations. As part of this process, corridors have been identified, incorporating the route which most pedestrians and cyclists will follow to access a particular destination. Through creating a network plan, this LCWIP identifies the core routes which require improvement.

As part of this process, a meeting was held on Thursday 11th July 2024 via Teams. Local representatives, including town councillors and representatives of local walking and cycling groups, with a good knowledge and local understanding were invited including representatives from the Town Council to help inform the walking routes created in this LCWIP. The walking network map was also consulted on and updated as part of public consultation in 2025, details of which are included in Chapter 8

4.2. Network Plan

A Core Walking Zone (CWZ) has been identified, comprising a number of walking trip generators that are located within the town centre. The intention of a CWZ is to create an attractive walking environment without specific routes. Such an environment could include separation between pedestrians and motorists, public realm improvements, or wide footways/footpaths.

The CWZ within Knutsford encompasses the town centre and extends to include the Knutsford and District Community Hospital, Egerton Primary School, King Street, Booths, Knutsford Police Station and Knutsford Train Station.

The walking network for Knutsford is displayed below in Figure 4-1.

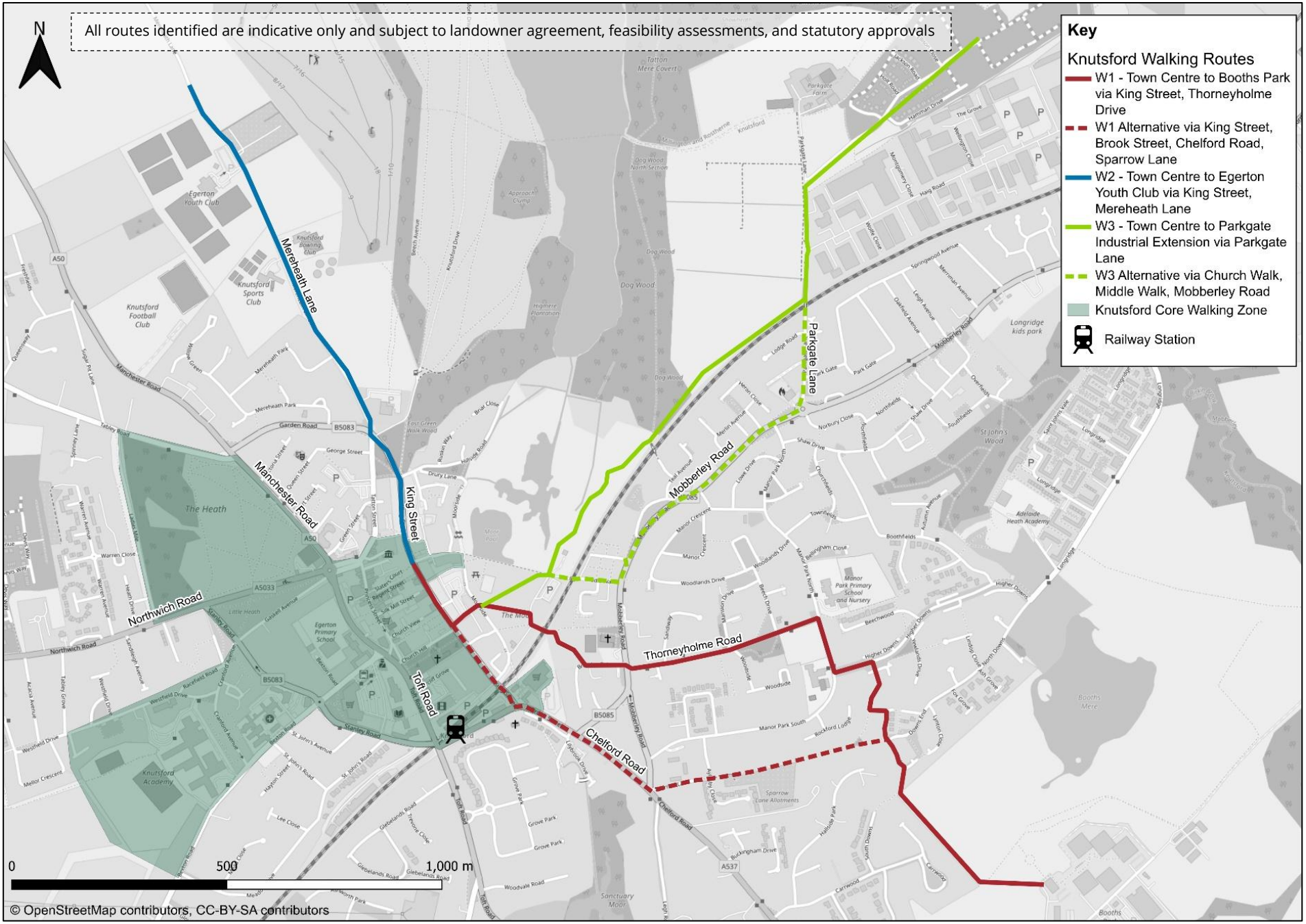


Figure 4-1 Knutsford Network Plan for Walking

4.3. Key Area for Improvement – Walking

To identify the areas where improvements to walking infrastructure are required, and the types of interventions which are most suitable, the routes were audited utilising the Walking Route Audit Tool (WRAT). Audits were undertaken using local knowledge, knowledge obtained through site visits and online research.

The WRAT comprises an auditing methodology which is focused around the five core design outcomes for pedestrian infrastructure. These design outcomes are similar to those required for cycling. The core design outcomes are:

1. Attractiveness (maintenance, fear of crime, traffic noise and pollution);
2. Comfort (condition, footway width, crossing width, footway parking, gradient);
3. Directness (footway provision, quality of crossing provision);
4. Safety (traffic volume, traffic speed, visibility); and
5. Coherence (dropped kerbs and tactile paving).

The assessment considers the needs of vulnerable pedestrians who may be older; visually impaired; mobility impaired; hearing impaired; with learning difficulties; buggy users, or children.

The core design outcomes are scored on a 0 - 2 scale, with 0 as the lowest score and 2 as the highest score. The WRAT was completed as part of the walking audits and the routes were scored accordingly. Following the scoring, these areas were identified as requiring the greatest improvement:

- W1 – vegetation cut back needed, lighting not present, defects in footpath, crossing on Mobberley Road is needed, dropped kerbs and tactile paving missing along the route;
- W2 – unpaved section of footway, traffic volumes high near the town centre, missing dropped kerbs and tactile paving; and
- W3 – overgrown and boggy off road route, steep gradient, dropped kerbs and tactile paving needed.

These routes are outlined within Table 4-1 below along with their WRAT scores pre and post intervention.

Table 4-1 Walking Route Audit Tool Results

Route	Audited walking route	WRAT score (max. score of 40)	Potential score with interventions (max. score of 40)
1	Knutsford Town Centre to Booths Hall	26	36
2	Knutsford Town Centre to Egerton Youth Club and housing development off Mereheath Lane	25	33
3	Knutsford Town Centre to housing development off Parkgate Lane	18	35

The WRAT then informed the selection of interventions on the routes.

4.4. Establishing Walking Infrastructure Improvements

During the development of the LCWIP, improvements for walking have been identified along each route to create a high-quality network that aligns with the LCWIP design objectives.

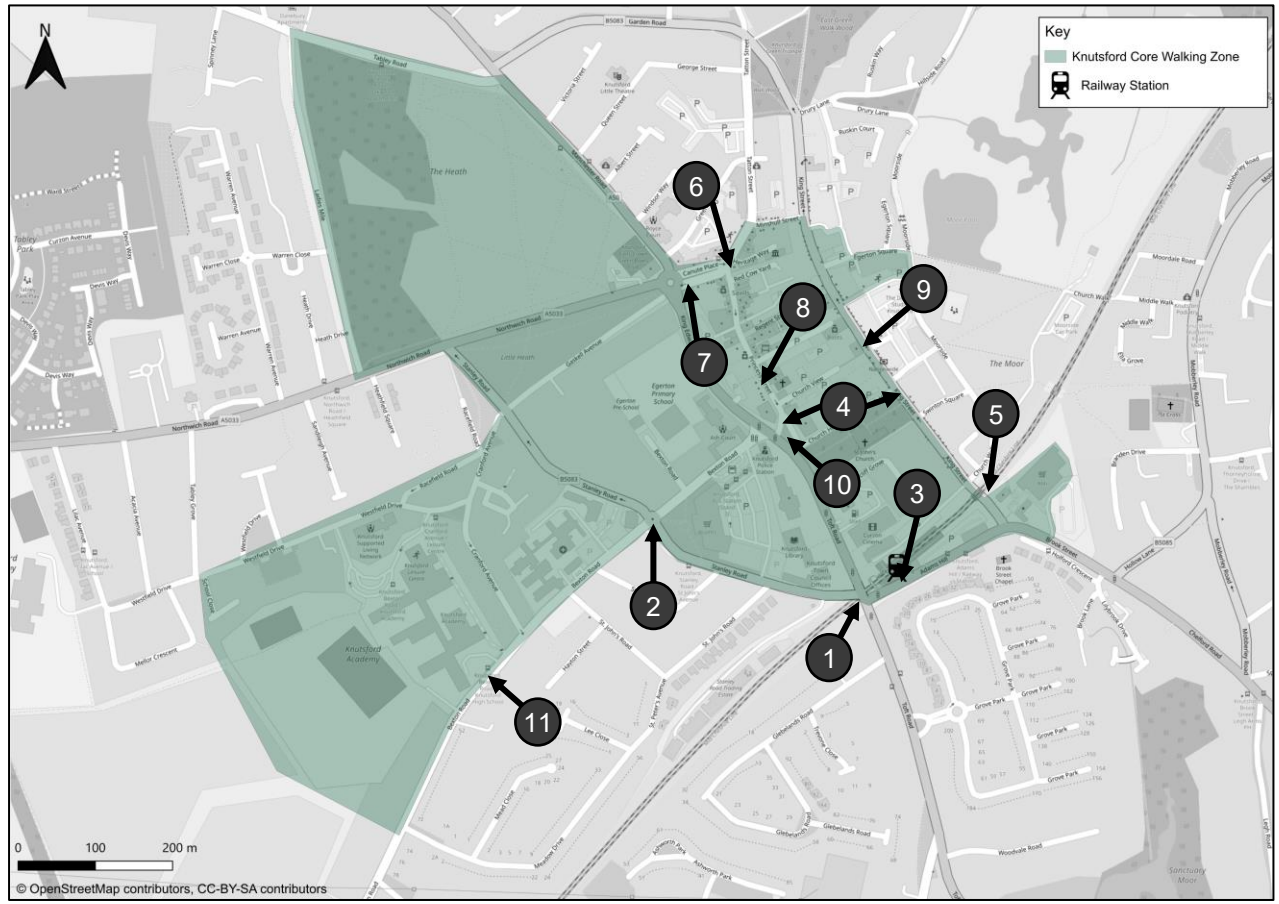
Further feasibility and design work is required to understand in more detail the opportunities, constraints and detailed costings alongside any impacts or benefits for stakeholders.

A wide range of design guidance can be utilised to develop schemes to ensure high quality streets and pedestrian links. Interventions have been suggested that are aligned with national guidance and lessons learnt from the delivery of previous active travel schemes.

The proposed route improvements on the walking network are outlined in more detail in the detailed maps and interventions below.

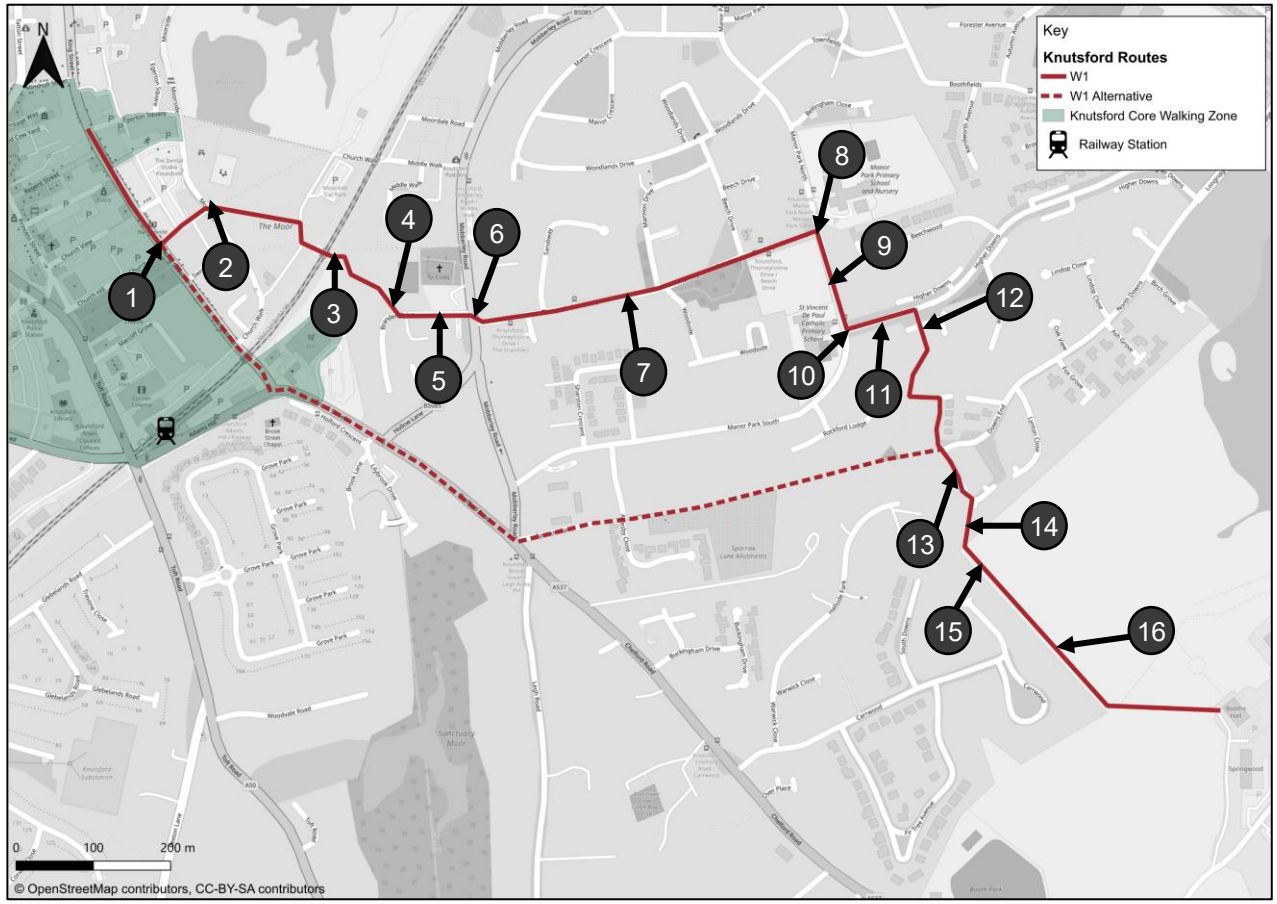
Core Walking Zone

Ref	Location	Description of walking interventions
-	**Throughout**	Enhancements to the pedestrian environment throughout the town centre.
-	**Throughout**	Clear any obstructions throughout the town centre such as poorly placed street furniture, streetlights or street signs.
-	**Throughout**	Improve lighting throughout the town centre.
1	**Knutsford Train Station**	Improved crossing facilities on the A50 outside Knutsford Train Station - packaged with junction improvements at A50 Toft Road / A537 Adams Hill.
2	**Stanley Road**	Traffic calming measures to reduce vehicle speeds.
3	**Knutsford Train Station**	Improving facilities at Knutsford Station, including provision of street lighting within the car park, CCTV within the station and on platforms, cycle parking, and cycle hire.
4	**Princess Street / King Street**	Improve accessibility along Princess Street and King Street pavements, including more dropped kerbs to provide access for wheelchairs, prams and individuals with visual impairments. Allow contraflow cycling in both streets and provide cycle parking at known and predicted destinations (Public Realm Strategy).
5	**Church Walk / King Street**	Improve accessibility from the Church Walk/King Street junction and Middle Walk, including more dropped kerbs to provide access for wheelchairs, prams and individuals with visual impairments.
6	**Princess Street / King Street**	From Princess Street to King Street - make Tatton Street one way to Green Street.
7	**Canute Place**	Remove the central reservation, provide three pedestrian crossings and move the carriageway north to help create a townscape character that is less dominated by a highway aesthetic.
8	**Princess Street**	Create a Restricted Parking Zone to allow a high quality, pedestrian friendly, street space to develop with much more potential for social and commercial activity (Public Realm Strategy).
9	**King Street**	Maximise public realm space by removing the majority of on-street parking, saving space to widen the footway and addition of street furniture and greenery (Public Realm Strategy).
10	**Old Town Hall Square**	Create a public space which enhances the setting of the Old Town Hall and the churchyard (Public Realm Strategy).
11	**Knutsford Academy**	Encourage more active journeys to school by providing attract walking routes from the town centre.



W1 – Knutsford Town Centre to Booths Park

Ref	Location	Description of walking interventions
-	**Throughout**	Vegetation cut back and maintenance throughout. General directional signage for pedestrians along the route for coherence.
1	**King Street**	Provide dropped kerbs and tactile paving on the junction at King Street.
2	**Moorside junction**	Uncontrolled crossing is required to provide a safe entry into the park. Review of on-road parking along the footway which can restrict the movement of pedestrians.
3	**The Moor**	Clear signage to footpath and lighting under railway bridge off The Moor to ensure pedestrians can use the route at all times of the year. Widen the path where feasible, utilising hedges. Potential for resurfacing to maintain the quality of the footway. Review access controls in line with emerging CEC policy and latest design guidance.
4	**Park off Branden Drive**	Maintenance of vegetation where the path has been overgrown, restricting available width.
5	**Branden Drive / private road junction**	Implement dropped kerbs and tactile paving to cross onto the westbound footway. Extend footway to ensure pedestrian safety and maintain protruding vegetation.
6	**Mobberley Road junction**	Provide a Toucan/Parallel crossing to cross Mobberley Road, ensuring vehicles have visibility of pedestrians and can slow down safely.
7	**Thorneyholme Drive**	Provide tactile paving to allow pedestrians with visual impairments to safely cross all side roads along the corridor. Potential to increase street lighting and remove grass verge in order to expand footway width, where feasible, noting mature trees.
8	**Manor Park / Thorneyholme Drive junction**	Provide tactile paving to allow pedestrians to cross the road. Potential to resurface the footway, where required. Consider providing better pedestrian crossing facilities to improve safety for school children.
9	**Manor Park**	Widen footway utilising grass verges. Maintain protruding vegetation to ensure full width of footway can be used, noting mature trees. Consider providing better pedestrian crossing facilities to improve safety for school children.
10	**Higher Downs / Manor Park junction**	Potential for junction tightening to reduce vehicle turning speeds and enhance visibility for pedestrians crossing near the school. Consider providing dedicated pedestrian crossing to the north of the junction to improve safety for school children.
11	**Higher Downs**	Widen and extend footway using grass verges. Introduce dropped kerbs with tactile paving at side road crossings and footway start/end.
12	**Footpath off Higher Downs**	Provide lighting along footpath and clear the path of protruding vegetation.
13	**Footpath off Delmar Road**	Cut back on vegetation and introduce lighting along the footpath (approx. 300m) to ensure safety for pedestrians.
14	**Delmar Road**	Quiet road approach with appropriate signage used around residential areas.
15	**Entrance to Booths Park**	Laise with Booths Park to ensure land can be used to access employment area.
16	**Path to Booths Park**	Maintenance of footway surface and vegetation along route to Delmar Road. Introduce lighting and wayfinding along the footpath. Laise with Booths Park to ensure land can be used to access employment area.





Google Maps: Ensure tactile paving and dropped kerbs along King Street.



Google Maps: Uncontrolled crossing of Moorside is required to access The Moor.



Site visit: Bridge under the rail line from The Moor.



Site visit: Condition of the park off Brandon Drive.



Google Maps: Current condition of Brandon Drive.



Google Maps: Toucan / parallel crossing is required at Mobberley Road to ensure safe crossing for pedestrians.



Google Maps: Extend footway where feasible along Thorneyholme Drive.



Google Maps: Widen footway where feasible utilising grass verges along Manor Park South.



Google Maps: Widen footway where feasible utilising grass verges along Higher Downs.



Google Maps: PRoW between two houses on Higher Downs cul-de-sac.



Site visit: Condition of PRoW off Higher Downs, vegetation cut back and maintenance is required.



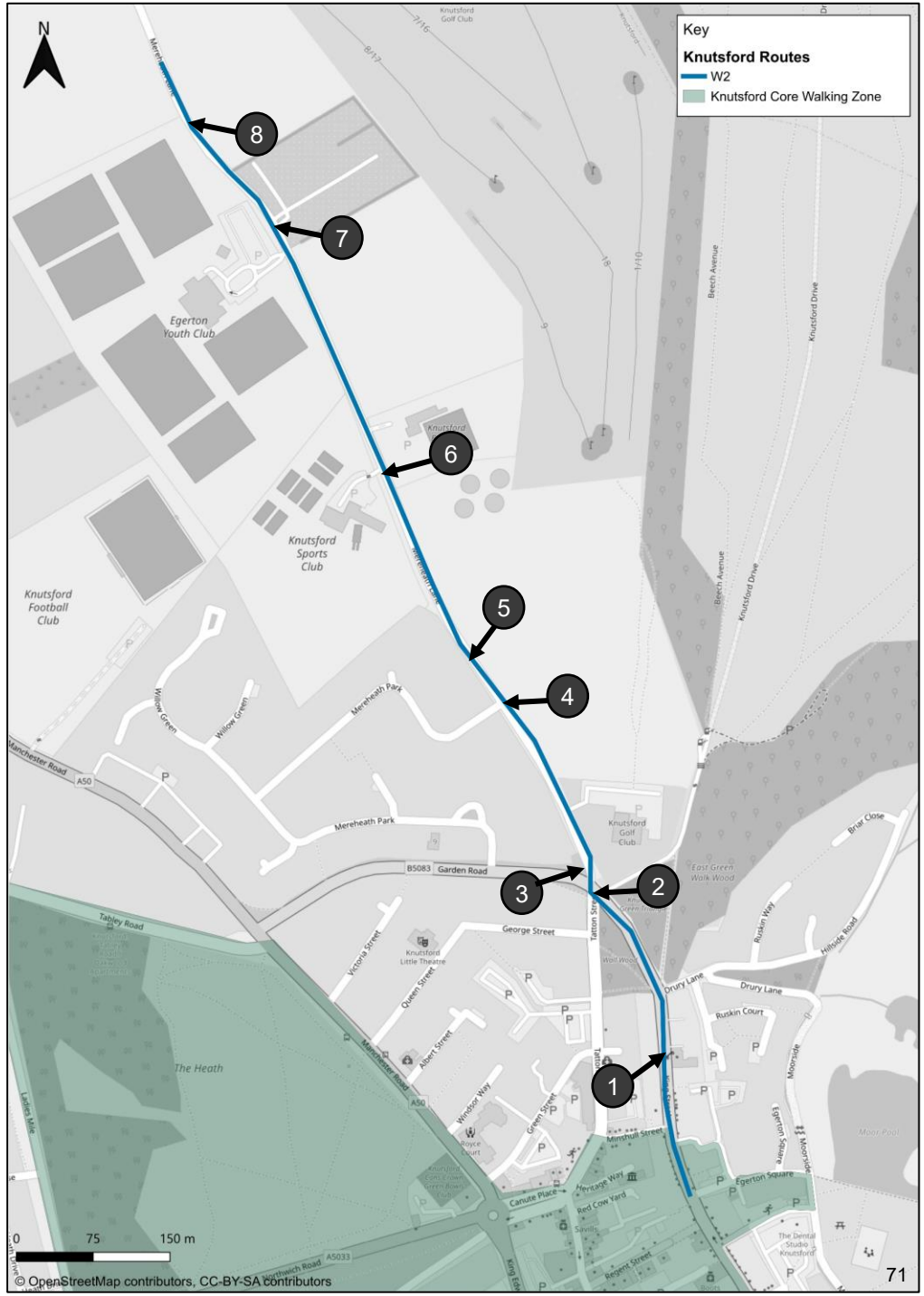
Site visit: Quiet lane approach used along Delmar Drive and other residential areas.



Site visit: Laise with Booths Park to ensure land can be used to employment area.

W2 - Knutsford Town Centre to Egerton Youth Club

Ref	Location	Description of walking interventions
-	**Throughout**	Improve wayfinding and signage throughout the route. Place new and renovate existing dropped kerbs and tactile paving, to be considered as part of Highways maintenance programme.
1	**King Street**	Maintenance of vegetation to clear footway, allowing pedestrians to use full width of path.
2	**Tatton Park entrance**	Tactile paving at the entrance to Tatton Park. Surface improvements to the existing footway and widening using the grass verges. Maintain protruding vegetation and remove impeding lamppost from footway.
3	**Mereheath Lane**	Introduce a Pelican/Zebra crossing at Mereheath Lane to bring pedestrians onto the footway on northbound side of carriageway. Clearance and maintenance of vegetation where required. Implement traffic calming measures along Mereheath Lane to improve safety for pedestrians.
4	**Mereheath Park / Mereheath Lane junction**	Dropped kerbs and tactile paving to ensure individuals with visual impairments can cross the road safely.
5	**Mereheath Lane**	Extend existing footway and provide pedestrian crossing to access path on southbound side of carriageway. Cut back of vegetation and widening of footway using grass verges.
6	**Knutsford Sports Club**	Potential to introduce uncontrolled crossing for access to Knutsford Sports Club.
7	**Egerton Youth Club**	Surface the existing footway and cut back vegetation to widen the footpath. Provide a Zebra/Pelican crossing to access Egerton Youth Club. Consider junction tightening to reduce vehicle speeds and crossing distances.
8	**Mereheath Lane**	Potential to usilise grass verge to create a footway leading to the new developments on the northbound side of Mereheath Lane. The speed limit increases to 60mph, consider reducing speed limit in line with CEC Speed Management Strategy.





Google Maps: Condition of footpath along King Street.



Google Maps: Maintenance of vegetation along King Street.



Google Maps: Tactile paving needed to cross access to Tatton Park.



Google Maps: Pedestrian crossing is required to cross onto the northbound footway along Mereheath Lane.



Google Maps: Tactile paving is required on side roads along Mereheath Lane.



Google Maps: Pedestrian crossing is required to cross onto the southbound footway on Mereheath Lane.



Google Maps: Provide a Zebra / Pelican crossing to access Egerton Youth Club at Mereheath Lane.



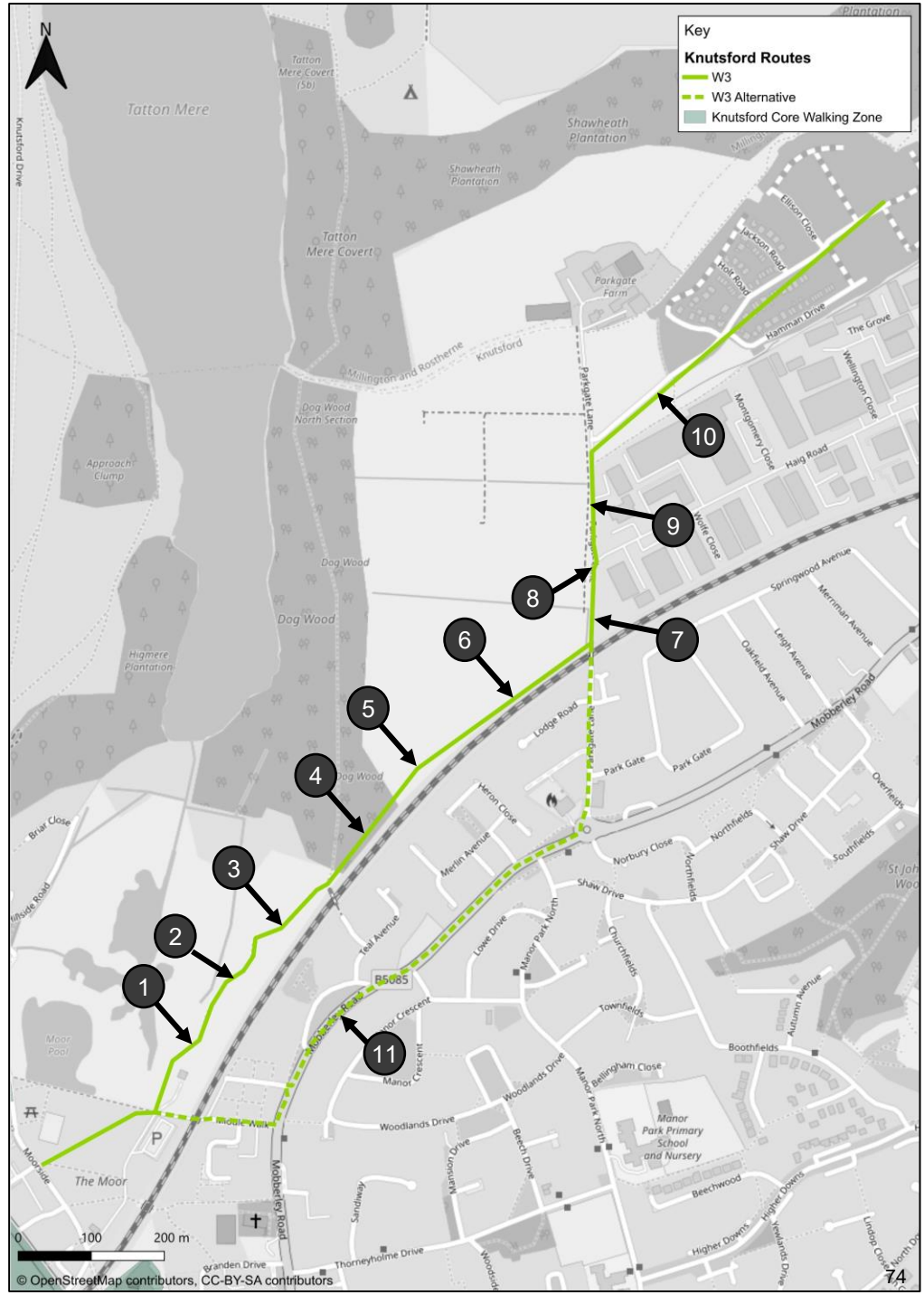
Google Maps: Potential for implementing a Zebra / Pelican crossing at the entrance of the Knutsford Sports Club.



Google Maps: Potential to usilise grass verge to create a footpath leading to the new developments on the northbound side of Mereheath Lane.

W3 - Knutsford Town Centre to Parkgate Industrial Extension

Ref	Location	Description of walking interventions
-	**Throughout**	General directional signage for pedestrians along the route for coherence.
1	**PRoW off The Moor**	Construction of a 4m shared-use path or a 3m segregated cycleway and 2m footway along the extent of the Dog Wood proposed development. Consider lighting along full length of route for pedestrian safety.
2	**PRoW off The Moor**	Graded route to negotiate the steep slope towards low-lying land to the south-east of the railway bridge at Mallard Close. A section of the route is on United Utilities land, therefore discussions with United Utilities are required.
3	**PRoW off The Moor**	Steps for pedestrians in addition to ramped wheelchair access via cycleway.
4	**Land running parallel to the rail line**	Removal of a section of the Network Rail fence. Install a new secure fence along the Cheshire East landholding.
5	**Land running parallel to the rail line**	3m shared-use path with field boundary and secure fence along the Tatton Park boundary.
6	**Land running parallel to the rail line**	3m shared-use path. Situate between existing horse field and Network Rail boundary.
7	**Parkgate Lane**	Maintain vegetation and potential to widen footway using grass verge to create a 3m shared space for pedestrians and cyclists. Resurfacing of footway to ensure that the pavement is a good quality.
8	**Haig Road**	Provide a pedestrian or Toucan crossing near junction with Haig Road. Potential to widen footway here using grass verge for improved accessibility.
9	**Parkgate Lane**	Provide footway using grass verge and resurface where required. Provide dropped kerbs and tactile paving at post office entrance.
10	**Wildgoose Avenue**	Provide a wide footway along Wildgoose Avenue with lighting to ensure safety for pedestrians. Link to the Park Gate Village development.
11	**Alternative**	Widen footway, where feasible, utilising grass verges and cut back of vegetation. Lighting and wayfinding is required. Proposed two-way cycle track along Mobberley Road. Bridge over the railway needs widening, potential for traffic signals to be implemented to ensure space for pedestrians and cyclists to cross the bridge safely.





Google Maps: Current condition of The Moor.



Site visit: Condition of PRoW off The Moor.



Site visit: Condition of PRoW off The Moor.



Site visit: Condition of PRoW off The Moor.



Site visit: Maintain vegetation and potential to widen footway using grass verge to create a 3m shared space.



Site visit: Provide a pedestrian or Toucan crossing near junction with Haig Road.

5. Network Planning for Cycling

5.1. Introduction

The analysis of baseline data through a review of local policy documents and background data forms a solid evidence base to support the next step of beginning to create a network plan for cycling with the aim of forming a coherent and well-established network.

The future cycling network plan has been derived through identifying links between those areas which are identified as trip origins and trip destinations. As part of this process, corridors have been identified, incorporating the route which most cyclists will follow to access a particular destination. Through creating a network plan of routes, this LCWIP identifies the core cycle routes which require improvement.

As part of this process, a meeting was held on Thursday 11th July 2024 via Teams. Local representatives, including town councillors and representatives of local walking and cycling groups, with a good knowledge and local understanding were invited including representatives from the Town Council to help inform the cycling routes created in this LCWIP. The cycle network was also consulted on and updated as part of public consultation in 2025, details of which are included in Chapter 8.

5.2. Network Plan

This section sets out the proposed cycle routes. They have been recommended based on an analysis of information including the Propensity to Cycle Tool, awareness of existing infrastructure and growth in employment and housing. Investing in these routes as a priority is likely to have the biggest impact in achieving growth in cycling levels in Knutsford.

Illustrated below are the four cycling routes that have been identified for Knutsford.

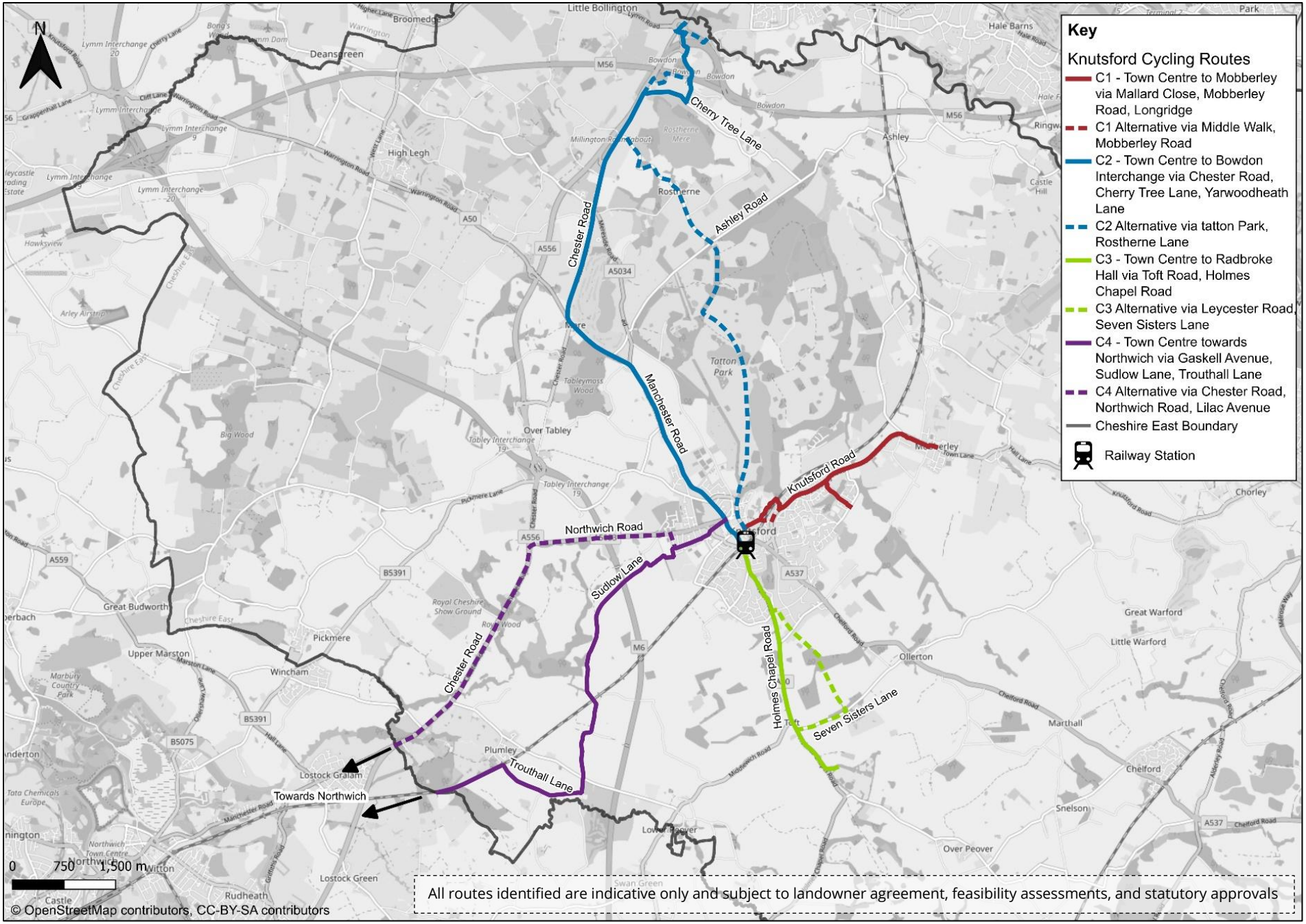


Figure 5-1 Knutsford Network Plan for Cycling

5.3. Key Area for Improvement – Cycling

To identify the areas where improvements to cycling infrastructure are required, and the types of interventions which are most suitable, the routes were audited utilising the Cycling Level of Service Tool (CLOS). Audits were undertaken using local knowledge, knowledge obtained through site visits and online research.

The CLOS comprises an auditing methodology which is focused around the five core design outcomes for cycling. These design outcomes are similar to those required for walking. The core design outcomes are:

1. Cohesion (connections, wayfinding, density of network);
2. Directness (distance, gradients, time delay);
3. Safety (speed of traffic, risk of collision, design);
4. Comfort (surface quality, wayfinding); and
5. Attractiveness (social safety, impact on pedestrians, street clutter, cycle parking).

The core design principles are scored on a 0 - 2 scale, with 0 as the lowest score and 2 as the highest score. The CLOS was completed as part of the cycle audits and the routes were scored accordingly. Following the scoring, these areas were identified as requiring the greatest improvement:

- C1 – cyclists have to dismount due to needing to cross the road, lack of signage, steep route through Dog Wood Park, no existing cycle lanes;
- C2 – little signage along the route, several stops along the route due to needing to cross the road, resurfacing needs to be investigated.
- C3 – wayfinding is needed along the route, several stops along the route due to crossings, high speed limit, no existing cycle lanes.

These routes are outlined within Table 5-1 along with their CLOS scores pre and post intervention.

Table 5-1 Cycle Level of Service Results

Route	Audited cycling route	CLOS score (max. score of 50)	Potential score with interventions (max. score of 50)
1	Knutsford Town Centre to Mobberley	13	38
2	Knutsford Town Centre to Bowdon Interchange	18	39
3	Knutsford Town Centre to Barclays Technology Centre	15	38
4	Knutsford Town Centre to Northwich	23	43

The CLOS then informed the selection of interventions on the routes.

5.4. Establishing Cycling Infrastructure

During the development of the LCWIP, improvements for cycling have been identified along each route, which aims to create a high-quality network in line with LCWIP design objectives.

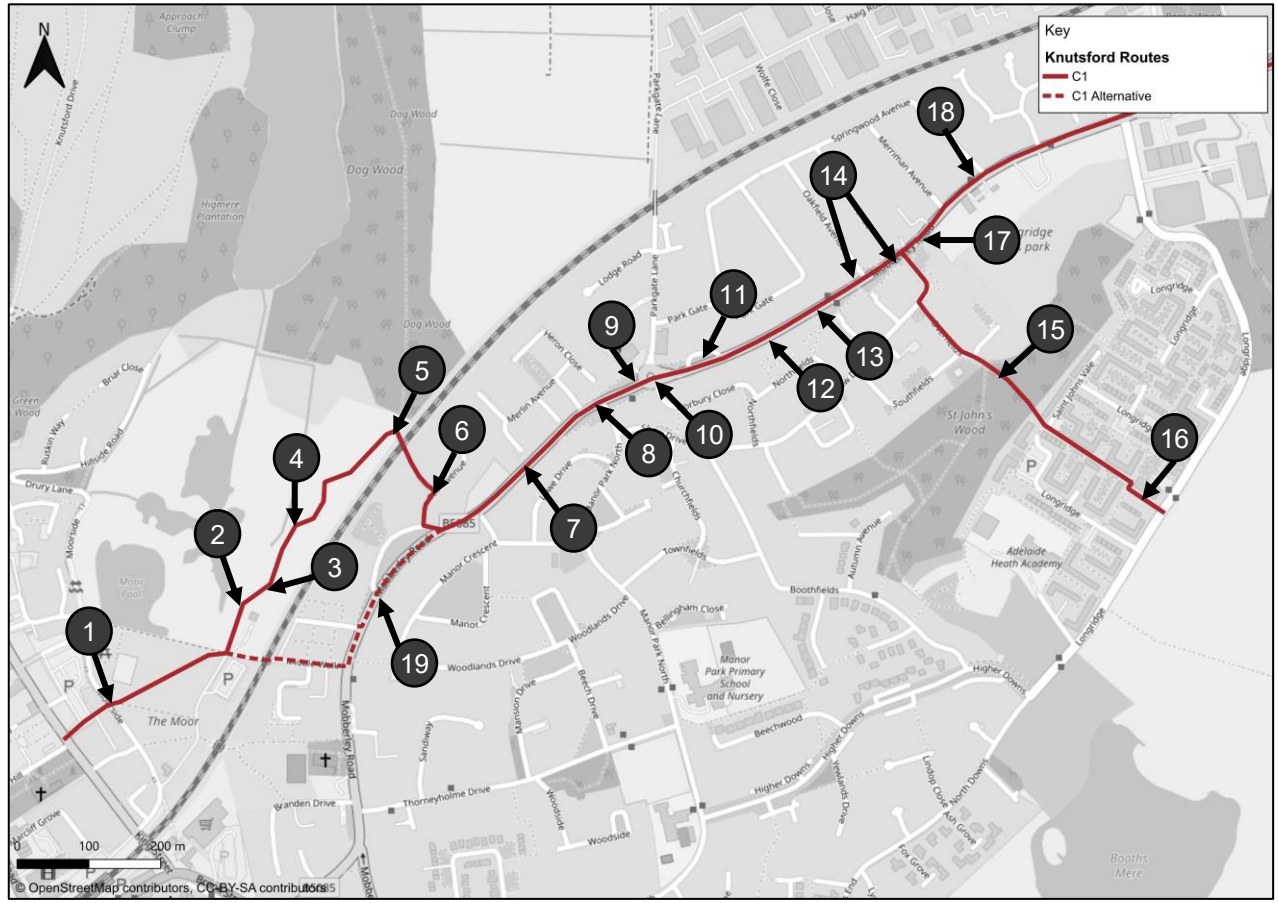
Further feasibility and design work is required to understand in more detail, the opportunities, constraints and detailed costings alongside any impacts or benefits for stakeholders.

A wide range of design guidance can be utilised to develop schemes to ensure high quality streets and pedestrian links. Interventions have been suggested that are aligned with national guidance and lessons learnt from delivery of previous active travel schemes. All schemes developed will be in accordance with the latest guidance - LTN 1/20 Cycle Infrastructure Design where feasible.

The proposed route improvements on the future cycling network are outlined in more detail in the maps and interventions below.

C1 – Knutsford Town Centre to Mobberley

Ref	Location	Description of cycling interventions
-	**Throughout**	General directional signage for cyclists along the route for coherence. Lighting to ensure safety of cyclists.
1	**Moorside**	Parallel or Toucan crossing is needed to access The Moor. Discussions with United Utilities are required.
2	**Dog Wood**	Construction of a 4m shared use path or a 3m segregated cycleway and 2m footway along the extent of the Dog Wood proposed development.
3	**Dog Wood**	Graded route to negotiate the steep slope towards low-lying land to the south-east of the railway bridge at Mallard Close.
4	**Dog Wood**	Steps for pedestrians in addition to ramped wheelchair access via cycleway.
5	**Mallard Close**	New bollards on Mallard Close to prevent access to Network Rail bridge, 1.5m centres with lockable central bollards.
6	**Mallard Close**	Mixed traffic street to tie into the proposed Active Travel route.
7	**Mobberley Road**	Proposed two-way cycle track along Mobberley Road between Mallard Close and Parkgate Lane. Existing pedestrian island to be removed and central hatching to be removed to accommodate.
8	**Mobberley Road**	Priority crossing of cycle track with no setback to be introduced across the junction.
9	**Mobberley Road**	New parallel crossing introduced across Parkgate Lane.
10	**Mobberley Road**	Proposed upgrade to the roundabout along Mobberley Road. Further investigation is required.
11	**Mobberley Road**	Proposed shared-use 3m footpath for around 100m.
12	**Mobberley Road**	Proposed two-way cycle track, central hatching to be removed to accommodate.
13	**Mobberley Road**	Removal of existing bus stop and new bus stop border to be introduced. Existing pedestrian island to be removed to allow space for uncontrolled crossing. Provide dedicated shared-use path, minimum of 3m wide.
14	**Mobberley Road**	Two-way cycle track between bus border and past Shaw Drive, priority crossing of cycle track with no setback to be introduced across junctions. Central hatching and right and left turn lanes to be removed to accommodate.
15	**Shaw Drive / Overfields**	Proposed mixed traffic street. Existing footpath width to be increased to a minimum of 3m for a shared space for pedestrians and cyclists.
16	**Longridge**	Land may be required to ensure suitable widths and tie into development cycle access.
17	**Mobberley Road**	Existing pedestrian island and zebra crossing to be removed to allow space for a new parallel crossing.
18	**Mobberley Road**	Scope to widen footpath using the grass verges along Mobberley Road. Priority crossing for cyclists at side roads. Removal of car layby outside Mobberley Road Dental Clinic is required in order to provide a 3m shared space for pedestrians and cyclists.
19	**Alternative**	Widen pavement where feasible utilising grass verges and cut back of vegetation. Lighting and wayfinding will be needed.





Google Maps: King Street.



Google Maps: Toucan/parallel crossing is required to access The Moor.



Google Maps: Current condition of The Moor.



Google Maps: New bollards on Mallard Close to prevent access to Network Rail bridge.



Google Maps: Existing pedestrian island to be removed to allow space for a new two-way cycle track.



Google Maps: New parallel crossing to be introduced across Parkgate Lane.



Google Maps: Proposed two-way cycle track. Central hatching to be removed to accommodate.



Google Maps: Existing bus stop to be removed and new bus stop boarder to be introduced.



Google Maps: Shaw Drive.



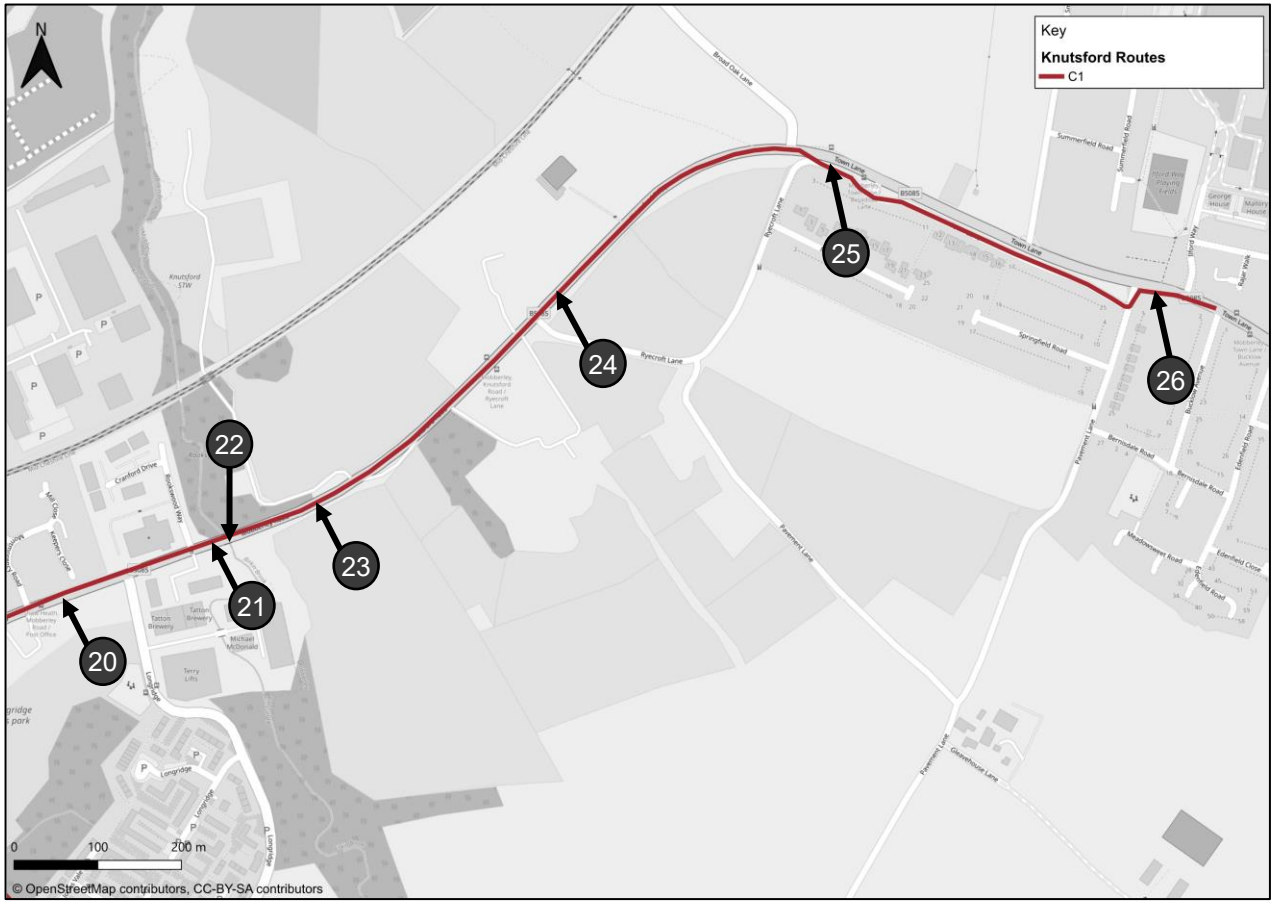
Google Maps: Access to St John's Wood from Overfields.



Google Maps: Link to Longridge.

C1 – Knutsford Town Centre to Mobberley

Ref	Location	Description of cycling interventions
20	**Mobberley Road between Keepers Lane/Rookswood Way**	Pavement width narrows, potential to remove the footway on the westbound side of Mobberley Road and expand the footway on the eastbound side of the corridor to create a 3m shared space for pedestrians and cyclists.
21	**Rookswood Way**	Conversion of pedestrian crossing to a Toucan or parallel crossing to ensure cyclists can cross Rookswood Way safely.
22	**Knutsford Road**	Approximately 0.5m can be taken from the carriageway to widen the footway along Knutsford, creating a 3m shared space for pedestrians and cyclists during the small section where the existing footway narrows.
23	**Knutsford Road**	Utilise the grass verge where feasible to extend the footway, creating a 3m shared space for pedestrians and cyclists. Consider reducing speed limits in line with CEC Speed Management Strategy.
24	**Knutsford Road**	Realignment of layby to allow shared facility to run seamlessly along Knutsford Road. Installation of a Toucan or parallel crossing due to better cycling provision on the east side of the carriageway. Utilise the grass verge, where feasible, to extend the footway, creating a 3m shared space for pedestrians and cyclists. Vegetation cut back and maintenance is required.
25	**Town Lane**	Quiet residential street so a quiet lane approach can be adopted. Improve signage to alert drivers of shared road use. Provide signing at the route extents.
26	**Town Lane**	Extend the pavement via the grass verges to create a 3m shared space for cyclists and pedestrians to connect to Mobberley centre.





Google Maps: Potential to remove the footway on the westbound side of Mobberley Road and expand the footpath on the eastbound side, creating a 3m shared space for pedestrians and cyclists.



Google Maps: Pedestrian crossing to be converted to a Toucan crossing to cross Rookswood Way safely.



Google Maps: Utilise the grass verge where feasible to extend the footway to create a 3m shared space for pedestrians and cyclists along Knutsford Road.



Google Maps: Realignment of layby to allow shared facility to run seamlessly along Knutsford Road.



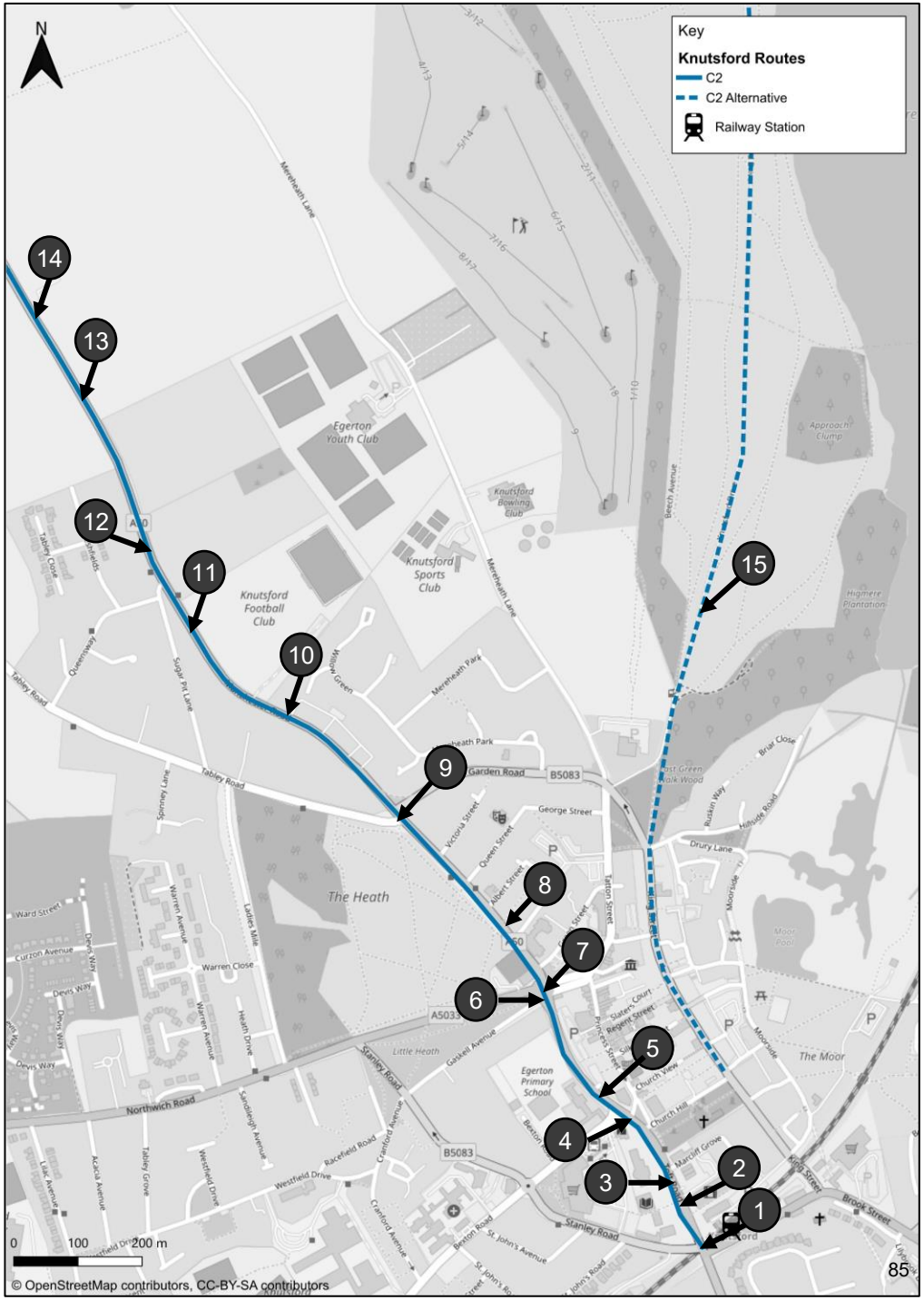
Google Maps: Installation of a Toucan or parallel crossing due to better cycling provision on the east side of the carriageway. Utilise the grass verge, where feasible, to extend the footway to create a 3m shared space for pedestrians and cyclists.



Google Maps: Quiet residential street so a quiet lane approach along Town Lane.

C2 – Knutsford Town Centre to Bowdon Interchange

Ref	Location	Description of cycling interventions
-	**Throughout**	Consideration to be given to the relocation of street furniture and removal of trees, where appropriate.
1	**Toft Road**	Junction to be redesigned to accommodate a new cycle facility.
2	**Toft Road between A537 and Canute Place**	Proposed 4m shared-use pedestrian and cycle route.
3	**Toft Road**	Controlled pedestrian crossing to be redesigned to accommodate a new cycle facility.
4	**Toft Road / Bexton Road**	Contraflow cycle lane to be considered as part of junction redesign. Junction to be redesigned to accommodate a new cycle facility.
5	**Toft Road between A537 and Carmichael Clinic**	Proposed carriageway kerbline alteration, loss of double carriageway.
6	**Toft Road**	Proposed carriageway kerbline alteration, loss of double carriageway.
7	**Manchester Road / A5033 Roundabout**	Upgrade the crossing points of the roundabout to parallel crossings to ensure pedestrians and cyclists can cross the arms of the roundabout safely.
8	**Manchester Road to Tabley Road**	Creation of a 3m shared space for pedestrians and cyclists utilising some width from the carriageway. Toucan/Parallel crossing is required to cross Tabley Road. Crossing over A50 is also required to access Garden Road from Tabley Road, Toucan/Parallel crossing is feasible.
9	**Manchester Road**	Widen footway between Tabley Road and Sugar Pit Lane to create shared-use path using grass verge. Consider speed limit reduction from 40mph to 30mph, if appropriate.
10	**Manchester Road**	Measures to formalise parking, ensuring clear wide facilities for pedestrians and cyclists.
11	**Manchester Road**	Opportunity to widen the footway utilising some of the carriageway width to create a 3m shared space for pedestrians and cyclists.
12	**Manchester Road**	Toucan/Parallel crossing for cyclists to cross to the eastern side of Manchester Road with better existing footway provision. Clear protruding vegetation to increase path width for shared space. Utilising available road width, widen the existing footway to create a 3m shared space or segregated cycleway, if feasible. The current speed limit is 60mph, consider reducing speed limits in line with CEC Speed Management Strategy.
13	**Manchester Road**	Toucan/Parallel crossing for cyclists to cross to the western side of Manchester Road with better existing footway provision. Clear protruding vegetation to increase path width for shared space. Utilising available road width, widen the existing footway to create a 3m shared space or segregated cycleway, if feasible.
14	**Manchester Road**	Potential for segregated cycleway. Management of parking on the footway.
15	**Alternative route through Tatton Park**	Alternative route to be considered through Tatton Park, quiet lane approach for cyclists.





Google Maps: Toft Road junction with A537 and Stanley Road to be redesigned to accommodate a new cycle facility.



Google Maps: Proposed 4m shared-use pedestrian and cycle route along Toft Road.



Google Maps: Upgrade the crossing points of the roundabout of Manchester Road / A5033 Roundabout.



Google Maps: Current provision for walking and cycling along Manchester Road, potential for a 4m shared path, if feasible.



Google Maps: Toucan / parallel crossing is required to cross Tabley Road to stay on Manchester Road.



Google Maps: Potential to widen footway by utilising grass verge along Manchester Road.



Google Maps: Footway parking along Manchester Road.



Google Maps: Footway narrows along Manchester Road, potential to utilise carriageway width.



Google Maps: Crossing of Manchester Road is required, better provision for cycling along the eastern side of carriageway.



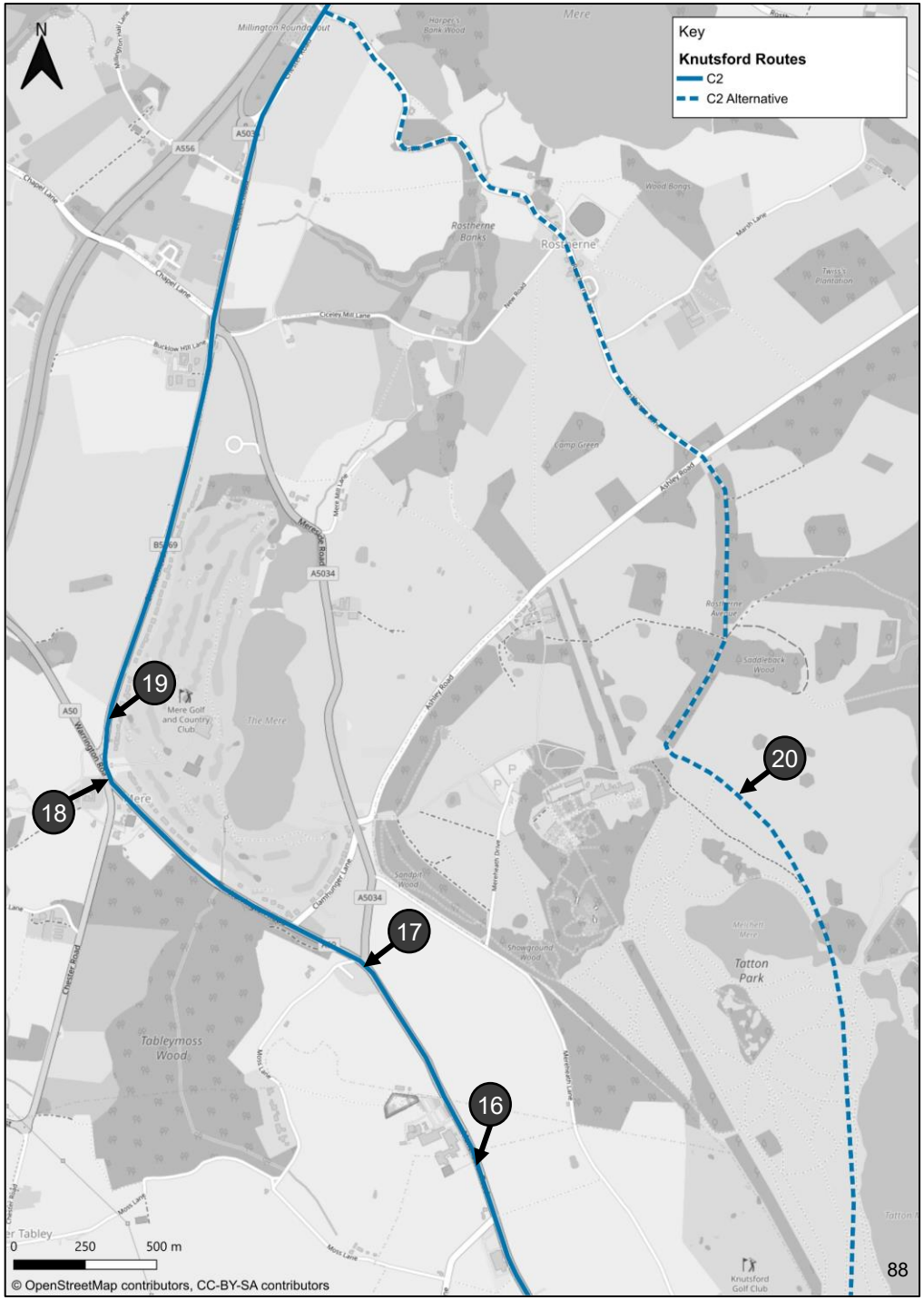
Google Maps: Potential to widen footway by utilising grass verge or carriageway width along Manchester Road, creating a shared space.



Google Maps: Potential for segregated cycleway. Laise with car garage due to cars parked along footway currently.

C2 – Knutsford Town Centre to Bowdon Interchange

Ref	Location	Description of cycling interventions
16	**A50 Manchester Road**	Existing carriageway is approximately 8m wide, potential to utilise some carriageway space to create a segregated cycleway. Consider removal of grass verge on the eastern side of Manchester Road to release additional carriageway width.
17	**A50 Warrington Road / Moss Lane**	Install a Toucan/Parallel crossing for cyclists to cross onto the eastern side of Warrington Road where existing provision is of better quality. Potential to use excess carriageway width to create a segregated cycleway, if feasible.
18	**A50 Warrington Road/Chester Road**	Consider removal/relocation of barriers along the road such as street signs in order to increase width of pavement for cycle use.
19	**Chester Road**	Link with existing provision at Mere Crossroads, A50 – Chester Road junction.
20	**Alternative route through Tatton Park**	Alternative route to be considered through Tatton Park, quiet lane approach for cyclists.





Google Maps: Potential to widen footway by utilising grass verge or carriageway along Manchester Road to create a shared space.



Google Maps: Crossing of Warrington Road is required to access better provision for cycling along the eastern side of corridor.



Google Maps: Potential to widen footway by utilising grass verge or carriageway along Warrington Road to create a shared space.



Google Maps: Remove barriers along Warrington Road.



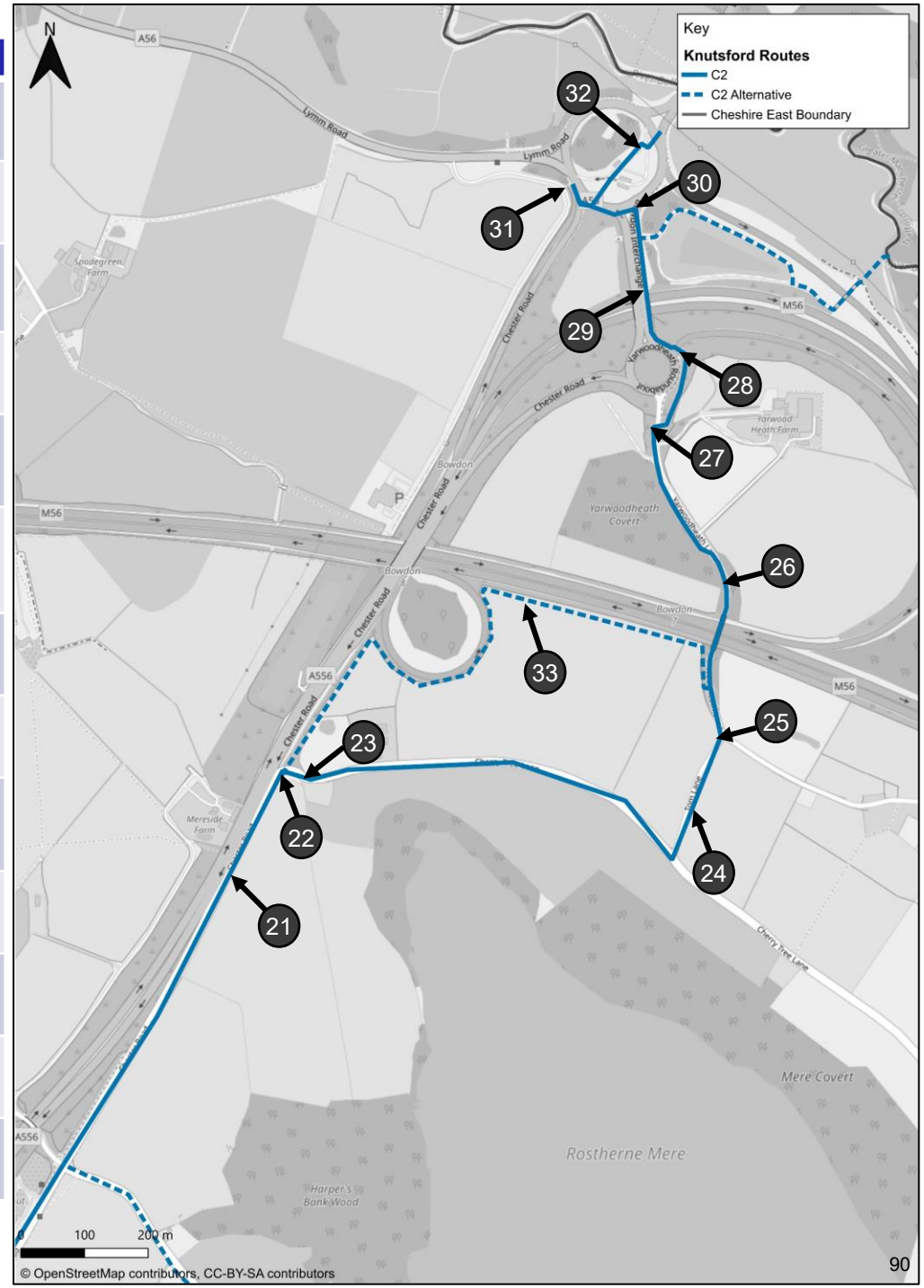
Google Maps: Toucan / parallel crossing is required to cross Chester Road to access the segregated cycle facilities.



Google Maps: Segregated cycle facility along Chester Road.

C2 – Knutsford Town Centre to Bowdon Interchange

Ref	Location	Description of cycling interventions
21	**Chester Road**	Extend existing 4m shared-use facility along nearside verge. Creation of a 1.8m footpath along the offside verge. Speed cushions every 100m to maintain vehicle speeds.
22	**Chester Road**	Uncontrolled pedestrian crossing facility to link back into a 4m shared-use facility.
23	**Cherry Tree Lane**	Remove central hatching to widen carriageway and improve site lines. Reduce speed limit down to 20mph, om line with CEC Speed Management Strategy due to low traffic flows. No works to alignment proposed due to existing verge constraints. Resurfacing required along Cherry Tree Lane. Speed table at the start and end of 20mph zone.
24	**Tom Lane**	Additional signage and resurfacing required along Tom Lane.
25	**Yarwoodheath Lane**	New gate is required. Bridge over A556 is National Highways owned and would need parapets improving to meet heights for cyclists. Requires discussions with National Highways.
26	**Yarwoodheath Lane**	Reduce speed limit to 20mph due to low traffic flows. Existing road and bridge to be assigned a PRoW. Onward route to be discussed between HS2, National Highways and Cheshire East. Improvements to existing Cycle Track to provide a traffic free 3.0m wide shared facility. Potential new Motorway Service Area application in safeguarded land, work with development in this area to improve active travel links.
27	**A556 roundabout**	Proposed shared-use footway/cycleway underpass 3m wide plus additional clearance.
28	**A556 roundabout**	3m footway is suitable for shared-use. The Vehicle Restriction System requires relocation outside of the existing footway. Existing Toucan crossing to be upgraded with a 4m side staggered refuge island.
29	**Road between A556 roundabout and Bowdon Roundabout**	Existing shared-use footway/cycleway 3m wide.
30	**Bowdon Roundabout**	New Toucan or pegasus crossing on each of the arms of the roundabout.
31	**Bowdon Roundabout**	Widening of existing footway to 3.5m shared path. Tie into existing gate.
32	**Bowdon Roundabout**	New 3m shared-use path round the back of the DVSA site. Implement new Toucan crossing. Link to A56 towards Bowden to be reviewed. Work alongside Trafford Council to continue the route.
33	**Alternative route**	Creation of a 4m shared-use facility. Purchase of land required to maintain the path. Earthworks required to compensate for level difference, as well as tree removal in this area.



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Google Maps: Segregated cycle facility ends, creation of a 1.8m footpath along the offside verge on Chester Road.



Google Maps: Widen carriageway and improve site lines



Google Maps: Reduce speed limit down to 20mph due to low traffic flows along Cherry Tree Lane.



Google Maps: Additional signage and resurfacing required along Tom Lane.



Google Maps: Current gate along Yarwoodheath Lane



Google Maps: Facilities along Yarwoodheath Lane



Google Maps: 3m footway suitable for shared-use approaching A556 roundabout.



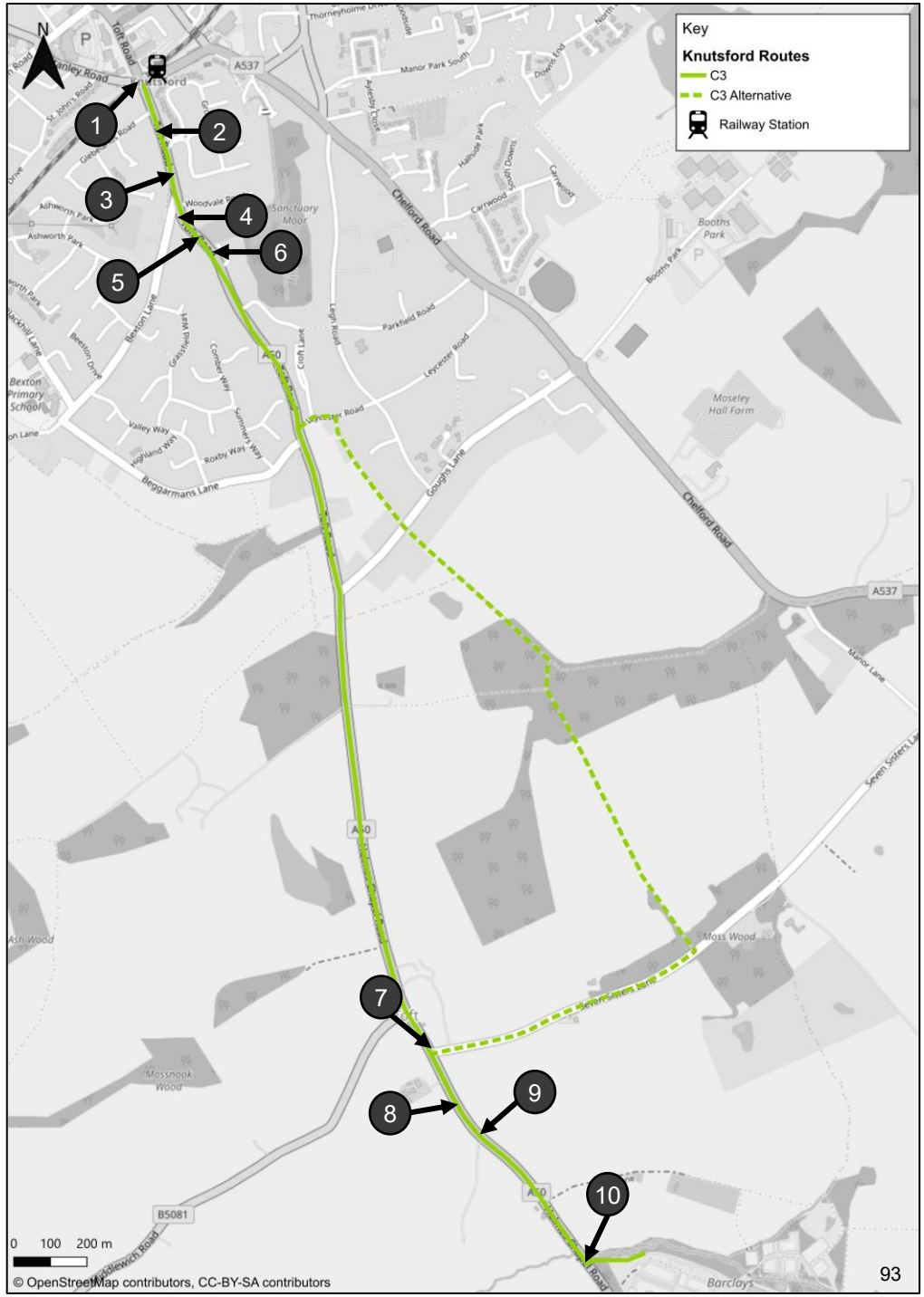
Google Maps: New Toucan / Pegasus crossing on each arm of the roundabout.



Google Maps: New 3m shared-use path around the back of the DVSA site.

C3 - Knutsford Town Centre to Radbroke Hall

Ref	Location	Description of cycling interventions
-	**Throughout**	Consider introduction of 30mph speed limit, if appropriate, to make the route more attractive to cyclists. General wayfinding and signage along the route.
1	**Toft Road**	Junction to be redesigned to accommodate a new cycle facility.
2	**Toft Road to Grove Park**	Existing footway width allows for a 3m shared space for pedestrians and cyclists. Potential to introduce a one-way segregated cycleway if feasible.
3	**Toft Road**	Footway widening on northbound carriageway, where possible, to allow room for shared-use path. Width can be taken from the carriageway or southbound footway along Toft Road.
4	**Toft Road**	Potential reallocation of traffic lights if footway width is widened. Where feasible, raised tables and tactile paving at junctions on footway along southbound side of carriageway.
5	**Toft Road**	Maintenance of overspilling vegetation on pathway and implement signage to improve wayfinding for cyclists and pedestrians. Potential to utilise grass verge to widen the footway if needed to create a shared space for pedestrians and cyclists.
6	**Toft Road between Woodvale Road and Leycester Road**	Consider rationalising footway on the southbound side of the road to increase width of the pavement, creating a 3m shared space for pedestrians and cyclists.
7	**Seven Sisters Lane / Holmes Chapel Road**	Consider junction tightening to reduce vehicle turning speeds. Similarly, speeds can be reduced through planting. Consider implementing priority chicane and consider reducing the cross section of the carriageway in order to provide a narrower road. Provision of a segregation cycle facility, which would be a more comfortable route for cyclists.
8	**Holmes Chapel Road to Stocks Lane**	3m shared cycle footway provided on the eastern side of Holmes Chapel Road with a 0.5m buffer. This would be achieved by realigning the wide carriageway and southbound layby to facilitate a shared facility. Lighting needs to be relocated if affected by the proposal.
9	**Holmes Chapel Road**	The existing layby approximately 300m southeast of Seven Sisters Lane can be retained by reducing the carriageway width and providing the cycle facility to the rear of the repositioned layby.
10	**Holmes Chapel Road outside Radbroke Hall.**	A partial set-back crossing to be provided where the route crosses the northern access to Radbroke Hall.



Interventions have not been suggested for some sections of C3 because this route was amended following public consultation. Full feasibility and design of routes will be undertaken if and when funding is awarded for specific routes



Google Maps: Existing footway width along Toft Road allows for a 3m shared space for pedestrians and cyclists.



Google Maps: Footway widening is required to create a 3m shared space along Toft Road.



Google Maps: Barriers along Toft Road need to be removed or reallocated.



Google Maps: Grass verge provides potential to widen existing footway along Toft Road.



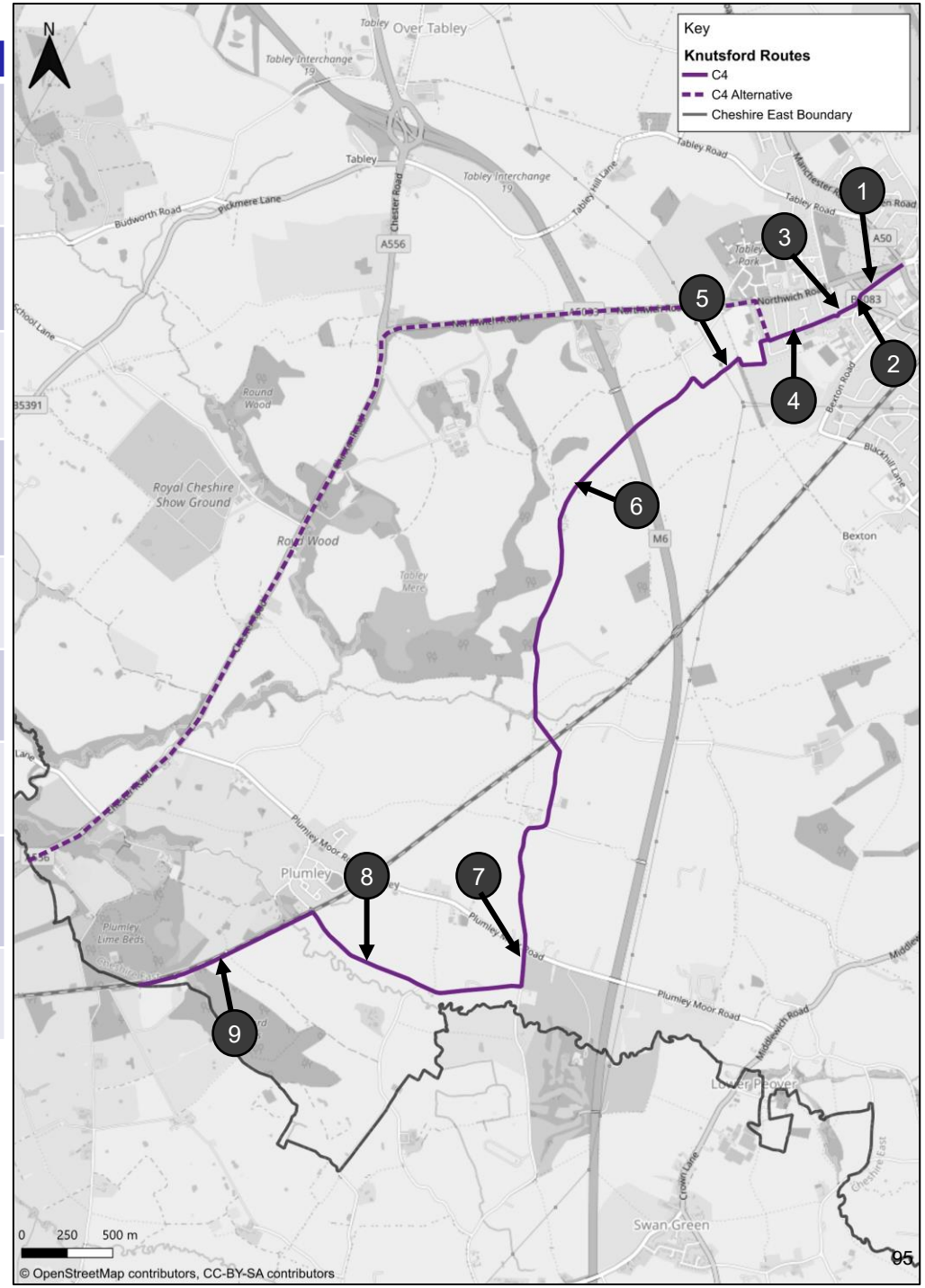
Google Maps: Consider rationalising pavement to southbound side of Toft Road to create a 3m shared space for pedestrians and cyclists..



Knutsford to Radbroke Hall Feasibility Report: Example of a partial set back crossing.

C4 – Knutsford towards Northwich

Ref	Location	Description of cycling interventions
-	**Throughout**	General directional signage for pedestrians/cyclists along the route for coherence. Consider reduction of speed limit throughout the residential areas to 20mph. Consider lighting provision throughout rural road sections. Consider if any complimentary measures at nearby schools could be implemented.
1	**Gaskell Avenue**	Utilise road space as Gaskell Avenue is closed for vehicles.
2	**Gaskell Avenue / Stanley Road junction**	Consider provision of a dedicated pedestrian crossing at Stanley Road. Investigate potential for a priority shift onto one-way system to give priority to the users approaching from Gaskell Avenue. This would reduce severance for cyclists giving way to vehicles at the Stanley road junction. Consider extension of double yellow lines on Stanley Road to improve visibility at the junction.
3	**Racefield Road / Westfield Drive**	Review of on-street parking along Racefield Road as vehicles mounting the footway are reducing width for pedestrians. Junction tightening and raised table at the southern end of Racefield Road to reduce turning speeds and improve wayfinding to create coherent route.
4	**Westfield Drive**	Consider cycle lane markings along Westfield Drive to complement existing gateway features along this residential road. Junction tightening and raised tables along Westfield Drive, particularly at Mellor Crescent and Arcadia Avenue to improve visibility at junctions close to Knutsford Academy. Aiming for LTN 1/20 compliance where possible, when taken forward to design interventions will be looked at in further detail.
5	**Lilac Avenue to Sudlow Lane**	Resurfacing of existing footpath to provide a segregated bi-directional cycle and walking track between Lilac Avenue and Sudlow Lane. This may require discussions with landowners. Conversion of footpath to bridleway for the use of pedestrians and cyclists.
6	**Sudlow Lane / Back Lane**	Quiet lanes approach. Consider speed limit reduction from national to 30mph if appropriate. Improve signage to alert drivers of shared road use. Consider bicycle road markings on stretches of road, where appropriate, or investigate option to create a dedicated facility for cyclists.
7	**Pinfold Lane / Back Lane junction with Plumley Moor Road**	Consider stretch of reduced speed limit on Plumley Moor Road where the route intersects. Improve stop warning signage and introduce painted 'slow' marking on junction approaches. Advanced warning of cyclists crossing on Pinfold Lane either side of the crossroads.
8	**Trouthall Lane**	Consider speed limit reduction from national to 30mph if appropriate. Improve signage to alert drivers of shared road use. When the road meets the railway bridge, remove vegetation and provide grade / fence segregated bi-directional cycle ramp sloping towards the railway bridge. Possibility of exploring alternatives with landowners/farm to utilise farm access as an alternative. Lighting is needed under the railway bridge. Cut back vegetation and remove trees where required to ensure future maintenance issues are avoided. Consider connectivity to Plumley rail station.
9	**Trouthall Lane to Lostock Gralam**	Extend the existing concrete construction on the footpath to provide a dedicated bi-directional cycle track between Trouthall Lane to Lostock Gralam railway station running parallel to the railway line. This is likely to require liaison with local landowners to access land and private property off Lostock Hollow.





Google Maps: Entrance to Gaskell Avenue from King Edward Road



Google Maps: Gaskell Avenue/Stanley Road



Google Maps: Kerbside parking on Racefield Road



Google Maps: Gateway features on Westfield Drive



Google Maps: Sudlow Lane



Google Maps: Southbound approach to Pinfold Lane/Back Lane junction



Google Maps: Trouthall Lane



Google Maps: Trouthall Lane railway bridge approach (Location of proposed ramp).



Google Maps: Paved track parallel to railway line between Trouthall Lane and Lostock Gralam

6. Prioritising Improvements

Sections 4 and 5 have outlined the vision for the future walking and cycling network across Knutsford and potential interventions required to enable this vision. High quality infrastructure and a cohesive network is required to achieve a step change in the levels of people walking and cycling. The full network will need to be delivered to encourage a significant uptake in walking and cycling for everyday journeys. There is a range of funding sources available but there is a limit on the number of schemes which can be taken forward at any one time. This chapter of the report sets out key evidence and rationale to prioritise improvements to the walking and cycling network.

DfT's LCWIP guidance recommends that priority should typically be given to schemes that are likely to have the greatest impact on levels of walking and cycling. To build the local case for future investment, it is important that early improvements evidence the local benefits and show a good return on investment.

Although it is crucial to develop a prioritised programme on investment, it is important to have flexibility with regard to the funding sources available. Some schemes fit the aims of funders better than others and therefore there will be a need to have a degree of flexibility.

In addition to delivering schemes on the ground it will be important to develop more long term and ambitious schemes in parallel, which entail greater levels of feasibility, planning and design. Ensuring that whilst delivering in the short term, a forward programme of investment is developed. For more ambitious and large-scale schemes such as roundabouts and links with segregated cycle tracks, external funding (i.e. funding not possessed by CEC) is likely to be needed. For some external funding sources, there are short timescales for developing bidding documents, and having scheme concepts already developed can enable authorities to submit high quality bids that leverage substantial investment.

It is important to deliver value for money from improvements and build the case for future investment. Investment in walking and cycling routes has been shown to give a high return on investment which is evidenced within a wide range of studies. Walking and cycling provide a broad range of benefits to both the users of the new infrastructure, and the communities the infrastructure is built within.

6.1. Appraisal

In order to determine sequencing and route prioritisation, improvements have been appraised against the following criteria:

- Policy fit;
- Cost scale construction and maintenance;
- Funding and affordability;
- Effectiveness;
- Existing number of cyclists on the route (cycle routes only);
- Design challenges and technical feasibility;
- Acceptability; and
- Land.

Due to the long distances of some routes, they were divided into sections at points where it would be practical to start and end a route. For example, a change from PRoW to a main A road. Table 6-1 shows the scoring matrix and Table 6-2 shows the full appraisal for walking and cycling route improvements, with summary information provided below in Table 6-1.

Table 6-1 Objectives Appraisal for Route Improvements

Scheme ID	Route	Total Score	Rank	RAG		
				Design challenges / technical feasibility	Acceptability	Land
W1	Knutsford Town Centre to Booths Park	16	1			
W2	Knutsford Town Centre to Egerton Youth Club/housing development	15	2			
W3	Knutsford Town Centre to housing development off Parkgate Lane	14	3			
C1.1	Knutsford Town Centre to Mobberley Road	12	6			
C1.2	Mobberley Road to Longridge via St John's Wood	15	2			
C1.3	Mobberley Road to Mobberley	12	5			
C2.1	Knutsford Town Centre to Cherry Tree Lane	16	1			
C2.2	Cherry Tree Lane to Bowdon Interchange	13	5			
C3	Knutsford Town Centre	14	4			

Scheme ID	Route	Total Score	Rank	RAG		
				Design challenges / technical feasibility	Acceptability	Land
	to Booths Park					
C4.1	Toft Road to Lostock Gralam train station	11	8			
C4.2	Lostock Gralam train station to Chester Way	15	2			
C4.3	Griffiths Road to Northwich train station via rail line	10	9			

6.2. Recommended Sequencing of Investment

An indicative sequencing of investment has been set out in Table 6-2 below to guide future scheme development and delivery, based on the appraisal in Section 6.1. This sequencing seeks to balance the various evidence outlined above into a practical and evidence led programme. This investment programme has a number of work streams that are recommended to deliver short term improvements and develop more ambitious schemes for future delivery.

For cycling, C2.1 scored highest followed by C1.2 so these have been identified to progress in the short term. To note, C1.1 would make sense to deliver alongside C1.2 and therefore this has also been identified as short-term. In addition, whilst C2.2 has been identified as medium-term, there may be benefit to look at this in the short term as a result of potential development in the area e.g. Tatton services.

For walking, W1 scored highest and therefore is recommended to be delivered in the short-medium term. In addition, as W3 overlaps with C1.2 which scores second highest for cycling, there may be benefit to delivering this alongside to provide additional benefit.

Table 6-2 Recommended Sequencing of Investment for Walking and Cycling routes

Scheme ID	Route	Timescale			Rationale and risks for delivery
		Short-term (0-2 years)	Medium-term (3-5 years)	Long-term (5 years+)	
W1	Knutsford Town Centre to Booths Park				• Connects Knutsford town centre to an employment site

Scheme ID	Route	Timescale			Rationale and risks for delivery
		Short-term (0-2 years)	Medium-term (3-5 years)	Long-term (5 years+)	
W2	Knutsford Town Centre to Egerton Youth Club/housing development				• Higher costs due to overlapping with a cycle route
W3	Knutsford Town Centre to housing development off Parkgate Lane				• Provide benefit if delivered alongside C1.2 • Requires working with landowner (United Utilities)
C1.1	Knutsford Town Centre to Mobberley Road				• Deliver alongside C1.2 • Requires working with landowner (United Utilities)
C1.2	Mobberley Road to Longridge via St John's Wood				• Deliver alongside C1.1
C1.3	Mobberley Road to Mobberley				• Shared use due to limited width along certain areas
C2.1	Knutsford Town Centre to Cherry Tree Lane				• Could attract funding as the route links to multiple proposed development sites • Loss of double carriageway may not be supported by all
C2.2	Cherry Tree Lane to Bowdon Interchange				• Potential development in the area e.g. Tatton services
C3	Knutsford Town Centre to Booths Park				• PRoW routes are located within third party land and would therefore require conversations and agreements with landowners

Scheme ID	Route	Timescale			Rationale and risks for delivery
		Short-term (0-2 years)	Medium-term (3-5 years)	Long-term (5 years+)	
C4.1	Toft Road to Lostock Gralam train station				• Land required along the rail line
C4.2	Lostock Gralam train station to Chester Way				• New facility needed to that runs parallel to the railway line • Requires discussions with landowners
C4.3	Griffiths Road to Northwich train station via rail line				• Requires discussions with land owner due to the complexity of the area

6.3. Benchmark Costs

A high-level indicative cost has been developed for walking route W1 and cycle route C2.1 using benchmark costs for similar interventions, based on the intervention tables in Section 4.4 and 5.4. These routes were costed as they scored the highest in the appraisal as set out in Table 6-1.

The costs are in 2025 prices and give an initial idea of the cost, however, are subject to change when more detailed costs are calculated in future based on specific scheme designs. The following assumptions have been applied:

- Preliminaries and traffic management – assumed 45% of cost;
- Project / design team fees – 20% of cost and preliminaries;
- Risk / contingency – 20% of the cost, preliminaries, and project / design team fees; and
- Inflation has not been factored in.

The indicative costs for the Knutsford routes can be found in Table 6-3 below. The total cost has been rounded to the nearest £5,000.

Table 6-3 Indicative Costs

Summary of Costs	W1	C2.1
Cost based on benchmarking	£905,000	£2,115,000
Preliminaries & Traffic Management	£407,250	£951,750
Project / Design Team Fees	£262,450	£613,350
Risk / Contingency	£314,940	£736,020
Total Cost	**£1,890,000**	**£4,415,000**

7. Integration and Application

Walking and cycling routes interact with other infrastructure such as highways and the urban realm. Likewise, from a policy perspective, walking and cycling fits within a broader context and policy framework. To achieve a step change in walking and cycling, a wider supportive policy framework is crucial to nudge people and support behaviour change. This chapter outlines how this LCWIP can be integrated in broader policy and ensure delivery cuts across a wide range of future investment programmes.

7.1. Sustainable Modes of Travel Strategy (SMOTS)

Encouraging young people to walk and cycle has a wide range of benefits associated with reducing congestion as part of the school run, reducing parking issues in proximity of educational establishments, and crucially helping our children to be healthier and happier. This LCWIP details a number of walking and cycling route improvements in the vicinity of schools and educational sites. As part of the ongoing SMOTS programme these improvements should be considered for funding. Over and above the routes nearby to schools identified within this LCWIP, there may be additional locations where walking routes to schools need to be improved within Knutsford to make them available for school children to use to walk to school.

Additionally, schools should be encouraged to produce School Travel Plans that detail local complimentary access improvements. The production of School Travel Plans also presents an opportunity to roll out supporting measures that provide practical support such as Bikeability cycle training, scooter/cycle storage and promotional measures. For primary schools there is a significant opportunity to increase levels of walking / scooting to school. Cycling to primary schools should also be encouraged where off carriageway provision exists, and major modal shift can be achieved for cycling to secondary schools and colleges.

7.2. Development Management

A crucial early priority for implementation of the LCWIP will be working with developers as part of the planning process to ensure walking and cycling and are delivered to a high quality standard.

The National Planning Policy Framework makes clear the importance of sustainable development, noting “transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives”.

Given the scale of development coming forward over the coming years there will be scope for delivery of key schemes and linkages into development sites through the planning process via Section 106 / 278 or within the footprint of development itself. Future developments are at varying stages of the planning process, developments that are at a stage in which there is potential for key routes within the future walking and cycling network to be incorporated into the sites, should be continually identified.

Funding secured from developers to mitigate impacts to the transport generated from new development should fund walking and cycling route improvements

7.3. Funding Submissions

CEC is increasingly benefiting from the Government's move towards consolidated multi-year transport funding settlements, which provide greater certainty over future investment and support a more strategic approach to the planning and delivery of transport improvements across the borough.

In 2025/26, Active Travel England funding was provided through the Consolidated Active Travel Fund (CATF), which combined the former Active Travel Fund and Capability Fund into a single allocation supporting the planning, design and delivery of walking, wheeling and cycling infrastructure, together

with associated engagement, training and behaviour change activities. Cheshire East received a direct CATF allocation as a Local Transport Authority.

The Government has since introduced wider reforms to local transport funding through the Local Transport Grant (LTG), which replaces the former Integrated Transport Block and provides longer-term consolidated funding for local transport improvements. The LTG comprises both capital and resource funding from 2026 to 2027 onwards. This approach gives local authorities greater flexibility to direct investment towards locally identified transport priorities.

As devolution arrangements for Cheshire and Warrington develop, there may be opportunities for transport investment to be coordinated at a sub-regional level through the Cheshire and Warrington Combined Authority. This could provide additional opportunities to align funding and investment decisions across the area and support a more coordinated approach to transport planning and delivery.

CEC will continue to secure additional funding from a range of external sources, including developer contributions through Section 106 agreements and grants from organisations such as the Walk Wheel Cycle Trust and other partners. By complementing core transport funding, these resources can support the earlier delivery of LCWIP priorities, unlock further investment opportunities and enable a wider programme of walking, wheeling and cycling improvements to be delivered across Cheshire East.

7.4. Next Steps

This LCWIP has detailed a review of the existing walking and cycling network in the town of Knutsford, that identifies areas for improvement. On-site observations have informed the suggested interventions and routes that should form the future cycling and walking network in the LCWIP study area. The recommendations create a long-term investment programme that will need sustained investment to deliver a step change in levels of walking and cycling across the Knutsford area.

As such, key recommended next steps include:

- Continual development of the Active Travel rolling programme of investment for current funding streams controlled by CEC;
- Developing scheme designs and feasibility schemes;
- Working with Development Management colleagues to secure improvements through the planning process;
- Engaging Walk, Wheel, Cycle Trust (formally Sustrans) regarding funding for improvements to the National Cycle Network and regional cycle network; and
- Preparing bids to other external funding opportunities.

8. Public Consultation

8.1. Consultation background

An eight-week consultation was undertaken in July and August of 2025 to seek the views of stakeholders, residents and community groups on the draft LCWIP routes, as set out in Sections 4 and 5 of this report.

The consultation was promoted widely, including to:

- Residents of Cheshire East and the public through press releases and social media promotion;
- The Cheshire East Digital Influence Panel;
- Businesses in Cheshire East and in neighbouring authorities;
- Specialist active travel user groups;
- Equality groups;
- Town and Parish Councils;
- Elected Members; and
- Neighbouring Authorities.

As part of wider engagement, online focus groups were held to gather further feedback on each of the draft LCWIPs. In total, 749 consultation responses were received (684 survey responses and 65 email responses).

Following the 2025 consultation, a number of LCWIP routes have been updated in response to comments received from stakeholders and the public. These revisions have been informed by local knowledge, technical expertise, and a more detailed understanding of local conditions, helping to refine the network and improve its deliverability and effectiveness.

8.2. Walking Route Updates

Table 8-1 sets out the changes that were made to the Knutsford walking routes as a result of consultation feedback and analysis.

Table 8-1 Knutsford Walking Route Changes

Route	Changes made to the route
Core Walking Zone	Extended to include Knutsford Heath and Tabley Road
W1	Added a new alternative route via King Street, Chelford Road and Sparrow Lane
W2	No change
W3	No change

8.3. Cycling Route Updates

Table 8-2 sets out the changes that were made to the Knutsford cycling routes as a result of consultation feedback and analysis.

Table 8-2 Knutsford Cycling Route Changes

Route	Changes made to the route
C1	No change
C2	No change
C3	Main alignment via A50, alternative via Seven Sisters Lane
C4	No change

Appendix A – Appraisal Scoring Matrix

CATEGORY	CRITERIA	0	1	2	3	4	5
Stage 1	**Policy fit (Cheshire East)** *Performance against key policies within the LTP, cycle strategy for example*	Does not meet policy objectives	Marginally meets policy objectives	Moderately meets policy objectives	Majorly meets policy objectives	Significantly meets policy objectives	Fully meets policy objectives
	Costs of construction and maintenance	£££££	????	£££	??	£	No required costs
	Funding / affordability *Analysis based on the likeliness for funding to be available or attracting funding from funding sources*	No match funding or other funding sources available, and unlikely to meet any funding requirements	Match funding or other sources of funding anticipated to be available in the future for application	Match funding or other sources of funding could be applied for	Match funding or other sources of funding likely	Match funding or other sources of funding highly likely	Match funding or other sources of funding guaranteed
	Effectiveness *Estimated populations/employment areas anticipated to benefit from the interventions, likely impact of increasing walking and cycling*	0 residents/employment areas/visitors will benefit/use the route	A very low number (1 to 200) to of residents/employment areas/visitors will benefit/use the route	A low number (200 to 500) of residents/employment areas/visitors will benefit/use the route	A medium number (501 to 1,000) of residents/employment areas/visitors will benefit/use the route	A high number (1,001 to 2,000) of residents/employment areas/visitors will benefit/use the route	A very high number (More than 2,001) of residents/employment areas/visitors will benefit/use the route
	Existing number of cyclists on the route Using the PCT tool, how many individuals currently use the route, 2011 Census	Zero existing users along the route	1 to 20 existing users along the route	21 to 50 existing users along the route	51 to 100 existing users along the route	101 to 200 existing users along the route	More than 200 existing users along the route

		RED	AMBER	GREEN
Stage 2	**Design challenges / Technical Feasibility** *Analysis based on whether the proposed scheme is feasible through a design solution*	Design challenges cannot be resolved	Some design challenges which likely can be resolved	No / minor design challenges
	Acceptability *Professional judgement of whether the proposed route will be accepted by the public and/or politically*	Will not be accepted by the public or politically	Some public and political buy-in, active support from advocacy groups, stakeholders and a number of councillors/local government	Large public and political buy-in, active support for project
	Land *Analysis of whether land is required or is within LHA boundary or is a PRoW or requires 3rd party agreement*	Land required which cannot be purchased	Land required but can be purchased at a moderate or low cost and obtains required support from the land owner (1-19% of route requires land)	Land required is within LHA boundary

Appendix B – Appraisal

Knutsford LCWIP		Stage One					Stage Two			Timescales			
Scheme	Route	Policy fit (Cheshire East)	Costs of construction and maintenance	Funding / affordability	Effectiveness	Existing number of cyclists on the route	TOTAL (max score 25 for cycling, 20 for walking)	Design challenges / technical feasibility	Acceptability	Land	RANK	Short-term (0-2 yrs)	Medium-term (3-5 yrs)	Long-term (5 yrs+)
W1	Knutsford Town Centre to Booths Park	4	4	4	4		16				1			
W2	Knutsford Town Centre to Egerton Youth Club/housing development	4	3	4	4		15				2			
W3	Knutsford Town Centre to housing development off Parkgate Lane	4	3	4	3		14				3			
C1.1	Knutsford Town Centre to Mobberley Road	4	2	3	2	1	12				6			
C1.2	Mobberley Road to Longridge via St John's Wood	3	3	3	3	3	15				2			
C1.3	Mobberley Road to Mobberley	3	3	3	1	2	12				5			
C2.1	Knutsford Town Centre to Cherry Tree Lane	3	2	3	4	4	16				1			
C2.2	Cherry Tree Lane to Bowdon Interchange	4	3	4	1	1	13				5			
C3	Knutsford Town Centre to Booths Park	4	2	3	3	2	14				4			
C4.1	Toft Road to Lostock Gralam train station	3	1	2	3	2	11				8			
C4.2	Lostock Gralam train station to Chester Way	3	3	3	3	3	15				2			
C4.3	Griffiths Road to Northwich train station via rail line	3	1	1	3	2	10				9			