

August 2018

**Written statement from the Campaign to Protect Rural England (CPRE) Cheshire Branch for:**

Matter14 - Transport and Accessibility

**Matter 14 TRANSPORT & ACCESSIBILITY**

**T2 - A56 Hoole Road Corridor**

CPRE does not agree that a 5th Park & Ride site is needed in Chester.

Chester already has 4 Park and Ride sites well placed on the approach roads serving North South East and West.

A recent Chester Transport Study provides evidence of decline in Park and Ride use and provides a weak business case for an additional site.  At this time there is some uncertainty about the large scale Northgate development and other aspirations in the Chester city centre. A 5th Park & Ride site may not be beneficial.

It is CPRE’s view that the balance between residential and retail provision in the Northgate proposal should be re assessed. CPRE believes there is a case for a greater element of residential development. This rebalancing will impact on the demand for a 5th Park and Ride site.

The use of Hoole Road for a street running operation was assessed several years ago at the Guided Busway Public Inquiry. The Inquiry found that bus priority on Hoole Road would result in significant Community disruption and the need to replace Hoole Bridge.

The proposed Local transport infrastructure for a 5th Park and Ride site has not demonstrated a requirement for a Green Belt location. The additional provision of   overnight coach parking, layover facilities including coach washing facilities and rest rooms are inappropriate in the Green Belt.

CPRE recommends alternative provision if needed.

1. Explore the possibility of increasing the capacity at Upton Park and Ride site (within Chester Zoo boundary). There is a symbiotic relationship between the needs of retail in the City Centre and visitors to the Zoo. Park and Ride is particularly valuable to the City centre retail at Christmas and Sales time.  Visitor numbers at the Zoo may be lower at that time so there is spare car parking capacity.
2. The other alternative is to increase the capacity of the existing 4 Park and Ride sites. This was the intention when they were designed.
3. CPRE also recommends that the signage on the Motorways (M53 and A55) is improved to direct both Chester Zoo visitors and Park and Ride users on the same sign.

**T3 - Railway Stations**

CPRE fully supports safeguarding land from development, for the improvement of facilities at Railway stations, in particular for car parking. A short journey by car to a longer journey by train is a more sustainable option.

Chester Railway Station is recognised as an important Rail Hub. Rail routes radiate from Chester to:

North Wales coast -Holyhead- sealink to Dublin.

Wirral to Birkenhead & Liverpool.

Helsby, Frodsham   Halton Curve to Liverpool (John Lennon Airport)

Manchester via Warrington & via Stockport.

Crewe Rail centre for London, Midlands & North of England.

Wrexham, Shrewsbury, Midlands &South Wales

Former Beeston Railway Station:

The Chester District Local Plan (adopted 2006) Policy TR11 states: "Land at the former Beeston Station will be safeguarded for the re-opening of the station for passenger services and is identified on the Proposals Map".

The CWAC Local Plan (part 2) Policy T3 Railway Stations identifies 10 stations but has NOT identified the former Beeston station in the list.

CPRE recommends that Beeston Station is identified in CWAC Local Plan (Part 2) Policy T3. This would also give support for the wishes of the Local Community in the Made Neighbourhood Plan.

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CPRE Cheshire