

Nantwich Local Transport Delivery Plan

Introduction

Nantwich is a historic market town with a mix of different services and shops. Nantwich is also a key service centre for the nearby villages of Audlem, Wybunbury, Bunbury, Wrenbury and Stapeley and is a popular destination, with tourists and visitors attracted from its surroundings.

Transport connections into the town centre are important for local residents and visitors to access the shops and services, as well as for businesses within the town and on the outskirts, such as Alvaston and Barony Court Business Parks, to thrive and attract people into the area.

Currently, there is significant planned development both within wider Cheshire East and Nantwich itself as identified within the Local Plan, including a mixed use development at Kingsley Fields which aims to deliver 1,100 new homes, local amenities and employment. Therefore, with this proposed growth, it is important to invest into the transport network to successfully support growth.

The following sections give information on:

- Proposed objectives to guide how we improve transport in the Nantwich area;
- Details of the existing situation around Nantwich town centre; and
- Transport schemes that may help achieve the objectives set out for Nantwich.

Please note scheme locations as shown on the maps are indicative and subject to further design and planning work.

Nantwich Transport Objectives

The following objectives are proposed to improve transport in Nantwich:

- [1. Improving transport access to and within the town centre to support a thriving market town;](#)
- [2. Improving access on key routes to Crewe, Chester and the Potteries;](#)
- [3. Supporting access from rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch;](#)
- [4. Supporting access to education and employment sites, such as Reaseheath College; and](#)
- [5. Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields, within the Local Plan.](#)

The following sections set out background information and potential options for improving transport under each objective

Objective 1

Improving transport access to and within the town centre to support a thriving market town

The Existing Situation

Car Parking – Surveys have identified that short stay car parking is well used within the town centre, in particular the car parks at Church Lane, Bowers Row and Civic Hall. If car

parks are at full capacity within the centre of Nantwich, this could discourage people from visiting the area. Additionally, on-street parking in Nantwich can create traffic flow obstructions particularly on Audlem Road, Fairfax Drive, Volunteer Fields and Welshmans Lane.

Public Transport – The bus station in Nantwich is located on Beam Street within the town centre and there is an opportunity to enhance facilities by providing onward travel details and improved waiting areas. The train station is a 5 minute walk from the town centre, however there is an opportunity to improve signage and provide crossing points on Pillory Street / Wellington Road.

Congestion – Traffic flow data suggests congestion occurs within the town centre on Wellington Road, Waterlode and Welsh Row during the morning and afternoon rush hours.

Walking – Nantwich town centre is a pleasant space to walk around with many of its features and attractions within walking distance. However, there is an opportunity to make more streets pedestrian friendly, such as along Beam Street and Pillory Street where footways are narrow and lead to people walking in the carriageway.

Cycling – Opportunities exist to improve cycling connections within the town centre of Nantwich. Although the Connect 2 route between Crewe and Nantwich is generally high quality, as the route approaches the town centre cyclists share the road with other traffic. In addition, cycle route connectivity could be improved from the east and west into the town centre to develop a strong cycle network. A shared cycle path has been added at Nantwich lake to link up with the other shared cycle paths through the park.

These options aim to improve access into the town centre for walking, cycling, bus, cars and general traffic:

1. [Public realm improvements on Beam Street, including widening and updating pavements, improving signage within the town centre and providing links to the Bus Station and Connect 2 cycle route.](#)
2. Various parking management measures including:
 - [Limit parking on Welsh Row e.g. permit parking for residents.](#)
 - [Introduce parking restrictions on Taylor Drive e.g. double yellow lines.](#)
 - Increase short stay car park capacity within Nantwich town centre.
3. Various walking and cycle route improvements including:
 - [Waterlode](#)
 - [Station Road](#)
 - [Pratchetts Row](#)
 - [Hospital Street](#)
 - [Prince Edward Street](#)
 - [Wellington Road to increase connectivity to Peter Destapleigh Way](#)
 - [Between Nantwich Lake, Nantwich canal and the town centre](#)
4. [Implement cycling parking facilities at Snow Hill Car Park and other locations across the town centre, including at leisure facilities.](#)

5. [Bus station improvements on Beam Street, including providing onward travel details and improved waiting areas.](#)
6. [Improve traffic flow on the A51 to ease congestion at Alvaston \(A51/A530\), Peacock \(A51/A534\) and Cheerbrook \(A51/A500\) roundabouts.](#)

[Review Objectives List Again](#)

Objective 2

Improving access on key routes to Crewe, Chester and the Potteries

The Existing Situation

Road Network - The A51, A500, A530, A534, A529 are main A roads that pass through Nantwich. In particular, the A51 provides a bypass round the town, running from the north-west of Nantwich to the south, and in rush hours can be significantly congested at a number of junctions including Alvaston Roundabout and Burford Crossroads. Also, the A51 is a key route to Chester and North Wales as it continues north-west, as well as providing a connection to the M6 via the A500 to the east of Nantwich, access to Leighton Hospital and Middlewich along the A530, and links to Crewe and Wrexham by the A534.

Cycling Connectivity – The Connect 2 route gives a high quality link between Nantwich and the west of Crewe however each end of the route could be improved. The A534 route has some cycling facilities however these need improving and there are key missing links. There are also opportunities to improve cycle routes along the canal network north to Chester and Middlewich and southwards towards Audlem.

Bus Connectivity – Prior to the Coronavirus pandemic, bus connections between Nantwich and Crewe Railway Station / Crewe Bus Station have been at least four per hour via service 84 and 85. The 85 service also continues onto Hanley, Stoke-on-Trent. The 79 service connects to Leighton Hospital in Crewe, with five services to and from the hospital to Nantwich per day. Introducing services to a broader range of towns would encourage more people to consider buses for travelling along key routes.

Rail Connectivity – Prior to the Coronavirus pandemic, Nantwich Station has provided connections to Crewe with one train per hour. Other direct train connections are to Carmarthen and Shrewsbury which have operated one train every two hours. Although direct services from Nantwich are limited, Crewe, which is a 7 minute train journey away, is well-connected across the country with three services per hour to London and connections to locations such as Birmingham, Chester and Liverpool.

A number of options have been developed to help to improve access on key routes, address existing congestion hotspots and future proof the road network:

7. [Improve traffic flow on the A51 to ease congestion at Alvaston \(A51/A530\), Peacock \(A51/A534\) and Cheerbrook \(A51/A500\) roundabouts.](#)
8. [Burford Crossroads improvements \(A51\) to ease congestion.](#)
9. [Dualling of the A500 between M6 Junction 16 and the A531 and B5472 at Meremoor Moss Roundabout.](#)
10. Working with Transport for the North to develop longer term improvements for the A51 corridor.

11. [Reducing the impact of A51 traffic flows on residents in Alpraham and Calveley.](#)
12. [Junction improvement at Wrexham Road / Monk's Lane.](#)
13. [Improving drainage on the A51 and stabilising the embankment.](#)
14. [Improvements to the A51 London Road to ease traffic and congestion.](#)
15. Working with partners to improve rail services from Nantwich to Crewe and Whitchurch.
16. Improve walking and cycling connections:
 - [Extending the Connect 2 route to Leighton Hospital and Bentley Motors.](#)
 - [Improving the A534 route including improving crossing points at the Peacock Roundabout.](#)
17. Working with bus operators to re-establish a strong bus network as part of recovery from the Coronavirus pandemic and understand if improved services can be provided to Crewe, Chester, Whitchurch and the Potteries.

[Review Objectives List Again](#)

Objective 3

Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch

The Existing Situation

For people living in rural areas, access to services, employment and leisure opportunities is vital. Cheshire East Council (CEC) has produced a Rural Action Plan that builds upon previous work to support people in rural areas of the borough and this transport plan will identify specific transport improvements that can be made.

Rural areas within the Nantwich Transport Plan include:

- Bunbury
- Wybunbury
- Wrenbury
- Audlem
- Hankelow
- Cholmondeley
- Barbridge

It is important that these rural areas are well connected to Nantwich and Whitchurch for access to services, retail, education and employment opportunities.

Supported and commercial bus services - The local bus network in Cheshire East is a mixture of supported bus services (which are subsidised by the Council and operated on our behalf); and commercial bus services (which are run by private operators who have full control over how, where and when bus services are run).

The number of people using bus services in Cheshire East has fallen over the years and this is placing pressure on the viability of commercial bus services. In recent years, the Council has had to make cost savings from its supported bus budget to help meet the Council's challenging budget targets. This plan will identify areas in which bus services could be improved should future funding be available and other options such as FlexiLink (demand

responsive transport) and community transport. Rural areas to the south of Nantwich such as Wrenbury and Audlem have limited bus services, which was raised by residents within the consultations for the bus service review and Local Transport Plan.

Flexilink - Where bus services are not the best solution, demand responsive services such as the Council's 'Flexilink' can fill the gap. The 'FlexiLink' service currently operates on weekdays to provide travel for those who live beyond the reach of any other public transport. Maximising the availability and usage of this service where feasible can help to connect rural areas to services they require.

Community-led transport - The Council can support local transport groups to develop community-led initiatives which improve access to essential services such as healthcare, retail and leisure. Community-led solutions can be tailored to local needs and can be particularly effective in rural areas to maintain access for people who need it.

The following options aim to improve access to employment and services for those living in rural areas:

Improve walking and cycling routes:

- 18. [Surface improvements to Public Right of Way \(PRoW\) Bridleway BR6 near Stapeley Broad Lane C of E Primary School.](#)
- 19. [New roadside pavement from Stapeley to the Pear Tree Field junction.](#)
- 20. [Provide a footpath and/or improve the canal towpath between Calveley and Wardle.](#)
- 21. Provide a walking and cycling link along the disused railway between Nantwich and Audlem (feasibility study needed and consideration of land ownership).
- 22. [Provide improved pedestrian footways on Whitchurch Road across the canal.](#)
- 23. Route between Acton to Nantwich (preferred route to be identified).
- 24. [Kingsbourne to Canal footpath improvement.](#)
- 25. [Improving the footpath along Marsh Lane \(as part of the Crewe and Nantwich Circular walking route\).](#)
- 26. [Footpath along Cuckoo Lane as identified in the Acton, Edleston and Henhull Neighbourhood Plan.](#)
- 27. Assess the public rights of way network in rural areas such as Newhall Parish, to provide continuous links between the parish and local service centres.
- 28. Extend the existing Bunbury footpath network to create local circular routes.
- 29. Improve existing public rights of way routes across Wrenbury.

Improve bus services and passenger transport:

- 30. Improved passenger transport where feasible to services in Nantwich or Whitchurch for rural areas surrounding Nantwich, including Bunbury, Wrenbury and Audlem.
 - 31. Work with local groups to support community transport schemes.
32. [Address parking and congestion issues on School Lane and the village centre of Bunbury.](#)
33. Working with Transport for the North to develop longer term improvements for the A51 corridor.

[Review Objectives List Again](#)

Objective 4

Supporting access to education and employment sites, such as Reaseheath College

The Existing Situation

SMOTS - The Council has produced a Sustainable Modes of Travel to School Strategy (SMOTS) that encourages more sustainable travel to schools. This strategy helps to support a healthier and more active lifestyle for staff, students and parents with the added advantage of reducing congestion on local roads, minimising air pollution and increasing road safety around schools.

Further Education - In addition to a range of primary and high schools, Reaseheath College is an important education site that is connected to Nantwich by bus services and walking / cycling routes. There is however an opportunity to fill the missing link in the National Cycle Network near Reaseheath College and better link to the Connect 2 cycle route. Alternative colleges and universities are not offered within Nantwich, however, additional further education is located in Crewe which is connected by rail and bus services 84 and 85.

Travel to work data - Census travel to work data shows that for employment, residents are primarily travelling locally in Nantwich and to Crewe. Information on accessibility to Crewe is outlined in the 'Access on Key Routes' section. A smaller proportion of journeys are to North Cheshire, Staffordshire and Cheshire West.

In the 2011 Census, just 1% of travel to work trips were undertaken by bus, and 2% for train within Nantwich. This is similar to the average for Cheshire East, but lower than the North West average for bus (8%) and rail (3%).

In recent years, Office of Rail and Road statistics have seen the number of passengers using Nantwich Station increase by 18% between 2016-2017 and a further 10% between 2017-2018, showing a willingness to travel by public transport.

A number of options have been developed to help address this objective by improving connections to schools and employment:

34. [Implementing a footpath for pedestrians and improving the cycle route into Alvaston Business Park.](#)
35. [Improving safety at the London Road level crossing.](#)
36. Improve rail connections to Crewe and Whitchurch.
37. Improve bus connections to Leighton Hospital.
38. Improve cycling facilities and connections to:
 - [Leighton Hospital, Bentley Motors and Crewe town centre by extending the Connect 2 route.](#)
 - [Improvement of cycle facilities along the A534.](#)
39. [Cycle route alongside the A51 Nantwich Bypass between the Connect 2 route at the A530 roundabout and Barony Road roundabout, and continuation of route to join Wettenhall Road.](#)
40. [Improve pedestrian access to Malbank School.](#)
41. Encourage schools to register with Modeshift STARS and implement School Travel Plans and engage with the Sustainable Modes of Travel to School programme to improve routes.

[Review Objectives List Again](#)

Objective 5

Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan

The Existing Solution

The CEC Local Plan identifies two proposed development sites for the Nantwich area, both of which are shown within the adjacent map, and are identified as:

- Kingsley Fields (LPS 46) – Currently being built, this site plans to include 1,100 new houses and a retail unit.
- Snow Hill (LPS 47) – Mixed-use development to enhance the existing town centre with retail, leisure, offices and parking. The provision of high-quality design is of paramount importance and partly lies within the Nantwich Conservation Area.

A number of new developments have already been built across Nantwich in recent years, resulting in the growth of the town. It is acknowledged that this growth has and will put added pressure on the road and transport network, therefore additional plans have been developed through the planning process to plan schemes that mitigate against the direct impacts of the development and further improve connectivity to the surrounding areas.

These options below aim to improve access to the Local Plan development sites within Nantwich and ensure that the transport network has capacity to accommodate the associated growth

The following schemes have been identified through the statutory planning process and are due to be constructed as the Local Plan sites are developed:

42. Increased capacity on the A51 in particular at:

- [Burford Crossroads improvements \(A51\) to ease congestion](#)
- [Improve traffic flow on the A51](#) to ease congestion at [Alvaston \(A51/A530\)](#), [Peacock \(A51/A534\)](#) and [Cheerbrook \(A51/A500\)](#) roundabouts

43. [A new link road to connect the A51 and A534 Waterlode, supporting LPS46 at Kingsley Fields, including realignment of the A51.](#)

Other schemes that could potentially be delivered include:

44. [Reduce congestion and queuing at the A530 Welsh Row and A534 Waterlode junction in the peak hours.](#)

45. [Cycle route alongside the A51 Nantwich Bypass between the Connect 2 route at the A530 roundabout and Barony Road roundabout, and continuation of route to join Wettenhall Road.](#)

[Review Objectives List Again](#)

Let us know your views

We now want your views on the draft plan to ensure the right objectives and options are identified. Once this consultation has concluded feedback will be reviewed and schemes will be prioritised to shape the final Local Transport Delivery Plan for each area of the borough.

The survey will have loaded in the side pane but if you would prefer to complete the survey in [a separate window it is available here.](#)

Please submit your feedback by **January 31st 2021**. You can let us know what you think by:

- Completing the short survey
- Emailing ltf@cheshireeast.gov.uk

For any queries about this consultation, e.g. if you would like to receive this questionnaire in an alternative format, or submit your response in a different way, please call Customer Services on 0300 123 55 00.