Nantwich West Traffic Measures Public Engagement Report

January 2018
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Introduction

1.1 Overview

Nantwich has been identified as a key service centre for Cheshire East in the Local Plan. Future development traffic combined with background traffic growth and traffic associated with committed development is likely to have an impact on the highway network, particularly in the western area of Nantwich. Jacobs has been appointed by Cheshire East Council (‘CEC’) to review measures for improvements to the local highway network and to make recommendations as to a preferred scheme as well as the next steps required to implement such a scheme.

1.2 Background

Existing residential developments are located at Taylor Drive and Edmund Wright Way, which were constructed by different housebuilders. It is understood from discussions with officers at CEC that the two roads were intended to be connected as a through-route upon completion of residential development. Following difficulties in agreeing the timing and responsibility for connecting the two roads, it was agreed with the developers that Cheshire East Council would adopt the link as public highway and would receive a commuted sum for initially adopting the link as a pedestrian route only, and would seek to implement a vehicular link at some point in the future.

A planning application by Gladman Developments Ltd ‘(Gladman)’ for up to 270 houses at Queens Drive was refused by Cheshire East Council partially on highways grounds in 2012. During a subsequent Public Inquiry (ref. APP/R0660/A/12/2187264), it was agreed between the developer and CEC that the implementation of the Taylor Drive/Edmund Wright Way link would in part mitigate the impacts of traffic associated with the development. As such, a sum of money was secured from Gladman by way of Planning Obligation towards the implementation of the link.

Subsequent to the above Public Inquiry, Gladman submitted a second-phase application in 2014 for a further 118 dwellings on land adjacent to the Queens Drive site (since construction known as ‘Malbank Waters’).

The Transport Assessment (‘TA’) submitted by Gladman to accompany the Phase 2 development accounted for the implementation of the aforementioned Taylor Drive/Edmund Wright Way link; alongside traffic management measures comprising one-way southbound operation on Marsh Lane and two alternatives for one-way operation on Welsh Row. It was concluded within the CEC Highways Development Control planning application consultation response that the above measures would be required in order to mitigate the impact of the Phase 2 development.

The measures for improvements which have been identified include:

- The implementation of a vehicular link connecting Taylor Drive and Edmund Wright Way;
- The implementation of southbound one-way operation on Marsh Lane;
• The implementation of turning restrictions at the junction of Welsh Row/Waterlode/High Street, which would ban movements into Welsh Row from all other arms; and

• An exemption for buses for the above turning restrictions at the junction of Welsh Row/Waterlode/High Street.

The funding and planning for these schemes was approved as part of planning applications for developments on Queens Drive. A review has been undertaken by Jacobs of the Transport Assessment (TA) associated with the Queens Drive development to ensure that findings within the TA remain robust.

Prior to implementing the above measures, it was considered beneficial to liaise with local stakeholders to gather their views. To this effect, a Public Engagement exercise was undertaken during November 2017. Details of the Engagement Exercise, along with a summary of the results and conclusions, are outlined below in the following sections.

1.3 Outline of Report Chapters

The remainder of this report is set out as follows:

• Section 2 provides details of the Public Engagement exercise from which the results were generated;

• Section 3 comprises an overall review of Public Engagement results; and

• Section 4 considers the Public Engagement conclusions and next steps.
2 Overview of Public Engagement Process

2.1 Information and Distribution

Information leaflets were distributed to residential and business addresses to the west of Nantwich alongside a brief questionnaire and an invitation to a Public Engagement Exhibition. A mailshot area for the engagement documents was agreed with officers at CEC and included addresses on Welsh Row, Marsh Lane and Edmund Wright Way/Taylor Drive, and all culs-de-sac served directly from these streets, including:

- Sutton Close
- Chapel Row
- Nixons Row
- Telford Place
- Red Lion Lane
- First Wood Street
- Second Wood Street
- St Annes Lane
- Kings Lane
- Kings Court
- St Annes Court
- St Annes Lane
- Welsh Row Head
- Weaver Bank
- Copley Walk
- Williamson Drive
- Salt Meadows
- Edmund Wright Way
- Millfields
- Cartlake Close
- The Cedars
- Daisy Bank
- Cherry Grove

The documents which members of the public received included a leaflet outlining the measures and a questionnaire to gather views on the measures. The information leaflets are shown in Appendix A, while the questionnaires are shown in Appendix B. A freepost envelope was also included for paper responses addressed to the Research and Consultation team at Westfields in Sandbach.

The documents were distributed on the week commencing the 7th of November, and the deadline for all responses was the 2nd of December. The information leaflet was
also available on the Cheshire East Council consultation page for the full duration of the engagement period alongside the electronic survey.

The questionnaire requested details of the respondent’s postcode to allow for the identification of different opinions across the study site. It then included three questions attached to each measure and allowed the generation of quantitative data, with responses sought to the following question:

“Thinking about the potential measures, how do you think each of these would affect you?”

Responses were requested on a five-point scale comprising:

- “Much better”;
- "Slightly better”;
- "Neither better nor worse”;
- "Slightly worse”; and
- “Much worse”.

Answers were sought separately in relation to each of the three potential elements of the measures.

In order to capture specific observations and comments, the above was followed by a section for individual comments, with the following question:

“Do you have any other comments in relation to the potential measures described above?”

Finally, optional equality questions were included within the engagement questionnaire, which is standard practice for all local government public consultations under the Equality Act 2010.

The mailshot included a total of 574 households and businesses which were considered to be directly affected by the measures. The questionnaire could be completed electronically or returned via a freepost envelope. The provision of an electronic response form and information of the web link was provided on the leaflet and was available for all to access via the Cheshire East Council public engagement page (www.cheshireeast.gov.uk/consultations) which allowed those outside of the mailshot area to submit a response.

2.2 Public Exhibition

A Public Engagement Exhibition took place at Malbank Secondary School on 22nd November 2017. This was selected as it was the most convenient place for local residents to access and provided a suitable space for displaying the engagement information boards. The Exhibition was open for all to attend, and accordingly was advertised in the Crewe Chronicle (formerly the Crewe and Nantwich Chronicle) on 8th November 2017 for a one-week period. At the Exhibition, the measures were visually outlined with CEC officers and Jacobs staff present to answer any queries about the measures. The Exhibition was attended by in excess of 300 residents and business owners from addresses across the town. Questionnaires were available for
completion at the event and to take away in order to provide attendees with an opportunity to review and consider the information provided at the event.

2.3 Responses

A total of 461 responses were received, comprising of; 186 paper responses and 272 electronic responses, and an additional three separate comments. All responses were recorded including those which were only partially completed. A total of 362 written comments were included within the responses.
3 Analysis of Responses

3.1 Introduction

This section provides analysis of the responses received in relation to the three discrete elements of the proposed measures, i.e. the Taylor Drive/Edmund Wright Way Vehicular Link; One-way southbound operation on Marsh Lane; and turning restrictions at Welsh Row/Waterlode/High Street.

In analysing the responses, the following outputs have been produced:

- An indicative diagram of each potential measure, utilising the diagrams which formed part of the Engagement Exhibition;
- A Bar Chart indicating relative responses to the question “Thinking about the potential measures, how do you think each of these would affect you?” (on a five-point scale, from “much better” / “slightly better” / “neither better nor worse” / “slightly worse” / “much worse”), for each potential measure;
- A Pie Chart grouping the above responses into “in favour”, “neutral”, or “against”, for each potential measure;
- GIS plans indicating responses grouped by postcode, colour coded by “in favour”, “neutral” or “against”, for each potential measure;
- A summary of the key themes which emerged from a review of the qualitative responses received to the question “Do you have any other comments in relation to the potential measures described above?”, for each potential measure; and
- A summary of the equality monitoring questions.

All qualitative responses within the final “additional comments” section were thoroughly analysed in their full length and have been fully considered when concluding on the engagement results. The comments were useful in understanding the reasoning which respondents attached to the responses provided.
3.2 Taylor Drive / Edmund Wright Way Vehicular Link

A vehicular link connecting Taylor Drive and Edmund Wright Way would allow for vehicles to access Edmund Wright Way, Millfields, Marsh Lane and Queens Drive without entering Welsh Row and would disperse the number of vehicles on the road network.

The potential vehicular link is outlined in Figure 3-1.

![Figure 3-1 The potential vehicular link between Taylor Drive and Edmund Wright Way](image)

The responses to the question ‘Thinking about the potential measures, how do you think these would affect you?’ are displayed in Figure 3-2 and Figure 3-3 below in relation to the Taylor Drive vehicular link.
Figure 3-2 Responses for Taylor Drive vehicular link

Figure 3-3 Responses from Taylor Drive vehicular link

Figure 3-2 and Figure 3-3 indicate that the majority of respondents were polarised as being strongly in favour or strongly against the vehicular link, with the measure also generating the greatest amount of responses overall (450). Grouping the measures into either “in favour”, “neutral” or “against” indicates that, overall, the majority (54%) of respondents were in favour of the measure, while around one-third (36%) were against the measure.

Figure 3-4 outlines the vast area from which responses were received, which includes locations as far afield as Crewe, which demonstrates the breadth of views obtained as part of the engagement.
Figure 3-4 Responses to Taylor Drive measure based on postcode area

Figure 3-5 Responses to Taylor Drive measure, based on postcode responses

Figure 3-5 indicates a division in responses with the responses against the Taylor Drive link originating predominantly from the areas of Taylor Drive, Saltmeadows, Williamson Drive and Edmund Wright Way. This result combined with some of the
reasoning within the qualitative results below demonstrates the reason for this distribution. The responses received from the areas of Marsh Lane, Queens Drive and the eastern end of Welsh Row indicate an overall support for the vehicular link, which is a positive result since one of the main purposes of the link is to reduce the impact of the Malbank Waters development on nearby residential streets. It is also evident that residents in south-west Nantwich which are within the closest proximity to the development also show some support for the link.

Notwithstanding the high level of responses received from Taylor Drive and Edmund Wright Way, and the, conversely, low level of responses received from Queens Drive, there is still an overall preference in favour of the vehicular link.

Further understanding for the reasoning for the support of the link can be gathered from an analysis of the qualitative data. The main supportive arguments included:

- The Taylor Drive vehicular link was part of previous planning applications and some respondents believed funding had been secured. It was noted by some respondents that work had begun on the link but had been suspended and some respondents were therefore eager for the work to continue and for the link to become functional.

- To improve overall traffic flow; some responses indicated a belief that the link would ease congestion in other areas of Nantwich, particularly on Marsh Lane where respondents stated they had observed increased traffic flow as a result of recent developments.

The key themes identified for those in opposition to the vehicular link included:

- Concern towards the perceived impact of the link on children at Millfields Primary School, since respondents stated that a high amount of on-street parking in peak school hours occurred on Edmund Wright Way. Some respondents raised concerns that this would create safety issues due to an increase in local traffic along this route, alongside an increase in air and noise pollution.

- The width and capacity of Taylor Drive and Edmund Wright Way; some respondents expressed concerns towards the structure of Taylor Drive to withstand the increased traffic flow, particularly due to its proximity to the Shropshire Canal and its suitability as a current residential street to cater for the predicted traffic growth.

- The prevalence of on-street parking; this was a concern due to the reduced road width which can affect the flow of traffic and present safety issues, particularly outside Millfields Primary school.

- The perceived impact on property values; many respondents stated they purchased a property on Taylor Drive/Edmund Wright Way due to the quiet nature of the area. They expressed concerns that the predicted traffic increase would reduce the value of their property.

- There was a perception among some respondents that the link road would simply move the existing congestion issues on Welsh Row to Taylor Drive, and this would not solve the overall congestion issue.

From the above, it can be concluded that a significant number of respondents believe that the vehicular link will improve traffic flow by providing alternative routes
to residential areas and thereby minimise the impact of the Malbank Waters development. Other responses indicate strong opposition to the measure due to concerns over the additional traffic in relation to the road’s form and function and associated safety issues.

### 3.3 One-Way Southbound Operation on Marsh Lane

The implementation of a one-way southbound operation for Marsh Lane was considered, in order to reduce the number of vehicles exiting from the Marsh Lane/Welsh Row junction in order to improve traffic flow along Welsh Row.

The measure of the one-way operation is shown in **Figure 3-6**.

![Figure 3-6 Marsh Lane one-way southbound operation](image)

This measure generated the fewest overall responses (351) and furthermore, many respondents that did commentate on this measure chose not to address their support for or criticism of this measure in their written responses as strongly as for the other measures. Responses to the question ‘Thinking about the potential measures, how do you think these would affect you?’ are displayed in **Figure 3-7** and **Figure 3-8** below in relation to the Marsh Lane proposal.
From **Figure 3-7** and **Figure 3-8**, it is evident that an overall preference exists in favour of a one-way operation on Marsh Lane. The main reasons for respondents favouring the one-way operation include:

- Improvements to traffic flow and delay; a significant number of respondents noted an increase in congestion along Marsh Lane as a result of the Malbank Waters development and felt this was a suitable measure to reduce the impact of this. Some respondents also reported that the width of Marsh Lane is too narrow for two-way traffic and a one-way system would improve traffic flow.
• Safety improvements; the narrow width and high levels of on-street parking are believed to cause safety issues which many respondents believe would improve with the introduction of a one-way operation.

• Some respondents whom were in favour of this measure, also displayed support for the Taylor Drive link. They suggested that the Taylor Drive link should be implemented initially, and the other measures should be reviewed based upon the change in traffic behaviour. If it was decided that the one-way operation is still necessary, then some respondents stated that they would support the scheme.

Responses indicating opposition to the Marsh Lane scheme were typically those that also displayed opposition to all three measures. This meant that comments were more in-depth towards the other measures and less detail was given to the Marsh Lane measure. Notwithstanding this, reasons can be gathered for those which oppose to the Marsh Lane measure, and include:

• Respondents felt that the visibility at the junction of Edmund Wright Way and Marsh Lane is limited and represents a safety issue. Respondents felt that this is exacerbated by existing vegetation and respondents suggested that improvements to visibility splays in this area would be required.

• Responses raised a perception of inadequate parking provision for Millfields School; this reduces the overall road width and some respondents believed that parking restrictions should be enforced on one side of Marsh Lane.

Some responses also suggested alternative measures to the original measure. Such suggestions included:

• To make Marsh Lane a cul-de-sac; due to the narrow width of the road as a result of general road layout alongside high levels of on-street parking with some respondents suggesting a cul-de-sac would reduce safety issues; and

• To implement weight restrictions; this suggestion also relates to road width since many respondents believed that Marsh Lane was not suitable to cater for HGVs.

• To implement parking restrictions or permits to increase road width and associated safety concerns.

Figure 3-9 and Figure 3-10 outline the overall opinions of different areas, based upon the postcodes provided as part of the responses.
The above figures indicate no significant concentration of responses in favour or against the Marsh Lane measure. The greatest level of opposition originates from the Taylor Drive area. On Marsh Lane, respondents did not appear to have an overall preference with those towards the north of Marsh Lane displaying a slightly
greater level of support than those to the south. Responses within a close proximity to the Malbank Waters development also indicated an overall support for the one-way operation.

From the above analysis, it can be concluded that an overall level of support is shown towards the Marsh Lane measure, with no dominating opinion or area showing the greatest amount of support or opposition.

3.4 Welsh Row/Waterlode/High Street Turning Restrictions

The measure to introduce turning restrictions at the junction of Welsh Row/Waterlode/High Street was to reduce vehicle movements onto Welsh Row from all other junction arms to improve the traffic flow along Welsh Row.

An outline of the measure is shown below in Figure 3-11.

![Figure 3-11 Outline of the Welsh Row measure](map.png)

Responses to the question ‘Thinking about the potential measures, how do you think these would affect you?’ are displayed in Figure 3-12 and Figure 3-13 below in relation to the Welsh Row proposal.
As is evident in Figure 3-12 and Figure 3-13, there is significant opposition to the measure for Welsh Row, with overall 64% of respondents being against the measure. It is also clear that respondents are particularly strongly against the measure shown by 57% of respondents considering the measure to be ‘much worse’.

From the qualitative results, the reasoning provided by respondents for such an opinion can be ascertained. Such reasons included:

- A significant number of respondents felt that the measure would result in longer journey times for everyday journeys. Respondents expressed concerns that this would increase the amount of carbon emissions and have a negative impact upon air quality in the area.
• A significant number of respondents felt that the recent improvements to the signalling at junctions along Welsh Row has drastically improved traffic flow and reduced congestion levels, and further measures are no longer required.

• A significant number of respondents felt that the measure would negatively impact upon local businesses; this was an opinion from both local residents and local business owners. It was felt that Welsh Row generates a high amount of passing trade which would be lost with the potential restrictions.

• Some respondents believed that the existing traffic on Welsh Row would be transferred to residential streets thereby creating further congestion issues.

Despite this, some respondents expressed support for the scheme. The reasons for such support included:

• Some respondents felt that the scheme would reduce congestion, particularly outside of Malbank School.

• Some respondents felt that the scheme would reduce the prevalence of on-street parking although within such responses, it was also requested that existing parking restrictions should have greater levels of enforcement, and further parking restrictions should be considered.

A range of other measures were suggested by respondents, different to those which were originally considered. These included:

• Greater enforcement of parking restrictions; to assist in reducing the prevalence of on-street parking to increase road width and thereby improve traffic flow. Other respondents suggested permit parking should be introduced.

• As an initial measure, implement the Taylor Drive restrictions then consider whether this measure is still necessary based upon the change in traffic behaviour.

• Implement weight restrictions to stop large vehicles from travelling next to properties. Further to this, many respondents suggested a 20mph speed limit should be introduced, and traffic calming measures.

The distribution of the above results is displayed below on Figure 3-14 and Figure 3-15 based upon the postcodes provided by respondents.
A review of the above indicates that there is an overall opposition from both residents and local business owners on Welsh Row towards the measure. Responses received from business owners indicated concerns regarding a potential loss in passing trade and many respondents from other residential areas express...
opposition due to longer journey times. The greatest concentration of support is along Marsh Lane which is likely to be due to the higher levels of congestion currently experienced on this route, and the potential of the Welsh Row measure to reduce this.

Overall, it can be concluded that there is a strong opposition to the Welsh Row measure for several reasons including longer journey times and a negative impact upon local businesses, which need to be considered.
The survey included optional equality questions to gather information on the demographics of the study area. This is in accordance with the Public Sector Equality Duty within the Equality Act 2010 and is standard practice within local government for equality and monitoring purposes.

Since the questions were optional, not all respondents provided full or partial details. The responses which were received are displayed in the figures below.

![Age of respondents](image1)

**Figure 4-1 Age of respondents**

![Gender Identity of respondents](image2)

**Figure 4-2 Gender identity of respondents**
Figure 4-3 Ethnic origin of respondents

Figure 4-4 Maternity status of respondents
Through a comparison with demographic data for the Nantwich North and West ward (Census 2011), it can be deduced that the demographics within the survey responses are reasonably reflective of the demographic of the west of Nantwich and therefore provide a representative sample. The slight difference in response can be attributed to the survey option of ‘prefer not to say’ which is not available within a Census response.
Conclusions from the Public Engagement

From the survey responses received, conclusions can be made from the results which are split into each potential intervention below.

5.1 Taylor Drive/Edmund Wright Way

Overall, respondents supported the new vehicular link with 54% of respondents in favour of the measure.

Respondents in favour of the measure appeared to agree that the link would ease congestion, particularly the traffic generated by recent developments. Notwithstanding this, it should be acknowledged that a significant number of respondents, predominantly those from Taylor Drive and Edmund Wright Way, expressed a high level of opposition to the measure.

5.2 Marsh Lane

Overall, respondents supported the one-way operation of Marsh Lane, with 64% of residents in favour of the measure.

Opinions in relation to this measure appeared to be less strong than the other two measures, with many believing the scheme would improve traffic flow and safety, with others suggesting that the Taylor Drive measure should be implemented initially, followed by the one-way scheme on Marsh Lane if this is still considered to be necessary based upon the change in vehicle behaviour. Other respondents expressed concerns over the level of visibility at junctions and the high prevalence of on-street parking.

5.3 Welsh Row/Waterlode/High Street Junction

Overall, respondents opposed the Welsh Row measure, with 64% against the measure.

Some respondents agreed that the restrictions would improve traffic flow and parking levels, however a significant number of reasons were also given against the measures. Such reasons including the potential negative impact to businesses, the potential increase in journey time length, and the recent improvements to signal control at the junction.

5.4 Additional Considerations

For all of the above, it is important to note that although this engagement exercise has generated an important and necessary understanding of public opinion, funding for the measures had previously been secured and engagement with local stakeholders was therefore not mandatory. It was nonetheless considered that an engagement exercise would be beneficial in light of the time lapse since Taylor Drive/Edmund Wright Way were constructed and also the time lapse since was Malbank Waters development received planning permission.

It should be noted that the most recent Transport Assessment (TA) in relation to the Malbank Waters development is based upon the assumption that turning restrictions would be implemented on Welsh Row, resulting in significant volumes of traffic diverting onto Welsh Row and utilising the Taylor Drive/Edmund Wright Way link.
Should changes at Welsh Row not be implemented, the traffic flow assumptions within the TA can now be considered an overestimation and viewed as a worst-case scenario of increases on Taylor Drive/Edmund Wright Way, and of the operation of the signals at Waterlode/Welsh Row/Taylor Drive/Chester Road. As such, the concerns raised by respondents towards increased traffic flows and subsequent safety issues on Taylor Drive would be partly addressed through the omission of the Welsh Row measure.

5.5 Next Steps

Based upon the above results and considerations, the following next steps are recommended:

- A planning application is submitted for the Edmund Wright Way/Taylor Drive link. A corresponding Road Safety Audit of the scheme may be needed to address residents’ concerns regarding road safety.

- A detailed scheme be designed for Marsh Lane which would make the route one way, and which might potentially formalise on-street parking. This could be consulted upon and could be implemented following the implementation of the Edmund Wright Way/Taylor Drive link and the securing of the necessary Traffic Regulation Order/s (TROs).

- The Welsh Row measure is not implemented due to a significant level of opposition and evidence that the recent improvement at the junction (installation of MOVA control) has addressed previous concerns in relation to delay. This may be kept under review pending the impact of traffic associated with forthcoming committed developments. Prior to this, it is recommended that consideration be given to a detailed local study of parking and vehicle movement on Welsh Row, which may result in alternative measures to enhance the local urban environment.
Cheshire East Council is seeking your views in relation to a package of potential improvements to enhance connectivity and manage traffic flows in and around Western Nantwich.

The package of improvements being considered is:

1. The provision of a new vehicular link connecting Taylor Drive and Edmund Wright Way;

2. Amending the direction of Marsh Lane to one-way in a southbound direction, between Welsh Row and Edmund Wright Way/Millfields; and

3. Restricting vehicular movements (except for buses) onto Welsh Row from Waterlode/High Street.

Improvements at the above locations were originally proposed as part of planning applications and the Council has secured funding for their implementation.
The improvements would provide the following benefits:

- To provide a new route for traffic and thereby relieve pressure on other routes on the local road network;
- To avoid vehicles having to pass between parked cars on the narrow Marsh Lane and to enter Welsh Row at a constrained junction; and
- Encourage more vehicles to utilise B5341 Waterlode, thereby reducing traffic within the Welsh Row conservation area, and reduce delay at the Welsh Row/High Street/Waterlode signalised junction.

Alternatives have been considered in respect of:

- Not implementing the Taylor Drive/Edmund Wright Way link: however, this would not alleviate delay at the Welsh Row/Waterlode/High Street junction;
- Making Welsh Row wholly or partially one-way (in either direction): however, it is considered that this may adversely impact local businesses and would affect bus routes;
- Making Marsh Lane one-way southbound: however, this would increase traffic at the tight junction with Marsh Lane.

We are keen to hear your views on the potential improvements. How you can get involved:

- Attend our engagement exhibition at Malbank School, Welsh Row, Nantwich, CW5 5HD on 22nd November 2017, 4pm til 8pm; and
- Complete the online questionnaire or complete the enclosed paper-based questionnaire.

The survey will close on Friday 1st December 2017.

Questionnaire available online at:

http://surveys.cheshireeast.gov.uk/s/NantwichWestTrafficStudy/

Please return paper-based questionnaires using the freepost envelope provided.
Appendix B: Engagement Questionnaire
Cheshire East Council  
Nantwich West Traffic Study

What is the survey about?

Cheshire East Council is proposing highway improvement measures on the road network to the west of Nantwich. This questionnaire is our way of engaging to gather your views on the potential measures and help us to understand how the measures would affect you. Please read the information provided on the attached flyer before completing this questionnaire.

What will the questionnaire achieve?

The questionnaire will be used to gather local views and the results from the questionnaire will be considered when we finalise the potential measures.

What happens next?

The Council will review and analyse the survey results and the results will be made available via our consultation and engagement page:  
http://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/consultations.aspx

Responses to the above results will be considered before deciding whether the scheme is appropriate or whether changes are necessary.

Should the Council move forward with the measures, we intend to apply for planning application for the Taylor Drive/Edmund Wright Way link, and Traffic Regulation Orders (TROs) for the Marsh Lane one-way scheme and the turning restrictions at Welsh Row/Waterlode/High Street. You will also therefore have the chance to comment on the individual measures as part of the statutory planning and TRO processes. Should this occur, it is likely any planning application would be made during December 2017, with TRO applications on the affected roads to follow in Spring 2018.

Please return any paper surveys using the freepost return envelope.

You can alternatively complete this survey online at:

http://surveys.cheshireeast.gov.uk/s/NantwichWestTrafficStudy/  
or follow the QR link below.

The survey closes on Friday 1st December 2017.
Data Protection

Your confidentiality is assured: Any personal information you supply will remain strictly confidential and anonymous and will be held and used in line with the Data Protection Act 1998. The information you provide will only be used by the Research and Consultation and Strategic Infrastructure Teams at Cheshire East Council and by our consultants, Jacobs, to analyse the results of this survey and inform decision making. We will not pass on your personal information to other departments within the Council, or to any other third parties, without your prior consent.

Accessing Cheshire East information and services

Council information is also available in Audio, Braille, Large Print or other formats. If you would like a copy in a different format, in another language or require a BSL interpreter, please email us at EqualityAndInclusion@cheshireeast.gov.uk.

Telephone: 0300 123 55 00
Email: EqualityAndInclusion@cheshireeast.gov.uk

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or follow the QR link below.

The survey closes on Friday 1st December 2017.
# Section 1: Survey Questions

1. What is your postcode? This will help us to understand the views of different areas included in the study. *If you are under 16, you do not need to provide a postcode*

2. Thinking about the potential measures, how do you think each of these would affect you?

   *Please tick only one box for each measure.*

<table>
<thead>
<tr>
<th>Measure</th>
<th>Much better</th>
<th>Slightly better</th>
<th>Neither better nor worse</th>
<th>Slightly worse</th>
<th>Much worse</th>
<th>Don't know / NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. New highway link connecting Taylor Drive and Edmund Wright Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. One-way (southbound) operation on Marsh Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Restriction of vehicles (except buses) entering Welsh Row from Waterlode/High Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. Do you have any other comments in relation to the potential measures described above?

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You can alternatively complete this survey online at:

Section 2: Optional Equality Monitoring Questions

What age group do you belong to? Please select one option only
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 and over
- Prefer not to say

What is your gender identity? Please select one option only
- Male (including Trans man)
- Female (including Trans female)
- Other gender identity – please specify:
- Prefer not to say

What is your ethnic origin? Please select one option only
- White English/ Welsh/ Scottish/ Northern Irish/ Irish
- Any other white background
- Mixed: White and Black Caribbean/ African/ Asian
- Any other Mixed/ multiple ethnic background
- Black/ African/ Caribbean/ Black British
- Other ethnic group
- Prefer not to say
- Other, please write in below

If you are a woman, are you pregnant, on maternity leave or returning from maternity leave? Please select one option only
- Yes
- No
- Prefer not to say

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? This includes problems related to old age. Please select one option only
- Yes
- No
- Prefer not to say

Which of the following best describes your religious belief/faith? Please select one option only
- Buddhist
- Christian
- Hindu
- Jewish
- Muslim
- Sikh
- None
- Other, please specify
- Prefer not to say

You can alternatively complete this survey online at: http://surveys.cheshireeast.gov.uk/s/NantwichWestTrafficStudy/