Crewe Green Roundabout Options Consultation

Cheshire East

Updated Interim Findings

20th September 2016

JACOBS

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Revision	Date	Description	By	Review	Approved
Draft	15.09.16	Updated CGR Consultation Interim Report	S Cowap	C Bowen	
V1	19.09.16	Updated CGR Consultation Interim Report	S Cowap	C Bowen	
V2	20.09.16	Updated CGR Consultation Interim Report	S Cowap	C Bowen	P Holder

Contents

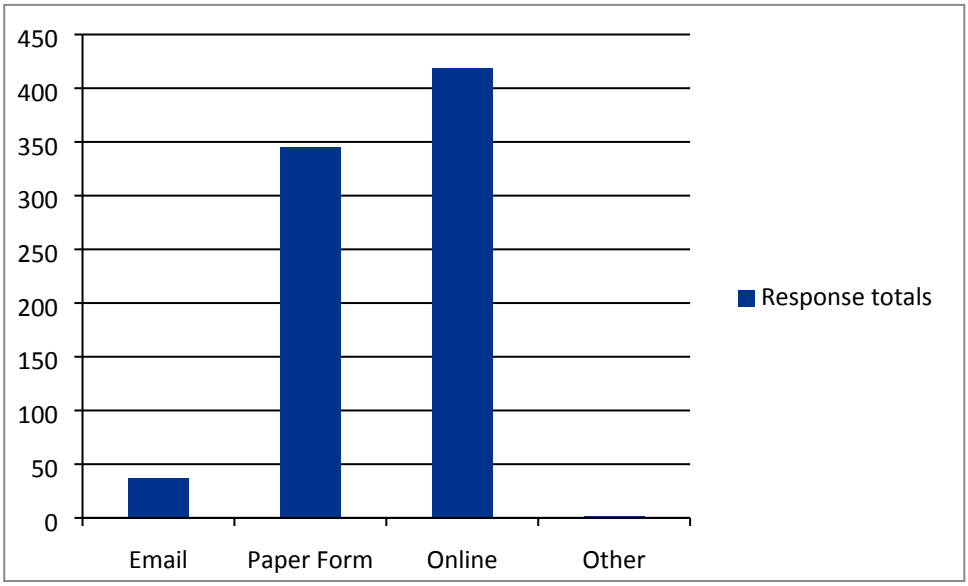
1. Interim Consultation Findings

This report sets out the interim findings from the recent options consultation for the Crewe Green Roundabout improvement scheme. The consultation ran from 25th July to 26th August 2016. The consultation responses have undergone an initial analysis, the findings of which are contained within this report. They will continue to undergo further analysis that will form the basis of the full consultation report at the end of the month.

1.1 Response numbers

Responses to the consultation were accepted through a number of methods:

- online response form, available on the Cheshire East Council consultation website (418)
- paper response form, returned to the council – a duplicate of the online response form on the Cheshire East Council website (345)
- letter, sent to Strategic Infrastructure, Cheshire East Council, Floor 6, Delamere House, c/o Municipal Buildings, Earle Street, Crewe, CW1 2BJ (1)
- email, sent to the scheme email account: crewegreenroundabout@cheshireeast.gov.uk (37)



1.2 Preferred options

Most responses stated explicitly which option was preferred, recorded in the table below. Where the preference was not clearly derived from the text in any emails received, this is recorded as “no preference”. Out of all responses, **options 3 and 4** are the most preferred options. There is very little between option 3 and 4, with option 3 marginally receiving more responses in favour overall.

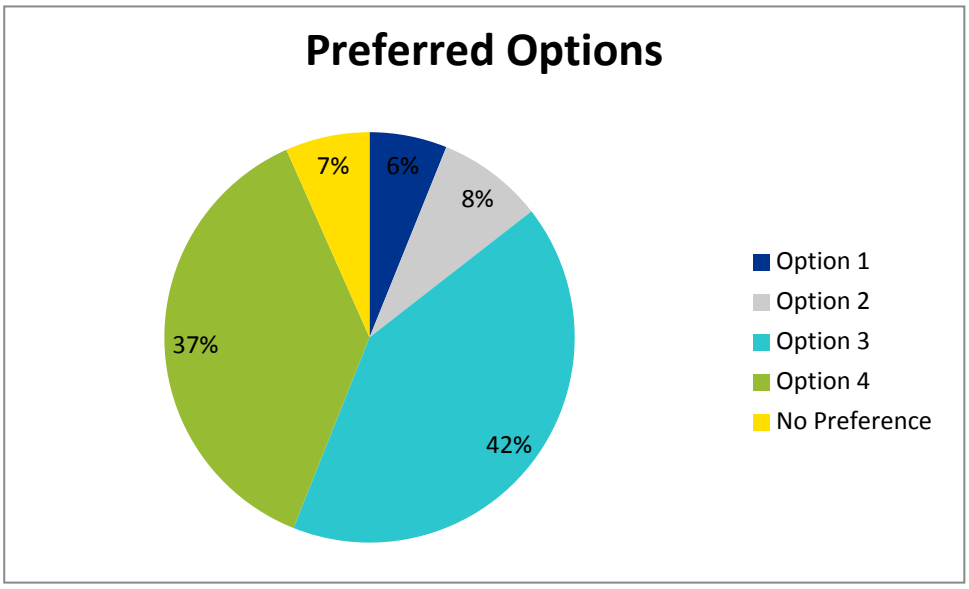
a) Preferred Option Table

Question 1 asked for a preferred option, and allowed for “no preference” to be stated.

Preferred option	Online Respondents	Email	Questionnaire (hard copy)
Option 1	28	2	15
Option 2	38	2	22
Option 3	**161**	**18**	**134**
Option 4	**162**	**3**	**115**
No preference	18	3	29

b) Preferred option chart

The chart below represents the total percentages preferring each option, with 37% preferring option 4 and 42% preferring option 3 overall.



1.2.1 Rationale for option selection

Question 2 asked for the reasons for the respondent's preferred option. Respondents cited numerous reasons for selecting their preferred option. Below are the headlines for each option from the 801 responses analysed in this interim review.

Note: Many of the findings below appear contradictory. For example, best value/cost appears as the reason for preferring Options 2, 3 and 4, despite the greater cost for Option 2. The final report will explore the nuances in the chosen preferences and draw out a more analytical set of data; this analysis was not possible in the timescales for producing this interim review.

c) Option 1

Perceived Advantages	Perceived Disadvantages
Avoids a need for two roundabouts, which can be confusing to drivers	Does not deal with the problem of congestion at Crewe Green Roundabout during peak times
Improves traffic flow	Traffic signals not supported
Safer for cyclists	Makes some routes longer and more complex
Direct and easier for Sydney Road and Hungerford Road traffic flow	
Separates M6 traffic from local traffic	

d) Option 2

Perceived Advantages	Perceived Disadvantages
Less disruptive during construction	Will not resolve the congestion issue
Removes traffic lights, increases flow	Traffic signals not supported
Best value (cost)	Perception of high cost
Reduces number of roads feeding into Crewe Green Roundabout	Safety concerns
Appears to be the best solution to enable quicker access to Haslington	
Ease of navigation	
Best solution to traffic problem between Crewe Green Roundabout and Hungerford Road/Sydney Road junction	

e) Option 3

Perceived Advantages	Perceived Disadvantages
Simplest solution – provides ease of navigation	Concerns regarding layout
Removes the lights which is better for traffic flow	Traffic signals not supported

Safer option	Raises safety concerns
Maximises capacity and flexibility	
Best value (cost)	
More fluid traffic system	
More lanes will reduce peak time congestion	

f) Option 4

Perceived Advantages	Perceived Disadvantages
Good solution for pedestrians	Raises safety concerns, in particular regarding pedestrian crossings
Improves traffic flow	Traffic signals not supported
Best solution for drivers	Concerns regarding layout
Ease of navigation	May increase congestion
Best value (cost)	
Easy access for Haslington and Crewe	
Least disruptive	
Efficient in terms of land take and routing	

1.3 Other factors to consider in design and alternatives

Question 3 allowed respondents to provide other comments about the proposals for Crewe Green Roundabout. Below are some of the responses that were received that provide ideas for consideration. Note: this is not a full listing, but summarises the more substantive comments received. Many of the comments were outside of the scope of this project and will be passed on to Cheshire East Council upon completion of the full report.

Other factors to consider in design
Make lanes wider regardless of option selected
Two simple light controlled crossroads with multiple lane approach
An extra lane using grass lane in middle from fire station to Crewe Green Roundabout. Continuing with one lane will not deal with congestion.
Look at Swindon roundabout as solution (mentioned numerous times) as this makes drivers use common sense leading to less accidents
Consider a similar solution to Stoke A500 underpass (cited a number of times)
Take Stoke traffic into account. Consider a dedicated lane from Crewe Road to the A534 at the point where the Stoke traffic hits the Crewe Road at Alsager Road. This can be catered for by forming two new roundabouts for Sandbach/M6 and Stoke traffic to be able to get to Leighton Hospital/Middlewich.
Consider a dedicated road out of Crewe - similar to the dedicated lane on the A500 when you come off for Etruria - to allow the Stoke traffic to get out of Crewe onto the new road, with a simple way to get to the Alsager Road.
Use Crewe Green Island as a landscaped iconic gateway to Crewe
Keep traffic signals on whichever option is chosen as it calms the dangerous drivers
Designated crossing points for walkers, cyclists and horse riders which could include signals if required and include for each option. Depending on the option selected, signal controlled crossings would be required on some arms of junctions, as NMUs travelling between Haslington and further afield on the National Cycle Network route, as well as other trajectories, cross Crewe Green Roundabout.
Thought needs to be given to through traffic on Hungerford Road
Reduce various sections of road to 30mph
Take account of residents on Renaissance Way and Stephenson Drive waiting to turn right
Consider mini roundabouts to cope with through traffic at junctions of Renaissance Way, Lauriston Avenue and Coleridge Way
20mph area for Hungerford Academy should be at Hungerford Road between Coleridge Way and Macon Way
Part-time traffic signals to be considered to deal with peak time traffic
Traffic flow disruption created by Manchester Metropolitan University students crossing and buses serving the university needs to be taken into account in the design
Approving a petrol station at Crewe Green Roundabout will by default attract more traffic requiring fuel before joining the motorway at junction 17 or 16. This will mean a continual "in & out" flow of vehicles trying to access the forecourt or exit back into the flow of traffic.
Concerned that there does not seem to be any assistance for Haslington residents to traverse the road in order to reach the railway station, university and Hungerford Road if the traffic light is removed for the roundabout.
Delineated Dutch style cycle lanes at roundabouts have been adopted in the UK and it would be interesting to see if this would be suitable in the local context (again subject to traffic counts, cycle movements, safety and cost considerations).

1.4 Summary of early findings

From the 801 consultation responses analysed in this interim review, both options 3 and 4 constitute the preferred options, with option 3 marginally taking the majority vote. Early analysis work suggests that most responses have been received from the Haslington area (CW1 5) and therefore options 3 and 4 offer the best local solution to the congestion issues. The most common reason for support for both of these options is that the proposed changes will ameliorate the traffic flow and thereby ease congestion.

There has been much discussion in response to the merits of traffic lights at roundabouts. Many respondents have suggested that the current roundabout works best when the lights aren't working. Others are concerned that a roundabout without traffic lights will present safety issues, offering a contradictory view that will be explored in greater detail in the full report.

Safety has been a key theme running through the responses, with respondents clear in their request that any design be mindful of driver safety and NMU safety. Reassurance on safety from CEC to the general public will be required when selecting the preferred option and will need to be clearly articulated at the next consultation stage.

Many responses also stated that the improvements to the roundabout are welcomed as the congestion at Crewe Green Roundabout has been an issue to local businesses and commuters for a long time.

For many respondents, the signage of the new roundabout, whatever option is chosen, would need to be clear and take into account the varying abilities of all drivers. Responses suggest that the current roundabout is confusing to drivers, with a frequent issue being incorrect lane selection, causing frustration and accidents.