



# Nantwich Transport Delivery Plan

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## DRAFT Nantwich Transport Delivery Plan

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## Document history and status

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## 1. Introduction

### 1.1 Local Context

Nantwich is a historic market town, which dates back to Roman times when it was a centre for the production of salt. Nantwich has a thriving town centre with about 250 mainly independent units. The town contains more than 100 listed buildings, and has the largest concentration of historic buildings in the borough. It is also a popular destination for tourists and visitors drawn from its large rural hinterland.

The centre of Nantwich is in essence a planned Elizabethan town, largely rebuilt as a consequence of a fire in 1583; the re-build being partly financed by Elizabeth I. This resulted in a re-created original street pattern and a number of fine timber framed buildings dating from the 16th Century onwards. There are also a number of elegant Georgian and Victorian buildings. The centre of Nantwich contains a number of listed buildings and is designated as a conservation area. The town was also prominent in the Civil War and besieged until the Parliamentary victory in January 1644. The battlefield is designated and lies to the north of the town.

Nantwich Railway Station lies on the Crewe to Cardiff line. Bus services are relatively good with regular services to residential areas of the town and to Crewe.

Nantwich is located 5km south-west of Crewe. A number of villages surround Nantwich; including the villages of Audlem, Wybunbury, Bunbury, Wrenbury and Stapeley. These villages rely on Nantwich for essential services; such as education and healthcare. Many Nantwich residents who are economically active work in neighbouring towns such as Crewe, Winsford and further afield in Stoke-on-Trent and Manchester to the north. Nantwich has large employment sites within the town that comprise of Alvaston Business Park, Barony Court Employment Park and Pepper house. Ongoing developments to the south of Nantwich provide a mix of housing and additional employment land.

### 1.2 Background to the Nantwich Transport Delivery Plan

Following the adoption of the Cheshire East Local Transport Plan 4 (LTP4) in October 2019, work began to develop eleven Transport Delivery Plans covering the borough. This includes the Nantwich Transport Delivery Plan (Delivery Plan).

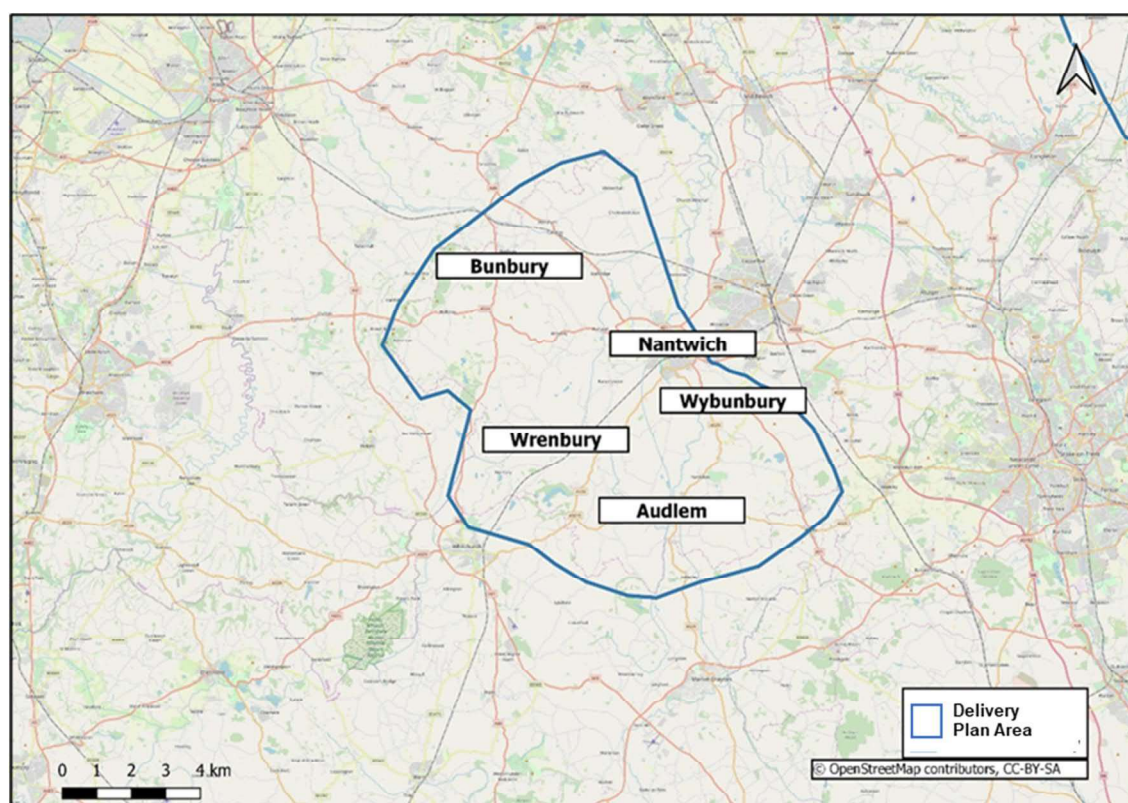
A two-stage approach has been taken in developing the Transport Delivery Plans. The first stage was to develop a 'Transport Issues and Option report' for Nantwich. The report developed a set of five provisional local transport objectives and a 'long list' of schemes. This was developed using an evidence led approach from local transport data; site investigation; forecasted local development; workshops with relevant Council Officers and data from local plans.

An interactive online consultation on the identified local transport objectives for Nantwich and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23<sup>rd</sup> November 2020 and 31<sup>st</sup> March 2021. In total, 86 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes that they felt should be considered for the Delivery Plan as part of the consultation.



Following the public consultation, the second stage of developing the Delivery Plan has been undertaken and is presented within this report. The Delivery Plan sets out the five local transport objectives for Nantwich and a list of assessed transport schemes and initiatives for the area to be developed and delivered over the lifespan of the LTP4.

The area of focus for the Delivery Plan is shown in Figure 1.1 below. It should be noted that the area is indicative and transport issues and emerging options will be looked at that influence the transport network inside of the area.



**Figure 1.1: Nantwich Delivery Plan Area**

### 1.3 What does the Delivery Plan do for Nantwich?

The Transport Delivery Plan for Nantwich:

- Identifies the transport challenges and opportunities for Nantwich and the wider area, drawn from the evidence base;
- Provides a package of transport schemes to be developed to resolve the challenges in line with the identified local transport objectives; and
- Gives a framework for the Council to proceed with seeking funding to enact the package of schemes to be able to deliver a sustainable and effective multi-modal transport network within Nantwich and the surrounding area.

### 1.4 Objective Setting and Scheme Options Development

A set of local transport objectives for Nantwich have been developed and been consulted on, these are:

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

Overall, the public consultation supported the identified objectives. These objectives were used to develop the Delivery Plan and support the assessment of schemes.

A total of 61 individual transport schemes have been identified for the Delivery Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23<sup>rd</sup> November 2020 and the 31<sup>st</sup> March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and where appropriate schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the LTP4; the local transport objectives for Nantwich (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

It must be noted that the majority of the identified schemes are at a Concept stage, as would be expected at this point. Therefore, the Delivery Plan must be treated as a 'live' document because further information will become available as schemes develop, which will also require the original assessments to be updated. This will be done in a proportionate way depending on the size and scale of the scheme and the requirements of the assessment going forwards. At adoption of the Delivery Plan, the majority of the schemes identified do not have funding secured for their implementation. The Delivery Plan provides the platform for the Council to progress and seek relevant funding from internal sources (e.g. the Local Transport Plan capital allocation) and external sources.

## **1.5 Report Structure**

**Chapter 2** – summarises the policy (national, regional and local) which has informed the development of the Delivery Plan. The chapter also summarises the existing transport situation in Nantwich from the option and issues work undertaken in the first stage of the Delivery Plan.

**Chapter 3** – presents the local transport objectives for Nantwich, which were used as part of the assessment of scheme. It also reports on the public consultation feedback. This chapter also presents the logic mapping undertaken for the Delivery Plan.

**Chapter 4** – sets out the process used to assess the identified schemes.

**Chapter 5** – presents the overview of the packages of schemes developed by mode type (Active Travel, Public Transport, Parking and Highways). It also sets out how the packages support the local transport objectives for Nantwich.

**Chapter 6** – summarises the Delivery Plan and outlines the next steps to be taken once the plan is formally adopted.

**Appendix A** – provides the full list of schemes and the assessment undertaken at their current stage of development.

**Appendix B** – presents an initial likely programme for delivery of schemes, based on current scheme information starting from adoption of the Delivery Plan (0-2 years; 2-5 years and 5+ years).

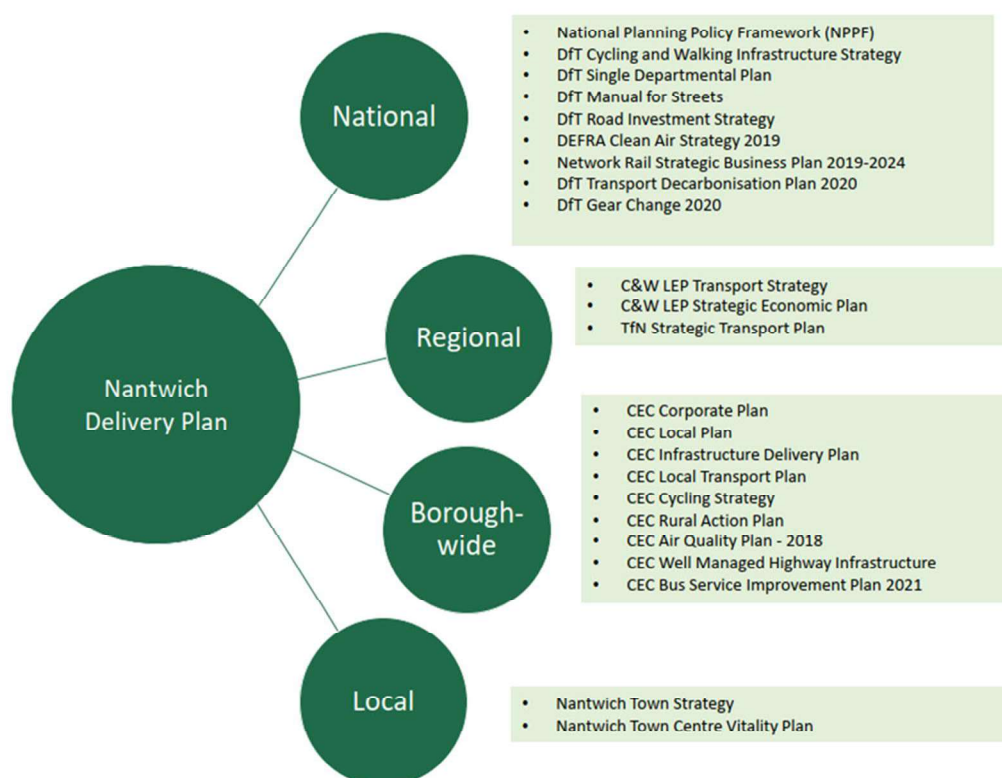
**Appendix C** – presents the full assessment matrix used for assessing schemes.



## 2. Policy & Background Information

### 2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Delivery Plan was undertaken when developing the evidence base. Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport with Nantwich.



**Figure 2.1: Policy Overview**

A summary of the key local policies relevant to this Delivery Plan is presented in this chapter. A high-level summary of the transport network for Nantwich and the wider areas (taken from the evidence base) is also presented here.

### 2.2 Summary of Relevant Local Policy

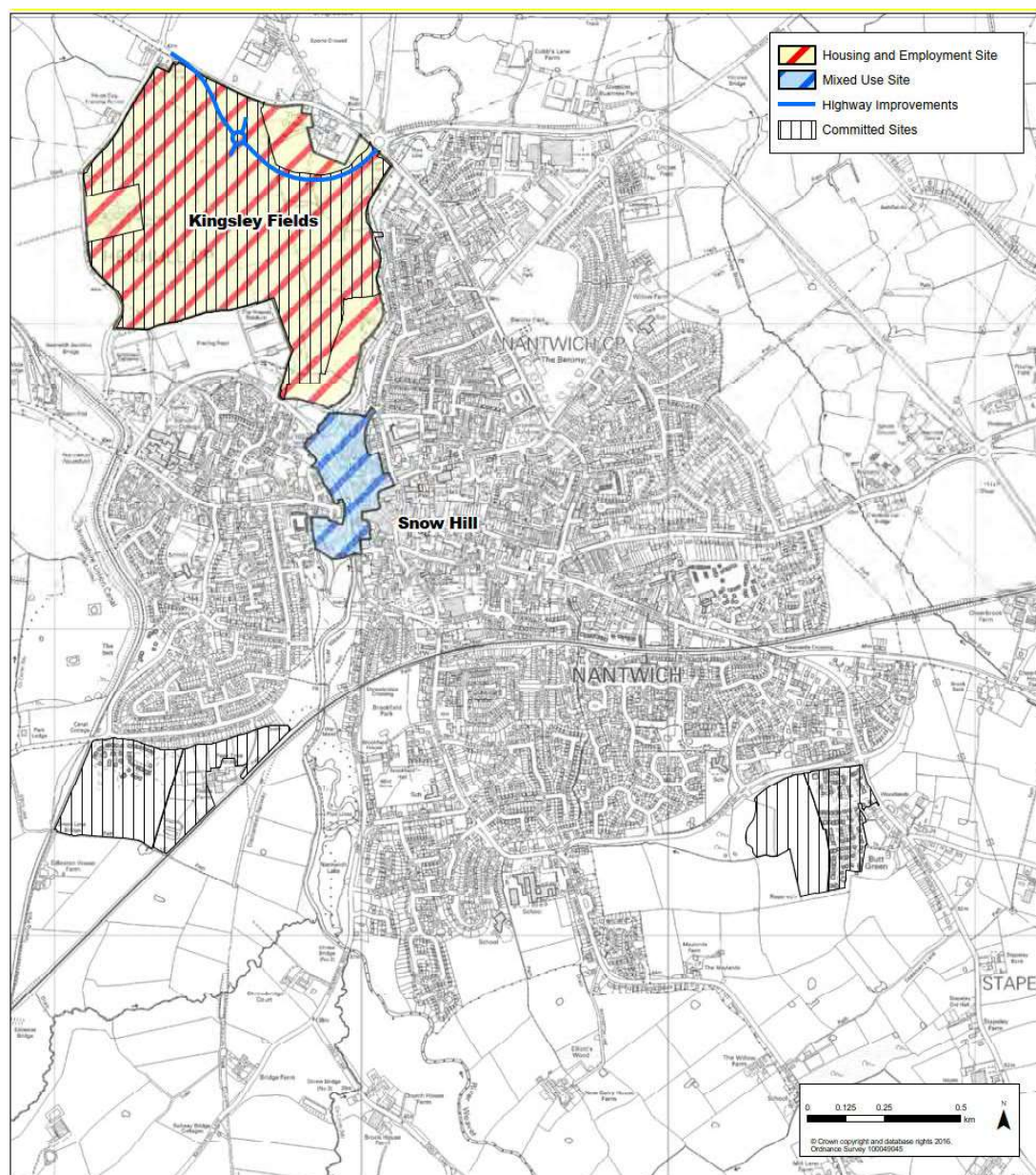
A high-level summary of the relevant local policies examined in the evidence base work is presented below.

#### 2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines two development sites in Nantwich which consists of 1,100 new homes and employment. Kingsley Field is the larger of the two

sites and is designated as a Housing and Employment site. Snow Hill is the other site and is designated for Mixed-Use (see Figure 2.).

As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Delivery Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.



**Figure 2.2: Nantwich Local Plan Sites**

In addition, the Cheshire East Infrastructure Delivery Plan (IDP) is a supporting document for the CEC Local Plan. The IDP identifies strategic infrastructure that is needed to support the scale of development proposed in the Local Plan.

### **2.2.2 Cheshire East Local Transport Plan 4**

The LTP4 outlines a long-term strategy for travel and transport within Cheshire East. Following extensive consultation, the LTP4 was formally adopted by the Council in October 2019. The LTP4 covers the period of 2019 to 2024.

The LTP4 has six overarching objectives for transport within it, which any emerging transport schemes and initiatives within borough must support. The six objectives are listed below:

- Supporting Growth;
- Access to Services;
- Protects and Improves the Environment;
- Health, Wellbeing and Physical Activity;
- Maintaining and managing our network assets'; and
- Improve organisational efficiency and effectiveness.

In developing transport schemes to support Nantwich and the wider area within this Delivery Plan, the LTP4 policies and objectives form part of the assessment criteria (as detailed in Chapter 4).

### **2.2.1 Nantwich Town Strategy**

The Nantwich Town Strategy was developed in 2012 to form part of the Local Plan evidence base and inform the now adopted CEC Local Plan. A public consultation was undertaken to understand local views on what the public most liked about their town and what they wanted to see improved.

The strategy set out the following objectives for transport within Nantwich:

- To enhance the towns public transport system by improving the accessibility of services by providing integrated modes of public transport, improving the quantity, quality and operating hours of services whilst also enhancing the railway station including parking facilities; and
- Promote sustainable modes of transport to reduce the reliance on cars, easing congestion at peak times.

In developing the Delivery Plan, consultation with the local Town and Parish Councils has been undertaken. This is to ensure that local priorities for transport have been accounted for when developing the package of transport schemes for Nantwich. The consultation feedback is summarised in the sections below and also in Chapter 3.

### **2.2.2 Cheshire East Bus Service Improvement Plan**

The Bus Service Improvement Plan (BSIP) sets out the basis for a forward-looking plan to work with and engage with local communities, public transport users (and user groups) and bus operators to deliver transformational change across the bus network.

To support a reversing in the decline of bus use in Cheshire East, the BSIP presents the opportunity for the borough to address longstanding issues relative to declining bus provision, declining coverage and utilisation that have been encountered across many years.

The BSIP seeks initially, to stabilise the bus network by bringing frequencies and headways to where they were pre-Covid, and with medium and long-term aspirations to improve Cheshire East's bus offer by initiating plans and policies that will drive quality improvements in the local bus market, develop provisions for network growth and in delivering infrastructure improvements to support bus service delivery.

In Nantwich, there is a desire to provide improved connectivity to Leighton Hospital by bus. This may be through extending the newly initiated Demand Responsive Transport (DRT) service or through providing a more direct service that caters for the needs of visitors and employees. Services could be designed to cater for late and unusual shift patterns which are often associated with Hospitals alongside providing useful services during visiting hours. There is also a desire to provide improved connections to other towns and cities including Chester, Crewe, Whitchurch and the Potteries.

### **2.2.3 Nantwich Town Centre Vitality Plan**

Cheshire East Council is committed to supporting the vitality and viability of town centres within the borough. The Town Centre Vitality Plans identify a vision and key measures to support town centres to better fulfil their potential by responding to their unique opportunities and specific challenges. Transport can play a key role in supporting town centre vitality, and this Local Transport Delivery Plan has been developed in coordination with the emerging Nantwich Town Centre Vitality Plan.

## **2.3 Existing Transport Situation**

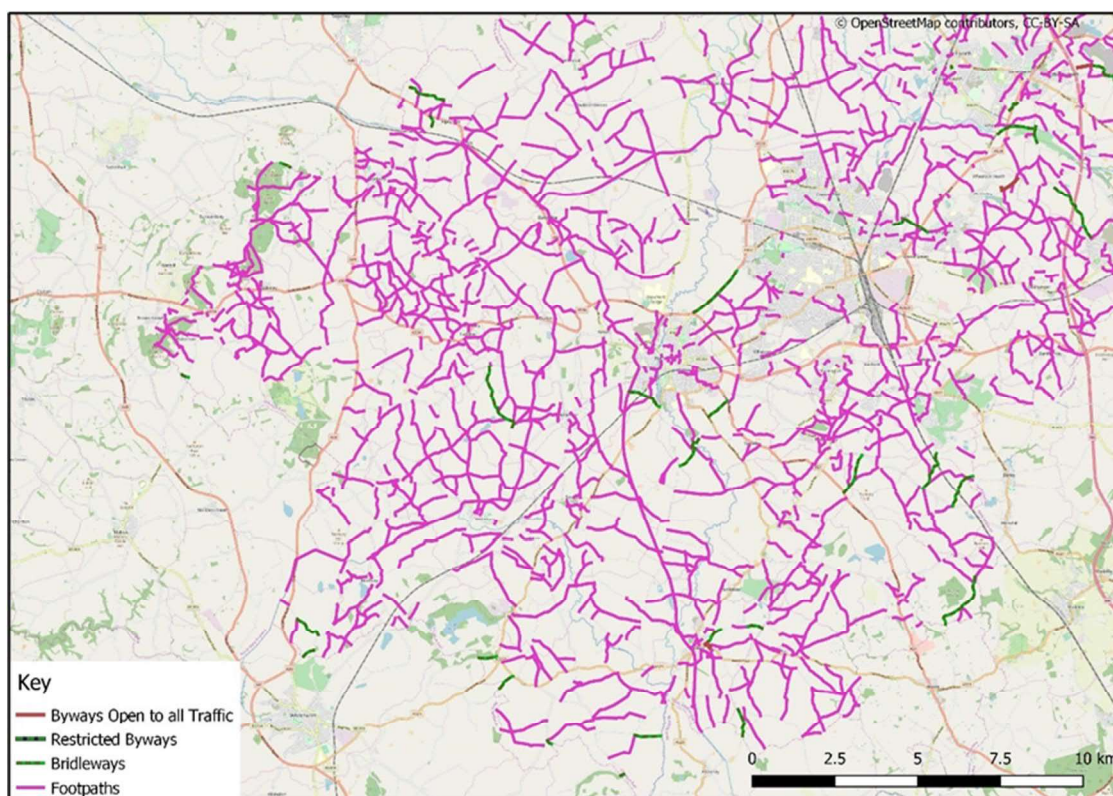
Within the evidence base, a detailed review of all modes of transport, including Active Travel (walking and cycling); Public Transport (bus and rail); and Car Travel was undertaken. This was used to identify current travel trends and trip patterns within Nantwich to support the development of the local transport objectives and transport schemes. This section provides a high-level overview of the current transport situation for the key modes in the Delivery Plan area.

### **2.3.1 Walking**

There is an extensive but disjointed Public Rights of Way (PRoW) network in Nantwich, with poor connectivity within the town centre. There is an opportunity to improve the connectivity between PRoW within Nantwich and those surrounding PRoW networks.

As well as dedicated off road walking routes and PRoWs, many pedestrians use the wide network of existing footpaths adjacent to the highway to travel to destinations. Within the Delivery Plan area, these walking routes vary in widths and standards. The public consultation for the Delivery Plan highlighted that improvements to walking access to the town centre would likely attract more visitors and reduce car trips.





**Figure 2.3: Public Right of Way (PRoW) within the Study Area**

### 2.3.2 Cycling

Within Nantwich, the Connect 2 cycle route gives a high-quality link between Nantwich and the west of Crewe. There are options to further enhance this route, as well as cycling facilities along the A534.

The public consultation highlighted that providing more dedicated cycle routes, and better infrastructure, such as cycle parking provision, will encourage more people to cycle within Nantwich and the surrounding area.

The Council has a 'Cycling and Walking Champion' who will work to promote cycling for all age groups across the borough. The Champion also works with Members and Senior Officers to help focus Council policies to put cycling at the heart of the planning and design of the borough's streets, communities, and green spaces.

The authority's ambition is a 'step change' in the takeup of cycling by residents of all ages across Cheshire East – with a focus on encouraging more people to cycle safely and walk more often with confidence for everyday journeys and leisure, especially into and out of town and village centres.

### 2.3.3 Public Transport (Bus and Rail)

The town is currently served by a number of bus services to destinations including Crewe, Bulkeley, Audlem, Marbury, Whitchurch, Chester, and Hanley.

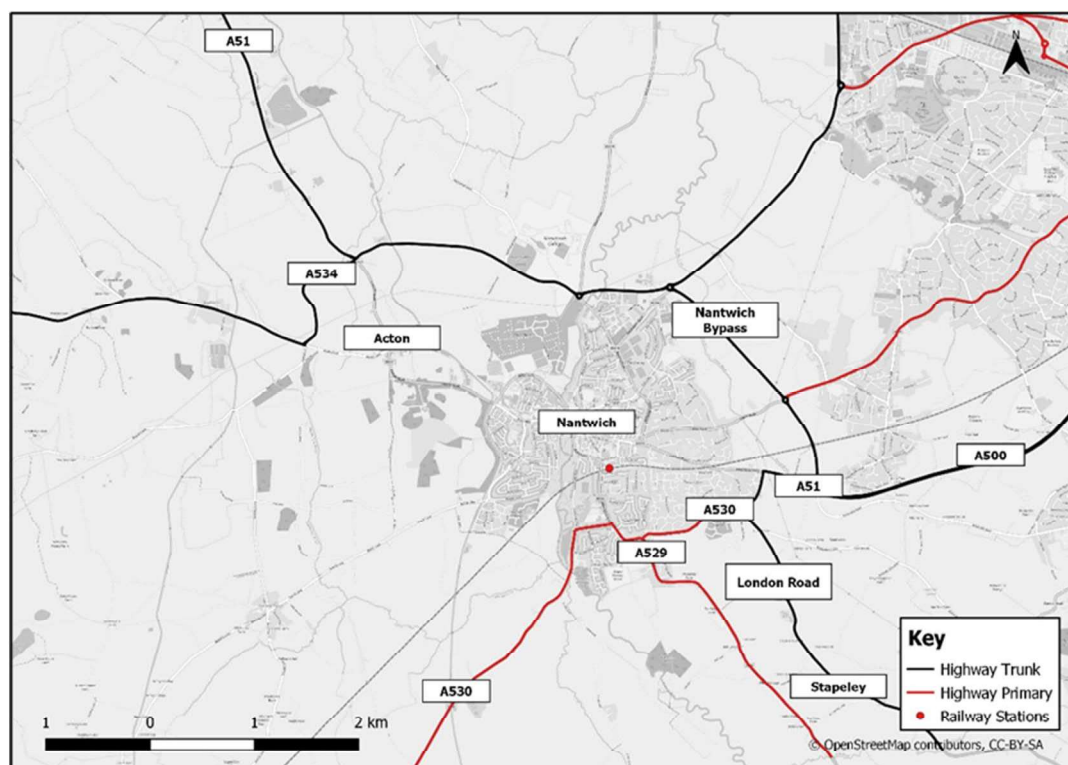
The public consultation identified that cuts in both bus frequency and coverage are a major problem in the area. Responses highlighted that many people in rural areas cannot rely on bus services to access services they need within Nantwich.





the town. There are good connections to Stoke-on-Trent and Chester via the A51. In peak periods, there can be some delays on the road network and congestion can arise in the town centre. Being an attractive commuter town, Nantwich experiences significant flows of traffic arriving and departing the town during the day.

The public consultation highlighted concerns with traffic congestion. Primarily, concerns highlighted that existing infrastructure would need to be improved to accommodate future planned development within Nantwich.



**Figure 2.6: Local Road Network**

### 2.3.6 Summary

The evidence collected and analysis undertaken of the travel demand within Nantwich supported the development of the six local transport objectives for Nantwich (as set out in Chapter 3). The public consultation, supported by analysis of data, highlighted issues across all modes of transport.

There are clear opportunities to improve the existing cycling and walking network within and around the Nantwich area. This includes improving current off-road routes and developing new routes.

The Public Transport network has a number of opportunities to improve the offer to passengers and the Council's BSIP is providing a good way forward to deliver this. Work with rail operators, Network Rail, Transport for the North and the Department for Transport around developing rail services is important to capitalise on rail travel opportunities. Improvements on the highway network to tackle congestion and provide a safe secure network for all users is also needed. Overall, the evidence shows there is a good opportunity to improve the provision of choice for all travel within and around Nantwich.

## 3. Objectives Overview

### 3.1 Overview

In order to develop the initial 'long list' of schemes and then support the scheme assessment (detailed in Chapter 4), a set of locally focused transport objectives have been developed for Nantwich. As part of the public consultation held between 23<sup>rd</sup> November 2020 and 31<sup>st</sup> March 2021, the public were invited to provide their views on these proposed local transport objectives.

### 3.2 Nantwich Local Transport Objectives

The local transport objectives for Nantwich align with the LTP4, which sets out the transport objectives on a borough-wide scale for CEC. This Delivery Plan focuses on how the issues and opportunities identified in the LTP4 borough-wide strategy relate to the specific area of Nantwich. The local Nantwich specific objectives have been developed based on the issues and opportunities identified through the evidence base work undertaken as part of the development of this Delivery Plan. These objectives have then been used to develop scheme options for Nantwich.

The town specific transport objectives for Nantwich are:

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

### 3.3 Public Consultation Feedback on Local Transport Objectives

Within the public consultation undertaken in developing this Delivery Plan, consultees were asked if they agreed with the identified local transport objectives or not. The results of this are presented in Table 3.1 below.

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	66	56 (85%)
2	68	46 (68%)
3	68	58 (87%)

4	68	55 (81%)
5	66	43 (65%)

**Table 3.1: Public Consultation Responses on Local Transport Objectives for Nantwich**

The response from the public consultation shows there is a good level of support for the identified objectives, giving confidence to proceed with them.

### **3.4 Logic Mapping**

In order to support the development of schemes from the agreed local transport objectives (see above), a bespoke logic map has been developed in line with transport assessment best practice. The logic map sets out the links between the context, inputs, outputs, outcomes and impacts of the schemes and the causal chain of events that represent how the anticipated desired outcomes and schemes objectives are to be achieved. The logic map will also be used when developing the monitoring and evaluation of schemes in the future.

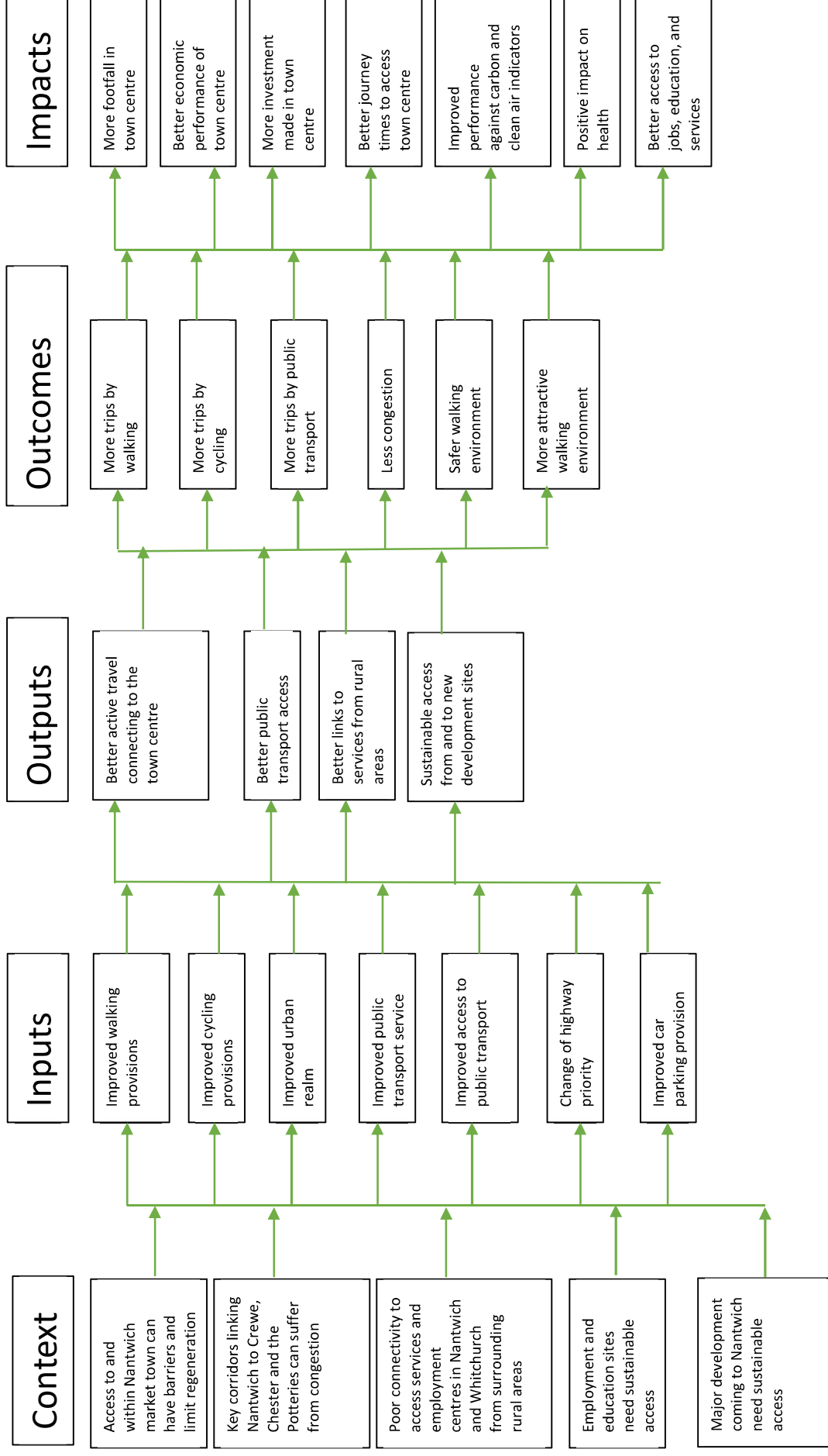


Figure 3.2: Nantwich Transport Delivery Plan Logic Map

## 4. Options Overview & Assessment

### 4.1 Overview

This section sets out the process undertaken to develop the Delivery Plan's package of schemes for Nantwich. A set of local transport objectives and an initial 'long list' of schemes was developed as part of the issues and option work undertaken for the Delivery Plan. The objectives and 'long list' of schemes was evidence led and developed from local transport data; site investigation; forecasted local development; workshops with relevant Council Officers and data from local plans (as set out in Chapter 2).

Following the development of the local transport objectives and 'long list', an online interactive public consultation was held between 23<sup>rd</sup> November 2020 and 31<sup>st</sup> March 2021. In total 86 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. Respondents could also put forward any new scheme options not identified within the 'long list' that they felt should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

### 4.2 Assessment Process

Following the public consultation an assessment of the 'long list' of options was undertaken, including the additional schemes suggested by respondents as part of the consultation.

Many of the schemes identified are at a Concept stage, as would normally be expected at this point. Therefore, the assessment undertaken for a scheme is based on the best knowledge and understanding at this time. The scheme list assessment must be treated as a 'live' process and as schemes are developed further, they are then re-assessed to reflect this. It must also be noted that at this time most of the schemes identified and assessed do not have funding secured yet and so hold this inherent risk to being delivered.

Three main areas have been used to assess each scheme. These are scored on a five-point scale from Strongly Disagree to Strongly Agree as to whether they support the objective or not. The areas assessed against are: -

- The Six LTP4 Objectives:
  - Supporting Growth;
  - Access to Services;
  - Protects and Improves the Environment;
  - Health, Wellbeing and Physical Activity;
  - Maintaining and managing our network assets; and
  - Improve organisational efficiency and effectiveness.

- The five Nantwich Specific Transport Objectives:
  - Improving transport access to and within the town centre to support a thriving market town;
  - Improving access on key routes to Crewe, Chester, and the Potteries;
  - Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch;
  - Supporting access to education and employment sites, such as Reaseheath College; and
  - Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.
- Four agreed additional practical delivery criteria:
  - Technically Feasible;
  - Value for Money;
  - Affordability; and
  - Acceptability.

Appendix C sets out the full scoring criteria used in the assessment of the schemes and definition for each to be scored against (Strongly Disagree; Disagree; Neither Agree nor Disagree; Agree; Strongly Agree).

Table 4.1 below details further the four additional practical areas that were included in the scoring criteria.

Technical Feasibility	Value for money	Affordability	Acceptability
How feasible is it to deliver the scheme on the ground based on experience of similar schemes?	Does the option provide benefits to the user that will exceed the likely cost of implementation?	Does the option have funding allocated already?	What public and political support will the option likely have?
Are there likely technical barriers which could make the scheme not a feasible option to deliver?	Have schemes similar to this provided a good return on investment made?	What proportion of external funding would be required?	Is the option already supported by CEC's transport policy and local strategies?
		Is it likely funding could be obtained based on current funding streams and priorities?	

**Table 4.1: Scoring criteria for additional areas**

### 4.3 Scheme Sequencing Process

In order to develop an initial programme of works and prioritise delivery of schemes, an assessment of their likely delivery timeframe from when the Delivery Plan is



formally adopted has been undertaken. Schemes have been put into three packages of likely delivery timeframes: Short Term (indicative 0-2 years); Medium Term (indicative 2-5 years); and Long Term (indicative 5 years plus). The size, scale and where the scheme development process is at will all influence timescales for delivery.

The majority of the schemes are at a Concept stage and are not funded, which means that there is limited information and detail currently available. There is also no funding secured, which is a risk for delivery. Once the Delivery Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

As with the scheme assessment against the objectives (as set out above), the delivery timeframes are to be treated as a 'live' process. When schemes develop to the Feasibility stage their delivery timeframe will be reviewed accordingly and a programme of works can be developed.

Table 4.2 below sets out the guidance used within the assessment when placing schemes into a delivery package. This is not an exhaustive list but provides appropriate points which can have a significant impact on the timescales for delivery of a scheme. It should be noted that all timescales noted in the Delivery Plan are subject to securing funding.

Likely Scheme Delivery Timeframe	Short Term 0-2 Years	Medium Term 2-5 years	Long Term 5+ Years
Guidance for Assessment	<p>No likely planning or land ownership issues.</p> <p>Funding from existing sources, or Council resources possible.</p> <p>Similar schemes have been delivered by Council already.</p> <p>Scheme of a scale which can be developed quickly with little foreseeable risk.</p> <p>Scores well against practical criteria (Table 4.1) with only limited further development needed.</p>	<p>May require some legal approvals.</p> <p>May require external funding to support delivery.</p> <p>Scale of scheme will require an allowance for development work.</p> <p>May be land ownership issues for part of scheme.</p> <p>Scores well against some practical criteria (Table 4.1) but some further development needed.</p>	<p>Will require legal approvals.</p> <p>Scheme of a scale which will require significant development work.</p> <p>External funding will be required to be able to deliver the scheme.</p> <p>Likely land ownership issues.</p> <p>Full council approval maybe required.</p> <p>Currently has challenges with scoring well against practical criteria (Table 4.1) and/or requires significant further development (this may include local major schemes).</p>

**Table 4.2: Assessment guidance for Timescales**

The likely delivery timescales for all schemes are set out in Appendix B. These will change during the life of the Delivery Plan as schemes are developed.

## 5. Packaging & Sequencing of Options

### 5.1 Introduction

This section sets out the emerging packages of schemes for Nantwich. These have been developed following the initial issues and options work undertaken for the Delivery Plan; the public consultation which followed this and the feedback from it; and the assessment undertaken of the emerging schemes (based on their current development stage) against the LTP4 objectives, the local transport objectives for Nantwich (see chapters 3 and 4) and the four key measures of: Technical Feasibility, Value for Money, Affordability and Acceptability.

Through undertaking this process a total of 61 schemes have been identified for Nantwich and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Delivery Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

This Delivery Plan therefore must be treated as a 'live' document which will develop as schemes do. It must be also noted as schemes develop further, as more information becomes available, their assessment will need to be reviewed and revised accordingly to reflect this.

The identified schemes fall into four main transport packages based on mode:

- Active Travel (including walking and cycling schemes);
- Public Transport (including bus and rail schemes);
- Parking (including on and off-street parking); and
- Highway (including new highways, junction improvements and traffic management measures).

### 5.2 Active Travel Schemes Package

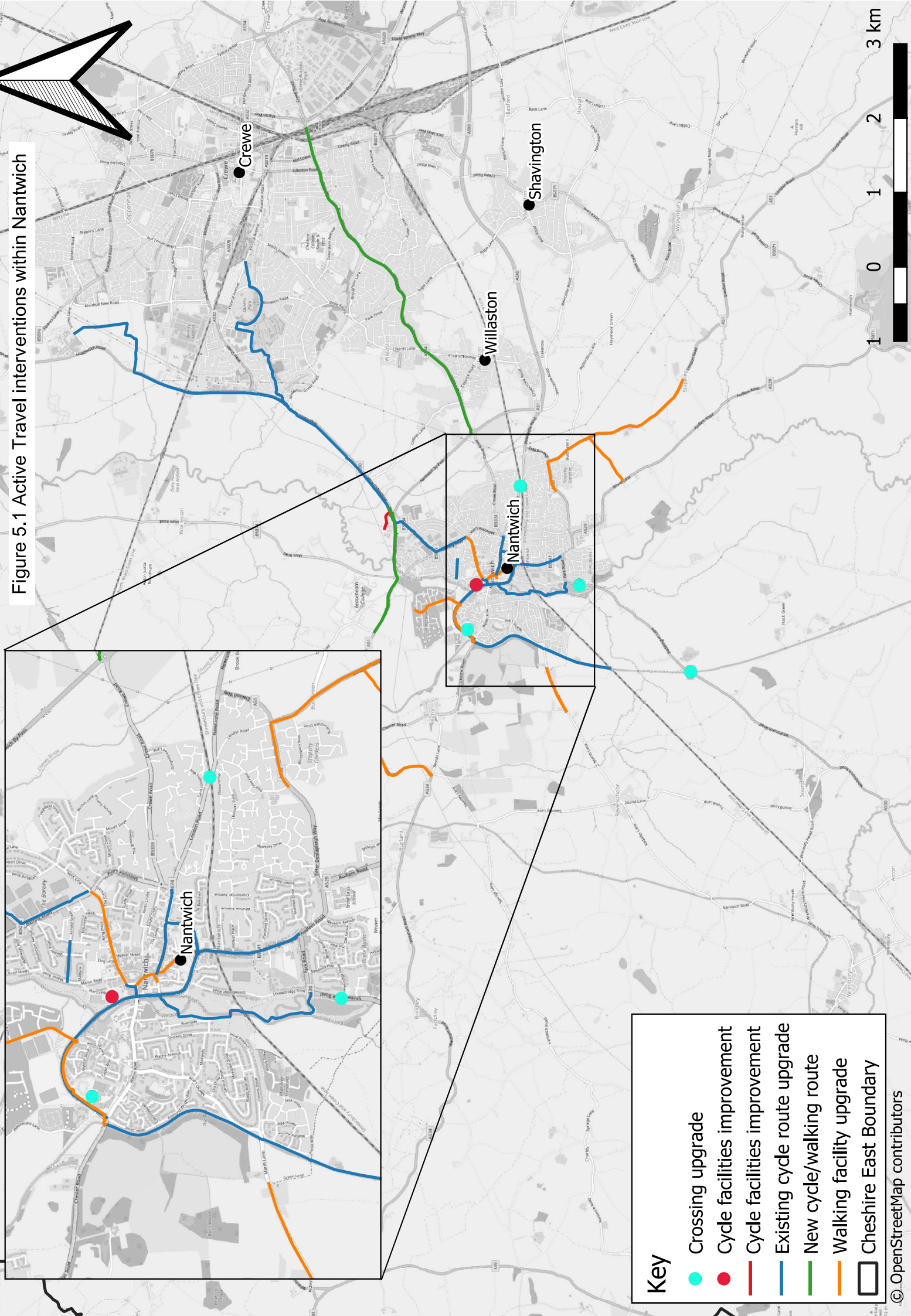
A total of 36 of the transport schemes identified for Nantwich and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven broad categories as described in Table 5.1.

Active Travel Category	Description of measures
New pedestrian and cycle crossing facilities	Providing a new dedicated pedestrian and cycle crossing facility on the highway (predominately a signalised facility).
Cycle facilities improvements	Cycle parking and other facilities to aid the use of cycling.
Upgrade of existing walking route	Improvements to walking routes (on and off-road footpaths) to provide better use, for example widening and lighting.
Crossing points upgrades	Upgrades to existing pedestrian and cycling crossings, for example upgrading to a signalised crossing.
New cycling and walking route	Creation of a new cycling and/or walking route to improve access and connectivity.
Upgrade of existing cycle route	Upgrading of existing cycle route, for example widening and lighting.
Route signage scheme	Providing dedicated signage for cyclists and pedestrian on accessing areas and facilities.

**Table 5.1: Active Travel Scheme Categories**

Figure 5.1 plots out the location and schemes identified for Active Travel. Appendix A provides the full list of identified Active Travel schemes and the current assessment against the criteria as set out in Chapter 4. As many schemes are at Concept stage the precise interventions are still to be developed, for example improvements to current cycle routes require progressing to the Feasibility stage to identify where and what along the route will need to be improved. In this case we have indicated the entire route on the map. It must also be noted that schemes such as improved signage and cycle parking around the town centre need to also be developed to Feasibility stage to identify where the physical signage and cycle parking will be located, hence they cannot be mapped at present.

Figure 5.1 Active Travel interventions within Nantwich



Key

● Crossing upgrade

● Cycle facilities improvement

— Cycle facilities improvement

— Existing cycle route upgrade

— New cycle/walking route

— Walking facility upgrade

Cheshire East Boundary



A primary focus of the Active Travel interventions is delivering on the local transport objectives for Nantwich. How the active travel scheme will deliver on this is set out below in Table 5.2.

Local Transport Objective	How the Active Travel Package Supports Objective
<b>1 Improving transport access to and within the town centre to support a thriving market town.</b>	<ul style="list-style-type: none"> <li>Improving cycling and walking routes including from Nantwich Lake, and the canal; and</li> <li>Increased provision of secure cycle parking within the town centre, including at Snow Hill Car Park.</li> </ul>
<b>2 Improving access on key routes to Crewe, Chester, and the Potteries.</b>	<ul style="list-style-type: none"> <li>Provide improvements along the A534 for pedestrians and cyclists, and</li> <li>Improve crossing provision along key corridors for pedestrians and cyclists to reduce severance. This includes a cycle route along 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.</li> </ul>
<b>3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.</b>	<ul style="list-style-type: none"> <li>Provide new and improved cycle and walking routes from rural areas;</li> <li>Remove current barriers with better on-road and off-road infrastructure to encourage more sustainable trips; and</li> <li>Work with employers to improve access and facilities for cyclists on site.</li> </ul>
<b>4 Supporting access to education and employment sites, such as Reaseheath College.</b>	<ul style="list-style-type: none"> <li>Develop cycle routes to major employment sites, including links into Leighton Hospital and Bentley Motors; and</li> <li>Working with the Sustainable Mode of Travel to School (SMOTS) programme, develop cycle routes and crossing facilities to support sustainable routes to schools.</li> </ul>
<b>5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.</b>	<ul style="list-style-type: none"> <li>Providing dedicated cycling and walking routes that connect the Kingsley Fields site to the local area and Nantwich to provide access to employment opportunities; and</li> <li>Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites.</li> </ul>

**Table 5.2: Active Travel Scheme Package and its Local Transport Objective Support**

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term (indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

Within the Short Term of the Delivery Plan adoption, ten Active Travel schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further 23 schemes could potentially be developed and in the Long-Term three schemes are identified for potential development.

### 5.3 Public Transport Schemes Package

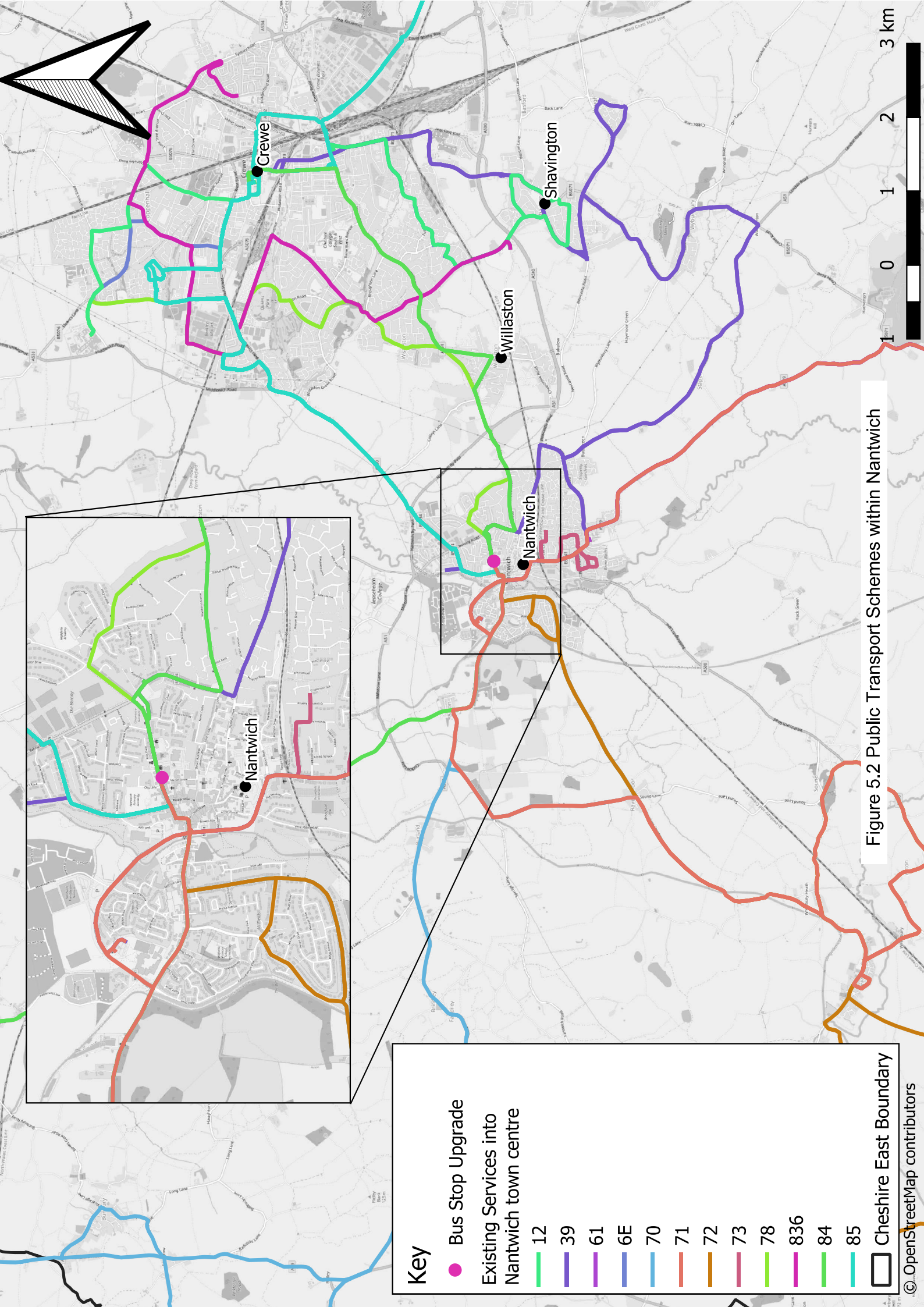
A total of nine of the transport schemes identified for Nantwich and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Delivery Plan has been developed aligning with the Council's BSIP. The Public Transport schemes fall into four broad categories as described in Table 5.3 below.

Public Transport Category	Description of measures
Bus service improvements	Providing an enhanced (including extended and more frequent) bus service and/ or providing a new bus service.
Bus stop upgrades	Upgrades to existing bus stop facilities, for example new shelters and real time information.
Rail station improvements	Improvements to Railway Station facilities.
Rail service improvements	Providing more frequent rail services and/ or providing new rail services.

**Table 5.3: Public Transport Scheme Categories**

Figure 5.2 plots out the current bus network within Nantwich and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes involve enhancing current service provision and ticketing options. The Council is also working with operators through the BSIP work to develop an Enhanced Partnership to work together to improve bus travel. In regard to the schemes identified around enhancing rail service provision, these will require working with third parties (rail operators, Network Rail) to move forward. As these are not physical schemes, they are not presented with Figure 5.2. Appendix A provides the long list of identified schemes and the current assessment against the criteria set out in Chapter 4.





# Key

● Bus Stop Upgrade

Existing Services into  
Nantwich town centre

12

39

61

6E

70

71

72

73

78

836

84

85

Cheshire East Boundary

© OpenStreetMap contributors

Figure 5.2 Public Transport Schemes within Nantwich

A primary focus of the Public Transport interventions is delivering on the local transport objectives for Nantwich. How the Public Transport schemes will deliver on this is set out below in table 5.4. This is in line with the Council's BSIP.

Local Transport Objective	How the Public Transport Package Supports Objective
<b>1 Improving transport access to and within the town centre to support a thriving market town.</b>	<ul style="list-style-type: none"> <li>• Improve access by public transport into Nantwich, including bus station improvements on Beam Street, including improved waiting areas.</li> </ul>
<b>2 Improving access on key routes to Crewe, Chester, and the Potteries.</b>	<ul style="list-style-type: none"> <li>• Work with bus operators to improve bus services to Crewe, Chester, Whitchurch and the Potteries.</li> </ul>
<b>3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.</b>	<ul style="list-style-type: none"> <li>• Improved passenger transport to services in Nantwich or Whitchurch for rural areas surrounding Nantwich, including Bunbury, Wrenbury and Audlem.</li> </ul>
<b>4 Supporting access to education and employment sites, such as Reaseheath College.</b>	<ul style="list-style-type: none"> <li>• Work with education and employment sites to provide good bus facilities; and</li> <li>• Improve bus connections to Leighton Hospital.</li> </ul>
<b>5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.</b>	<ul style="list-style-type: none"> <li>• Work with developers and operators to provide a provision of travel choice to new developments with good bus access.</li> </ul>

**Table 5.4: Public Transport Scheme Package and its Local Transport Objective Support**

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term (indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

Public transport schemes will require support, and in some cases to be led by third parties and therefore there is an inherent risk in setting likely timeframes for delivery. In regard to bus, through the BSIP the Council is working to develop an Enhanced Partnership with bus operators. This will go a long way in working to deliver the schemes around bus service provision identified.

Within the Short Term of the Delivery Plan adoption, one Public Transport scheme could potentially be developed. Within the Medium Term of the Delivery Plan a further five schemes could potentially be developed and in the Long-Term three schemes are identified for potential development.

## 5.4 Parking Schemes Package

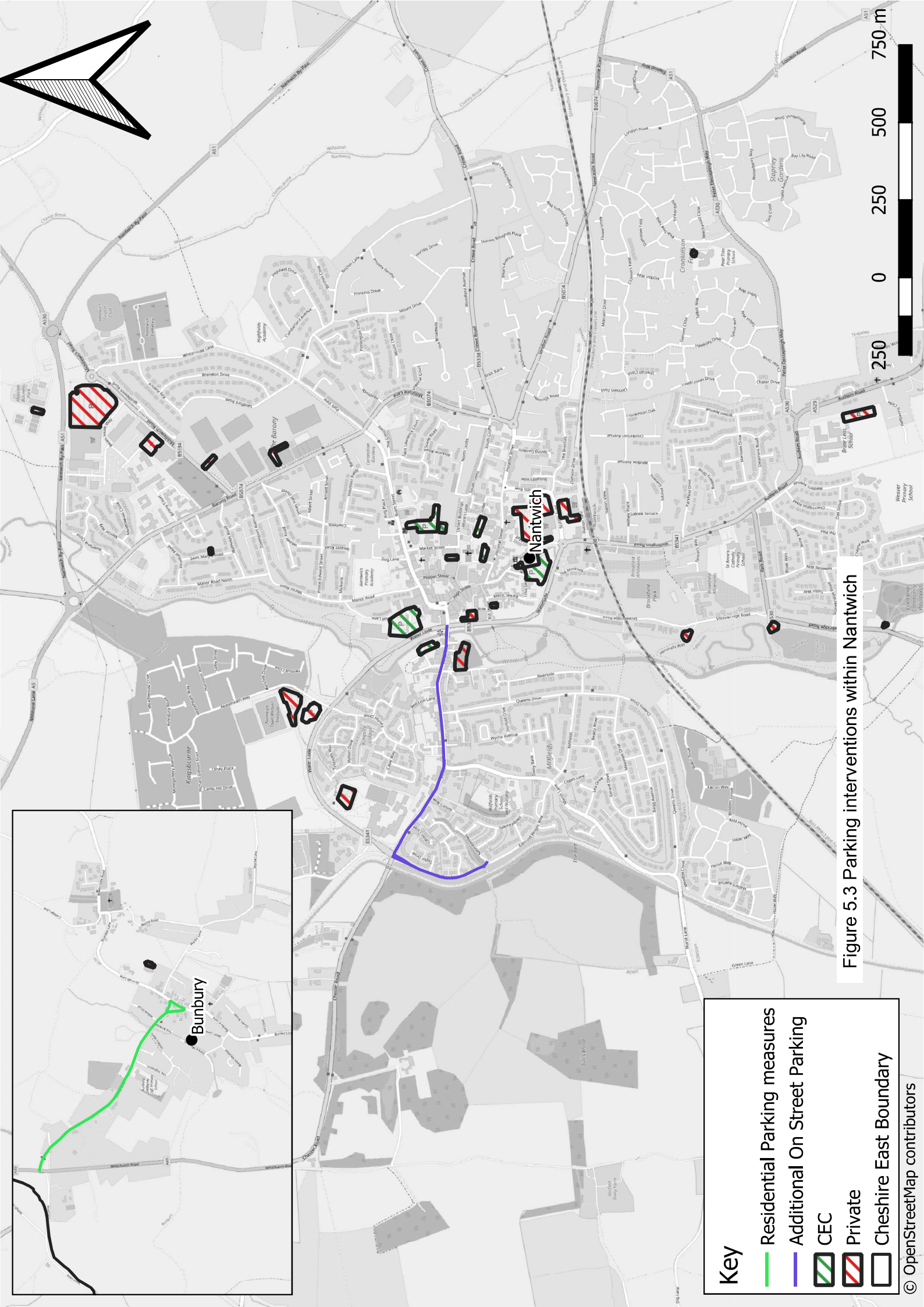
Nantwich currently benefits from a number of car parks and parking facilities. A total of four of the transport schemes identified for Nantwich relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into three categories as described in Table 5.5 below.

Parking Category	Description of measures
Additional off-street parking provision	Providing additional off-street parking to alleviate on street and support businesses and access to services.
Residential area parking measures	Measures to manage and remove inappropriate parking in residential areas.
Installing Electric Vehicle (EV) charge points	Installing EV charge points in car parks to support residents, visitors and businesses in transitioning to EVs.

**Table 5.5: Parking Scheme Categories**

Figure 5.3 plots out the location of public car parks available, as off-street measures would be aimed at these (including electric vehicle charging facilities). Schemes supporting removal of inappropriate parking and managing parking around schools and within residential areas will be developed through the Delivery Plan. However at this point, being at Concept stage, the catchment of these areas have not been fully developed and is therefore not mapped. Appendix A provides the list of identified schemes and the current assessment against the criteria set out in Chapter 4.





A primary focus of the Parking schemes is delivering the local transport objectives for Nantwich. How the parking schemes will deliver on this is set out in Table 5.6 below.

Objective	How the Parking Package Supports
<b>1 Improving transport access to and within the town centre to support a thriving market town.</b>	<ul style="list-style-type: none"> <li>Within Nantwich town centre, increase the proportion of short stay car parking within the existing parking supply to support visitor access.</li> </ul>
<b>2 Improving access on key routes to Crewe, Chester, and the Potteries.</b>	<ul style="list-style-type: none"> <li>Parking not applicable to supporting this objective.</li> </ul>
<b>3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.</b>	<ul style="list-style-type: none"> <li>Work to address parking in the village centre of Bunbury.</li> </ul>
<b>4 Supporting access to education and employment sites, such as Reaseheath College.</b>	<ul style="list-style-type: none"> <li>Parking not applicable to supporting this objective.</li> </ul>
<b>5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.</b>	<ul style="list-style-type: none"> <li>Provide EV charging and appropriate parking infrastructure at development sites;</li> <li>Ensuring no inappropriate parking results from new developments.</li> </ul>

**Table 5.6: Parking Scheme Package and its Local Transport Objective Support**

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term (indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

Within the Medium Term of the Delivery Plan adoption, three Parking schemes could potentially be developed. Within the Long-Term one scheme is identified for potential development.

## 5.5 Highway Schemes Package

A total of twelve of the transport schemes identified for Nantwich and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four broad categories as described in Table 5.7 below.

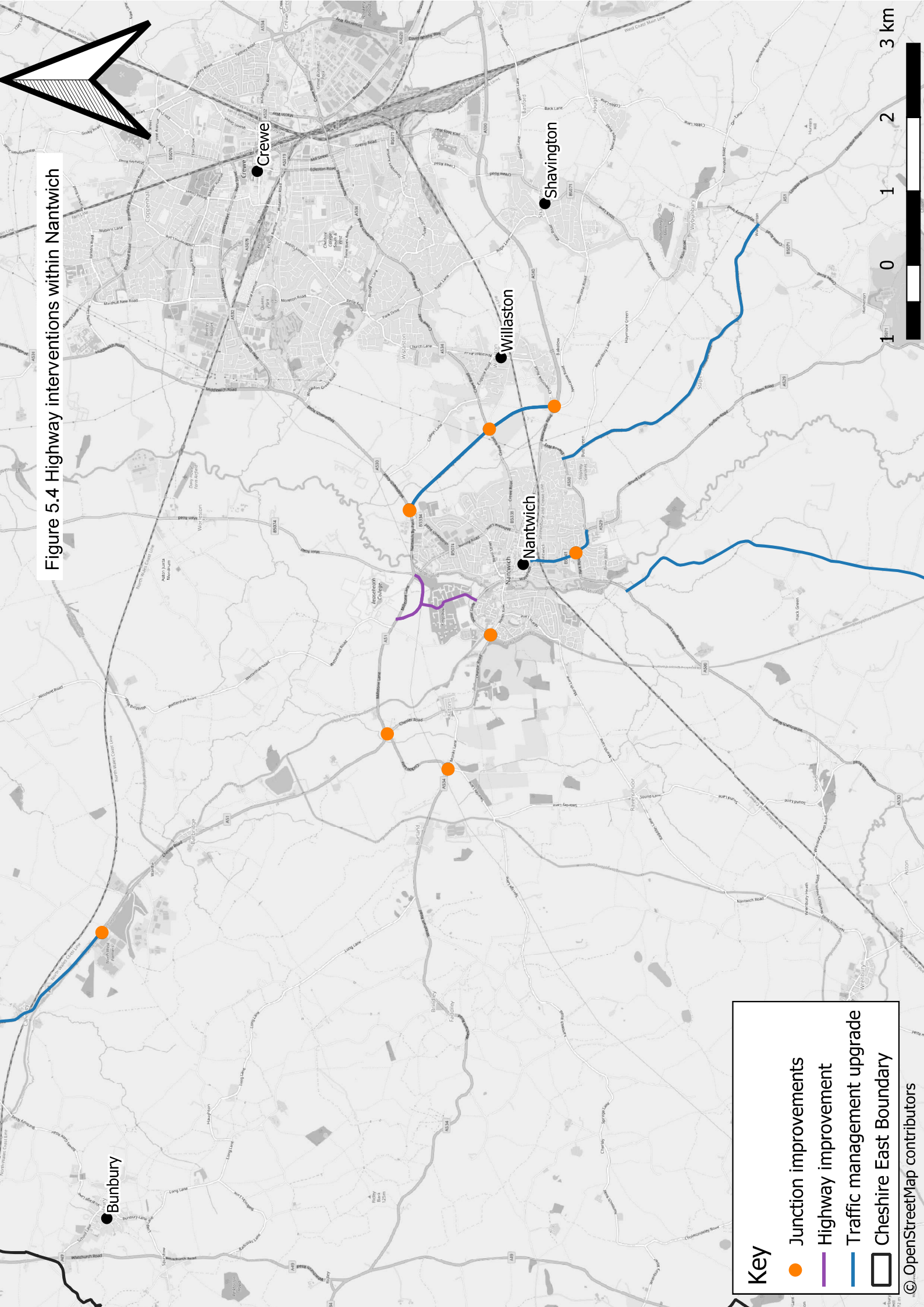
Highway Category	Description of measures
Junction Improvements	Capacity improvement to allow for better flow of traffic through a junction.
Traffic Management Measures	Measures to improve traffic management, for example speed management, routing choice and capacity.
New Highway Infrastructure	Delivery of new highway schemes, for example to support reducing congestion, enabling development and improving access.

**Table 5.7: Highway Scheme Categories**

Figure 5.4 plots out the location and schemes identified. Schemes such as traffic management in residential areas are to be developed from Concept stage and the fixed areas for these measures have not been defined yet. Therefore they have not been included within the mapping. Appendix A provides the long list of identified schemes and the current assessment against the criteria set out in Chapter 4.



Figure 5.4 Highway interventions within Nantwich



Key

- Junction improvements
- Highway improvement
- Traffic management upgrade
- Cheshire East Boundary

A primary focus of the Highway schemes has been to focus on delivering the local transport objectives for Nantwich. How the Highway schemes will deliver on this is set out in Table 5.8 below.

Objective	How the Highway Package Supports
<b>1 Improving transport access to and within the town centre to support a thriving market town.</b>	<ul style="list-style-type: none"> <li>Improvements to key junctions in and around the town centre to improve access for vehicles; and</li> <li>Develop appropriate traffic management measures within the town centre.</li> </ul>
<b>2 Improving access on key routes to Crewe, Chester, and the Potteries.</b>	<ul style="list-style-type: none"> <li>Improve key strategic routes access, including longer term improvements for the A51.</li> </ul>
<b>3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.</b>	<ul style="list-style-type: none"> <li>Provide key junction improvements and access point upgrades onto the Strategic Road Network from roads connecting to and from rural communities, including upgrading Coole Lane between Nantwich and Audlem.</li> </ul>
<b>4 Supporting access to education and employment sites, such as Reaseheath College.</b>	<ul style="list-style-type: none"> <li>Improving routes, through junction improvement schemes, connecting to key employment sites.</li> </ul>
<b>5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.</b>	<ul style="list-style-type: none"> <li>Increased capacity on the A51 in particular at a new link road to connect the A51 and A534 Waterlode, supporting LPS46 at Kingsley Fields, including realignment of the A51; and</li> <li>Providing required safe access and egress to Local Plan sites through developer funding.</li> </ul>

*Table 5.8: Highway Scheme Package and its Local Transport Objective Support*

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term (indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

Within the Short Term of the Delivery Plan adoption, three Highway schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further eight schemes could potentially be developed and in the Long-Term one scheme is identified for potential development.

## 5.6 Summary of Transport Scheme Packages Support for Objectives

The sections above have set out how the identified packages of schemes by mode support the agreed local transport objectives for Nantwich. Table 5.9 below summarises the support given by each package of schemes for each objective. The green cells show significant support for the objective, the yellow cells show some support, and the grey cells show that it is not applicable in supporting that objective.

Objective	Active Travel Package	Public Transport Package	Parking Package	Highways Package
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 for 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.				
5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.				

*Table 5.9: Transport Scheme Packages and its Local Transport Objective Support*

## 6. Summary and Next Steps

### 6.1 Summary

The Nantwich Transport Delivery Plan is the result of an evidence led process. This included developing a set of five local transport objectives with 61 identified and assessed schemes that will support the development and vitality of Nantwich over the life of the current LTP4.

A robust public consultation was undertaken in the development of this Delivery Plan, which has been used to validate the approach taken and the schemes being put forward.

### 6.2 Funding Summary

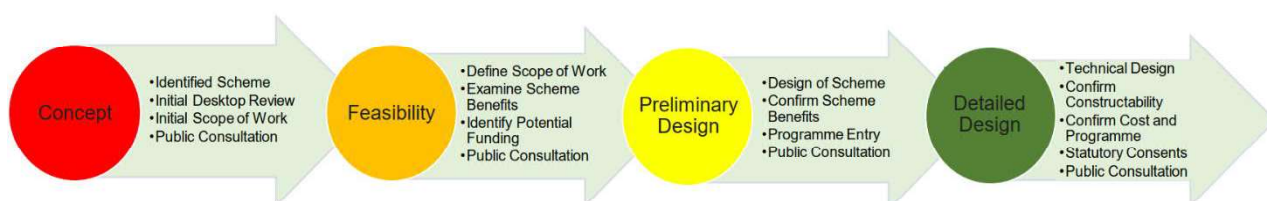
The Delivery Plan has 61 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

Upon adoption by the Council, the Nantwich Transport Delivery Plan will provide a framework to inform the annual capital programme for transport and highways. In total eleven Transport Delivery Plans covering the whole of the Borough will be implemented utilising funding from a range of sources including: LTP Integrated Transport Block funding; Community Infrastructure Levy; Section 106 and 278 Agreements; the Council's capital and revenue funding; one-off funding programmes; and external funding.

All funding approvals for schemes identified in the Delivery Plan will be made through the Council's existing budgetary procedures. At the time of adoption of the Delivery Plan most schemes identified are unfunded and awaiting budget approval.

### 6.3 Next Steps

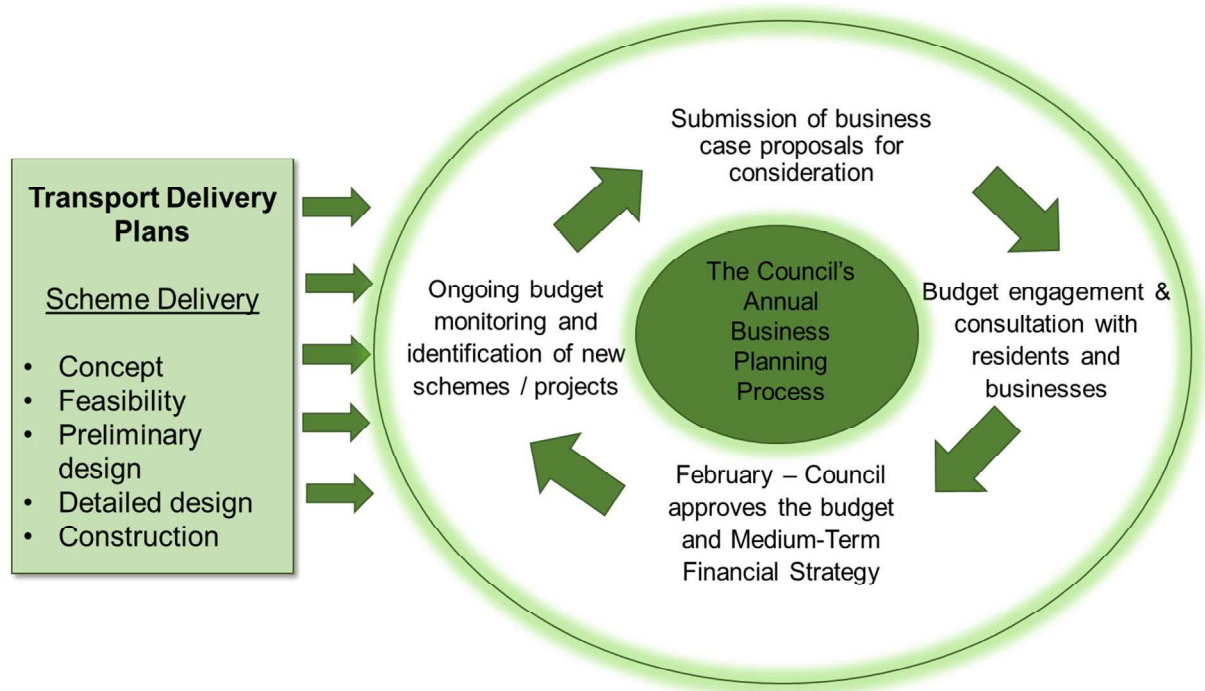
Following the adoption of the Delivery Plans, the Council will develop the package of schemes identified within each. As stated earlier in the report, the majority of schemes are at a Concept Stage and are not funded currently. Figure 6.1 below sets out the four stages schemes will go through before being fully committed and delivered on the ground. A proportionate approach will be applied for scheme development where more work may be required at each stage depending on the complexity and size of the individual scheme. Each stage acts as a gateway in the scheme development process for the scheme promoters. At each stage the scheme assessment will be reviewed, given that more information will become available.



**Figure 6.1: Scheme Development Stages**



As noted earlier in the report currently the majority of schemes are unfunded and will need to be developed in line with the Council's Budget Cycle. Figure 6.2 below shows the Council's Annual Business Planning Process. As many schemes within the Delivery Plan are at Concept stage, funding to take them forward to Feasibility stage and beyond will be required. Schemes therefore may need to go through the funding cycle process at the respective stages of their development in order to receive funding to develop to the next stage.



**Figure 6.2: LTDP Budget Cycle**



## Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	Supporting Growth	Access to Services	LTP Objectives Protects and Improves the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our network 'assets'	Improve organisational efficiency and effectiveness.	Improving transport access to and within the town centre to support a thriving market town	Improving access on key routes to Crewe, Chester and the Potteries	Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch	Supporting education and employment sites, such as Reaseheath College	Strengthening the transport network to accommodate development sites, such as LPS 40 Kingsley Park, within the Local Plan	Technically Feasible	Value for Money	Additional Criteria Affordability	Acceptability	Development Stage - Concept - Feasibility - Preliminary design - Detailed design
NAN_1a	Active Travel	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.																Concept
NAN_3a	Active Travel	Various walking and cycle route improvements along Waterfolds.																Concept
NAN_3b	Active Travel	Various walking and cycle route improvements along Station Road.																Concept
NAN_3c	Active Travel	Various walking and cycle route improvements along Pritchatts Row.																Concept
NAN_3d	Active Travel	Various walking and cycle route improvements along Hospital Street.																Concept
NAN_3e	Active Travel	Various walking and cycle route improvements along Prince Edward Street.																Concept
NAN_3f	Active Travel	Crossing facilities at Junction with Pear Tree Field (Wellington Road) to increase connectivity to Peter Desaulniers Way.																Preliminary design
NAN_3g	Active Travel	Walking and Cycling improvements between Nantwich Lake, Nantwich canal and the town centre.																Concept
NAN_4a	Active Travel	Implement cycling parking facilities at Show Hill Car Park and other locations across the town centre, including at leisure facilities.																Concept
NAN_4b	Active Travel	Replacement of paving of High Street and Mill Street.																N/A
NAN_50a	Active Travel	Pedestrianise Pilory Street and Hospital Street.																Concept
NAN_12a	Active Travel	Extending the Connect 2 route to Leighton Hospital and Bentley Motors.																Detailed design
NAN_12b	Active Travel	Improving the A534 route including improving crossing points at the Peacock Roundabout.																Concept
NAN_51a	Active Travel	Pedestrian crossing on Shrewsbury Road to access Nantwich Lake.																Concept
NAN_14a	Active Travel	Surface improvements to Public Right of Way (PROW) Bridleway BR6 near Stapley Road Lane C of E Primary School.																Concept
NAN_15a	Active Travel	Upgraded pavement from Stapley to the Pear Tree Field Junction.																Concept
NAN_16a	Active Travel	Provide a footpath and improve the canal towpath between Calveley and Vauld.																Concept
NAN_7a	Active Travel	Provide a walking and cycling link along the disused railway between Nantwich and Audlem (feasibility study needed and consideration of land ownership).																Concept
NAN_18a	Active Travel	Provide improved pedestrian footways on Whitchurch Road across the canal.																Concept
NAN_11a	Active Travel	Provide a walking and cycling route between Acton and Nantwich.																Concept
NAN_19b	Active Travel	Kingsbourne to Canal footpath improvement.																Concept
NAN_19c	Active Travel	Improving the footpath along Marsh Lane (as part of the Crewe and Nantwich Circular walking route).																Concept
NAN_19d	Active Travel	Footpath along Cuckoo Lane as identified in the Acton, Edleston and Henhull Neighbourhood Plan.																Concept
NAN_15a	Active Travel	Public rights of way network improvements in rural areas such as Newhall Parish, to provide continuous links between the parish and local service centres.																Concept
NAN_17a	Active Travel	Extend the existing Bunbury footpath network to create local circular routes.																Concept
NAN_18a	Active Travel	Improve existing public rights of way routes across Wrenbury.																Concept

ID	Category	Scheme Description	Supporting Growth	Access to Services	LTP Objectives Protects and Improves the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our network 'assets'	Improve organisational efficiency and effectiveness.	Improving transport access to and within the town centre to support a thriving market town	Improving access on key routes to Crewe, Chester and the Potteries	Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich Town centre and Whitchurch	Supporting access to education and employment sites, such as Reaseheath College	Strengthening the transport network to accommodate development sites, such as LPS 49 Kingsley Park, from the Local Plan	Technically Feasible	Value for Money	Additional Criteria Affordability	Acceptability	Development Stage - Concept - Feasibility - Preliminary design - Detailed design
NAN_28a	Active Travel	Implementing a footpath for pedestrians and improving the cycle route into Alaston Business Park.																Concept
NAN_28a	Active Travel	Improving pedestrian crossing point at the London Road crossing.																Feasibility
NAN_30a	Active Travel	Improvement of cycle facilities along the A534.																Concept
NAN_34a	Active Travel	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 Wittenhall Road.																Feasibility
NAN_35a	Active Travel	Improve pedestrian access to Melbank School.																Concept
NAN_31a	Active Travel	Encourage schools to register with Modasplit STARS and implement School Travel Plans and engage with the Sustainable Modes of Travel to School programme to improve routes.																N/A
NAN_52a	Active Travel	Installation of secure bike rackings/lockers at schools.																Concept
NAN_53a	Active Travel	Improve the walking / cycling route for students travelling to Nantwich high schools from Villaston.																Concept
NAN_32a	Active Travel	Improving the cycle route between Welsh Row and the Connect 2 Greenway by creating an extension to the Connect 2 route between Welsh Row and Wall Lane.																Concept
NAN_32b	Active Travel	Improving the cycle route between Welsh Row and the Connect 2 Greenway by creating an extension to the Connect 2 route between Welsh Row and Barony Road.																Concept
NAN_6a	Highways	Improve traffic flow on the A51 to ease congestion at Alaston roundabouts.																Feasibility
NAN_54a	Highways	Install traffic lights at the junction of Park Road and Audlem.																Concept
NAN_55a	Highways	Traffic calming measures on Wallington road between the railway station and Peter Desappagh Way.																Concept
NAN_46b	Highways	Develop longer term improvements for the A51 corridor as a strategic traffic link.																Concept
NAN_6a	Highways	Reducing the impact of A51 traffic flows on residents in Alpraham and Calkeley.																Feasibility
NAN_47a	Highways	Junction improvement at Wrexham Road / Monk's Lane.																Concept
NAN_46a	Highways	Improving drainage on the A51 and stabilising the embankment.																Feasibility
NAN_10a	Highways	Improvements to the A51 London Road to ease traffic and congestion.																Concept
NAN_57a	Highways	Conduct feasibility study on the impact of HS2 within Nantwich's transport network.																Feasibility
NAN_58a	Highways	Upgrading Coole Lane between Nantwich and Audlem.																Concept
NAN_39a	Highways	Increased capacity on the A51 in particular at a new link road to connect the A51 and A534 Waterkote, supporting LPS46 at Kingsley Fields, including realignment of the A51.																Detailed design
NAN_43a	Highways	Reduce congestion and queuing at the A530 Welsh Row and A534 Waterkote junction in the peak hours.																Concept
NAN_2a	Parking	Limit parking on Welsh Row e.g. permit parking for residents.																Concept
NAN_2b	Parking	Introduce parking restrictions on Taylor Drive e.g. double yellow lines.																Concept
NAN_33a	Parking	Increase the proportion of short stay car parking																Concept
NAN_27a	Parking	Address parking and congestion issues on School Lane and the village centre of Bunbury.																Concept

ID	Category	Scheme Description	Supporting Growth	Access to Services	LTP Objectives Protects and Improves the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our network 'assets'	Improve organisational efficiency and effectiveness.	Improving transport access to and within the town centre to support a thriving market town	Improving access on key routes to Crewe, Chester and the Potteries	Supporting access for rural communities around Nantwich to key services and employment centres, such as Reaseheath College	Supporting education and employment sites, such as Reaseheath College	Strengthening the transport network to accommodate development sites, such as LPS 49 Kingsley Park, from the Local Plan	Technically Feasible	Value for Money	Affordability	Acceptability	Development Stage - Concept - Feasibility - Preliminary design - Detailed design
NAN_5a	Public Transport	Bus station improvements on Beam Street, including providing onward travel details and improved waiting areas.																
NAN_60a	Public Transport	More frequent bus service from Delamere Rd and The Pile.																Concept
NAN_36a	Public Transport	Improve rail services from Nantwich to Crewe and Whitchurch.																Concept
NAN_37a	Public Transport	Improve bus services to Crewe, Chester, Whitchurch and the Potteries (Work with bus operators).																Concept
NAN_61a	Public Transport	Re-open the railway station at Beaston/Tarpotley.																Concept
NAN_38a	Public Transport	Improved passenger transport to services in Nantwich or Whitchurch for rural areas surrounding Nantwich, including Bunbury, Wenbury and Auden.																Concept
NAN_40a	Public Transport	Deliver community transport schemes (Work with local groups).																Concept
NAN_62a	Public Transport	Develop rail lines from rural areas towards Crewe and Northwich.																Concept
NAN_42a	Public Transport	Improve bus connections to Leighton Hospital.																Concept

## Appendix B – Sequencing & Packaging of options



ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
NAN_1a	Active Travel	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.		X	
NAN_3a	Active Travel	Various walking and cycle route improvements along Waterlode.		X	
NAN_3b	Active Travel	Various walking and cycle route improvements along Station Road.		X	
NAN_3c	Active Travel	Various walking and cycle route improvements along Pratchetts Row.		X	
NAN_3d	Active Travel	Various walking and cycle route improvements along Hospital Street.		X	
NAN_3e	Active Travel	Various walking and cycle route improvements along Prince Edward Street.		X	
NAN_3f	Active Travel	Crossing facilities at junction with Pear Tree Field (Wellington Road) to increase connectivity to Peter Destaplegh Way.	X		
NAN_3g	Active Travel	Walking and Cycling improvements between Nantwich Lake, Nantwich canal and the town centre.		X	
NAN_4a	Active Travel	Implement cycling parking facilities at Snow Hill Car Park and other locations across the town centre, including at leisure facilities.	X		
NAN_49a	Active Travel	Replacement of paving of High Street and Mill Street.	X		
NAN_50a	Active Travel	Pedestrianise Pillory Street and Hospital Street.			X
NAN_12a	Active Travel	Extending the Connect 2 route to Leighton Hospital and Bentley Motors.	X		
NAN_12b	Active Travel	Improving the A534 route including improving crossing points at the Peacock Roundabout.		X	
NAN_51a	Active Travel	Pedestrian crossing on Shrewbridge Road to access Nantwich lake.	X		
NAN_14a	Active Travel	Surface improvements to Public Right of Way (PRoW) Bridleway BR6 near Stapeley Broad Lane C of E Primary School.	X		
NAN_15a	Active Travel	Upgraded pavement from Stapeley to the Pear Tree Field junction.	X		
NAN_16a	Active Travel	Provide a footpath and improve the canal towpath between Calveley and Wardle.			X
NAN_7a	Active Travel	Provide a walking and cycling link along the disused railway between Nantwich and Audlem (feasibility study needed and consideration of land ownership).			X
NAN_18a	Active Travel	Provide improved pedestrian footways on Whitchurch Road across the canal.		X	
NAN_11a	Active Travel	Provide a walking and cycling route between Acton and Nantwich.		X	
NAN_19b	Active Travel	Kingsbourne to Canal footpath improvement.		X	
NAN_19c	Active Travel	Improving the footpath along Marsh Lane (as part of the Crewe and Nantwich Circular walking route).		X	
NAN_19d	Active Travel	Footpath along Cuckoo Lane as identified in the Acton, Edleston and Henhull Neighbourhood Plan.		X	

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
NAN_13a	Active Travel	Public rights of way network improvements in rural areas such as Newhall Parish, to provide continuous links between the parish and local service centres.		X	
NAN_17a	Active Travel	Extend the existing Bunbury footpath network to create local circular routes.		X	
NAN_19a	Active Travel	Improve existing public rights of way routes across Wrenbury.		X	
NAN_28a	Active Travel	Implementing a footpath for pedestrians and improving the cycle route into Alvaston Business Park.		X	
NAN_29a	Active Travel	Improving pedestrian crossing point at the London Road crossing.		X	
NAN_30a	Active Travel	Improvement of cycle facilities along the A534.		X	
NAN_34a	Active Travel	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.		X	
NAN_35a	Active Travel	Improve pedestrian access to Malbank School.	X		
NAN_31a	Active Travel	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.	X		
NAN_52a	Active Travel	Installation of secure bike racking/lockers at schools.	X		
NAN_53a	Active Travel	Improve the walking / cycling route for students travelling to Nantwich high schools from Willaston.		X	
NAN_32a	Active Travel	Improving the cycle route between Welsh Row and the Connect 2 Greenway by creating an extension to the Connect 2 route between Welsh Row and Wall Lane.		X	
NAN_32b	Active Travel	Improving the cycle route between Welsh Row and the Connect 2 Greenway by improving the existing section of the Connect 2 route between Wall Lane and Barony Road.		X	
NAN_5a	Public Transport	Bus station improvements on Beam Street, including providing onward travel details and improved waiting areas.	X		
NAN_60a	Public Transport	More frequent bus service from Delamere Rd and The Pike.		X	
NAN_36a	Public Transport	Improve rail services from Nantwich to Crewe and Whitchurch.			X
NAN_37a	Public Transport	Improve bus services to Crewe, Chester, Whitchurch and the Potteries (Work with bus operators).		X	
NAN_61a	Public Transport	Re-open the railway station at Beeston/Tarporley.			X
NAN_38a	Public Transport	Improved passenger transport to services in Nantwich or Whitchurch for rural areas surrounding Nantwich, including Bunbry, Wrenbury and Audlem.		X	
NAN_40a	Public Transport	Deliver community transport schemes (Work with local groups).		X	
NAN_62a	Public Transport	Develop rail links from rural areas towards Crewe and Northwich.			X
NAN_42a	Public Transport	Improve bus connections to Leighton Hospital.		X	
NAN_2a	Parking	Limit parking on Welsh Row e.g. permit parking for residents.		X	

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
NAN_2b	Parking	Introduce parking restrictions on Taylor Drive e.g. double yellow lines.			X
NAN_33 a	Parking	Increase the proportion of short stay car parking		X	
NAN_27 a	Parking	Address parking and congestion issues on School Lane and the village centre of Bunbury.		X	
NAN_6a	Highways	Improve traffic flow on the A51 to ease congestion at Alvaston (A51/A530), Peacock (A51/A534) and Cheerbrook (A51/A500) roundabouts.		X	
NAN_54 a	Highways	Install traffic lights at the junction of Park Road and Audlem.		X	
NAN_55 a	Highways	Traffic calming measures on Wellington road between the railway station and Peter Destaplegh Way.		X	
NAN_46 b	Highways	Develop longer term improvements for the A51 corridor as a strategic traffic link.			X
NAN_9a	Highways	Reducing the impact of A51 traffic flows on residents in Alpraham and Calveley.		X	
NAN_47 a	Highways	Junction improvement at Wrexham Road / Monk's Lane.		X	
NAN_46 a	Highways	Improving drainage on the A51 and stabilising the embankment.	X		
NAN_10 a	Highways	Improvements to the A51 London Road to ease traffic and congestion.		X	
NAN_57 a	Highways	Conduct feasibility study on the impact of HS2 within Nantwich's transport network.	X		
NAN_59 a	Highways	Upgrading Coole Lane between Nantwich and Audlem.		X	
NAN_39 a	Highways	Increased capacity on the A51 in particular at a new link road to connect the A51 and A534 Waterlode, supporting LPS46 at Kingsley Fields, including realignment of the A51.	X		
NAN_43 a	Highways	Reduce congestion and queuing at the A530 Welsh Row and A534 Waterlode junction in the peak hours.		X	

## Appendix C – Objectives & scoring criteria

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
Supporting Growth	Prevent growth sites	Adversely affects growth sites	Neither adversely affects or supports growth	Supports access to growth	Supports growth and unlocks development
Access to Services	Prevents access to services	Adversely affects access to services	Neither adversely affects or supports access to services	Supports access to some services	Provides direct access to multiple services
Protects and Improves the Environment	Permanent damage to the environment and no mitigation can be put in place	Damages the environment but mitigation can be put in place	Neither adversely affects or supports the environment	Protects the environment	Improves the environment by reducing impacts of air quality / noise pollution
Health, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets'	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving transport access to and within the town centre to support a thriving market town	Significantly impacts access into Nantwich Town Centre	Has some impact on accessing Nantwich Town Centre	Neither impacts or improves access into Nantwich Town Centre	Provides some improvement into Nantwich Town Centre	Provides significant improvement to access into and within Nantwich Town Centre
Improving access on key routes to Crewe, Chester and the Potteries	Significantly impacts access to key routes to Crewe, Chester and the Potteries	Has some impact on accessing key routes to Crewe, Chester and the Potteries	Neither impacts or improves access to key routes to Crewe, Chester and the Potteries	Provides some improvement to access to key routes to Crewe, Chester and the Potteries	Provides significant improvement to access to key routes to Crewe, Chester and the Potteries
Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch	Significantly negatively impacts access from rural communities around Nantwich to key services and employment	Has some negative impact on access from rural communities around Nantwich to key services and employment	Neither impacts or improves access from rural communities around Nantwich to key services and employment	Provides some improvement from rural communities around Nantwich to key services and employment into Nantwich Town Centre	Provides significant improvement from rural communities around Nantwich to key services and employment
Supporting access to education and employment sites, such as Reaseheath College	Significantly impacts access to education and employment sites	Has some impact on access to education and employment sites	Neither impacts or improves access to education and employment sites	Provides some improvement to access to education and employment sites	Provides significant improvement to access to education and employment sites
Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields, within the Local Plan	Significantly negatively impacts future development sites	Has some negative impact on future development sites	Neither impacts or improves access to future development sites	Provides some improvement of access to future development sites	Provides significant improvement to access to future development sites
Technically Feasible	No feasible design or methodology available	Severely limited design or methodology available	Scheme neither has identified technical challenges or a feasible design developed yet	Feasible design or methodology available with few limitations	Feasible design or methodology readily available
Value for Money	Severely limited value for money	Limited value for money	Likely neutral value for money	Some positive value for money	Excellent value for money
Affordability	Highly unlikely that funding would be available for the scheme from any source	Unlikely that funding would be available for the scheme from any source	Funding neither unlikely or likely to be gained	Potentially need to seek external funding but would likely be available	Funding has already been assigned or likely to be affordable from CEC's annual LTP allocation
Acceptability	No public or political acceptability	Significant opposition to the scheme	No opposition or support for the scheme currently	Largely supported by the public and politicians	Full political support and high level public support or already in policy