

Crewe Hub Planning

Southern Gateway Pedestrian and Cycleway Connectivity Scheme – Public Engagement Report

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Executive Summary

Cheshire East Council has ambitions to improve pedestrian and cycle links across Crewe to encourage an increase in walking and cycling across the town. New active travel routes will make it easier for people to get in and out of the town, reducing congestion and journey times. They will also make Crewe more attractive, encouraging people to spend more time in the town, in turn benefiting local businesses.

To help achieve these ambitions for Crewe, several different schemes are being developed, including the Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS), the Nantwich Road Bridge Enhancement Scheme (NRBE) and the Mill Street Corridor.

A public engagement exercise on the proposals for the Southern Gateway PCCS and the Nantwich Road Bridge Enhancement Scheme ran for 6 weeks, between Friday 29 April to Friday 10 June 2022. **This report outlines the engagement process and the feedback collected for the Southern Gateway PCCS only.** A separate report for the Nantwich Road Bridge Enhancement Scheme is available alongside the planning application documents for this scheme.

As part of the engagement exercise, a consultation web page, scheme brochure and online questionnaire were produced and available online throughout the engagement period. Stakeholders were able to request hard paper copies of all materials, including a questionnaire, from Cheshire East Council, either by email or phone. Printed copies were also available to pick-up at Crewe Lifestyle Centre and within the Nantwich Road entrance of Crewe railway station, as well as A5 flyers providing an overview of all the ways to provide feedback.

Two public information events were organised during the engagement process. The events took place at Crewe Lifestyle Centre on 17 May 2022 and at Crewe Railway Station on 19 May 2022. Those who visited the events were able to receive detailed information about each scheme, ask questions of the project team, as well as share their opinions on the proposed design. In total, over 40 people visited the events to speak to the development team, and ask questions.

A total of 94 responses were received during the engagement period. Of these responses, 78 responses were via the questionnaire (54 online, 22 physical paper copies returned and 2 scanned versions received by email). In addition to this, 16 emails were also received. Some emails and letters referred to both the Southern Gateway PCCS and NRBE schemes within their response, these have been counted as separate responses for each scheme.

The responses have been analysed to determine public opinion and the level of acceptability to stakeholders. Cheshire East Council (CEC) has reviewed the comments received during the engagement exercise and, where possible and appropriate, consideration has been given to modifying the Southern Gateway PCCS to take account of the feedback submitted within the public engagement exercise responses.

A headline summary of the 78 questionnaire responses received during the public engagement period reveals:

- 86% (67 respondents) strongly agreed or tended to agree that there is a need for pedestrian and cycle improvements in this part of Crewe;

- 75% (58 respondents) liked or really liked the Southern Gateway PCCS;
- 68% (52 respondents) agreed with the preferred option to improve the crossing facilities at the existing roundabout;
- 39% (30 respondents) didn't like or really didn't like the option to replace the existing roundabout with traffic signals;
- 76% (57 respondents) thought the Southern Gateway PCCS will make getting into the town centre easier;
- 79% (60 respondents) agreed or strongly agreed that the Southern Gateway PCCS will make travel to the town centre safer;
- 80% support CEC's vision for the wider active travel network.

In addition to the above, respondents provided comments about new pedestrian and cycling infrastructure in this part of Crewe. Nine people voiced concern about cyclists' behaviour, such as using existing footpaths for cycling.

One of the questions asked respondents if they felt the scheme would encourage them to walk or cycle more. A total of 48 respondents stated the scheme will encourage them to walk more, with 34 respondents suggesting it will cause them to cycle more. In comparison, 16 respondents said they would not walk more, and 23 respondents said they would not cycle more, as a result of the scheme. Some of the individuals suggesting they would not cycle or walk more outlined health/mobility issues as a reason, whilst several explained that they do not use this part of Crewe, and others noting that they already walk/cycle regularly on daily basis.

Alongside Southern Gateway PCCS, Cheshire East has ambitions to deliver new walking and cycling facilities as part of the Nantwich Road Bridge Enhancement Scheme and the emerging vision for the Mill Street Corridor. As such, respondents' views on the wider active travel network in Crewe were also gathered. Most of respondents who provided comments to this question supported the schemes and agreed that improvements are needed. Reasons submitted in favour of the wider network of improvements included that they will encourage more active travel, environmental considerations and the impact on health. Those opposed to the wider vision for additional cycle and pedestrian improvements in Crewe stated issues such as the cost of the investment, an unrecognised need for the scheme and that the schemes will disadvantage motorists.

Other key concerns seen throughout the questionnaire were around the need for the scheme, safety concerns (especially for pedestrians), connectivity of the cycle lanes and support for separate paths for cyclists and pedestrians.

This scheme is funded by the UK Government's Towns Fund / Future High Streets Fund. Overall the construction costs are anticipated to be £c2.5M. If the planning application is successful, and subject to land negotiations, we expect work to begin in Autumn 2023 and be complete by late Spring 2024.

1. Introduction

1.1 Scheme Background

Cheshire East Council is responsible for delivering and maintaining a high-quality travel network for pedestrians and cyclists. One of the Council's ambitions is to encourage more people to choose environmentally friendly modes of travel. This will help to reduce road congestion and help the Council achieve its goal of carbon neutrality by 2025.

The Crewe town centre Regeneration Framework highlights that some visitors are deterred from visiting the town due to the poor connectivity between key areas such as the railway station and the town centre. This poor perception reduces the time people spend in the town, which in turn impacts businesses and facilities.



Figure 1: Location of the Crewe Cycling and Pedestrian Connectivity schemes

The vision for the Southern Gateway PCCS, including the new cycle path and pedestrian link, along with other public realm improvements such as new street lighting, trees and shrubs is to provide a high-quality arrival point into the town centre. Linking into the emerging Mill Street Corridor, as well as the Nantwich Road Bridge Enhancement Scheme, the Southern Gateway PCCS

will encourage people to walk and cycle more, reducing car usage. By improving accessibility and the local environment, visitors and local people will also be encouraged to stay in Crewe for longer, which will benefit existing local businesses and services. All of the cycling and walking schemes proposed, alongside the arrival of HS2 into the town, will contribute to regeneration of Crewe.

1.2 Scheme Design

The proposed Southern Gateway PCCS will link High Street and Forge Street via a new segregated footway and cyclepath immediately behind Crewe Lifestyle Centre. It will establish a new active travel link in the form of a new gateway into Crewe town centre from the south.

The scheme will consist of the following elements:

- Between Moss Square and Forge Street: A 6.0m wide shared cycleway/footway by re-orienting existing materials to highlight the route.
- Forge Street: Raised crossing to enhance pedestrian and cycle priority.
- Between Forge Street and High Street: Public realm improvements. A gently sloping two-way route for cyclists and separate pedestrian route. Street lighting and amenity lighting. SUDS features including a rain garden located between the cyclist and pedestrian route. Seating areas and landscaping including trees and shrubs. Retaining wall on each side.
- High Street: A segregated 2.0m wide footway and a 3.5m wide cycleway on the east side of High Street. On the approach to the roundabout, a 1.5m wide one-way (west to east) cycle crossing serving and giving priority to northbound cyclists movements. Resurfacing of High Street.
- Roundabout: The existing roundabout will be retained in its current arrangement. High Street will be realigned to provide sufficient space on the east side to continue with a 3.0m wide shared cycleway/footway. The Vernon Way crossing will be improved via the installation of a parallel crossing.
- Mill Street: A shared 3.0m wide cycleway/footway between the Vernon Way crossing and Mill Street pedestrian crossing (where cyclists will need to rejoin the carriageway). Resurfacing of the eastern footway up to the existing railway bridge where the scheme will tie in with Mill Street Corridor proposed scheme.

Additionally, artistic features that are inspired by the railway heritage of Crewe town are proposed in order to increase attractiveness of public realm and to strengthen a cultural identity. This has been reflected in the materials used for the pedestrian and cycle paths, as well as in planting choice.



Figure 2: Southern Gateway PCCS Key Plan

1.3 Scheme funding

This scheme is fully funded by the UK Government's Towns Fund / Future High Streets Fund. Overall the construction costs are anticipated to be £c2M. If the planning application is successful, and subject to land negotiations, we expect work to begin in Autumn 2023 and be complete by late Spring 2024.

1.4 Purpose of this document

This document is intended to provide a summary and a record of the feedback received during the 2022 public engagement exercise for the Southern Gateway PCCS. Wherever possible and appropriate, the findings of this document have been used, along with other design and assessment work, to give consideration to modifying the Southern Gateway PCCS to take account of the concerns raised.

This document aims to accurately reflect the feedback received via the questionnaire responses. It is not an endorsement or criticism of any of the specific views expressed by respondents to the questionnaire.

2. Methodology

This section describes how the public engagement exercise for the Southern Gateway PCCS proposals was undertaken, the materials produced and how they were made available to the public. It also details the key engagement activities and how they were promoted.

2.1 Upfront engagement

Cheshire East Council (CEC) Councillors Sam Corcoran (Leader of the Council) and Craig Browne (Deputy Leader of the Council and Chair of the Highways and Transport Committee) were kept closely informed about the development of the Southern Gateway PCCS prior to the public engagement exercise taking place. Councillor Laura Crane (Vice-Chair of the Highways and Transport Committee) was also briefed.

In-person engagement was undertaken with the ‘We are all Crewe’ Crewe Town Board, and specifically its sub-group the Transportation Green & Blue Infrastructure Forum comprised of business leaders, elected members of CEC and The Crewe and Nantwich MP Dr Kieran Mullan.

Upfront engagement was also offered by way of email to the following stakeholders:

- the South Cheshire Chamber of Commerce & Industry / Business Council;
- Crewe Town Council.

2.2 Approach to the public engagement exercise

The public engagement ran for six weeks between 29 April 2022 and 10 June 2022. The aim of the engagement exercise was to allow stakeholders, including members of the public, to provide their feedback and opinions on the proposed Southern Gateway PCCS.

The comments and suggestions gathered as part of the engagement exercise have been used to inform the final design of the scheme where it is applicable and practicable.

2.2.1 Public engagement materials

A set of engagement materials were produced and made available to the public throughout the engagement period. This includes a dedicated scheme brochure, providing detail of the proposed scheme, and a questionnaire.

The engagement materials were hosted on a dedicated web page (www.cheshireeast.gov.uk/CreweCPS) which acted as the hub of the engagement and included a breakdown of how to provide feedback, as well as contact details for anyone wishing to speak directly to a member of the team.

The brochure provided the following information:

- background to the scheme and why it has been brought forward;
- a description of the proposed scheme, including anticipated scheme materials, alternative options that were considered and environmental impacts of the scheme;

- drawings of the scheme (high level and detailed options provided);
- an overview of how the scheme fits into wider vision for new pedestrian and cycle links across Crewe;
- ways to provide feedback during the engagement period;
- what the next steps are in terms of delivering this scheme.

Two roller banners were also produced and displayed at Crewe Lifestyle Centre and within the Nantwich Road entrance of Crewe railway station throughout the course of the engagement window. The banners were used during the public events.

In addition, a A5 scheme leaflet was produced which provided key headlines about the proposals and ways to provide feedback. The leaflets were distributed across key locations in the town including Crewe Lifestyle Centre, Crewe Station, Crewe Library and Crewe Town Hall.

Copies of the engagement materials be found in appendixes: scheme brochure (Appendix A), leaflet (Appendix B) and roller banners (Appendix C).

A copy of the questionnaire can be found in Appendix D.

2.2.2 Access to public engagement materials

The engagement materials were hosted on a dedicated web page (www.cheshireeast.gov.uk/CreweCPS). Links to this page were provided on the CEC Consultation portal webpage https://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/consultations.aspx. The engagement material was also available as a physical paper copy and alternative formats upon request to CEC.

There was also the opportunity for people to pick up physical copies of the engagement materials including brochures, leaflets, and questionnaires (with freepost envelopes to return them) at various locations within Crewe. The locations that the materials were available at included Crewe Lifestyle Centre, Crewe Library, Crewe Town Hall, Cheshire College South & West Campus in Crewe, and at Crewe railway station, with additional copies provided for the public events. These materials were replenished regularly during the engagement period.

2.3 Publicity and promotion

During week commencing 25th April 2022, CEC issued press/media releases for the Crewe Cycling and Pedestrian Connectivity Schemes as follows:

- to their media hub webpage (https://www.cheshireeast.gov.uk/council_and_democracy/council_information/media_hub/media_releases/media-releases.aspx);
- to CEC's Facebook and Twitter accounts;
- to local councillors and to local media outlets including Cheshire Live (the online version of the Crewe Chronicle newspaper), The Nantwich News, Crewe Nub News, Signal 1 96.4FM (part of Bauer Planet Radio), Radio Silk 106.9FM, The Cat Community Radio 107.9FM, Sports365.info, Highways-News.com;
- Crewe Town Council (<https://www.crewetowncouncil.gov.uk/>) and Crewe Town Board (<https://weareallcrewe.co.uk/>) also created their own releases from the CEC example.

A copy of the CEC-generated press release can be found in Appendix E.

A number of local groups were also identified and contacted, such as local cycling groups and accessibility groups with a presence in Crewe. Please see section 2.4.4 for more details.

From the afternoon of 28th April 2022, roller banners were erected within Crewe Lifestyle Centre and within the Nantwich Road entrance of Crewe Railway Station, along with supplies of the engagement materials described above.

Throughout the engagement window, Cheshire East Council also publicised details of the engagement exercise via its social media channels.

2.4 Stakeholder engagement

2.4.1 Public events

Two public events were held as part of this engagement exercise. Both events were open to all members of the public to attend.

The events were intended to allow members of the public to ask questions of the project team, and draw awareness to the Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS), the NRBE scheme and the Mill Street Corridor.

Date	Time	Location
Tuesday 17 th May	2:00pm – 7:00pm	Crewe Lifestyle Centre, Moss Square, Crewe, CW1 2BB
Thursday 19 th May	2:00pm – 7:00pm	Crewe Railway Station, Nantwich Road, Crewe, CW2 6HR

Table 1: Information about the public events held as part of the engagement exercise

2.4.2 Political stakeholders

In addition to the upfront engagement detailed above, all CEC cabinet members were emailed at the start of the consultation and again on 24 February.

2.4.3 Emergency services

The Police (Cheshire Constabulary Crewe South division), the British Transport Police and the North West Ambulance Service NHS Trust service were contacted as part of the wider engagement exercise.

2.4.4 Public engagement exercise

Over 150 stakeholders were contacted as part of the engagement exercise. Emails were sent out on three occasions between the end of April and mid-June 2022, inviting them to provide feedback. These included those already mentioned in Section 2.1. In addition, the 150 stakeholders included community and interest groups, accessibility and equality bodies, local businesses in the vicinity of the Southern Gateway PCCS and other relevant groups and organisations that were identified to have a potential interest in the proposals. The key stakeholder groups contacted are summarised below, with a full list of the stakeholders contacted attached in Appendix F.

Stakeholder group	Total contacted stakeholders
Chambers of Commerce	1
Companies	12
Departments	6
Educational Establishment	9
Emergency Services	3
Equality and Diversity	47
Interest Groups	39
Local Government	14
National Government	2
Other Public Sector Bodies	12
Public Transport Operators	7
Transport Contacts	5
Other (e.g. housing developer, resident groups, pressure groups, retail)	14

Table 2: Stakeholder groups that were contacted as part of the engagement exercise

2.4.5 Response channels

Responses to the engagement exercise were accepted through the following channels:

- online questionnaire;
- paper copies of the questionnaire;
- face-to-face or written form during the public information events;
- by email, to SGPCCS@cheshireeast.gov.uk;
- by freepost address.

2.4.6 Response collation, processing and coding

Online and paper response forms were collated and processed by the project team. Questions inviting a written response from the respondent underwent a rigorous coding process to bring out the key themes. Some of the questions provided opportunities for respondents to add their own suggestions or comments. All written additional responses were also coded and analysed by the project team. The key themes for these questions are presented below with references to actual responses received. Email responses were also coded. The complete list of codes used in analysis is attached as Appendix H.

Charts, tables and other visuals are used in the report to show the results of the questionnaire. If not stated differently, numbers shown in charts relate to numbers of respondents who chose specific option. In each case there is information about total number of respondents who gave answer to that question (e.g. n=78).

3. Response analysis

This section sets out the feedback to the public engagement exercise pertaining to the Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS). Responses were received via paper and online questionnaires, in addition to email responses. This section provides an overall breakdown of these responses by source (paper form, online, email), and demographic categories.

As of 10th June 2022, 94 responses were received. These included:

- 54 online questionnaires (51 completed and 3 partial);
- 22 paper questionnaires;
- 2 questionnaires received by email;
- 16 email responses with general comments.

Regarding the partial online questionnaires, responses were counted if they included at least one response to a question concerning general feelings towards the Southern Gateway PCCS.

3.1 Questionnaire analysis

The questionnaire contained 10 closed questions and 3 open-ended questions where respondents could provide their own written comments. Additionally, of the 10 closed questions, six were accompanied by open comment boxes. The open-ended questions were analysed to draw out key themes and individual topics raised. Respondents could reference a number of topics under one theme. The most prevalent themes arising from this analysis are identified, with the more detailed subject material for each discussed further.

3.1.1 Respondent demographics

Respondents were asked to complete an optional demographics section within the questionnaire, which included questions about gender identity, ethnic origin, nature of interest, age and other.

72 respondents (96% of total) completed the questionnaire as individuals, with three responses submitted on behalf of groups/organisations, which included Cycling UK and Cheshire East Council. Additionally, 23 respondents (31%) advised that they had attended one of the public events before answering to the questionnaire.

The majority of respondents identified themselves as Crewe residents (65%). Other options were responses added by respondents and included occasional visitors, visiting family and town councillors.

Figure 3 shows a different characteristics of respondents who provided some information in that section by online or paper questionnaire.

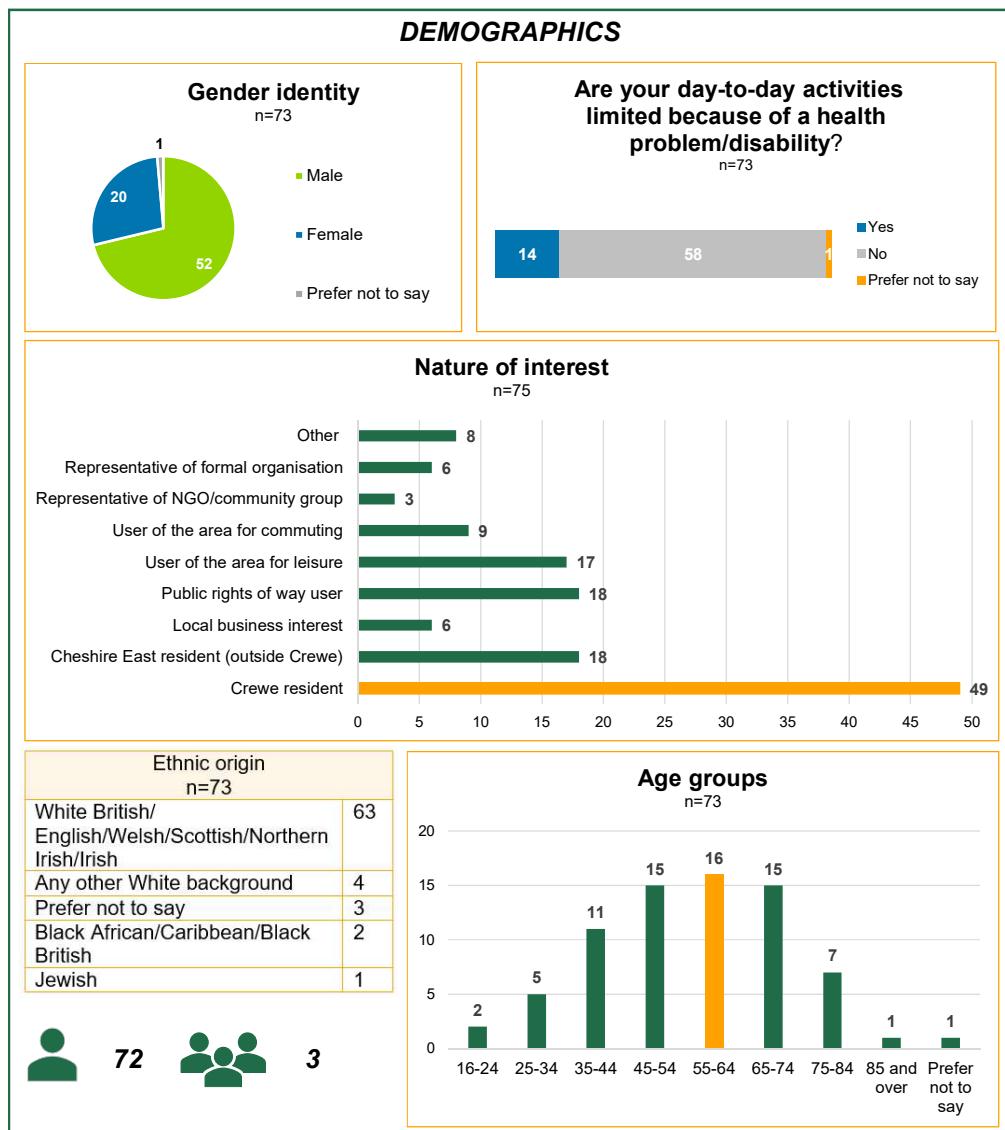


Figure 3: SG PCCS questionnaire respondents demographics

3.1.2 Postcode responses

The questionnaire asked respondents to provide their postcode to understand the geographical distribution of responses. 70 respondents provided this information and 8 chose not to. The postcodes were then grouped into postcode sectors according to how many responses were received from each area. The map below shows the geographical areas, and Table 3 provides more detailed information. Postcodes TN12 and WV11 have been omitted from the map due to theirs physical distance from scheme, but has still been included in analysis.

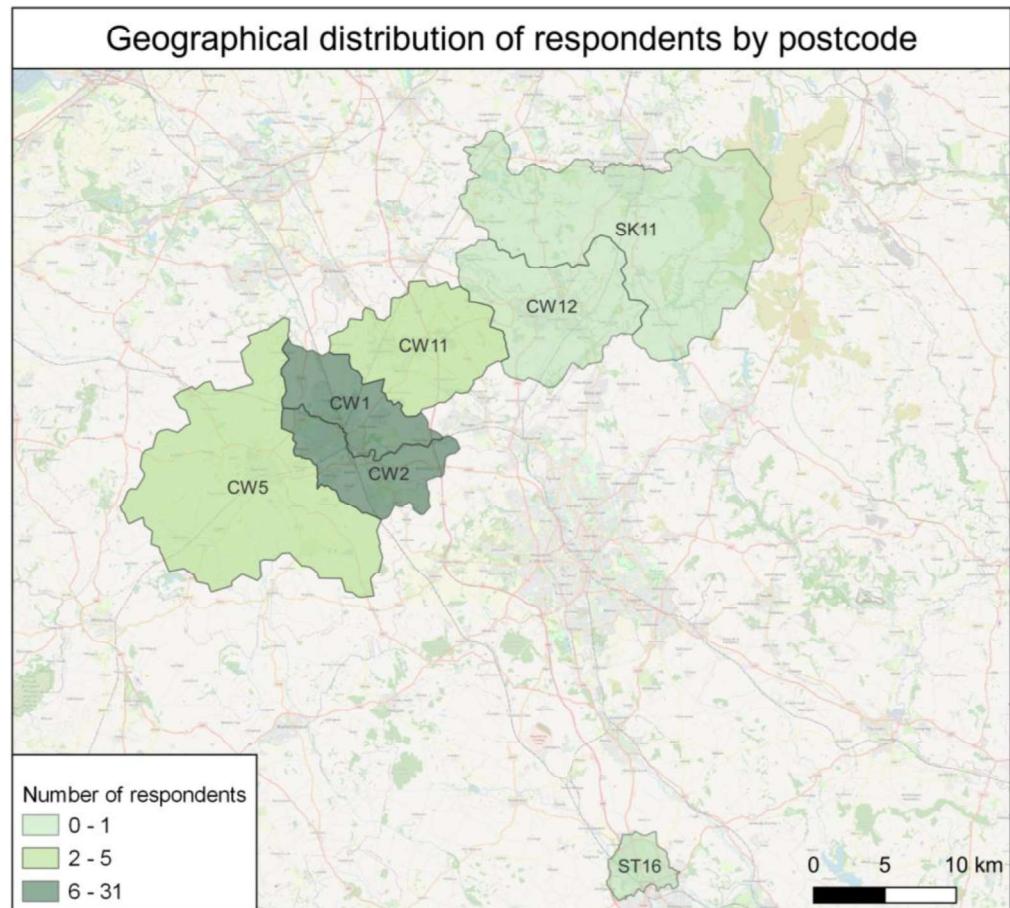


Figure 4: Geographical distribution by postcode (Base Source: OpenStreetMap)

Postcode	Area	District	Number of responses
CW1	Crewe (north)	Cheshire East	25
CW2	Crewe (south)		31
CW5	Nantwich, Willaston		4
CW11	Sandbach		5
CW12	Congleton		1
SK11	Macclesfield		1
ST16	Stafford	Staffordshire	1
TN12	Paddock Wood, Staplehurst	Maidstone	1
WV11	Wednesfield	Wolverhampton	1
		Blank	8
		Total	78

Table 3: Postcode responses distribution

Most of the responses received were from those living in two main postcode areas: CW1 (25 responses); and CW2 (31 responses). These are the postcodes covering the town centre. Almost all of the respondents were from Cheshire East (96%).

3.1.3 Travelling to and from Crewe town centre

The questionnaire explored how the respondents usually travel to and from Crewe town centre, as well as the modes of transport they use, and the purposes of such journeys.

31 respondents (40%) said that they visit Crewe town centre a few times a week, whilst a third of respondents (26, 34%) said they visit a few times a month. Only one respondent said they never travel to Crewe town centre.

More than half of the respondents said they visit Crewe town centre for shopping (40 respondents, 52%), with 30% using it for leisure purposes (23 respondents). Hospitality and culture were less popular journey reasons with less than 10 respondents choosing these options. None of respondents said that they visit town centre for educational purpose. Other reasons mentioned included banking and passing through to another location.

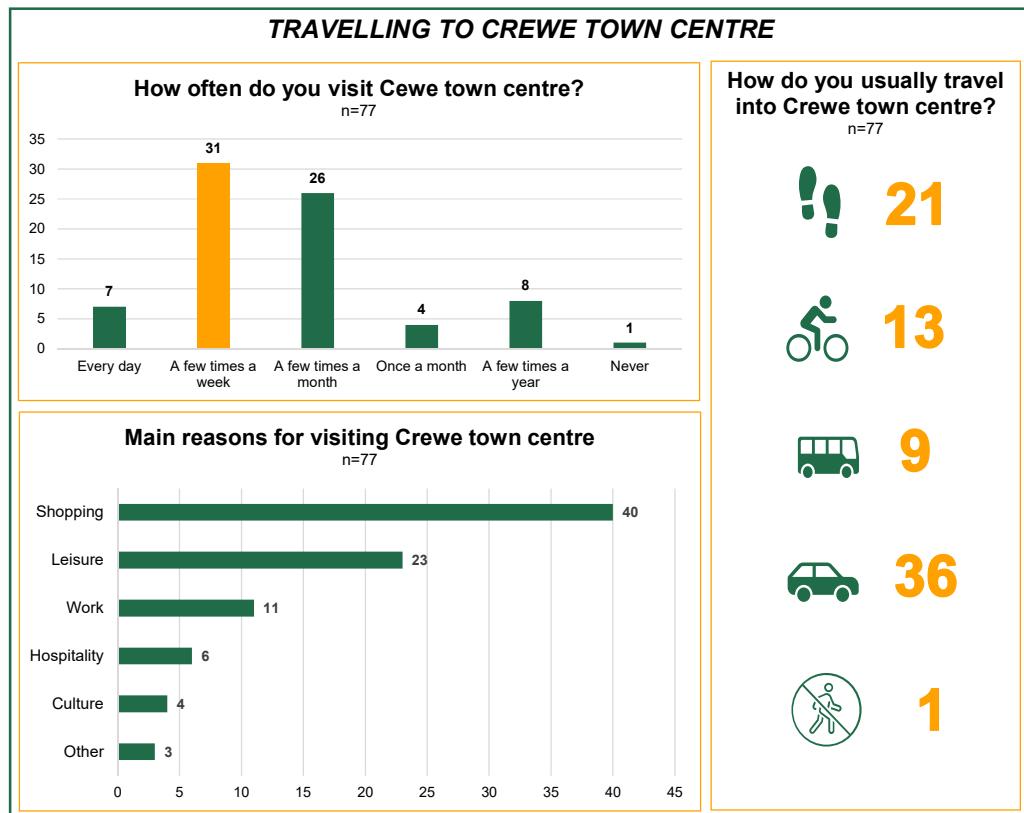


Figure 5: Travelling to and from Crewe town centre

To understand how the scheme will link with the wider active travel network proposed, respondents were asked how they usually travel to Crewe town centre. Almost every second respondent said that they travel to the town centre by car (36 respondents, 47%). Cyclists and pedestrians made up a combined 34 of the total respondents (44%), with slightly more people walking (21 compared to 13 cyclists). Most of the respondents who identified as cyclists live in Crewe south (CW2), and most people who usually walk to town centre live in Crewe north (CW1).

3.1.4 Feelings towards the Southern Gateway PCCS

The main part of the questionnaire included questions relating directly to the Southern Gateway PCCS proposals. The results are presented below in thematic sections, such as thoughts about the general need and support for the scheme, scheme design and impact of the scheme on travel decisions.

Firstly, respondents were asked whether they agree with the need for the proposed active travel improvements. Most of the respondents (67, 86%) strongly agreed or tended to agree that there is a need for cycle and

pedestrian improvements, with 9% (7 respondents) strongly disagreeing or tending to disagree.

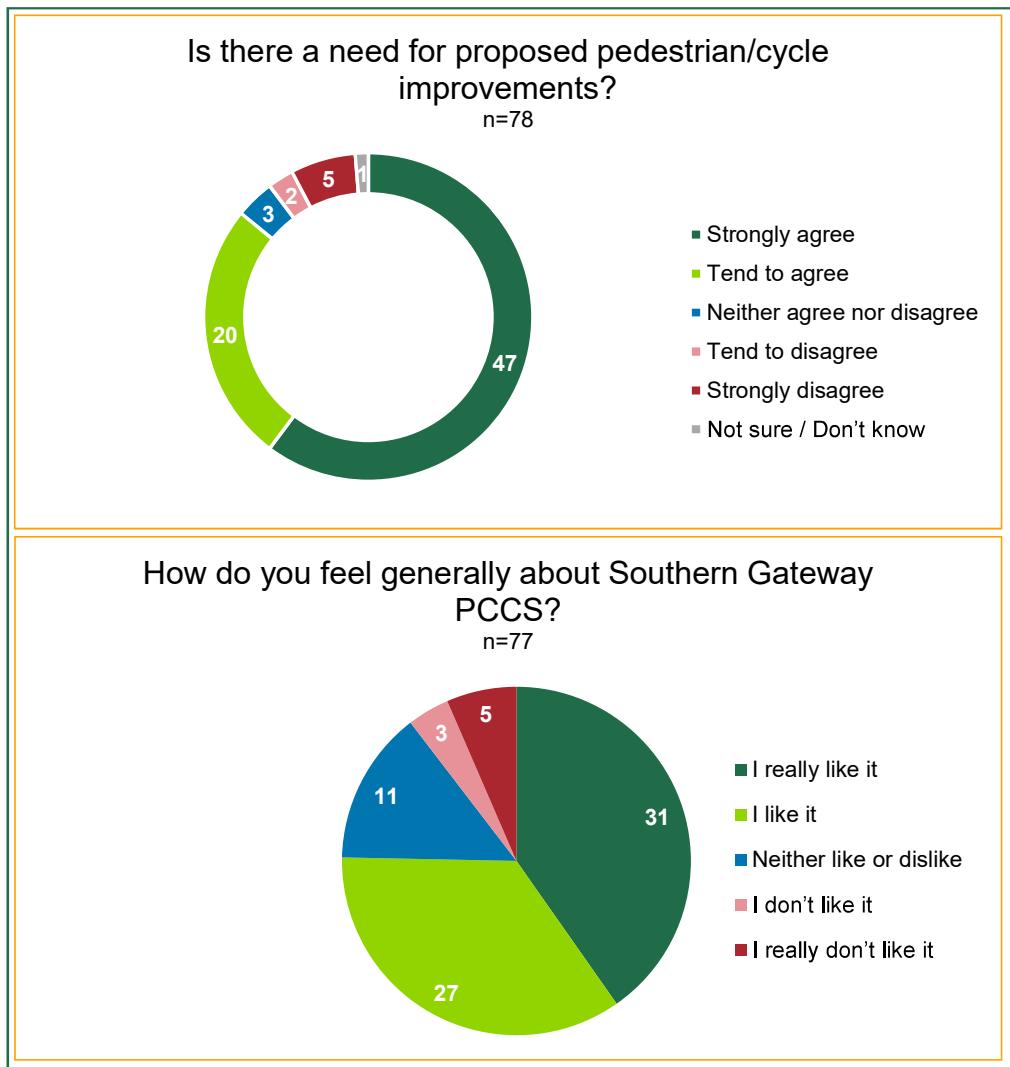


Figure 6: General feelings towards the Southern Gateway PCCS

Respondents were given the opportunity to explain their opinions via additional text comments. As per the general support for the scheme, most respondents used this opportunity to express their support for the improvements, which was in turn reflected in the comments:

- “I walk this route on a regular basis, and this would improve it.” (Respondent 43);
- “It would be good for the regeneration of Crewe town and good for the health of the resident's of Crewe.”(Respondent 54);
- “Any improvements for cyclists and pedestrians is a good thing.” (Respondent 44).

Several respondents mentioned that the dangerous behaviour of cyclists is the reason they support the suggested improvements:

- “Too many cyclists are using the footpaths which are not safe to walk on. I have nearly been knocked over by scooters and bikes not using the roads.” (Respondent 31);
- “At present cyclists ride on pavements to avoid vehicles” (Respondent 38).

- “I frequently cycle through the town centre to get to the station. Parts of the route are difficult and dangerous - this will solve some of the problems.” (Respondent 68);
- “It will make cycling safer.” (Respondent 13).

Other reasons given were related to the impact of the scheme on encouraging people to use active travel routes:

- “Hopefully this will encourage people to walk/cycle more frequently.” (Respondent 69);
- “Safe infrastructure support people to get out of their cars - and use alternative options.” (Respondent 65).

Those opposed mentioned issues such as pedestrian safety, under-used cycle paths and the current condition of Crewe town centre:

- “Cyclists do not always use the existing spaces/routes for them.” (Respondent 67);
- “Crewe town offers nothing other than supermarkets at the moment. They all have their own car park so no need to separate pedestrians.” (Respondent 47);
- “As a pedestrian the interface between pedestrian and cyclists should be resisted at all costs, the risk of collision is too high. Now increased by the speed and weight of electric cycles.” (Respondent 74).

The next question sought respondents' general feelings about the proposed Southern Gateway PCCS. Three quarters of respondents liked or really liked the design (58 respondents, 75%), with 8 (10%) people disliking and 11 respondents (14%) outlining that they have a neutral opinion. Most of the respondents who identified as regular bus users (4 out of 9) disliked the scheme, whilst all respondents who cycle to Crewe town centre liked the scheme.

In the open-box comment section assigned, some of the respondents gave justifications for their opinions. Most respondents once again mentioned that the scheme will be an improvement to the current infrastructure:

- “It is a refinement of the existing route.” (Respondent 73);
- “There will be significant improvement in connectivity to the town centre from the south, however the proposals need to be as creative and high quality as possible and ensure successful connection and integration with the rest of the link from the station. This project along with the remainder of the link needs to be truly transformational. (...).” (Respondent 62);
- “Will be a big improvement and hopefully more will bike or walk to towns.” (Respondent 48).

The anticipated benefits of the scheme, such as promoting active travel and increased safety for cyclists and pedestrians were listed in favour of the scheme:

- “It helps to create a "signposted" route into the Town Centre which helps to encourage active travel.” (Respondent 57)
- “It connects two roads in a safe way for pedestrians and cyclists.” (Respondent 65).

Some comments reflected general support, but also included suggestions of further improvements:

- “*I generally like the scheme but the access for the pedestrians who walk down the slope from Prince Albert Street and then walk along the side of home bargains to go to the shops need to be considered.*” (Respondent 41);
- “*I really like the main part, but not the Mill Street proposals.*” (Respondent 75).

Several of those who don't support the scheme gave more detailed explanations of their opinions. These included safety concerns and the cost of the scheme:

- “*It does not adequately ensure the safety of pedestrians.*” (Respondent 56);
- “*Shared space scheme's do nothing to entice me to cycle on them. As an occasional cyclist I would just ride on the road than any shared space scheme.*” (Respondent 2);
- “*I think making the road off Mill Street narrower is going to cause more traffic congestion than what is already there now.*” (Respondent 47);
- “*Waste of money.*” (Respondent 67).

3.1.5 Design of the scheme

Respondents were asked their views on the detailed design of the Southern Gateway PCCS, such as the proposed changes to the current roundabout (connecting High Street to Mill Street, Oak Street and Vernon Way), suggested scheme materials and safety improvements.

In the engagement brochure the option to improve the crossing facilities at the existing roundabout was presented and within the questionnaire respondents could provide comments on this. 52 of respondents (68%) supported this presented option, 13 respondents (17%) did not support it, and 12 people (16%) gave no identified views. The next question also related to the same roundabout infrastructure and plans to replace it with traffic lights. More than one third of respondents (30 respondents, 39%) didn't support this change. 21 respondents (27%) gave neutral views, whilst 20 respondents (26%) liked the proposed replacement. Those who identified as frequent cyclists were the only group in which more respondents liked the idea than disliked it.

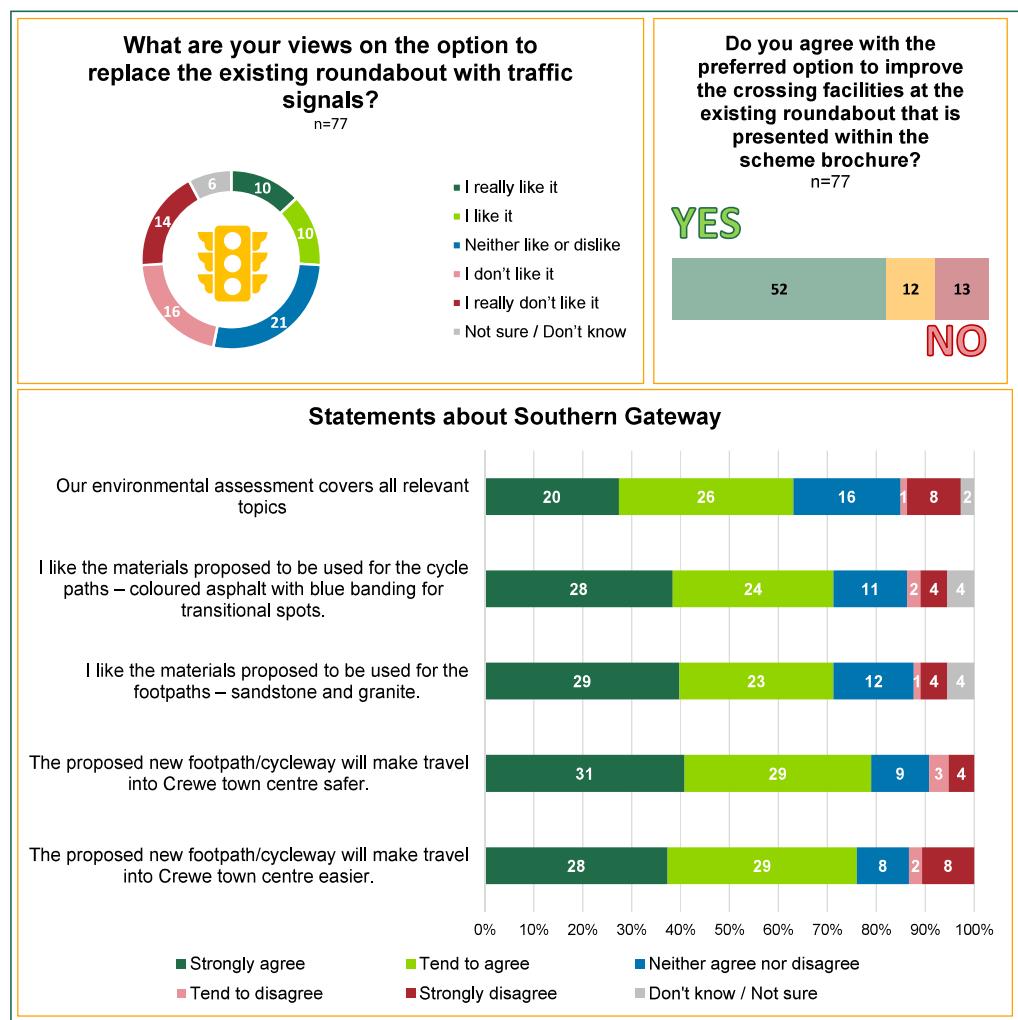


Figure 7: SG PCCS questionnaire – design of the scheme

Respondents could add additional comments to help further explain their views. Most of the comments submitted related to supporting improvements to the crossing facilities:

- “*It is not perfect but it is both pragmatic and affordable.*” (Respondent 57);
- “*Fairly straightforward upgrade.*” (Respondent 59);
- “*I strongly agree with the preferred option here. Changing the priorities and putting cyclists onto the pavement area could have disastrous consequences. It is easy to pick up speed on the downhill section around the bend and you could be met by another cyclist coming towards you or person pushing a pushchair or wheeling luggage. That could force a cyclist into the traffic to avoid a collision. This could have potentially fatal consequences. With the constraints of the bridge, the preferred option seems the safest choice to me.*” (Respondent 7).

For those who were against, one of the most important issues related to giving priority to non-motorised users:

- “*In line with active travel priorities I think it is important that cyclists are given a priority route over the roundabout without needing to dismount and walk across.*” (Respondent 8);
- “*Pedestrians should be given more priority a signal junction and public realm improvements.*” (Respondent 40).

Respondents who disagreed with the option to replace the existing roundabout with traffic signals were mostly concerned about the impact on traffic flow and road congestion:

- *"Although this might be a good thing at peak times of the day, the rest of the time it will unnecessarily slow traffic and increase pollution." (Respondent 7);*
- *"Depends on how it will effect traffic flow." (Respondent 42);*
- *"Slows down traffic which leads to congestion." (Respondent 67).*

Additionally, some respondents thought that the suggested improvement would not have significant impact or solve the main problems of the junction:

- *"Not practical and doesn't solve many of the issues." (Respondent 57);*
- *"Better priority for pedestrians and cyclists but doesn't solve Mill Street problem." (Respondent 75);*
- *"I dont think it would improve traffic at all. There's loads of examples of roundabouts and junctions in Crewe where the traffic actually improves when the traffic signals are broken." (Respondent 22).*

As the main aim of the scheme is to increase active travel to and from Crewe town centre, respondents were asked if they thought that the scheme will make this travel easier and safer.

For the most part, respondents tended to agree or strongly agreed that the scheme will make travel to the town centre easier (76%, 57 respondents) and safer (79%, 60 respondents). 10 respondents thought the travel won't be easier as a result of the scheme, and 7 thought that it won't improve safety. Around 11% of respondents were undecided. Among those who were against, 4 respondents stated that their personal travel options are limited due to health problems/disability. These respondents comprised 40% of the total respondents who responded to the question about ease of travel and 57% for question about safety.

An important element of the design is the materials used for footpaths and cycle routes as they determine comfort of usage and influence the attractiveness of the space. In respect of both paths (pedestrian and cycle) respondents submitted similar views. 71% tended to agree or strongly agree with the proposed materials to be used (sandstone and granite for footpaths and coloured asphalt with blue banding for transitional spots for cycle paths). Around 8% of respondents said that they did not support the proposed materials. None of the identified regular cyclists disagreed or tended to disagree with the proposed materials. Among the respondents who declared that they regularly walk to Crewe town centre, two didn't approve of the materials proposed.

In the scheme brochure the anticipated impact of the scheme on the environment and local communities was presented. Respondents were given an opportunity to provide feedback on these environmental considerations in the questionnaire. 63% (46 respondents) tended to agree or strongly agreed that the presented information covered all of the relevant topics. 12% (9 respondents) strongly disagreed or tended to disagree.

3.1.6 Travel behaviour change

The last question related specifically to the Southern Gateway PCCS and sought to understand how the delivery of the scheme will influence respondents travel decisions.

Over 60% (48 respondents) suggested that the proposed scheme will encourage them to walk more through this part of Crewe town centre, and almost half of respondents (34, 47%) suggested it will make them cycle more. 21 respondents (30%) suggested that the scheme won't change anything regarding their travel to/from this part of Crewe town centre. Among car users, more stated that the scheme will encourage them to walk (20 respondents) than to cycle (14 respondents).

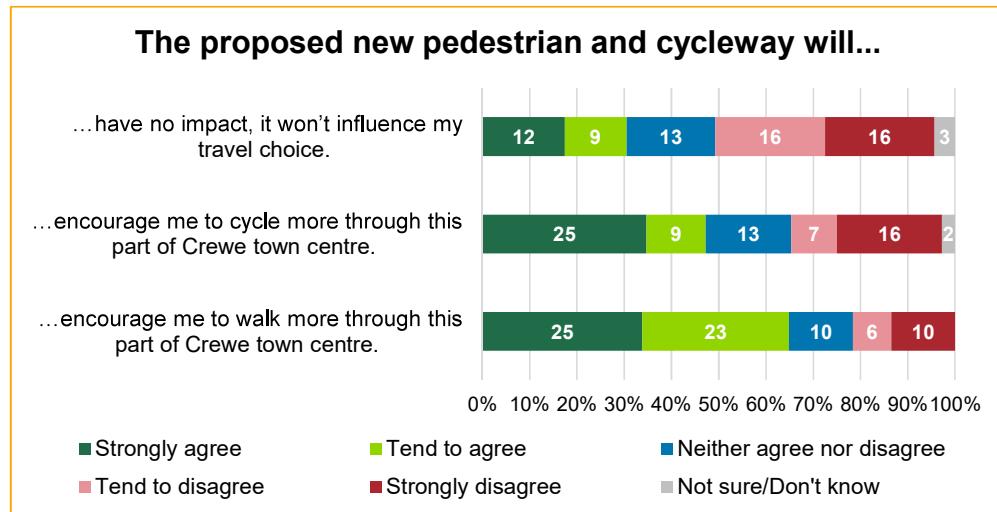


Figure 8: How the Southern Gateway PCCS will influence respondents travel decisions

Respondents were given the opportunity to provide additional explanations via an open comment box. For the most part, respondents gave reasons why they won't cycle or walk more. This included issues such as whether they use this part of Crewe town centre, safety and health issues, or not being willing to cycle at all:

- “I already cycle and walk as much as I can, avoid driving.” (Respondent 45);
- “Do not walk into the town centre from that side of Crewe.” (Respondent 2);
- “I wouldn’t walk with the fear of being followed or robbed. I wouldn’t go on bike as the gangs that hang around in the town would probably hold me at knife point and steal it.” (Respondent 47);
- “As a regular shopper at Home Bargains/Tesco, and with some limited mobility, this scheme which replaces my level access with dingy stairs outside Crewe Council Offices coupled with a long detour, will deter me from shopping in this area. The next similar superstore/Extra retail outlets are a Bus journeys out of town.” (Respondent 49).

Some respondents suggested that the scheme would encourage them to walk or cycle more and expressed general support for the scheme or confirmation of these plans:

- “Because of my age I no longer cycle but I will use the pedestrian walkway.” (Respondent 41);

- “The walking and cycling environment would be more pleasant. I usually cycle through Crewe anyway but the new scheme would make it more inviting.” (Respondent 4);
- “The route into town will be clearer.” (Respondent 40);
- “The new scheme will make walking/cycling more pleasant and safer.” (Respondent 78).

3.1.7 Additional comments on the Southern Gateway PCCS

Respondents were given the opportunity to put forward additional ideas and information that might help improve the scheme’s design. 29 responses were submitted to this question. Most of the responses (10) provided more detailed suggestions on the proposed materials used, heritage and other improvements:

- “If restricting traffic on a road is the only option, trial it first please with ‘give way to oncoming traffic’ signs.” (Respondent 65);
- “Improve the access under Mill Street railway bridge by opening up the existing old arch behind the east bridge abutment and extending it using pipe-jacking. There would be a need to acquire land from Crewe Heritage Centre and construct a ramp up to Vernon Way.” (Respondent 25);
- “Call it the Ironbridge Walk. My husband told me about the old bridge on the site of the walking avenue, it would be great to have it remembered.” (Respondent 58);
- “Needs public realm and benches where High Street is opened up.” (Respondent 33);
- “Public art and wayfinding drawing on approaches for the rest of the gateway from the station and also perhaps reflecting on whether aspects of the design could be more creative as part of that, including materiality.” (Respondent 62);
- “The rail bridge is constructed with arches. These could provide a separated pedestrian walkway through to the existing pedestrian crossing on Vernon Way.” (Respondent 59);
- “Pedestrian crossing should be a rainbow crossing for diversity and inclusivity promotion. The High Street/Forge Street pedestrian area should have slabs with moments of history in Crewe as a timeline to show Crewe’s growth.” (Respondent 1);
- “Need to look at more sustainable materials although I do like the consideration of planting to support water retention/attenuation.” (Respondent 51).

Several respondents expressed their doubts about the scheme, as they preferred other options or were concerned about costs and links to other projects:

- “Clearly the scheme needs to be abandoned. The previous plan to pedestrianise and create a boulevard of High St offers a far better solution to access the town centre and help to rejuvenate High Street and the terrace (Market Street) shops.” (Respondent 74);
- “Would have preferred alternative design option 1.” (Respondent 75);

- “*I fear this is expensive window dressing, not radical enough to get real change.*” (Respondent 45);
- “*Given it's been left for so long it may as well be left a bit longer and built into to the wider Youth Zone project.*” (Respondent 26);
- “*Cycleway designs only work if they're linked up to other ones. E.g. Nearby on Dunwoody way.*” (Respondent 2).

Additionally, there were some general comments about the need for improvement or safety issues:

- “*Please have a highly secured preferably manned cycle parking hub in town centre to prevent thefts.*” (Respondent 50);
- “*Invest in attractive active travel routes as a priority. It will make a difference even if not understood right now. Make them green and pleasant!*” (Respondent 9).

3.1.8 Opinions on wider active travel network

Respondents were asked about their views of the ambitions for the wider active travel network plans that is proposed for Crewe. As the Southern Gateway PCCS is a part of this network, it was considered important to understand respondents views about this overall vision, including the Mill Street Corridor.

59 respondents (80%) supports the vision for this wider active travel network, whilst 12% (9 people) were against it, and the rest (6 respondents, 8%) were undecided.

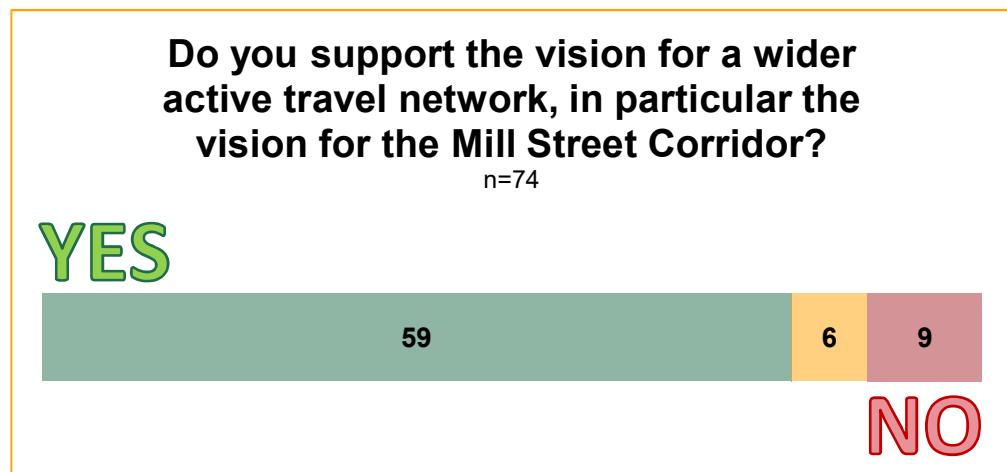


Figure 9: Support for the vision for a wider active travel network

39 respondents provided comments explaining their feelings towards the wider active travel network. Most of them expressed their support and agreed that improvements are needed:

- “*Need to join Nantwich Road to town centre.*” (Respondent 42”);
- “*There is an urgent need to reduce traffic emissions and air pollution, as well as improve air quality. We therefore need to reduce road usage from cars and improve pedestrian/cycling facilities.*” (Respondent 63);
- “*We have been waiting a long time for progress on connectivity the station/employment sites nearby to the town centre. We would like to see CEC create a facility of the highest quality and one which is continuous.*” (Respondent 78);

- “Vital to improve the connection between the station and town centre.” (Respondent 61);
- “The Mill Street Corridor is an excellent concept that is kind of the missing piece of the jigsaw. Getting funding for and completing this project could be key to getting people to access Crewe town centre from the station.” (Respondent 7);
- “It will improve the route between the train station and town centre for pedestrians and cyclists.” (Respondent 41).

Some respondents mentioned the importance of encouraging people to walk and cycle more, environmental considerations and the positive health impacts.

Those who are against raised issues such as cost of investment, disadvantaging the motorists and no need for the scheme at all:

- “I do not think it will encourage more cyclist. It will be very costly to implement the proposed changes and quite disruptive to traffic.” (Respondent 17);
- “There is an existing network of roads and pathways through this estate. Any improvements could be limited to proper signage and lighting.” (Respondent 59);
- “It is totally inadequate.” (Respondent 56);
- “Again, motorists will be disadvantaged.” (Respondent 67).

3 respondents provided comments relating to the Dorothy Flude Retail Park, for example:

- “The Dorothy Flude Retail Park should have been built fronting Mill Street. This would have permitted a much shorter Cycle/Pedestrian Greenway towards Mill Street Bridge. Obviously we have a much longer walk from the Railway Station today than previous and I cannot see that any “corridor” is going to emerge in Mill Street to that of today. The problem of Crewe not having any forward looking plans like in the past.” (Respondent 49).

Respondents were also asked about their views on reallocating road space underneath the existing Mill Street bridge. 37 respondents provided feedback, with 9 providing suggestions regarding this idea:

- “Have you investigated the east span of the Mill Street railway bridge? Are you sure you cannot open this up for the cycle/ ped route? Have you looked at stoke city council's scheme on Globe Street under the railway bridge at the station, creating the cycle network route?” (Respondent 78);
- “Ideally widen or make it one way.” (Respondent 72);
- “It would make more sense to put a cycle route via Macon Way.” (Respondent 16);
- “This should be closed to traffic completely. (...) Space under the bridge should just be pedestrians/cyclists and be a strategic focus going forward - as a shared space with access for maintenance works for the bridge and emergency vehicles only.” (Respondent 1);
- “I would prefer the option of a dedicated cycle lane on the East side of the bridge (variation B) (Respondent 68). ”

Several respondents outlined their support for the solution:

- “I think it'd be great, its quite a bottleneck as it is.” (Respondent 22);
- “I welcome this.” (Respondent 76);

- “Yes if it makes it safer to get in and out of Crewe.” (Respondent 54);
- “I will need to try it out before deciding.” (Respondent 43);
- “I don't mind as long as it doesn't increase congestion which is already very poor.” (Respondent 6).

Among the comments were several which were opposed to or reflected doubts about this solution:

- “Keep cyclists away from the area.” (Respondent 67);
- “I prefer to keep both pavements as they are today.” (Respondent 41);
- “It just doesn't solve the problem- both pedestrians and cyclists need good routes that are safe and convenient to use.” (Respondent 75);
- “Mostly dangerous. Pedestrians must not be required to change footpaths just because of cyclists who haven't learnt to ride their bikes. The only good bit is the suggestion of examining the half built archway to widen the route, which should be done with a way of increasing clearance under the bridge to allow double decker buses and supermarket delivery trailers to fit. Until that is sorted it would be a waste of money to progress any significant scheme within the current constraints.” (Respondent 26).

In the last question of the questionnaire, respondents were given an opportunity to provide any additional comments or suggestions that could improve walking and cycling conditions in Crewe. Almost half of all respondents provided further comment in this way. Most of the responses contained comments on other roads or parts of Crewe:

- “My longstanding wish: allowing cycling in the bus lane on Crewe Road past B&Q and further down.” (Respondent 4);
- “Please complete the connect 2 route extension to Leighton Hospital asap & also please investigate how to provide a safe, more pleasant route from Queens Park/ tip kinder park into the town centre & install toucans at the Peacock roundabout.” (Respondent 78);
- “The missing 300m of footway on the east side of Vernon Way between Earl St roundabout and Tesco roundabout has been requested many times before, despite having a great advantage to motorists has never been provided. Its provision would greatly reduce the number of times the signalised crossing would be activated.” (Respondent 76)
- “Wychwood village and park desperately need cycle paths so children can cycle to school. And pavements to enable safe walking in this area.” (Respondent 5).

Some further expressed their support for the improvements, with additional comments about safety:

- “The sooner such schemes are implemented the better.” (Respondent 63);
- “Yes. Do it as soon as possible please! However riding a bicycle requires a responsible attitude and people riding irresponsibly should be required to do a cycling proficiency course!!!!” (Respondent 37).

Several respondents raised the issues related to cycle facilities, such as cycle storage or maintenance of cycle paths:

- “Crewe has several excellent pedestrian and cycling facilities, but what is needed is CONNECTIVITY between them.” (Respondent 25);

- “Existing cycle paths need to be cleared of debris and vegetation more often. Remark the cycle lanes- almost invisible. NANTWICH RD! More cycle lanes please!” (Respondent 68);
- “More details required regarding short stay/long stay cycle stands - more cycle infrastructure needed in the town centre and current stands fixed.” (Respondent 1);
- “Upkeep of existing road markings.” (Respondent 38);
- “Raised kerbs to separate cycle route from cars on roads.” (Respondent 39).

3.2 Email responses

In addition to the 78 questionnaire responses received, a further 16 responses were received for the scheme in the form of emails. In total 17 emails were received. However as one of these emails contained just scanned versions of two questionnaires, the contents were counted as questionnaire responses. The email responses were reviewed, coded and analysed to understand the key themes present in them. The breakdown of the overall sentiment seen in the emails is detailed below.

General sentiment	Number of emails echoing the sentiment
Positive/in support of the scheme	7
Neutral/support for the scheme not expressed	7
Negative/does not support the scheme	3

Table 4: Breakdown of overall sentiment expressed in emails received

Notable organisations that responded by email include:

- Cheshire East Council (different departments);
- Crewe Town Board;
- Crewe Transportation Green and Blue Infrastructure Forum;
- Historic England;
- Network Rail;
- Sustrans;
- Weston Centre Business Hub.

The key themes mentioned in each are detailed below:

Email ID	Key themes
SGPCCSE01	Individual response, voiced concerns about shared pathways and cycleway maintenance, support giving priority to non-motorised users.
SGPCCSE02	Weston Centre Business Hub response, expressed concerns for significant change in Crewe town centre, suggested relocation of town centre closer to railway station.
SGPCCSE03	Individual response, provided some suggestions for the Mill Street Corridor scheme.

Email ID	Key themes
SGPCCSE04	Historic England response, stated they have no comments at this time.
SGPCCSE05	Cheshire East Highways response included 2 scanned questionnaires received by this organisation from individuals. It did not contain an opinion expressed by this organisation itself and the questionnaires have been counted within the questionnaire summary
SGPCCSE06	Individual response, opposed to shared pathways for cyclists and pedestrians due to safety issues.
SGPCCSE07	CEC Landscape Team response, stated the need for usage of complementary materials in all three schemes.
SGPCCSE08	CEC Cycling and Walking Champion response, voiced suggestions for design of paths under Mill Street Bridge.
SGPCCSE09	Individual response, expressed concerns for pedestrians' safety and accessibility due to planned stairwell in High Street area, oppose to shared pathways for cyclists and pedestrians.
SGPCCSE10	Sustrans response, expressed general support for the improvements, stated concerns for shared pathways and Forge Street design, linking all schemes and disabled friendly infrastructure.
SGPCCSE11	Individual response, expressed general support for the scheme, provided suggestion on including Iron Bridge heritage connection.
SGPCCSE12	Network Rail response, expressed general support for the scheme, provided some comments on NRBE scheme.
SGPCCSE13	Crewe Town Board response, expressed general support for the scheme.
SGPCCSE14	Individual response, support active travel, voiced concerns about lack of cycle storage and real impact of the scheme to encourage cycling.
SGPCCSE15	Individual response, expressed general support for the scheme, voiced need for road markings improvement in other cycle lanes in Crewe and Nantwich, concerned about cyclists safety.
SGPCCSE16	CEC Economic Development Team response, expressed concerns for shared pathway for cyclists and pedestrians, provided suggestions on Mill Street Bridge design.
SGPCCSE17	Crewe Transportation Green & Blue Infrastructure Forum response, expressed general support for the scheme.

Table 5: Key themes expressed in emails received

3.3 Additional survey responses

An additional pedestrian ('origin / destination') survey is being undertaken in late Summer 2022 to understand the level of usage of the private access road along-side the Home Bargains unit. This will help determine if any additional measures are needed elsewhere to ensure any possible serevance impacts from this scheme are minimised.

4. Key Themes and Conclusions

A total of 78 responses were received via the Southern Gateway PCCS questionnaire (54 online, 22 physical paper copies returned, 2 scanned copies sent by email). In addition to this, 16 emails were also received. Some emails and letters referred to both the Southern Gateway PCCS and NRBE schemes within their response, and these have been counted as separate responses for each scheme.

The responses have been analysed to determine public opinion and the level of acceptability to stakeholders. Cheshire East Council has reviewed the comments received during the engagement exercise and, where possible and appropriate, consideration has been given to modifying the Southern Gateway PCCS to take account of the concerns raised in the public engagement exercise responses.

The scheme is fully funded from the UK Government's Towns Fund / Future High Streets Fund. Overall the construction costs are anticipated to be £c2M. If the planning application is successful, and subject to land negotiations, we expect work to begin in Summer 2023 and be complete by Spring 2024.

- The feedback received was constructive, with 67 respondents (86%) strongly agreeing or tending to agree that there is a need for pedestrian and cycle improvements in this part of Crewe.
- 58 respondents (75%) liked or really liked the Southern Gateway PCCS proposals.
- The preferred option to improve the crossing facilities at the existing roundabout was presented and 52 respondents (68%) agreed with it. 30 respondents (39%) didn't like or really didn't like the option to replace the existing roundabout with traffic signals.
- 57 respondents (76%) thought the Southern Gateway PCCS will make getting into the town centre easier; while 60 respondents (79%) agreed or strongly agreed that the Southern Gateway PCCS will make travel to the town centre safer.
- 80% support Cheshire East Council's vision for the wider active travel network.
- 21 respondents said improvements would not impact on how they travel in the area, with 34 respondents declaring to cycle more and 48 respondents felt encourage to walk more.
- Key concerns seen throughout the questionnaire were around the need for the scheme, safety concerns, esp. for pedestrians, connectivity of cycle lanes and separate paths for cyclists and pedestrians.

Respondents provided information as to why they feel there is a need for an improvement to pedestrian and cycle infrastructure in this part of Crewe. Of these, 9 voiced dangerous cyclists' behaviour (using pathways for cycling) and general safety issues for both, pedestrians and cyclists as their reasons why. Other important topics mentioned by four respondents were the fact that the scheme could encourage active travel and general support for the improvements. Several respondents stated that current cycle facilities are inadequate.

One of the questions asked respondents if they felt the scheme would encourage them to walk or cycle more. More respondents stated the scheme

will encourage them to walk more (48 respondents) than to cycle more (34 respondents). Not encouraged to walk or cycle more by the scheme were 16 respondents (walking) and 23 respondents (cycling). Some of these respondents provided health/mobility issues as the reason why, whilst several suggested they don't use this part of Crewe at all. Others suggested they already walk/cycle on daily basis.

Respondents' views on wider active travel network in Crewe were also gathered. Most of the respondents who provided additional comments supported the schemes and agreed that the improvements are needed. Other reasons raised in favour of the schemes included encouraging active travel, environmental considerations and positive impacts on health. Three respondents mentioned a need to reconsider the design of the Dorothy Flude Retail Park. Opponents of the wider vision for cycle and pedestrian improvements cited reasons such as the anticipated cost of investment, an unrecognised need for the scheme and the suggestion that it will disadvantage motorists.

The anticipated arrival of HS2 by 2033 and other regional rail improvements in Crewe provide a real opportunity for investment and development within the town, and Cheshire East as a whole. It is an exciting time for Crewe and its residents.

Cheshire East Council is responsible for delivering and maintaining a high-quality travel network for pedestrians and cyclists. One of the Council's ambitions is to encourage more people to choose environmentally friendly modes of travel. This will help to reduce road congestion and help the Council achieve its goal of carbon neutrality in own operations by 2025.

The vision for the Southern Gateway PCCS, including the new cycle path and pedestrian link, along with other public realm improvements such as new street lighting, trees and shrubs would provide a high-quality arrival point into the town centre.

Linking into the emerging Mill Street Corridor, as well as the Nantwich Road Bridge Enhancement Scheme, the Southern Gateway PCCS will encourage people to walk and cycle more, reducing car usage. By improving accessibility and the local environment, visitors and local people will also be encouraged to stay in Crewe for longer, which will benefit existing local businesses and services. All of the cycling and walking schemes proposed, alongside the arrival of HS2 into the town, will contribute to regeneration of Crewe.

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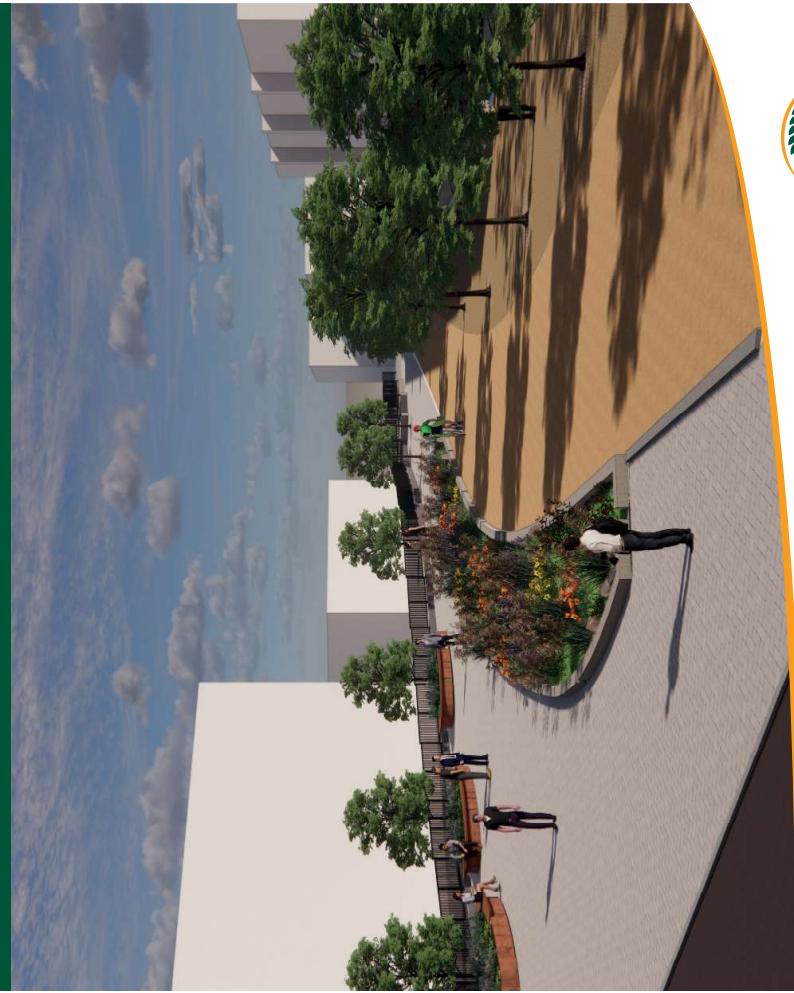
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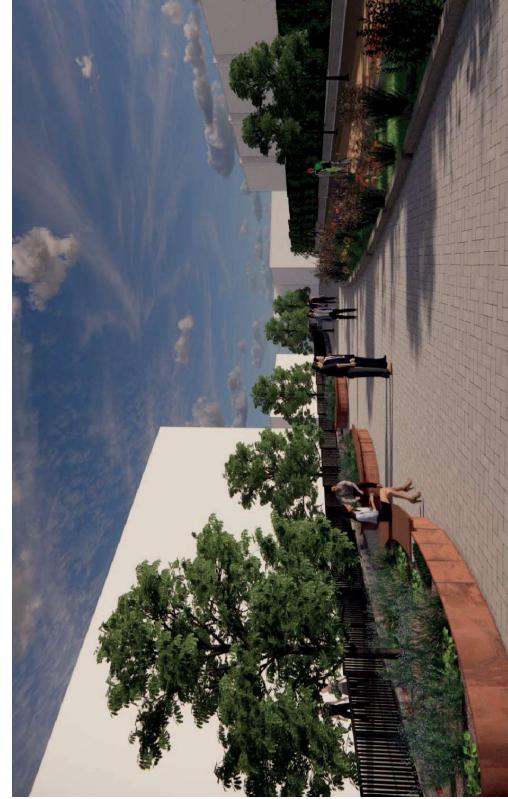
Appendix A Copy of the Southern Gateway PCCS brochure

Public Engagement for the Southern Gateway Pedestrian and Cycling Connectivity Scheme

This public engagement closes on
Friday 10 June 2022



An artist's impression of the Southern Gateway PCCS looking southwards from Forge Street



An artist's impression of the Southern Gateway PCCS looking northwards from High Street

Foreword

I am pleased to present this public engagement on the proposed Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS) in Crewe town centre.

The anticipated arrival of HS2 in 2033 and other regional rail improvements in Crewe provide a real opportunity for investment and development within the town, and Cheshire East as a whole.

As part of this investment, we are planning to improve access and connectivity across Crewe town centre with several new routes for pedestrians and cyclists proposed. The changes will deliver safer, more attractive, and more convenient walking and cycling routes to make it easier for people to get around the town, reducing congestion and journey times. By prioritising walking and cycling, these projects will also contribute towards Cheshire East Council's ambition to be a carbon neutral borough by 2045.

The Southern Gateway Pedestrian and Cycling Connectivity Scheme (PCCS) will deliver a new pedestrian walkway/cycleway between High Street and the Lifestyle Centre in Crewe town centre. It will transform this part of the town by establishing a new arrival gateway into the town. As well as connecting Forge Street to High Street, it will extend south to make the existing roundabout that links High Street, Mill Street, Oak Street (A5019) and Vernon Way (A5078) and Vernon Way (A5019) pedestrian and cycle friendly. Once built, the route will become the most direct walking and cycling route into the town centre from Crewe Station.

This brochure presents information on the preferred option and how you can share feedback on the scheme.

This is an exciting time for Crewe and its residents. I would urge you to provide your views on the scheme through the questionnaire that sits alongside this brochure or by completing it online by visiting www.cheshireeast.gov.uk/CreweCPS and following the links provided. Your feedback will be considered and used to help refine the design and junction choices before a planning application is finalised.



Councillor Craig Browne

Deputy Leader of Cheshire East Council and
Chair of its Highways and Transport Committee

Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS)

Introduction

Cheshire East Council has ambitions to improve pedestrian and cycle links across Crewe to encourage an increase in walking and cycling across the town. The changes will make it easier for people to get in and out of the town, reducing congestion and journey times.

To help achieve these ambitions, several different schemes are being developed, including the Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS), the Nantwich Road Bridge Enhancement Scheme and the Mill Street Corridor.

In this brochure you will find out more information about the proposed Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS), the other options and environmental considerations. You will also find information on Cheshire East wider ambitions through the Crewe Cycle and Pedestrian Connectivity Schemes. This is your opportunity to share your views and suggestions before we submit our planning application.

The window to provide your feedback will be open for six weeks, from Friday 29 April 2022 to Friday 10 June 2022.



Current condition of site

Scheme Background

Cheshire East Council is responsible for delivering and maintaining a safe and high-quality highway network for vehicles, pedestrians, and cyclists.

The Crewe town centre Regeneration Framework highlights that some visitors are deterred from visiting the town due to poor connectivity between key areas such as the train station and town centre and unappealing environments. This poor perception reduces the time people spend in the town, which impacts businesses and facilities.

Our vision for the new off-road cycle path and pedestrian link and other public realm improvements such as new street lighting, trees and shrubs proposed Southern Gateway PCCS would provide a high-quality arrival point into the town, addressing the issues identified above. The project is considered vital to the successful future of this part of the town, with a clear connected walking route and upgraded spaces. The proposed Southern Gateway PCCS will help to regenerate High Street and Oak Street as well as improve the area around Christ Church, making journeys into the town centre easier and more pleasant. We are also exploring the reallocation of road space below Mill Street Bridge to better tie into the Southern Gateway PCCS scheme.

By improving accessibility into the town and enhancing the local environment for visitors, it is hoped that the number of car trips between Crewe Station and the town centre will reduce and local people will be encouraged to stay longer in the town centre.

Your views are important to us

Sharing your thoughts and views with us at this stage will help to develop the scheme design. We want to know what works and what concerns you may have, as well as any local or specialist knowledge that may help us to improve our design.

Your feedback will be considered and used to help improve the final design of the Southern Gateway PCCS where appropriate. There will be an opportunity for you to comment further on the scheme as part of the statutory planning process.

We are holding two public information events where you can find out more about the scheme and speak to the project team. The events will be held on:

- Tuesday 17th May, between 2pm and 7pm,
at Crewe Lifestyle Centre, Moss Square, Crewe, CW1 2BB
- Thursday 19th May, between 2pm and 7pm,
at the Nantwich Road entrance of Crewe Railway Station, Crewe, CW2 6HR

How to respond

There are several ways that you can provide your feedback.

- Online: by visiting www.cheshireeast.gov.uk/CreweCPS and following the links provided.
- Email: ask questions, email your response or send through your questionnaire to SGPCCS@cheshireeast.gov.uk
- Exhibition: visit us at one of our public information events detailed above and complete a questionnaire.
- Post: you can post your response to:
**Freepost Plus RSJ-YTHC-CHZK, Research and Consultation, Cheshire East Council,
Westfields, Middlewich Road, Sandbach, CW11 1HZ**

Printed copies of this brochure and questionnaire are available at Crewe Lifestyle Centre and within the Nantwich Road entrance of Crewe Railway Station. Alternatively you can download and print the documents by visiting www.cheshireeast.gov.uk/CreweCPS and following the links.

If you require the documents in an alternative format please email webteam@cheshireeast.gov.uk.

All responses should be received by 11:59pm on Friday 10 June 2022. Any responses received after this date, sent to other addresses or submitted by other means may not be considered as part of the engagement process.

For more information on our other current and future projects, see the following page:
www.cheshireeast.gov.uk/highways_and_roadworks/major-projects.aspx

The Scheme Design

The proposed Southern Gateway PCCS will link High Street and Forge Street with a new shared cycleway/footway immediately behind the Lifestyle Centre. This will deliver a new active travel link in the form of a new gateway into Crewe town centre from the south.

The scheme will consist of the following elements:

- A new 3-metre-wide shared cycleway/footway between High Street and Forge Street
- A raised crossing to make it easier for pedestrian and cyclists to cross Forge Street
- The resurfacing of High Street, with the road realigned to provide enough space for the cycleway/footway
- The existing roundabout connecting High Street to Mill Street, Oak Street and Vernon Way will be retained, with an improved parallel crossing installed between Vernon Way Street and High Street. This would be a small area of planted shrubs and flowers that collects water more easily to reduce water runoff elsewhere
- A connection to the Mill Street corridor scheme – a proposed active travel route linking the town centre with the existing railway station and proposed HS2 hub including via possible changes to the footpath arrangements underneath Mill Street bridge

The following variations have been considered with the aim to best balance cycle and walking provision under Mill Street Bridge:

Mill Street footway retention (Variation A – Preferred Option)

Retains existing footways on Mill Street.

Benefits

- Pedestrians can keep using both footways on Mill Street.
- Removes the risk of having two-way cyclists and potentially pedestrians sharing the same narrow path adjacent to live traffic.

Disadvantages

- Cyclists heading south will have to join the carriageway on Mill Street, go under the railway bridge and then re-join the off-carriageway cycle route which will be part of the Mill Street corridor scheme. Cyclists heading north may choose to go through the roundabout rather than cross Mill Street and join the shared path that links with High Street. This will introduce a break in the route linking the town centre with the railway station and may impact road safety as cyclists will need to share the carriageway with live traffic.
- Pedestrians walking on the east side of Mill Street are asked to cross and use the west footway in order to avoid the two-way cycle path. However, there is a risk that pedestrians will still use the two-way cycle route (former east footway), despite signage, essentially creating a very narrow shared space path that may impact road safety.
- Even if a 2.5m wide cycleway is provided on the east side under the railway bridge, there is risk of collision between cyclists travelling in opposite directions and adjacent to live traffic.

Two-way cycle path only on east side (Variation B)

- Need to widen the existing east footway from 2.0m to 2.5m in order to make it meet the minimum design standards for a two-way cycle route only.
- The above will result in having to narrow the west footway down to 1.5m and potentially the carriageway as well.

Benefits

- Keeps cyclists off the carriageway by providing a uniform off-carriageway route linking the town centre with the railway station

Disadvantages

- Pedestrians walking on the east side of Mill Street are asked to cross and use the west footway in order to avoid the two-way cycle path. However, there is a risk that pedestrians will still use the two-way cycle route (former east footway), despite signage, essentially creating a very narrow shared space path that may impact road safety.
- Even if a 2.5m wide cycleway is provided on the east side under the railway bridge, there is risk of collision between cyclists travelling in opposite directions and adjacent to live traffic.



Alternative Design Options Considered

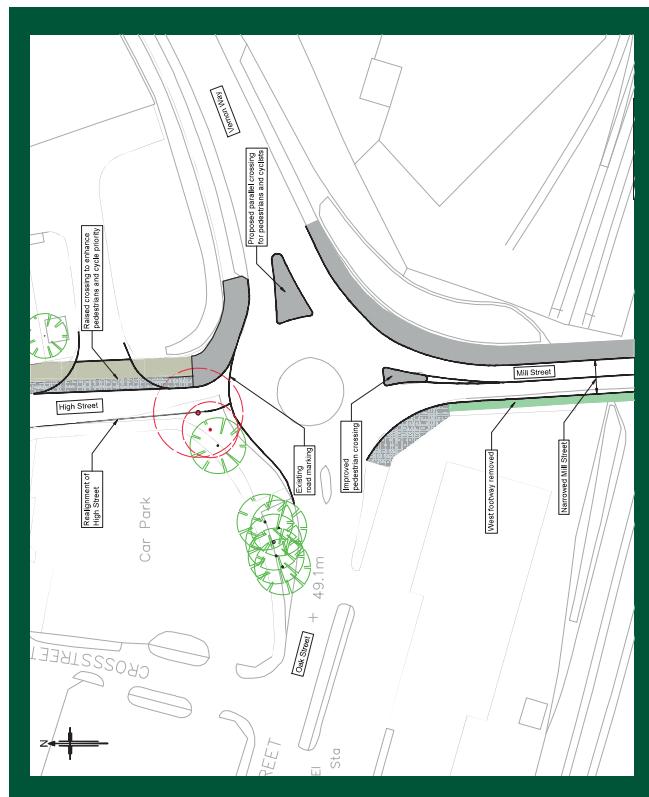
Two alternative options were considered for the roundabout connecting High Street to Mill Street, Oak Street and Vernon Way. The information provided below explains the two options and the reasons why they were not chosen over the preferred option. We'd welcome your feedback on the alternatives as part of this exercise.

Alternative design option 1 – Removal of Western Footway below Mill Street Bridge

This option would mean that Mill Street is realigned and narrowed by removing the footpath on the west side of the street and replacing it with a 3m wide shared cycleway/footway on the east side.

This option was not chosen as the preferred option for the following reasons:

- Mill Street would be narrowed from 3.2m to 3.06m which would make HGV maneuvering more difficult
- The west footway on Mill Street would be removed completely
- Although the new cycleway/footway would be much wider, it would not be able to achieve the normal required standards for a shared path due to the presence of the railway bridge
- There are concerns around the safety of pedestrians and cyclists on Mill Street as all of them would need to share the same 3.0m wide route on the east side



Scheme Materials

Crewe is a town created by the railways and as this will be the most direct link between the town and station, we are looking at opportunities to use artistic features that are inspired by this cultural identity.

Creative ideas include:

- Railway tunnel - working with artists to create the feeling of travelling through a tunnel. This could be a gateway feature which is lit.
- Lighting form through the central space to be symbolic of the over rail components of the railways.
- Re-purposed railway components combined into the public realm as moment of interest, for example in furniture/signage/seating/paving inlays.
- It does not allow for a shared cycleway/footway route on the east side of Mill Street
- However, we recognise that this arrangement would allow additional improvements for cyclists and pedestrian crossings.

Alternative design option 2 – Signalised Crossroads

This option would convert the existing roundabout to a signalised crossroad.

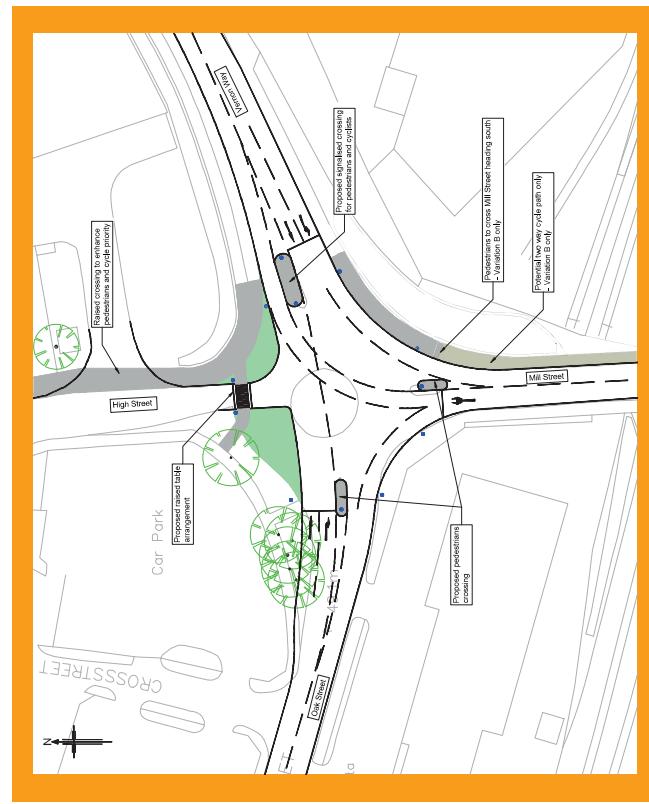
This option was not chosen as the preferred option for the following reasons:

- It would have been considerably more expensive
- It would worsen traffic congestion and therefore air quality

However, we recognise that this arrangement would allow additional improvements for cyclists and pedestrian crossings.

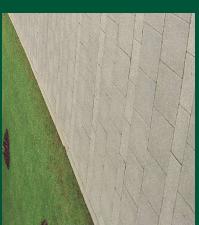


12



11

Environmental Considerations

 <p>A combination of high quality concrete and stone paving to footpaths Scoutmoor sets/conservation x Images via Marshalls</p>	 <p>Self Binding Gravel Breadon Golden Amber Image via Breadon Aggregates</p>	 <p>Planted Wall Image via Daniel Ventura – commons.wikimedia.org</p>	 <p>Cycle Path Image via Streetlife</p>	 <p>Rain Garden Oval shaped raised bed with tree and integrated seat Image via Jacobs</p>
 <p>Trees Liquidambar Avenue <i>styraciflua</i> Image via Hillier Nurseries</p>	 <p>Birch Copse <i>Betula utilis jacquemontii</i> (multi stem) Image via Lang and Fulton</p>	 <p>Freestanding Green Screens Placed in front of walls to obscure views towards back of commercial units Image via Lang and Fulton</p>	 <p>Climbing Plants Evergreen Climber Image via Daniel Ventura – commons.wikimedia.org</p>	 <p>Wide Swathe of Planting Rain garden allowing surface water into planting bed Image via Jacobs</p>

Air Quality

Our assessments show there may be improvements in air quality, from reduced traffic emissions, as the scheme encourages more people to walk and cycle between the Crewe town centre and the train station. This assessment applies to the preferred junction.

Noise and vibration

The area currently experiences noise from local road traffic. Our initial assessment shows that the scheme is unlikely to significantly increase noise, however there may be a temporary increase in noise during the construction phase. There is also the potential for vibration impacts during the construction of the scheme on nearby sensitive receptors. The noise and vibration impacts will be managed using best practice guidelines, with mitigation measures introduced where appropriate.

During construction, there is also likely to be some short-term disruption of traffic in the surrounding road network. We will let you know in advance when work is planned to take place and will aim to minimise disruption as much as possible. Where road closures are required, we will try to undertake these overnight or at weekends when traffic levels are lower.

Landscape and visual

Some trees and hedgerows will be removed to allow the schemes construction; however, these will be replaced with new trees and plants along with other public realm improvements.

Ecology and conservation

Due to the scheme's location, it is unlikely to have a significant impact on the ecology of the area. Where impacts are identified, we will look to minimise or mitigate these through our scheme design.

Water environment

Our initial assessments show that the scheme will have no significant effects on flooding, road drainage or watercourses.

Public Rights of Way

The development of the Southern Gateway PCCS will not affect any Public Rights of Way (PROW).

How will the scheme be funded?

The scheme is fully funded from the UK Government's Towns Fund / Future High Streets Fund. Overall the construction costs are anticipated to be £2M. If the planning application is successful, and subject to land negotiations, we expect work to begin in Summer 2023 and be complete by Spring 2024.

How does the Southern Gateway PCCS fit into the wider vision for Crewe?

Cheshire East Council has ambitions to improve pedestrian and cycle links across Crewe to increase active travel across the town. The Southern Gateway PCCS is one of several projects which make up the Crewe Cycle and Pedestrian Connectivity Schemes. The aim of these Schemes is to deliver new and improved pedestrian and cycle links across Crewe, which once established will create a sustainable and connected travel network.

We are currently engaging on the Southern Gateway PCCS, as well as the Nantwich Road Bridge Enhancement Scheme and would like to hear your feedback before we submit planning applications for each project.

The proposed Nantwich Road Bridge Enhancement Scheme would see the existing bridge extended to create a dedicated pedestrian and cycle pathway. The purpose of the scheme is to improve the connection between the railway station and the town centre as well as the public realm around the station and other travel facilities such as car parks, bus stops, taxi ranks and drop-off areas.

To find out more about this scheme visit www.cheshireeast.gov.uk/CrewesPCCS

We are also currently designing a scheme which will provide walking and cycling improvements along Mill Street.

The Mill Street Corridor project aims to deliver an active travel route linking the town centre (via the Southern Gateway PCCS) with the Crewe railway station (via the Nantwich Road Bridge Enhancement Scheme) - encouraging more people to cycle and walk through the provision of a more attractive and accessible facility and provide better wayfinding from the station to the town centre. Work is still taking place to identify the best route, but a key aspect of the project will be the ability to unlock future development opportunities. As part of looking at the options, we are also considering a potential redesign of the highway network underneath Mill Street bridge, which will allow us to redistribute the existing space under the structure, to create more space for pedestrians and cyclists.

Whilst we are not directly consulting on the specific scheme proposals for the Mill Street Corridor as part of this engagement, we would welcome feedback on our vision for how our improvements to this corridor will help to shape the wider network, and the two schemes mentioned above.

The schemes will all complement each other via a shared vision and together they will transform Crewe by connecting its main areas, improving the attractiveness of the town, and encouraging more people to walk and cycle in Crewe. The schemes are also part of a wider plan to prepare Crewe for the arrival of HS2.

Next Steps

Once the engagement closes on Friday 10 June 2022, we will analyse your responses and prepare an engagement findings report which will be published on the Council's webpage at www.cheshireeast.gov.uk/CrewesPCCS

Your responses will help to inform the final design where possible and practical, and the findings of this engagement will be submitted alongside the planning application.

We plan to submit a planning application to Cheshire East Council in Summer 2022. There will be an opportunity for you to comment further on the scheme as part of the statutory planning process. The figure below provides our current timeline for the scheme.

Project Timetable

Engagement exercise	Review submitted feedback	Submit planning application	Planning application to be determined	Construction 2023 to 2024
April to June 2022	June 2022	Summer 2022	Autumn 2022	



Appendix B Copy of the Crewe Cycling and Pedestrian Connectivity Schemes leaflet

NORTHERN HM Government
POWERHOUSE

Crewe Cycling and Pedestrian Connectivity Schemes

Public Engagement and Consultation

This public engagement and consultation runs between
29 April 2022 and
10 June 2022

Cheshire East Council has ambitions to improve pedestrian and cycle links across Crewe to encourage an increase in walking and cycling across the town. To help achieve these ambitions, several different schemes are being developed. We are inviting feedback on two of these schemes:

Nantwich Road Bridge Enhancement Scheme
The scheme will improve access to Crewe Railway Station, especially as passenger numbers increase with the arrival of HS2 services in 2033.

Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS)
The proposed scheme will create a gateway into Crewe town centre via a new pedestrian and cycleway between High Street to Forge Street. It will also make the roundabout which connects High Street, Mill Street, Oak Street (A5078) and Vernon Way (A5019) more pedestrian and cycle friendly.





HM Government

CREWE

To find out more visit www.cheshireeast.gov.uk/CreweCPS or scan the QR code below. On the website, you can also view information about how these schemes fit into our wider vision for improving cycling and pedestrian links in Crewe, including the Mill Street Corridor.



Get involved

The public engagement and consultation runs for 6 weeks from **Friday 29 April 2022** and closing at 11:59pm on **Friday 10 June 2022**.

To find out more visit www.cheshireeast.gov.uk/CreweCPS or pick up a copy of the scheme brochures and questionnaires at Crewe Lifestyle Centre or within the Nantwich Road entrance of Crewe Railway Station. Alternatively visit us at one of our information events:

- Crewe Lifestyle Centre on Tuesday 17 May 2022 between 2:00pm and 7:00pm; and
- Crewe Railway Station on Thursday 19 May 2022 between 2:00pm and 7:00pm.

How to respond

- Complete the scheme questionnaires online by visiting www.cheshireeast.gov.uk/CreweCPS
- Complete the paper version of the questionnaires and post them back to us at **Freepost Plus RSJJ-YTHC-CHZK, Research and Consultation, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ**
- Email your feedback:
 - For the Nantwich Road Bridge Enhancement Scheme - via NRBE@cheshireeast.gov.uk
 - For the Southern Gateway Pedestrian and Cycling Connectivity Scheme - via SGPCCS@cheshireeast.gov.uk

If you have any queries, or if you would like to receive the materials in an alternative format, please contact us by emailing using the above email addresses or telephone 0300 123 5020.

Appendix C Copy of the Crewe Cycling and Pedestrian Connectivity Schemes roller banners



Cheshire East Council has ambitions to improve cycling and pedestrian links across Crewe through several emerging schemes. Once established, these schemes will create a sustainable and connected active travel network.

To find out more, visit
www.cheshireeast.gov.uk/CreweCPS
Or scan the QR code available here



We want to hear your feedback on two of these schemes:

Southern Gateway Pedestrian and Cycleway Connectivity Scheme

The proposed scheme will create a gateway into Crewe town centre via a new pedestrian and cycleway between High Street to Forge Street. It will also make the roundabout which connects High Street, Mill Street, Oak Street (A5078) and Vernon Way (A5019) more pedestrian and cycle friendly.

Nantwich Road Bridge Enhancement Scheme

The proposed scheme will create more space parallel to the existing road bridge, specifically for use by pedestrians and cyclists. There will also be other public realm improvements such as tree planting, appropriate street furniture and welcome signage. The scheme will also include improved facilities for bus passengers and bus priority measures, recognising that the railway station is a key location for interchange with local bus services. It will prepare the town and railway station for the arrival of HS2 to Crewe by 2033.

We would also welcome your thoughts on the emerging high-level vision for the **Mill Street corridor**, that will eventually connect these schemes together.

Artists impression of the Southern Gateway PCCS



NORTHERN POWERHOUSE

Cheshire East Council

Your views are important to us

The deadline for your feedback is **Friday 10 June 2022**

Sharing your thoughts and views with us at this stage will help us as we finalise the scheme designs. We want to know what you like, and what concerns you may have, as well as any local or specialist knowledge that you can share.



To give us your feedback:

- Take the brochures and questionnaires available today and post back to us at: Freepost Plus RSJJ-YTHC-CHZK, Research and Consultation, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ
- You can also complete our questionnaire online by visiting www.cheshireeast.gov.uk/CreweCPS
- If you require the documents in an alternative format please email SGPCCS@cheshireeast.gov.uk, NRBE@cheshireeast.gov.uk or telephone 0300 123 5020.

We will also be holding two public events

Tuesday 17 May
2pm – 7pm

Crewe Lifestyle Centre

Thursday 19 May
2pm – 7pm

Nantwich Road entrance of Crewe Railway Station

Masterplan Image of the Nantwich Road Bridge Enhancement Scheme



Appendix D Copy of the Southern Gateway PCCS questionnaire

Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS) Questionnaire

Introduction

Cheshire East Council is seeking your thoughts on our proposals for the Southern Gateway Pedestrian and Cycleway Connectivity Scheme (PCCS). The proposed scheme will create a new gateway entrance to the south of Crewe town centre via a new pedestrian and cycleway linking High Street and Forge Street. The scheme will also link to the roundabout connecting High Street, Mill Street, Oak Street (A5078) and Vernon Way (A5019), making it more cyclist and pedestrian friendly. A series of public realm improvements are also planned.

We want to collect comments and feedback to help, where applicable and practical, shape the final design of the scheme ahead of submitting a planning application.

As well as Southern Gateway PCCS, we are also asking for your views on how the scheme fits into our wider active travel plan for Crewe, including along the proposed Mill Street Corridor. This scheme aims to deliver an active travel route linking the town centre with the existing railway station and proposed HS2 hub. Work is still taking place to identify the best route, but a key aspect of the project will be the ability to unlock land for future development opportunities.

Part of this questionnaire is seeking feedback on the design of the Southern Gateway PCCS scheme, please refer to the engagement/consultation materials available in the Southern Gateway PCCS brochure, or information via the Town Centre Regeneration Programme web page: www.cheshireeast.gov.uk/CrewePCCS.

Please provide any feedback or comments via this survey by **23:59 on Friday 10 June 2022**.

Contact us

If you have any queries about this engagement exercise or would like to receive the materials in an alternative format, please contact us by email at SGPCCS@cheshireeast.gov.uk or telephone on 0300 123 5020.

Travelling to and from Crewe town centre

In this section we will ask general questions about your travel to Crewe town centre. Your answers will help us to understand the views and needs of different users.

1. How often do you visit Crewe town centre?

Please tick one option only.

- Several times a day
- Every day
- A few times a week
- A few times a month
- Once a month
- A few times a year
- Never

2. What is your main reason for visiting Crewe Town Centre?

Please tick one option only.

- Work
- Leisure
- Hospitality
- Culture
- Education
- Shopping
- Other (*please write in below*)

3. How do you usually travel into Crewe town centre?

Please tick one option only.

- Walk
- Cycle
- Bus
- Taxi
- Car
- I don't travel to Crewe town centre at all
- Other (*please write in*):

Southern Gateway PCCS

In this section we will ask questions about your thoughts on the Southern Gateway PCCS.
Please look through information about this scheme available in the scheme brochure, or the information via the Crewe Town Centre Regeneration Scheme web page www.cheshireeast.gov.uk/CreweGAPS.

- 4. How strongly do you agree or disagree that there is a need for proposed pedestrian/cycle improvements in this part of Crewe town centre?**

Please tick one option only:

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Not sure/Don't know

Please state your reason(s) for this answer:

- 5. How do you feel generally about the Southern Gateway PCCS?**

Please tick one option only:

- I really like it
- I like it
- Neither like or dislike
- I don't like it
- I really don't like it
- Don't know

Why do you feel this way?

- 6. Do you agree with the preferred option to improve the pedestrian and cycle crossing facilities at the existing roundabout that is presented within the scheme brochure?**

Please tick one option only.

- Yes
- No
- Don't know

Why do you feel this way?

- 7. What are your views on the option to replace the existing roundabout with traffic signals?**

Please tick one option only.

- I really like it
- I like it
- Neither like or dislike
- I don't like it
- I really don't like it
- Don't know

Why do you feel this way?

- 8. How do you feel about the following statements about the Southern Gateway PCCS?**

Please tick one option from each row.

Statement:	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
The proposed new footpath/cycleway will make travel into Crewe town centre easier.						

The proposed new footpath/cycleway will make travel into Crewe town centre safer.				
I like the materials proposed to be used for the footpaths – sandstone and granite.				
I like the materials proposed to be used for the cycle paths – coloured asphalt with blue banding for transitional spots.				

9. The proposed new pedestrian and cycleway will:

Please tick one option only in each row.

Options:	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
... encourage me to walk more through this part of Crewe town centre.						
... encourage me to cycle more through this part of Crewe town centre.						
... have no impact, it won't influence my travel choice.						

Please state your reasons for this answer. If the new footpaths and cycle paths won't encourage you to walk or cycle more, please tell us why:

10. Do you have any additional ideas or information that could improve the design of the scheme or that you think we should know?

Please share any additional comments:

Crewe Pedestrian and Cycleway Connectivity Schemes

In this section we ask questions about your thoughts and views on the vision for the wider active travel network. Please look through information about this vision available in the project brochure before answering this section.

11. Do you support the vision for a wider active travel network, in particular the vision for the Mill Street Corridor?

Please tick one option only.

- Yes
- No
- Don't know

Why do you feel this way?

12. In relation to the Mill Street Corridor, do you have any comments on our emerging vision to reallocate road space underneath the existing Mill Street bridge?

13. Do you have any comments on the wider active travel network that could help to improve walking and cycling conditions in Crewe?

Please share your thoughts:

[Redacted]

About you

The information you give will help us to understand the views of different groups, and to check if services are being delivered in a fair and accessible way. You do not need to answer any of the following questions if you do not wish to.

The following questions are required to be answered:

14. *Are you completing this survey?

Please tick one option only.

- As an individual?
- On behalf of a group or an organisation?

14a. *If you are responding on behalf of an organisation, please name the organisation, your role within it and how the views of members were gathered.

Organisation name:

Your role within the organisation:

How the views of members of the organisation were gathered:

[Redacted]

16. Did you visit one of our exhibitions before completing this questionnaire to improve walking and cycling conditions in Crewe?

Please tick one box

- Yes
- No

17. What is your gender identity?

Please select one option only.

- Male
- Female
- Prefer not to say
- Prefer to self-describe (please write in the box below):

[Redacted]

18. 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

19. By completing this survey, you have identified that you have an interest in this project. It would help us if you could identify the nature of your interest.

Please select all that apply to you.

- Crewe resident
- Cheshire East resident (outside Crewe)
- Local business interest
- Public rights of way user
- User of the area for leisure
- User of the area for commuting
- Representative of NGO/community group

15. Please provide your postcode. Please fill this in clearly and accurately, so that we can understand where people are responding from:

Please write in below.

Postcode:

[Redacted]

- Representative of formal organisation
 Other (please specify below):
[Redacted]

20. 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

21. What is your ethnic origin?

Please select one option only.

- White British / English / Welsh / Scottish / Northern Irish / Irish
 Any other White background
Mixed: White and Black Caribbean / African / Asian
 Asian / Asian British
 Black African / Caribbean / Black British
 Prefer not to say
 Prefer to self describe (please write in the box below):
[Redacted]

Thank you for completing this questionnaire.

- [Redacted]
- If you do not provide your personal information we will or may be unable to:
- Clarify with you the exact location or nature of your fault or enquiry, should we have a query regarding this or if there is insufficient information to resolve a fault or enquiry
 - To enable us to meet all legal and statutory functions under the Highways Act 1980
 - To understand your needs in order to provide the services you require under Highways and Environment operations and Network Management activities
 - To inform you of any updates / outcomes to your enquiry via telephone, email or via our 'Report It' if you logged your enquiry via this channel
 - We are collecting your personal data for the following purposes:
 - investigate and rectify any highway defects
 - deliver services and support to you
 - carry out emergency works
 - recover costs due to damage to the highway asset or enforcement duties
 - understand how you interact with the highways online fault reporting website
 - train and manage the employment of our workers who deliver those services
 - keep track of spending on services
 - check the quality of services



Integrated expertise

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- Recoup the costs and carry out repairs to the highway assets due to damage to the highway or enforcement action

We rely upon the following laws to process your personal data:

- Flood and Water Management Act 2010
- Highways Act 1980
- New Roads and Street Works Act 1991
- Road Traffic Regulations Act 1981
- Town and Country Planning Act 1990
- Traffic Management Act 2004
- Wildlife and Countryside Act 1981

Where we get your information from:

In most cases any information we hold on you will have been provided directly by yourself. This is usually via an enquiry that you have logged with us or from you in a survey or similar. We also receive your personal data from third parties, for example in letters from MPs, Councillors or Town/Parish Councils where you have asked an official person or organisations to act on your behalf.

Some of our operatives wear body cameras and likewise some of our vehicles have dash-cams which may mean that photos / video footage is taken of you as you pass-by our staff working on the network.

Who we share your personal data with:

Your data will be held within Cheshire East Highway's secure network. Access to your information will be restricted to authorised members of staff who are required to process it for the purposes outlined in this privacy notice. In order to deliver services to you it may be necessary for us to share your personal data with the following organisations/partners:

- Ward members (Councillors)
- MPs
- Internally with colleagues from other Cheshire East departments
- Cheshire Police or Cheshire Fire and Rescue Service
- Other Local Authorities if there is a shared interest in your enquiry



Integrated expertise

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- Our software providers will also store your information, but will only access on our instruction. They won't use it for any other reasons, and they have to look after it in the same way that we would.

In addition to the above the Highway Service also processes matters relating to its schemes under the Land Compensation Act 1973. This requires us to hold additional personal information for proof of name and address checks and financial or banking details to enable us to validate and administer applications. As part of the administration of these claims independent valuers may be appointed to assist in the negotiation and agreement of compensation sums and will store your contact information for use only for this purpose.

How long we hold your personal data for:

In some instances we have legal obligations to retain some data in connection with our statutory obligations as a public authority. We aim to keep information only for as long as it is needed. How long we hold your information depends on the particular reason we collected the information from you. Full details on how long our service retains your information is listed in the Information Asset Register under 'Highways'.

Will your information be used to make automated decisions:

No

Your rights:

You have a number of rights regarding your personal data. You can ask for a copy of the information we hold about you and ask us to correct anything that is wrong. For detailed information about your rights please see the Cheshire East Council Privacy Notice:

https://www.cheshireeast.gov.uk/council_and_democracy/council_information/website_info/privacy-notices/privacy-notice.aspx

Appendix E Copy of the press release ahead of public engagement

News Release



25 April 2022

Cheshire East Council seeks feedback on two cycling and pedestrian schemes in Crewe

Cheshire East Council is inviting feedback on two schemes which will create new, attractive, and more direct links for pedestrians and cyclists between Crewe railway station and the town centre.

The council has long-term ambitions to improve pedestrian and cycle links across Crewe to encourage an increase in 'active travel'.

As part of these ambitions, two improvement schemes are now being brought forward – the Southern Gateway Pedestrian and Cycling Connectivity Scheme and the Nantwich Road Bridge Enhancement Scheme – and a public consultation on these plans will take place between Friday 29 April and Friday 10 June 2022.

The Southern Gateway Pedestrian and Cycling Connectivity Scheme will transform the southern part of Crewe town centre and is one of the projects being progressed following the council's successful £14.1m bid to the government's Future High Streets Fund.

The scheme will establish a new arrival gateway into the town, with a new pedestrian walkway and cycleway proposed between High Street and the Lifestyle Centre.

As well as connecting Forge Street to High Street, it will extend south to make the existing roundabout that links High Street, Mill Street, Oak Street (A5078) and Vernon Way (A5019) pedestrian and cycle friendly.

Once built, the route will become the most direct walking and cycling route into the town centre from Crewe station.

The Nantwich Road Bridge Enhancement Scheme is part of a wider ambition to improve the offer at Crewe station, making it more accessible.

The scheme will create more space parallel to the existing Nantwich Road Bridge, specifically for use by pedestrians and cyclists.

It will provide safer, more convenient, and more attractive pedestrian and cycle links over the existing railway corridor, to encourage active travel to and from the station, and make it easier for people to find their way to and from the town centre.

Both schemes will offer benefits to people living in the area and people accessing Crewe station and the town centre.

www.cheshireeast.gov.uk

The schemes will further prepare the town for the arrival of HS2 to Crewe by 2033 – an important component of delivering the council's future ambitions for Crewe and the surrounding area.

As well as improving connectivity, they will help to make Crewe more attractive and welcoming and support the council's ongoing regeneration programme, which aims to encourage more people to visit the town centre and to stay for longer.

The council is also developing proposals for the Mill Street Corridor, which would act as an active travel route connecting the two schemes.

The project is one of 10 in Crewe that has been earmarked to benefit from a £22.9m allocation of funding through the government's Towns Fund.

While not directly consulting on the options for the Mill Street corridor at the moment, the council wants to understand residents' views on this wider network as part of this engagement exercise.

Councillor Craig Browne, deputy leader of Cheshire East Council and chair of its highways and transport committee, said: "The anticipated arrival of HS2 by 2033 and other regional rail improvements in Crewe provide a real opportunity for investment and development within the town, and Cheshire East as a whole.

"To support this investment and unlock early benefits to Crewe, we are planning to improve access and connectivity across Crewe with several new routes for pedestrians and cyclists proposed.

"The changes will deliver safer, more attractive, and more convenient walking and cycling routes to make it easier for people to get around the town, reducing congestion and journey times.

"By prioritising walking and cycling, these projects will also contribute towards Cheshire East Council's ambition to be a carbon neutral borough by 2045. I encourage residents to take part in our engagement exercise and share their views on our ambitions for active travel in Crewe."

A webpage where people can learn more about the schemes and provide their feedback will be live from Thursday 28 April at: www.cheshireeast.gov.uk/CreweCPS.

Two public information events are also scheduled, providing a chance for residents and businesses to speak to a member of the project team. The events are taking place on:

Tuesday 17 May, between 2pm and 7pm, at Crewe Lifestyle Centre, Moss Square, Crewe, CW1 2BB

Thursday 19 May, between 2pm and 7pm, at Crewe station, Nantwich Road, Crewe, CW2 6HR (just inside the Nantwich Road entrance)

The consultation will close at midnight on Friday 10 June.

ENDS

Appendix F List of organisations contacted as part of the engagement process

Appendix G A breakdown of responses to SG PCCS questionnaire – questions 8 and 9

Q8. How strongly do you agree or disagree with each of the following statements about the Southern Gateway PCCS?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know / Not sure
The proposed new footpath/cycleway will make travel into Crewe town centre easier .	37%	39%	11%	3%	11%	0%
The proposed new footpath/cycleway will make travel into Crewe town centre safer .	41%	38%	12%	4%	5%	0%
I like the materials proposed to be used for the footpaths – sandstone and granite.	40%	32%	16%	1%	5%	5%
I like the materials proposed to be used for the cycle paths – coloured asphalt with blue banding for transitional spots.	38%	33%	15%	3%	5%	5%
Our environmental assessment covers all relevant topics	27%	36%	22%	1%	11%	3%

Q9. How strongly do you agree or disagree the proposed new pedestrian and cycleway will....

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know /Not sure
...encourage me to walk more through this part of Crewe town centre.	34%	31%	14%	8%	14%	0%
...encourage me to cycle more through this part of Crewe town centre.	35%	13%	18%	10%	22%	3%
... have no impact , it won't influence my travel choice.	17%	13%	19%	23%	23%	4%

Appendix H Code frame

Category	Codes
1.The current road design	101. Concerns/comments the bridge (Mill Street Bridge) 102. Too many traffic lights 103. The current road is too narrow 104. Current pedestrian crossings need improved 105. Concerns about car parking 106. Too much traffic 107. Issues with cycle lane/ scheme continuity/ Fragmentation of pedestrian and cycle lanes 108. Suggestions on proposed design 109. Inadequate current provision of cycling facilities 110. Problems with current road layout 111. Does not support shared pedestrian/cycling path 112. Importance of linking both schemes 113. Agree that scheme is an improvement 114. Current conditions for pedestrians are dangerous
2.Critiques/concerns	201. Cost concerns 202. Traffic congestion 203. Safety concerns 204. Cyclists safety 205. Environmental concerns 206. Pedestrian safety concerns 207. Air Quality concerns 208. Pessimistic about scheme relevance 209. Unsafe cycling practices 210. Disruption concern 211. Timescales of works 212. Pessimistic about scheme happening 213. Concern for materials proposed 214. Safety concerns related to crime 215. The scheme will not impact on how they use the area 216. Concern over how cyclists currently use the area 217. Concerns for other investments in the area 218. Concerns for town centre current condition 219. Impact on driving 220. Concerns for access for people with mobility difficulties
3.Support/opposing the scheme	301. Agree that there should be pedestrian/ cycle lane improvements 302. Disagree that there should be cycle lane improvements 303. It will impact traffic flow 304. Supports the overall scheme 305. Does not support the overall scheme 306. Improves the environment 307. Improves safety 308. Encourages active transport 309. Improves the health 310. No need to change current layout 311. Makes travel in the area easier/ safer 312. Improve access to town centre 313. Will not change/improve significantly

	<ul style="list-style-type: none"> 314. Support the suggested option 315. Does not support the suggested option 316. Prefer another option 317. Support the suggested option under some conditions
4. Suggestions	<ul style="list-style-type: none"> 401. Funding spending suggestions 402. Make active travel the easiest option 402. Suggestion for further roads 404. Improvements to Crewe Town Centre needed 405. Wider public transport suggestions 406. Give non motorised users priority 407. Suggestions for Mill Street improvement
5. Other	<ul style="list-style-type: none"> 501. Answers such as 'no', 'no comment' etc. 502. I don't walk/use this area 503. I don't cycle 504. Health issues that don't allow cycle 505. Not classified 506. Comment related to NRBES 507. Not sure 508. Already use this route