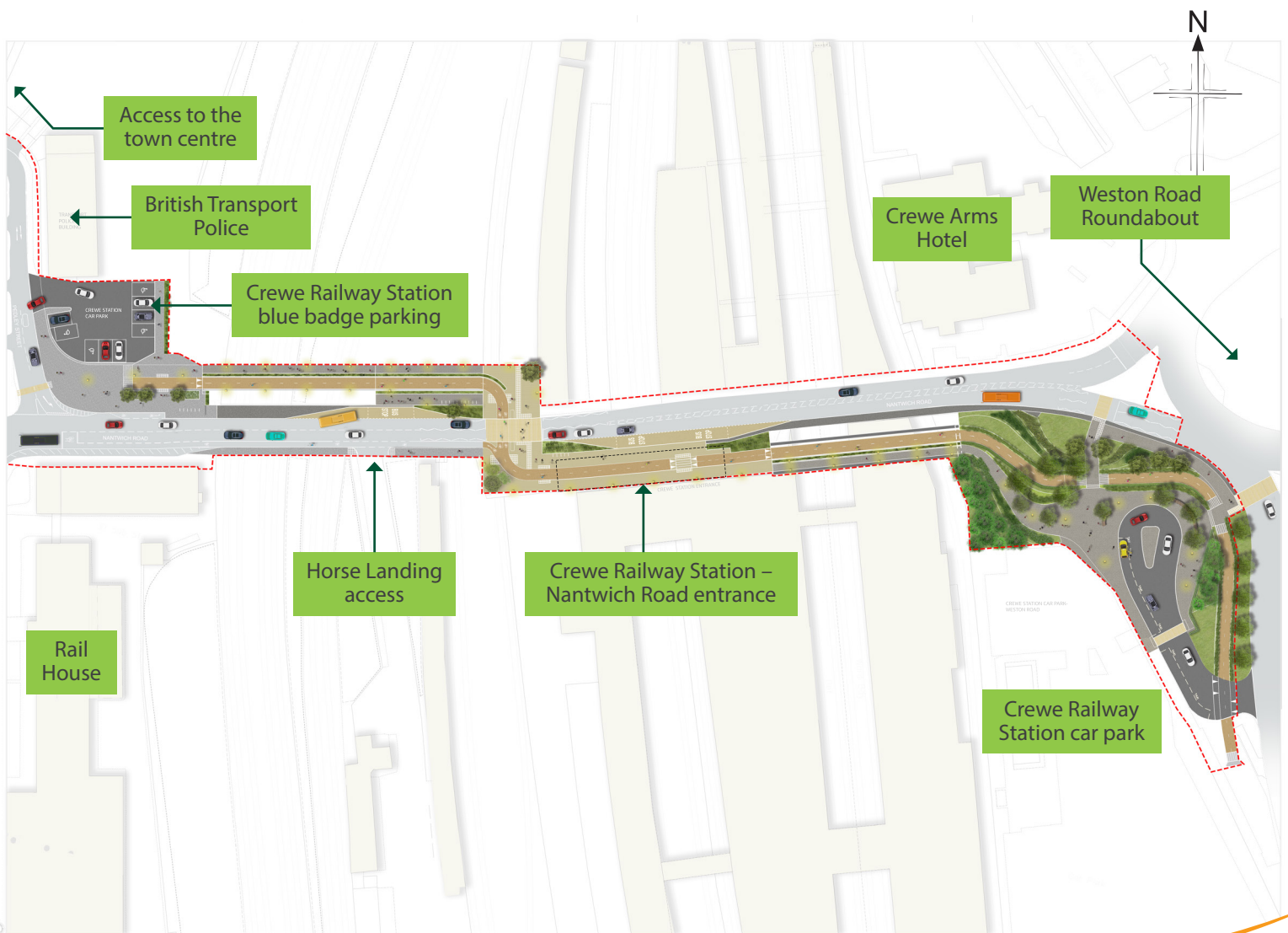


Public Engagement for the Nantwich Road Bridge Enhancement Scheme

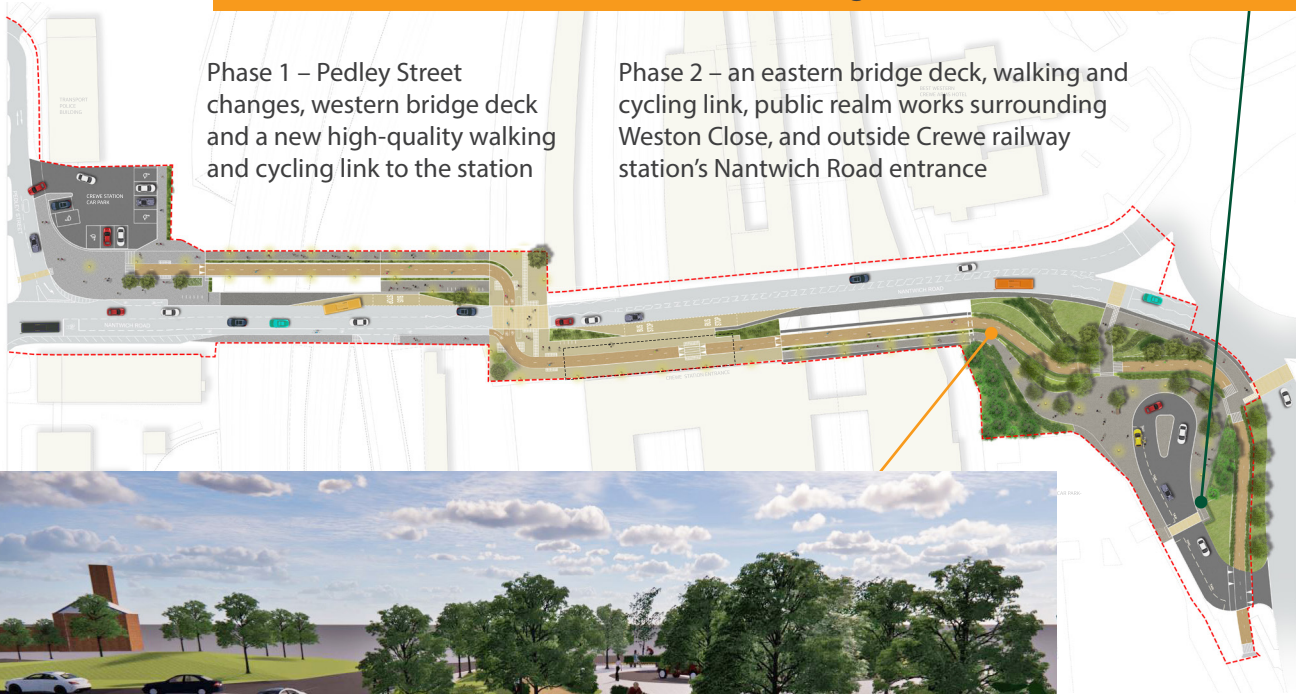
This public
engagement
closes on

**Friday 10
June 2022**





An artist's impression of the Weston Close end of the Nantwich Road Bridge Enhancement scheme, from Weston Close looking towards Nantwich Road



Phase 1 – Pedley Street changes, western bridge deck and a new high-quality walking and cycling link to the station

Phase 2 – an eastern bridge deck, walking and cycling link, public realm works surrounding Weston Close, and outside Crewe railway station's Nantwich Road entrance



An artist's impression of the Weston Close end of the Nantwich Road Bridge Enhancement scheme, from Nantwich Road looking east towards Weston Road

Foreword

I am pleased to present this public engagement on the proposed Nantwich Road Bridge Enhancement Scheme in Crewe.

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 the town centre with several new routes for pedestrians and cyclists proposed, connecting key destinations. 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 Nantwich Road Bridge Enhancement Scheme would ultimately deliver a new pedestrian walkway/cycleway across the existing railway corridor, from Weston Road to Pedley Street, on the north side of Crewe railway station. It would help to transform the travel options from Crewe railway station to and from Crewe town centre. This would be achieved by creating more space parallel to the existing Nantwich Road Bridge, specifically for pedestrian and cycle use. The scheme also aims to enhance and improve user's experience of Crewe railway station. Once built, the route will, together with the Mill Street Corridor proposals and the Southern Gateway Pedestrian and Cycling Connectivity Scheme (PCCS), form part of the most direct walking and cycling route into the town centre from Crewe railway station and provide better wayfinding for people travelling from the station to the town centre.

This brochure presents information on the current design proposed for the Nantwich Road Bridge Enhancement Scheme, and how you can share feedback on options at Pedley Street.

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 scheme design before a planning application is finalised.



Councillor Craig Browne

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

Nantwich Road Bridge Enhancement Scheme

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 proposed will make it easier for people to get to, from and across the town, reducing congestion and journey times.

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

The Nantwich Road Bridge Enhancement Scheme includes the creation of new connected pedestrian and cycle pathways, as well as improved facilities for bus users and links to smart traffic signals capable of providing priority to buses, enhancing the public transport network.

In this brochure you will find out more information about the proposed Nantwich Road Bridge Enhancement Scheme, which is expected to be delivered in phases in readiness for the arrival of HS2 by 2033. You will also find information on Cheshire East's wider ambitions through the Crewe Cycle and Pedestrian Connectivity Schemes. This is your opportunity to share your views and suggestions before we finalise the design(s) and submit planning applications.

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



Current views of
Nantwich Road Bridge



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 options that could help us to improve our design.

Your feedback will be considered and used to help improve the final design of the Nantwich Road Bridge Enhancement (NRBE) Scheme 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 NRBE@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:
Freeport Plus RSJJ-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 or telephone 0300 123 5020.

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_roads/roadworks/major-projects/major-projects.aspx

Scheme Background

Cheshire East Council is responsible for delivering and maintaining a safe and high-quality highway network for vehicles, pedestrians, and cyclists, and has ambitions to improve pedestrian and cycle links across Crewe to encourage an increase in walking and cycling across the town. HS2 is coming to Crewe and there is therefore a desire to ensure that the bus, cycle and pedestrian facilities on Nantwich Road match the step change to come in respect of services at Crewe Railway Station.

Nantwich Road is one of the key transport links allowing for east west travel across Crewe, with the bridge forming a main crossing over the railway as well as the main access to Crewe railway station. Traffic surveys have shown heavy vehicle traffic on Nantwich Road (approximately 15,000 vehicles per day) with high numbers of cyclists also using the bridge. The current walking and cycling facilities across the bridge are poor and this is likely to be discouraging those that do not currently travel by these modes.

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

The Nantwich Road Bridge Enhancement Scheme is a first step and a component part of a wider ambition to enhance and improve Crewe railway station. This ambition would transform its entrances at Nantwich Road and Weston Road and provide better access across the railway corridor and to/from Crewe town centre, in readiness for the arrival of HS2, linked to future infrastructure planned at the Weston Road entrance. This work is collectively packaged as the Crewe (HS2) Hub. By enhancing the local environment outside of the railway station, the perception of Crewe to visitors and local people will be improved and people will be encouraged to stay in Crewe for longer.

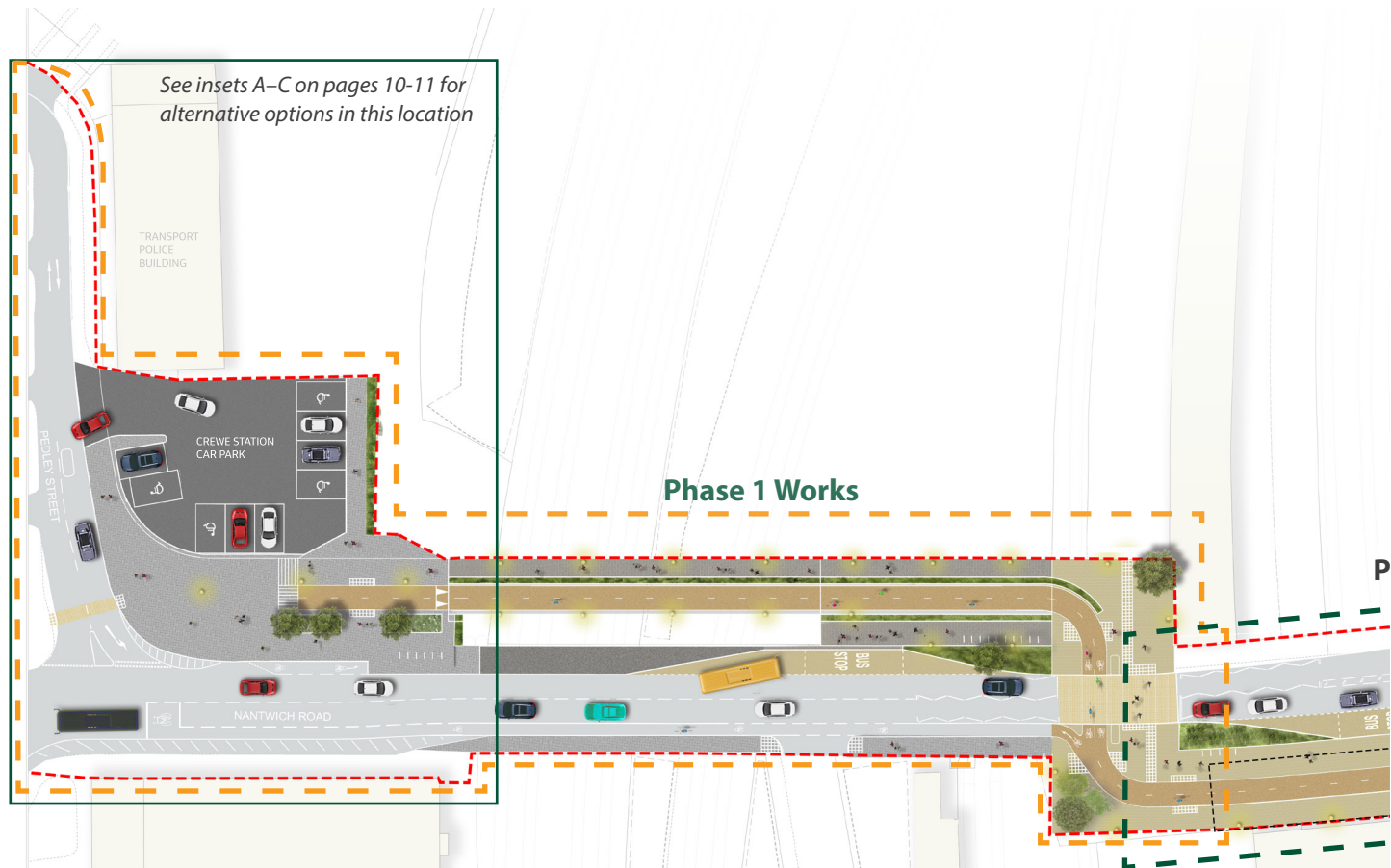
The Nantwich Road Bridge Enhancement Scheme would provide a section of a new high quality pedestrian and cycle link between Crewe railway station and Crewe town centre, which would be complemented by a number of other new routes designed to make the town more connected and accessible to pedestrians and cyclists. These schemes are the Southern Gateway Pedestrian and Cycling Connectivity Scheme (PCCS) and the Mill Street Corridor, which together with the Nantwich Road Bridge Enhancement Scheme are considered vital to the successful future of this part of Crewe, creating a clear connected walking and cycling route and upgraded spaces.

By encouraging people to get out of their cars and onto their bikes and feet, and enhancing the local environment, the new walking and cycling routes collectively will reduce the number of car trips between Crewe railway station and the town centre, helping to reduce overall traffic.

Details of the proposed Southern Gateway PCCS are available in the dedicated brochure prepared for that scheme, but in summary it 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. Across both brochures, we are also asking for views on the possible reallocation of road space below the Mill Street railway bridge to better tie into the Southern Gateway PCCS scheme.



The Scheme Design



To make the best use of the Government funding opportunities that the Council can bid for, the Nantwich Road Bridge Enhancement Scheme is expected to be delivered over two phases over a number of years. The scheme delivery would be phased as follows:

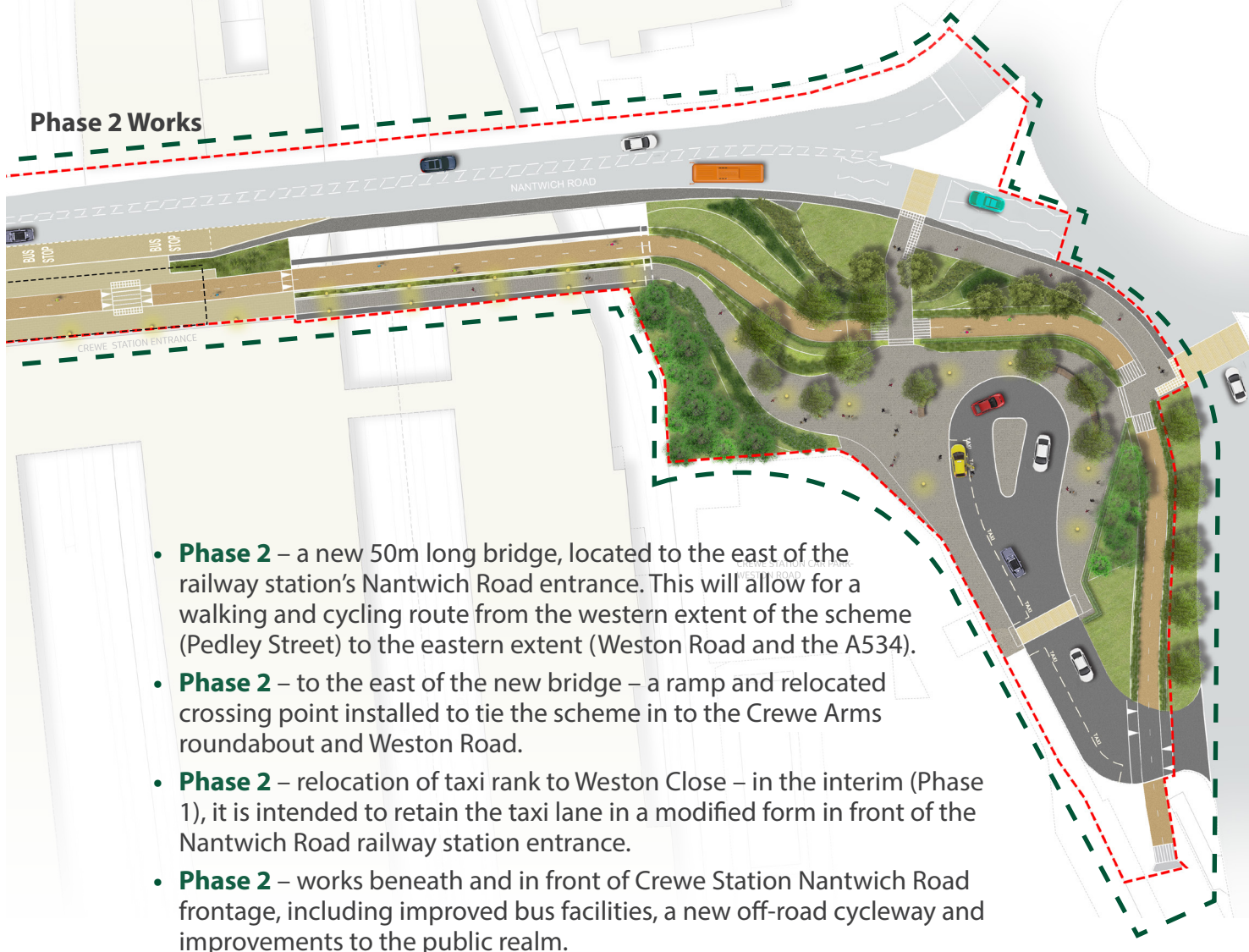
- **Phase 1** – Alterations to Pedley Street (see alternative Options A, B and C in insets on pages 10-11), works within the car park south of the British Transport Police building, the western bridge deck and new high-quality walking and cycling link to Crewe railway station.
- **Phase 2** – an eastern bridge deck and walking and cycling link works (opposite the Crewe Arms Hotel), public realm works surrounding Weston Close, and works beneath and in front of Crewe railway station’s Nantwich Road entrance.

Cheshire East Council are engaging on Phase 2 now to get stakeholder feedback that can help shape the plans that we will lobby Government for in respect of funding.

The aerial image below shows this phasing visually:

The Nantwich Road Bridge Enhancement Scheme comprises:

- **Phase 1** – Pedley Street – various options to review the arrangements for traffic at the Pedley Street / Nantwich Road junction, improving facilities for cyclists in the process. Please see the insets on pages 10-11 that describe these options.
- **Phase 1** – west of the railway station entrance. A new 89m long bridge added to the north of the existing Nantwich Road Bridge resulting in a walking and cycling link, and a new crossing of Nantwich Road.
- **Phase 1** – redesigned blue badge bays within Pedley Street car park south of the British Transport Police building and public realm improvements.
- **Phase 1** – relocated and improved bus stop and shelter facilities opposite the Horse Landing access. Removal of the existing bus stop and shelter outside the Crewe Arms Hotel.



Alternative options for alterations to Pedley Street

Works along and around Pedley Street will be delivered as part of Phase 1 of the scheme.

Below we have presented 3 options for this section of the scheme. We would like to know which of the proposed options is preferred, and have asked a question in this regard within the questionnaire. Please do give us your views.

Option A – Pedley Street One-Way SOUTH outside Transport Police Building, cyclists on carriageway

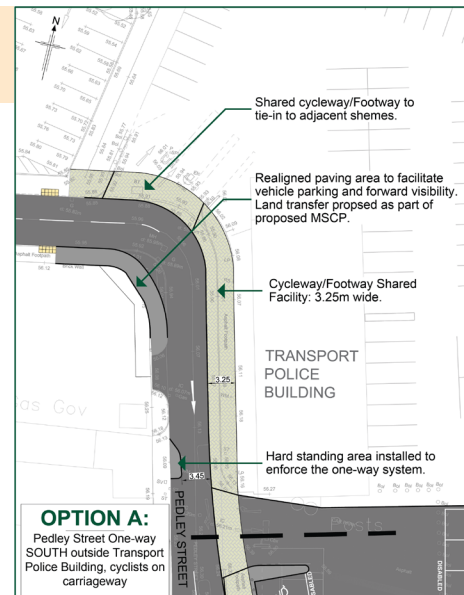
Pedley Street would remain two-way from Mill Street to the Network Rail Car Park entrance. From this point Pedley Street would be one-way, SOUTHBOUND ONLY, for the length of the Transport Police building. This alteration allows for an off-road shared footway / cycleway. The existing junction of Pedley Street and Nantwich Road remains as at present, with the addition of a left turn only from Pedley Street onto Nantwich Road to allow access from the new blue badge car park.

PROS

- Improved off-road cycle facilities
- Some possible benefits to traffic congestion at the traffic signals at the Nantwich Road / Mill Street junction

CONS

- Changes access arrangements to Pedley Street Car Park
- Potential for increased 'rat running' on residential roads



Option B – Pedley Street One-Way NORTH outside Transport Police Building, cyclists on carriageway

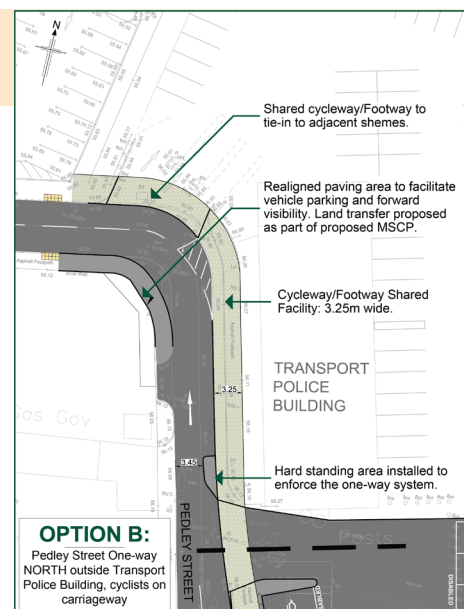
Pedley Street would remain two-way from Mill Street to the Network Rail Car Park entrance. The section in front of the Transport Police building would be one-way, but NORTHBOUND ONLY. This alteration allows for an off-road shared footway / cycleway. The existing junction of Pedley Street and Nantwich Road remains as at present, with the addition of a left turn only from Pedley Street onto Nantwich Road to allow access from the new blue badge car park.

PROS

- Improved off-road cycle facilities
- Traffic patterns to Pedley Street Car park remain virtually unchanged from existing situation

CONS

- Revised access arrangements would be required for the proposed multi-storey car park anticipated to be developed behind the Royal Hotel



Option C – Pedley Street to remain as it currently operates, cyclists on carriageway

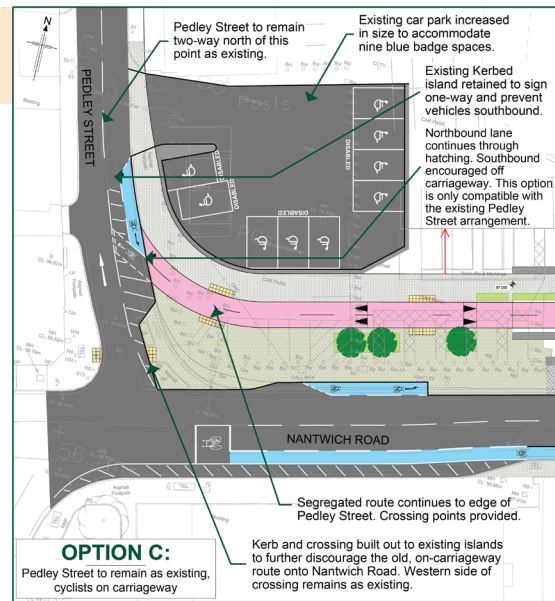
Traffic movements on Pedley Street would remain unchanged over the current situation, and the on-road cycle route is maintained, while the junction of Pedley Street and Nantwich Road would be formalised. Southbound cyclists would be directed from Pedley Street across the new western bridge extension utilising the segregated cycleway.

PROS

No changes to current road network or traffic movements

CONS

Insufficient space to provide a northbound off-road cycleway route on the two-way section of Pedley Street



Scheme History

In 2019, Cheshire East Council commissioned a study to redefine the vision for Crewe railway station. A 'Nantwich Road package' comprising a pedestrian and cycle bridge, public realm improvements and railway station entrance building / façade improvements was developed.

Three potential new pedestrian / cycle bridge options to the south side of Nantwich Road Bridge were proposed, with a combination of two of these options ultimately taken forward.

The design team was then asked to assess moving the proposed western bridge span to the north side of Nantwich Road Bridge, to avoid impacting third party land. This led to the creation of five new options. From these, Option 2C was selected and chosen as CEC's preferred solution at a sift meeting in January 2020, just prior to the COVID-19 pandemic beginning. Option 2C has been further refined and developed in 2021-22 into the scheme described on pages 8 and 9.



Artist's impression from 2019 showing original Network Rail proposal

The impact of COVID-19 on the scheme's business case, HS2 programme changes and other issues led to a new approach for the project in 2021. Crewe railway station's redevelopment will be phased, with the Nantwich Road Bridge Enhancement Scheme effectively a first step towards the Crewe (HS2) Hub, brought forward ahead of other elements. The phased build approach will unlock benefits ahead of the arrival of HS2, and therefore Cheshire East Council are accelerating the delivery of this element.

Scheme Materials

As this scheme is outside of Crewe railway station and provides a link to the town centre, we are looking at opportunities to integrate artistic features inspired by Crewe’s rich railway history and cultural identity.

Throughout the scheme’s development, there has been a drive to use high quality materials where possible and select materials which aim to improve wayfinding, accessibility and general functionality, building a stronger identity and better perception of this key gateway to Crewe.

There is a focus on reducing car dominance, encouraging the use of buses, supporting active travel, and connecting key assets.

At the eastern end of Nantwich Road, plans include tree planting, wider footways to direct pedestrians through the space, appropriate street furniture and welcome signage. The new bridges will feature a raised planted corridor between the footway and cycleway, this will offer a buffer to each route while providing a green corridor.

The station entrance would ultimately incorporate wider footways and cycleways which serve as the key links to the eastern and western sides of the bridge. These widened paths dedicated to pedestrians and cyclists will help to reduce crowding as customers exit the station. A quality yet functional selection of materials has been chosen to again improve wayfinding and create a sense of arrival to and departure from the station entrance.

The public realm area to the western end of the scheme also includes tree planting and seating. Furniture for cycle storage is also provided with welcome signage. The public realm upgrade aligns with an emerging new initiative – Fearless Streets and Places – which champions good design as a way to enhance perception of safety and inclusivity for users of all genders and abilities.



A combination of high quality concrete and stone paving to footpaths (Scoutmoor setts/conservation x)

Images via Marshalls



Wide Silver Grey Granite Kerbs

Images via Marshalls



Steel Welcome Signage

Image via Google images



Coloured Asphalt on Cycleways / Pedestrian Crossing Points (Light Buff UltiColour Asphalt)

Image via Tarmac



Image via Google maps



Planters (Oval shaped raised bed with tree and integrated seat)

Image via StreetLife



Environmental Considerations

The proposed development is not expected to have any significant adverse impacts on the environment, and in some instances, there may be benefits and opportunities brought about by the scheme. New environmental surveys and studies are being undertaken to complement a habitat survey undertaken in July 2018.

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 Crewe town centre and the railway station. The potential for significant adverse impacts on air quality due to the scheme is low. During the construction phase there is the potential for dust emissions from vehicle movements and demolition activities, which could lead to health impacts or nuisance at nearby receptors. These impacts will be mitigated however through standard good practice measures such as those outlined in Institute of Air Quality Management (IAQM) guidance.

Noise and vibration

The area currently experiences noise from local road traffic and from trains running to and through Crewe railway station. Our initial assessment shows that the scheme is unlikely to significantly increase noise once operational, 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.

Traffic

The delivery of this scheme will help improve connectivity between Crewe town centre, the railway station and Weston Road, helping to encourage more people to choose sustainable transport over vehicle trips. Traffic congestion will be reduced further, once the scheme is fully completed, by reducing conflict at the station frontage, providing improved bus layover areas and providing high capacity pedestrian crossing facilities.

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.

Cultural heritage

Crewe thrived and developed from the mid-1830s following the construction and opening of the Grand Junction Railway and is considered to be Britain's best known railway town, being largely built by and for the railway.

The proposed development would be located adjacent to the Attached Boundary Wall and Railings of Crewe railway station dating from 1867 and which are Grade II listed. There are also six locally listed buildings nearby. Consequently, the construction of the scheme and its operation may have an adverse impact on their settings. Although the development has the potential to change the settings of the aforementioned structures, it is unlikely to be significant.

Landscape and visual

Some existing habitats will be removed to allow the scheme's construction; however, these will be replaced with new trees and plants as part of the proposed scheme. The bridge span deck extensions aim to provide walking and cycling opportunities within a green corridor, creating a welcome user experience, in the form of a raised planted corridor between the footway and cycleway, which will offer a green buffer to each route.

Ecology and conservation

Due to the scheme's location, it is unlikely to have a significant impact on the ecology of the area. Whilst the total development area is expected to exceed 1 hectare for this scheme, there are no environmentally sensitive areas within 1 km of the proposed development. 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. The eastern and western ends of the scheme will also incorporate sustainable drainage systems (SuDS) features where feasible to assist with surface water runoff, through tree planting.

Public Rights of Way

The development of the Nantwich Road Bridge Enhancement Scheme will not affect any Public Rights of Way (PRoW).

How will the scheme be funded?

The scheme is aiming to receive a share of the funding from the next round of the UK Government's Levelling Up Fund. This fund brings together the Department for Transport, the Ministry for Housing, Communities and Local Government and the Treasury to invest a total of £4.8 billion in high value local infrastructure projects that support town centre and high street regeneration, local transport projects, and cultural and heritage assets, and which have a visible impact on people and their communities.

Subject to a successful funding bid, Phase 1 of the Scheme will be funded through a mixture of funding from the UK's Levelling Up Fund and the Council's own funding. Round 2 of bids for the Levelling Up Fund are to be submitted by 6th July 2022. The Council will be seeking further funding from Central Government to deliver Phase 2 of the Scheme ahead of the arrival of HS2 to Crewe. The Council will be lobbying for Government funding for Phase 2 either through Network Rail's funding allocations, or as part of HS2 Phase 2b, which currently has a hybrid bill progressing through Parliament. The Council are engaging with Government, Network Rail and HS2 through these processes.

How does the Nantwich Road Bridge Enhancement Scheme 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, whilst maximising the benefits that HS2 services will bring. The Nantwich Road Bridge Enhancement Scheme is one of several projects which make up the Crewe Cycle and Pedestrian Connectivity Schemes. The aim of the schemes is to create a sustainable and connected network across Crewe.

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

The Southern Gateway PCCS Scheme would provide 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 (A5078) and Vernon Way (A5019) pedestrian and cycle friendly.

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

We are also currently designing a scheme which will provide walking and cycling improvements along Mill Street, to connect the two schemes together.

The Mill Street Corridor project aims to deliver an active travel route linking the town centre (via the Southern Gateway PCCS) with the existing Crewe railway station and proposed Crewe HS2 Hub (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 better wayfinding between the station and 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 are part of a wider plan to prepare Crewe for the arrival of HS2. 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.

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/CreweCPS

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

The findings of this engagement will be reported to the Cheshire East Council Highways and Transport Committee. If the scheme is approved, we intend to submit a planning application to Cheshire East Council's Strategic Planning Board in Autumn 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

