



Northwich Transport Strategy

Consultation Report

March 2018



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Northwich Transport Strategy

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March 2018

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Executive summary

This report summarises the methodology for and findings of a fourteen-week public consultation period on the Northwich Transport Strategy. Prior to this consultation period, a number of issues were identified as key concerns for the transport network in Northwich across three geographical study areas; the town centre, wider urban area and long distance connectivity. These issues were developed by undertaking an in-depth analysis of the study area and engaging with key stakeholders early in the process. This helped inform a list of 46 schemes which were taken forward to public consultation.

The public consultation period ran from the 25th of September to the 31st December 2017 with the online survey left open until the first week of January to allow for late responses to be processed.

The public could take part in the consultation by completing an online survey or paper questionnaire. They were also able to take part by sending comments by email, letter or telephone or by attending a number of drop-in sessions across the wider urban area. The consultation was publicised widely via regular social media posts and press releases which presented details of upcoming drop-in sessions and links to the online survey.

Consultation materials providing background to the study and details of the proposals were published on Cheshire West and Chester's website to inform participation. Paper copies of this information were also distributed at drop-in sessions and left in key locations around the town centre including the information centre and Northwich Library.

Consultation key findings

The consultation events were well attended and 1,059 consultation responses were received for the survey.

A total of 22 emails and 6 letters were received in response to the consultation which predominantly expressed concern from individuals relating to the reopening of Marbury Lane (UA07) and the urgent need for solutions at the Winnington/Barnton Swing Bridge. Letters also included responses from Parish Councils and Local Businesses.

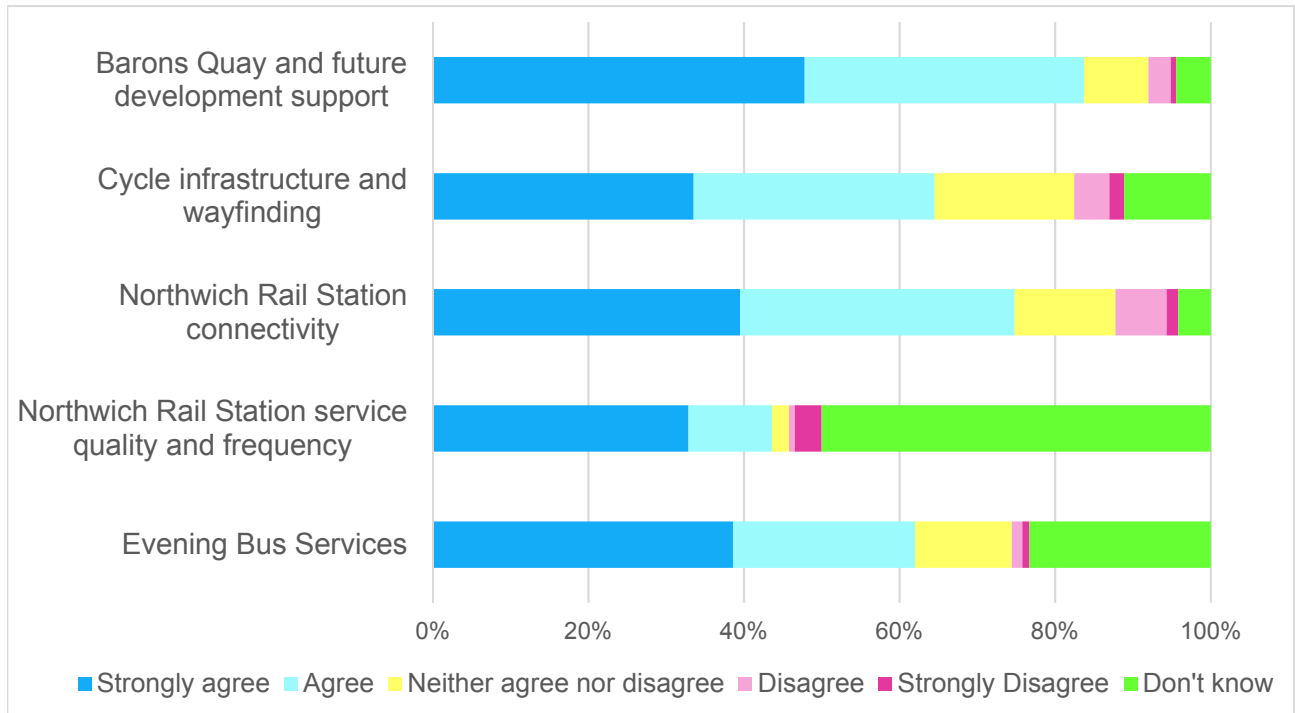
All drop sessions were well attended with up to 85 attendees in a single session. A number of issues were consistent across all drop-in sessions such as congestion at the Winnington/Barnton Swing Bridge, concerns over the reopening of Marbury Lane (UA07) and the need to improve long distance rail connectivity in terms of journey times and quality.

Other issues raised during the drop-in sessions included concerns over the Wallascote road link (UA09) from residents in Weaverham, due to perceptions that this will lead to further development, and concerns from Rudheath residents over increasing congestion around the A556 and Gadbrook Park.

The following charts summarise the results of the 1,059 survey responses completed during the consultation period either online or on paper, although not everyone answered all questions.

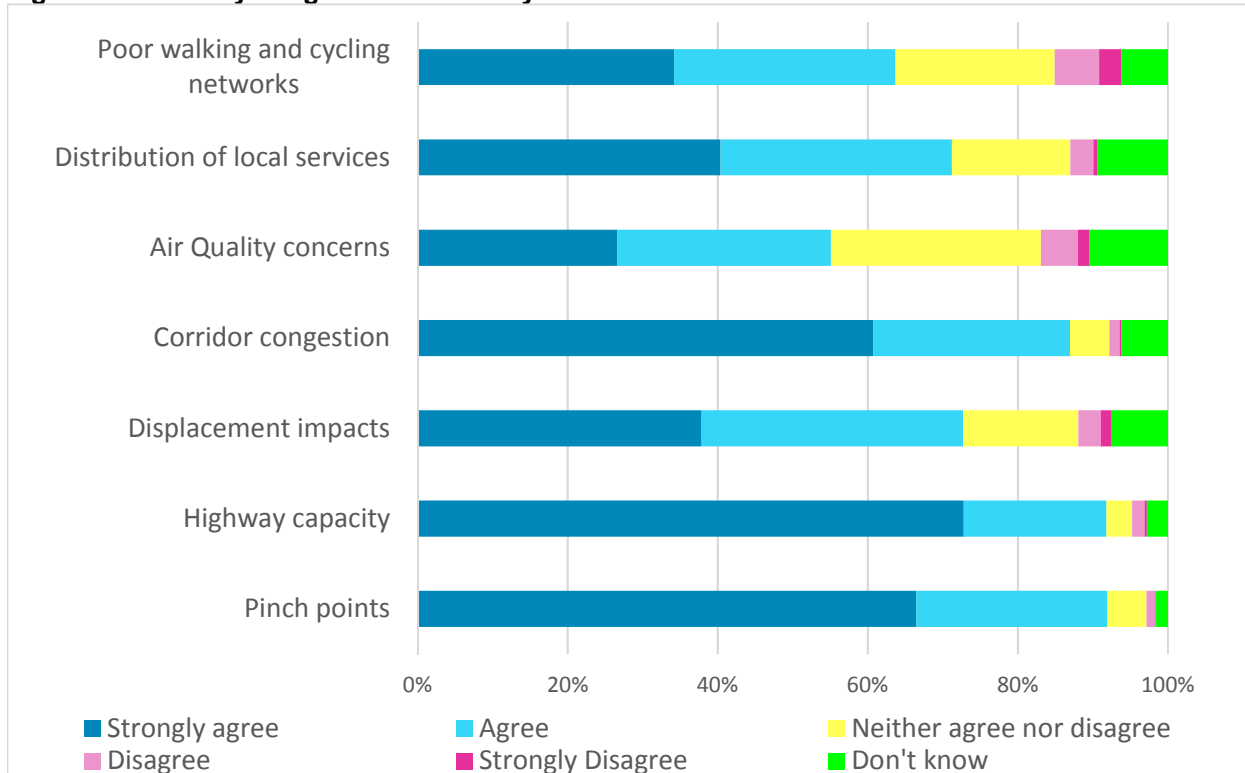
Please note that where survey respondents were asked to choose one answer from a list of options, percentages may not add up to exactly 100% because of rounding.

Figure 1: Summary of agreement with key issues identified in the Town Centre



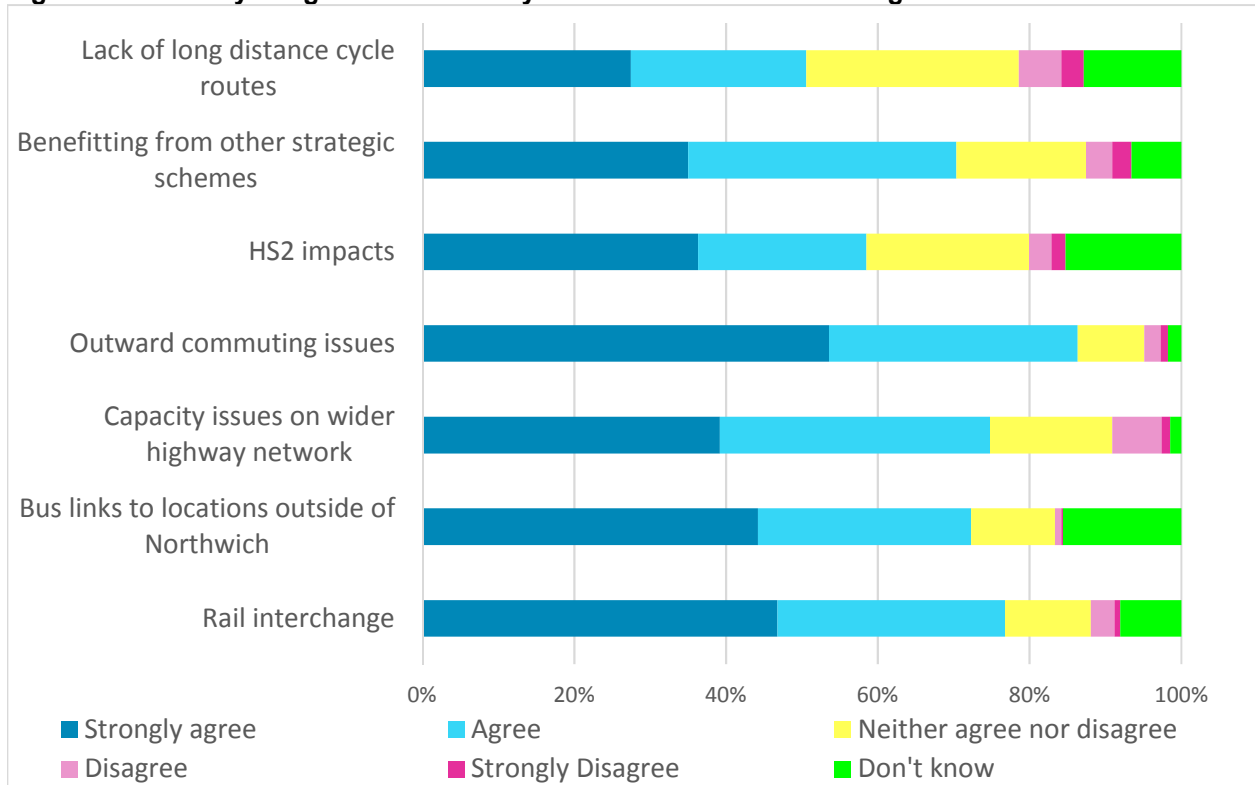
Source: Mott MacDonald

Figure 2: Summary of agreement with key issues identified in the Wider Urban Area



Source: Mott MacDonald

Figure 3: Summary of agreement with key issues identified in the Longer Distance Area

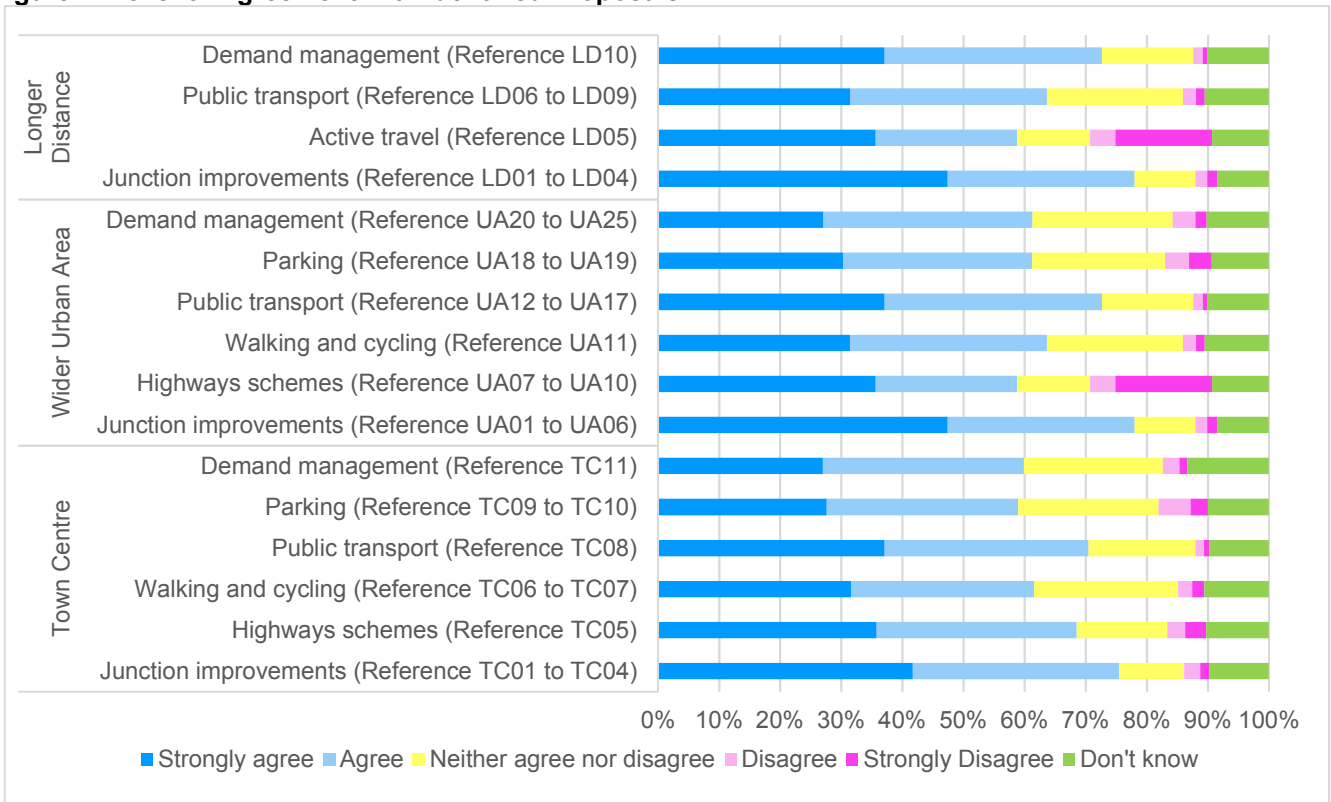


Source: Mott MacDonald

As can be seen in these figures, the survey results generally demonstrate a strong level of agreement with the key issues identified across all three geographic areas, with respondents agreeing they were issues to be addressed within the final Northwich Transport Strategy.

Figure 4 summarises the responses to the proposals outlined in the Transport Strategy for each of the geographical study areas.

Figure 4: Level of Agreement with Identified Proposals



Source: Mott MacDonald

As can be seen in the figure above, each scheme groups across all three study areas received a good level of agreement. The schemes with the most agreement were junction improvements (all areas) and Town Centre demand management. Although active travel measures in the longer distance area (LD05) and highway schemes UA07-UA10 appear above to have a strong level of agreement, when considering the level of disagreement these schemes received the highest level of opposition.

The level of disagreement to these schemes, particularly to UA07, was also clearly demonstrated within the general comments. The survey results presented a large number of comments expressing strong views against the reopening of Marbury Lane due to the significance of Marbury Country Park and perceptions that the scheme could provide little benefit to relieving congestion. A petition against this particular scheme signed by local residents was also submitted as part of the consultation.

Next Steps

Following this consultation, in light of the comments received, scheme options will be re-reviewed and further refined, with some schemes to be dropped from the next stages, as well as newly identified schemes to be considered.

A series of proformas will be developed to show indicative costs, potential funding sources, land requirements and steps needed to take the scheme options forward. An action plan will set out short, medium and long-term priorities to improve the transport infrastructure and connectivity within the study area.

The final draft strategy will be available in April 2018. It is planned that this will be presented to CWaCC Cabinet in May 2018 for formal approval.

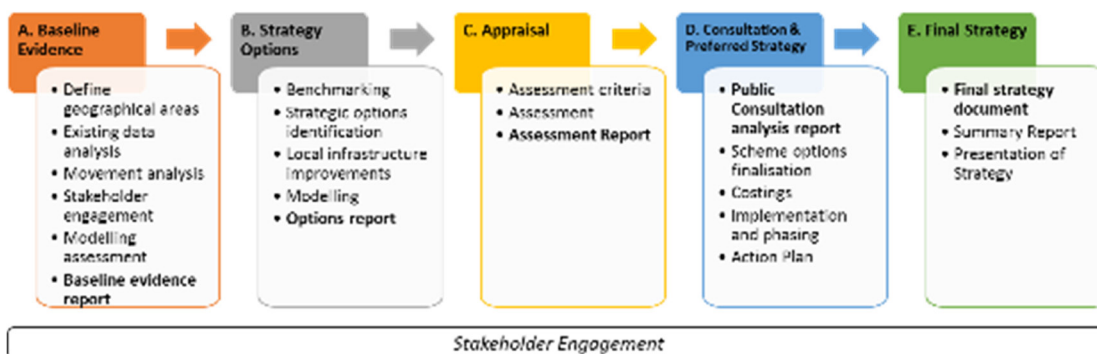
1 Introduction

1.1 Purpose of this report

Mott MacDonald has been commissioned by Cheshire West and Chester Council (CWaCC) to produce the Northwich Transport Strategy (NTS). The purpose of the strategy is to improve transport conditions and connectivity around Northwich to support growth and development up to 2030 outlined within the Cheshire West and Chester Local Plan, and to support the local Neighbourhood Plans for Northwich, Hartford, Davenham and Whatcroft, Moulton, and Winsford.

The NTS is necessary to ensure that as growth takes place, consideration is given to the impacts of this growth upon the transport infrastructure and that measures identified as part of the strategy have a positive impact upon the wider transport network.

This Consultation Report is the fourth in a series of deliverables which have been produced along the journey towards development and completion of the final Northwich Transport Strategy (expected April 2018). A reminder of the process being followed is below, with this report being the deliverable for stage D.



1.2 Structure of Report

Following this introductory section, this report is structured as below:

- **Section 2: Background** – This section provides a summary of the project to date, setting out a summary of how the consultation material was developed.
- **Section 3: Consultation Methodology** - This section provides an overview of the consultation process and methods used including public consultation events, surveys and workshops with key local stakeholders.
- **Section 4: Results of Consultation** - Provides a summary of the consultation responses, considering each of the key issues and scheme options. Comments from local residents and stakeholders have been highlighted for each scheme. The section also provides details of respondent demographics.
- **Section 5: Conclusion** - Gives a summary of the consultation process for proposed schemes and discusses the next steps for the Northwich Transport Strategy.
- **Appendices:** These contain copies of key consultation materials and information from stakeholders, drop in sessions and local media.

2 Background

2.1 Overview

The study area for the NTS is defined by three geographical areas; the Town Centre; Wider Urban Area (including the adjacent villages of Winnington, Barnton, Weaverham, Hartford, Lostock and Rudheath); and longer distance connectivity based on travel to work movements and access to other notable urban centres further afield such as Crewe, Winsford, Middlewich, Knutsford, Chester, Warrington and Manchester.

The NTS will improve access to the Town Centre and enhance connectivity across adjacent villages and to locations further afield improving residents access to key regional centres, as well as supporting commuting movements. The strategy aims to improve the performance of the highway network by reducing congestion along corridors and at key pinch points as well as encouraging more sustainable modes of transport and improving infrastructure for pedestrians and cyclists.

A shortlist of 46 schemes were identified in order to address the key transport related issues of the study area which were presented to the public for feedback and comments. This report presents the findings of the fourteen week public consultation carried out in developing this strategy which ran from Monday 25th September to Sunday 31st December 2017.

Prior to the identification of schemes for the consultation phase of the strategy it was important to gain an understanding of the key issues and travel patterns in the local and wider area. Therefore, the first step in the development of the NTS was to produce the Northwich Transport Strategy Baseline Report. The Baseline Report reviews the context of Northwich through a high-level assessment of population and economic data including travel to work patterns and analyses the current transport network and key development proposals in order to summarise the key issues and opportunities which could be addressed by the strategy. Several stakeholders were also consulted at this stage to identify any additional issues and gain an understanding of what they would like to see within the strategy in terms of proposals.

A number of schemes were later identified to address these key issues as part of the second stage of the process. Schemes were developed based on discussions with stakeholders, a review of best practice and benchmarking of comparator cities and within a workshop which was held with key project team members to identify any additional measures. This resulted in a long list of 45 schemes taken forward for appraisal. The appraisal considered both qualitative and quantitative criteria including the compatibility of each scheme to, reducing congestion, supporting economic growth as well as the environmental impact cost of each scheme. Following appraisal, schemes were grouped together to produce a short list of schemes which formed the basis of the consultation. The findings from consultation detailed in this report will be used to inform the preferred strategy which will also consider the cost and implementation of the identified measures and provide a supporting action plan.

2.2 Key Issues

The key issues across all geographical areas and modes of transport identified in the baseline report are noted in the points below. These issues were presented to the public during consultation to gain an understanding of the extent to which consultees agreed or disagreed with the individual issues and highlight any outstanding concerns which may not have been picked up during the review of baseline evidence:

Town Centre

- There are few evening bus services between parts of the wider urban area and Northwich Town Centre e.g. to serve new leisure facilities.
- Northwich Rail Station is served by an hourly train service which has poor quality trains and an uncompetitive journey time to Manchester in comparison to travel by car.
- Northwich Rail Station is remote from the Town Centre and is poorly connected by bus, walking and cycling routes.
- There is a lack of cycling infrastructure to, within and around the Town Centre and existing off-road routes are poorly signed.
- Need to maintain good access by all modes to support Barons Quay and further Town Centre redevelopment.
- Issues identified in Cheshire West and Chester Parking Strategy
 - Lack of long stay car parking is a key issue within the Town Centre causing issues for employees and discouraging spending in the Town Centre.
 - Poor signage to car parks within Northwich.
 - There is insufficient car parking at Northwich and Hartford Rail Stations.

Wider Urban Area

- Several pinch points exist within the wider area, which cause congestion and delay. These include the entrance/exit to Gadbrook Park, the Winnington Street/Castle Street junction and the Winnington/Barnton Swing Bridge crossing the River Weaver, the A556 / A530 King Street junction; and the A559 Chester Way / Venables Road junction.
- The future capacity of the road network is of concern due to the number of substantial developments planned or currently under construction in the wider area of Northwich, such as Winnington Urban Village.
- Concern that some potential solutions may have a displacement impact on other parts of the network.
- There are a number of corridors experiencing congestion e.g. the A559 Hartford corridor experiences severe levels of school related congestion, particularly during peak hours due to the high concentration of educational establishments in the area including sixth form provision for a wide catchment.
- There are concerns about perceived poor air quality for residents in areas of congestion.
- The distribution of local services e.g. the concentration of schools in Hartford and the Mid Cheshire Hospital estate at Northwich, Leighton and Winsford and location of housing and employment development presents transport challenges for non-car access to services and jobs.
- Poor walking and cycling networks.

Longer Distance

- Lack of interchange between the Mid Cheshire Line and West Coast Mainline reduces rail connectivity to strategic locations.
- Bus links to locations e.g. Winsford and Leighton Hospital and further afield such as Altrincham and Warrington are infrequent, particularly at weekends, and unavailable during the evening period.
- Capacity issues on main roads linking Northwich to other urban areas and the motorway network.

- High levels of out commuting in Northwich presents a need to create an efficient transport network to remain an attractive area for residents.
- Specific impact on the local network of HS2 during the construction phase.
- There is a need to ensure that connectivity is improved so that residents of Northwich and the wider urban area benefit from the Mersey Gateway Bridge and enhanced connectivity to national destinations from the proposed HS2 station at Crewe.
- Lack of long distance cycle routes.

2.3 Schemes Consulted On

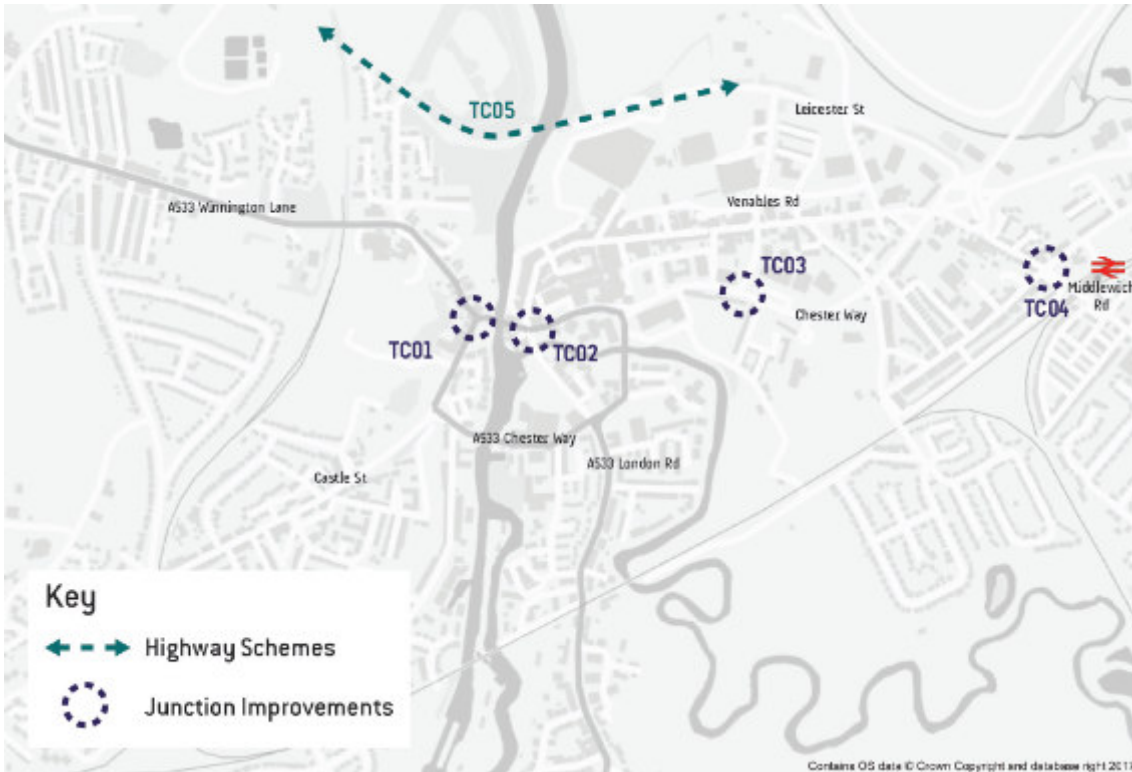
The following list of schemes formed the basis of the public consultation and represents the shorter list of schemes which resulted from the appraisal process. Schemes were grouped together and sorted by geographical area and type as outlined in the following tables and figures.

Table 1: Town Centre Proposals

Ref	Junction Improvements
TC01	Winnington Hill Junction at Town Bridge, widening of the junction.
TC02	Improve the Town Centre one way system at the junction of Town Bridge, Dane Street and Watling Street (A533)
TC03	Improve junction capacity at the traffic lights at Chester Way / Venables Road.
TC04	B5082 Middlewich Road / Manchester Road undertake improvements to enable right turn movements from Rudheath into Tesco and Northwich Station.
Highway Schemes	
TC05	Develop a new link road between Winnington and Leicester Street at Barons Quay, aligning along from TATA Winnington to the A533.
Walking and Cycling	
TC06	Walking and Cycling Infrastructure improvements to be identified within Local Cycling and Walking Infrastructure Plan: -Review of cycle route condition and deliver resurfacing improvements to off-road routes where possible (TC06a); -Explore options to deliver a new off-road, Town Centre walking and cycling network making use of the canal and river systems (TC06b); -Undertake Town Centre cycle parking review and enhance cycle parking offer to support active travel (TC06c).
TC07	Encourage private sector bike hire scheme at Northwich Rail Station and key points across the Town Centre to support visitor connectivity, commuting and cycling opportunity and improved links to locations such as Gadbrook Park.
Public Transport	
TC08	Support Network Rail and Northern Rail to deliver a major enhancement of Northwich Station including new step free access to the Chester platform, improved interchange between bus and rail services and an improved station building.
Parking	
TC09	Following the completion of Town Centre development, consider appropriate locations for taxi provision.
TC10	Enhance Electric Vehicle parking offer through introducing electric vehicle charging infrastructure within Town Centre car parks to meet Council Parking Supplementary Planning Document standards.
Demand Management	
TC11	Review service vehicle time restrictions to reduce HGV movement and pedestrian conflict, once Barons Quay is fully operational.

Source: Mott MacDonald

Figure 5: Location of Town Centre Proposals



Source: Mott MacDonald

Table 2: Wider Urban Area Proposals

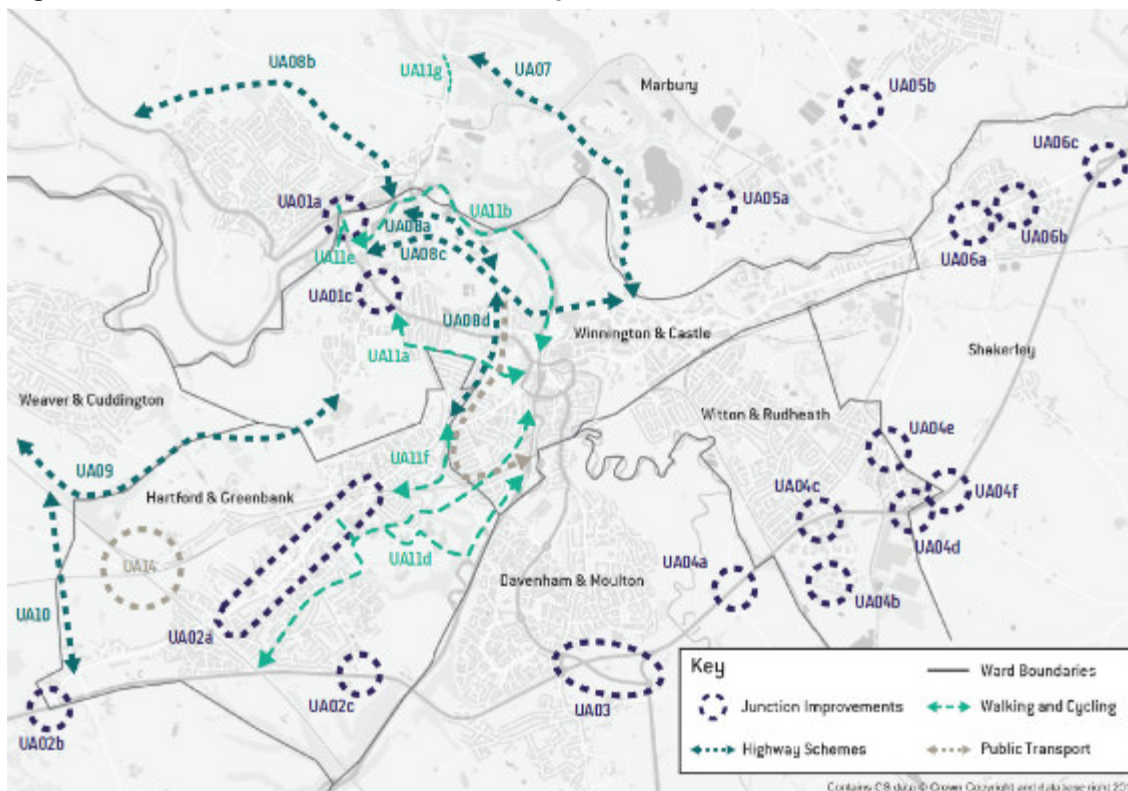
Ref	Junction Improvements
UA01	Deliver schemes to reduce congestion at the Winnington/Barnton Swing Bridge pinch point: <ul style="list-style-type: none"> -In the short term by increasing junction capacity (UA01a); -In the long-term by providing a new bridge to provide an alternative route (UA01b); -Junction improvement at A533 Winnington Lane / Winnington Avenue (UA01c).
UA02	Reduced congestion along A559 Greenbank / Hartford Corridor through: <ul style="list-style-type: none"> Junction capacity improvements along Greenbank/ Hartford Corridor to reduce congestion (UA02a); Explore options for facilitating a west bound exit from A556 at Hartford (UA02b); Investigate opportunity to reduce congestion through Hartford through introduction of a right turn movement at A556 School Lane (UA02c).
UA03	A533/A556 junction improvements at Davenham to support increased use and better accessibility to the A556.
UA04	Deliver junction improvements to reduce congestion along A556 in the vicinity of Gadbrook Park: <ul style="list-style-type: none"> -Develop a new junction on the A556 to the west of the existing Gadbrook Park site to open up development land (UA04a); -Consider opportunities to introduce a second southern access to Gadbrook Park (UA04b); -Implement improvement scheme at Gadbrook Road/ A556 junction to reduce congestion caused by traffic entering and existing Gadbrook Park (UA04c); -Junction improvement at roundabout junction with the A556/ A530 (UA04d); -Junction improvement scheme at A530 King Street / B5082 Middlewich Road (UA04e); -Junction improvement scheme at A556 / B5082 Penny's Lane (UA04f).
UA05	Junction improvements in Wincham along signed route into Northwich from A559: <ul style="list-style-type: none"> -B5075 New Warrington Road/ Chapel Street (UA05a) -A559 Marston Lane/ Church Street (UA05b)
UA06	Junction improvements in Lostock Gramam:

Ref	Junction Improvements
	<ul style="list-style-type: none"> -A559 Manchester Road/ A559 Hall Lane/Station Road(UA06a); -A559 Manchester Road / Stubbs Lane (UA06b); -A556/A559 roundabout junction (UA06c).
	Highway Schemes
UA07	Bring closed private road up to required standard to support alternative route north through Marbury Country Park.
UA08	<ul style="list-style-type: none"> Utilisation of former TATA railway to the south of the River Weaver to form a road link and new bridge crossing linking to Cosgrove Business Park (UA08a); -Road link from new bridge crossing joining to the A533 to the north of Barnton (UA08b); -Utilisation of former TATA railway line for use as road scheme to link to Winnington Avenue (UA08c); -Utilisation of former TATA railway line as a road through Winnington near to Victoria Infirmary to A559 or new rail link joining the Mid Cheshire Line and Middlewich Branch line with a new Winnington Station (UA08d).
UA09	Introduce a road scheme from Wallascote Road to A49 using the former rail alignment
UA10	Link the above road scheme to the A556 via the introduction of a further link road.
	Walking and Cycling
UA11	<ul style="list-style-type: none"> Walking and Cycling Infrastructure improvements to be identified within Local Cycling and Walking Infrastructure Plan: -Improved cycling and pedestrian connection between Northwich Town Centre, Winnington (UA11a); -Walking and cycling route utilising waterway into Northwich Town Centre from Winnington and Anderton (UA11b); -Review plans for radial corridor improvements from Northwich Cycling Strategy (UA11c); -Liaise with Hartford campus schools to open pedestrian/ cycling link from Manor Lane along River Weaver (UA11d); -New pedestrian/cycle bridge to enhance walking route between Barnton and Winnington at Winnington Lane historic bridge (currently no suitable footway along the bridge) (UA11e); -Cycle link utilising former rail alignment from A559 Chester Road to Greenbank Station (UA11f); -Implementation of a footpath at Marbury Hollows to improve pedestrian access (UA11g).
	Public Transport
UA12	Help the train operating companies to be more proactive at offering solutions to contain demand for car parking space through measures such as car sharing incentives, taxi sharing, cost effective incentives to encourage travel to / from stations by bus.
UA13	Support opportunities to increase parking supply at stations in Northwich wider area to meet forecast demand in rail patronage and increase attractiveness of rail based park and ride.
UA14	Investigate long term possibility of connecting Mid-Cheshire and West Coast Mainline railway lines at their intersection north of Hartford to enable interchange.
UA15	<ul style="list-style-type: none"> As part of borough wide Route and Branch Bus Service Review consider the following: -Where appropriate introduce evening bus services to residential areas e.g. Rudheath, Comberbach to access Town Centre and leisure facilities (UA15a); -Implement measures of Winsford Transport Strategy for better bus services between Winsford, Middlewich and Northwich (UA15b); -Review and promote opportunities to extend flexible/specialist bus services (UA15c).; -Explore options for enhanced bus travel to hospitals, possibly a new shuttle service similar to the Leighton Link Service that has been successfully introduced for Leighton Hospital in Crewe (UA15d).
UA16	Support smart, integrated ticketing system for all users of bus and rail services in the Northwich area and introduce a new system of subsidised travel cards for students across Northwich and the wider area
UA17	Review and identify opportunities to enhance bus priority at junctions with traffic signals.
	Parking
UA18	Implement recommendations of Gadbrook Parking Study to increase car parking, implement TROs in Rudheath and implement travel planning measures to reduce demand and introduce multi storey car park options to cater for future demand.
UA19	Implementation of waiting restrictions on residential roads impacted by on street parking near Hartford Rail Station.
	Demand Management

Ref	Junction Improvements
UA20	Encourage other schools to follow St Wilfred's Greenbank in investigating staggering school start and finish times to reduce congestion.
UA21	Support extensions to the CWaCC Parent Parking Charter to encourage parents to leave cars further from schools and complete their journeys on foot.
UA22	Introduce traffic calming measures on Hartford Road in Davenham.
UA23	Introduce a package of urban traffic control measures to improve linking of junction signal timings along congested corridors in Northwich.
UA24	Implement a programme of 20mph zones across the Northwich Wider Urban Area.
UA25	Examine opportunity for Area Travel Lan for schools in Hartford.

Source: Mott MacDonald

Figure 6: Location of Wider Urban Area Proposals



Source: Mott MacDonald

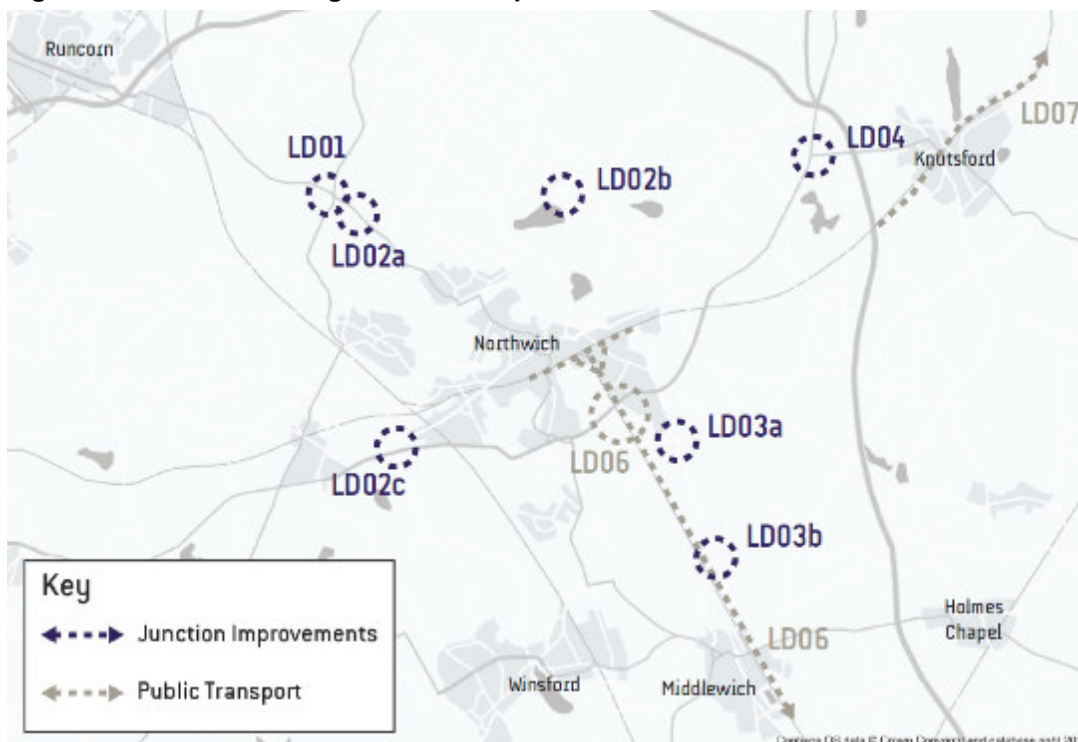
Table 3: Long Distance Proposals

Ref	Junction Improvements
LD01	Implement junction capacity improvements at junction of A533/A49
LD02	Improved safety measures for incident hotspots, identified as: -Smithy Lane / Ash Lane / A533, Little Leigh (LD02a); -Budworth Lane / A559 / High Street, Great Budworth(LD02b); -A556/A559 junction through improved road alignment at Cinder Hill, Hartford (LD02c).
LD03	Implement junction capacity improvements at pinch points on A530: -A530 / Davenham Road/ Crowder's Lane (LD03a); -A530/ B5309 King Street (LD03b).
LD04	Support junction capacity improvements to support access to M6 j19 at A556/A5033 junction.

Ref	Junction Improvements
Walking and Cycling	
LD05	Walking and Cycling Infrastructure improvements to be identified within Local Cycling and Walking Infrastructure Plan: -Support Cheshire East Council to implement schemes identified within their March 2017 Cycling Strategy including a Middlewich – Winsford – Northwich – Knutsford cycle connection by delivering new connections within Cheshire West (LD05a); -In partnership with Cheshire East Council, explore opportunities for a cycle link that runs broadly parallel to the new HS2 line (LD05b).
Public Transport	
LD06	Reopening of Middlewich Branch Line: -Lobby Network Rail and work with Cheshire East Council to ensure that the Middlewich Branch Line is reopened for regular passenger rail services (LD06a); -Work with Cheshire East to support proposals for a new station at Middlewich on the Middlewich Branch line (LD06b); -Explore options for a new station at Gadbrook Park on the Middlewich Branch Line to serve Gadbrook and south Northwich (LD06c).
LD07	Support proposals for an Airport Western Rail Link to link the Mid Cheshire Line and Manchester Airport.
LD08	Lobby Northern to introduce timetable changes on the Mid Cheshire Line to better support rail commuting between Northwich and Chester and Northwich and Manchester.
LD09	As part of borough wide Route and Branch Bus Service Review work with bus operators to explore possibilities of introducing an evening bus service to Warrington.
Demand Management	
LD10	Implement speed reduction measures on key local routes affected by speeding issues including the A556 Cuddington-Davenham-Allostock and the A559 up to the A56.

Source: Mott MacDonald

Figure 7: Location of Long Distance Proposals



Source: Mott MacDonald

3 Consultation Methodology

3.1 Introduction

The principal aim of the consultation process was to give an opportunity for all parties likely to be affected by or to benefit from the Transport Strategy to be engaged in its development. The feedback received has been used to confirm key issues and initial options and will be used to shape and finalise the Strategy during the final stage of the study.

Mott MacDonald worked with Cheshire West and Chester Council to develop a consultation plan to guide the consultation process for the Northwich Transport Strategy. The Joint Member Group acted as the steering group for this exercise. Support was also provided by the Council's Insight & Intelligence team to develop the survey and supporting information and to ensure a wide survey sample was achieved. This section sets out how consultation was conducted, engaging with both stakeholders and the general public.

To support the consultation process, the following materials were produced which are discussed further within this chapter:

- Display boards for consultation event
- Leaflet
- Posters
- Survey

3.2 Baseline Stakeholder Engagement

Key stakeholders were consulted early in order to gain a detailed understanding of the local issues and opportunities at the baseline stage of the study between April and July 2017. The key stakeholders engaged with at this stage are listed in the table below. Individual stakeholders were contacted by telephone and were informed about the strategy and offered an opportunity to raise any transport related issues and potential schemes or solutions. Northwich Member Working Group meetings were also attended to report progress of the study and discuss key issues and opportunities. All stakeholders were invited to attend the public consultation events where the study would be further developed based on their comments. Findings from these discussions with stakeholders are reported in Section 4.1.

Table 4: Baseline Engagement Methodology

Who	Contact	Comments	When
Individual Consultations			
Regeneration - CWaCC	Catherine Fox	Contacted by telephone	April 2017
Northwich BID /Gadbrook Park	Jane Hough/ Louise Ashley	Contacted by telephone	July 2017
Highways Officers - CWaCC	Jamie Barron, Jerry Gibbs, Andy Haman	Contacted by telephone	April 2017
Rail (including HS2) - CWaCC	Gerrard Rhodes	Contacted by telephone	April 2017
Bus Transport - CWaCC	John Ellis Jones	Contacted by telephone	May 2017

Neighbourhood and Local Plan - CWaCC	Charlotte Aspinall	Contacted by telephone	May 2017
Localities Officers	Mark Simmons	Contacted by telephone	May 2017
Highways impact of new development- CWaCC	Paul Parry	Contacted by telephone	May 2017
Children's Services- CWaCC	Jan Hewitt	Contacted by telephone	May 2017
Mid Cheshire Development Board	Simon Barber	Contacted by telephone	July 2017
Cheshire East	John Davies	Contacted by telephone	May 2017
Mid Cheshire College	Nichola Newton	Contacted by telephone	May 2017
St John Deane's Sixth Form College	Andrea Moores	Contacted by telephone	May 2017
Victoria Infirmary	Mike Babb and James Whittall	Contacted by telephone	May 2017
Taxi Operators	Paul Johnson	Contacted by telephone	May 2017
Northwich Fire and Rescue	Ronnie Moore	Contacted by telephone	May 2017
Members			
Northwich Member Working Group	Ward Members, Northwich Town Council	Sent update to members working group.	April 2017
Ward and Cabinet Member Workshop (CWaCC Councillors)	Ward Members, Cabinet Member	Northwich Town Council Offices	12 th June 2017
Town and Parish Council Members Workshop	Northwich Town, and Parish Councillors	Northwich Town Council Offices	15 th June 2017

Source: Mott MacDonald

3.3 Public Consultation

Following discussions with stakeholders a long list of scheme options was developed which aimed to resolve the emerging key issues. This was subjected to an appraisal process to produce a focussed shortlist of schemes for consultation. These issues and potential schemes were then presented to the public through a series of consultation events and supporting materials to raise awareness. The public consultation period lasted for fourteen weeks, commencing on 25th September 2017.

The consultation was focussed around trying to capture the views of the public through the completion of a survey, with supporting information on the schemes provided in the format of free information leaflets and visual display boards which were available for the duration of the consultation period to pick up from the events or to download online. The following sections identify how the public consultation period was conducted.

3.4 Raising Awareness

3.4.1.1 Information distribution

To raise awareness of the consultation event, copies of the leaflet, A3 posters and paper copies of the survey were left in libraries across the study area, as well as Northwich Information Centre. All consultation materials and a detailed Options Report (containing more detailed information than the consultation materials) were made available online to download through the Councils website.

3.4.1.2 Press

Cheshire West and Chester Council produced a press release with information for local outlets providing brief information about the strategy and details of consultation events, information and surveys. Soon after the consultation period began, the Northwich Guardian (Appendix C), Chester Chronicle (Appendix D) and Winsford Guardian (Appendix E) featured online articles outlining the purpose of the strategy, a number of schemes being consulted on and details of each consultation event alongside the link to further information and the online survey. Similar articles were also published online on news pages for the sites listed below following emails from the project team:

- Your West Cheshire (Appendix F)
- Mid Cheshire Rail (Appendix G)
- Cheshire and Warrington Local Enterprise Partnership (Appendix H)
- Cheshire Police Alert (Appendix I)

3.4.1.3 Social media

Social media was also used to publicise the consultation events providing links to further information, the survey and details of upcoming drop-in sessions.

Social media posts were posted on Twitter by Cheshire West and Chester, the Chester Chronicle and Northwich Town BID throughout the consultation period. The Cheshire West and Chester Facebook account was also used to generate discussion and interest in the consultation and posted the question “*Do you live or work in Northwich? Have your say on the new transport strategy for Northwich*” followed by details of the upcoming drop-in sessions. Similar Facebook posts were also provided by pages such as Visit Northwich, Northwich Guardian, Northwich Police and the Rotary Club Northwich.

Press releases and social media posts were issued at regular intervals throughout the consultation period to engage with people, alert them about forthcoming drop in sessions and generally encourage them to participate in the exercise.

Figure 8: Link to the consultation details from the Cheshire West Twitter account



3 Retweets 1 Like
Source: Mott MacDonald

Figure 9: Details of drop-in sessions on Cheshire West and Chester's Council's Facebook page



Source: Mott MacDonald

3.4.1.4 Emails

Emails were also distributed by members of the project team during the consultation period outlining the purpose of the NTS and details of upcoming consultation events. The email also included information on where to find consultation material and reports and how to complete the survey. This was distributed to Northwich disability and community groups, all schools and all Northwich bus operators.

There was also a dedicated email address for the consultation period, through which people could get in touch with the project team and raise additional comments or feedback.

3.5 Leaflet

A Northwich Transport Strategy leaflet was created for distribution during the consultation period. The leaflet was printed professionally and formed an A5 size booklet when folded. An extract of the leaflet is displayed in Figure 10 with the full version shown in Appendix B.

Figure 10: Northwich Transport Strategy Leaflet

Northwich Transport Strategy

The Northwich Transport Strategy will support the delivery of the growth ambitions of the Local Plan and emerging local Neighbourhood Plans by setting out transport and infrastructure improvements for the wider area.

Why do we need a Transport Strategy?

- Make the current highway better able to meet growing ownership and demand and future development needs;
- Ensure that the improvement works we propose are robust and most importantly don't cause more problems than they solve taking into account economic growth; and
- Have evidence to support the case for all our transport improvements so that we can obtain the funding from government and developers to do the works;
- Encourage sustainable transport by supporting journeys on foot, by bicycle or public transport.

We have already done some work to put together a list of proposed improvements to roads, public transport and for walking and cycling. We now want to hear your views on the proposals we have come up with.

We want to get the most comprehensive approach we can and make sure we can deliver the improvements that you want in your area. At the moment we are exploring solutions based on robust evidence, not everything will go forward. Giving us your comments will help us make sure we address as many concerns as possible and get a Transport Strategy that works for all and address current and future transport issues.

Further details on the Transport Strategy and feedback survey are also available online at:
www.cheshirewestandcheshire.gov.uk/ntsc

What we have found out so far ...



Northwich Bus Interchange

Town Centre

- There are few existing bus services between parts of the wider urban area and Northwich Town Centre
- Northwich Rail Station is served by an hourly train service which has poor quality rolling stock and an uncompetitive journey time to Manchester.
- Northwich Rail Station is remote from the town centre and is poorly connected by bus, walking and cycling routes.
- There is a lack of cycling infrastructure to, within and around the town centre and existing foot road routes are poorly appraised.
- Infrastructure and water courses act as capacity constraints e.g. Warrington Hill.
- Need to maintain good access by all modes to support Barrow Quay and further town centre redevelopment.

How to take part?

We would like to hear your feedback on the proposals and to develop a robust survey to capture them. To complete the online survey, to suggest any alternative schemes, or to let us know something we may have missed, please contact us:

Online at: www.cheshirewestandcheshire.gov.uk
 By email at: ntsc@cheshirewestandcheshire.gov.uk
 By post to: Planning and Strategy, Transport, 4 Civic Way, 7 Barrow Park, D10G 0BT
 By phone on 0300 223 7 036

The consultation period runs from Monday 25th September to Sunday 31st December 2017 inclusive.



Northwich Rail Station



Our Emerging Wider Area Proposals...

Source: Mott MacDonald

The leaflet provided a summary of the process undertaken to develop the NTS including indicative timescales and a summary of the key issues emerging from the baseline evidence review. The main body of the leaflet outlined the proposed measures broken down by type and geographical area. A map was provided for each geographical area pointing out the location of the schemes with a reference to the scheme description for clarity. Details were included on how to access further information about the Transport Strategy online and how to get in contact with the study team by email, phone or by attending one of the public consultation events. Dates and locations of the consultation events were also provided at the back of the leaflet. These leaflets were made available to the public in Northwich Library, Northwich Information Centre and Memorial Court Leisure Centre following the event on the 22nd of November.

3.6 Display Boards

Display boards were used to present information on the strategy and proposed measures during consultation events and within Northwich Information Centre to visually display information. These boards were also left on display at the Memorial Court Leisure Centre following the last consultation event, from 22nd November to 31st December 2017. The display comprised nine A1 sized boards presenting the same information as detailed within the leaflet for members but in a larger scale format.

Figure 11: Display Board

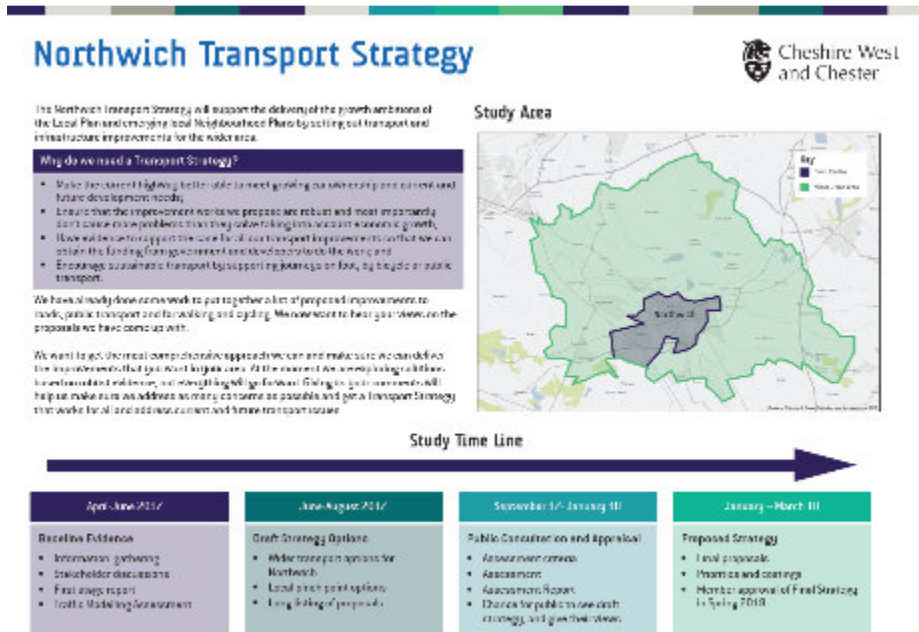
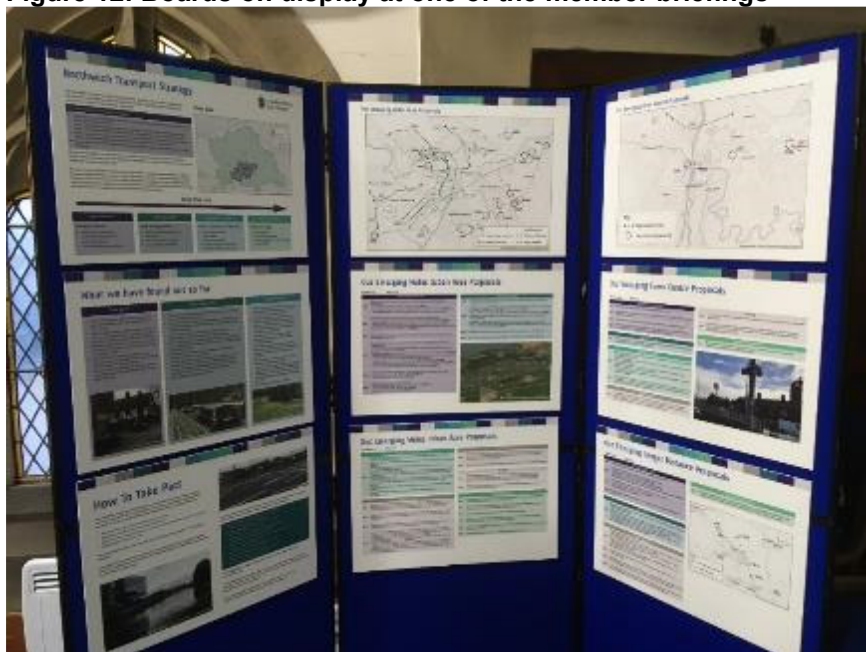


Figure 12: Boards on display at one of the member briefings



Source: Mott MacDonald

3.7 Consultation Survey

A survey was designed to capture public opinions on the transport issues and shortlist of potential transport schemes. The survey was made available to the public online via a link Cheshire West and Chester's website and was hosted by Smart Surveys. Paper copies of the survey were also available to pick up at local libraries in the study area as well as the Northwich Information Centre and were distributed at consultation events to ensure that those without access to the internet were still able to participate. Freepost envelopes were provided to enable free return of completed paper surveys to Cheshire West and Chester Council.

Figure 13: Paper Survey (left) and Online Survey (right)



Source: Mott MacDonald

The survey was designed to enable the public to state how much they agreed with the identified issues and proposed measures on a 6-point scale ranging from 'strongly agree' to 'strongly disagree'. Text boxes were also provided at the end of each question to provide a space for additional comments. There were also some demographical questions about the respondent to support monitoring of who had responded and to ensure a wide range of people were engaged with.

The survey was open for responses up until, and inclusive of, 31st December 2017. A paper version of the survey can be found in Appendix A.

3.8 Consultation Events

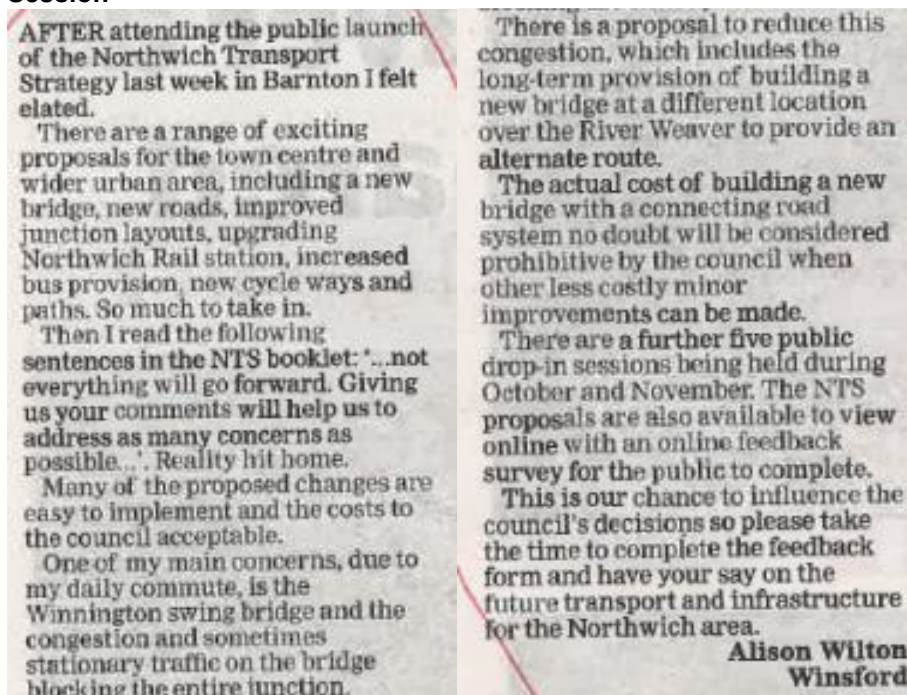
A total of six consultation events were hosted within the Town Centre and surrounding villages which were facilitated by officers from Cheshire West and Chester and members of the project team from Mott MacDonald. These events were advertised through various forums including the Northwich Guardian, Winsford Guardian and Chester Chronicle as well as through the council's website and social media accounts. An A3 poster and consultation leaflets were also left in libraries across the study area, and Northwich Information Centre which displayed the date, time location of all events.

These events took the form of 'drop in' sessions and ran from 4pm until 6.30 or 7pm dependent on the availability of the venue. These sessions were an important part of the consultation process and provided an opportunity for members of the public to speak to council officers and the project team about the proposals, ask specific questions and discuss any other concerns in relation to the strategy. The times and locations of the six 'drop in' sessions are outlined in the points below:

- Barnton Memorial Hall 30 Townfield Lane, CW8 4LH. Thursday 12th October, 4pm-6.30pm
- Hartford Village Hall 244 Chester Road, CW8 1LW. Wednesday 25th October, 4pm-7pm
- Weaverham Community Centre, Russet Road, CW8 3HY. Wednesday 1st November, 4pm-6.30pm
- Lostock Gramam Community Centre 14 Stubbs Lane, CW9 7PU. Tuesday 7th November 4pm-7pm
- Northwich Memorial Court Chester Way, CW9 5QJ. Thursday 16th November, 4pm-7pm
- The Venue, Gadbrook Park, Gadbrook Road, CW9 7JL. Wednesday 22nd November, 4pm-7pm

Positive feedback was received and published in the press following the first consultation event at Barnton highlighting the 'range of exciting proposals for the Town Centre and Wider Urban Area' identified in the strategy and emphasizing the need for the public to participate and give their views.

Figure 14: Article in Northwich Guardian Following Barnton Drop-In Session



Source: Northwich Guardian

Attendance of the consultation events varied at each location with the highest number of attendants at Northwich Memorial Court (85). In total, over the 6 events, around 200 people were engaged with face to face. Information on attendance and key points raised is provided in section 4.2 of this report. Copies of the display boards were put up at each of the events and leaflets and paper surveys were distributed to those who wanted to take them away.

This enabled members of the public to read and complete in their own time. Large print outs of the maps displaying the various measures were also available at each consultation which gave more specific detail on the location of interventions for detailed discussion with the project team.

4 Results of Consultation

Following a short review of the consultation events held as part of this strategy this section reports on the survey results considering the comments and findings on each of the issues and schemes identified in turn and summarises the key points from discussions with stakeholders. The chapter also provides an overview of the general comments on the emerging Transport Strategy in order to inform its development.

4.1 Key Findings from Baseline Stakeholder Engagement

Discussions with stakeholders identified a number of key issues and potential schemes which were added into the long list for appraisal. A summary of the key emerging issues and potential solutions presented by stakeholders is summarised in the table below.

Table 5: Baseline Stakeholder Engagement Results

Who	Comments
Regeneration - CWaCC	<ul style="list-style-type: none"> • Sir John Deane’s – pinch point issue at London Road junction at school times. Planning application granted for development with an additional access junction opposite Sir John Deane’s. • Pedestrian access along the river needs to be maintained. • Ensuring new development has consistency with the signage introduced as part of Barons Quay. • Need signage to Baron’s Quay car park.
Northwich BID /Gadbrook Park	<ul style="list-style-type: none"> • There is concern about a lack of long stay car parking for workers. There is also a requirement for a period of free short stay parking. • Spaces are not considered sufficient particularly for large events in Town Centre. • Issue for workers from the rural areas with a lack of public transport to support sustainable commuting. • Public transport linkages need to be improved to support workers and the potential of a park and ride option for Northwich Town Centre. • Future parking charges should use consistent technology.
Highways Officers - CWaCC	<ul style="list-style-type: none"> • Priorities are Hartford corridor, Winnington Hill and Winnington/Barnton Swing Bridge. • There are currently no plans of where strategic and local signage is located this should be considered. • A new swing needs to be considered in the context of its impact on the wider network and in encouraging more traffic through Barnton, Comberbach and Anderton.
Rail (including HS2) - CWaCC	<ul style="list-style-type: none"> • Need to pick up on issues and opportunities related to the committed and proposed service enhancements for the Mid-Cheshire line. • Passenger services on the Middlewich Line will provide a direct link to the HS2 Hub at Crewe- this will increase demand for parking at Northwich as well as the demand for new housing in the area. • Aspirations for a new station on the line between Crewe and Warrington via Hartford. • Interchange between bus and rail at Northwich should be better – safer and more secure. • Aspirations for improved integrated ticketing between rail and bus in Northwich.

<p>Bus Transport - CWaCC</p>	<ul style="list-style-type: none"> ● Key issue relating to how bus services to Gadbrook Park can be improved – these need to be attractive and convenient in order to reduce car usage at the site. ● A need to assess demand and need for buses in the Northwich area. ● Would like to see better use of the GPS systems available on buses i.e. giving buses which are running late priority at traffic signals. ● A need for bus connectivity to the wider area and access to key services particularly hospitals.
<p>Neighbourhood and Local Plan - CWaCC</p>	<ul style="list-style-type: none"> ● Winnington/Barnton Swing Bridge recognised as the key transport constraint and opportunity area for Northwich and a policy to address vehicle flows on the bridge is outlined within the Neighbourhood Plans.
<p>Localities Officers</p>	<ul style="list-style-type: none"> ● Concern for the long-term connectivity of the area if the proposed service improvements for the rail network do not come forward. ● Increased traffic through the area when the M6 is closed. ● Worry that the opening of the Mersey Gateway will increase traffic levels on the A533, leading to further problems at Winnington/Barnton Swing and Winnington Urban Village. ● Cycle Strategy produced by Northwich Town Council should be referred to for information on cycling proposals. ● Consider improving Dial a Ride buses for Northwich and Winsford.
<p>Highways impact of new development- CWaCC</p>	<ul style="list-style-type: none"> ● Many of the planning applications do little to mitigate against future congestion problems. Most provide improved junctions or crossings in the immediate vicinity. ● Winnington Urban Village mitigation is only mitigating for the development there is no extra network capacity funded.
<p>Mid Cheshire Development Board</p>	<ul style="list-style-type: none"> ● Queues into Gadbrook Park during the AM peak are blocking a major trunk road, reducing the attractiveness of the site. ● Northwich fails to attract new affluent commuters to Manchester Northwich rail link is poor and M56 provides a much only viable option for travel into Greater Manchester train timings to Chester and London are poor can't arrive for 9am. ● New junction on the A556 to the west of the existing Gadbrook Park site to encourage expansion/ reduce congestion. ● New bypass scheme linking to the A49. ● Replace the Winnington/Barnton Swing Bridge. ● Deliver Middlewich Branch reopening with station at Gadbrook and an Airport Western Link.
<p>Cheshire East</p>	<ul style="list-style-type: none"> ● Cheshire East Cycling Strategy published in March 2017. ● Review of supported bus services is currently being completed by Cheshire East and is at consultation stage.
<p>St John Deane's Sixth Form College</p>	<ul style="list-style-type: none"> ● School bike shelters are well used and are typically at capacity. ● Number of students also alight at Northwich and Greenbank Stations and complete their journeys to the college using the network of footpaths that connect the River Weaver and the River Dane to the north of the college. ● Suggested subsidised public transport tickets for the students as the college are currently having to subsidise a high proportion of the school bus costs.
<p>Victoria Infirmary</p>	<ul style="list-style-type: none"> ● Victoria Infirmary is currently busier than ever in terms of patients so important to explore options for how we can improve sustainable travel to the site. ● Bus travel times between the Victoria Infirmary and Leighton Hospital (around 1hr 10 mins) are not efficient for patients who need to travel between the two.
<p>Taxi Operators</p>	<ul style="list-style-type: none"> ● Taxi parking at the station is probably the key issue for the town and Northern (station operator) have previously raised issues over taxis parking within the station complex.

	<ul style="list-style-type: none"> ● Ideally taxi drivers would like a designated rank at Northwich station.
Northwich Fire and Rescue	<ul style="list-style-type: none"> ● Getting to Barnton and Comberbach poses difficulties for the Fire and Rescue team, particularly in the morning and afternoon peak periods. ● At the bottom of Winnington Street, for vehicles turning left up the hill towards the Infirmary from Castle Street, larger vehicles often flatten the guard railing on the corner as the bend is so tight. ● Traffic lights at Hartford Road/A556 on a higher pole to improve visibility. ● Investigate junction improvements at Middlewich Road (A5082)/Manchester Road to enable right turn from Rudheath towards Tesco.
Ward Members, Cabinet Member Workshop (CWaCC Councillors)	<ul style="list-style-type: none"> ● Winnington/Barnton Swing Bridge delays due to increased trips to/from Winnington Urban Village. ● Hartford concentration of schools causing congestion and poor air quality. ● Confusion at Bull Ring junction. ● Gadbrook Park congestion and parking overspill into local residential area. ● HGVs access to Lostock Waste to Energy Plant. ● HS2 impact on A556. ● Mid-Cheshire College merger with Warrington Collegiate increasing need to travel out of Hartford.
Northwich Town, and Parish Councillors Ward Members, Cabinet Member	<ul style="list-style-type: none"> ● Speeding issues through all villages despite speed limit reductions. ● Age of Winnington/Barnton Swing Bridge concerns as no weight restriction signs. No footways on Stonebridge to the south of Winnington/ Barnton Bridge. ● Town Centre cycling difficult. ● Introduction of speed limit enforcement using average speed cameras. ● Towpath improvements for cyclists to support commuting. ● Re-open Marbury Lane as a public highway. ● Introduce Airport rail link to connect the Mid-Cheshire line into Manchester Airport. ● Suggested improvements to the local road network including a number of new routes.

Source: Mott MacDonald

4.2 Key Findings from Consultation Events

Table 6 below summarises the key points noted from each of the consultation events. Further details from each of the drop in sessions can be found in Appendix K.

Table 6: Key Points Raised During Consultation Events

Event	Key Points
Barnton (31 attendees)	<ul style="list-style-type: none"> ● Congestion on routes into the Town Centre, at both swing bridges, needs to be resolved first. ● However, concerns that new bridge at Winnington/Barnton (UA01) will increase the levels of traffic through villages. ● Perceptions that congestion on routes into the Town Centre combined with the introduction of parking charges will drive people to shop elsewhere in areas such as Runcorn. ● General support for the UA09 Wallascote Road link as could resolve congestion issues associated with motorway incidents and is away from housing.
Hartford (16 attendees)	<ul style="list-style-type: none"> ● Congestion along A559 Hartford corridor is not just a result of school traffic, queues can occur on Saturdays. ● Interest in extending possible Urban Traffic Control (UTC) to Hartford. ● 82 Bus service between Northwich and Chester is highly unreliable and infrequent.

Event	Key Points
Weaverham (32 attendees)	<ul style="list-style-type: none"> ● Generally, in favour of reopening the road through Marbury Park (UA07). ● Conflicting views of severe congestion on one-way system and some positive feedback that new gyratory and Leicester St roundabout have improved traffic movements in Town Centre. <hr/> <ul style="list-style-type: none"> ● Some support for UA09 Railway link however strong concerns about new roads attracting developers and increasing traffic as well as disruptions caused during construction. ● Would like to see improvements to timings and rolling stock on Mid-Cheshire line to/from Manchester (TC08/LD08). ● Anger that Winnington Urban Village has not contributed to improving Barnton / Winnington Swing Bridge or provided a new school - hence more queues and traffic problems. Any further development must contribute to improving infrastructure - especially a new swing bridge. ● Winnington/Barnton Swing Bridge should be a priority before any other highway schemes (UA01). ● Strong views towards lack of cycling provision around Northwich and lack of emphasis within the strategy- would like to see actual schemes in place rather than 'exploring' options.
Lostock (11 attendees)	<ul style="list-style-type: none"> ● Strong views against the re-opening of Marbury Lane (UA07) - perception that would be costly and dangerous and produce little benefit in terms of journey time savings and reducing congestion. ● Marbury Lane should be promoted as a cycle route with better links to the Town Centre. ● Agree with identified junctions for improvements however Jack Lane/London Road should be considered due to concerns over road safety. ● Would like to see improvements to rail services to Manchester as current services are slow and of poor quality. ● Car parking at Northwich station is also an issue in terms of capacity.
Northwich Town Centre (85 attendees)	<ul style="list-style-type: none"> ● Strong objections to re-opening Marbury Lane (UA07) due to use of Marbury Country Park – some suggestions that road should be encouraged as a cycle route. ● Proposals around Winnington/Barnton Swing Bridge should be a priority, concerns of increasing traffic and strength of the bridge in relation to HGVs and construction (UA01). ● Queries over obligations of developer for Winnington Urban Village and why new bridge has not already been secured. ● Need more provision for cyclists in terms of cycle paths and cycle parking. Suggested enhancing signage to off road routes and utilising River Weaver as a cycle route to Barons Quay. ● General concerns for how new roads would have a detrimental impact on recreational areas such as Fury Woods, Carey Park and Marbury Country Park.
Rudheath (25 attendees)	<ul style="list-style-type: none"> ● Concerns that businesses will start to move away from Gadbrook Park if congestion and parking issues are not resolved, suggested that people would be willing to walk/cycle from a car park or station off site if it meant avoiding traffic queues. ● Suggestion to signpost walking routes/cycling routes between Gadbrook Park and stations/Town Centre. ● General concerns of traffic along A556 and impact of motorway closures on local network. ● Objections to Marbury Lane re-opening (UA07) due to use of country park and perceptions of the high cost of the scheme in order to bring it up to standard.

Event	Key Points
Town and Parish Council Members Workshop Northwich Town, and Parish Councillors	<ul style="list-style-type: none"> ● Support for new road links utilising former railway lines however concerns that new roads through empty land will lead to more housing development - want villages to remain separate from the Town Centre. ● Agreement that work to date had produced a comprehensive list of schemes. ● The potential relocation of the bus station was suggested. ● Measures to address Hartford/Greenbank congestion were welcomed (UA02). ● Bus improvements and innovation in service delivery e.g. DRT for villages is required as well as safe walking routes to bus stops for children and adults. ● Concerns about use of transport schemes e.g. Wallascote link opening up housing growth land which would cause a loss in identity of individual villages.

Source: Mott MacDonald

The following additional schemes were noted through the face to face public consultation events:

- Zebra crossing at London Road in Leftwich needs a signalised crossing- vehicles often fail to stop for pedestrians
- UA5b junction- phase lights to include pedestrian crossing currently attempting to crossing during intergreen period.
- Suggestion to upgrade path along canal next to Gadbrook Park to formalise a walking/cycling route.
- Signpost walking routes/cycling routes between Gadbrook Park and stations/Town Centre
- New bridge to the west of existing Winnington/Barnton Swing Bridge to serve traffic from Winnington Urban Village and reduce traffic through Barnton.
- Make a gyratory using the existing bridge and a new bridge to the North West of Winnington Urban Village.
- Road link through Carey Park/Nature Park to link to Town Centre with new junction near Leicester Street.
- School Lane/Chester Road/ The Green junction- make approach to Chester Road from The Green left turn only and allow traffic to flow in both directions between School Lane and Chester Road.
- New bus station of interchange more central to Barons Quay.

4.3 Survey Respondents

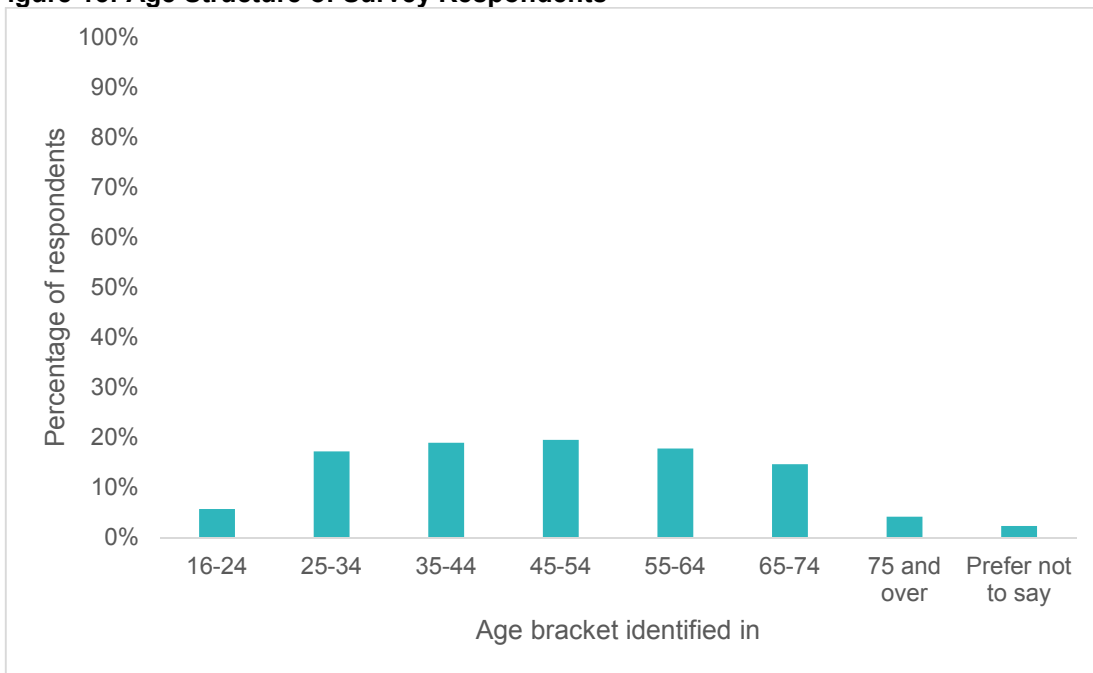
4.3.1 Demographics

Over the course of the fourteen-week consultation period a total of 1,059 surveys were completed by members of the public, or by representatives from local organisations or businesses. This was considered a representative sample size gaining a good understanding of views from a variety of local areas. The split of these responses in terms of gender was roughly even. Out of the 700 respondents that answered this question, 52% were male and 44% were female. The remaining 3% of these respondents answered prefer not to say/prefer to use own term.

Figure 15 demonstrates the age structure of survey respondents which also demonstrates a fairly even split across the various age groups particularly between 25 and 74. Although the 16-24 and 75 and over age groups are underrepresented within this sample of respondents, this is representative of the age structure of the borough. According to 2016 midyear estimates of

population, 15-24 year olds and people over the age of 75 make up 12% and 9% of the borough's total population respectively.

Figure 15: Age Structure of Survey Respondents



Source: Mott MacDonald
 Notes: Out of 704 responses

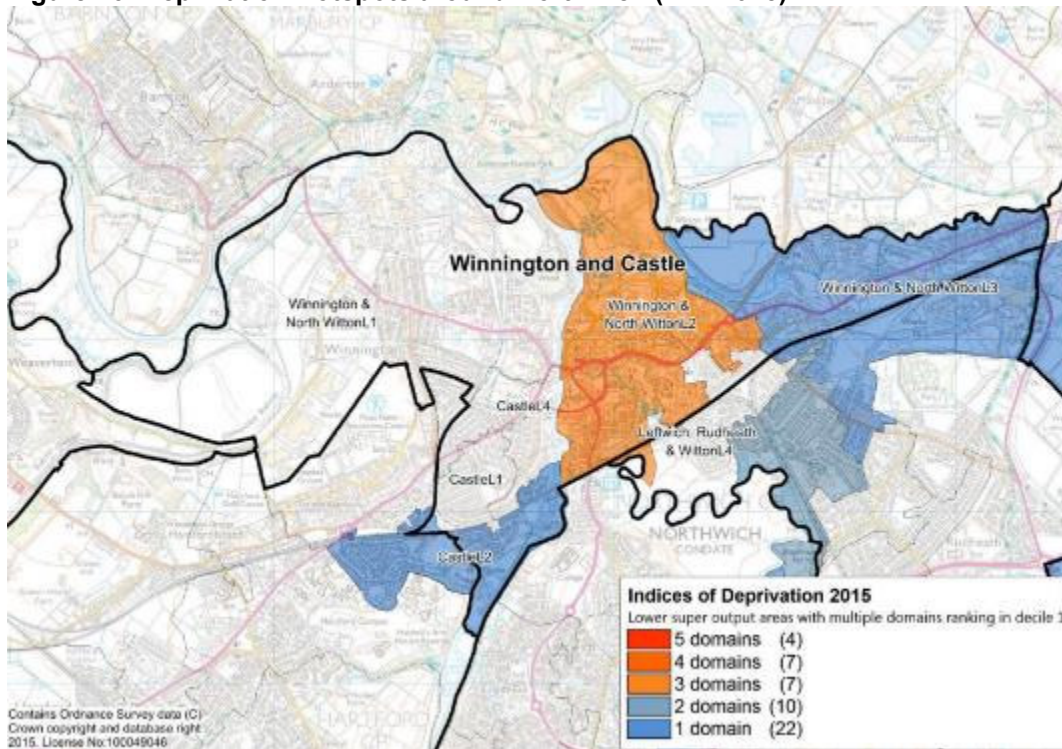
4.3.2 Postcode Analysis

A total of 450 valid postcodes were provided by respondents as part of the consultation responses. There was a good distribution of responses across the study area with a concentration in areas surrounding the Town Centre. Particularly well represented areas include:

- Weaverham
- Barnton
- Davenham
- Hartford
- Winnington
- Cuddington
- Moulton
- Lostock Gralam
- Comberbach
- Castle

It is also important to consider the geographic spread of respondents in terms of deprivation as people in more deprived areas are often under represented and may have different priorities for transport. Indices of deprivation data from 2015 indicates that areas to the north, east and south of the Town Centre (shaded orange in Figure 16) rank in the 9% most deprived lower super output areas in England in terms of employment deprivation and crime deprivation.

Figure 16: Deprivation Hotspots around Northwich (IMD 2015)



Source: Cheshire West and Chester

There were 13 responses (out of 450 valid postcodes; representing 3%) from the 'Winnington and North Witton 2 Lower Super Output Area'. Therefore, people within this more deprived area were less well represented within the survey than other areas.

Car ownership is lower in the more deprived areas indicated above, with 38% of households in 'Winnington and North Witton 2' having no access to a car. This is compared to an average across the wider urban area of 14.9%¹. Consequently, issues and potential measures relating to public transport, walking and cycling may be more of a priority in these areas. Therefore, consideration will be given to the fact that these views may be under represented within the survey results during analysis and preparation of the final strategy.

4.4 Survey Results

The following section discusses the findings from the survey on the identified key transport issues as well as on proposed schemes. The issues and schemes consulted upon are shown alongside a summary of the responses and comments from the survey respondents, 60% of whom identified themselves as local residents within Cheshire West and Chester.

4.4.1 Key Issues

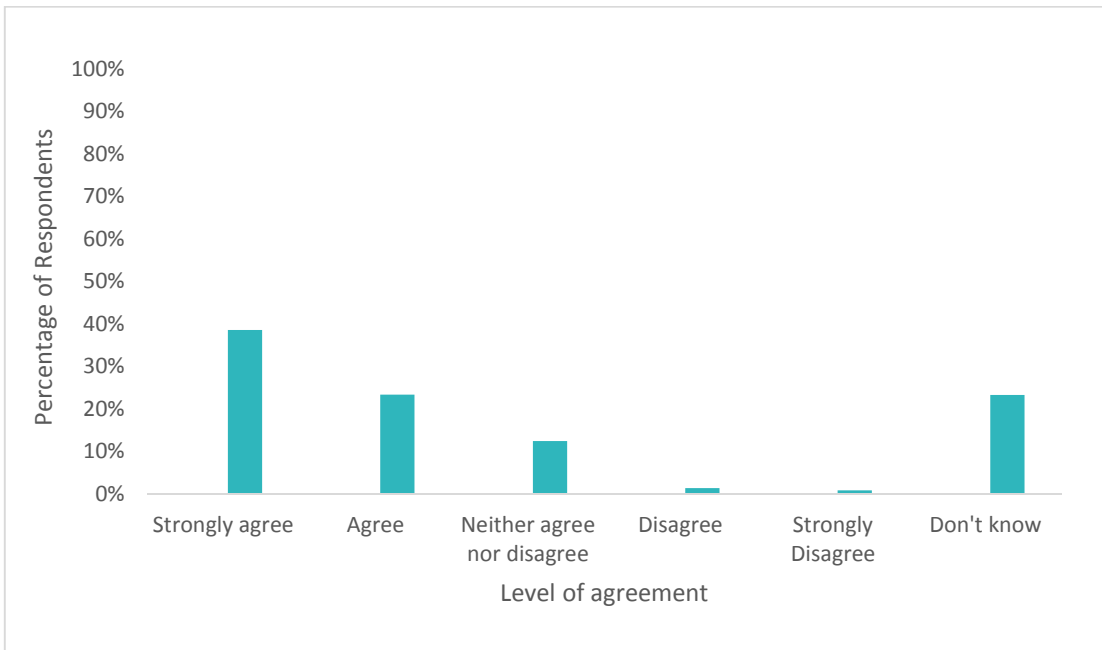
A summary of responses in relation to the identified key issues for each geographical area is identified in the sections below.

¹ Table KS404EW - Car or van availability, Census, 2011

4.4.1.1 Town Centre

There are few evening bus services between parts of the Wider Urban Area and Northwich Town Centre e.g. to serve new leisure facilities.

Figure 17: Survey Responses



Source: Mott MacDonald

Notes: Base for 96% of 1059 responses

Over 60% of the respondents 'agreed' or 'strongly agreed' that there are few evening bus services to and from Northwich Town Centre. Almost a quarter of respondents responded 'don't know' to this statement which presumably represents the people that do not use the bus or are unfamiliar with available services.

In relation to this issue within the additional comments box, respondents generally indicated frustration towards congestion around the Town Centre with bus services providing an insufficient alternative to the use of the car. However, a number of respondents questioned the feasibility of evening bus services due to the current lack of evening economy and previous evening services being axed due to low usage. Therefore, there may be further agreement with this issue once Barons Quay is fully operational.

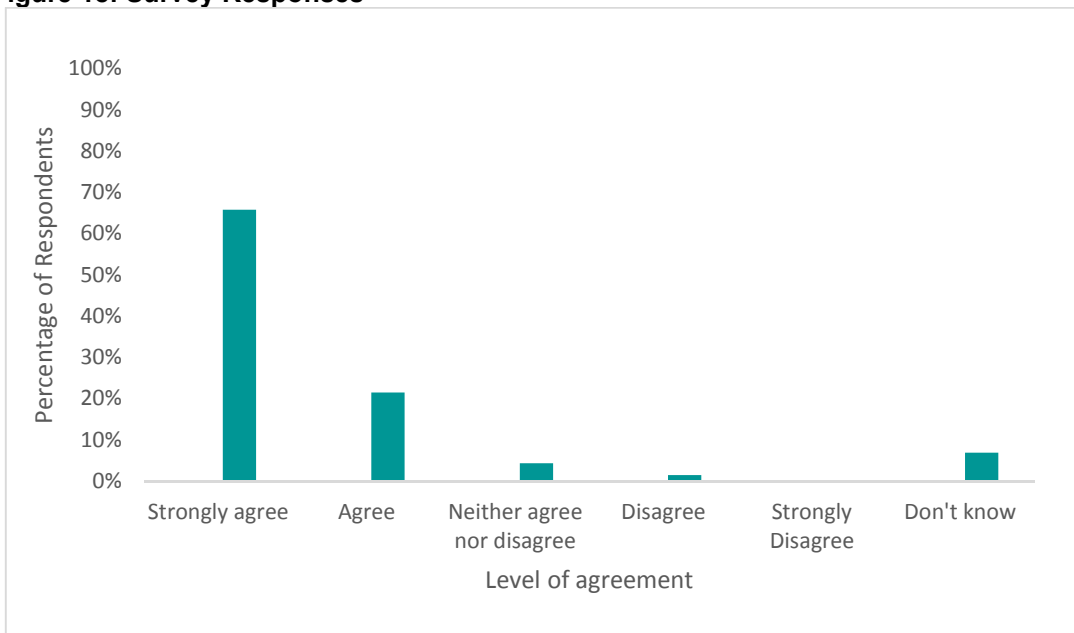
"The lack of a regular or late night bus service means there is more traffic in the Town Centre which is having a huge impact on the traffic problems."

"We need better services to Chester from Winsford and Northwich. As more people want to use the bus service to eliminate some of the traffic this puts them off."

"Bus services to Hartford are particularly infrequent."

Northwich Rail Station is served by an hourly train service which has poor quality trains and an uncompetitive journey time to Manchester in comparison to travel by car.

Figure 18: Survey Responses



Source: Mott MacDonald

Notes: Base for 97% of 1059 responses

The findings from the consultation survey suggest that the majority of respondents (88%) ‘agree’ or ‘strongly agree’ that rail services from Northwich Rail Station are poor. However, various survey respondents stated that stations in the wider urban area of Northwich also have significant issues and are equally as important in terms of commuter travel. For example, parking issues at Hartford and infrequent services at Acton Bridge. In relation to this issue, the facilities at Northwich station, such as cycle storage and step free access, were also noted as being particularly poor.

“The lack of pushchair and wheelchair friendly access at Northwich Train Station (when getting off from Manchester to Chester) needs to be addressed”

“Cost of the train to Manchester is too expensive”

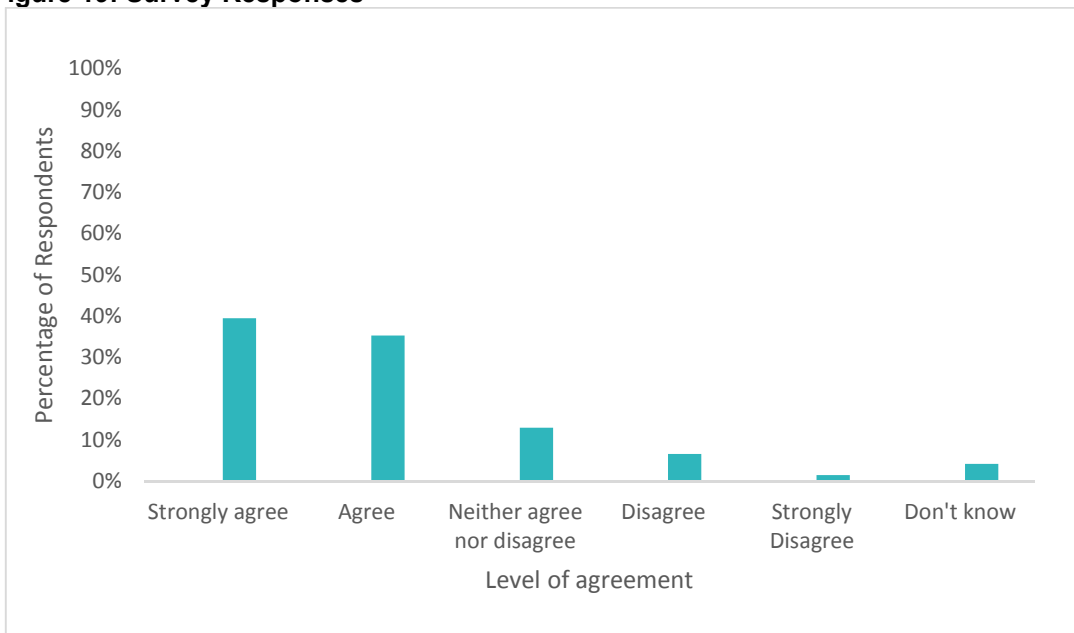
“The rail service from Northwich station is dreadful and that from Hartford not much better”

“Agree with your second point about the Manchester line. However, I would use much stronger wording than poor quality”

“A significantly better train service would be of a huge benefit to many”

Northwich Rail Station is remote from the Town Centre and is poorly connected by bus, walking and cycling routes.

Figure 19: Survey Responses



Source: Mott MacDonald

Notes: Base for 97% of 1059 responses

This survey demonstrated that almost three quarters of respondents ‘agree’ or ‘strongly agree’ that Northwich Rail Station is remote from the Town Centre. The responses noted the inconvenient bus times which do not coincide with train times and are too infrequent to rely on. This was noted in relation to connecting the station to the wider area as well as the Town Centre. The lack and poor quality of cycle infrastructure at the station was also recognised and reduces opportunities to cycle to/from the station, the Town Centre and Gadbrook Park.

“Key issue for me is the poorness of connections between the railway station and other parts of the area. I work in Manchester, and the train gets in 3 minutes after the bus has gone past the station”

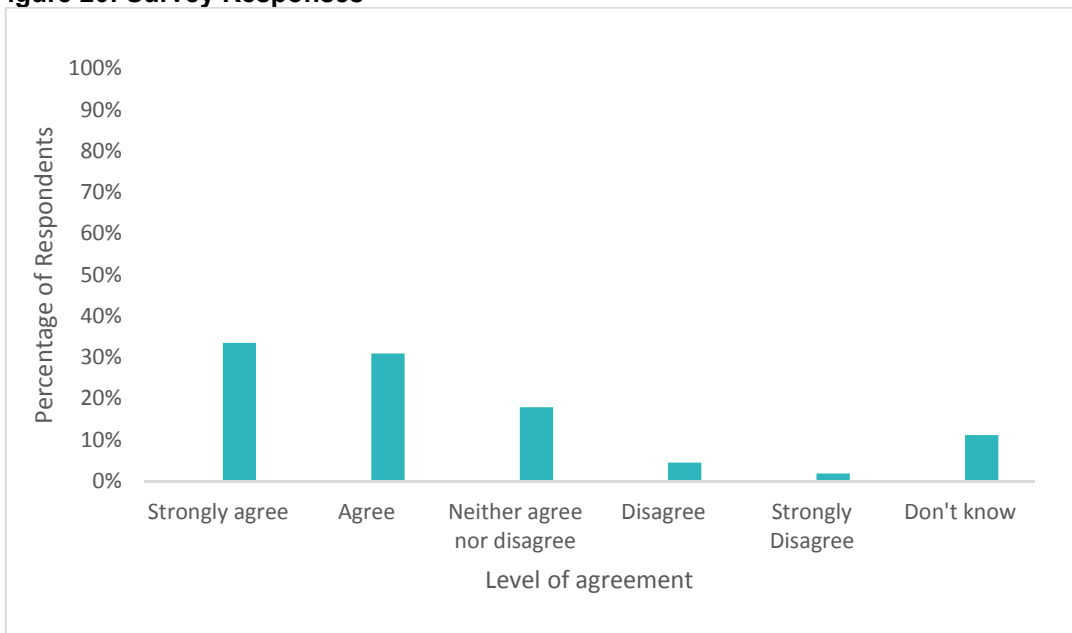
“Access to Rail Station from Town Centre is a must to bring people into the new Barons Quay”

“The only bus that works between the Town Centre and the railway station is very small. It is needed a bigger and better bus”

“The lack of secure cycle parking at the station is incredible”

There is a lack of cycling infrastructure to, within and around the Town Centre and existing off-road routes are poorly signed.

Figure 20: Survey Responses



Source: Mott MacDonald

Notes: Base for 96% of 1059 responses

Similarly to responses of the previous issues, 60% of respondents agree that there is a lack of cycling infrastructure around the Town Centre. Although cycle paths in the wider area are generally noted as quite good, for example along the waterways, the one-way system is perceived as dangerous for cyclists and footpaths too narrow for shared space. A lack of secure cycle parking around the Town Centre is also noted. As congestion in the Town Centre increases more people appear willing to cycle from surrounding areas, however infrastructure needs to be in place to make this safe and attractive to encourage behaviour change.

“Good cycling routes along Whitegate Way, canal and river but not much in Town Centre”

“Don’t feel that the Town Centre is very cycle friendly once I reach the Memorial Court. I’d also like to see better cycling routes to Greenbank & Hartford train station”

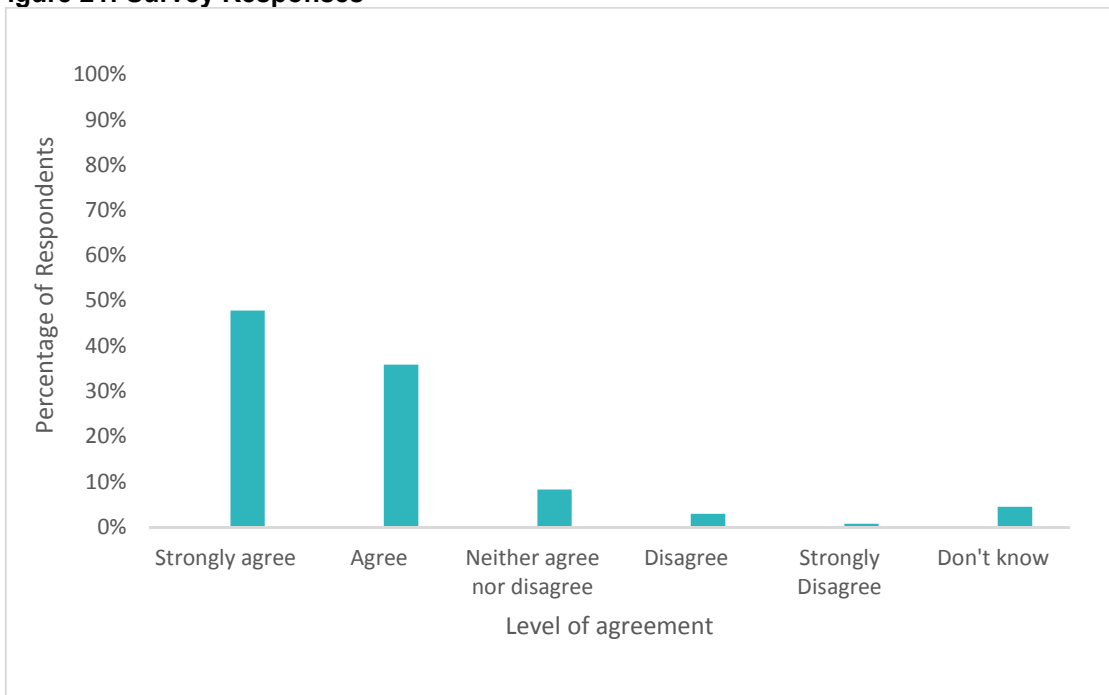
“There is a lack of safe cycle ways through the Town Centre and a lack of cycle parking allocation”

“Cycling around Northwich in particular the one-way system you take your life chances”

“Northwich is light years behind many towns for providing safe cycling. At a time when pollution and obesity are both big issues, this needs to be addressed”

Need to maintain good access by all modes to support Barons Quay and further Town Centre redevelopment.

Figure 21: Survey Responses



Source: Mott MacDonald

Notes: Base for 96% of 1059 responses

The consultation survey results demonstrate a significant level of agreement (85%) with this issue in relation to transport supporting Barons Quay. Almost half of the respondents ‘strongly agree’ with this statement and less than 5% disagree. Many concerns were expressed within the survey responses in relation to current congestion and how this will only be exacerbated by the Barons Quay development. In terms of improving the transport system to support Barons Quay, a lot of comments mention the importance of evening bus services and the current location of the bus interchange.

“The Bus terminus is not in a good place now the emphasis of the town is more focused on Barons Quay and high street area”

“If you wish to encourage cycle use then link station via Marbury Lane/Carey Park to Barons Quay”

“The bus stop is too far away from Barons Quay my neighbour is a pensioner and its too far to walk”

“In order for the new development at Barons Quay to thrive we need better public transport and links into the Town Centre”

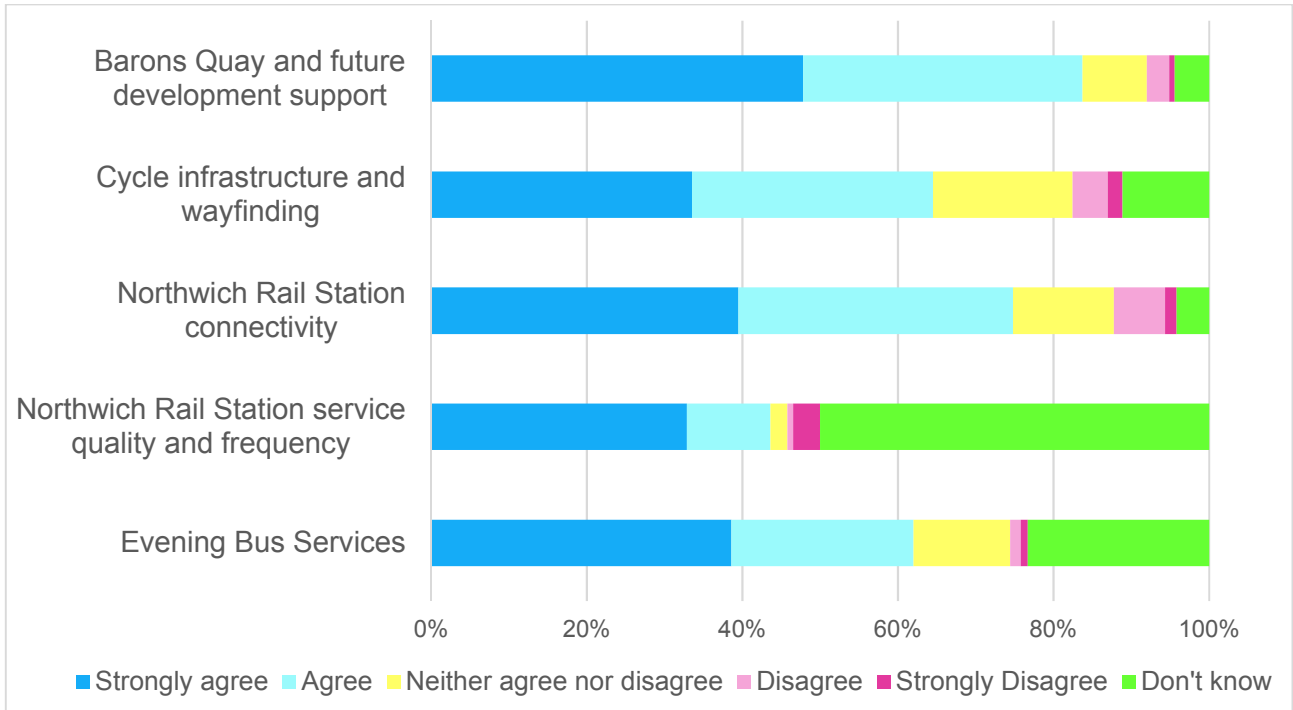
4.4.1.2 Summary of Town Centre Key Issues Responses

Overall, as shown in the figure below, responses from the NTS consultation survey have shown a good level of agreement with the key issues identified in the Town Centre:

- Between 44% and 84% of respondents agree with the town centre key issues compared to 3%-14% who disagree;

- An average of 10% of responded neither agree or disagree; and
- Around one in five said they did not know.

Figure 22: Agreement on the Town Centre issues identified needing to be addressed in the Strategy



Source: Mott MacDonald

A number of additional issues in the Town Centre were also noted within the consultation survey results. These include the phasing of the traffic lights around the one-way system and the pedestrian crossing opposite the Memorial Court causing perceived unnecessary delays to traffic. Another issue that was picked up in the survey results was the location of the bus stop on Watling Street as many people noted this adds to congestion when buses are badly parked or pulling out of the stop.

“The number of traffic lights halt traffic flowing freely into the Town Centre”

“Far too many traffic lights on one-way system that doesn’t work”

“The current system of pedestrian controlled traffic lights constantly causes congestion due to their non-synchronised operation”

“Bus stops are poorly located and the gyratory system causes gridlock at peak times”

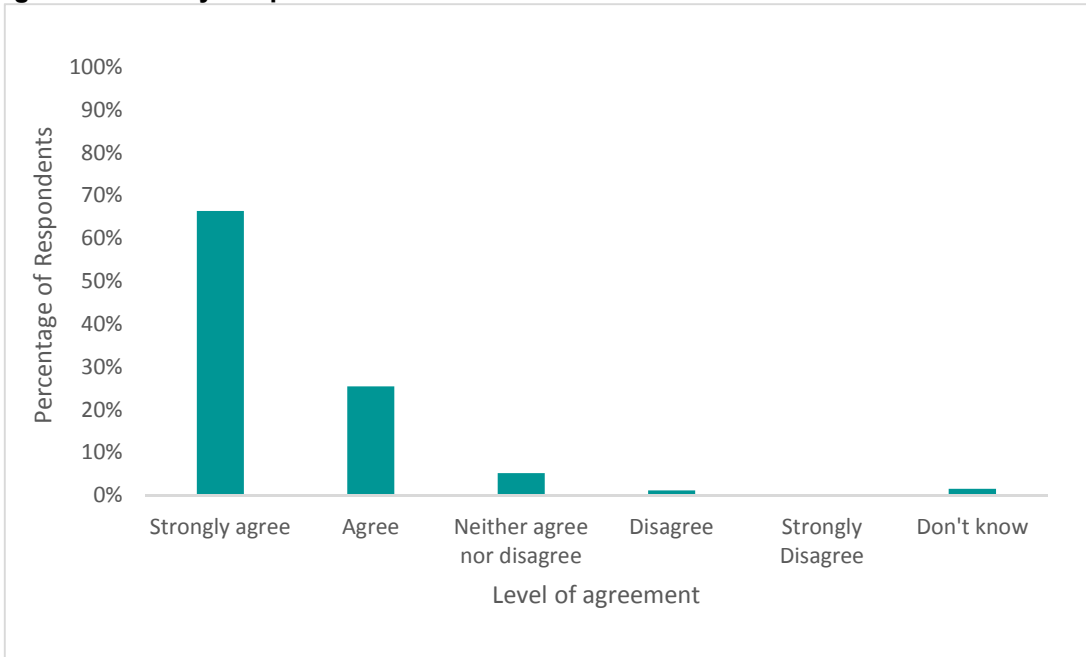
“There needs to be a new bus station, the current bus stops add to the traffic congestion”

“I think the town needs a dedicated bus terminus as the current bus stops add to the congestion of the gyratory system”

4.4.1.3 Wider Urban Area

Several pinch points exist within the wider area, which cause congestion and delay. These include the entrance/exit to Gadbrook Park, the Winnington Street/Castle Street junction and the Swing Bridge at Winnington Lane crossing the River Weaver, the A556 / A530 King Street junction; and the A559 Chester Way / Venables Road junction.

Figure 23: Survey Responses



Source: Mott MacDonald

Notes: Base for 96% of 1059 responses

A significant proportion of all survey respondents (88%) ‘agree’ or ‘strongly agree’ that several pinch points exist within the wider area, which cause congestion and delay. Routes into the Town Centre from Barnton and Winnington and congestion along the A556 towards Gadbrook were particularly noted within the comments as severe pinch points. This is also supported by modelling data which shows multiple junctions along the A556, A559 and A533 (including Barnton/Winnington Swing Bridge and Town Bridge) operating with a turning movement close to or over capacity during future years and the base year of 2016.

“Winnington Swing Bridge is no longer fit for purpose”

“There needs to be another bridge built connecting Barnton to Winnington”

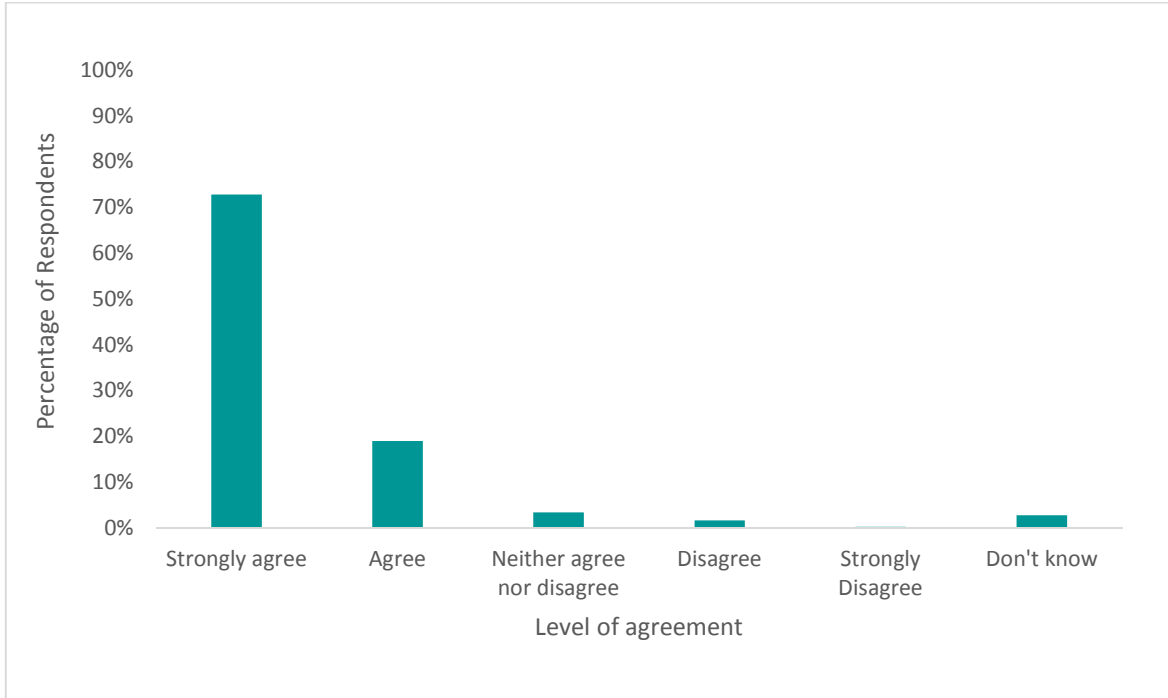
“The single lane bridge connecting Winnington village to Barnton has significant delays during peak traffic hours and there is no realistic alternative route”

“Gadbrook Park/A559 congestion is awful”

“A556 very congested need a solution”

The future capacity of the road network is of concern due to the number of substantial developments planned or currently under construction in the wider area of Northwich, such as Winnington Urban Village.

Figure 24: Survey Responses



Source: Mott MacDonald
 Notes: Base for 97% of 1059 responses

Responses to this issue saw the highest level of agreement for any of the wider urban area key issues. 92% of respondents ‘agree’ and ‘strongly’ agree that the future capacity of the road network is of concern due to the number of substantial developments. The majority of the comments made regarding the issue expressed current and future concerns of congestion resulting from the Winnington Urban Village development. This is viewed by respondents as a problem already, prior to the final stages being complete and any other development being implemented within the Town Centre.

“The car journeys at peak times will be a nightmare when travelling past the new Winnington village development”

“Something needs to be done desperately to ease congestion in Winnington”

“There needs to be a new bridge built over the river Weaver to cope with the extra traffic caused by the new Winnington Village”

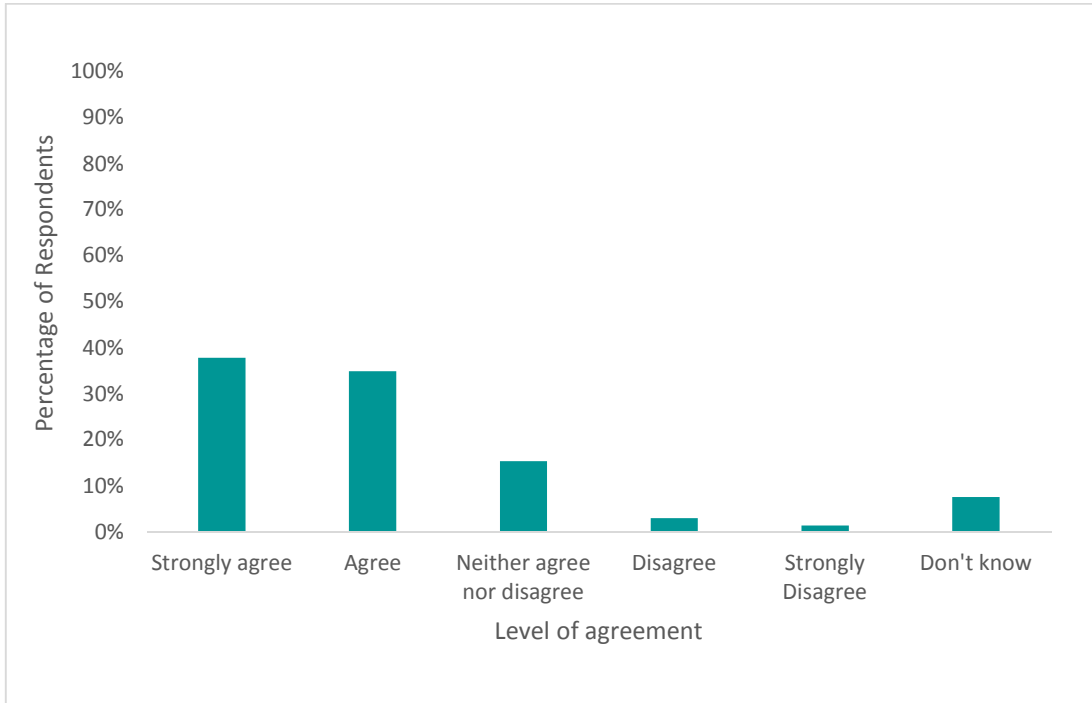
“Any travel via Barnton, Anderton to and from any other area is an absolute disgrace the congestion since Winnington Village was built”

“The new housing of Winnington village is making this problem [connectivity to A49 and M56] worse a second bridge is badly needed”

“The main issue for Northwich is the impact a series of future planning developments will have on road capacity”

Concern that some potential solutions may have a displacement impact on other parts of the network.

Figure 25: Survey Responses



Source: Mott MacDonald

Notes: Base for 95% of 1059 responses

In comparison to responses to the previous two issues, more people responded ‘don’t know’ and ‘neither agree nor disagree’ (23%) for this issue. However, there was still an agreement that potential solutions may have a displacement impact on other parts of the network with 73% of respondents stating they ‘agree’ and ‘strongly agree’. A number of comments highlighted concerns of a new Swing Bridge at Winnington creating more traffic on local roads through Anderton and Comberbach. Comments in relation to this also tended to note that it was not just the displacement of the impact that was of a concern but general concerns that minor solutions and solutions focussed just on parts of the network will not be enough to solve issues of congestion.

“To suggest bypasses around Weaverham or other villages to alleviate the congestion in Winnington is just pushing the problem elsewhere”

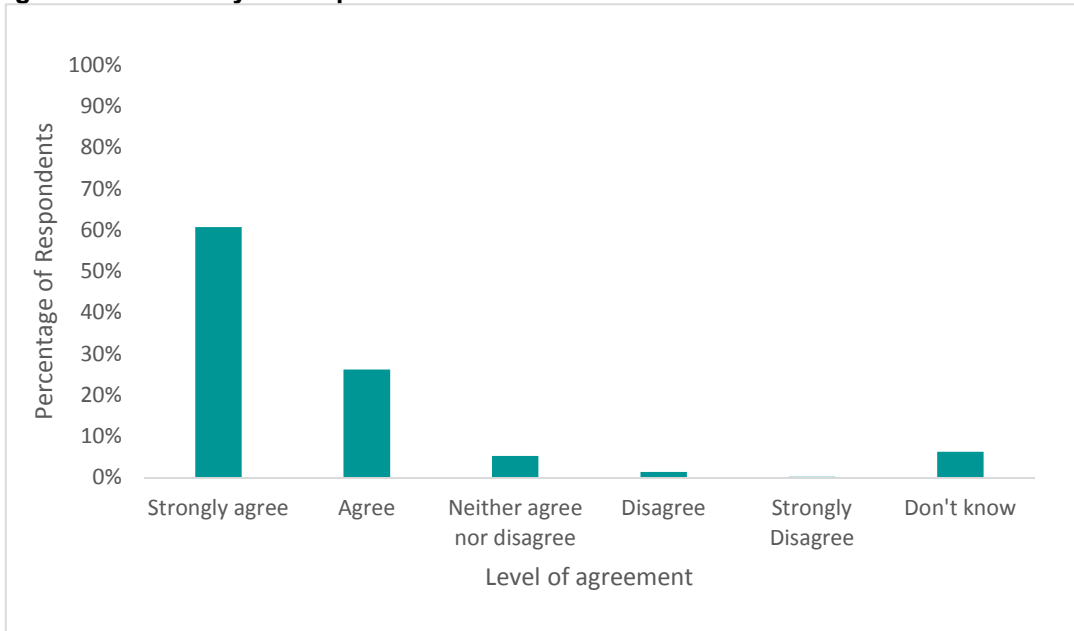
“The proposed plans seem to be nothing more than a sticking plaster to a very major problem”

“Junction improvements would be a mere sticking plaster”

“The particular highway ‘solution’ which could have a displacement effect is the proposal made by members of the public for a second Winnington bridge”

There are a number of corridors experiencing congestion e.g. the A559 Hartford corridor experiences severe levels of school related congestion, particularly during peak hours due to the high concentration of educational establishments in the area including sixth form provision for a wide catchment.

Figure 26: Summary of Responses



Source: Mott MacDonald

Notes: Base for 95% of 1059 responses

Responses to this issue also demonstrated a high level of agreement. 87% of respondents ‘agree’ and ‘strongly agree’ that a number of corridors, such as the A559 in Hartford, are congested. The number of schools in Hartford and high number of vehicles in the area around school time was noted within the comments relating to this question. A number of comments also stated that the level of traffic makes it dangerous and difficult for children to walk or cycle to school and that it is not feasible to send children by bus from the local surrounding areas. Therefore, there is currently few alternatives to picking up and dropping off school children by car.

“The number of businesses on Gadbrook Park and the number of Schools and colleges in Hartford mean residents suffer with long queues outside their properties”

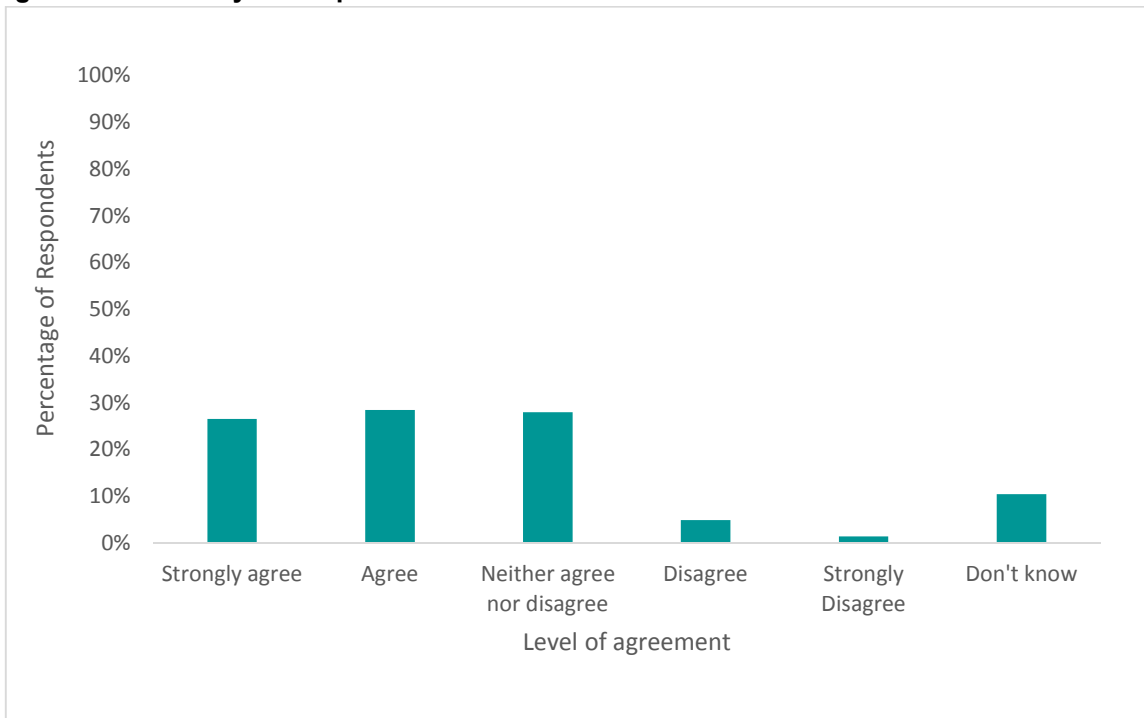
“A particular nightmare [from Barnton to Northwich] at times when everyone is on the way to the local schools and at end of the day on the same journeys”

“Huge numbers of cars in Hartford during school term times cause problems for local residents”

“If urban villages are being built to add more people and school are being extended to add capacity. Then both the roads and the school transport needs to be addressed to accommodate the extra people”

There are concerns about perceived poor air quality for residents in areas of congestion.

Figure 27: Summary of Responses



Source: Mott MacDonald

Notes: Base for 95% of 1059 responses

Responses to this issue are generally more mixed in comparison to other responses with air quality being less of a priority for a number of respondents. Almost 40% of respondents stated they 'don't know' or 'neither agree or disagree' that there are concerns about perceived poor air quality. However, 56% of respondents 'agreed' or 'strongly agreed' with this statement. Comments relating to air quality within the survey results express air quality concerns in Hartford resulting from school related traffic and the effects this may have on children walking to school. Residents in Rudheath also expressed concern of air quality as vehicles queue within residential areas to enter Gadbrook Park.

“Poor air quality around car and lorry heavy roads isn't a perception it's a scientific reality”

“Traffic congestion and air quality in Hartford have noticeably deteriorated since the recent building development”

“Air quality is very poor in congested routes”

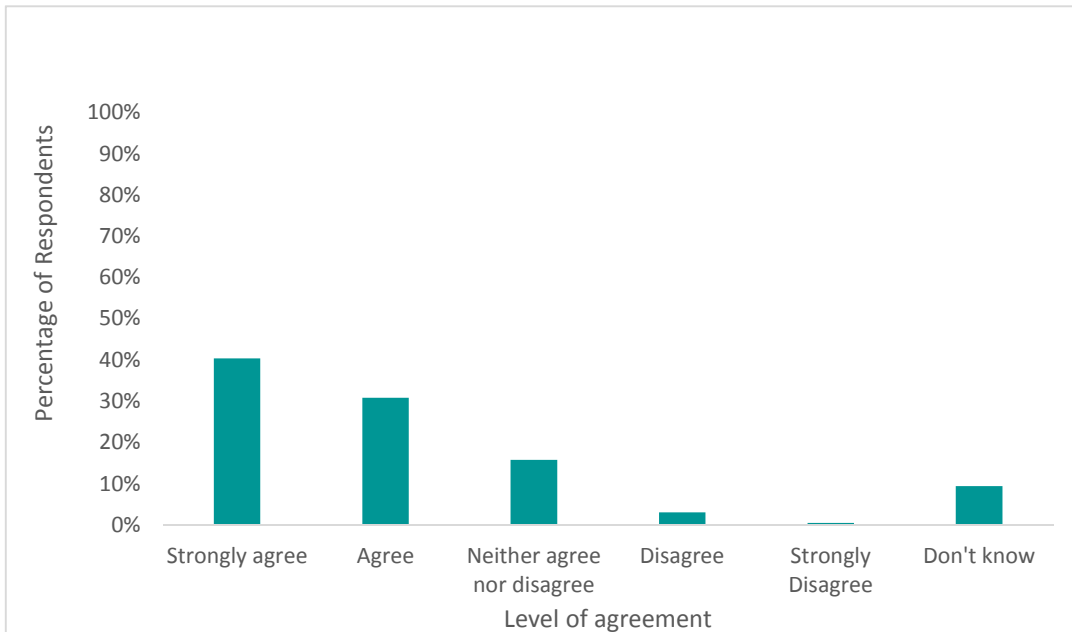
“All local people around these roads are exposed to toxic vehicle fumes, another reason for not allowing children to walk or cycle to school”

“Penny's Lane is now effected by traffic fumes from traffic waiting to get on A556 at peak times”

“Air quality for those residents who do walk is poor around schools/walking routes to schools”

The distribution of local services e.g. the concentration of schools in Hartford and the Mid Cheshire Hospital estate at Northwich, Leighton and Winsford and location of housing and employment development presents transport challenges for non-car access to services and jobs.

Figure 28: Summary of Responses



Source: Mott MacDonald

Notes: Base for 95% of 1059 responses

A significant number of respondents (71%) ‘agree’ and ‘strongly agree’ that the distribution of local services and location of housing and employment development presents transport challenges. The concentration of both housing developments and educational establishments in Hartford is noted as a key concern in terms of congestion along key routes. Many responses within the survey also expressed concerns over the substantial number of new residents in Winnington who will be required to access the current local schools, shops and doctors via already congested routes.

“There is no easy solution to the current transport problems in Hartford. There are approximately ten schools located in a small area”

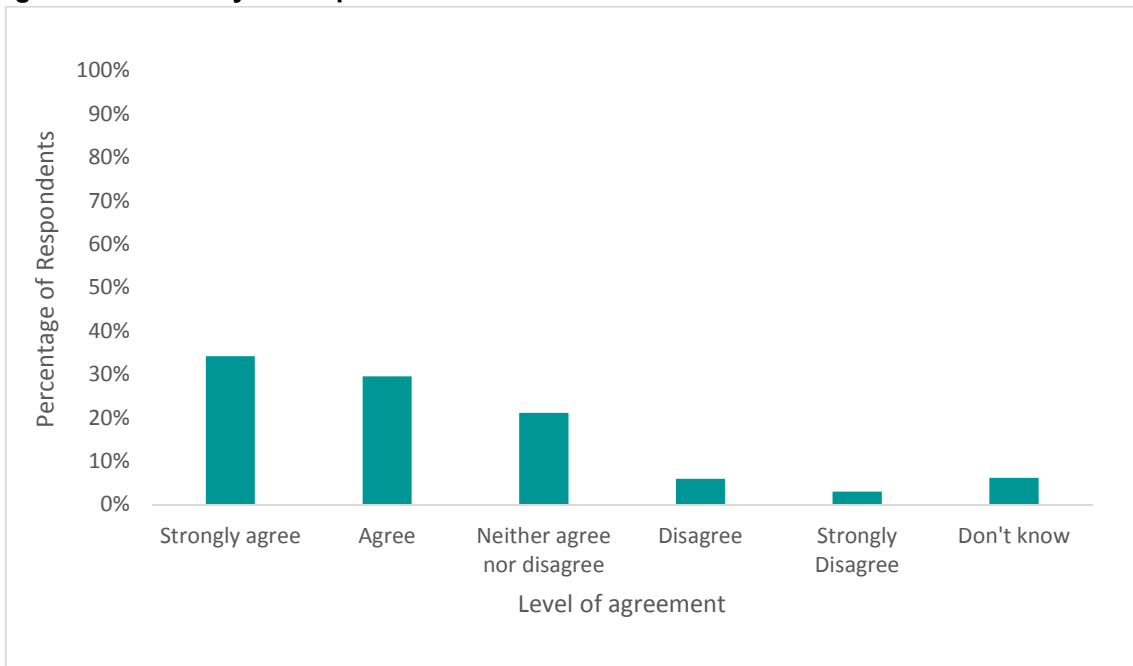
“Further development in Northwich area should not occur UNLESS infrastructure is improved first (e.g. schools, doctors, dentists, bridges)”

“The extensive recent provision of additional housing in and around Northwich, particularly in Winnington and Hartford, has not been matched by additional infrastructure required by the new residents - shops, schools, etc”

“A new bridge at Winnington should have been built hundreds of houses and no schools, doctors, poor bus service”

Poor walking and cycling networks.

Figure 29: Summary of Responses



Source: Mott MacDonald

Notes: Base for 95% of 1059 responses

Although there is a small level of disagreement with this issue, the majority of respondents (64%) ‘agree’ and ‘strongly agree’ that walking and cycling networks around the wider urban area of Northwich are poor. This was represented within the general comments which make reference to poor networks, particularly cycling around the town. This was often associated with the high volumes of traffic in areas such as Winnington and Hartford which can make cycling unattractive and dangerous when no cycle paths are available.

“Designated cycle paths are currently scarce in Northwich. The infrastructure needs to be in place to encourage people to change their behaviour and cycle around the town more”

“The cycling provision through and around town is very poor. In the winter the cycle path by the skate park is frequently water logged”

“Cycle tracks in the area are poor, my son tried cycling to school, Weaverham to Hartford, was nearly knocked off his bike on a number of occasions”

“Cycling can be dangerous at pinch points”

“Cycling and walking around Marbury needs to be replicated around Northwich”

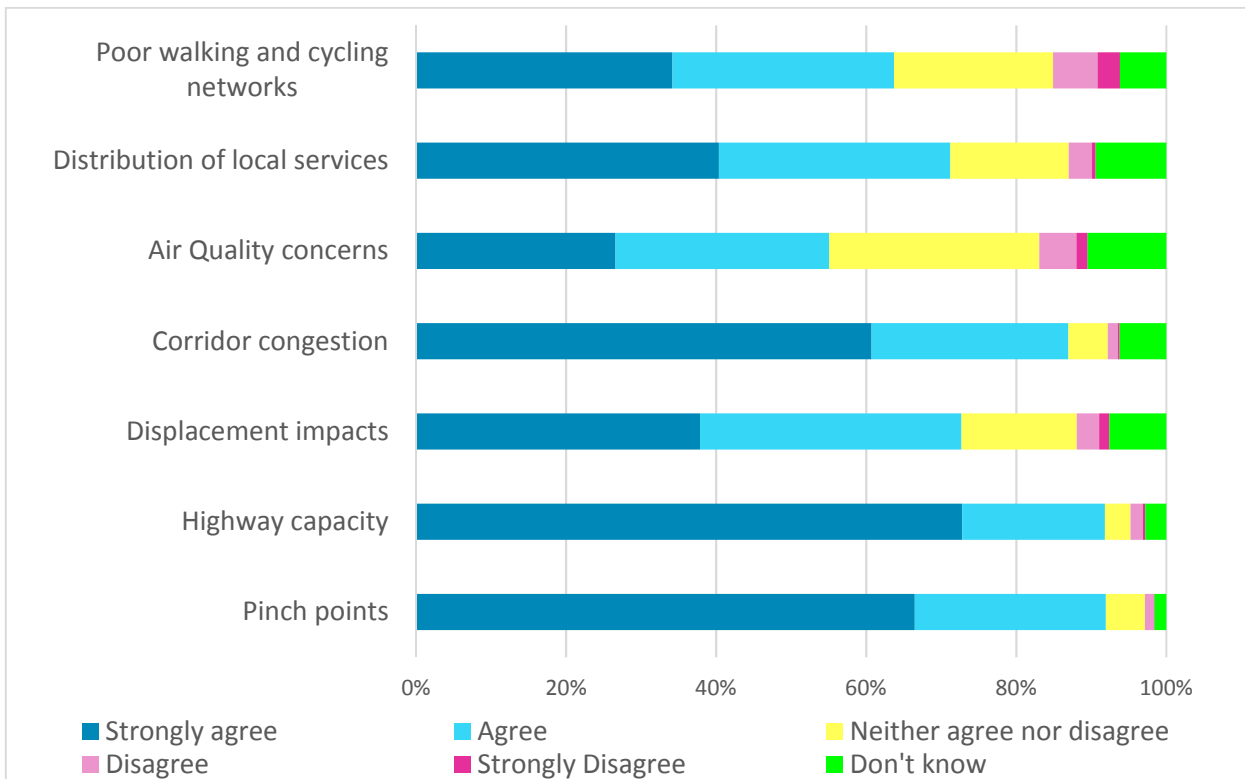
“Walking networks are relatively good but cycling is particularly poor”

“Existing cycling networks are in a very poor condition and need to be significantly improved, in addition to provision of an improved cycling network”

4.4.1.4 Summary of Wider Urban Area Key Issues Responses

As can be seen in the figure below, there was a particularly high level of agreement with the key issues identified for the wider urban area of Northwich.

Figure 30: Agreement on the Wider Urban Area issues identified needing to be addressed in the Transport Strategy



Source: Mott MacDonald

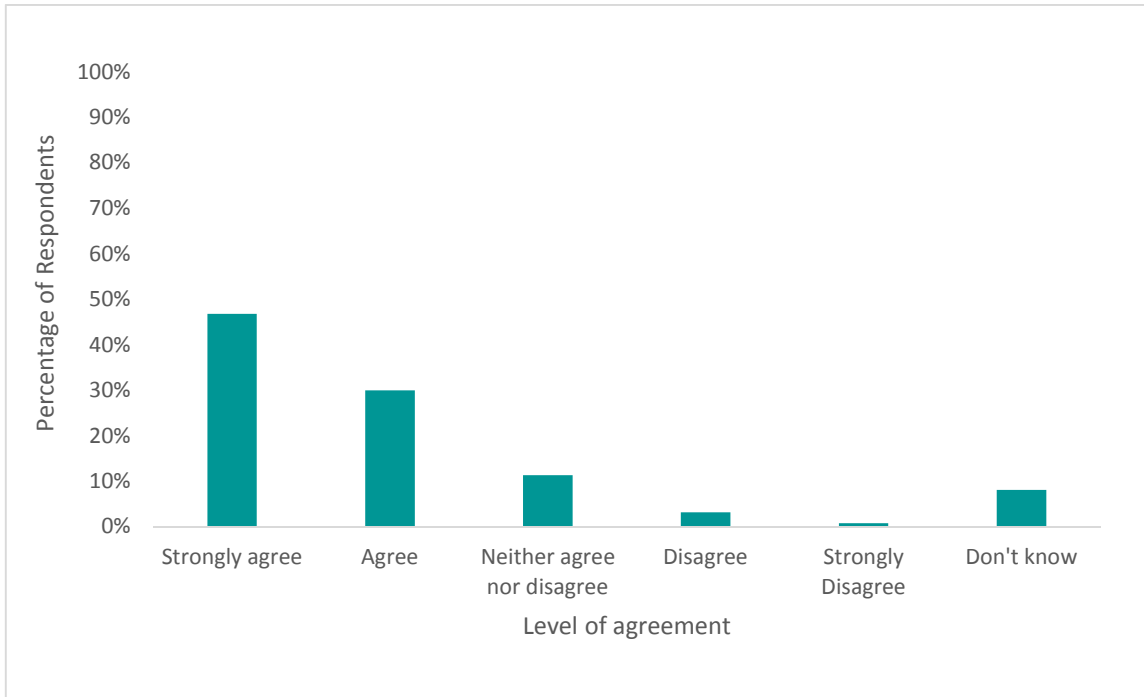
The results show above 80% agreement for three of the issues (corridor congestion, highway capacity and pinch points) and above 50% for all identified issues in this geographic study area. Therefore, there was sustainably more agreement than disagreement with these issues with only 4% of respondents (on average) who disagreed.

Around 13% of respondents neither agree nor disagree with the issues identified in this study area and around 6% said they do not know.

4.4.1.5 Long Distance

Lack of interchange between the Mid Cheshire Line and West Coast Mainline reduces rail connectivity to strategic locations.

Figure 31: Summary of Responses



Source: Mott MacDonald

Notes: Base for 90% of 1059 responses

There was a significant level of agreement that the lack of interchange between the Mid Cheshire Line and West Coast Mainline reduces rail connectivity to strategic locations. 77% of respondents 'agree' and 'strongly agree' that this is a key issue for longer distance connectivity. The general comments in relation to rail connectivity tended to focus on the need to improve the Mid-Cheshire (Chester-Manchester) line to improve connectivity as oppose to the lack of interchange. However, a number of comments noted that this interchange could be improved by improving bus services to Hartford and ensuring the timetables work to complement each other.

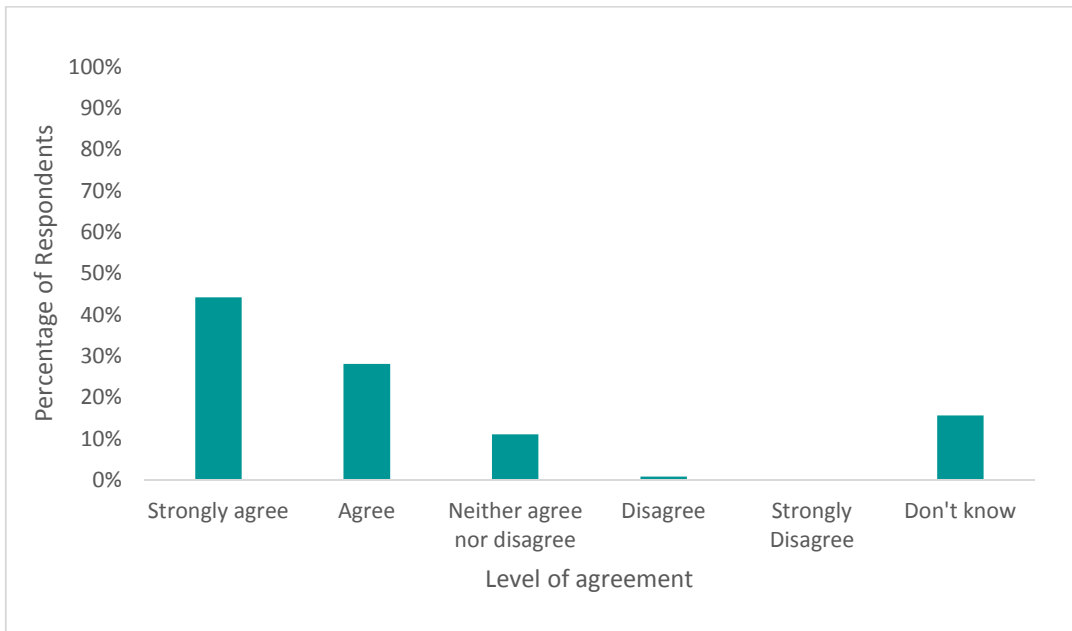
“Create train services that link Liverpool / Crewe with Northwich as the turning point”

“Similarly the hourly bus service on the 82 does not align well with train times at Hartford”

“You should explore the possibility of a direct Northwich - Runcorn - Liverpool rail service which would open up new travel opportunities”

Bus links to locations e.g. Winsford and Leighton Hospital and further afield such as Altrincham and Warrington are infrequent, particularly at weekends, and unavailable during the evening period.

Figure 32: Summary of Responses



Source: Mott MacDonald
 Notes: Base for 91% of 1059 responses

75% of respondents 'agree' and 'strongly agree' that bus links to locations e.g. Winsford and Leighton Hospital are infrequent, particularly at weekends, and unavailable during the evening period. The comments in relation to this issue reflect this agreement with many people noting the poor connectivity to Warrington and timetables making it difficult/impossible for commuters wishing to travel by bus. Bus connectivity to Runcorn was also noted as poor for a number of respondents.

“Warrington buses offer good journey times but do not run at times that make it useful e.g. in morning to get into Warrington before 9 and in late afternoon or evening”

“Needs to be a bus service later than 5:30 back from Warrington to Northwich”

“No buses go to Runcorn, that is crazy and yes they're terribly inconstant to Warrington”

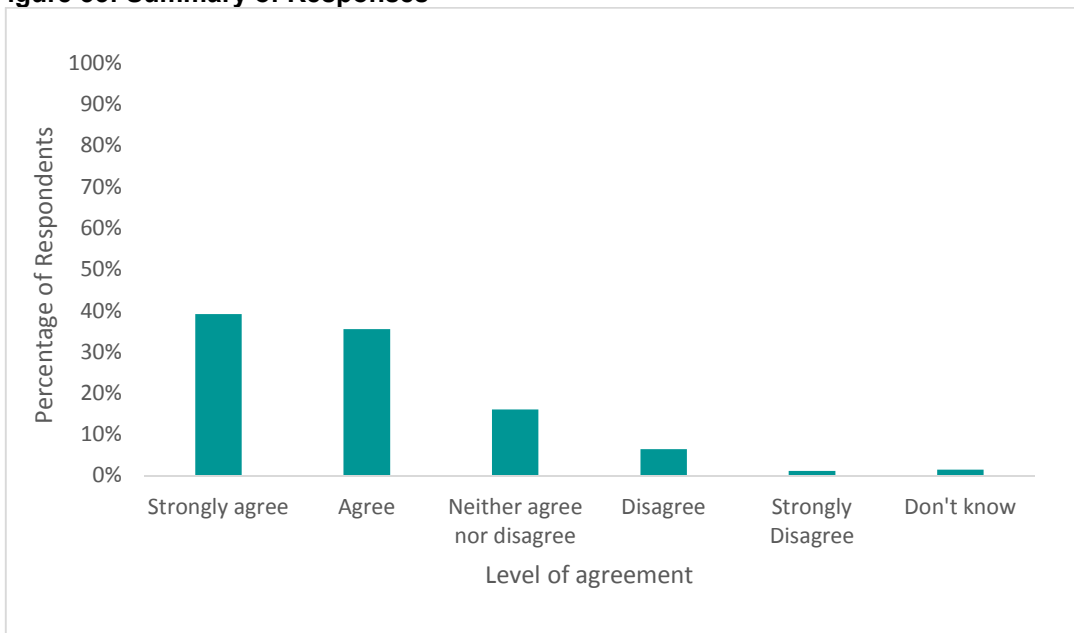
“A decent 7-day bus service direct to Warrington would be more use than rail interchange- much cheaper/more flexible”

“I believe that the current bus network isn't anywhere near adequate for users' needs to effectively make Northwich a successful commuting town”

“Bus services to Crewe, including Leighton Hospital, are infrequent, slow and roundabout”

Capacity issues on main roads linking Northwich to other urban areas and the motorway network.

Figure 33: Summary of Responses



Source: Mott MacDonald

Notes: Base for 90% of 1059 responses

Around three quarters of respondents ‘agree’ and ‘strongly agree’ that there are capacity issues on main roads linking Northwich to other urban areas and the motorway network. In addition to capacity issues on strategic routes and routes towards the motorway network, the effect of the motorways on local congestion was also noted. For example, any issues or closures on the M6 or M56 increase congestion around local areas of Rudheath and Barnton.

“I work in Liverpool, the junction at the A533 crossing the A49 has become very slow due to the volume of traffic at these lights”

“The A49 is horrendous at rush hour”

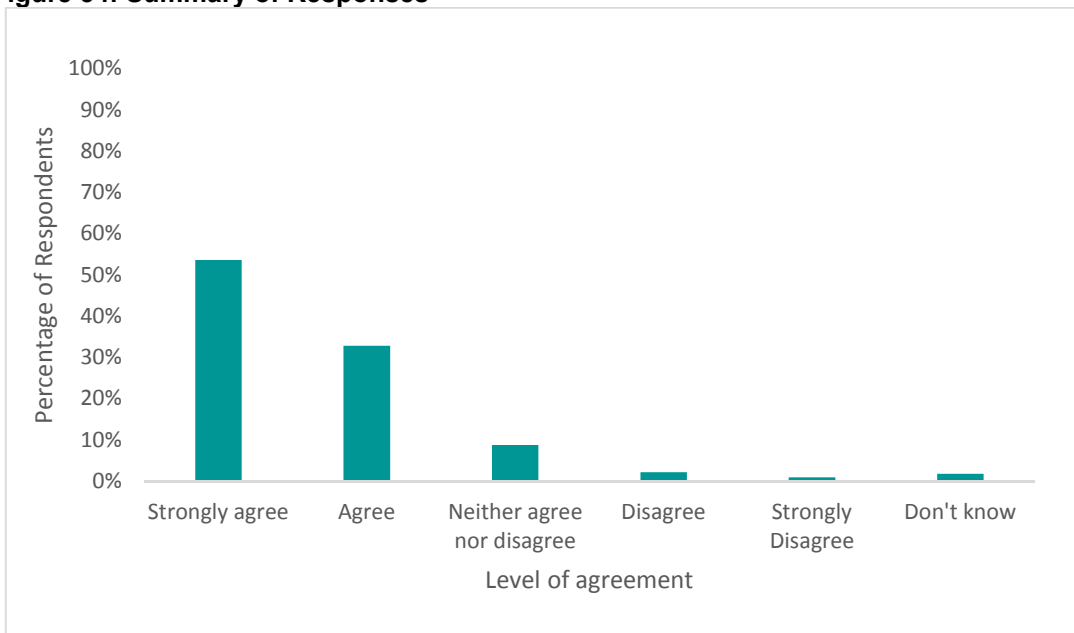
“A49/A556 junction becomes seriously congested if there are major problems on the M6”

“Increase in traffic from Winnington Urban Village heading for Warrington and the M56/M6”

“I live in Lostock Gralam and when the M6 is closed or has delays traffic always uses the A556 and A559 in Lostock as a cut through”

High levels of out commuting in Northwich presents a need to create an efficient transport network to remain an attractive area for residents.

Figure 34: Summary of Responses



Source: Mott MacDonald

Notes: Base for 91% of 1059 responses

There was a strong level of agreement (88%) that there is a need to create an efficient transport network to remain an attractive area for residents and support high levels of out commuting. Both bus and rail networks were noted as poor in terms of times and reliability and are therefore unviable options for commuters. Poor public transport connectivity combined with congestion on strategic routes will reduce the attractiveness of Northwich as a place to reside.

“The train to Manchester is unusable for commuting. It is unreliable, slow and dirty”

“I recently moved to Northwich thinking it would allow easy access to friends in both Chester and Manchester, honestly the fact that neither has proven to be the case especially the consistently late and overcrowded trains means I will not be renewing my tenancy here”

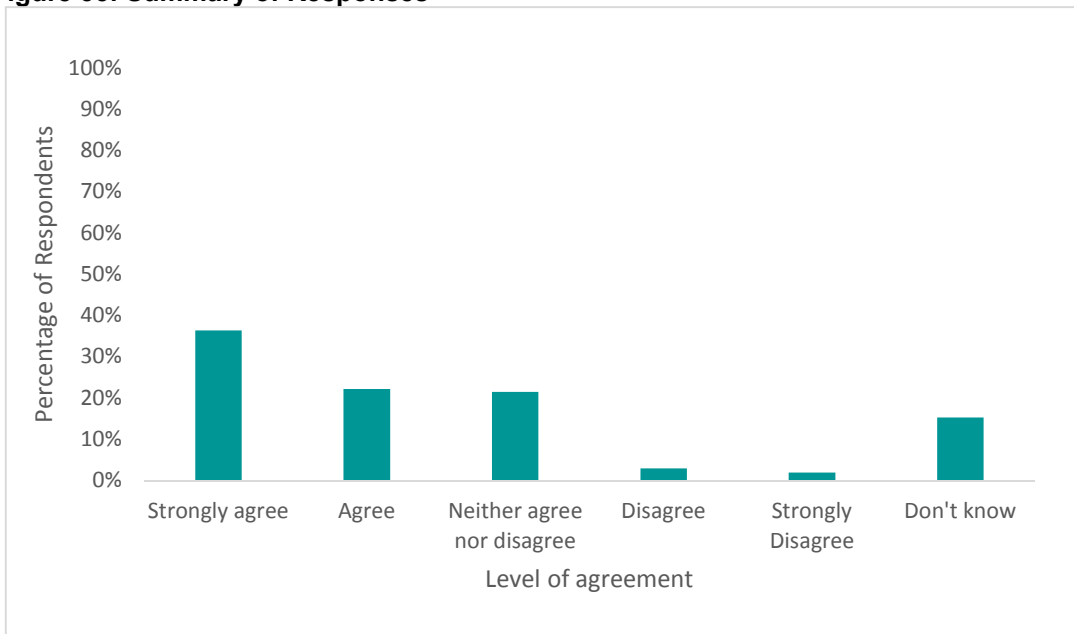
“The bus routes do not cover a lot of Northwich, or are too long to get to a destination. Trains in and out of Northwich to Manchester are infrequent, take too long and aren't a viable option for commuting”

“I think that we should be focusing on commuting times to Manchester rather than HS2”

“I believe that the current bus network isn't anywhere near adequate for users needs to effectively make Northwich a successful commuting town”

Specific impact on the local network of HS2 during the construction phase.

Figure 35: Summary of Responses



Source: Mott MacDonald

Notes: Base for 90% of 1059 responses

In comparison to previous responses, a higher percentage of people responded ‘don’t know’ and ‘neither agree nor disagree’ to the issue of the specific impact on the local network HS2 will have during the construction phase. More than half of the respondents were still agreement with this issue. The majority of comments in relation to HS2 express concerns that the scheme will have no benefit to Northwich and that the construction will only add to current issues of congestion.

“If the HS2 route does take part of the current A556, as planned, disruption will continue after the construction phase.”

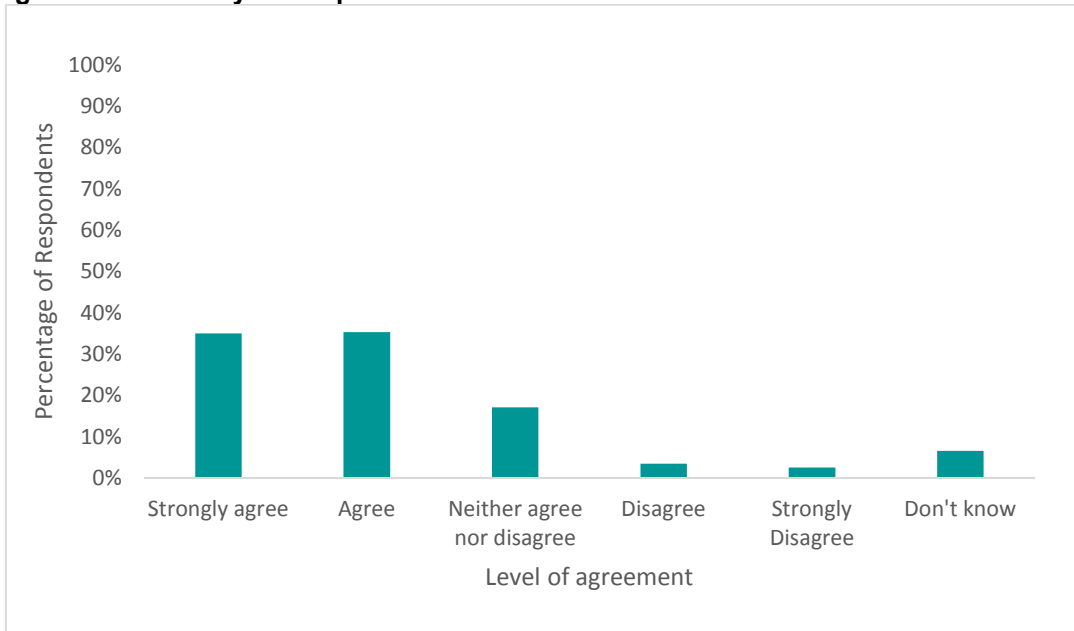
“HS2 is no help and no solution to us only disruption.”

“The route of HS2 does absolutely nothing for Northwich other than will cause extreme disruption during construction.”

“There are enough roadworks and building works in the Northwich area at the moment, and it doesn’t seem to be stopping any time soon. Why put HS2 in as well?”

There is a need to ensure that connectivity is improved so that residents of Northwich and the wider urban area benefit from the Mersey Gateway Bridge and enhanced connectivity to national destinations from the proposed HS2 station at Crewe.

Figure 36: Summary of Responses



Source: Mott MacDonald

Notes: Base for 90% of 1059 responses

70% of respondents 'agree' and 'strongly agree' with this issue. Although there was a relatively good level of agreement that there is a need to ensure connectivity is improved to maximise benefits of the Mersey Gateway and H2S Hub at Crewe, the comments in relation to this issue stated a certain level of disinterest in connectivity to HS2 facilities as many people believe it will bring few benefits to Northwich. In terms of connectivity to the Mersey Gateway, there were a number of respondents that expressed concerns over toll charges and the impact this may have on commuters.

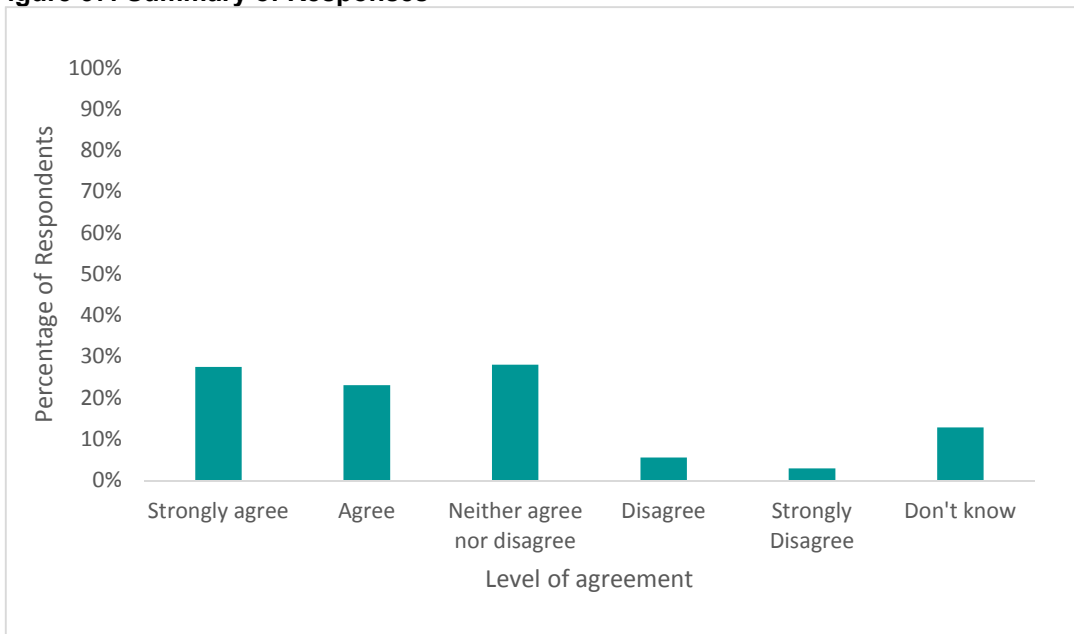
“HS2 does nothing positive for this area.”

“Northwich residents should not have to pay to go on the Mersey Gateway bridge. At the very least they should have a reduced package available for those commuting beyond Runcorn.”

“Travelling from Castle to Mersey Gateway also a series of delays and queues”

Lack of long distance cycle routes.

Figure 37: Summary of Responses



Source: Mott MacDonald

Notes: Base for 90% of 1059 responses

Fewer respondents agree with this issue in comparison with other issues relating to longer distance connectivity. Around 50 % of respondents 'agree' or 'strongly agree' that there is a lack of long distance cycle routes while 41% responded 'don't know' or 'neither agree nor disagree'. The comments relating to this issue generally stated that there is a good range of long distance cycle routes around Northwich. However, these are often unsafe and poorly maintained.

“There are no safe cycling routes between Northwich and Knutsford.”

“To commute Middlewich to Gadbrook Park at peak times is gridlocked. No other option but to drive. Roads far too dangerous for bikes and no cycle ways/paths”

“Good cycle routes in Northwich just need to be maintained.”

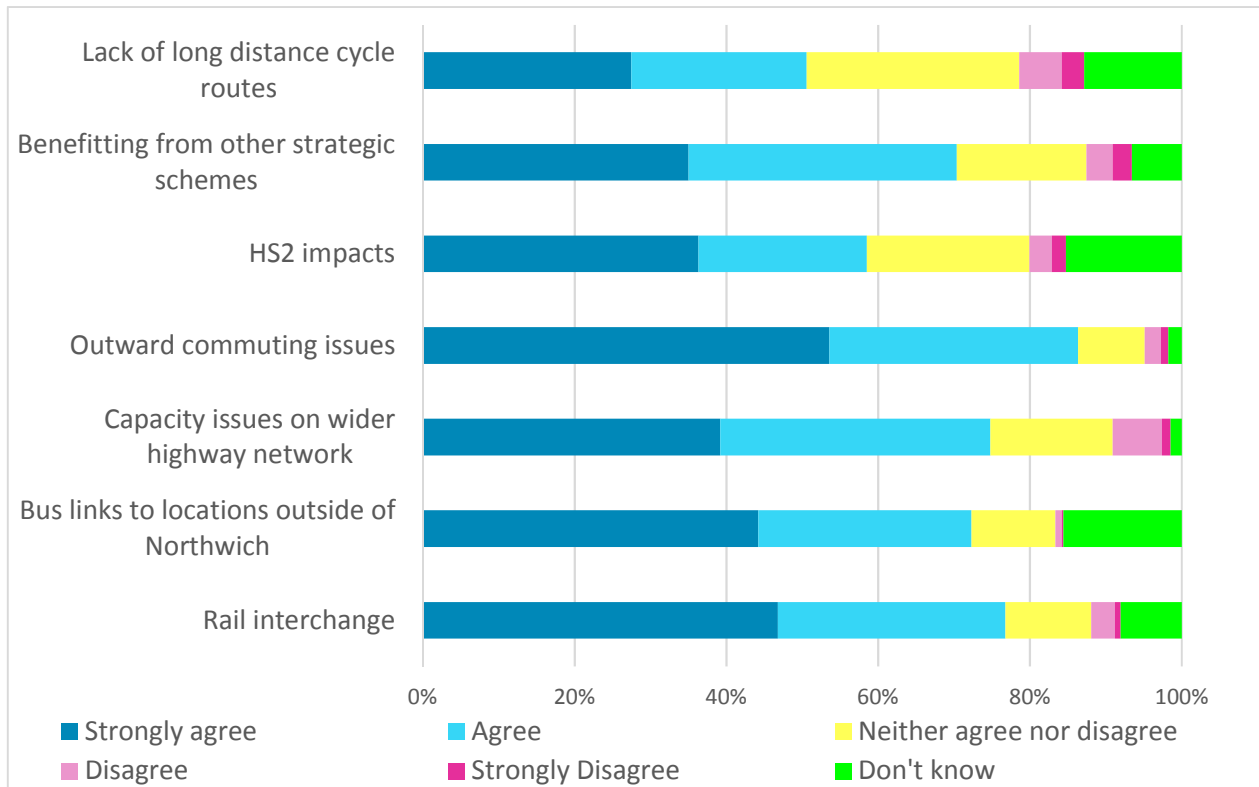
“In theory every road is also a cycle route. The issue is ensuring that roads are safe cycle routes.”

“No dedicated safe cycle routes to link Winsford to Northwich for a daily commute.”

4.4.1.6 Summary of Longer Distance Connectivity Key Issues Responses

The figure below shows a strong level of agreement for each of the key issues identified with longer distance connectivity to Northwich particularly with the outward commuting issues which saw a level of agreement over 85%.

Figure 38: Agreement on the Longer Distance issues identified needing to be addressed in the Transport Strategy



Source: Mott MacDonald

Overall, there was substantially more agreement than disagreement with the longer distance issues identified needing to be addressed in the Transport Strategy:

- The level of agreement ranged from between 50% and 86% and between 1% and 9% for disagreement;
- On average, 16% of respondents neither agree nor disagree; and
- Around 8% stated they do not know.

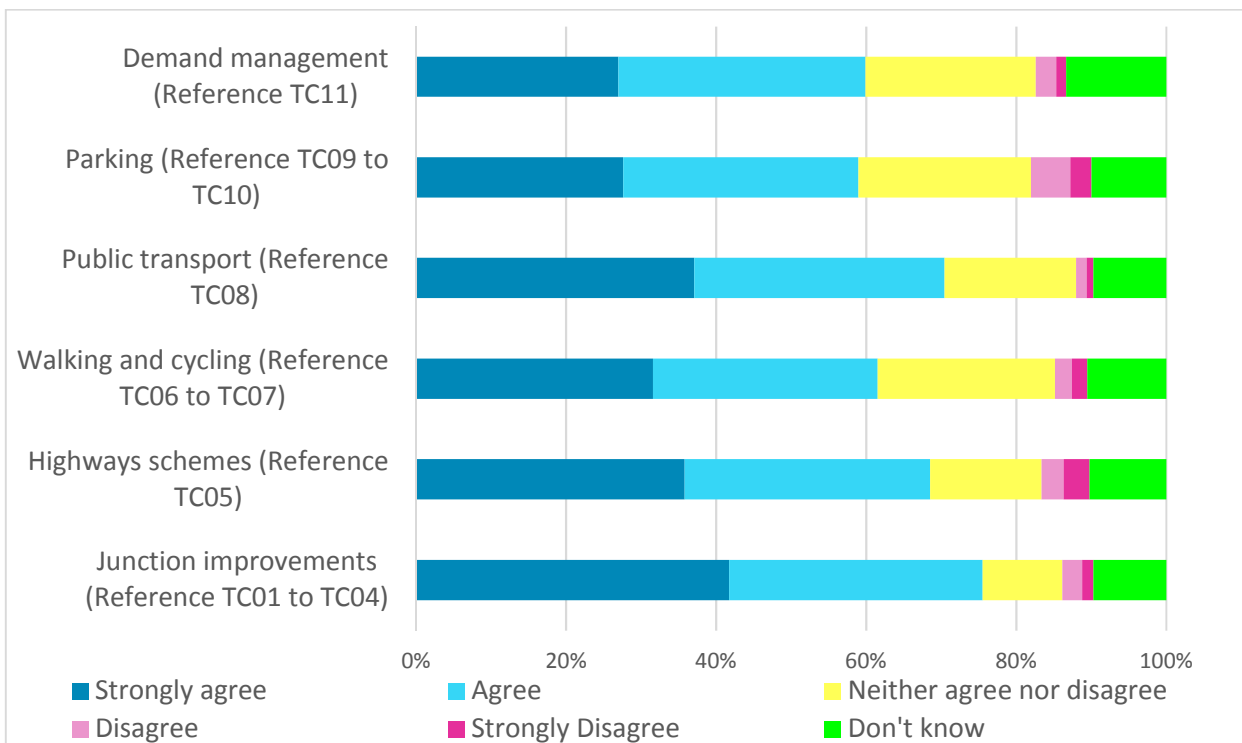
4.4.2 Measures

The second half of the survey gave respondents a chance to state how much they agreed or disagreed with suggested scheme groups for each of the geographical areas, again providing a space for additional comments.

4.4.2.1 Town Centre

The figure below illustrates a summary of the level of agreement with the different types of schemes suggested for the Town Centre.

Figure 39: Agreement on the Town Centre proposals suggested in the Transport Strategy



Source: Mott MacDonald

There was substantially more agreement than disagreement with proposals identified for the town centre:

- Between 60% and 75% of respondents agreed compared to 4-8% who disagreed;
- On average one in five (19%) neither agreed nor disagreed; and
- Around 10% said they did not know.

Within the general comments supporting this question, TC05 (new road link from Leicester Street to Winnington aligning from TATA development) was particularly well supported. Comments relating to this issue stated the proposal would be highly beneficial in reducing congestion around the Town Centre and alleviating pressures at the Winnington Street junction. However, a number of environmental concerns were expressed in relation to this proposal, which respondents would like to see addressed if this proposal were to be taken forward.

TC01, widening at the Winnington Hill junction, was noted a number of times as being a top priority over other Town Centre proposals as it is required urgently and not just in support of

future development. Other junctions identified for improvement in the Town Centre (TC02-TC04) were seen as less of a priority with a common view among respondents that re-phasing or reducing the number of traffic lights around the gyratory would be more beneficial as a way of reducing congestion.

Within the survey results relating to Town Centre proposals there was also a strong agreement with TC08 to improve facilities and access at Northwich railway station. However, a number of comments noted that they would prefer to see improvements to services themselves from the station i.e. quicker and newer trains.

“TC01 (Winnington Hill Junction at Town Bridge) needs to be looked at now, and is clearly dangerous”

“TC05 (new link road from TATA Winnington to the A533) would be a sensible suggestion”

“TC05 would be very welcome”

“TC01 absolute must”

“TC05 is a very good idea which would really help move traffic around the town”

“TC08 (major station enhancements) - we definitely need better links to Liverpool, and a quicker and better train to Manchester”

“TC08 isn't needed. What is needed is an upgrade of the trains/line not the station itself”

“TC08- strongly agree as currently impossible to take a pram or wheelchair up from the platform”

As well as providing further insight into views on each of the different measures the general comments boxes also provided respondents a chance to suggest proposals which were not identified in the strategy. The following schemes were common suggestions within the general comments boxes:

- Review phasing/reduce number of traffic lights around the one-way system and remove excess pedestrian crossings near Memorial Court.
- A contiguous route for walking and cycling along the Weaver from Hunt's Lock to Marbury.
- Upgrade and signpost Marbury Lane to encourage use as a walking and cycling facility.
- Consider additional access point at Waitrose to improve junction with Chesterway and the Dane Street traffic lights.
- Relocation/reconfiguration of the bus station to reduce issues around the gyratory associated with busses entering Watling Street.

“It's ridiculous to have such a wide pavement in the bullring and such a narrow exit off the Swing Bridge for the two lanes of traffic going into town”

“The pedestrian crossings in the bull ring cause traffic to build up at peak times”

“Bull ring pedestrian crossing point is dangerous, the shape of the road causing cars to swerve to the right”

“There needs to be a new bus station, the current bus stops add to the traffic congestion. Knock down the old council offices and put a bus station there”

“Move the bus stops by Northwich Outdoor Market, to widen the road at the Dane Street / Weaver Way junction”

“Town Centre car park by police site- remove traffic lights and make exit "give way" and left turn only these lights cause lock up”

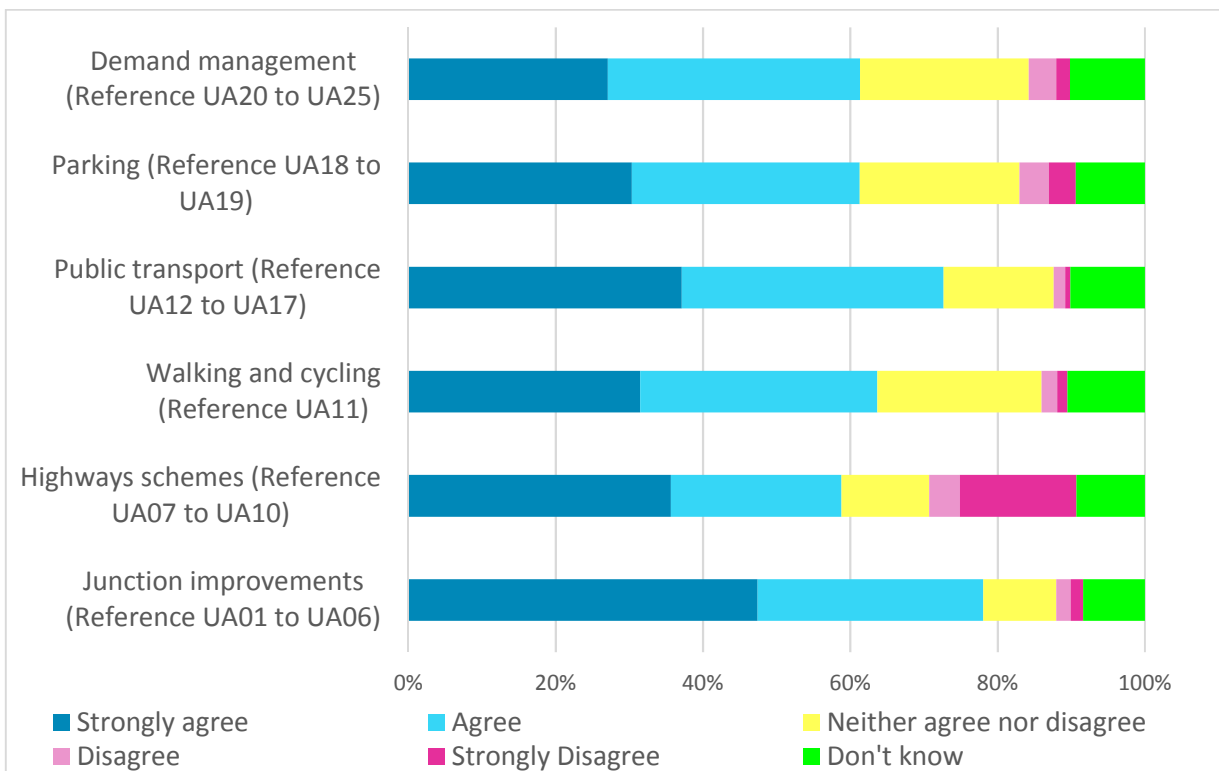
“Remove light controlled pedestrian crossings adjacent to Seafarers Restaurant to ensure pedestrian subway is utilised, preventing traffic tailbacks”

“Re-phase the traffic lights at the junction of Chesterway and Crum Hill or consider making egress from Crum Hill for police only”

4.4.2.2 Wider Urban Area

Figure 40 below summarises responses for the various proposals identified within the wider urban area. Similarly to the results of the Town Centre proposals this shows a relatively good level of agreement across all proposals. Junction improvements in the wider urban scored particularly high with nearly 80% of respondents stating they ‘agree’ or ‘strongly agree’.

Figure 40: Agreement on the Wider Urban Area proposals suggested in the Transport Strategy



Source: Mott MacDonald

In summary:

- 59%-78% of respondents agreed with the wider urban area proposals compared to 2%-20% who disagreed. The highest level of disagreement (20%) was for Highway Schemes UA07-UA10;
- Around 17% neither agreed nor disagreed; and
- 10% of respondents on average said they did not know.

As the survey results summarised above suggest, highway schemes UA07 to UA10 received the highest level of disagreement. This was reflected within the general comments that demonstrated a strong level of opposition towards some schemes within this group such as UA09 (Wallascote Road to A49 link road) and particularly UA07 (re-opening Marbury Lane). There was a small amount of support for UA09, however it was suggested that this would only be favourable if it would not result in opening up new land for housing developments around Weaverham. A number of comments expressing concerns relating to this scheme were also identified within the results.

General comments relating to the wider urban area proposals also suggested that junction improvements at the Winnington/Barnton Swing Bridge (UA01) should be top priority. Parking at Hartford station (UA13), urban traffic control in Hartford (UA23) and junction improvements around Gadbrook Park (UA04) were also noted as being required fairly urgently.

Although over 60% of respondents agree and strongly agree with the proposed parking measures in the wider urban area (UA18 and UA19), the comments suggest a varied level of support for the two individual schemes. UA18 (implement recommendations of Gadbrook Parking Study) was well supported and the urgent need for parking solutions at Gadbrook Park was expressed. However, there was a certain level of opposition expressed towards UA19 (waiting restrictions on residential streets around Hartford Station) as there are currently no alternatives for people utilising rail services from Hartford station.

“UA01 (Winnington / Barnton Swing Bridge) is an absolute priority for the council”

“UA01 New bridge is essential”

“UA01 is a no brainer. Increase in traffic with the (positive in my view) urban village”

“I vehemently oppose opening the Marbury road to cars”

“I strongly DISAGREE about reopening road through Marbury Country Park”

“I have strong reservations about re-opening of Marbury Lane”

“Do not put a new road in Weaverham!”

“A new bypass in Weaverham on the disused railway line will cause major distress and pollution around my home and my village”

“UA09 (road scheme from Wallascote Road to A49) Has got to be the solution”

“UA09 Makes the most sense”

“UA19 (TROs on residential streets affected by Hartford rail station parking)- Increase parking at Hartford station first possibly with a multi storey replacing the current single level parking”

“Strongly agree with UA18”

“Strongly agree with UA18 but strongly disagree with UA19”

“UA18 (Implement measures from Gadbrook Parking Study) greatly needed and should be prioritised!”

“UA18 - very good idea, but UA19 - very bad idea”

The following schemes for the wider urban area were suggested within the general comments:

- A direct bus services that goes serving Gadbrook that covers Leftwich, Kingsmead, Davenham, Hartford areas.
- Increase frequency of services at Acton Bridge to help alleviate parking issues at Hartford.
- Cycling route from Sandiway/Cuddington along the A556 north side to create a safe corridor.
- Reinstate two-way traffic along school lane Hartford by the church and remove the traffic lights from the junction by the Red Lion improving traffic flow through Hartford.
- Pedestrian crossing facilities at signalised junction of Moss Road / Chester Road.
- Widen junction of A559/Bradburns Lane/School Lane

“Bus services that goes straight down the bypass to Gadbrook that covers Leftwich, Kingsmead, Davenham, Hartford areas- quicker journey times”

“Improve parking at Acton Bridge and have more trains stopping there”

“By reintroducing train stops at Acton Bridge and Winsford for ALL trains that also stop at Hartford, we will reduce the need for people to drive from Acton Bridge and Winsford to Hartford”

“Hartford station parking needs to be enlarged (there is space) maybe Acton Bridge should be used more frequently as they have larger car park”

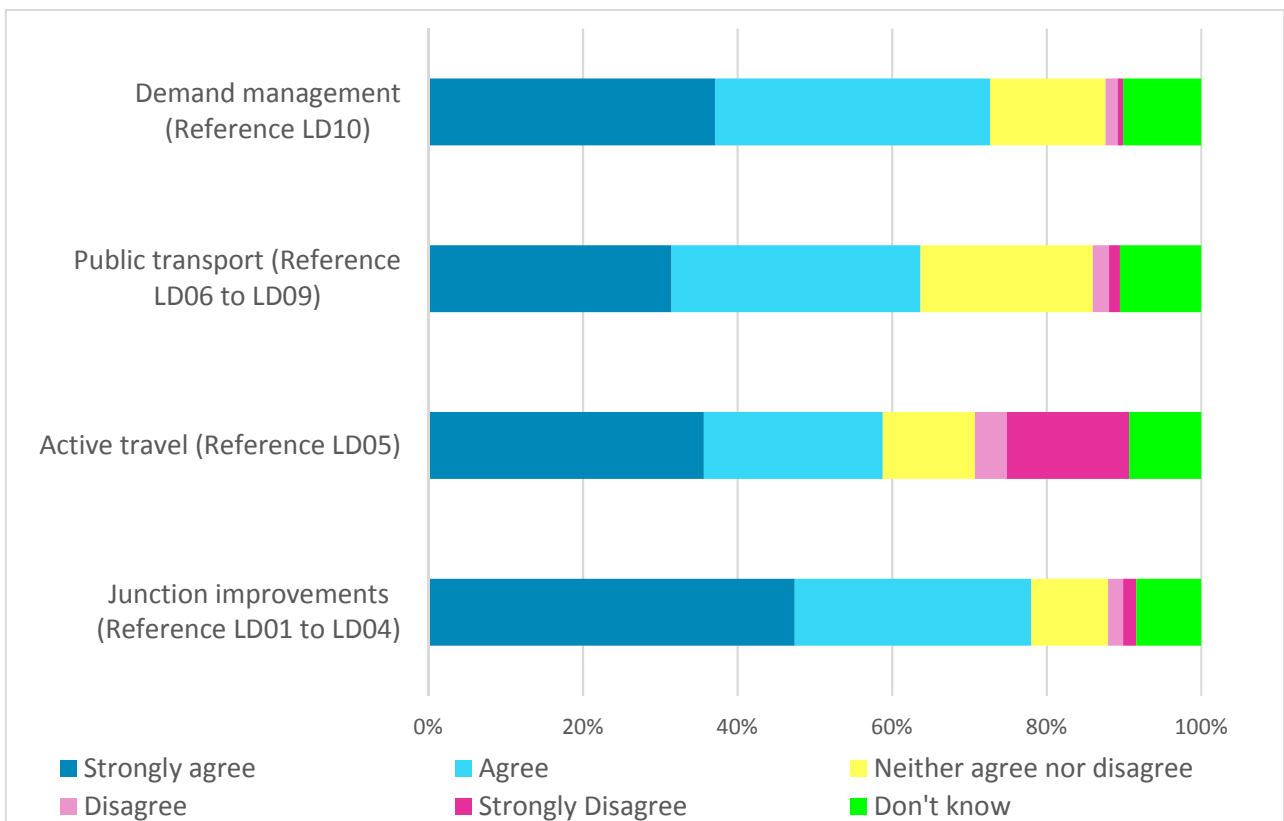
“Improving the cycling route from Sandiway/Cuddington could be achieved by creating a cycle way behind the hedge alongside the A556 north side (the quarry side) to create a safe corridor”

“If you are turning right into Bradburns lane at busy times only 2 vehicles can turn because of the phasing of the lights and there is a build up because you cannot pass easily without mounting the pavement. A solution would be to buy some land and widen the road, moving the positioning of the lights and pavement”

4.4.2.3 Long Distance

Junction improvements and demand management measures in the longer distance study area received the highest level of agreement within the consultation survey results with 70-80% of respondents stating they ‘agree’ or ‘strongly agree’. Active travel measures were viewed as less of a priority in this geographical area receiving the lowest level of agreement.

Figure 41: Agreement on the Longer Distance proposals suggested in the Transport Strategy



Source: Mott MacDonald

Overall, these schemes received a higher level of agreement than disagreement;

- On average, 69% of respondents agreed (59%-78%) compared to 7.4% (2%-20%) who disagreed;
- Between 9% and 22% neither agreed nor disagreed; and
- An average of 9% of respondents stated they do not know.

The general comments relating to these proposals emphasized the importance of public transport measures in the longer distance area. LD06 and LD08 were highlighted as a priority to improve public transport connectivity and increase the use for public transport for commuter trips.

LD07 (linking Mid Cheshire line to Manchester Airport) was also particularly well supported as there are currently no viable public transport links to Manchester Airport. There was a lack of support for evening bus services to Warrington due to perceptions of little demand for this service and the need to focus on improving services in the wider urban area.

Active travel in this study area received the lowest level of agreements with respondents generally stating that this was less of a priority in this area with the exception of responses from Active Cheshire who were keen to support this proposal.

“LD08 (timetable changes on the Mid Cheshire Line) needs to be top priority, it's ridiculous that it is quicker to commute by car to Manchester”

“LD06 (Reopening of Middlewich Branch Line) - the railway line is there and needs to be used.”

“Open the Middlewich branch line!!”

“Reopening of the Middlewich line is long overdue”

“A means of getting to Manchester airport without paying 50 pounds for a taxi would be life changing for many of us”

“LD08 is long overdue”

“LD08 needs to be top priority, it's ridiculous that it is quicker to commute by car to Manchester”

“LD09 (evening bus service to Warrington) what demand is there for an evening bus service to Warrington”

“LD09 NO”

“Ambitions within LD05 are excellent and Active Cheshire would be eager to actively support this area of development please”

“LD05 (Walking and Cycling Infrastructure improvements)- "broadly parallel" - preferably nowhere near!”

“Cycle paths are waste of money and just green box ticking”

Although junction improvements LD01-LD04 received a high level of agreement within the survey results, LD03 (pinch points on A530) and LD04 (support improvements at M6 J19 at A556/A5033 junction) were viewed as less of a priority with comments suggesting that improvements to junctions around Gadbrook Park are more urgently required. LD01 (A533/A49 junction improvements) and LD02 (addressing safety hotspots) were well supported on the basis that improvements would increase the level of safety and help reduce congestion. The junction of Jack Lane and the A533 was also identified as an incident hotspot requiring improved safety measures which is not identified in the original strategy.

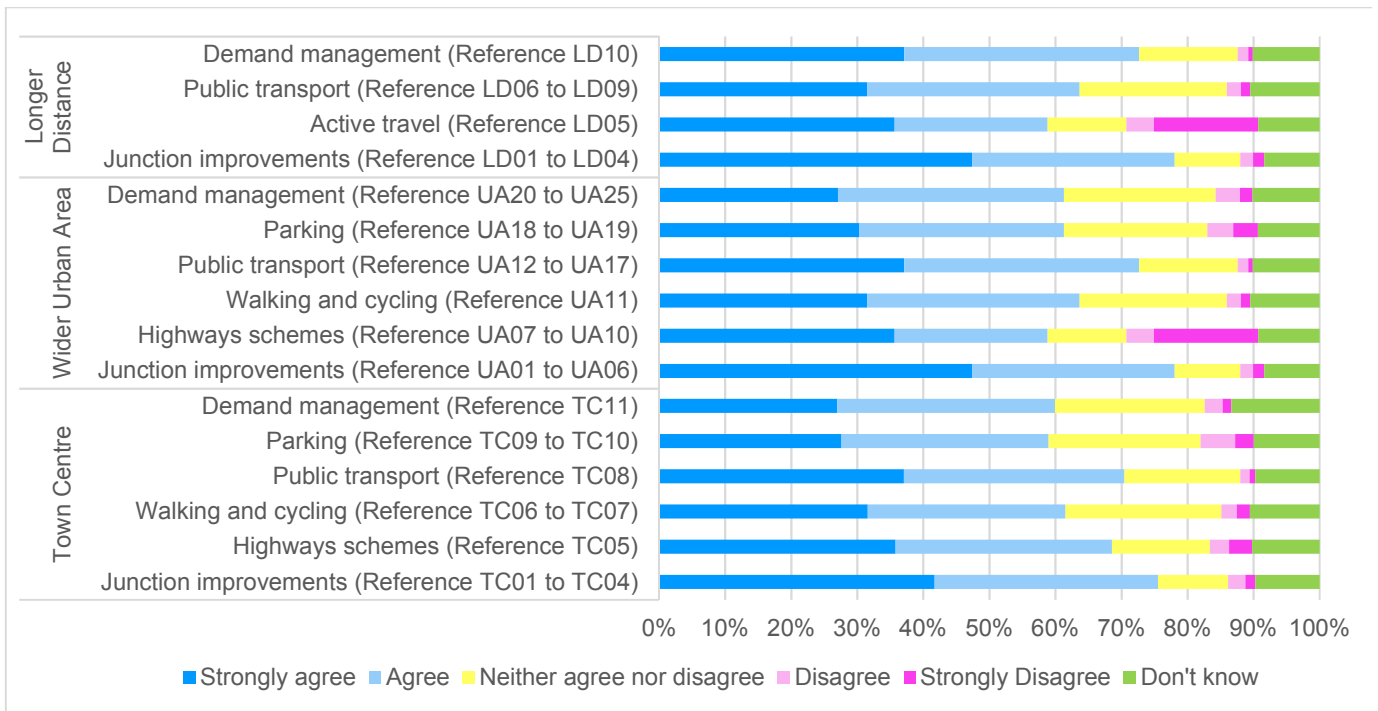
The following suggestion was also made in relation to junction improvements in this geographic study area:

- Budworth Lane should be made one way (westward) for the length of Budworth hill (i.e. the lane would remain two-way for most of the existing housing). Eastbound traffic on Budworth Lane would be diverted onto Cock Lane with a right turn at the T-junction there.

4.4.2.4 Summary of responses to proposed measures

Figure 42 below summarises the level of agreement and disagreement to scheme groups in all three study areas showing the strongest levels of agreement with junction improvements in all areas and Town Centre demand management.

Figure 42: Level of Agreement with all Identified Scheme Groups



Source: Mott MacDonald

Although highway schemes UA07-UA10 received a good level of agreement, schemes within this group such as UA07 (re-opening Marbury Lane) received a significant amount of comments opposing to this scheme within the survey as well as at the consultation events.

4.4.3 Survey responses on behalf of Organisations

A number of survey responses were received on behalf of local businesses and organisations including:

- The Hut
- Mid Cheshire Business Forum
- The Garden Stylist
- Ingenico (Gadbrook Park)
- Active Cheshire
- Hartford golf club
- CRS Consultants Ltd
- P&D Northern Steels Ltd Executive Pension Fund
- Jalsea Marine Services Ltd.
- UK Food Certification LTD
- Primary Tutoring LTD

There was a mix of concerns expressed within these responses based on the priorities of these business and organisations. The key issues and suggestions raised within responses from

these organisations are summarised in the points below, a number of which are identified within the strategy:

- More frequent evening services required to support people working in the Town Centre;
- Better transport links between Gadbrook Park and surrounding areas are required;
- Improvement rail services to Manchester to support the growth of local businesses;
- School related congestion having an impact on local businesses;
- Active Cheshire concerns more is being done for large highway schemes and would be keen to support walking and cycling measures;
- Some support for UA09 scheme however, opposition from Hartford Golf Club as concerns that this could lead to closure of the facility; and
- Congestion and parking concerns at Gadbrook Park.

4.5 Key findings from additional responses

In addition to or instead of attending consultations or completing the survey, some people responded to the consultation via email to Cheshire West and Chester commenting on the areas of the strategy they feel most strongly about. Some additional letters expressing views, concerns and scheme suggestions were also attached to completed paper copies of the survey. Letters included responses on behalf of Parish Councils such as Moulton and businesses such as P&D Northern Steels Limited Executive Pension Fund. Cheshire West and Chester Council also received a petition signed by local residents against UA07, the reopening of Marbury Lane. A total of 22 emails and 6 letters were received. The findings from these responses have been considered and are summarised separately in the table below.

Table 7: Summary of additional responses from letters and emails

Issue or measure referring to	Summary of Comments
UA07-	<ul style="list-style-type: none"> • All responses strongly opposing to this scheme with the exception of response from P&D Northern Steel Ltd who support this scheme but state the benefits will be limited. • Concern of safety if road to reopen due to previous accident history. • Marbury Park is a safe environment which is well used on a regular basis • Concern from Comberbach residents over increased traffic through the village as a result (79% of residents in opposition²) <p><i>“Marbury Country Park is the jewel in County's crown, it is used and appreciated by thousands of visitors”</i></p> <p><i>“I wish to object in the strongest terms to the above proposal”</i></p> <p><i>“I am totally appalled at the idea put forward in the consultation document of opening Marbury Lane”</i></p> <p><i>“It would be an absolute travesty to open the private road through Marbury Country Park”</i></p> <p><i>“Traffic management is most essential however so too is the provision and access of quality leisure facilities”</i></p>
UA09	<ul style="list-style-type: none"> • Congestion in Weaverham is a result of parking around the schools- concerns that this proposal would aggravate the problem. • Should focus on improving public transport and location of facilities. • Concern for impact on Hartford Gold Club. <p><i>“Would like to express my deep concern over the route of the new Weaverham bypass”</i></p> <p><i>“We strongly object to the proposed UA09 as we do not see it solving the problem of the traffic issues”</i></p>

² Out of 136 households which responded to Comberbach Parish Council petition

Issue or measure referring to	Summary of Comments	
	<ul style="list-style-type: none"> ● Perceptions that this proposal won't alleviate issues at Winnington/Barnton Swing Bridge and will increase congestion on country lanes. ● Concerns that this link will move traffic elsewhere such as the A49 Swing Bridge at Acton Bridge ● Support for this scheme from P&D Northern Steel Ltd as this is perceived to be the most beneficial. 	<p><i>"As a resident of the village I am struggling to see what benefits this will provide"</i></p> <p><i>"I have concerns that this will just push the problems elsewhere, namely onto the A49 Swing Bridge at Acton Bridge"</i></p>
General-Public Transport	<ul style="list-style-type: none"> ● Too much emphasis on the highway network ● Improving the condition of the road won't encourage the use of public transport. ● Improvements to Rail Stations are more urgently required at Hartford and Acton Bridge than Northwich- more services at Acton Bridge may alleviate some parking issues. ● Would like to see improved services between Northwich Middlewich and Winsford visit Beehive corner in Moulton. 	<p><i>"You haven't brought public transport into the equation"</i></p> <p><i>"Making the road system more attractive will be to the detriment of public transport"</i></p> <p><i>"As well as suffering from a limited service, Acton Bridge station has a number of other issues which prevent it being as heavily used as it should be – the main one being a lack of sufficient car park spaces"</i></p>
Pinch Point at Winnington/Barnton Swing Bridge	<ul style="list-style-type: none"> ● Concerns over impacts of Winnington urban village. ● Views that this is the most urgent issue to be addressed. ● Air quality concerns in this area and along the A559. 	<p><i>"It is absolutely essential that a new bridge is built as soon as possible"</i></p> <p><i>"This bridge needs doubling in size or another built adjacent to the existing one"</i></p>
UA05	<ul style="list-style-type: none"> ● Misuse of Chapel Street and the junction by HGVs. ● HGVs often reported ignoring restrictions on entering the village. 	<p><i>"All HGVs should be required to access the industrial part of the village via the A559 and Wincham Lane"</i></p> <p><i>"This would reduce traffic problems Chapel Street and retain character of the area"</i></p>
New Scheme Suggestions	<ul style="list-style-type: none"> ● All villages to have variable 20mph speed limit zones around school pick up and drop off times with flashing signs. ● Parking enforcement around schools and stations. ● Bus service linking Northwich to transport links and local hospitals. ● Extend the walkway alongside the Weaver to the Hayhurst Bridge. ● UA05- Improve safety, lighting and road surface. Implement zebra crossing at this junction. ● "No Left Turn" signs at the Town Bridge/Dane Street and Watling Street junction ● The junction of the A533/Jack Lane needs improvements due to number of accidents. ● A new 3rd slip lane at westbound exit of the King Street Roundabout. ● Widen Dane Street to allow for two-way traffic. 	<p><i>"I believe a bus service circulating between all Northwich area railway stations, linked to local hospitals and the Town Centre will be beneficial"</i></p> <p><i>"I have encountered more than one vehicle attempting to turn left from the A533 into Weaver Way"</i></p> <p><i>"The junction with Jack Lane and A533 is not included in the list of schemes and this is an accident hot spot"</i></p> <p><i>"As a long term resident might I suggest that Dane Street could be a key to problems making it a little wider"</i></p>
UA04	<ul style="list-style-type: none"> ● Concerns of air pollution in residential areas resulting from Gadbrook Park traffic. ● Traffic hugely increases when there are issues on the motorway. 	<p><i>"Afternoon fumes at 1, 3, 5 & 7 Penny's Lane are becoming worse"</i></p>

Source: Mott MacDonald

As can be seen in the table above the majority of additional comments submitted as part of the consultation process relate to the UA07 proposal (re-opening of private road through Marbury Park). With the exception of the letter on behalf of P&D Northern Steels Limited Executive Pension Fund, all these responses detailed strong objections to the proposal due to the importance and use of the park and road safety issues which were present when the road was previously open.

5 Conclusion

This consultation provided key stakeholders and members of the public to comment on the identified issues and proposals for the NTS. Consultation materials and methods of participation were widely publicised throughout the consultation period to engage with the public and encourage their involvement in the development of the strategy.

Therefore, the consultation received a high level of interest from the public and stakeholders with over 1000 survey responses and well attended events across the wider urban area. This resulted in a good overall response rate and robust sample which was representative across age, gender and residing area.

Stakeholders were engaged at the baseline stage of the process to identify the key issues across the study area. Key stakeholders included Northwich BID and Cheshire East as examples. A number of potential schemes were also identified through discussions with stakeholders, such as the suggestion from Northwich Town Council to re-open Marbury Lane.

The 6 consultation events hosted across the wider urban area were well attended and highlighted concerns such as congestion at the Winnington/Barnton Swing Bridge the reopening of Marbury Lane (UA07).

Results from the consultation survey show a good level of agreement with the identified key issues across all three study areas and the majority of proposed schemes. Proposals receiving the highest levels of disagreement include Highway Schemes UA07-UA10 and Active Travel measures in the longer distance area (LD05).

In addition to the survey results a number of letters and emails were also received regarding the NTS which predominantly expressed concerns over the reopening of Marbury Lane (UA07) and the Wallascote Road Link (UA09). A number of new schemes were also suggested including variable 20mph speed limit zones around schools.

. A summary of consultation responses for each individual measure can be found in Appendix J.

5.1 Next Steps

In order to develop the final strategy for the Northwich Transport Strategy, the project team will work to refine the list of scheme options and groups based on the results of consultation. Additional schemes and scheme alterations suggested within the consultation will also be considered at this stage.

More detailed options will then be developed for options schemes to be included in the final NTS, taking indicative costs and timescales into account. Further modelling will also be undertaken to test the expected benefits of schemes and assess their impact in future scenarios.

Measures will be packaged together and a series of proformas will be developed for the scheme 'packages' to provide a summary of the steps needed to develop the scheme options. These proformas will also detail potential funding for and phasing of the schemes.

The final draft strategy will be available in April 2018. It is planned that this will be presented to CWaCC Cabinet in May 2018 for formal approval.

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A. Paper copy of Consultation Survey

Northwich Transport Strategy Consultation Survey

Work is underway to prepare a new transport strategy for Northwich and the surrounding area. This is being developed to support future housing and regeneration plans for the town as set out in the Council's Local Plan allocations and the emerging Neighbourhood Plans.

To develop the final strategy, we have identified a list of key issues and potential schemes for addressing these issues that we would like your views on.

What will my views be used for?

The consultation period runs from Monday 25th September to Sunday 31st December 2017.

The feedback we receive will be used to help shape and finalise the Northwich Transport Strategy, which will be published in early 2018. It will contain a list of recommendations and an action plan for implementing them in the future.

How to complete this questionnaire

Please ensure you have read the supporting documents (including the Northwich Transport Strategy Consultation Document and Options Report) before completing the survey. These documents are available on the consultation web page at:

www.cheshirewestandchester.gov.uk/nts

- Please use a black or blue pen.
- In most cases you will only have to cross (X) one box, and for others you can select multiple answers.
- Some questions will ask you to write in a box but please feel free to leave them blank if you do not wish to comment.
- Please feel free to provide information or comments on additional paper as required.
- Completing the questionnaire is voluntary and all the information you provide will be treated in the strictest of confidence. No information will be released that could identify an individual, household or organisation.
- Once you have completed the questionnaire please return in the pre-addressed envelope supplied. You do not need to add a stamp.
- If you do not have a pre-addressed envelope please return to Research and Intelligence Team, Cheshire West and Chester Council, 4 Civic Way, Ellesmere Port, CH65 0BE

Transport issues in Northwich Town Centre

1. To what extent do you agree or disagree that the following issues identified for transport in Northwich Town Centre need to be addressed in the Transport Strategy? (Please select one option per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
There are few evening bus services between parts of the wider urban area and Northwich Town Centre (e.g. to serve the new leisure facilities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Northwich Railway Station is served by an hourly train service which has poor quality trains and an uncompetitive journey time to Manchester in comparison to travel by car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Northwich Railway Station is remote from the Town Centre and is poorly connected by bus, walking and cycling routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is a lack of cycling infrastructure within and around the Town Centre and existing off-road routes are poorly signposted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is a need to maintain good access by all types of transport to support Barons Quay and future Town Centre redevelopment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Do you have any additional comments you would like to make about transport issues in Northwich Town Centre? (Please tell us in the box below)

Transport issues within the wider urban area

3. To what extent do you agree or disagree that the following issues identified for transport within the wider urban area need to be addressed in the Transport Strategy? (Please select one option per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Several pinch points exist within the wider area, which cause congestion and delay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The future capacity of the road network is of concern due to the number of substantial developments planned or currently under construction in the wider area of Northwich, such as Winnington Urban Village	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Concern that some potential solutions to add highway capacity may have a displacement impact on other parts of the network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are a number of corridors experiencing congestion (e.g. the A559 Hartford corridor) experiences severe levels of school related congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are concerns about perceived poor air quality for residents in areas of congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The distribution of local services (e.g. the concentration of schools in Hartford and the Mid Cheshire Hospital estate) and future employment development presents transport challenges for non-car access to services and jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poor walking and cycling networks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Do you have any additional comments you would like to make about transport issues within the wider urban area of Northwich? (Please tell us in the box below)

Transport issues over longer distances

5. To what extent do you agree or disagree that the following issues identified for transport over longer distances (to areas like Chester, Liverpool and Manchester) that need to be addressed in the Transport Strategy? (Please select one option per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Lack of rail interchange between the Mid Cheshire Line and West Coast Mainline, reduces rail connectivity to strategic locations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus links to a number of locations outside of Northwich (e.g. Winsford and Leighton Hospital and further afield, such as Altrincham and Warrington) are infrequent, particularly at weekends, and unavailable during the evening period	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Capacity issues on main roads linking Northwich to other urban areas and the motorway network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High levels of outward commuting in Northwich presents a need to create an efficient transport network to ensure it remains an attractive area for residents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The impact HS2 will have on the local network during the construction phase	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The need to ensure connectivity is improved so that residents of Northwich and the wider urban area benefit from the Mersey Gateway Bridge and enhanced connectivity to national destinations from the proposed HS2 station at Crewe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of long distance cycle routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Do you have any additional comments you would like to make about transport issues for travel over longer distances? (Please tell us in the box below)

Measures to address transport issues in Northwich Town Centre

7. Generally speaking, do you agree or disagree with the following proposals identified for Northwich Town Centre? (See pages 7 to 8 of the Northwich Transport Strategy Consultation Document or page 6 of the Options Report) Please select one option per row.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Junction improvements (Reference TC01 to TC04)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Highways schemes (Reference TC05)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking and cycling (Reference TC06 to TC07)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transport (Reference TC08)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking (Reference TC09 to TC10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Demand management (Reference TC11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Do you have any views on any of the proposals listed above? If you have any comments about specific measures please tell us which measures you are referring to in your answer (you can write the reference numbers and letters listed on pages 7 to 8 of the Northwich Transport Strategy Consultation Document or page 6 of the Options Report).

Measures to address transport issues across the wider urban area

9. Generally speaking, do you agree or disagree with the following proposals identified for the wider urban area? (See pages 9 to 11 of the Northwich Transport Strategy Consultation Document or page 7 and 8 of the Options Report). Please select one option per row.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Junction improvements (Reference UA01 to UA06)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Highways schemes (Reference UA07 to UA10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking and cycling (Reference UA11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transport (Reference UA12 to UA17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking (Reference UA18 to UA19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Demand management (Reference UA20 to UA25)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. Do you have any views on any of the proposals listed above? If you have any comments about specific measures please tell us which measures you are referring to in your answer (you can write the reference numbers and letters listed on pages 9 to 11 of the Northwich Transport Strategy Consultation Document or page 7 and 8 of the Options Report).

Measures to address transport issues over longer distances

11. Generally speaking, do you agree or disagree with the following proposals identified for transport over longer distances? (See pages 12 to 13 of the Northwich Transport Strategy Consultation Document or pages 8 and 9 of the Options Report). Please select one option per row.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Junction improvements (Reference LD01 to LD04)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Active travel (Reference LD05)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transport (Reference LD06 to LD09)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Demand management (Reference LD10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12. Do you have any views on any of the proposals listed above? If you have any comments about specific measures please tell us which measures you are referring to in your answer (you can write the reference numbers and letters listed on pages 12 to 13 of the Northwich Transport Strategy Consultation Document or pages 8 and 9 of the Options Report).

About you

Completing this section is voluntary and all the information you provide will be treated in the strictest of confidence. No information will be released that could identify an individual or organisation.

13. Which of the following best describes you? (Please select all that apply)

- I am a resident of Cheshire West and Chester
- I am an elected Member of Cheshire West and Chester Council
- I am an employee of Cheshire West and Chester Council

- I am a local Town or Parish Councillor
- I am a representative of a voluntary or community organisation
- I am responding on behalf of a local business
- Other (please specify): _____

14. If you are responding on behalf of a group, organisation or business please name it in the box below. You do not have to complete the rest of this section.

15. Please tell us your postcode.

16. Are you...?

- Male
- Female
- Prefer not to say
- Prefer to use own term: _____

17. Which age group do you belong to? (Please note that if you are aged under 16 you need the permission of a parent, guardian or teacher to take part in this survey).

- Under 16 (please provide the name or email address of your parent/guardian/teacher below)
- 16-24
- 25-34
- 35-44

- 45-54
- 55-64
- 65-74
- 75 and over
- Prefer not to say

Name/email address:

18. Do you have a long term illness, health issue or disability that limits your daily activities or the work you can do? Please select one option only.

- Yes
- No
- Prefer not to say

19. If you answered 'yes' please indicate which of the following applies to you? Please select all that apply

- Physical impairment that causes mobility issues, e.g. wheelchair
- Visual impairment
- Hearing impairment
- Learning disability or difficulty
- Mental Health issue
- Long standing illness or health condition
- Other (please specify): _____

If you have any further comments please use the space provided below.

Thank you for taking part in this consultation

Additional Comments



B. Leaflet

C. Northwich Guardian Article

Northwich Guardian

26th September

Cheshire West and Chester unveils strategy to cut Northwich congestion and improve transport

Stephen Topping [@stopping](#)



The Northwich Transport Strategy aims to boost infrastructure

BOROUGH chiefs are calling on Northwich residents to have their say after releasing 46 proposals to help improve the town's transport network.

Cheshire West and Chester Council has unveiled its Northwich Transport Strategy, which aims to improve public transport, cut congestion on major roads and boost infrastructure for cyclists and pedestrians.

The council has already met with groups including Northwich BID to draw up its draft proposals, and it now wants residents to take part in consultation by December 31 – before the completed strategy is expected to be approved next spring.

Cllr Brian Clarke, CWACC cabinet member for economic development and infrastructure, is stressing the need to improve infrastructure to continue the Town Centre's growth and prepare the area for with more than 4,000 new homes.

“Northwich Town Centre is receiving over £130 million public and private sector investment, transforming the town's role as a major retail and leisure destination,” he said.

“The success of the transport strategy relies on accurate information from residents and businesses to address the problems and provide solutions.”

The current draft strategy includes plans to improve the gyratory, develop a new link road between Winnington and Barons Quay, explore new bus services, and ease congestion on the A556, A533 and A559.

Public drop-in sessions will also be held from 4pm at Barnton Memorial Hall on October 12, Hartford Village Hall on October 25, Weaverham Community Centre on November 1, Lostock Gralam Community Centre on November 7, Foyer Bar in Memorial Court on November 16, and The Venue, in Rudheath, on November 22.

For the full strategy and to complete the survey, visit cheshirewestandchester.gov.uk/nts

D. Chester Chronicle Article



You can help decide future transport strategy for Northwich

Public drop-in sessions have been announced as part of plans to improve transport links in the town



By [Michael Green](#) Executive Editor Cheshire Weeklies
14:00, 29 SEP 2017

NEWS



Northwich town centre (Image: UGC)

Have your say on the new transport strategy for Northwich, by giving your views on how the town can improve transport links.

The strategy is being developed to address current traffic congestion issues and support the future housing and regeneration plans for the town and wider urban area. The plans and proposals will be included in a public consultation for the next 12 weeks.

Cheshire West and Chester Council has already had discussions with local groups including the Mid-Cheshire Development Board, the Northwich and Gadbrook Park Business Improvement District groups, the emergency services, local transport providers and representatives from the education and health sectors.

In addition, a detailed evidence base has been prepared to help identify the many issues and opportunities that need to be addressed by the study.

The majority of commuter trips within Northwich are made by car, leading to localised congestion problems in and around the town.

Particular problems occur on the A556 around the Gadbrook Business Park junction, the A533 (with the swing bridge linking Winnington to Barnton a known congestion pinch point) and the Town Centre gyratory.

Councillor Brian Clarke, Cabinet member for economic development and infrastructure, said: “Northwich Town Centre is receiving over £130 million public and private sector investment, transforming the town’s role as a major retail and leisure destination.

“In addition to Barons Quay there has been a new marina, the Memorial Court leisure and entertainment centre and flood defence works. A series of local transport improvements have been introduced to aid traffic movements in the Town Centre. The town is also the focus of significant housing growth with over 4000 homes planned for the area.

“The success of the transport strategy relies on accurate information from residents and businesses to address the problems and provide solutions. Please take part in the consultation either completing the online survey or visit one of the drop in sessions.”

Another unique feature of Northwich is the concentration of ten schools and colleges. Only two of the schools have a local catchment area.

Sir John Deane’s Sixth Form College also draws its students from a sizeable catchment area. This also adds to the traffic pressures along the A559 Hartford corridor during peak times.

The following public drop-in sessions have been scheduled as part of the consultation to consider draft recommendations and proposals:

Thursday, October 12, 4-6.30pm - Main Hall, Barnton Memorial Hall;
Wednesday, October 25, 4-7pm, Main Hall, Hartford Village Hall; Wednesday,

November 1, 4-6.30pm, Weaverham Community Centre; Tuesday, November 7, 4-7pm, Main Hall, Lostock Gralam Community Centre; Thursday, November 16, 4-7pm, Foyer Bar, Memorial Court; Wednesday, November 22, 4-7pm, Main Foyer, The Venue, Rudheath.

E. Winsford Guardian Article

Winsford Guardian

News Business Education Where You Live Clubs and Societies Video News National News Strange News Contact Us

26th September 2017

Cheshire West and Chester unveils strategy to cut Northwich congestion and improve transport

Stephen Topping [@stetopping](#)



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For the full strategy and to complete the survey, visit cheshirewestandchester.gov.uk/nts

F. Your West Cheshire Online Article



your West Cheshire

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Northwich Transport Strategy

22 September 2017

Have your say on the new transport strategy for Northwich, by giving your views on how the town can improve transport links. The strategy is being developed to address current traffic congestion issues and support the future housing and regeneration plans for the town and wider urban area. The plans and proposals will be included in a public consultation from September 25 for 12 weeks.

Cheshire West and Chester Council has already had discussions with local groups including the Mid-Cheshire Development Board, the Northwich and Gadbrook Park Business Improvement District groups, the emergency services, local transport providers and representatives from the education and health sectors. In addition, a detailed evidence base has been prepared to help identify the many issues and opportunities that need to be addressed by the study.

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"In addition to Barons Quay there has been a new marina, the Memorial Court leisure and entertainment centre and flood defence works. A series of local transport improvements have been introduced to aid traffic movements in the town centre. The town is also the focus of significant housing growth with over 4000 homes planned for the area.

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Another unique feature of Northwich is the concentration of ten schools and colleges. Only two of the schools have a local catchment area. The Sir John Deane's Sixth Form College also draws its students from a sizeable catchment area. This also adds to the traffic pressures along the A559 Hartford corridor during peak times.

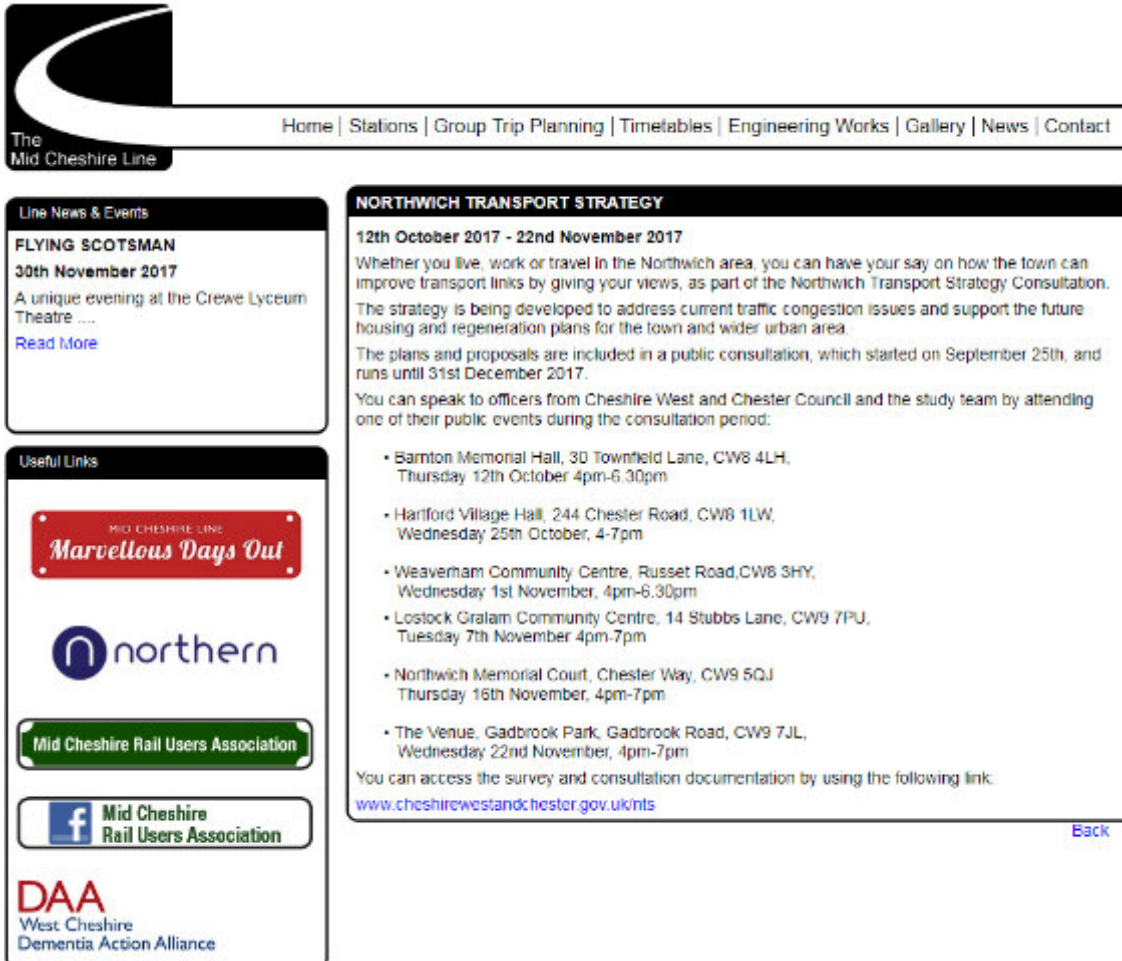
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- Tuesday 7 November 4pm to 7pm - Main Hall, Lostock Gralam Community Centre
- Thursday 16 November 4pm to 7pm - Foyer Bar, Memorial Court
- Wednesday 22 November 4pm to 7pm - Main Foyer, The Venue, Rudheath

An online survey will be available at: www.cheshirewestandchester.gov.uk/nts from Monday 25 September. Paper copies of the survey and leaflets will also be available at the drop in events as well as in local libraries and information points. Exhibition boards will be on display throughout the consultation period at Northwich Customer Service Centre.

It is planned that the new Northwich Transport Strategy will be completed in spring 2018.

G. Mid Cheshire Rail Online Article



The screenshot shows the website for The Mid Cheshire Line. At the top, there is a navigation menu with links for Home, Stations, Group Trip Planning, Timetables, Engineering Works, Gallery, News, and Contact. Below the navigation, there are three main content areas:

- Line News & Events:** A section titled "FLYING SCOTSMAN 30th November 2017" with a sub-headline "A unique evening at the Crewe Lyceum Theatre" and a "Read More" link.
- Useful Links:** A section containing logos for "Marvellous Days Out", "northern", "Mid Cheshire Rail Users Association", and "DAA West Cheshire Dementia Action Alliance".
- NORTHWICH TRANSPORT STRATEGY:** A section titled "12th October 2017 - 22nd November 2017" with the following text:

Whether you live, work or travel in the Northwich area, you can have your say on how the town can improve transport links by giving your views, as part of the Northwich Transport Strategy Consultation. The strategy is being developed to address current traffic congestion issues and support the future housing and regeneration plans for the town and wider urban area. The plans and proposals are included in a public consultation, which started on September 25th, and runs until 31st December 2017. You can speak to officers from Cheshire West and Chester Council and the study team by attending one of their public events during the consultation period:

 - Barnton Memorial Hall, 30 Townfield Lane, CW8 4LH, Thursday 12th October 4pm-6.30pm
 - Hartford Village Hall, 244 Chester Road, CW8 1LW, Wednesday 25th October, 4-7pm
 - Weaverham Community Centre, Russet Road, CW8 3HY, Wednesday 1st November, 4pm-6.30pm
 - Lostock Gralam Community Centre, 14 Stubbs Lane, CW9 7PU, Tuesday 7th November 4pm-7pm
 - Northwich Memorial Court, Chester Way, CW9 5QJ, Thursday 16th November, 4pm-7pm
 - The Venue, Gadbrook Park, Gadbrook Road, CW9 7JL, Wednesday 22nd November, 4pm-7pm

You can access the survey and consultation documentation by using the following link:
www.cheshirewestandchester.gov.uk/nts

[Back](#)

H. Cheshire and Warrington LEP Online Article



**Cheshire and Warrington
Local Enterprise Partnership**

You can help decide future transport strategy for Northwich

Have your say on the new transport strategy for Northwich, by giving your views on how the town can improve transport links.

The strategy is being developed to address current traffic congestion issues and support the future housing and regeneration plans for the town and wider urban area. The plans and proposals will be included in a public consultation for the next 12 weeks.

Cheshire West and Chester Council has already had discussions with local groups including the Mid-Cheshire Development Board, the Northwich and Gadbrook Park Business Improvement District groups, the emergency services, local transport providers and representatives from the education and health sectors.

In addition, a detailed evidence base has been prepared to help identify the many issues and opportunities that need to be addressed by the study.

[Read more from Chester Chronicle here.](#)

I. Cheshire Police Alert Online Article



NORTHWICH TRANSPORT PLAN

Alert message sent 06/11/2017 15:04:00

Information sent on behalf of Cheshire Constabulary



Cheshire West and Chester Council are currently consulting on Northwich Transport Plan.

The strategy is being developed to address current traffic congestion issues and support the future housing and regeneration plans for the town and wider urban area. The plans and proposals are included in a 12 week public consultation, closing date 31 December 2017.

Public drop-in sessions have been scheduled as part of the consultation to consider draft recommendations and proposals.

- Tuesday 7 November 4pm to 7pm - Main Hall, Lostock Gralam Community Centre
- Thursday 16 November 4pm to 7pm - Foyer Bar, Memorial Court
- Wednesday 22 November 4pm to 7pm - Main Foyer, The Venue, Rudheath

An online survey is available at: www.cheshirewestandchester.gov.uk/nts. Paper copies of the survey and leaflets are also available at the drop in events as well as in local libraries and information points. Exhibition boards will be on display throughout the consultation period at Northwich Customer Service Centre.

It is planned that the new Northwich Transport Strategy will be completed in spring 2018.

J. Summary of survey responses to each measure



Town Centre			
Survey Responses	Individual Measure	Summary of Comments	Quotes from Survey
Junction Improvements 76% Agree & Strongly agree	TC01- Winnington Hill Junction at Town Bridge, widening of the junction.	<ul style="list-style-type: none"> Needs to be priority and is required to facilitate other proposed schemes Also required from a safety perspective as HGV vehicles struggle to safely enter/exit the junction Removal of derelict buildings at bottom of Winnington Hill would be welcomed 	<p>"TC01 needs to be looked at now, and is clearly dangerous."</p> <p>"TC01 absolute must. Had several near misses there with lorries / buses"</p> <p>"TC01, I presume this means knocking down the dangerous buildings at the bottom of Winnington Hill. about time too"</p> <p>"TC01=Agree needs widening to facilitate large vehicle access to Winnington Hill"</p> <p>"TC01-04 very much needed, re the town centre, can traffic lights be timed to work together more effectively."</p>
	TC02- Improve the town centre one-way system at the junction of Town Bridge, Dane Street and Watling Street (A533)	<ul style="list-style-type: none"> Some comments to suggest no issues/no proposal required Can't see any further improvements to be made 	<p>"Nothing wrong so why change!!"</p> <p>"not been changed very long, can't see any advantage"</p> <p>"TC02 AND 3 are not urgent"</p>
	TC03- Improve junction capacity at the traffic lights at Chester Way / Venables Road.	<ul style="list-style-type: none"> Some comments to suggest no issues/no proposal required Chesterway/Crum Hill junction needs improvements- traffic lights causing delays 	<p>"The junction of Chesterway/Crum Hill also needs attention - traffic lights here cause long"</p>

	<p>delays on Chesterway eastbound which backs up onto the gyratory”</p> <p>“4-way light system would solve all right turn problems”</p> <p>“wholly disagree as the demand doesn't justify the cost.”</p> <p>“TC04- Stop pussyfooting about and change the phasing of the relevant lights job done”</p> <p>“TC04 is likely to be either prohibitively expensive (requiring major modifications to Station Road bridge), or have unintended consequences of worsening tailbacks on Middlewich Road.”</p> <p>“TC05 would be a sensible suggestion, as long as the capacity issues relating to the swing bridge are resolved at Winnington.”</p> <p>“any reuse of existing infrastructure makes absolute sense”</p> <p>“I'm particularly in favour of TC05, which would make a massive difference”</p> <p>“TC05 would very much help/improve access to the shopping centre”</p> <p>“Support principle of TC05 but concerned over environmental impacts”</p> <p>“Need safe walking routes to educational establishments in Hartford”</p> <p>“better cycle security needed”</p> <p>“cycling surfaces seem fine, detailing of the cycle/pedestrian/road junctions need attention.”</p>
<p>TC04- B5082 Middlewich Road / Manchester Road undertake improvements to enable right turn movements from Rudheath into Tesco and Northwiche Station.</p>	<ul style="list-style-type: none"> • Suggestions to improve right turn out of Victoria Road • Suggested that junction is not that well utilised • Perceptions that benefits unlikely to outweigh costs
<p>Highway Schemes</p> <p>69% Agree & Strongly agree</p>	<p>TC05- Develop a new link road between Winnington and Leicester Street at Barons Quay, aligning along from TATA Winnington to the A533.</p> <ul style="list-style-type: none"> • Strong support for this scheme to take traffic out of the town centre • Route which has minimal impact on housing etc • Some environmental concerns • Won't be effective in isolation
<p>Walking and Cycling</p>	<p>TC06- Review of cycle route condition and deliver resurfacing improvements to off-road routes where possible (TC06a);</p> <p>-Explore options to deliver a new off-road town centre walking and cycling network making use of the</p> <ul style="list-style-type: none"> • Walking and cycling routes around schools • Lack of cycle parking noted a number of times- generally, at the station and The Bull Ring area- also quality i.e. needs to be secure.

<p>62% Agree & Strongly agree</p>	<p>canal and river systems (TC06b); -Undertake Town Centre cycle parking review and enhance cycle parking offer to support active travel (TC06c).</p>	<ul style="list-style-type: none"> • Cost effective- views that these schemes are more realistic but not a preference for all (50/50) 	<p>“TC06/07 Cycling infrastructure improvements are not a priority or necessity in light of the current infrastructure problems and should therefore not be a major consideration.”</p>
<p>Public Transport</p> <p>70% Agree & Strongly agree</p>	<p>TC07-Encourage private sector bike hire scheme at Northwich Rail station and key points across the town centre to support visitor connectivity, commuting and cycling opportunity and improved links to locations such as Gadbrook Park.</p>	<ul style="list-style-type: none"> • Good if can be kept in safe secure place • Generally not well supported, possibly useful for access to Gadbrook from station not just around Northwich 	<p>“Strongly agree with TC07” “Essential based on public transport hubs” “Not convinced bike hire schemes would be utilised.” “TC7 Strongly disagree it would be a white elephant nobody would use it!”</p>
<p>Public Transport</p> <p>70% Agree & Strongly agree</p>	<p>TC08-Support Network Rail and Northern Rail to deliver a major enhancement of Northwich Station including new step free access to the Chester platform, improved interchange between bus and rail services and an improved station building.</p>	<ul style="list-style-type: none"> • Would prefer to see improvements to services than station facilities however number of comments stating importance of step free access • Support for better interchange with bus and rail services- bus timetables noted within the key issues responses as not supportive of rail • Better links to Liverpool from Northwich 	<p>“Improving the station building at Northwich is a good idea, but only if it actually provides services.” “there should also be better connectivity between Northwich town centre and Hartford station.” “TC08 isn’t needed. What is needed is an upgrade of the trains/line not the station itself.” “TC08- strongly agree as currently impossible to take a pram or wheelchair up from the platform. also please consider options for linking Northwich trains to Hartford trainline.” “TC08 - the step free access is urgently needed at the station since the station is not fully manned”</p>

<p>Parking</p> <p>59% Agree & Strongly agree</p>	<p>TC09- Following the completion of town centre development, consider appropriate locations for taxi provision.</p>	<ul style="list-style-type: none"> • Not a top priority • Suggestions for taxi rank near bus station to support bars/restaurants • Would prefer improvements to public transport (cheaper form of transport) 	<p><i>“Parking ones seem unnecessary especially for taxis when public transport for buses should be made more of a priority.”</i></p> <p><i>“Parking for electric vehicles and taxi provisioning isn’t a major concern in the area”</i></p> <p><i>“taxi’s, being the most expensive form of transport per mile should not be prioritised over cycle parking”</i></p> <p><i>“If parking charges are to be implemented, my view is that it should apply from 09:00 - 12:00, and from 14:00 - 15:00 only to discourage commuter use and encourage shopper/ leisure visits to the town centre.”</i></p>
<p>60% Agree & Strongly agree</p>	<p>TC10-Enhance Electric Vehicle parking offer through introducing electric vehicle charging infrastructure within town centre car parks to meet Council Parking Supplementary Planning Document standards.</p> <p>TC11-Review service vehicle time restrictions to reduce HGV movement and pedestrian conflict, once Barons Quay is fully operational.</p>	<ul style="list-style-type: none"> • Parking still inadequate • Suggestions to not implement charges until Barons Quay is operational • No issues mentioned of HGVs in town centre but suggestions for improved signage • Issue of HGVs around Winnington Hill causes danger for pedestrians 	<p><i>“HGV deliveries will have time slots to most customers, restricting them further could prove counterproductive especially for say fuels/materials to businesses”</i></p> <p><i>“need clear signage for all HGV traffic that finds itself in town including signs into Barons Quay loading areas. Signage to M and S loading areas”</i></p>

- Priority/strong support
- Some support
- Lack of support/not a priority
- Mainly Opposition

Wider Urban Area

Survey Responses	Individual Measure	Summary of Comments	Quotes from Survey
Junction Improvements	<p>UA01- Deliver schemes to reduce congestion at the Winnington / Barnton Swing Bridge pinch point:</p> <ul style="list-style-type: none"> -In the short term by increasing junction capacity (UA01a); -In the long-term by providing a new bridge to provide an alternative route (UA01b); -Junction improvement at A533 Winnington Lane / Winnington Avenue (UA01c). 	<ul style="list-style-type: none"> • Most important/highest priority scheme • General support for UA01-UA06 with some having more priority than others such as UA01 and UA04 	<p>“UA01 is an absolute priority for the council.”</p> <p>“UA01 is a no brainer. Increase in traffic with the (positive in my view) urban village”</p> <p>“UA01 New bridge is essential”</p> <p>“ua01 with all the new housing developments it is essential to have a new bridge.”</p>
78% Agree & Strongly agree	<p>UA02-Reduced congestion along A559 Greenbank / Hartford Corridor through:</p> <ul style="list-style-type: none"> Junction capacity improvements along Greenbank/ Hartford Corridor to reduce congestion (UA02a); 	<ul style="list-style-type: none"> • Mixed responses • Some support for this scheme with some comments questioning benefits of this scheme in comparison to others. • A556 improved access is much needed along with improvements to aid the flow of traffic through Hartford such as the Greenbank 'roundabout' 	<p>“suggestion to introduce a right turn into School Lane seems problematic, the junction would be much improved by simply phasing the lights better”</p> <p>“Definitely required - No idea why it was closed off when the junction was improved.”</p> <p>“I worry that UA02B would have a detrimental effect on westbound flows on the A556 in view of the</p>

<p>delays caused by the creation of the recent Hilltop Estate junction.”</p>		
<p>“I believe that the slip road to Winsford which is one lane one way at present should be widened to two direction traffic therefore easing the traffic at Kingsmead and Davenham roundabout” “I would like to see improvement at the A533 junction with Jack Lane Moulton”</p>	<ul style="list-style-type: none"> • Few comments relating to this scheme • Some agreement that improvements required to ease traffic at roundabout. • Junction at Jack Lane should also be considered 	
<p>“Offering southern entrance to Gadbrook park should massively improve congestion” “Improved and suitable access to Gadbrook Park is required urgently.” “Better access and parking is required around Gadbrook Park - URGENTLY.”</p>	<ul style="list-style-type: none"> • Strong support for any schemes that will ease congestion or alleviate parking constraints around Gadbrook Park. • Concerns from Rudheath residents and Gadbrook employees • Car parks need to be managed if spaces increased or more people will drive 	<p>UA04-Deliver junction improvements to reduce congestion along A556 in the vicinity of Gadbrook Park:</p> <ul style="list-style-type: none"> -Develop a new junction on the A556 to the west of the existing Gadbrook Park site to open up development land (UA04a); -Consider opportunities to introduce a second southern access to Gadbrook Park (UA04b); -Implement improvement scheme at Gadbrook Road/ A556 junction to reduce congestion caused by traffic entering and existing Gadbrook Park (UA04c);

		<p>-Junction improvement at roundabout junction with the A556/A530 (UA04d);</p> <p>-Junction improvement scheme at A530 King Street / B5082 Middlewich Road (UA04e);</p> <p>-Junction improvement scheme at A556 / B5082 Pennys Lane (UA04f).</p>	
<p>UA05-Junction improvements in Wincham along signed B5075 New Warrington Road/ Chapel Street (UA05a)</p> <p>A559 Marston Lane/ Church Street (UA05b)</p>	<p>• Church Street- phasing of lights causing congestion</p>	<p>UA05-Junction improvements in Wincham along signed B5075 New Warrington Road/ Chapel Street (UA05a)</p> <p>A559 Marston Lane/ Church Street (UA05b)</p>	<p>“these roads should be for local traffic only. HGVs should all be routes down Manchester Road/ Hall Lane.”</p> <p>“part of the problem here is caused by poor choice of signal phasing at the existing A559/Church Street junction”</p>
<p>UA06-Junction improvements in Lostock Gralam:</p> <p>-A559 Manchester Road/ A559 Hall Lane/Station Road(UA06a);</p> <p>-A559 Manchester Road / Stubbs Lane (UA06b);</p> <p>-A556/A559 roundabout junction (UA06c).</p>	<p>• Manchester Road/Hall Lane junction highlighted for improvements- no specific issues highlighted in relation other junctions</p>	<p>UA06-Junction improvements in Lostock Gralam:</p> <p>-A559 Manchester Road/ A559 Hall Lane/Station Road(UA06a);</p> <p>-A559 Manchester Road / Stubbs Lane (UA06b);</p> <p>-A556/A559 roundabout junction (UA06c).</p>	<p>“Lack of right turning lanes means that traffic backs up at the Manchester Road/Hall Lane junction. Installing a right turn lane here on each side of the Manchester road carriageway would CONSIDERABLY improve traffic flows.”</p> <p>“UA01-UA06 generally highly desirable”</p>
<p>Highway Schemes</p>	<p>• Significant opposition- ** majority of additional comments stating objections to this scheme.</p> <p>• Well used recreational link, little benefit in terms of taking traffic away from town centre?</p>	<p>UA07-Bring closed private road up to required standard to support alternative route north through Marbury Country Park.</p>	<p>“I vehemently oppose opening the Marbury road to cars”</p> <p>“I strongly DISAGREE about reopening road through Marbury Country Park”</p> <p>“I have strong reservations about re-opening”</p>

<p>59% Agree & Strongly agree</p>	<p>UA08-Utilisation of former TATA railway to the south of the River Weaver to form a road link and new bridge crossing linking to Cosgrove Business Park (UA08a);</p> <p>-Road link from new bridge crossing joining to the A533 to the north of Barrton (UA08b);</p> <p>-Utilisation of former TATA railway line for use as road scheme to link to Winnington Avenue (UA08c);</p> <p>-Utilisation of former TATA railway line as a road through Winnington near to Victoria Infirmary to A559 or new rail link joining the Mid Cheshire Line and Middlewich Branch line with a new Winnington Station (UA08d).</p>	<ul style="list-style-type: none"> • Some support to UA08a as need for new bridge is urgent • Bridge should be priority. Little support for additional roads as believe will have minimal benefits • May add to congestion in Hartford • Issues can be solved by new bridge without additional roads 	<p><i>"will not benefit traffic movement to the north of Northwich"</i></p> <p><i>"we would not support a road link and new bridge to the north of Barrton"</i></p> <p><i>"Too much cost for little benefit"</i></p> <p><i>"This plan would create a road barrier between the town and Northwich Woodlands, including Furey Wood. Not good."</i></p>
<p>UA09-Introduce a road scheme from Wallascote Road to A49 using the former rail alignment</p>	<ul style="list-style-type: none"> • Mixed views relating to this scheme. • Support from outside Weaverham area as a congestion reduction scheme. • Support in Weaverham if not linked to encouraging housing and won't affect greenbelt land. • Will add to congestion on A49 which already causes problems for people in Weaverham • Opposition due to current land use for leisure and recreation 	<p><i>"The thought of another bypass coming via Gorstage would only clog up the village even more."</i></p> <p><i>"Do not put a new road in Weaverham!"</i></p> <p><i>"A new bypass in Weaverham on the disused railway line will cause major distress and pollution around my home and my village."</i></p> <p><i>"great idea if only road installed and not further housing as a result to fund"</i></p> <p><i>"Linking Winnington village and the A49 at Weaverham would be a disaster"</i></p> <p><i>"UA09 Has got to be the solution" "UA09 Makes the most sense"</i></p>	

	<p>UA10-Link the above road scheme to the A556 via the introduction of a further link road.</p>	<ul style="list-style-type: none"> • Some opposition/lack of support • Perceptions that road is not congested enough for such a high cost scheme 	<p>“expensive proposition to a road which is, on average, not that congested”</p>
<p>Walking and Cycling</p> <p>64% Agree & Strongly agree</p>	<p>UA11:</p> <ul style="list-style-type: none"> -Improved cycling and pedestrian connection between Northwich Town Centre, Winnington (UA11a); -Walking and cycling route utilising waterway into Northwich Town Centre from Winnington and Anderton (UA11b); -Review plans for radial corridor improvements from Northwich Cycling Strategy (UA11c); -Liaise with Hartford campus schools to open pedestrian/ cycling link from Manor Lane along River Weaver (UA11d); -New pedestrian/cycle bridge to enhance walking route between Barnton and Winnington at Winnington Lane historic bridge (currently no suitable footway along the bridge) (UA11e); -Cycle link utilising former rail alignment from A559 Chester Road to Greenbank Station (UA11f); 	<ul style="list-style-type: none"> • Support for schemes as can help reduce congestion • Needs to be safe • Good level of agreement with proposals generally not seen as a priority 	<p>“We need to improve and expand our cycling routes to ensure that we get maximum use and help to ensure improvements in air quality and fitness.”</p> <p>“Safe and well designed cycle/walking routes from residential areas to schools/shops/industrial areas could well encourage some people to leave the car at home”</p>

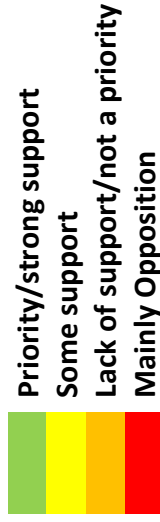
		<p>-Implementation of a footpath at Marbury Hollows to improve pedestrian access (UA11g).</p>	
<p>Public Transport</p> <p>72% Agree & Strongly agree</p>	<ul style="list-style-type: none"> • Parking at stations is urgently required- soft measures won't be enough to solve issues • More support for connecting bus services (if reliable and coincide with train times) than taxi/car sharing. 	<p>UA12-Help the train operating companies to be more proactive at offering solutions to contain demand for car parking space through measures such as car sharing incentives, taxi sharing, cost effective incentives to encourage travel to / from stations by bus.</p>	<p>“only works if there are frequent buses available”</p> <p>“With reference to the car parking in and around Hartford it needs to be remembered that not everyone can walk to the station and have no option but to park”</p> <p>“this is a city solution which is unlikely to work at the lower population densities around Northwich.”</p>
	<ul style="list-style-type: none"> • Parking at Hartford station is urgent • Cuddington and Greenbank also facing issues • Won't be needed unless services improve 	<p>UA13- Support opportunities to increase parking supply at stations in Northwich wider area to meet forecast demand in rail patronage and increase attractiveness of rail based park and ride.</p>	<p>“Multi stories- Long stay, low cost or free at rail stations”</p>
	<ul style="list-style-type: none"> • Good support for this scheme 	<p>UA14-Investigate long term possibility of connecting Mid-Cheshire and West Coast Mainline railway lines at their intersection north of Hartford to enable interchange.</p>	<p>“Will this not increase the traffic problems in the Hartford area?”</p> <p>“UA14 gets my vote”</p>
	<ul style="list-style-type: none"> • Improved bus links to Weaverham i.e. later in the evening • Needs to be supported by improvements to reduce congestion and improve journey times for buses 	<p>UA15-Where appropriate introduce evening bus services to residential areas e.g. Rudheath, Comberbach to access town centre and leisure facilities (UA15a);</p>	<p>“All about rail links at Hartford/Winnington</p> <p>What about improved services (i.e. bus) to and from Weaverham in the evenings”</p> <p>“Bus service from Weaverham to Northwich last bus 19.40 last from Northwich to Weaverham 19.25”</p>

<p>Implement measures of Winsford Transport Strategy for better bus services between Winsford, Middlewich and Northwiche (UA15b);</p> <p>-Review and promote opportunities to extend flexible/specialist bus services (UA15c).;</p> <p>-Explore options for enhanced bus travel to hospitals, possibly a new shuttle service similar to the Leighton Link Service that has been successfully introduced for Leighton Hospital in Crewe (UA15d).</p>		<p>UA16-Support smart, integrated ticketing system for all users of bus and rail services in the Northwiche area</p> <p>and introduce a new system of subsidised travel cards for students across Northwiche and the wider area</p>	<p>UA17- Review and identify opportunities to enhance bus priority at junctions with traffic signals.</p>	<p>UA18- Implement recommendations of Gadbrook Parking Study to increase car parking, implement TROs in Rudheath and implement travel planning measures to reduce</p>	<p>“strongly support a review of the entire bus service network to reflect current patterns of land use”</p>	<p>Support for scheme as may help to reduce congestion</p> <ul style="list-style-type: none"> • Lots of students travel separately by car 	<p>Few comments relating to this measure but lots of support for improving bus services to help reduce congestion.</p>	<p>Lots of support</p> <ul style="list-style-type: none"> • Gadbrook Park is a key concern for many respondents • urgent 	<p>“Student travel pass - vital, my children have finished but the cost of travel to S J Deane’s from Hartford was ridiculous.”</p> <p>“Smart cards like Oyster cards would be very practical.”</p> <p>“Subsidary for students would help reduce transport by cars”</p>	<p>“UA12-UA17 less so.”</p>	<p>“More parking is urgently required on Gadbrook Park.”</p> <p>“Rudheath estate residents maliciously damaging legally-parked cars”</p>
<p>Parking</p>											

<p>61% Agree & Strongly agree</p>	<p>demand and introduce multi storey car park options to cater for future demand.</p>	<p>UA19- Implementation of waiting restrictions on residential roads impacted by on street parking near Hartford Rail Station.</p>	<p>“Gadbrook park needs to focus on behaviour change” “SORT OUT GADBROOK THERE IS NO WHERE TO PARK” “There NEEDS to be better public transport to Gadbrook Park.” “Particularly welcome would be the plans to restrict on road parking near Hartford station” “there is a contradiction between encouraging people to use rail and then making it difficult to park” “It is completely unreasonable to restrict parking in Hartford.”</p>
<p>Demand Management</p> <p>61% Agree & Strongly agree</p>	<p>UA20- Encourage other schools to follow St Wilfred's Greenbank in investigating staggering school start and finish times to reduce congestion.</p>	<p>Mainly opposition to this scheme May make problem worse- need parking before this goes ahead Some support (presumably from residents) Will just displace the problem Will discourage people from using rail services</p>	<p>“staggered school times are a good idea” “disagree with this proposal as many parents have children at more than one school so have to hang around longer to drop off and collect children.”</p>
<p>UA21-Support extensions to the CWaCC Parent Parking Charter to encourage parents to leave cars further from schools and complete their journeys on foot.</p>	<p>No comments on the actual proposals but strong agreement with school parking issues. Already encouraged by The Grange Concerns of school related traffic were noted Dropping off at St Nicholas High School also noted as an issue due to limited access to Greenbank estate. Issues at Weaverham High School also noted</p>	<p>Lack of support or this scheme, wouldn't be enough to reduce congestion and not sure how it would work Unfair for families with children at different schools Parents unable to stagger work times so would just use breakfast clubs</p>	<p>“Another no-go area is the main road through Castle into Hartford. Try getting along there when it is near school start/finish time. The worst offenders are the parents whose children attend the Grange School. Drivers seem to think it necessary to take their children virtually to the front door” “The current schools in Hartford- while causing an increase of traffic at peak times, all are bound by poor policing of existing infrastructure.”</p>

			<p>“Dropping off and picking up children from Greenbank and Hartford schools can be a nightmare due to limited access to Greenbank estate.”</p> <p>“A556 we currently drive at 70mph on a good surface from the round tower to Hartford with no junctions or complications. PLEASE no speed restrictions on this part of the A556.”</p> <p>“From Hartford west junction A556 to Davenham is now a hell hole route over 40 years the speed and ‘race course’ ideas have vastly increased need 50mph and CAMERAS as no one takes notice”</p> <p>“A556 from school lane to Davenham roundabout is where traffic calming should be focused.”</p> <p>“The traffic lights need to be synchronised through the centre of Hartford. There is too much starting and stopping, which causes red-light running, frustration and pollution.”</p> <p>“Hartford traffic is horrendous. Too many traffic lights on A559</p> <p>Gadbrook park traffic lights horrendous”</p> <p>“Roberts Bakery traffic lights, A556”</p> <p>“Speed limits too low. Too many traffic lights, mini-roundabouts would be better.”</p> <p>“No to 20mph anywhere in district in causes more problems than it saves”</p> <p>“Don’t agree with UA24”</p> <p>“Area travel plans need desperately sorting out for schools in the Northwich”</p>
<p>UA22- Introduce traffic calming measures on Hartford Road in Davenham.</p>	<ul style="list-style-type: none"> Lack of support for scheme when considering whole corridor If any traffic calming required- from School lane junction only no issues from here to Cuddington Numerous comments suggesting they ‘strongly disagree’ However, some agree with safety concerns along this route between Hartford and Davenham. 	<ul style="list-style-type: none"> More applicable within the town centre However, lots of complaints regarding phasing of traffic lights causing congestion Some comments to suggest this is required in Hartford 	
<p>UA23- Introduce a package of urban traffic control measures to improve linking of junction signal timings along congested corridors in Northwich.</p>			
<p>UA24- Implement a programme of 20mph zones across the Northwich wider urban area.</p>	<ul style="list-style-type: none"> Some support in residential areas such as Winnington Ave/Lane which is being used as a rat run. Would be more supportive if could guarantee would improve safety 		
<p>UA25- Examine opportunity for Area Travel Plan for schools in Hartford.</p>	<ul style="list-style-type: none"> Some support-travel planning to be aimed at schools 		

<i>"It is not good enough to hope more children will walk to schools as most of the parents drop them off on their way to work."</i>			
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Longer Distance

Survey Responses	Individual Measure	Summary of Comments	Quotes from Survey
<p>Junction Improvements</p> <p>78% Agree & Strongly agree</p>	<p>LD01-Implement junction capacity improvements at junction of A533/A49</p>	<ul style="list-style-type: none"> Support for this scheme needs improvements in terms of reducing congestion and improving safety. 	<p>"I agree that this junction needs an urgent review" "very important to improve and make the junction more user friendly"</p> <p>"I think it would be helpful to have cameras at the A533/A49 junction to deter people jumping the lights"</p> <p>"There is a significant pinch point where the A533 passes through Winnington and Barnton to link up with the A49 to Runcorn and Warrington."</p>
	<p>LD02-Improved safety measures for incident hotspots, identified as:</p> <ul style="list-style-type: none"> -Smithy Lane / Ash Lane / A533, Little Leigh (LD02a); -Budworth Lane / A559 / High Street, Great Budworth(LD02b); -A556/A559 junction through improved road alignment at Cinder Hill, Hartford (LD02c). 	<ul style="list-style-type: none"> Concerns from local residents Safety concerns A559 and High Street/Budworth Road junction Other incident hot spots identified such as Jack Lane Moulton 	<p>"A559 junction with Great Budworth would only be made safe with a speed camera installed."</p> <p>"There have been recent accidents at the other junctions on the A533 to the east despite the recent 50mph limit</p> <p>Great Budworth Parish Council stresses the importance of addressing the safety of the junction in Great Budworth between A559 and High Street/Budworth Road."</p>

		<ul style="list-style-type: none"> • Less of a priority • Some suggestions to improve Crowders Lane junction. • Issues along King Street in terms of danger for cyclists and congestion but not specifically referring to junction with A530 • Congestion around Gadbrook is more of an issue/priority 	<p>“Strongly support LD02C as an important local junction.”</p> <p>“LD03 less important”</p> <p>“Crowders Lane required improved junction for in/out traffic”</p> <p>“M6 congestion is bad enough, that needs to be addressed before we increase the capacity of cars getting on to it”</p> <p>“Traffic would flow much easier at Junction 19 of the M6 if traffic lights were not there”</p> <p>“I rarely suffer any traffic on the M6 however, the main source of traffic is always backed up outside Gadbrook park”</p> <p>“Cycle paths are waste of money and just green box ticking”</p> <p>“We need to improve and expand our cycling routes to ensure that we get maximum use and help to ensure improvements in air quality and fitness.”</p> <p>“Don’t install any more cycle lanes on our roads - and remove existing ones to relieve the roads. By all means install cycle tracks on other tracks and old railway lines.”</p> <p>“I am concerned about the existing footpaths/rights of way they are generally in a very poor state of maintenance and in some cases the signage is non existent”</p>
<p>Walking and Cycling</p> <p>59% Agree & Strongly agree</p>	<p>LD03-Implement junction capacity improvements at pinch points on A530: -A530 / Davenham Road/ Crowder’s Lane (LD03a); -A530/ B5309 King Street (LD03b).</p> <p>LD04-Support junction capacity improvements to support access to M6 j19 at A556/A5033 junction.</p> <p>LD05- Work with Cheshire East Council to implement schemes identified within their March 2017 Cycling Strategy including a Middlewich – Winsford – Northwich – Knutsford cycle connection by delivering new connections within Cheshire West (LD05a); -In partnership with Cheshire East Council, explore opportunities for a cycle link that runs broadly parallel to the new HS2 line (LD05b).</p>	<ul style="list-style-type: none"> • More of a priority for wider urban area and town centre • Some support to encourage cycling activity to increase sustainable transport leisure opportunities etc • Concerns that cycle infrastructure on roads will add to issues of congestion • Footpaths need upgrading and to be better signed • Active Cheshire keen to support proposals 	

<p>Public Transport</p> <p>64% Agree & Strongly agree</p>	<p>LD06-Reopening of Middlewich Branch Line: -Lobby Network Rail and work with Cheshire East Council to ensure that the Middlewich Branch Line is reopened for regular passenger rail services (LD06a); -Work with Cheshire East to support proposals for a new station at Middlewich on the Middlewich Branch line (LD06b); -Explore options for a new station at Gadbrook Park on the Middlewich Branch Line to serve Gadbrook and south Northwich (LD06c).</p>	<ul style="list-style-type: none"> • Strong support for this scheme • Significant number of comments expressing the need for this measure • A couple of comments to suggest Rudheath residents would be in opposition due to noise pollution • Support for providing stop at Gadbrook however some suggestions that it may not be economically viable i.e. not enough people use the route. 	<p>“LD06 - the railway line is there and needs to be used.”</p> <p>“LD06 to LD09 are extremely important and should be given the highest priority”</p> <p>“Open the Middlewich branch line!!”</p> <p>“Reopening of the Middlewich line is long overdue”</p>
<p>LD07- Support proposals for an Airport Western Rail Link to link the Mid Cheshire Line and Manchester Airport.</p>	<ul style="list-style-type: none"> • Good support for this scheme as currently no viable public transport options • Chester-Manchester services sometimes more of a priority 	<p>“Fully agree with LD07, but the Chester-Manchester service needs to be improved”</p> <p>“LD07 is a good idea. Currently it is easier to travel by train to the airport from Yorkshire than it is from Cheshire”</p> <p>“A means of getting to Manchester airport without paying 50 pounds for a taxi would be life changing for many of us”</p>	
<p>LD08-Lobby Northern to introduce timetable changes on the Mid Cheshire Line to better support rail commuting between Northwich and Chester and Northwich and Manchester.</p>	<ul style="list-style-type: none"> • Strong support for this scheme • Should be priority for public transport options 	<p>“Please insure there is still a stop at Lostock Gralam on any rail adjustments”</p> <p>“needs to be top priority, it's ridiculous that it is quicker to commute by car to Manchester”</p> <p>“LD08 is long overdue”</p>	

	<p>LD09-As part of borough wide Route and Branch Bus Service Review work with bus operators to explore possibilities of introducing an evening bus service to Warrington.</p>	<ul style="list-style-type: none"> • Lack of support for this scheme • Demand of services to Warrington is questioned • Agree evening services are required but more of a priority for connectivity between wider urban area and Northwich 	<p>what demand is there for an evening bus service to Warrington</p> <p>Not sure about evening bus service to Warrington</p> <p>We do need later buses in the evening to bring people into the town so they can go to the cinema, and eat or drink</p>
<p>Demand Management</p> <p>72% Agree & Strongly agree</p>	<p>LD10-Implement speed reduction measures on key local routes affected by speeding issues including the A556 Cuddington-Davenham-Allostock and the A559 up to the A56.</p>	<ul style="list-style-type: none"> • Mixed views re speed restrictions number of people think they will cause more delay etc. • Need to be properly enforced to effective 	<p><i>"I have rarely seen anyone speeding. Is there really a problem?"</i></p> <p><i>"Please do not reduce speed limit on the A556, other than the Gadbrook park junction"</i></p> <p><i>"Adding speed limits there will simply cause frustration, and force people to try and overtake elsewhere where it is considerably more dangerous."</i></p> <p><i>"Re LD10 speed limits can help but they have got to be reasonable and flexible and specific to the stretch of road. Too often this is not the case"</i></p> <p><i>"LD10- There are already speed restrictions in place, these should be better enforced."</i></p> <p><i>"LD10 the A556 was built as a bypass for the town. It should not have its speed reduced as that will just cause more traffic to build up"</i></p>

K. Summary Notes from Public Consultation

Drop in Seasons

Barnton Consultation Notes

12/10/2017

Attendees: 31

- Need further press releases and social media prior to events.
- Maps to be clearer for following events
- Some complaints about publicity for the event - Any scope for wider promotion.
Posters for local PC events - put up in venues and notice boards in advance.

Town Centre

- Some comments on town centre - bus interchange is in wrong place and adds to local congestion through the town centre as buses pull out into through traffic. Consider relocating bus in Weaver Square development.
- Suggestion that a new car park should be built on Weaver Sq site.
- One person complained about plans to introduce parking charges.
- Congestion around the town centre gyratory is of concern suggestions to remove pedestrians crossing along Chester Way and utilise subway to reduce congestion.
- Taxis considered expensive (but typical prices quoted seem relatively good vfm).
- Key concerns- vehicle access into the town centre and mitigating issues of congestion over the Winnington/Barnton swing bridge
-

Wider Urban Area

- Mixed views about Barnton / Winnington Bridge. A number of people in favour of new / additional bridge or more capacity to reduce local congestion. Others, including PC worried that this will attract even more traffic through village. Preferred alternative is route via Winnington / Weaverham to link to A49.
- Some preferences for bypass/highway schemes over a new bridge as perceptions that this would encourage further traffic to utilise this route.
- Concerns that UA08b- road link from new bridge to north of Barnton as likely to encourage traffic through other village such as Little Leigh.
- General support for Ua09 road link from Wallascote Road to A49 using the former rail alignment as can reroute traffic to area not surrounded by housing. Would also support links to motorway- issues on motorway increase congestion issues on Runcorn Road and Soot Hill
- Mixed views on re-opening of Marbury Road- against reopening due to its uses as a leisure facility and previous issues of road safety.
- Considered daytime bus services to be OK. Concerns over lack of evening bus services.

- Residents in Little Leigh would like to see increased public transport access to the town centre- suggested exploring possibility of rerouting services between Barnton and Northwich to include a stop at Little Leigh every other service.
- Number of concerns raised about traffic along Hartford corridor associated with schools. Impact on commuter journey times.
- Number of concerns about housing growth and new developments making traffic worse. Also need to make sure that new houses have adequate off-street parking.
- One person noted importance of capacity improvements on A 530 / Penney Lane.
- Minimum 2 lane bridge at Winnington
- Re instate Barnton to Northwich via Marbury this will have a significant impact on traffic over Winnington Bridge and past infirmary
- Marbury park road- will then enable all sorts of vehicles, not just cars, from the other side of Northwich, to cut through the village to the A49, A559 and the motorway.

Longer Distance

- Not interested in large rail schemes or longer distance connectivity- focus on local congestion issues.
- Concerns that new Mersey Crossing will attract more vehicles to use route through Barnton. Some frustration that over neighbourhoods have HGV bans in place but Council will not consider this for Barnton due to A road status.
- One person noted option to re-open Crewe - Middlewich - Northwich line to passenger traffic. Also requested faster rail journey times to Manchester.
- Some strong concerns about impact of HS2 - mainly people living close to the route.

New Schemes Suggested:

- New bridge to the west of existing bridge to serve traffic from Winnington Urban Village and reduce traffic through Barnton.
- Make a gyratory using the existing bridge and a new bridge to the North West of Winnington Urban Village.
- Road link through Carey Park/Nature Park to link to town centre with new junction near Leicester Street.

Hartford Consultation Notes

25/10/2017

Attendees: 16

Town Centre

- Junction at the bottom of Winnington hill/Castle hill is an issue- restricted vision, narrow and issues with merging onto the bridge from Castle Street.

- Parking in the town centre is of concern in light of future development- perceptions that just enough available spaces at the moment but car parks are likely to become over capacity if Barons Quay development is to be a success.
- Conflicting views of severe congestion on way system and some positive feedback that new gyratory and Leicester St roundabout have improved traffic movements in town centre.
- Worry over parking charges perception that may destroy local businesses- customers will go elsewhere also concern over attracting occupiers to Barons Quay
- Shuttle bus needed from rail station and more trains to Manchester and Chester
- Info centre at bus station would be useful- customer services can't advise bus passengers
- 'stay in lane' signs to stop people wanting to change lanes on the bridge

Wider Urban Area

- Right turn into Bradburn's Lane (Hartford) sometimes causes traffic to back up
- Pedestrian crossing required at Hartford station
- A number of general concerns about traffic queues along Hartford corridor. Not just associated with Schools - queues can occur on a Saturday
- Impact of school run adds to problems. Question of longer terms re-location of some schools to reduce concentration within this area.
- Interest in extending possible UTC to Hartford corridor
- Car parking at station is essential and more should be provided- parking should also be permitted on other roads – recent accidents on Chester Road due to parked cars
- Call for direct trains to London from Hartford. Trains from Hartford to Crewe are allegedly two an hour (and one an hour in the opposite direction)
- In favour of the reopening of road through Marbury Park
- Don't want to see TROs implemented outside Hartford rail station
- The new signalised junction at Burrows Hill much better- much easier to access Beach Road from Burrows Hill
- Bus route 82 to Chester from Northwich via Hartford- service highly unreliable and infrequent
- Darwin Street and Navigation Road used as rat runs to avoid congestion on A559 when accessing Northwich
- Bus link to Frodsham would be useful- no service at weekends
- Need to improve provision for cyclists around Hartford and between Hartford station and Hartford campus to allow school children to travel safely and encourage more people to travel from Winsford by train
- Improve signage and infrastructure along existing off-road walking/cycling routes between the station and Hartford campus
- Would like to see junction improvements in Hartford, Gadbrook Park at Davenham roundabout
- Some in favour of 20mph zones in area ASAP
- Serious concerns raised by a number of attendees about impact of housing growth in town causing worsening traffic queues. Question about ability of CWaCC to refuse

further planning applications due to impact on network. Concern that our response to any new development is to install traffic lights which adds to slowing down traffic. Suggestion that Hartford PC will seek access to modelling report (using FOI) as basis for further objections to planning applications.

- Some support for Weaverham link to A49 as better route to the north rather than via Barnton

Longer Distance

- Not interested in investment into HS2, would rather see improvements to more local rail network i.e. connections to Manchester Airport.
- Poor bus links to Leighton hospital/railway stations from Hartford and Weaverham
- Airport rail link would be extremely useful

New Schemes Suggested

- Junction in proximity to Greenbank station A559/B5153/Sydney Street- CPO property at junction to build a roundabout
- School Lane/Chester Road/ The Green junction- make approach to Chester Road from The Green left turn only and allow traffic to flow in both directions between School Lane and Chester Road.

Weaverham Consultation Notes

01/11/2017

Attendees: 32

- Comments made by residents regarding information on consultation events would like to be better informed and further in advance of the consultation
- Requests for clearer roads and rail links on the maps
- Good turnout and included people from other parts of Northwich and not just Weaverham.
- Questions about affordability - people wanted to know where money was coming from to deliver improvements. Also, question of prioritisation and phasing of schemes.
- Suggestion that a "proper" (off-street) bus station should be built if further town centre re-development goes ahead

Town Centre

- On survey forms UA07 and UA10 should possibly be broken down into individual schemes and not in agreement with all- not given the chance to say which you prefer
- Sheath Street (near old Victoria Club) traffic lights too short, too much time letting traffic move from Sheath Street when not much traffic, requesting timing to be reconsidered.
- Complaints about general state of the appearance of the town centre. Decay of buildings does not "sell" the town centre or access routes (e.g. bottom of Winnington Hill) as attractive place.
- Concern about general state of retail sector and worries about lack of take up for units in Barons Quay.
- A proper bus interchange for Northwich using land at empty precinct

Wider Urban Area

- Not enough cycle paths between Winnington and Gadbrook Park- cycle paths along A556 are poor
- Poor provision for cyclists and perception that roads are too dangerous to encourage more people to consider cycling. Need for more dedicated cycle ways and signed routes.
- Pot holes between Leftwich and Rudheath make cycling difficult
- Roads should have cycle paths wherever possible
- Some support for UA09 Railway link however strong concerns about new roads attracting developers and increasing traffic and disruptions caused during construction
- Concern over effect on property value and outlook from properties in Weaverham in relation to UA09
- Former railway line is popular walking route for people in Weaverham causing further opposition to UA09
- On-street parking around Weaverham High School obstructing traffic- all day not just around drop off and pick up times
- General concerns and queries over future housing development- is there anything in the pipelines to prevent any new housing developments to stop congestion
- Positive views towards re opening of Marbury Lane as could relieve congestion in town centre and won't affect housing
- A number of people in favour of re-opening the Marbury route. But, one lady very much against this option due to impact on country park. Question of land ownership and any prior engagement with land owners? She was also very concerned about impact of this route on increasing traffic through Comberbach. She will be writing to the Parish Council to complain.
- Concerns of noise pollution for nearby residents of new highway schemes
- Would like to see improvements to bus links to Northwich and Chester- 82 to Chester very infrequent and unreliable
- Strong views towards lack of cycling provision around Northwich and lack of emphasis within the strategy- would like to see actual schemes in place rather than 'exploring' options
- Winnington/Barnton bridge should be a priority before any other highway schemes
- Need to provide new bridge / road layout at Barnton.
- Speeding/safety issues on A556 are between Hartford and Davenham- not Cuddington
- Concerns that traffic is increasing along A559 at Lostock including increase in HGV traffic. Question of highway signing from A556 and better use of weight or height restrictions to manage HGV routing.
- Hartford corridor - noted that Grange school was on different half term dates to other local schools and this made a very real difference to traffic in local area. Noted that this is an independent school and a higher proportion of pupils are brought by car compared to local schools.
- A number of concerns about house building adding to network problems but developers are not seen to be contributing to any significant highway improvements
- Anger that Winnington urban village has not contributed to improving Barnton / Winnington bridge or provided school - hence more queues and traffic problems. Any

further development must contribute to improving infrastructure especially swing bridge

- Concerns that opening up route through Winnington to A49 at Weaverham will open up development land for housing. Relatively strong opposition from a number of attendees if this is the case. Probability that the Parish Council will meet to discuss this before submitting their own formal response. View that Barnton bridge needs to be looked at first before potential route via Weaverham to A49.
- Support for returning Middlewich line to passenger traffic and station at Gadbrook. Question of cost of this and timetable?
- Winsford-Middlewich-Northwich bus service unreliable- re introduce service between Chester and Winsford, reintroduce service 48
- Bus infrastructure is very poor in Weaverham bus stop at the co-op should be positioned in front of the cottages towards the garage
- Need more emphasis on public transport- buses to Kingsley are infrequent however often drive to Weaverham to catch a bus- excellent services to Northwich from Weaverham
- ‘totally appalled’ at the idea of reopening Marbury Lane as would destroy a facility for sustainable transport which the strategy is trying to achieve- the road shut as it is very dangerous- The whole Northwich Woodlands concept would be totally destroyed by such a plan.
- Build a new bridge with two way traffic across the river Weaver at Winnington. Don’t allow thousands of new homes to be built without looking at the infrastructure first
- Strong objections to the proposed UA09 as we do not see it solving the problem of the traffic issues at Wallerscote and Barnton. This proposal will move the problem on and make the A49, which is already at capacity, even busier especially at the A49/A533 junction and towards the Weaverham roundabout. The proposed route will increase in noise and exhaust pollution for an area of Weaverham that is currently undisturbed.
- all villages in the area should have variable speed limits, with flashing signs—20mph between 8 and 9-30 a.m. and 3-00 to 530pm. increasing to 30mph outside of these hours
- More enforcement against illegal parking near schools and stations would help.
- a bus service circulating between all Northwich area railway stations, linked to local hospitals, and the town centre will be beneficial.
- The use of old rail lines to bypass pinch points—Weaverham/Hartford/Winnington is welcome

Long Distance

- Agree that rail links to Manchester need to be improved- perceptions that driving to Manchester is much quicker and easier than Northern rail service
- Need for better (Faster and more frequent) services to Manchester on Mid Cheshire Line and better quality rolling stock
- Services to Warrington/Altrincham do not need enhancing
-

New Schemes Suggested

- Reopening of Marbury Lane should be made one way to take traffic away from town centre
- Suggestions for local bus service improvements - including links to Warrington. Gentleman added these to his consultation response at the event.
- Suggestion that a “proper” (off-street) bus station should be built if further town centre re-development goes ahead

Lostock Consultation Notes

07/11/2017

Attendees: 11

Town Centre

- Need to improve cycle infrastructure in the town centre in order to encourage cycling- this would enable people to cycle more regularly not just for leisure purposes
- Signage around gyratory- traffic flow was better when one way was temporary due to signage informing people of correct lanes

Wider Urban Area

- Agree that junction improvements need to be carried out at King Street junction as currently largely over capacity
- Agree with junction improvements around Penny Lane- difficult to judge speed of the traffic
- Marbury Lane concerns over safety issues
- Perception that the reopening of Marbury will be costly and have little benefit- suggested that the road would require traffic calming and various traffic lights meaning it won't really be a quicker route for traffic
- 250, 000 registered visitors per year using Marbury Park
- Marbury Lane should be promoted as a cycle route and connect to the town centre, also provides good walking cycling route/ access for disabled due to flat surfaces .
- Splitting Marbury Park is not a good idea as it separates Neumann's Flashes from Anderton Boat Lift. Need to keep the whole area as a single park but promote it better
- Agree that junction improvements should be carried out at Station Road/Manchester Road/Hall Lane- traffic backs up on A559, suggestion of having right turn filter lanes
- Want to see developers contributing to improving infrastructure
- New bridge in town centre and at Barnton should be top priority as will solve a lot of other problems
- Hall Lane junction needs right turn filter from east.
- All infrastructure should be better maintained
- Cycle paths should be kept adjacent to roads and well-lit to enhance safety
- Concerns over incinerator and issues related to increase of HGV traffic etc
- The proposed link to Castle is not a good idea because the main road through Castle is already very busy and the junction with Castle St and Moss Rd has long queues
- Tax payers money from Winnington Urban Village should be put towards infrastructure schemes

Long Distance

- Jack Lane junction, Moulton, safety issues speeding often closures due to accidents
- Needs to be more parking at Northwich rail station- one person stated they prefer to drive to Plumley to catch train to Manchester as guaranteed a parking space
- Trains to Manchester are slow, dirty, leaking and unreliable- often not on time and whole hour to wait for next if cancelled
- Agree that Middlewich Branch line needs to be re-opened
- Concerns over HS2 and the impact of construction traffic on highway network
- Concerns that council will spend money on schemes identified in this strategy which will be overwritten with the construction of HS2 schemes
- Misinformation regarding HS2 and location of the line around the A556 – need to check what is available in public domain and confirm alignment in final reports

Northwich Consultation Notes

16/11/2017

Attendees: 85

- Queries over modelling of schemes and how health and wellbeing is accounted for and costed.
- Need to focus on proposals that can be delivered now not 10-15 years down the line
- Some thoughts that the public should be consulted at an earlier stage i.e. when stakeholders were consulted.

Town Centre

- Position of buses at interchange- often stick out into gyratory and cause traffic to back up behind
- Box junction at the top of Navigation Road to allow for HGVs- businesses/industrial units moving from Navigation Road out of town centre due to congestion and HGVs (over 7 tonnes) now refusing to deliver
- Road markings and signage needs to be clearer at new roundabout- people using the roundabout regularly are still confused particularly when trying to exit onto Chester Way from Chester Way and Station Road
- Issues raised with location of bus interchange if Weaver Square is to remain empty as only really serves the market
- Bus timetables should start earlier in the morning- currently not feasible for people to use to travel to work as many services start close to or after 9am
- Shouldn't be as many sets of traffic lights around the one-way system- traffic should flow constantly up to Venables Road junction.
- Remove the two existing at level pedestrian crossing points on Chester Way outside Memorial Court, and instead promote the use of the existing subways instead.
- Restrict traffic along Crum Hill for servicing and emergency services only.
- Venables Road agreed to be problem junction.
- Improvements needed at TC02 as issues with circulation and HGVs getting stuck.

Wider Urban Area

- Strong objections to UA07 due to use of Marbury Park – some suggestions that road should encouraged as a cycle route
- Marbury Lane also used by Sir John Deane’s students as college buses take long routes around residential areas
- Concern about TC05 opening up land next to Furey’s Wood and how this would be accessed.
- Suggestions to realign TC05 to the north of Furey’s Wood following the River Weaver, and the joining back onto Winnington Ave (within the TATA area) and not Beswicks Road.
- Questions prices of buses and can we do anything to reduce this
- Bridge at Barnton to be a priority- concerns over the strength of bridge with HGVs and construction traffic- lifting bridge rather than swing bridge
- Suggested that people would be prepared to pay toll charges for the bridge at Barnton if it meant reduced traffic
- Support for highway schemes utilising former rail alignments as away from current housing
- Some support for UA8c however don’t want new roads to affect Carey Park
- Questions over why new bridge wasn’t built with Winnington Urban Village development
- Parking issues and traffic associated with the Grange School in Hartford if of concern
- Coming off A556 into Lostock issues with people changing lanes and confusion can be dangerous with speed of vehicles and HGVs- signage should be clearer
- Cycle routes should be created along the river to Barons Quay as shown in previous plans
- Needs to be a crossing at Hartford rail overbridge to support assisted living connectivity
- Speed enforcements in Comberbach
- Bridge crossing and value of lost amenity at Marbury- would also need new junction at the end of the road

Longer distance

- Agree that rail services between Manchester and Chester need to be improved however concerns that ‘lobbying’ Network Rail won’t be effective
- Better connectivity from the North East of Northwich to the M6 corridor at junction 19, should be reviewed to improve general journey times. It was noted that Highways England already has an approved junction improvement scheme proposal for this junction due to be delivered by September 2021.

Suggested Schemes

- UA8b- No need to build whole new road, suggestions to increase capacity/improve Hough Lane in Barnton and then build smaller link road to A49

Explore opportunities for road to the south of Barnton from Winnington Village to A49

Rudheath Consultation Notes

22/11/2017

Attendees: 25

Town Centre

- Crum Hill/Chester way junction- lights at junction slow traffic around one-way system when few vehicles exit junction onto gyratory.
- Suggested this junction used for emergency vehicles only
- Too many traffic lights around gyratory
- No issues or concerns traveling to Northwich outside of peak hours

Wider Urban Area

- UA8 road links- concerns over where new bridge would be located and what would need to be destroyed to make room.
- Liked the idea of utilising former railway lines to create new road links.
- Concerns that new roads through empty land will lead to more housing development, want villages to remain separate from the town centre.
- Barnton swing bridge is a key concern- should have been built before Winnington Urban Village.
- Zebra crossing at London Road in Leftwich needs a signalised crossing- vehicles often fail to stop for pedestrians
- Objections to UA07 due to use of country of park and perceptions of the high cost of the scheme in order to bring it up to standard.
- Concerns that businesses will start move off Gadbrook Park if congestion and parking issues are not resolved, suggested that people would be willing to walk/cycle from a car park or station off site if meant avoiding traffic queues.
- Support for road to the north of Barnton to A49
- Footpath at Marbury Hallows would be a good idea
- General concerns of traffic along A556 and impact of motorway closures on local network
- Evening bus service to Winsford is great idea but doesn't run late enough to support leisure and entertainment facilities.

Long Distance

- Agree that trains to Manchester are slow and of poor quality

New Schemes Suggested

- UA5b junction- phase lights to include pedestrian crossing currently attempting to crossing during intergreen period.
- Suggestion to upgrade path along canal next to Gadbrook Park to formalise a walking/cycling route.
- Signpost walking routes/cycling routes between Gadbrook Park and stations/town centre

