



**Review of Direction Signing and
Road Classification and Designation
around Nantwich
2003**

**Preliminary Submission to
Cheshire County Council
by the
Hospital Street Association
May 2003**

REVIEW OF DIRECTION SIGNING AND ROAD CLASSIFICATION
AND DESIGNATION AROUND NANTWICH, 2003

PRELIMINARY SUBMISSION TO CHESHIRE COUNTY COUNCIL
BY THE HOSPITAL STREET ASSOCIATION, MAY 2003

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The Hospital Street Association is primarily concerned about the unacceptable road safety, environmental and living conditions caused by the traffic in Hospital Street and adjacent streets in Nantwich. However, the Association recognises that this particular problem cannot be addressed in isolation and must be considered as part of a wider picture. We therefore welcome the strategic review of direction signing and road classifications and designations in the Nantwich area which we understand is about to be undertaken by the County Council. Such a review is long overdue and, with the opening of the south end of the Nantwich bypass at the end of last year, has now become an urgent necessity. The Association wishes to be closely involved as a consultee throughout the review process and hopes that this preliminary submission will make a helpful contribution to the start of the process.

The Association does not pretend that the coverage of this submission is entirely comprehensive and certain existing signs, which seem to be acceptable and/or irrelevant to the overall strategic picture, have been deliberately omitted. However, we have tried to look in detail at the problem as it affects the whole town, not just Hospital Street itself. The submission assumes that both the Kingsley Fields Link Road and the Shavington Bypass will be opened shortly. We are aware that further new signs will be erected in connection with the opening of the Kingsley Fields Link Road but, despite repeated requests, information about these signs has not been forthcoming and so we have only been able to comment on the signs as they exist at present. Similarly, although we are aware that further signs will probably be erected and existing signs changed at the Cheerbrook roundabout when the Shavington Bypass opens, we have only been able to comment on the currently existing signs here as well.

The submission is made up of three parts: a review of the existing situation, followed by general and detailed recommendations for change and finally a photographic survey of the majority of the existing signs. The recommendations include some measures, such as speed limits, weight restrictions, etc., which are not strictly the actual subject matter of the signing and road classification review but which are nevertheless interrelated considerations of direct relevance which the review must take into account.

3. RECORD OF EXISTING SITUATION

3.1 GENERAL SITUATION

It is our understanding that the designation of A roads in the Nantwich area is currently as follows: -

Chester Road from Burford Crossroads through Acton and Dorfold to the Welshman's Lane/Welsh Row junction – A534.

Barony Road and Millstone Lane from the Reaseheath Roundabout to the Crewe Road Roundabout – A51.

Millstone Lane from the Crewe Road End Roundabout to the London Road Roundabout – A51 (part of the primary route network).

Middlewich Road from the Bypass Roundabout to the junction with Barony Road – A530.

Baddington Lane/Shrewbridge Road/Park Road – A530.

Crewe Road from the Bypass Roundabout to Crewe Road End – A534 (part of the primary route network).

The west ends of London Road and Newcastle Road from the new bypass junction to the London Road Roundabout – A51 (part of the primary route network).

Wellington Road and Water Lode from the Audlem Road/Park Road junction to the High Street – A530.

Beam Street, Swine Market/Oat Market and the west end of High Street – A530.

Welsh Row from High Street to Welshman's Lane – A534.

The east end of Hospital Street, Pratchitt's Row and Station Road from the London Road Roundabout to the Water Lode Roundabout – A534.

London Road, Stapeley – A51 (part of the primary route network).

North end of new bypass from London Road to Newcastle Road – A51 (part of the primary route network).

Newcastle Road from north end of new bypass to Cheerbrook Roundabout - A51 (part of the primary route network).

Newcastle Road from Cheerbrook Roundabout to Shavington and Hough – A500 (part of the primary route network).

Bypass from Cheerbrook Roundabout via Crewe Road Roundabout and Middlewich Road Roundabout to Reaseheath Roundabout – A500 (part of the primary route network).

Chester Road from Reaseheath Roundabout to Burford Crossroads – A51 (part of the primary route network).

Chester Road, Hurleston – A51 (part of the primary route network).

Middlewich Road from Middlewich Road Bypass Roundabout northwards towards Marshfield Bank – A530 (part of the primary route network).

Crewe Road, Willaston from Crewe Road Bypass Roundabout eastwards towards Crewe – A534 (part of the primary route network).

Cuckoo Lane and Wrexham Road, Burland from Burford Crossroads – A534 (part of the primary route network).

Audlem Road/ Broad Lane – A529

South end of new bypass from London Road, Stapeley, to Audlem Road – A5301.

The current designations of the various parts of the bypass loop, which extends from the west end of Park Road, to the south, to the south end of Cuckoo Lane, to the north west, are therefore understood to be: -

Park Road - A530

Audlem Road - A529

New bypass (south) - A5301

New bypass (north) - A51

Newcastle Road, Stapeley - A51

Old bypass from Cheerbrook Roundabout to Reaseheath Roundabout – A500

Chester Road from Reaseheath Roundabout to Burford Crossroads – A51

Cuckoo Lane – A534

3.2 DETAILS OF SIGNS

(See also Section 5: Photographs)

A534 Ravensmoor

Coming from Wrexham after one has left Burland on the left hand verge there is a large green background sign indicating turn left as one approaches the Ravensmoor crossroads. It says -**Nantwich**

A534, Crewe (A532), Stoke on Trent (A500), Motorway M6 (on a blue panel), Stone (A51) (*Sign 81/76-4-1*).

Beyond it there is a smaller white background sign signing to the left - **Reaseheath** and to the right - **Wrenbury, Swanley** (*Sign 82/76-4-1*).

Actually at the Ravensmoor crossroads there is a green background sign to the left which says - **Nantwich A534, Crewe (A532), Stoke (A500), Motorway M6 (on a blue panel), Stone (A51)** (*Sign 83/76-4-2*). Immediately beyond the Ravensmoor crossroads going straight on to Acton there is a 7.5 tonne weight limit except for access (*Sign 162/76-4-2*).

Burford Crossroads

Approaching the Burford crossroads from Cuckoo Lane there is a green background sign on the left hand verge which says straight on - **(M6) (on a blue panel), Stone A51, Crewe (A532), Stoke (A500)**, and to the left - **Chester A51** (*Sign 90/76-4-7*).

Coming from Wrexham down Cuckoo Lane as one gets to the Burford crossroads there is a green sign to the left which says - **Chester Tarporley A51** (*Sign 91/76-4-8*), and a white sign to the right which says - **Nantwich Acton A534** (*Sign 92/76-4-9*).

Approaching the Burford crossroads, from Chester, there is a very large green background sign headed - **BURFORD CROSSROADS**. This has a broad arrow to the left which says - **Stone A51, Crewe (A532), Stoke on Trent (A500), Birmingham (M6)** (on a blue panel). To the right there is a broad arrow which says - **Wrexham A534**. Straight on there is a narrow arrow which says (on a white panel) - **Nantwich (A534)** (*Sign 84/76-4-3*).

As one gets closer to the Burford crossroads coming from Chester, on the left hand verge there is a green background sign which says straight on to - **Nantwich Marina** (on a brown panel), and left to - **Reaseheath, Crewe Station, Audlem** (all on a single white panel) (*Sign 85/76-4-4*).

Actually at the junction there is a green sign to the left which says - **(M6) (on a blue panel), Stone A51, Crewe (A532), Stoke (A500)** (*Sign 86/76-4-5*). Beneath this there is a white background sign pointing to the left which says - **Reaseheath, Crewe Station, Audlem** (*Sign 87/76-4-5*).

Across the junction there is a white background sign signing straight on which says - **Nantwich A534** (*Sign 88/76-4-6*), and a green background sign pointing to the right which says - **Wrexham A534** (*Sign 89/76-4-6*) and also a brown background sign pointing straight on to - **Nantwich Marina** (*Sign 161/76-4-6*).

After the Burford crossroads on the road to Reaseheath there is a confirmatory sign with a green background headed - **A51**, and it says - **Crewe, (M6)** (on a blue panel), **Congleton, Stoke on Trent, Stone** with mileages (*Sign 93/76-4-10*).

Bypass - Reaseheath

At Reaseheath as one approaches the Reaseheath roundabout from Chester there is a large green background roundabout sign on the left. It says narrow arrow, sharp left - **Winsford B5074**, broad arrow fork left, i.e. up the bypass - **Stoke on Trent A500, (M6)** (on a blue panel), **Crewe (A530) Congleton (A534)**, fork right broad arrow - **Nantwich Stone A51** (*Sign 94/76-4-11*).

As one approaches the Reaseheath Roundabout from Burford Crossroads, close to the roundabout on the left hand side there is a brown background sign which signs fork right to – **Nantwich Information, Church, Museum** (*Sign 189/76-7-10*).

When one gets to the Reaseheath roundabout coming from Chester, there are two white background signs signing to the left. One says - **Winsford B5074** (*Sign 95/76-4-13*), and the other says - **Worleston, Church Minshull** (*Sign 96/76-4-13*).

Signing fork left, that is to say up the bypass, there is a green background sign which says - **Stoke on Trent A500, (M6)** (on a blue panel), **Crewe (A530), Congleton (A534)** (*Sign 97/76-4-12*). Beneath that there is a white background sign which says - **Crewe Station, Leighton Hospital**, also pointing up the bypass (*Sign 98/76-4-12*). These two signs are situated on the island where the bypass leaves the Reaseheath roundabout. As one continues round the Reaseheath roundabout, on the island where the Barony Road leaves the roundabout, there is a green background sign which says - **Nantwich Stone A51** (*Sign 99/76-4-14*).

Why are signs here signing to Crewe A530 here whereas previously they have signing to Crewe A532 (see signs 81, 83, 84, 86 and 90)?

Why is Audlem not signed here when it has been signed previously (see signs 85 and 87)?

Continuing up the bypass towards the Middlewich Road roundabout there is a confirmatory sign headed - **A500**. It is a green background sign and it says - **(Crewe), (Congleton), Stoke on Trent, Preston Birmingham (M6)** (all on a single blue panel) (*Sign 100/76-4-15*).

As one approaches the Reaseheath roundabout on the bypass, i.e. travelling towards Chester, there is a large green sign as one approaches the roundabout on the left hand verge which is a roundabout sign. It has got a broad arrow to the left - **Nantwich A51**, a broad arrow fork right - **Chester A51, Wrexham (A534)**, and a narrow arrow to the right - **Winsford B5074** (*Sign 101/76-4-16*).

On Barony Road as one is going out of the town as one approaches Reaseheath Roundabout there is a green background sign on the left. This signs fork left to – **Chester A51 Wrexham (A534)**. It signs fork right – **Winsford B5074** and it signs turn right – **Stoke on Trent A500 (M6)** (on a blue panel) (*Sign 188/76-8-29*).

Coming from Nantwich on the Reaseheath Roundabout on the exit island for the Chester Road there is a green background sign to – **Chester A51 Wrexham (A534)** (*Sign 190/76-7-11*).

Bypass – Middlewich Road

Coming up the bypass from the Reaseheath roundabout towards the Middlewich Road roundabout, on the left hand verge as one approaches the Middlewich Road roundabout there is a large green background roundabout sign. This has a broad arrow fork left - **Middlewich A530, Crewe (A532)**. It has a broad arrow fork right, i.e. continue on the bypass - **Stoke on Trent A500, (M6)** (on a blue panel), **Congleton (A534)**, and a narrow arrow signing sharp right - **Nantwich A530** (*Sign 117/76-4-29*).

Closer to the Middlewich Road roundabout on the left hand verge there is a white background sign saying fork right to - **Crewe Station** (*Sign 118/76-4-30*).

Going round the roundabout having approached it from Reaseheath, at the Middlewich Road exit there is a green background sign to the left saying - **Middlewich A530, Crewe (A532)** (*Sign 119/76-4-31*), and beneath it a white sign to the left saying - **Leighton Hospital** (*Sign 121/76-4-31*), and there is also a

green sign pointing straight on up the bypass on a green background which says - **Stoke on Trent A500, (M6)** (on a blue panel), **Congleton (A534)** (*Sign 120/76-4-31*).

Further round the roundabout again, on the bypass exit island there is a green sign pointing up the bypass which says - **Stoke on Trent A500, (M6)** (on a blue panel), **Congleton (A534)** (*Sign 122/76-4-33*), and underneath that a white background sign which says - **Crewe Station** (*Sign 123/76-4-33*).

Heading towards Nantwich on Middlewich Road as one approaches the bypass roundabout, on the left hand verge there is a large green background roundabout sign with a broad arrow sharp left, i.e. up the bypass, saying - **Stoke on Trent A500, (M6)** (on a blue panel), then there is a narrow arrow saying fork left which says - **Nantwich A530, Stone (A51)**, and then there is a broad arrow to the right, i.e. up the bypass, which says - **Chester A500 (A51), Wrexham (A534)** (*Sign 124/76-4-34*). Further back up Middlewich Road at Marshfield Bank there are signs to Whitchurch. Why no mention of Whitchurch here?

On the Nantwich exit from the Middlewich Road roundabout there is a white sign which says - **Nantwich A530** (*Sign 125/76-4-35*).

On the bypass coming from the Crewe Road roundabout towards the Middlewich Road roundabout, as one approaches the Middlewich Road roundabout on the left hand verge there is a large green roundabout sign. This says to the left narrow arrow - **Nantwich A530 (A51)**. Fork left broad arrow - **Chester A500 (A51), Wrexham (A534)**, right broad arrow to - **Middlewich A530** (*Sign 126/76-4-36*).

Going up Middlewich Road having left the Whitehouse Lane roundabout and approaching the bypass roundabout, on the left hand side there is large white background roundabout sign which says broad arrow sharp left - **Chester A500 (A51)** (on a green panel), straight on broad arrow - **Middlewich A530** (on a green panel), **Crewe (A532)**, and right a broad arrow saying - **Stoke on Trent A500** (on a green panel), **(M6)** (on a blue panel) (*Sign 114/76-4-26*).

On the bypass, having left the Middlewich Road roundabout and heading towards the Crewe Road roundabout, there is a confirmatory sign on the left hand verge. It has a green background and is headed - **A500**. It says - (**Congleton**), (**Stoke on Trent**) and then - **Preston Birmingham (M6)** (all on a single blue panel) (*Sign 127/76-4-37*).

Bypass - Crewe Road

On the bypass coming from the Middlewich Road roundabout approaching the Crewe Road roundabout, there is a large green roundabout sign on the left hand verge. This says broad arrow to the left - **Congleton A534**, broad arrow fork right, i.e. continue on the bypass - **Stoke on Trent A500, (M6)** (on a blue panel), narrow arrow to the right - **Nantwich A534** (*Sign 128/76-4-38*).

As one approaches closer to the Crewe Road roundabout coming from the Middlewich Road there is a white background sign on the left, signing left to - **Crewe Station** (*Sign 129/76-4-39*).

On Crewe Road approaching the roundabout bypass from Crewe, there is a large green background roundabout sign on the right verge which says broad arrow to the left - **M6** (on a blue panel), **Stoke on Trent A500, Stone (A51)**, straight on narrow arrow - **Nantwich A534** (on a white panel), to the right broad arrow - **Chester A500 (A51), Wrexham (A534)** (*Sign 130/76-4-40*).

There is also a brown background sign on the left hand side to - **Nantwich Information, Church, Museum** (*Sign 209*).

Going round the roundabout on the bypass exit island in the direction of the Newcastle Road, there is a green sign which says - **Stoke on Trent A500, Stone (A51), (M6)** (on a blue panel) (*Sign 131/76-4-41*).

Beyond the Crewe Road roundabout on the bypass heading towards the Newcastle Road there is a confirmatory green background sign on the left hand verge which is headed - **A500**, and says - **(M6)** (on a blue panel), **Stoke on Trent** (*Sign 132/76-4-42*).

Coming from the Newcastle Road approaching the Crewe Road roundabout on the bypass, on the left hand verge there is a large green background roundabout sign which says narrow arrow to the left - **Nantwich A534**, broad arrow straight on - **Chester A500 (A51)**, **Wrexham (A534)**, and a broad arrow to the right - **Crewe, Congleton A534** (*Sign 133/76-4-43*).

When coming from the Newcastle Road on the bypass, when one actually gets to the roundabout on the Crewe Road, at the Nantwich Road exit there is a white background arrow to the left saying - **Nantwich A534, Audlem (A529)** (*Sign 134/76-4-44*).

Going round the roundabout further at the bypass exit towards Middlewich there is a green sign which says - **Chester A500 (A51)**, **Wrexham (A534)** (*Sign 135/76-4-45*).

Coming from Nantwich on the Crewe Road as one gets right up towards the bypass roundabout, there is large white background roundabout sign on the left hand verge which says broad arrow sharp left – **Chester A500 (A51)** (on a green panel), fork left broad arrow - **Crewe Congleton A534** (on a green panel), broad arrow to the right - **Stoke on Trent A500** (on a green panel), **(M6)** (on a blue panel) (*Sign 136/76-4-46*).

Bypass - Newcastle Road

As one comes up the new A500 Shavington bypass towards the Cheerbrook roundabout on the Nantwich bypass there is a large green roundabout sign on the left hand verge as one approaches the roundabout. This has a narrow arrow to the left pointing to - **Shavington, Wybunbury (B5071)** (all that is on a white panel), straight on there is a broad arrow which says – **Nantwich, Stone A51, Audlem (A529)**. To the right there is a broad arrow which says – **Chester A500 (A51)**, **Wrexham (A534)**. Sharp right there is a very narrow arrow which says – **Willaston** (on a white panel) (*Sign 137/76-5-1*).

Coming down the Nantwich bypass from Crewe Road roundabout to the Cheerbrook roundabout, there is a large green background roundabout sign on the left hand verge as one approaches the roundabout. This has been designed for when the Shavington bypass opens but parts of it have been temporarily modified. Ultimately it looks as though it is probably going to say a very narrow arrow sharp left – **Willaston** (on a white panel), broad arrow left, i.e. up the Shavington bypass, - **(M6)** (on a blue panel), **Stoke on Trent A500**, straight on narrow arrow (on a white panel) - **Shavington, Wybunbury (B5071)**. (Temporarily over the top it has been modified to say – **(M6)** (on a blue panel), **A500** (on a green panel)). To the right there is a broad arrow which says – **Nantwich, Stone A51, Audlem (A529)** (*Sign 138/76-5-2*). Why does it mention Audlem but not Whitchurch and why is it signing Nantwich to the right because any traffic that has got this far has already been to the Middlewich Road roundabout and/or the Crewe Road roundabout and at both of those it should have already been signed to Nantwich, so why is it continuing to say Nantwich to the right at this roundabout?

When one gets up to the roundabout itself there are surprisingly few signs at present but it may be that more are going to be more put up before the new road is opened. The only permanent sign which one sees at present as one arrives at the roundabout coming from the Crewe Road roundabout is at the Willaston exit island, a white sign signing left to – **Willaston** (*Sign 139/76-5-3*).

Coming from Willaston, on the left hand verge as one approaches the roundabout, there is a white background sign which is a new permanent sign for the Shavington bypass road but which has been temporarily modified. It says broad arrow sharp right, i.e. up the Nantwich bypass - **Chester A500**

(A51), Wrexham (A534) (all on a green panel), fork right, i.e. on the Newcastle Road into Nantwich, broad arrow – Nantwich Stone (A51), Audlem (A529) (all on a green panel), fork left i.e. up the present motorway link road which is now the A500 but which is going to be downgraded, narrow arrow – Shavington, Wybunbury (B5071). Then, blanked out, what is presumably going to say sharp left, i.e. up the Shavington bypass, broad arrow, on a green panel, I imagine it is going to say – (M6) (on a blue panel) and also - Stoke A500, but that is a guess. One cannot read what has been blanked out (*Sign 140/76-5-4*).

Also on the left hand verge coming from Willaston there is a large brown background sign straight on to – Nantwich Information, Church, Museum (*Sign 178/76-8-30*) (this is similar to Sign 189) and another large brown background sign straight on to – Stapeley Water Gardens, Bridgemere Garden World (*Sign 208/76-8-31*). These two signs presumably predate the construction of the Shavington bypass.

Going round the roundabout, there are no signs at present signing up the Shavington bypass. There are posts in where one can see signs are going to be attached but there are not any erected yet. When one gets round to what is now the A500 exit, which is going to be downgraded, the permanent sign points left, it stands on the exit island, and it is a white background sign which says – Shavington, Wybunbury (B5071) (*Sign 141/76-5-5*). At the moment there does not seem to be any permanent sign on this road when coming from Wybunbury and Shavington towards the roundabout. Presumably one will be put up but there is none visible at the moment.

Going round the roundabout, when one gets to the Newcastle Road exit towards Nantwich, there is a green arrow which says – Nantwich Stone A51, Audlem (A529) (*Sign 142/76-5-6*). Then going round the roundabout further, on the exit island for the Nantwich bypass there is a green sign which says – Chester A500 (A51), Wrexham Crewe (A534) (*Sign 143/76-5-7*).

Approaching the Newcastle Road roundabout from Nantwich going out of town there is a new sign for the Shavington bypass. This is a roundabout sign on a green background on the left hand verge as one approaches the roundabout. This is going to be the permanent sign for the Shavington bypass but it has been temporarily modified. What is says is broad arrow left – Chester A500 (A51), Wrexham Crewe (A534), very narrow arrow fork left - Willaston (on a white panel), straight on broad arrow, i.e. up the Shavington bypass, this is temporarily blanked out but it will read - (M6) (on a blue panel), Stoke on Trent A500, and then to the right a narrow arrow - Shavington, Wybunbury (B5071) (all on a white panel) (*Sign 144/76-5-8*).

Newcastle Road/New Bypass Junction

Approaching Nantwich from the Cheerbrook roundabout, as one approaches the new traffic lights on the Newcastle Road there is a large green background sign on the left hand verge. This sign says broad arrow to the left – Stone Woore A51, Whitchurch (A525), Audlem (A529), and broad arrow straight on – Nantwich A51 (on a white panel) (*Sign 28/76-5-9*).

When one gets right up to the traffic lights on the far side of the junction there is a green background sign on the left hand side which signs to the left – Stone Woore A51 (*Sign 29/76-5-10*) and below this a brown background sign to – Stapeley Water Gardens, Bridgemere Garden World (*Sign 160/76-5-10*).

Coming on the new bypass from the London Road to the Newcastle Road, as one approaches the junction there is a large green sign which says to the right – (M6) (on a blue panel), Chester A51, Crewe Wrexham (A534), Stoke on Trent (A500), and signed to the left on a white panel - Nantwich town centre A51 (*Sign 25/76-2-21*).

When one gets up to the junction on the far side of the Newcastle Road there are two signs one above the other, on a white background to the left one says - Nantwich town centre A51 (*Sign 26/76-2-22*),

and on a green background to the right the other says - **(M6)** (on a blue panel), **Chester A51, Crewe Wrexham (A534), Stoke on Trent (A500)** (*Sign 27/76-2-22*).

Leaving Nantwich on the Newcastle Road as one approaches the junction with the new bypass, there is a large green background sign on the left which signs straight on to – **(M6)** (on a blue panel), **Chester A51 Crewe Wrexham (A534)**, and to the right to – **Stone Woore A51, Stapeley Water Gardens, Bridgemere Garden World** (on a brown panel) (*Sign 186/76-7-6*).

Coming from Nantwich on the Newcastle Road, on the far side of the junction with the new bypass, there are two signs to the right. One is a green background sign to – **Stone Woore A51** (*Sign 197/76-7-5*). The other is a brown background sign to – **Stapeley Water Gardens, Bridgemere Garden World** (*Sign 187/76-7-5*).

On the road surface on the Nantwich bound lane of the Newcastle Road approaching the traffic lights travelling towards Nantwich there is a little projecting white hatched island sticking out from the kerb to encourage vehicles not to fork left (*Sign 163/76-2-24*).

New By Pass A51

On the other side of the new bypass opposite the junction with Pollard Drive near the Newcastle Road junction, there are two green background signs which share a single panel. One signs to the left to – **(M6)** (on a blue panel), **Chester Nantwich A51 Crewe Wrexham (A534) Stoke on Trent (A500)**. The other signs to the right to – **Stone Woore A51** (*Sign 183/76-7-4*).

London Road Stapeley (A51)

As one goes on the new bypass from the Audlem Road towards the London Road, as one approaches the London Road traffic lights there is a large sign which has a white background, although all the directions are placed on large green panels superimposed on the white sign. It shows left turn - cul-de-sac no through road, straight on a broad arrow to (and all the following are in a single large green superimposed panel) - **(M6)** (on a blue panel), **Chester Nantwich A51, Crewe Wrexham (A534), Stoke on Trent (A500)**, and right turn a broad arrow to (on a single large green superimposed panel) - **Stone Woore A51** (*Sign 18/76-2-15*).

When one gets up to the London Road/new bypass intersection coming from the Audlem Road, on the far side of the junction, there are two identical green background directional signs which say straight on to – **(M6)** (on a blue panel), **Nantwich Chester A51, Crewe Wrexham (A534), Stoke on Trent (A500)** (*Signs 19A and 19B/76-2-16*).

Also on the far side of the junction there is a sign to the right, again on a green background, which says - **Stone Woore A51** (*Sign 20/76-2-17*) and two brown background signs, one to - **Bridgemere Garden World**, and the other to - **Stapeley Water Gardens** (*Signs 166 and 167/76-2-17*).

Approaching Nantwich up the London Road, as one approaches the traffic lights where the new bypass crosses, there is a large green background sign as one approaches the traffic lights crossroads. This has a broad arrow to the right, a narrow arrow to the left and a no through road straight on. To the right it says – **(M6)** (on a blue panel), **Chester Nantwich A51, Crewe Wrexham (A534), Stoke on Trent (A500)**. Signed to the left (and all the information on the sign to the left hand turn is on one single white superimposed panel) it says - **Whitchurch A5301 (A525)** (on a green panel), **Audlem (A529)** (*Sign 21/76-2-18*).

Coming from the Newcastle Road to the London Road on the new bypass, approaching the traffic lights at the London Road junction, there is quite a large sign with a green background. This has a broad arrow to the left and a narrow arrow straight on and a no through road to the right. The left hand turn says - **Stone Woore A51**, straight on, (on a single large white superimposed panel), it says - **Whitchurch A5301 (A525)** (on a green panel), **Audlem (A529)** (*Sign 22/76-2-19*).

Coming from the Newcastle Road on the new bypass, when one gets up to the London Road crossroads on the far side there is a green sign to the left saying - **Stone Woore A51** (*Sign 23/76-2-20*) and there is a white sign straight on saying - **Whitchurch A5301 (A525)** (on a green panel), **Audlem (A529)** (*Sign 24/76-2-20*). There are also two brown background signs to the left, one to - **Bridgemere Garden World**, and the other to - **Stapeley Water Gardens** (*Signs 164 and 165/76-2-20*).

New Bypass A5301

At the new Stapeley Water Gardens traffic light crossroads there are two identical directional signs with a white background signing towards the Audlem Road which say - **Whitchurch A5301 (A525)** (on a green panel), **Audlem (A529)** (*Signs 16A and 16B/76-2-13*). They are positioned one on either side of the road so that one sees them from both directions.

There are also two identical signs on a white background pointing towards the London Road which say - **(M6)** (on a blue panel), **Chester Nantwich A5301 (A51)** (on a green panel), **Crewe Wrexham (A534)** (on a green panel), **Stoke on Trent (A500)** (on a green panel) (*Sign 17A/76-6-2*) and (*Sign 17B/76-6-2-14*). They are positioned on either side of the road so that one sees them from both directions.

As one comes out of the housing estate onto the new bypass between the new Stapeley Water Gardens entrance and Audlem Road there are two small direction signs facing the junction of the housing estate road on the far side of the new bypass. One of them signs to the right on a white background - **Nantwich town centre A5301 (A530)**, **Whitchurch (A525)** (on a green panel), (*Sign 14/76-2-12*), and the other signs to the left on a white background - **(M6)** (on a blue panel), **Crewe A5301 (A534)** (on a green panel) (*Sign 15/76-2-12*).

Audlem Road/New By Pass Junction

Approaching Nantwich up Audlem Road. As one gets towards the right angle bend where the new lights are, there is a small directional sign with a white background which says straight on - **Nantwich town centre A529 (A530)**, **Whitchurch (A525)** (on a green panel), and then below that it says turn right to - **(M6)** (on a blue panel), **Chester A5301 (A51)** (on a green panel), **Crewe Wrexham (A534)** (on a green panel), **Stoke on Trent (A500)** (on a green panel) (*Sign 7/76-2-6*).

Continuing up Audlem Road to the traffic lights at the bend on the east side of Audlem Road across the junction there is a relatively small white background sign pointing right which says - **(M6)** (on a blue panel), **Chester A5301 (A51)** (on a green panel), **Crewe Wrexham (A534)** (on a green panel), **Stoke on Trent (A500)** (on a green panel) (*Sign 8/76-2-7*). Next to it there is a brown background sign to - **Stapeley Water Gardens, Bridgemere Garden World** (*Sign 168/76-2-7*).

On the inside of the bend on Audlem Road straight opposite the new bypass road joining it, there are two small signs both with white backgrounds. One says - **Nantwich town centre A529 (A530)**, **Whitchurch (A525)** (on a green panel) (*Sign 9/76-2-8*). The other sign on a white background signs left and just says - **Audlem A529** (*Sign 10/76-7-1*). There is also a brown background sign to - **Secret Bunker** (*Sign 169/76-2-8*).

Approaching the traffic lights on the bend in Audlem Road from the town centre after the junction with Park Road, as one approaches the traffic lights there is a small white background direction sign which says straight on - **Audlem A529**, and signed to the left – **(M6)** (on a blue panel), **Crewe A5301 (A534)** (on a green panel), **Stoke on Trent (A500)** (on a green panel) (*Sign 11/76-2-10*). Why does this one not include Chester and Wrexham for instance, or any reference to the A51? Closer to the junction there is a brown background sign left to - **Stapeley Water Gardens, Bridgemere Garden World** (*Sign 184/76-7-2*).

At the traffic lights on Audlem Road, when approaching from the town centre there is a sign pointing left up the bypass which says – **(M6)** (on a blue panel), **Chester A5301 (A51)** (on a green panel), **Crewe Wrexham (A534)** (on a green panel), **Stoke on Trent (A500)** (on a green panel) (*Sign 12/76-2-9*). Beneath there is a brown background sign to -**Stapeley Water Gardens, Bridgemere Garden World** (*Sign 170/76-2-9*).

Going down the new bypass heading towards Audlem Road, as one approaches the traffic lights at the Audlem Road junction, there is a large sign with a white background which says left to - **Audlem A529**, straight on to - **Nantwich town centre A529 (A530), Whitchurch (A525)** (on a green panel) (*Sign 13/76-2-11*). Closer to the junction there is a brown background sign to the right to – **Secret Bunker** (*Sign 185/76-7-3*).

Shrewbridge Road (A530)

Approaching the right hand bend on Shrewbridge Road by the lake there is a small directional sign with a white background signing to turn right. It says - **Nantwich Town Centre A530** (*Sign 1/76-2-1*). Beneath it there is a brown background sign to – **Country Tour** (*Sign 171/76-2-1*).

At the south end of the north part of Shrewbridge Road there are signs saying - **Humps for 800 yards** and - **7.5 tonne weight limit except for access** (*Sign 2/76-2-3*). There is also a sort of chicane traffic calming entrance restriction at the south end of the north part of Shrewbridge Road.

Immediately beyond the right hand bend, pointing right up Park Road, there is another small directional sign on a white background which says - **Nantwich Town Centre A530** (*Sign 3/76-2-2*).

Park Road/Audlem Road Junction

Going up Park Road as one approaches the junction with Wellington Road/Audlem Road there is a small directional sign with a white background. This signs to the left - **Nantwich town centre A530**. It signs to the right – **M6** (on a blue panel), **Audlem A529, Crewe (A534)** (on a green panel), **Stoke on Trent (A500)** (on a green panel) (*Sign 4/76-2-4*). The sign is not well placed because it has been fixed immediately behind a telegraph pole which partially obscures its left hand edge so it really could do with moving one way or the other up and down the street slightly to get clear of the telegraph pole. Also part of the A of Audlem is missing.

At the head of Park Road, on the east side of Wellington Road/Audlem Road there are two separate small signs on a white background on the same post. One says left to - **Nantwich town centre A530** (*Sign 5/76-2-5*). The other says right to – **M6** (on a blue panel), **Audlem A529, Crewe (A534)** (on a green panel), **Stoke on Trent (A500)** (on a green panel) (*Sign 6/76-2-5*). The sign does not give directions to Congleton, Middlewich, Chester, Wrexham or Stone.

Pratchitt's Row/Hospital Street Junction

At the Hospital Street/Pratchitt's Row junction, coming from the east, on the far side of the junction there are two white background signs. One signing right says - **The Gullet access only, Parking 160 yards**. (The parking symbol is a capital P on a blue panel) (*Sign 30/76-3-5*). Underneath there is another smaller sign which is very faded and also obscured by vegetation which says - **No Commercial Vehicles** (*Sign 172/76-3-5*). The other signing left says - **Wrexham A534, Chester (A51), Whitchurch (A525), Audlem (A529)** (*Sign 31/76-3-5*).

Coming from the west part of Hospital Street in an easterly direction there is an identical white background sign on the east side of the roundabout saying to the right - **Wrexham A534, Chester (A51), Whitchurch (A525), Audlem (A529)** (*Sign 32/76-3-1*). There is another white background sign beside it signing straight on, i.e. east down Hospital Street. It says - **Crewe A534, Motorway M6** (on a blue panel), **Middlewich (A530)** (*Sign 33/76-3-1*).

Coming up Pratchitt's Row northbound at the head of the west section of Hospital Street on the central island signing left there is a small white background sign which says - **The Gullett access only, Parking 160 yards** (capital P on a blue panel) (*Sign 34/76-3-2*).

Coming from Pratchitt's Row just as one reaches the roundabout there is another white background sign signed left to - **Car Park, Pay and Display** (with 2 capital P's on blue panels) (*Sign 35/76-3-3*) also a separate brown background turn left sign - **Tourist information** (*Sign 36/76-3-3*).

Further south down Pratchitt's Row when approaching Hospital Street northbound, there is a rather larger white background roundabout sign which says left - **No Entry**, right - **Crewe A534, Motorway M6** (on a blue panel), **Middlewich (A530)** (*Sign 37/76-3-4*).

Water Lode Roundabout

About halfway down Station Road travelling towards the Water Lode roundabout there is a white background roundabout sign which says straight on to - **Wrexham A530 (A534)** (on a green panel), **Chester (A51)** (on a green panel), and it says left to - **Whitchurch A530 (A525)** (on a green panel), **Audlem A529** (*Sign 38/76-3-6*). After this there is a brown background sign left to - **Secret Bunker** (*Sign 206/76-8-27*).

There is a white background sign beyond the roundabout saying straight on to - **Wrexham A530 (A534), Chester (A51)** (*Sign 40/76-8-25*), and another white background sign saying straight on to - **Town centre Parking**, (a capital P on a blue panel) (*Sign 41/76-8-25*).

Then on the exiting island going towards Wellington Road there is a left turn sign on a white background which says - **Whitchurch A530 (A525), Audlem (A529)** (*Sign 42/76-8-26*). Below it there is a brown background sign to - **Secret Bunker** (*Sign 173/76-8-26*).

Coming up Wellington Road towards the roundabout, after the railway crossing, there is what presumably used to be an illuminated sign on the left hand side; the posts and the lights are still there but the sign has been removed (*Sign 46*).

As one gets closer to the Water Lode roundabout coming up Wellington Road, *Signs 40* and *41* are visible signing to the left, but there is also another small white background sign to the left saying - **Swimming Pool** (*Sign 47/76-8-23*).

There is a white background sign to the right saying - **Crewe A534, Motorway M6** (on a blue panel), **Middlewich (A530)** (*Sign 48/76-8-24*) and below it a small white background sign to - **Churche's Mansion** (*Sign 182/76-8-24*).

At the foot of Pillory Street on the roundabout there are signs for – **One way** and **Humps for 600 yards** (*Sign 49A/76-8-23* and *Sign 49B/76-8-24*).

Approaching the roundabout from the Water Lode there is a white background roundabout sign which says straight on - **Crewe A534, Motorway M6** (on a blue panel), **Middlewich (A530)**, and right - **Whitchurch A530 (A525), Audlem (A529)**. There is no indication to the left up Pillory Street, just a little stub (*Sign 43/76-3-9*).

There are also two brown background signs to the right to – **Micro brewery** (*Sign 201/76-8-17*) and - **Secret Bunker** (*Sign 202/76-8-17*) and a brown background sign to the left to – **Country Tour** which is obscured by vegetation (*Sign 203/76-8-20*).

On the roundabout on the Station Road/Pillory Street corner there are three small white background signs to – **St. Anne's Church** (*Sign 204/76-8-21*) **Job Centre** (*Sign 205/76-8-21*) and **Railway Station** (*Sign 39/76-8-21*). These are all double sided signs so they point to the right when viewed from Water Lode and to the left when viewed from Station Road. The Job Centre sign is obscured by the other two when viewed from Station Road.

Water Lode

At the town centre end of Shrewbridge Road there is a sign saying - **Humps for 800 yards** (*Sign 174/76-8-13*), and another sign saying – **7.5 ton weight limit except for access** (*Sign 200/76-8-15*), there are no directional signs down Shrewbridge Road at all.

On the Water Lode as one is going towards the roundabout, before one gets to the entrance to the Love Lane car park, there is a small white background sign on the left hand side which says left - **Long stay Parking** (capital P on a blue panel) (*Sign 44/76-8-16*).

Going up the Water Lode from the roundabout towards the Shrewbridge Road junction, there is a white background sign on the left hand side which says - **Parking Town centre** (capital P on a blue panel), straight on - **Short stay**, turn right - **Long stay**. (*Sign 45/76-8-22*).

After this on the south side of Water Lode, opposite the entrance to the Love Lane car park, there are white background signs saying turn right and left to – **Museum** (*Sign 50A/76-8-19* and *Sign 50B*). These can be seen from Water Lode coming in both directions and in both cases signing one into the Love Lane car park entrance.

When one comes out of the Love Lane car park entrance onto Water Lode, facing one on the far side, signed to the right there is a white background sign which says - **Wrexham A530 (A534), Chester (A51)** (*Sign 51/76-8-18*).

On the west side of Water Lode directly opposite to the foot of Mill Street as one approaches towards the river bridge from the roundabout, there is a white background sign signing to the right - **Parking Short stay** (capital P on a blue panel) (*Sign 53/76-8-11*). Immediately beneath this there is another white background sign which says just capital - **P** (on a blue panel) also signed to the right (*Sign 54/76-8-11*). Both these signs are two sided so that they read turn right or turn left up Mill Street depending on whether one is coming from the High Street or the roundabout.

On the Water Lode shortly after the High Street traffic light crossroads as one is going towards the roundabout, on the left hand verge there is a white background sign which says - **Parking Town centre** (capital P on a blue panel), straight on - **Long stay**, left - **Short stay** (*Sign 56/76-8-7*). This is very similar to the sign at the other end of Water Lode as one is leaving the roundabout.

At the top of Shrewbridge Road on Water Lode, there is a white background sign to the left which says - **Wrexham A530 (A534), Chester (A51)** (*Sign 52/76-8-14*) (The C of Chester is missing.) Above it there is a small white background sign to the left to - **Toilets** (*Sign 198/76-8-14*) and a brown background sign to the right to - **Country Tour** (*Sign 199/76-8-14*).

At the foot of Mill Street, facing up Mill Street from the Water Lode, there are signs either side with a motorbike and a car in a red circle saying - **No Vehicles Except for Access** (*Sign 55/76-8-12*).

High Street/Welsh Row/Water Lode Junction

Approaching the High Street junction going up Water Lode there is a brown background sign on the left to - **Nantwich Marina** (*Sign 207/76-8-10*).

At the top of Water Lode as it approaches High Street there does not seem to be any sign to the right whatsoever apart from a small white background sign saying - **Library** (*Sign 57/76-8-6*).

Coming from Water Lode, there is a white background sign to the left saying - **Wrexham A534, Chester (A51)** (*Sign 58/76-8-8*) and underneath it there is a brown background sign to - **Nantwich Marina** (*Sign 195/76-8-8*). There is a small white background sign saying straight on - **Swimming Pool** (*Sign 59/76-8-6*).

Coming up Welsh Row eastbound towards the bridge, there do not seem to be any advance signs at all. When one gets to the bridge there is a small white sign saying - **Parking Town centre** (capital P on a blue panel), left - **Short stay**, right - **Long stay** (*Sign 60/76-8-4*).

Beyond the traffic lights at the head of Water Lode there is a right pointing white background sign which says - **Whitchurch A530 (A525), Audlem (A529)** (*Sign 61/76-8-5*). Below this there is another white background sign which says - **Railway Station, Job Centre** (*Sign 62/76-8-5*) and below this there is a brown background sign to - **Secret Bunker** (*Sign 175/76-8-5*). Nothing is signed straight on at all.

At the moment when one arrives at the bottom of the High Street, there is a white background sign saying straight on to - **Wrexham A534, Chester (A51)** (*Sign 63/76-8-1*), and a white background sign saying left to - **Whitchurch A530 (A525), Audlem (A529)** (*Sign 64/76-8-1*). There is also a small very dirty white background sign to the left to - **Railway Station** (*Sign 194/76-8-2*). There is a white background sign to the right to - **Parking** (capital P on a blue panel) **Short stay 250 spaces** (*Sign 196/76-8-3*).

High Street

Going up the High Street and then turning left up Oat Market there are no directional signs whatsoever.

Beam Street

Going down Beam Street towards the town centre on the right hand side of the road opposite the entrance to the car park there are two small white background signs to the left. One says - **Toilets** (*Sign 191A/76-7-13*), and the other says - **Long stay Parking** (capital P on a blue panel) **250 places** (*Sign 192A/76-7-13*). Going along Beam Street eastbound away from the town centre there are a pair of identical signs on the left hand side (*Signs 191B and 192B/76-7-14*).

Market Street

Halfway down Market Street, just beyond the Civic Hall there are a pair of signs, one either side of Market Street, saying – **No Entry to cars or motorcycles except for access** (*Signs 65/76-7-16*).

Beam Street/ Barony Road/Millstone Lane Junction

At the east end of Beam Street approaching the traffic lights at the Barony Junction there is a white background sign which says left to - **Chester A51** (on a green panel), **Wrexham (A534)** (on a green panel), to the right it says - **Stone (A51)** (on a green panel), **Crewe (A534)**, **Stoke (A500)**, **Motorway M6** (on a blue panel) (*Sign 66/76-6-12*).

Closer to the traffic lights there is another white background sign which says left to - **Middlewich, Winsford**, right to - **Crewe** (*Sign 67/76-6-13*).

Coming from Beam Street, beyond the junction, there is a green background sign to the left which says - **Chester A51, Wrexham (A534)** (*Sign 68/76-6-11*). There is a white background sign below it also to the left which says – **Middlewich, Winsford** (*Sign 69/76-6-11*).

To the right beyond the junction there is a right pointing green background sign at low level which says - **Stone A51, Crewe (A534), Stoke (A500), Motorway M6** (on a blue panel) (*Sign 70/76-6-15*).

Coming down Barony Road southwards from the Middlewich Road junction, approaching the Beam Street junction, there is a large advanced directional sign on a green background which says straight on - **Stone A51, Stoke (A500), Whitchurch (A525), Congleton (A534), Motorway M6** (on a blue panel), and it says to the right - **Town centre A530** (*Sign 71/76-6-5*).

Continuing down Barony Road towards the Beam Street junction, closer to the junction there is a small white background sign which says straight on – **Crewe, Audlem** (*Sign 72/76-6-6*).

Coming down Barony Road when one gets to the Beam Street junction, on the far side of the junction, there is a green background sign straight on which says - **Stone A51, Stoke (A500), Whitchurch (A525), Congleton (A534), Motorway M6** (on a blue panel) (*Sign 73/76-6-7*). Beneath it there is a smaller white background sign which says straight on – **Crewe, Audlem** (*Sign 74/76-6-7*).

There are three signs to the right. These are all small white background signs. One says - **Town centre car park** (*Sign 75/76-6-7*), one says - **Historic Town Centre** (*Sign 76/76-6-7*) and one says - **Library** (*Sign 77/76-6-7*). There are no signs to the left whatsoever.

Coming up Millstone Lane to the Beam Street junction, the only signs are a green background sign saying straight on to – **Chester A51, Wrexham (A534)** (*Sign 78/76-6-10*), a small white sign to the left saying – **Library** (*Sign 79/76-6-10*) and a small white sign to the left saying – **Toilets** (*Sign 176/76-6-10*). There are no signs to the left saying Town Centre or Car Parks coming from this direction.

Barony Road/Middlewich Road Junction

Going up Barony Road from the Reaseheath roundabout towards the Barony Road /Middlewich Road junction on the left hand verge there is a green background sign which says straight on to - **Stone A51, Congleton (A534), Stoke (A500), Motorway M6** (on a blue panel), to the left - **Middlewich A530, Crewe (A532)** (*Sign 102/76-4-17*).

Beyond this sign there is another sign on the left hand verge with a white background which says straight on - **Crewe Station, Audlem**, left - **Leighton Hospital** (*Sign 103/76-4-18*). Below this there is a small brown background sign left to – **Railway Age** (*Sign 193/76-4-18*).

When one gets to the Middlewich Road junction at the corner of the Barony, immediately beyond the junction, there are two left pointing signs. One has a green background and says - **Middlewich A530, Crewe (A532)** (*Sign 104/76-6-4*), and the other has a white background and says - **Leighton Hospital** (*Sign 105/76-6-4*).

At the foot of Middlewich Road as one approaches the traffic lights on Barony Road, on the left hand verge there is a green background sign which says to the left - **Town Centre Stone A51, Newcastle (A34), Whitchurch (A525)**, and then it says to the right - **Chester A51, Wrexham (A534)** (*Sign 106/76-4-20*).

As one goes north up Barony Road approaching the Middlewich Road traffic lights from Beam Street, on the left hand verge there is a white background sign pointing to the right saying - **Leighton Hospital** (*Sign 107/76-7-8*). Immediately beyond the traffic lights on the right hand verge at the corner of the cemetery, there is a green background sign which says - **Middlewich A530, Northwich (A533)** (*Sign 108/76-4-21*) and below this there is another separate white background sign which says - **Leighton Hospital** (*Sign 109/76-4-21*).

As one goes south down Barony Road just after the junction there is a small white background sign on the left signing right to – **Swimming Pool** (*Sign 210*).

Middlewich Road

As one goes up Middlewich Road from the Barony Road traffic lights towards the Sainsbury's roundabout, on the left hand pavement there is a white background sign which says straight on - **Superstore Parking** (capital P on a blue panel), left - **Deliveries** (*Sign 110/76-4-22*).

Further up Middlewich Road as one gets towards the Sainsbury's roundabout, there is a white background sign on the left hand side, a roundabout sign, with a narrow arrow to the left saying - Superstore, and a broad arrow straight on saying - **Middlewich A530, Stoke on Trent (A500)** (*Sign 111/76-4-23*).

Actually on the roundabout there is a white background sign to the left saying – **Superstore** (*Sign 112/76-4-24*), and as one leaves the roundabout heading towards Middlewich there is a white background sign which says - **Middlewich A530, Crewe (A532)** (*Sign 113/76-4-25*).

At the end of White House Lane they have got a **20mph zone** sign (*Sign 177/76-8-28*).

Approaching the Sainsbury's roundabout from the bypass roundabout on Middlewich Road, on the left hand verge there is a white background roundabout sign which says broad arrow straight on - **Nantwich A530**, narrow arrow to the right – **Superstore** (*Sign 115/76-4-27*).

Coming from the bypass roundabout towards Nantwich, on the far side of the Sainsbury's roundabout there is a white arrow signing straight on - **Nantwich A530** (*Sign 116/76-4-28*).

London Road Roundabout

In the two way section of Hospital Street, at the east end, approaching the London Road roundabout, on the left hand pavement there is a large white background roundabout sign which says left to the

Crewe Road end mini-roundabout and from there two arrows, one left again which says – **Chester A51, Wrexham (A534)** (on a green panel), **Northwich (A530)** (on a green panel). From the Crewe Road end mini-roundabout fork left, it says – **Congleton Crewe A534**. Straight on from the London Road roundabout it says – **Stone A51, Stoke (A500)** (on a green panel), **(M6)** (on a blue panel) (*Sign 145/76-5-11*). This sign is too big for its location in a Conservation Area. Why does it sign to Northwich when all other signs sign to Middlewich?

Coming from Millstone Lane to the London Road roundabout there are a number of signs. On the centre of the roundabout there is a green background sign to the left which says – **Stone A51, Stoke (A500), Motorway M6** (on a blue panel) (*Sign 146/76-5-14*). Below it there are two brown background signs. One says left to – **South Cheshire Country Tour** (*Sign 158/76-5-14*) and the other says left to – **Bridgemere Garden World** (*Sign 159/76-5-14*)

Beyond the roundabout, attached to a lamppost, there is a sign to the right on a white background which says – **Whitchurch A534 (A525), Audlem (A529)** (*Sign 147/76-5-12*). Below this there are two signs to the right; a brown background sign to – **Tourist information** (*Sign 157/76-5-12*), and a white background sign to – **Swimming Pool** (*Sign 148/76-5-12*). On the island of the London Road exit there is a white background sign which says – **Stone A51, Stoke (A500)** (on a green panel), **(M6)** (on a blue panel), signed to the left (*Sign 149/76-5-13*) and below it on the same board there are two brown background signs, one signing left to – **Bridgemere Garden World** (*Sign 179/76-5-13*) and one signing left to – **Stapeley Water Gardens** (*Sign 180/76-5-13*).

As one approaches the London Road roundabout from London Road, there are no advance signs at all. The only sign one sees is on the far side of the roundabout: a white background sign saying straight on to – **Whitchurch A534 (A525), Audlem (A529)** (*Sign 150/76-5-15*). Below this there is a sign to – **Secret Bunker** (*Sign 151/76-5-15*).

Crewe Road End

As one approaches the Crewe Road End roundabout from the London Road roundabout, on the far side of the roundabout, there is a green background sign saying straight on up Millstone Lane to – **Chester A51, Wrexham (A534)** (*Sign 152/76-5-16*), and below that a white background sign saying straight on to – **Middlewich** (*Sign 153/76-5-16*).

At the bottom of Crewe Road, right at the roundabout, there are a number of signs all sharing the same board on the left hand side. There is a green background sign which says left to – **Stone A51, Whitchurch (A525), Stoke (A500)**. Then there is a white background sign to the left saying – **Audlem**. Then there is a green background sign to the right saying – **Chester A51, Wrexham (A534)**, and there is a white background sign to the right saying – **Middlewich** (*Sign 154/76-5-17*). Below these there is a white background sign to the left to – **Churche's Mansion** (*sign 181/76-5-17*).

As one comes down Millstone Lane towards the Crewe Road End roundabout as one approaches it, on the left there is a green background sign which says straight on to – **Stone A51, Whitchurch (A525), Stoke (A500), Motorway M6** (on a blue panel), and to the left – **Congleton A534** (*Sign 80/76-5-19*). When one gets to the Crewe Road End roundabout, on the island at the Crewe Road exit, there is a green background sign signing to the left saying – **Crewe Congleton A534** (*Sign 155/76-5-18*), and underneath that a white background sign signing to the left saying – **Crewe** (*Sign 156/76-5-18*).

4. RECOMMENDATIONS

4.1 GENERAL RECOMMENDATIONS

Urgency

A comprehensive review of direction signing and the classification and designation of roads around Nantwich is desperately needed. There is very little logic or consistency in the existing situation which appears to have developed as a result of numerous ad hoc unrelated and uncoordinated initiatives over many years. Many of the existing signs are out of date, redundant or misleading and there are many

omissions and gaps in the coverage. An overall strategy for vehicle movements within and around Nantwich needs to be developed and agreed and a complete resigning exercise carried out as a matter of urgency to put it into effect.

Strategy

The opening of the new southern extension of the bypass in the autumn of 2002 now means that there is no longer any need for through traffic to enter the centre of the town at all and the first basic principle of the resigning strategy must be that all through traffic should use the bypass and no through traffic should penetrate within the bypass loop.

Within the bypass loop, Wellington Road, Water Lode, the new Kingsley Fields Link Road and Chester Road, Acton, on the west side and London Road, Crewe Road, Millstone Lane, Barony Road and Middlewich Road on the east side should be seen as forming two local distributor networks to access the town centre. We consider that traffic movement between the two sides of the town should be kept to a minimum but that, in so far as an east-west link is necessary between these two networks, this role must be taken primarily by the High Street/Beam Street corridor rather than by Hospital Street and Pratchitt's Row, which should cease to act as one of the town's main distributor roads and should only be used for immediately local access.

Road Designations

The A500 should end at the Cheerbrook Roundabout at the west end of the new dual carriageway Shavington bypass where it should join the A51. The old and new bypasses from London Road, Stapeley, to the Reaseheath Roundabout should be redesignated as the A51, so that the A51 is continuous from Stone to Chester, via London Road, Stapeley, the north end of the new bypass, a short length of Newcastle Road, the old bypass from the Cheerbrook Roundabout to the Reaseheath Roundabout, Chester Road and the Burford Crossroads.

The A534 from Wrexham (Cuckoo Lane) should merge with the A51 at Burford Crossroads and follow the A51 to the Crewe Road Roundabout on the bypass where it should leave the A51 and continue up Crewe Road, Willaston, towards Crewe.

The A530 from Middlewich should merge with the A51 at the Middlewich Road Roundabout on the bypass and follow the A51 to the new bypass/London Road, Stapeley, junction. From the new bypass/London Road, Stapeley, junction, the A530 should leave the A51 and continue via the new bypass and the north end of Audlem Road to Park Road and thence, via the south end of Shrewbridge Road and Baddington Lane, to join the A525 at Burleydam.

The A5301 designation for the new bypass should cease to be used (the north end should become the A51 and the south end should become the A530). The A529 from Audlem should end at the junction of Audlem Road and the new bypass where it should join the A530.

The present A500 via Hough and Shavington from the Weston Hall Roundabout to the Cheerbrook Roundabout should be redesignated the A531. The A531 should end at the Cheerbrook Roundabout where it should join the A51.

The Nantwich bypass should therefore be redesignated as the A530 at the south end and the A534 at the north west end and as the A51 for the remainder of its length. The A500, the A529 and the A531 should terminate completely where they join the bypass. The A534 should merge with the A51 at the Crewe Road Roundabout and leave the A51 at Burford Crossroads and the A530 should merge with the A51 at the London Road, Stapeley, junction and leave the A51 at the Middlewich Road Roundabout.

Road Classifications

No A roads should extend within the bypass loop. The classification of all the following roads should be downgraded to B road status (coloured brown on the OS maps): -

Chester Road from Burford Crossroads through Acton and Dorfold to the Welshman's Lane/Welsh Row junction

Barony Road and Millstone Lane from the Reaseheath Roundabout to the London Road Roundabout.

The south end of Middlewich Road from the Bypass Roundabout to the junction with Barony Road

The west end of Crewe Road from the Bypass Roundabout to Crewe Road End.

The west ends of London Road and Newcastle Road from the new bypass junction to the London Road Roundabout

Wellington Road and Water Lode from the Audlem Road/Park Road junction to the High Street

Beam Street, Swine Market/Oat Market and the west end of High Street,

The new Kingsley Fields Link Road from the High Street to Welshman's Lane.

The following roads should be completely declassified so that they cease to be A or B roads and become nothing more than unclassified local access roads (coloured yellow or white on the OS maps): -

Old Welsh Row from High Street to Welshman's Lane

The east end of Hospital Street, Pratchitt's Row and Station Road from the London Road Roundabout to the Water Lode Roundabout

The cul-de-sac at the west end of London Road, Stapeley, to the west of the new bypass junction.

The north end of the Shrewbridge Road from Park Road to Water Lode.

The following roads should be part of the primary route network (coloured green on the OS maps): -

- A51 - London Road, Stapeley
- North end of new bypass from London Road to Newcastle Road
- Newcastle Road from north end of new bypass to Cheerbrook Roundabout
- Bypass from Cheerbrook Roundabout via Crewe Road Roundabout and Middlewich Road Roundabout to Reaseheath Roundabout
- Chester Road from Reaseheath Roundabout to Burford Crossroads
- Chester Road, Hurleston

- A530 - Middlewich Road from Middlewich Road Bypass Roundabout northwards towards Marshfield Bank

- A534 - Crewe Road, Willaston from Crewe Road Bypass Roundabout eastwards towards Crewe
- Cuckoo Lane and Wrexham Road, Burland from Burford Crossroads (A51)

A500 - New Shavington Bypass eastward from Cheerbrook Bypass Roundabout

No part of the primary route network should extend on to the town centre side of the line of the A51 bypass and the lengths of Crewe Road, Newcastle Road and London Road to the west of the bypass should cease to be part of the primary route network. The A531 (now the A500) from the Weston Hall Roundabout to the Cheerbrook Roundabout should also cease to be part of the primary route network when the new A500 dual carriageway opens.

A525

Many signs in the Nantwich area attach the designation (A525) to Whitchurch, sometimes alone and sometimes coupled with A530. The A525 is a road which runs east west from Newcastle to Wrexham and never gets closer than about 8 miles to Nantwich. Vehicles in the Nantwich area wishing to go to Wrexham or Newcastle will use the A534 or the A500; they will not use the A525. Vehicles travelling southwards on the A530 will be going to destinations such as Aston, Whitchurch, Prees, Wem, Shrewsbury and Telford, none of which (apart from Whitchurch itself) is on the A525. For at least the first two thirds of the total distance from Nantwich to Whitchurch the relevant designation of the road is the A530.

In our opinion therefore, the A525 designation is completely irrelevant to Nantwich and to attach the (A525) designation to Whitchurch on signs in the Nantwich area is unhelpful and potentially confusing. We suggest that Whitchurch should always be coupled with A530 and that the A525 should not be referred to.

A532

Signs 81, 83, 85, 86, 90, 103, 104, 114, 117 and 119 sign traffic to Crewe (A532). Signs 94 and 97, however, sign to Crewe A530. The A532 is a very short length of road which does not start till the edge of Crewe. It is not a designation which is generally known; it is not a significant long distance route and it is not referred to at all on the OS 1:190000 Motoring Atlas. Outsiders will have never heard of it and locals think in terms of West Street, not the A532, whereas the A530 is a well known relatively long distance route which closely skirts the west side of Crewe.

In our opinion therefore, to sign to Crewe (A532) from Nantwich is unhelpful and potentially confusing. If it is desired to encourage east bound traffic on the A51 and A534 to approach Crewe from the west, rather than up Nantwich Road, we suggest that all the relevant signs at Burland/Ravensmoor, the Burford Crossroads and the Reaseheath and Middlewich Roundabouts should sign traffic north up the Middlewich Road to Middlewich Crewe A530 (not A532).

Whitchurch and Audlem

Audlem is signed at the Burford Crossroads and the Crewe Road and Cheerbrook Bypass Roundabouts but not at the Reaseheath and Middlewich Road Roundabouts, whereas Whitchurch is not signed at all on the old bypass. From our observations it would appear that, although they may not be part of the primary route network, a great deal of traffic, including large numbers of hgv's, travels on the A529 and A530, presumably to and from places such as Market Drayton, Newport, Telford, Aston, Prees, Wem, Shrewsbury and beyond. We recommend therefore that both Audlem and Whitchurch should be signed consistently for the whole length of the bypass.

A534

There seems to be no consistently applied general rule as to whether eastbound traffic on the A534 should be signed to Crewe or Congleton or both. If Crewe traffic is to be signed up Middlewich Road from Burford Crossroads, Reaseheath Roundabout and Middlewich Road Roundabout, presumably signs in these locations should only sign A534 eastbound to Congleton and, if Congleton is to be signed here, for consistency's sake, it should be signed throughout the area. We suggest therefore that signs should generally sign the A534 as eastbound to both Crewe and Congleton, although possibly at the Burford Crossroads, and the Reaseheath and Middlewich Road Roundabouts it should be signed to A534 Congleton only.

Northwich

Sign 108 signs to Middlewich and Northwich and Sign 145 signs to Northwich only but generally most signs sign to Middlewich only. In the interests of consistency and because not all traffic travelling via Middlewich necessarily wants to go on to Northwich, we recommend that all signs in the Nantwich area should refer to Middlewich only rather than Northwich.

Newcastle

For no obvious reason Sign 106 at the foot of Middlewich Road signs to Newcastle but generally all signs sign to Stoke only. In the interests of consistency we recommend that all signs in the Nantwich area should refer to Stoke only, except for relevant signs at the Cheerbrook Roundabout where we suggest it probably would be helpful to sign up the A531 (present A500) to Newcastle.

Supermarkets

The principal means of access for customers and the sole means of access for out of town customers and deliveries to the Safeway and Aldi Supermarkets in Station Road should be from the Water Lode Roundabout. Sainsbury's Supermarket on Middlewich Road is signed but there are no comparable signs to Safeway's Supermarket on Station Road. It is suggested that for the sake of fairness there perhaps ought to be similar signs at the Water Lode Roundabout, visible when approaching on Water Lode or Wellington Road, to - Super Store, Car Park. There should not however be any such signs at either the London Road Roundabout or the Hospital Street/Pratchitt's Row junction because no out of town traffic should be using Hospital Street.

Tourist Information

There are a lot of small brown signs to Tourist Information scattered around the town. If they are intended to be read by motorists, their positioning is not really very logical or helpful because one cannot drive to the tourist information office in the direction they point. The only way one can drive close to the tourist information office is by going up Pillory Street from the Water Lode Roundabout and then down Hospital Street and up Church Lane into the Church Lane Car Park. So if these signs are intended to be read by motorists there should be one at the foot of Pillory Street and one at the foot of Church Lane but there is not one in either location. There is really no point having any road signs to Tourist Information anywhere else in the town. It would be better just to sign to Town centre car parks and then have pedestrian signs and/or maps to help visitors find the Information Office on foot from the car parks.

Speed Limits

Except in the case of Audlem Road and Park Road where speed limits already extend beyond the line of the bypass loop, existing speed limits should be extended so that they commence immediately on the town centre side of the relevant bypass roundabout or junction, or, failing this, commence nearby and there is an advance warning speed limit sign visible immediately at the roundabout or junction, so that through traffic is made aware that if they go towards the town centre they will be subject to a speed limit and so that drivers who have had to slow down to negotiate the junction or roundabout do not accelerate again as they leave it. In the interests of the safety and amenity of residents, pedestrians and cyclists, the appropriate speed will be 30mph in all cases except possibly Chester Road, between the Burford Crossroads and the canal aqueduct, where a 40mph limit may be more appropriate for at least some of its length. The locations where the 30mph speed limit should be extended include Middlewich Road, Newcastle Road, Crewe Road and Barony Road.

Newcastle Road (the present A500) has a continuous 40mph speed limit through Hough, Shavington and Willaston which then stops at the Cheerbrook Roundabout for a distance of only a few hundred metres before a new 40mph speed limit starts again at the junction with the new bypass. This is not a sensible arrangement. Since no vehicle should be attempting to negotiate the Cheerbrook Roundabout at a speed of more than 40mph, the 40mph speed restriction should be extended so that the whole length of Newcastle Road, including the roundabout, is covered by a continuous 40mph limit.

Weight Restriction

The only goods vehicles which need to travel along Hospital Street are those servicing immediately local premises. The only local premises which receive regular deliveries from large lorries are Safeway and Aldi and lorries servicing those premises should always travel via Wellington Road or Water Lode and Station Road and should not need to enter Hospital Street at all. No vehicles larger than delivery vans, removal vans, refuse disposal vehicles, fire engines, brewers' drays etc. should need to travel along Hospital Street.

To ensure that all other heavy lorries are excluded a 7.5 tonne weight restriction except for access should be introduced as soon as possible extending from the Water Lode Roundabout to the London Road Roundabout and covering the whole of Hospital Street, Pratchitt's Row and Station Road.

Wardle

It has been suggested that, since Wardle is a significant destination for lorries leaving the M6 at junction 16, some at least of the signs to Chester A51 should perhaps also include a reference to Wardle.

4.2 DETAILED RECOMMENDATIONS

(See also Section 5: Photographs)

Wrexham Road, Ravensmoor

Signs 81 and 83 should be modified to sign left to – **Crewe (A530)** (not A532)

Burford Crossroads

To make sure that all through traffic goes on the bypass, *Sign 90* on Cuckoo Lane should be modified to sign straight on to – **Congleton A534, Stone A51 Middlewich Crewe Whitchurch (A530) (M6) Stoke (A500)**.

To make sure that all through traffic goes on the bypass, advance *Sign 84* should be modified to sign left to – **Stone A51, Congleton (A534) Crewe Middlewich Whitchurch (A530) Stoke on Trent (A500) Birmingham (M6)**, and to sign straight on to - **Nantwich** only (not A534), green *Sign 86* should be modified to sign to – **Stone A51 Congleton (A534) Crewe Middlewich Whitchurch (A530) Stoke (A500) (M6)**, white *Sign 88* should be modified to say only - **Nantwich** (not A534) and white *Sign 92* should be modified to say - **Nantwich Acton**, only (not A534).

To discourage through traffic and in the interests of the safety and amenity of the residents and pedestrians, a 40 mph speed limit should be introduced to cover the whole length of the Chester Road from the Burford Crossroads through Acton and on to Nantwich, starting immediately on the Acton side of the Burford Crossroads.

Reaseheath Bypass Roundabout

Advance *Sign 94* should be modified so that fork right is indicated with a narrow arrow rather than a broad arrow to – **Nantwich town centre**, on a white panel only, and fork left indicates to – **Stone A51, Stoke on Trent (A500) (M6) Middlewich Crewe Whitchurch (A530), Congleton (A534) Audlem (A529)**.

To make sure that all Stone, Crewe, Congleton, Audlem and Whitchurch traffic goes round the bypass rather than along Barony Road, *Sign 97* should be replaced with a new green background sign left to – **Stoke (A500) (M6), Middlewich Crewe Whitchurch (A530), Congleton (A534), Stone A51, Audlem (A529)**.

Confirmatory *Sign 100* should be modified so that it is headed - **A51** and reads – **Stone (Crewe) (Congleton) (Stoke on Trent) (Middlewich) Preston Birmingham (M6)**.

Sign 99 should be replaced with a white background sign which just signs – **Nantwich town centre**, only (not A51).

Sign 101 should be modified so that it signs left with a narrow arrow rather than a broad arrow to – **Nantwich town centre**, on a white panel, only (not A51).

Sign 188 should be modified to sign turn right to – **Stone A51, Stoke on Trent (A500) (M6)**.

The 30 mph limit should be extended so that it commences immediately at the Barony Road exit from the roundabout to further discourage through traffic and so that, having slowed for the roundabout, vehicles do not accelerate above 30mph again.

Middlewich Road Bypass Roundabout

Sign 117 should be modified to sign sharp right with a narrow arrow to – **Nantwich town centre**, on a white panel, only (not A530), fork right to – **Stone A51 Stoke (A500), (M6), Congleton (A534), Whitchurch (A530), Audlem (A529)** and fork left to – **Middlewich Crewe (A530)**.

Signs 120 and 122 should both be replaced with green background signs to – **Stone A51 Stoke (A500), (M6), Congleton (A534), Whitchurch (A530), Audlem (A529)**.

Sign 119 should be modified to read – **Middlewich Crewe (A530)**.

Sign 125 should be replaced with a white background sign to - **Nantwich town centre** only (not A530).

Sign 124 should be modified to sign sharp left to – **Stone A51 Stoke (A500) (M6), Congleton (A534), Whitchurch (A530), Audlem (A529)**, fork left to – **Nantwich town centre**, on a white panel, only (not A530 (A51)) and fork right to - **Chester A51 Wrexham (A534)**.

Sign 126 should be modified to sign left to – **Nantwich town centre**, on a white panel only (not A530 (A51)) and fork left to – **Chester A51, Wrexham (A534)**.

Sign 114 should be modified so that it signs sharp left to - **Chester A51, Wrexham (A534)**, right to - **Stone A51, Stoke on Trent (A500) (M6) Congleton (A534) Whitchurch (A530) Audlem (A529)**, and straight on to – **Middlewich, Crewe (A530)**.

Confirmatory *Sign 127* should be modified so the heading is - **A51** and it reads – **Stone (Congleton) (Stoke on Trent) Preston Birmingham (M6)**.

The 30mph limit should be extended so that it commences immediately at the Nantwich exit from the roundabout (where the 40mph signs are at present) to further discourage through traffic and so that, having slowed for the roundabout, vehicles do not accelerate above 30mph again.

Crewe Road Bypass Roundabout

Sign 128 should be modified to sign fork right to – **Stone A51 Stoke (A500) (M6), Whitchurch (A530), Audlem (A529)**, and turn right to – **Nantwich town centre**, on a white panel only (not A534).

Sign 130 should be modified to sign left to – **Stone A51 (M6), Stoke (A500), Whitchurch (A530), Audlem (A529)**, straight on to – **Nantwich town centre** on white panel, only (not A534) and right to - **Chester A51 Wrexham (A534)**.

Sign 131 should be replaced with a new sign to – **Stone A51 Stoke (A500) (M6), Whitchurch (A530), Audlem (A529)**.

Sign 133 should be modified to sign left to – **Nantwich town centre**, on a white panel, only (not A534) and straight on to – **Chester A51, Wrexham (A534) Middlewich (A530)**.

Sign 134 should be replaced with a white background sign to - **Nantwich town centre**, only (not A534).

Sign 135 should be modified to read - **Chester A51, Wrexham (A534)**.

Sign 136 should be modified to sign sharp left to - **Chester A51, Wrexham (A534), Middlewich (A530)** and turn right to - **Stone A51, Stoke on Trent (A500) (M6) Whitchurch (A530), Audlem (A529)**

Sign 132 should be modified so its heading is - **A51** and it reads - **Stone A51, (M6), (Stoke on Trent)**.

To further discourage through traffic and so that, having slowed for the roundabout, vehicles do not accelerate to above 30mph again, the 30mph limit should be extended so that either it commences immediately at the Nantwich exit from the roundabout or it commences somewhere between the roundabout and the Peacock Stores shop, in which case conspicuous advance warning signs should be positioned at the roundabout.

Cheerbrook Bypass Roundabout

Sign 138 should be modified to sign right to - **Stone A51, Audlem (A529), Whitchurch (A530)** (not Nantwich), and straight on to – **Newcastle A531, Shavington, Wybunbury (B5071)**.

Sign 137 should be modified to sign straight on to – **Nantwich Stone A51, Audlem (A529), Whitchurch (A530)** right to – **Chester A51, Wrexham (A534)** and left to - **Newcastle A531, Shavington, Wybunbury (B5071)**.

Sign 140 should be modified to sign fork right to - **Stone Nantwich A51, Audlem (A529), Whitchurch (A530)**, sharp right to - **Chester A51, Wrexham (A534) Middlewich (A530)** and fork left to - **Newcastle A531, Shavington, Wybunbury (B5071)**.

Sign 142 should be replaced with a new sign to – **Nantwich Stone A51, Audlem (A529), Whitchurch (A530)**.

Sign 143 should be replaced with a new sign to – **Chester A51, Wrexham Crewe (A534) Middlewich (A530)**.

Sign 141 should be replaced with a new sign to - **Newcastle A531, Shavington, Wybunbury (B5071)**.

Sign 144 should be modified to read left to - **Chester A51, Wrexham Crewe (A534) Middlewich (A530)** and right to - **Newcastle A531, Shavington, Wybunbury (B5071)**.

Sign 178 should be repositioned at the west end of the Shavington bypass on the left hand side approaching the roundabout. *Sign 208* should be removed and possibly also repositioned at the west end of the Shavington bypass on the left hand side approaching the roundabout.

The existing 40mph limit which presently covers the whole of the new bypass (except the west end) and London Road, Stapeley, should be extended to cover the whole of Newcastle Road and join with the existing 40mph limit which covers the present A500 through Shavington and Willaston, so that it includes the Cheerbrook Roundabout and covers the whole of Newcastle Road up to the start of the Nantwich 30mph limit. There should be 40mph signs at the south end of the bypass and the west end of the new A500 dual carriageway as they both arrive at the Cheerbrook Roundabout.

Newcastle Road/New Bypass Junction

All through traffic coming from the A500 towards Nantwich should turn left at the traffic lights at the junction of the new bypass with Newcastle Road but, despite the existing signs, the great majority of all Audlem and Whitchurch bound lorries are still going straight on. The present physical configuration of the carriageway and the existing area of white hatching means that vehicles approaching the junction from the A500 are naturally directed to go straight on and have to make a deliberate decision to move into the left hand lane to turn left and also that, if a number of vehicles are waiting in the lane to go straight on, there is no room for left turning vehicles to squeeze past the tail end of the queue. In order to overcome this problem the alignment of the kerb on the south side should be adjusted here, to widen the carriageway and extend the length of the leftward splay and make it more gradual, and the white line marking on the road should be reversed so that traffic is naturally directed to take the turn left lane and vehicles have to make a deliberate decision to move into the right hand lane to go straight on (rather than vice versa). The timing of the traffic light change phases should also be adjusted to give relatively much longer time to turn left and right into and out of the new bypass and relatively much shorter time to travel straight along the Newcastle Road.

To reinforce its message, *Sign 28* should be modified so that straight on is indicated with a narrow arrow to - **Nantwich Town Centre** on a white panel (only), rather than with a broad arrow to Nantwich A51, and *Sign 29* should be replaced with a larger sign signing left to - **Stone Woore A51, Audlem (A529), Whitchurch (A530)**.

Sign 25 should be modified to say left to – **Nantwich town centre** on a white panel only (not A51) and right to – **(M6) Chester A51, Crewe Wrexham (A534) Stoke on Trent (A500) Middlewich (A530)**

Sign 26 should be modified to say left to – **Nantwich town centre** only (not A51)

Sign 27 should be modified to also sign right to – **Middlewich (A530)**

Sign 186 should be modified to sign straight on to – **Chester A51 Crewe Congleton Wrexham (A534) Stoke (A500) (M6)** and right to – **Stone Woore A51, Whitchurch (A530), Audlem (A529)**.

Sign 197 should be modified to sign right to - **Stone Woore A51, Whitchurch (A530), Audlem (A529)**.

As a further disincentive for through traffic approaching Nantwich to go straight on, either the 30 mph limit should be extended so that it commences immediately on the town centre side of the junction, or conspicuous advanced warning 30 mph signs should be positioned at the junction and the derestricted sign after the junction should be removed.

London Road, Stapeley/New Bypass Junction

Sign 18 should be modified to sign straight on to – **Middlewich A530 (M6), Chester A51, Crewe Wrexham (A534) Stoke on Trent (A500)** (not Nantwich, because any vehicles on the A530 or A529 wishing to go to Nantwich town centre should have already gone up Audlem Road to the town centre).

Signs 19A and *19B* should be modified to sign to - **Middlewich A530 (M6), Chester A51, Crewe Wrexham (A534) Stoke on Trent (A500)**.

Now that London Road is blocked, the easiest and most direct route to the town centre from Stapeley is west bound via Audlem Road. *Sign 21* should therefore be modified to sign left to – **Whitchurch (A530), Audlem (A529), Nantwich town centre**, and right to – **(M6) Chester A51, Crewe Wrexham (A534) Stoke on Trent (A500) Middlewich (A530)**.

Sign 22 should be modified to read straight on to - **Whitchurch A530, Audlem (A529)**.

Sign 24 should be modified to read straight on to - **Whitchurch A530, Audlem (A529)**.

New Bypass (A5301)

Sign 14 should be modified to sign to – **(M6), Crewe (A534) Middlewich (A530)**.

Sign 15 should be modified to sign to – **Nantwich town centre**, only (not A5301 (A530)) and **Whitchurch A530**.

Signs 16A and *16B* should be modified to read - **Whitchurch A530, Audlem (A529) Nantwich town centre**.

Signs 17A and *17B* should be modified to read – **(M6), Chester Stone (A51) Crewe Wrexham (A534) Stoke on Trent (A500) Middlewich A530**.

Audlem Road/New Bypass Junction

Sign 7 should be modified to sign straight on to – **Nantwich town centre**, only (not A529 (A530)) and **Whitchurch A530** and right to – **(M6) Stone Chester (A51) Crewe Congleton Wrexham (A534) Middlewich A530 Stoke on Trent (A500)**.

Sign 8 should be modified to sign to – **(M6) Stone Chester (A51) Crewe Congleton Wrexham (A534) Stoke on Trent (A500) Middlewich A530**.

Sign 9 should be modified to sign to – **Nantwich town centre** only (not A529 (A530)) and **Whitchurch A530**.

Sign 11 should be modified to sign left to – **(M6) Crewe Congleton Wrexham (A534) Chester Stone (A51) Middlewich A530, Stoke on Trent (A500)**.

Sign 12 should be modified to sign to – **(M6) Chester Stone (A51) Crewe Congleton Wrexham (A534) Middlewich A530 Stoke on Trent (A500)**.

Sign 13 should be modified to sign straight on to – **Nantwich town centre**, only (not A529 (A530)) and **Whitchurch A530**.

Park Road/Audlem Road Junction

Sign 4 should be modified to sign left to – **Nantwich town centre**, only (not A530) and right to - **Stoke on Trent (A500), Crewe Congleton Wrexham (A534), (M6), Middlewich A530, Chester Stone (A51), Audlem (A529)**. This sign also needs to be moved so that it is not obscured by the telegraph pole.

Sign 5 should be modified to read – **Nantwich town centre**, only (not A530).

Sign 6 should be modified to sign to – **(M6) Audlem (A529) Crewe Congleton Wrexham (A534), Stoke on Trent (A500), Stone Chester (A51) Middlewich A530**.

It has been reported that some large hgv's have to swing very wide to turn left from Audlem Road into Park Road. This potential problem should be kept under observation but, if it is found that this is the case, the kerb line and pavement here could easily be adjusted to increase the radius and make a more generous curve without any need to interfere with the adjacent trees.

Middlewich Road/Barony Road Junction

Signs 102, 103, 104 and 105 presumably predate the bypass and are no longer necessary and should all be removed.

Signs 108 and 109 should be replaced by a single white background sign right to -**Middlewich (A530), Leighton Hospital**.

Sign 106 should be replaced with a white background sign left to – **Town centre**, only, and right to – **Chester A51, Wrexham (A534)**.

Sign 193 would be better located at either the Middlewich Road or the Crewe Road Bypass Roundabout.

Sign 210 signs down a minor residential road which now has speed humps. It would therefore be better to remove this sign and replace it with a new sign at the Beam Street/Barony Road junction.

Middlewich Road

Sign 111 should be modified to sign straight on to – **Middlewich (A530) Leighton Hospital**, only.

Signs 115 and 116 should be modified to sign straight on to – **Town centre**, only (not A530).

Beam Street/Millstone Lane/Barony Road Junction

Signs 66 and 67 should be replaced with a single sign signing left to – **Chester (A51), Wrexham (A534) Middlewich (A530) Winsford (B5074) Leighton Hospital** and right to – **Stone (A51), Crewe Congleton (A534) Stoke (A500) (M6) Whitchurch (A530) Audlem (A529)**.

Advance *Signs 71 and 72* on the left hand side of Barony Road presumably predate the bypass and are no longer necessary and should be removed.

Signs 73 and 74 should both be replaced with a single white background sign to – **Stone (A51), Stoke (A500), Whitchurch (A525), Audlem (A529), Crewe Congleton (A534), (M6)**.

Signs 68 and 69 should both be replaced with a single white background sign to – **Chester (A51), Wrexham (A534), Middlewich (A530), Winsford (B5074) Leighton Hospital.**

Sign 78 should be replaced with a white background sign to - **Chester (A51), Wrexham (A534), Middlewich (A530), Winsford (B5074) Leighton Hospital.**

Sign 70 should be replaced with a white background sign to – **Stone (A51), Crewe Congleton (A534) Stoke (A500) (M6) Whitchurch (A530) Audlem (A529).**

Signs 75, 76, 77, 79 should all be replaced with two single white background signs visible from both Millstone Lane and Barony Road pointing down Beam Street to – **Town centre, Car parks, Library, Civic Hall, Swimming Pool, Bus Station, Railway Station.**

Crewe Road End Roundabout

Sign 154 on the left hand pavement of Crewe Road is too large, inappropriate and out of scale. It should be replaced with two separate smaller white background signs. One should point left to London Road Roundabout and sign – **Stone (A51), Whitchurch (A530), Stoke (A500), (M6), Audlem (A529).** The other should point right to Millstone Lane and sign – **Town Centre, Chester (A51), Wrexham (A534), Middlewich (A530).**

Sign 155 should not have a green background and it and *Sign 156* pointing up Crewe Road from Millstone Lane, duplicate each other unnecessarily and they should both be replaced with a single white background sign which signs left to – **Crewe, Congleton (A534) Crewe Station.**

Sign 80 on the left hand pavement of Millstone Lane presumably predates the bypass and is no longer necessary and should be removed.

Signs 152 and 153 pointing up Millstone Lane from Crewe Road Roundabout should both be replaced with a single white background sign which signs – **Town centre, Chester (A51), Wrexham (A534), Middlewich (A530).**

There should also be a sign visible when coming from the London Road Roundabout to sign right to - **Crewe Congleton A534, Crewe Station.**

If it is desired to have a sign to **Churche's Mansion** here, the existing sign should be replaced with a brown background sign.

If it is considered desirable to have a swimming pool sign at the London Road roundabout, there should also be one at the Crewe Road roundabout signing up Millstone Lane to – **Swimming Pool.**

London Road Roundabout

Advance *Sign 145* on the left hand pavement of Hospital Street is too large, inappropriate, out of scale and unnecessary. It should be removed and replaced with a smaller white background sign or signs at the roundabout itself which sign left to – **Chester (A51), Congleton, Crewe (A534), Wrexham (A534), Middlewich (A530),** and straight on to – **Stone (A51), Stoke (A500), Whitchurch (A530), Audlem (A529), (M6).**

Sign 147 (signing Whitchurch, Audlem right from Millstone Lane) now points the wrong way. It should be removed and *Sign 149* pointing left up London Road from Millstone Lane should be replaced with a new white background sign which signs left to – **Stone (A51), Stoke (A500), (M6), Whitchurch (A530), Audlem (A529).**

Sign 146 (on the centre of the London Road Roundabout) should not have a green background and unnecessarily duplicates *Sign 149* and should be removed.

Sign 150 (on the centre of the London Road Roundabout) to Audlem and Whitchurch now points the wrong way. It should be replaced with a white background sign which signs to the right when viewed from London Road to – **Town centre, Chester (A51), Crewe, Congleton, Wrexham (A534), Middlewich (A530)**. The brown background sign to - **Secret Bunker** (*Sign 151*) should be repositioned to point left up London Road when viewed from Millstone Lane.

The **Swimming Pool** sign (*Sign 148*) does not show the easiest and most direct route to the Swimming Pool. It should either be removed completely or be repositioned to point right up Millstone Lane when viewed from London Road. (If it is considered desirable to have a swimming pool sign here, it will presumably also be considered desirable to have one at the Crewe Road End Roundabout signing right up Millstone Lane when viewed from Crewe Road and at the Water Lode Roundabout signing left up Water Lode when viewed from Wellington Road.)

There are two separate brown background signs (*Signs 149 and 158*) pointing left to -**Bridgemere Garden World** when viewed from Millstone Lane. To reduce unnecessary visual clutter one should be removed.

7.5 tonne weight limit except for access signs should be erected immediately on the west side of the roundabout at the east end of Hospital Street.

Pratchitt's Row/Hospital Street Junction

Signs 30 and 34 should be retained.

Signs 31, 32, 33 and 37 should be removed since no through traffic should be travelling along Hospital Street.

Sign 35 should be removed since it duplicates *Sign 34*.

Sign 172 should be removed since it is illegible.

Water Lode Roundabout

Since no through traffic should be travelling along Station Road, *Sign 38* is unnecessary and should be removed.

Sign 43 should be replaced with a sign right to – **Crewe Congleton (A534), Whitchurch (A530), Audlem (A529), Stone (A51), Stoke (A500), (M6), Railway Station** and possibly a sign straight on to – **Superstore, Car park, only**.

Signs 40, 41 and 47 should be replaced with a sign to – **Town centre Parking, Wrexham (A534), Chester (A51), Middlewich (A530), Swimming Pool**.

Sign 48 should be removed and possibly replaced with a sign to – **Superstore, Car park, only**.

Sign 42 should be replaced with a sign left to – **Whitchurch (A530), Audlem (A529), Stone (A51), Stoke (A500), (M6), Crewe, Congleton (A534), Railway Station**.

If it is considered that *Sign 46* on the left hand side of Wellington Road approaching the roundabout should be replaced, it should sign left to - **Town centre Parking, Wrexham (A534), Chester (A51), Middlewich (A530), Swimming Pool** and possibly right to - **Superstore, Car park, only**.

Sign 182 should be removed and, if it is considered desirable to have a sign to Church's Mansion at the Water Lode Roundabout, it should be replaced with a brown background sign.

7.5 tonne weight limit except for access signs should be erected immediately on the east side of the roundabout at the west end of Station Road.

Water Lode

Sign 51 should be modified to sign to - **Wrexham (A534) Chester (A51)**.

Sign 52 should be modified to sign to - **Wrexham (A534) Chester (A51)**.

Sign 54 should be removed because it duplicates *Sign 53*.

High Street/Water Lode Junction

At the High Street/Water Lode junction, visible from the High Street, there should be a white background sign or signs to the left to – **Whitchurch (A530), Audlem (A529), Stone (A51), Stoke (A500), (M6), Railway Station, Parking long stay**, and possibly also – **Job Centre**, and a white background sign or signs to the right to – **Chester (A51) Wrexham (A534), Swimming Pool, Parking short stay**.

At the High Street/Water Lode junction, visible from Water Lode, there should be a white background sign or signs to the right to – **Crewe, Congleton (A534) Middlewich (A530) Parking short stay, Library, Civic Hall, Bus Station**, and a white background sign or signs straight on to – **Chester (A51) Wrexham (A534), Parking short stay, Swimming Pool**.

At the High Street/Water Lode junction, visible from the Kingsley Fields Link Road, there should be a white background sign or signs to the left to – **Middlewich (A530), Congleton, Crewe (A534), Parking short stay, Library, Civic Hall, Bus Station** and a white background sign or signs straight on to – **Whitchurch (A530) Audlem (A529) Stone (A51) Stoke (A500) (M6), Railway Station, Parking long stay**, and possibly also – **Job Centre**.

If some of the signs to be seen from the High Street, Water Lode and the new Welsh Row bypass are placed so that they are also visible from Welsh Row, no additional signs will probably need to be erected for the benefit of vehicles on Welsh Row.

If *Sign 194* is to be retained, it needs cleaning.

Signs 58, 61, 63 and 64 should be removed and replaced with new signs.

Signs 195 and 207 should be repositioned and/or replaced with new signs to sign up the new Kingsley Fields Link Road (not up Welsh Row).

Sign 175 should perhaps be repositioned and/or replaced with a new sign or signs to be visible from the new Kingsley Fields Link Road and/or High Street (rather than from Welsh Row).

5. PHOTOGRAPHS OF SIGNS

144 photographs of 207 signs

The following Sign Numbers are out of sequential order: -

Sign 46	-	No photograph
Sign 49A	-	see Sign 47
Sign 59	-	see Sign 57
Sign 157	-	see Sign 147
Sign 158	-	see Sign 146
Sign 159	-	see Sign 146
Sign 160	-	see Sign 29
Sign 161	-	see Sign 88
Sign 162	-	see Sign 83
Sign 164	-	see Sign 23
Sign 165	-	see Sign 23
Sign 166	-	see Sign 20
Sign 167	-	see Sign 20
Sign 168	-	see Sign 8
Sign 169	-	see Sign 9
Sign 170	-	see Sign 12
Sign 171	-	see Sign 1
Sign 172	-	see Sign 30
Sign 173	-	see Sign 42
Sign 175	-	see Sign 61
Sign 176	-	see Sign 78
Sign 179	-	see Sign 149
Sign 180	-	see Sign 149
Sign 181	-	see Sign 154
Sign 182	-	see Sign 48
Sign 193	-	see Sign 103
Sign 195	-	see Sign 58
Sign 197	-	see Sign 187
Sign 198	-	see Sign 52
Sign 199	-	see Sign 52
Sign 204	-	see Sign 39
Sign 205	-	see Sign 39
Sign 209	-	No photograph
Sign 210	-	No photograph