



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

**Summary of
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**

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

INTRODUCTION

This is a brief summary of the Association's full Preliminary Submission which includes 36 pages of text and 144 photographs of more than 200 signs.

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 and therefore in preparing our submission we have tried to look in detail at the problem as it affects the whole town, not just Hospital Street itself. 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 its preliminary submission will make a helpful contribution to the start of the process.

The full 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. Reference should be made to the text of the full submission for a detailed record of the existing signs and detailed recommendations concerning amendments to these signs.

THE PRESENT SITUATION

The situation of Nantwich is such that it lies on many through routes carrying traffic which has no need and no desire to use town centre roads. Traffic approaches Nantwich from no less than eight separate directions and has seven separate destinations apart from the town itself. In spite of the recently completed southern extension to the bypass, a large proportion of this traffic continues to use roads within the bypass loop, in particular the eastern section of Hospital Street and Pratchitt's Row. This is partly due to habit and partly to due to the fact that from many directions traffic is still signed via the town centre. A review of all the signs on all the road junctions in the area has revealed an extremely inconsistent and confusing picture.

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.

(See Figures 1 and 2).

GENERAL RECOMMENDATIONS

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)

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.

(See Figure 3)

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.

FIGURES

The following figures are attached: -

Figure 1: Diagram Indicating Main Routes Converging on Nantwich

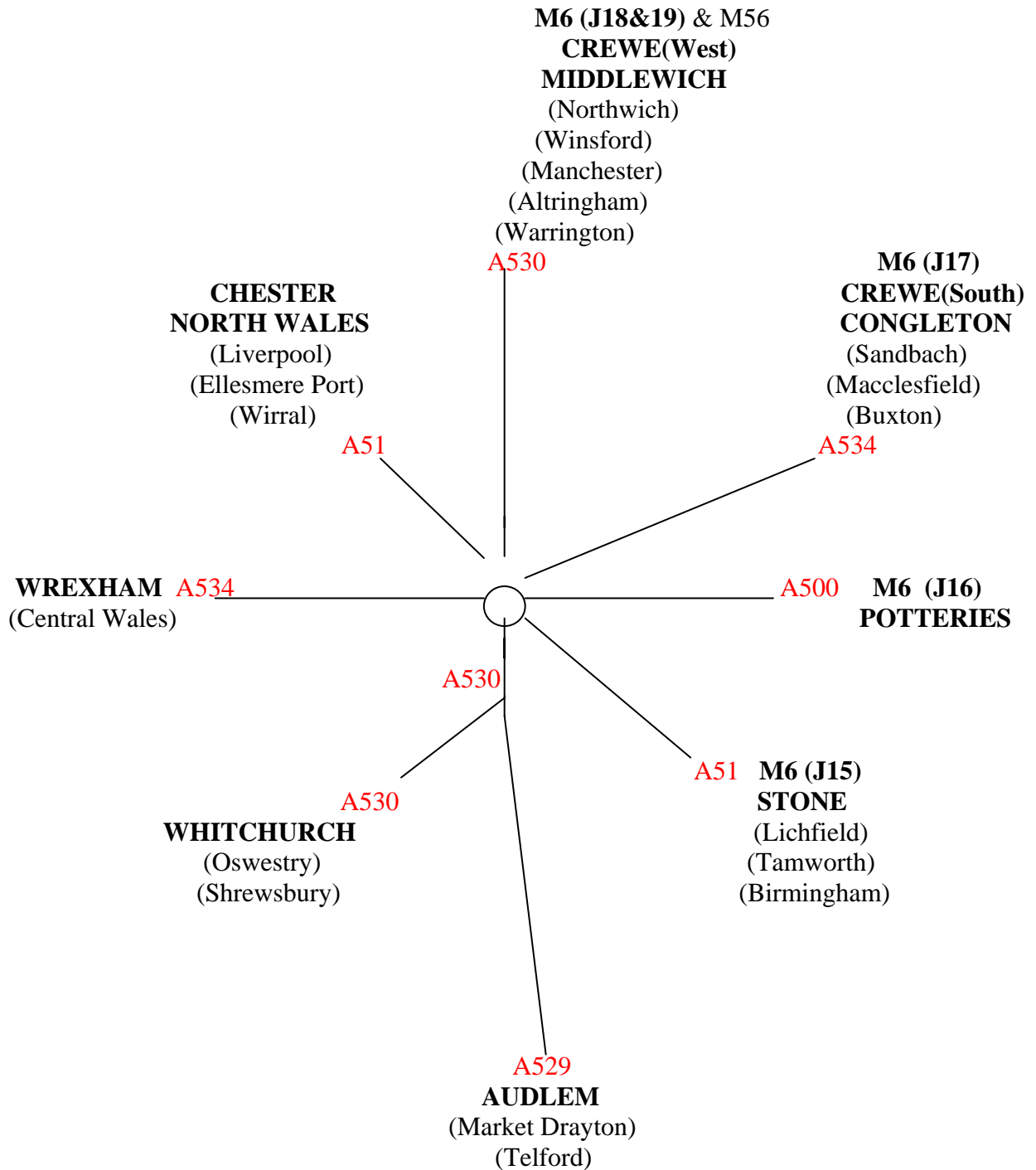
Figure 2: Sketch Map showing the Existing Situation

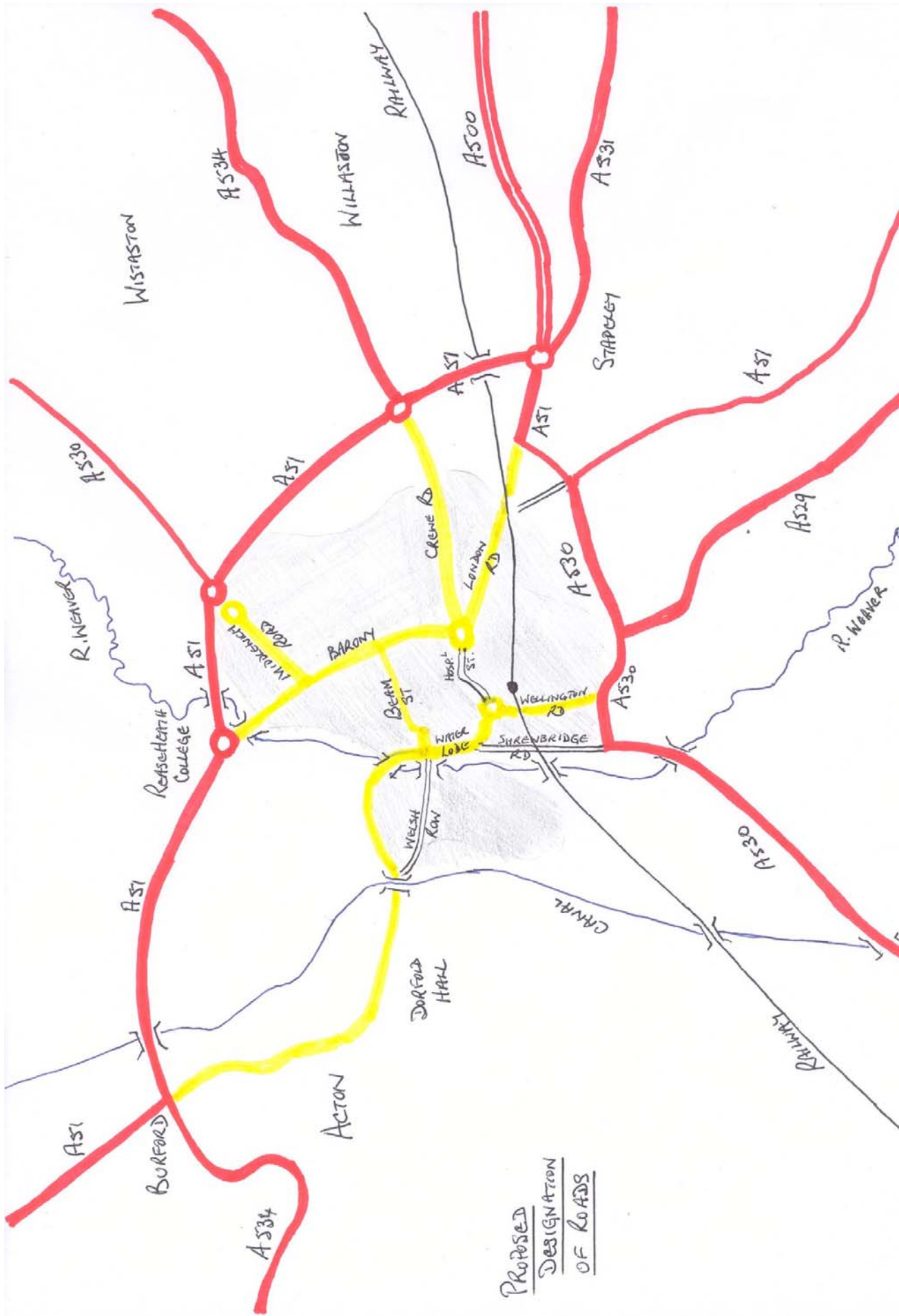
Figure 3: Sketch Map showing the Proposed Designation of Roads

FULL SUBMISSION

The text of the full submission can be downloaded from our website: www.hospital-street.co.uk. Hard copies of the full submission can be obtained from the Hospital Street Association, 116 Hospital Street, Nantwich, Cheshire, CW5 5RY, at a cost of £20 per copy in black and white and £75 per copy in colour. The full submission can also be made available in electronic format on CD at a cost of £5

Diagram Indicating Main Routes
Converging on Nantwich





WISHTASTON

WILLASTON

RAILWAY

A500

A531

STAPULEY

A51

A530

A51

A51

A51

A530

A529

R. MOXWELL

A51

RENSHEATH COLLEGE

MOXWELL ROAD

BARONY

CREWE RD

LONDON RD

BEAM ST

HOSP ST

WATER LANE

SHREWSBURY RD

A530

A530

R. WEAVER

A51

BURFORD

ACTON

DORFOLD HALL

WELSH ROW

CANAL

A530

RAILWAY

A51

A534