

Appendix 3.12

Distributional Impact Screening Analysis

DISTRIBUTIONAL IMPACT SCREENING ANALYSIS

Scheme Description:

Brief description of scheme: In 2013, the Planning Inspector at the Examination into the Plan for Stafford Borough accepted that the full Stafford Western Access Route is critical infrastructure needed to deliver the full development requirements of Stafford Town up to 2031. This includes provision of 5,233 new homes, largely on three Strategic Development Locations, and 36 hectares of new employment land in Stafford Town. The scheme to facilitate further growth comprises of a new single carriageway between Martin Drive and A34 Foregate Street / Grey Friars Place. The scheme will enable a level of traffic relief especially to Chell Road, Gaol Square and Foregate Street.

Scheme Objectives:

- Provide high quality transport infrastructure required to deliver development in Stafford
- Reduce congestion on routes into and around the town centre which act as a constraint on growth proposals
- Facilitate improved access by sustainable modes between housing growth areas and the town centre

Indicator	(a) Appraisal output criteria	(b) Potential impact (yes / no, positive / negative if known)	(c) Qualitative Comments	(d) Proceed to Step 2
User benefits	The TUBA user benefit analysis software or an equivalent process has been used in the appraisal; and/or the value of user benefits Transport Economic Efficiency (TEE) table is non-zero.	Yes, as there are overall net benefits dispersed amongst all quintile groups.	The overall economic impact assessment identifies large overall benefits for commuter and other users from travel time savings as a result of the scheme equating to £57.9m for 60 year appraisal period.	Proceed to Step 2

Noise	Any change in alignment of transport corridor or any links with significant changes in vehicle flow, speed or %HDV content.	Mostly no change in 2018 but some beneficial and adverse impacts for all quintile groups and potentially children where there are expected to be changes in traffic flows.	The overall noise assessment has identified a total of 12 people annoyed within 600m from the new road in 2033. This will have a monetary value of -£399,648 over the 60 year appraisal period.	Proceed to Step 2
Air quality	Any change in alignment of transport corridor or any links with significant changes in vehicle flow, speed or %HDV content: <ul style="list-style-type: none"> • Change in 24 hour AADT of 1000 vehicles or more • Change in 24 hour AADT of HDV of 200 HDV vehicles or more • Change in daily average speed of 10kph or more • Change in peak hour speed of 20kph or more • Change in road alignment of 5m or more 	Mostly no change in 2018 and there are no Air Quality Management Areas in Stafford. However changes in traffic flows are expected to result in some beneficial and adverse impacts for all quintile groups and potentially children.	The overall air quality assessment predicts an increase in PM ₁₀ in 2018, but in 2025 there will be an overall reduction. There is expected to be positive benefits for both PM ₁₀ and NO _x in the 60 year appraisal period, equating to £1.55m.	Proceed to Step 2
Accidents	Any change in alignment of transport corridor (or road layout) that may have positive or negative safety impacts, or any links with significant changes in vehicle flow, speed, %HGV content or any significant change (>10%) in the number of pedestrians, cyclists or motorcyclists using road network.	Yes, the scheme is predicted to produce slight net accident benefits which will impact on vulnerable users, groups and areas of most	The overall accident assessment forecasts a reduction in 8 personal injury accidents across the 60 year appraisal period, equating to £1.8m.	Proceed to Step 2.

		deprivation.		
Security	Any change in public transport waiting/interchange facilities including pedestrian access expected to affect user perceptions of personal security.	No, the scheme does not result in a change in security	-	No further assessment
Severance	Introduction or removal of barriers to pedestrian movement, either through changes to road crossing provision, or through introduction of new public transport or road corridors. Any areas with significant changes in vehicle flow, speed, %HGV content.	Yes, there are expected to be large severance benefits for all vulnerable groups.	The overall severance assessment predicts that there will be large benefits as a slight reduction in severance is experienced by over 1,000 people per day.	Proceed to Step 2
Accessibility	Changes in routings or timings of current public transport services, any changes to public transport provision, including routing, frequencies, waiting facilities (bus stops / rail stations) and rolling stock, or any indirect impacts on accessibility to services (e.g. demolition & re-location of a school).	No, the scheme does not result in a change in accessibility.	-	No further assessment

Affordability	In cases where the following charges would occur: parking charges; car fuel and non-fuel operating costs (where, for example, rerouting or changes in journey speeds and congestion occur resulting in changes in costs); road user charges; public transport fare changes or public transport concession availability.	Yes, there are expected to be minor changes to vehicle operating costs for commuters and other trips.	The overall economic impact assessment predicts benefits related to vehicle operating costs equating to £6.945m.	Proceed to Step 2
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