

Appendix 6.9

Consultation Report, November 2014

Stafford Western Access Route Information Events 2014

Various information events took place during October 2014. A combined community meeting was held with the local MP and Castlefields Residents' Association; a further community meeting took place with Castletown Residents Association. At both meetings, a project update was provided as well as opportunity for those who attended to raise concerns and comments for further discussion. These local events were well attended and provided opportunity for the design team to incorporate comments/suggestions, where possible, into the design as part of the project development.

A two day public exhibition was held at Oddfellows Hall in the town centre on 31st October and 1st November. This event was publicised in the local press and County Council website and was attended by approximately 110 residents many of whom were from the West of Stafford. Those who attended were provided with an information leaflet on the project as well as the opportunity to discuss the proposals further with officers from the County Council. Comments and concerns were captured with 71 written comments received as outlined in table 1 below. The geographical distribution of attendants is provided in Figure 1.

There was overall support for the Stafford Western Access Route (SWAR) at the events, although there were concerns raised mainly related to traffic levels around Foregate Street, along Martin Drive and in Doxey, and walking and cycling provision particularly at Doxey Road rail bridge. The County Council response to the issues raised is provided in Table 1.

Table 1: Response to Comments at the Exhibition

Comment	No. of Reponses	County Council Response
General support for the scheme	23	-
The road will ease and improve traffic and congestion e.g. in town and on Newport Road	6	-
Concerns about traffic congestion in general e.g. A34 Foregate St, Stone Road, Stone Rd/Eccleshall roundabout	8	A detailed assessment on network performance has been completed as part of the business case. The greatest improvements are expected at Gaol Square, Foregate St (south of the SWAR) and Chell Road. However there is also expected to be increases in traffic caused by re-routing onto the new road, but not to a level that is above capacity. The revised junctions on the A34 have been designed using LINSIG taking into account forecast traffic flows.

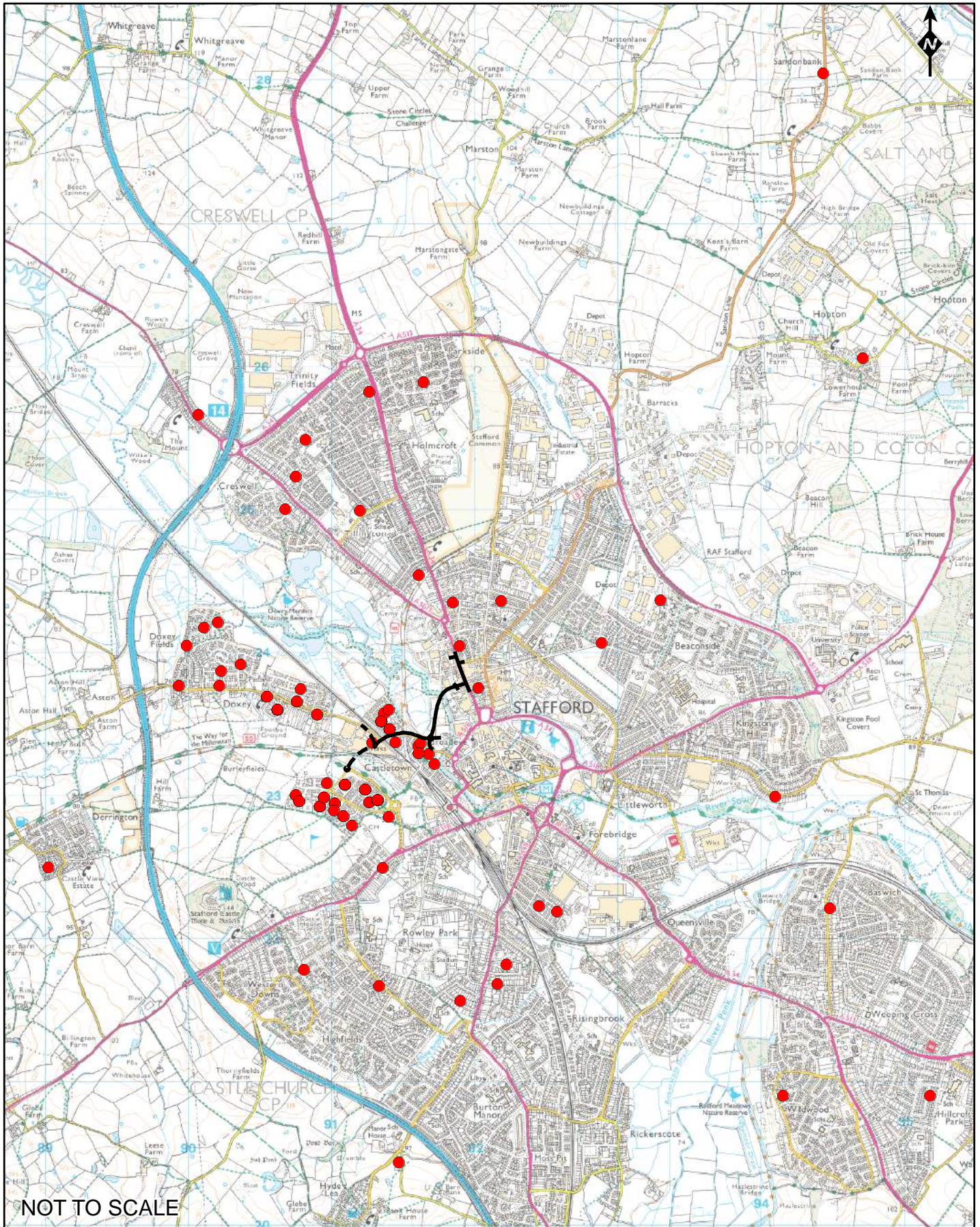
Concerns about additional traffic through Castlefields particularly on Martin Drive	3	Traffic is expected to increase in the peak hour on Martin Drive from 300 (2007) to 867 (2018) 1,289 (2033) in the AM and 377 (2007) to 883 (2018) 1,378 (2033) in the PM. The existing standard of the road is designed for these levels of traffic and appropriate pedestrian and cycle facilities will be provided to reduce severance. Additional roads that will link the existing Castlefields to the new development will be designed in line with Manual for Streets principles and agreed as part of a Masterplan.
More detail required about road links through the Castlefields site	1	A Masterplan is being produced which will provide further details on the road layout through the development site. Consultation events are expected to take place in January 2015.
Concerns about traffic and safety impact in Doxey	2	Traffic on Doxey Road will reduce as a result of the SWAR. It is expected to reduce in the AM peak from 795 (2007) to 684 (2018) 719 (2033) and in the PM peak from 773 (2007) to 551 (2018) 637 (2033).
Consider impact on / access to Doxey Marshes and support return of SSSI land	3	Consultation will continue with the Environment Agency and Staffordshire Wildlife Trust to ensure a neutral impact on the SSSI. The wildlife habitat adjacent to the marshes will be extended and the levels of tranquillity will not be affected.
Joined up cycle network needed and concern about no path / cycleway on one side of Doxey Road rail bridge	9	The scheme incorporates shared 3m footway/cycleways throughout that link to the existing network. At the Doxey Road rail bridge, a shared 3m cycleway/footway will be provided just on the northern side of the bridge with the installation of pedestrian/cycle crossing points to ensure safe access to the footway/cycleway. In response to local concerns about the facilities being proposed, a separate walking / cycling bridge on the south side of the rail bridge will be considered taking into account budget and deliverability constraints.
Improve pedestrian environment on Chell Road and pedestrian crossing required on Doxey	2	Appropriate pedestrian crossings will be provided on Doxey Road and the pedestrian environment on Chell Road will be improved after the SWAR has been delivered.

Road		
Concern about noise and dust impact of construction traffic and traffic management during construction	4	The noise and dust impact of construction traffic will be considered in detail in the Environmental Statement to be submitted as part of the planning application and appropriate mitigation will be agreed. The majority of the new route is 'off-line' however two traffic management phases will be required that will impact on peaks hours for around 20 weeks on A34 and 6 weeks on Doxey Road. The aim will be to minimise disruption to the highway network without compromising construction efficiency.
Concerns about on-street parking in Castlefields by non-residents	4	Appropriate parking restrictions will be implemented as part of scheme delivery and issues and concerns will continue to be considered as part of post scheme monitoring.
Issues regarding loss of lorry park	2	Alternative lorry parking is expected to be provided following the construction of the SWAR in consultation with Stafford Borough Council. It is considered that, if available, a more suitable location would be closer to M6 junction 14 to the north of Stafford rather than the current location in the town centre.
Improvements to existing network required	1	The SWAR is being delivered as part of a wider package of measures including new highway in the North and East of Stafford and complementary sustainable transport and traffic management measures as identified in the Stafford Borough Integrated Transport Strategy.
Do not agree with the evidence provided	1	The evidence provided in the major scheme business case has been assessed by an independent technical advisor and will be recommended for approval by the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (LEP).
Concerns about cost of scheme	1	The Government has committed to investing £24.3m in the Western Access Route. Staffordshire County Council will work with the LEP and Government to manage expenditure within the overall Growth Deal settlement available and will increase the County Council's local contribution as necessary. Through detailed design and value engineering

		the overall cost will be aligned to the final agreed budget provision.
Concerns about drainage on new road	1	The highway drainage will use gullies and/or combined kerb and drainage units. A system will be provided using Sustainable Drainage (SuDS) techniques and will utilise green/open drainage features where possible. The carriageway will drain through a piped network located within the highway corridor that will, where possible, link into the current highway drainage system.

Figure 1 Stafford Western Access Route Consultation Event 2014 Geographical Distribution of Respondents

- Stafford Western Access Route Alignment
- Postcode Locations of Respondents
- Sections A and B (public funded)
- - - Section C (excluded from business case)



NOT TO SCALE