

Improving the railway around Stafford

Public Consultation



Footpath diversions resulting from highway alignment option 4

Option 1

- This option would principally follow the route of the existing footpath
- A new footbridge would be required near Heamies Bridge
- The footpath would then continue along its existing route, crossing over the Meece Brook via a wooden footbridge
- The footpath would be diverted under the new road and rail bridge near the junction of the B5026 and station Road.

Option 2

- This option diverts the footpath completely away from its existing route to the west of the new railway and onto the realigned B5026
- The footpath would carry on along the B5026 to where the new road bridge crosses the WCML and would head south to where the footpath is crossed by the rail bridge over the WCML

- The footpath would pass alongside the railway and then be diverted under the proposed new bridge near the junction of the B5026 and Station Road.

Footpath diversions resulting from highway alignment option 3

Option 1

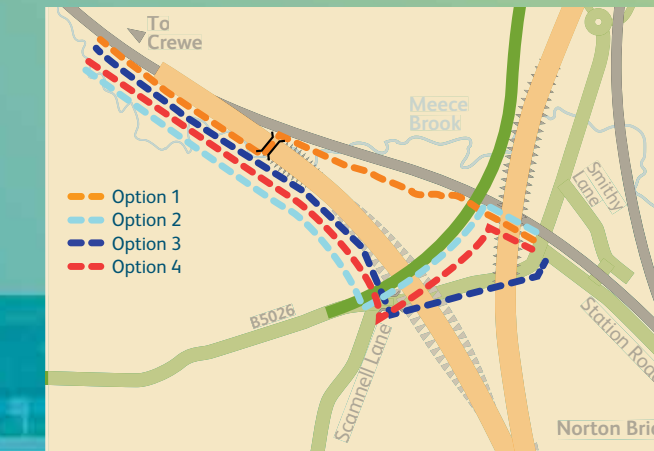
- This option would principally follow the route of the existing footpath
- A new footbridge would be required near Heamies Bridge
- The footpath would be diverted under the proposed new bridge near the junction of the B5026 and Station Road.

Option 2

- This option would also principally follow the route of the existing footpath
- A new footbridge would be required near Heamies Bridge
- Instead of passing under the proposed new bridge near the junction of the B5026 and Station Road it would be diverted to the west of the new flyover emerging onto the diverted B5026.

Option 3

- This option diverts the footpath completely away from its existing route, so that it runs west of the new railway and emerges on to the B5026 to the east of Scammell Lane
- A footway alongside the realigned B5026 would be provided as a safe walking route to Station Road.



Footpath diversions

In October 2001 we asked for feedback on the diversion of two footpaths:

- Chebsey footpath 10 on the Stone branch line
- Chebsey footpath 11 which crosses the WCML via Heamies bridge.

Footpath 10

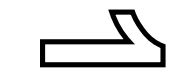
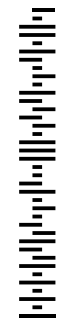
The proposal was to close and remove the existing level crossing and replace this with a footbridge crossing immediately adjacent to it. No adverse comments were received following consultation and because it is not affected by the proposed highway diversions it will not form part of this consultation.

Footpath 11

This currently runs alongside the west of the existing railway between Heamies Bridge and the B5026 emerging opposite Station Road. At the northern end of the footpath, the proposed new railway line intersects the footpath; the southern end of the footpath is crossed by the new flyover to Stone.

Three options to divert the footpath were proposed in the October 2011 consultation, however because the two possible diversions of the B5026 highway have been amended these will impact on the footpath in different ways.

April 2012



Background

In November 2010 we announced three potential options to improve the railway around Norton Bridge Junction and solve one of the few remaining bottlenecks on the busy rail route between London, Birmingham, the NW and Scotland.

A preferred solution was announced last year and a second round of consultation was undertaken.

The investment will improve capacity on this important line and make services more reliable. It will deliver:

- Two extra fast trains per hour between London and the North West
- One additional train per hour between Manchester (via Stone) and Birmingham
- One additional freight train per hour through Stafford
- Reduced congestion on the route making services more reliable and punctual.

Road and footpath diversions

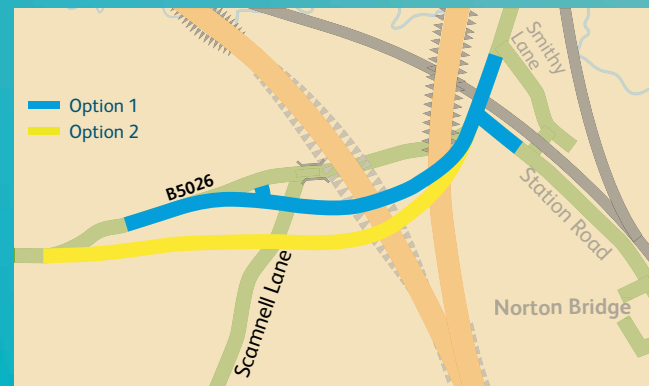
The consultation last year explored details about construction, road diversions and footpath alterations.

These included changes to the B5026 around Scamnell Lane and Station Road as well as Searchlight Lane, and footpath alterations to routes 10 and 11 in Chebsey.

Options for the diversion of B5026 consulted on in October 2011

Option 1 - the short route

- Option 1 would leave the B5026 approximately 300m to the west of Scamnell Lane
- A new bridge would take traffic over the two new sections of railway and the existing West Coast Mainline (WCML)
- The bridge height would be 6m at the first intersection (near Station Road) and 5m at the second intersection (closest to Scamnell Lane)
- The road would rejoin the existing B5026 at the junction of Smithy Lane and Station Road
- This option would require the reconstruction of the existing road bridge over the WCML
- During construction Station Road would be closed for four to six months
- There was no support for this option following consultation.



Option 2 – the long route

- Option 2 would leave the B5026 approximately 545m to the west of Scamnell Lane
- A new bridge would take traffic over the two sections of railway and rejoin the B5026 immediately before the existing bridge over the WCML
- The bridge will be 6m high at the first intersection (near Station Road) and 3m at the second intersection closest to Scamnell Lane)
- This option would not require the reconstruction of the existing bridge over the WCML
- There was some support for this option following the second phase of consultation.

These two options were developed in greater detail following consultation. The findings showed that complex and disruptive works would be required with longer temporary road closures than first anticipated. Staffordshire County Council also expressed concern over the elevation of the road over the railway causing significant intrusion into the landscape.

Option 3 view Scamnell Lane



Proposed



New options for the diversion of B5026

After reviewing the proposed diversions and analysing the consultation feedback two new options have been developed for consideration. We would like to know what you think about these alignments before we progress the design.

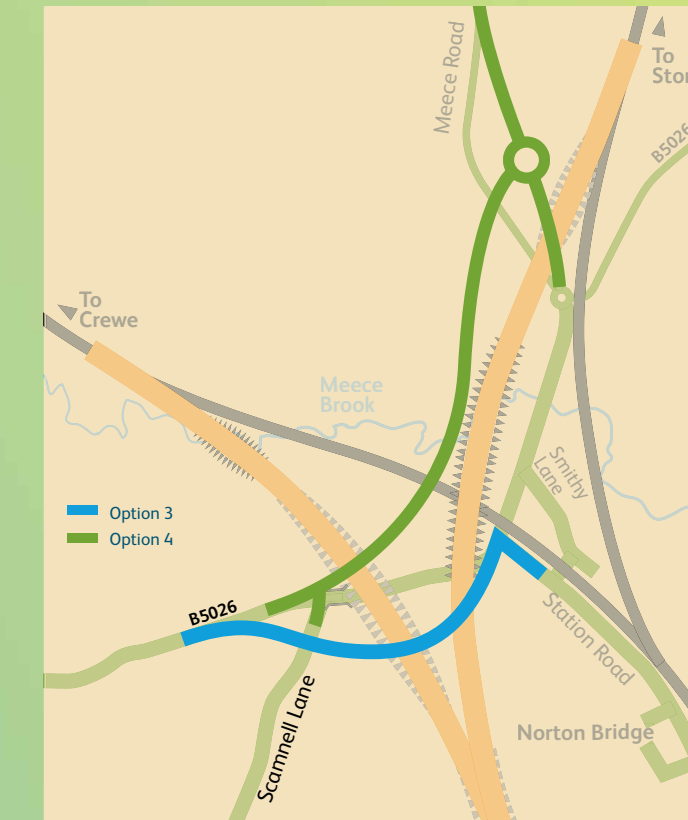
Option 3

This is similar to the options previously consulted on but has been amended to avoid an underground gas pipeline.

- This option would be wholly on an embankment between the B5026/WCML and Scamnell Lane
- The highest point would be 6m, where it intersects with the proposed new railway near Scamnell Lane
- It would mostly be on ground level from Scamnell Lane to the point where it rejoins the B5026 at the junction of Smithy Lane and Station Road
- It would involve the reconstruction of the existing road bridge over the WCML
- A temporary road bridge would be constructed adjacent to maintain connectivity over the railway during construction.

Option 4

- This option would be on an embankment between Scamnell Lane/B5026 junction and a proposed new roundabout on the diverted section of Meece Road
- The highest part of the embankment would be 10m at the point at which it crosses the Meece Brook
- The road passes over the new railway, the WCML and Meece Brook on new bridge structures.



Option 4 - view from Scamnell Lane and B5026 junction



Proposed



Have your say

Thanks for taking the time to give us your views. Please tick the appropriate boxes

Diversion of the B5026 Option 3

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Diversion of the B5026 Option 4

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Footpath diversions resulting from highway alignment option 3

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Footpath diversions resulting from highway alignment option 4

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Subway Lighting

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Footpath diversions resulting from highway alignment option 4

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Strongly support option	<input type="checkbox"/>
Support option	<input type="checkbox"/>
Undecided	<input type="checkbox"/>
Do not support option	<input type="checkbox"/>
Strongly do not support option	<input type="checkbox"/>

Name:

Address:

Tel:

Email:

Your enquiries and comments will be analysed by Network Rail. Your personal details will be held securely by Network Rail in accordance with the Data Protection Act 1998 and will be used solely in connection with the Stafford consultation and will not be passed to any further parties. We may contact you if we have any follow up questions concerning the answers you have provided above. By agreeing to participate in this questionnaire you agree to being contacted in this way. Please tick this circle if you do not wish us to contact you again.