

A51 Tarvin-Chester Improvement Scheme Public engagement report



Executive summary

Scheme overview

The project seeks to address local connectivity, road traffic congestion and travel delay along the A51 corridor, especially at peak times, by delivering a series of major junction, carriageway and roundabout improvements that will see:

- Additional lanes at Stamford Bridge, more efficient traffic signals and junction operation, widening of the bridge over the River Gowy, as well as capacity improvements at Tarvin roundabout;
- Other improvements will include changes to the road layout, widening and lane markings, better signage and restricting traffic movements at Hare Lane/Littleton Lane; and
- New crossing points and improved facilities for pedestrians, cyclists and bus users are also planned.

The project is expected to improve travel times and journey time reliability, increase resilience and reliability of the highway network in and around the area. The funding for the £7.029m scheme has been secured from the Cheshire and Warrington Local Enterprise Partnership's Local Growth Fund £3.670m and £3.359m investment from Cheshire West and Chester Council.

The scheme has a high value for money rating, suggesting for each pound of transport expenditure on the scheme £2.30 of benefit to public value will be generated.

Drop-in exhibition events

Cheshire West and Chester Council ran two drop in public exhibition events in September 2019. They aimed to work with residents, businesses and landowners in the adjacent areas to showcase the preferred scheme designs, outline the existing congestion issues, scheme objectives and highlight the wider benefits of the scheme.

A letter drop was conducted inviting all local residents and businesses directly affected by the scheme proposals to the drop-in engagement events. Key stakeholders such as local ward councillors and parish councillors were also notified to enable them to inform their constituents

The locations and dates of the public exhibitions were chosen for their accessibility and location within the study area. The event locations are outlined below:

- Chester Rugby Union Football Club, Hare Lane, Littleton, Chester, CH3 7DB
3 September 2019 between 10am and 4.45pm; and
- Stamford Bridge Inn, Tarvin Road, Chester, CH3 7HN
4 September 2019 between 11am and 7pm.

Members of the project team attended the consultation events to provide further information, answer questions and listen to public feedback. In addition to the project team, the engagement events were also attended by Highways England and consultants Mott MacDonald.

Information display boards together with feedback forms were made available at the events. In addition, copies of the proposed plans, information from the public exhibition boards and Full Business Case documentation were made available online at: www.cheshirewestandchester.gov.uk/a51improvementscheme to ensure that those that could not attend the events had access to the same information and means of responding to the Council.

Responses to the engagement event were accepted through a number of channels:

- By email at: TransportStrategy@cheshirewestandchester.gov.uk
- At the event: Completed feedback forms dropped in a dedicated posting box.
- By post: Post, using the free post envelope provided with the feedback forms.
- By phone on: 0300 123 7036

Promotion of the consultation extended to regional media coverage, including; the Chester Standard, Cheshire Live and social media posts through the official Cheshire West and Chester Council Facebook account. Local parish councils also advertised the events on their own websites, public notice boards, and social media accounts and in some cases conducted their own letter dropping exercise to inform local residents. It is estimated over 400 people attended the two events.

All responses received prior to the closing date of Friday 13 September 2019, have been reviewed and analysed in preparing this report. The project team has examined the responses and used the information to shape and support the development of the detailed design process.

Engagement findings

A total of 185 responses were received during the engagement period. This comprised of 173 feedback forms and 12 comments received through emails or letters. The feedback forms requested that attendees supply a full postcode. Where the full postcode was provided, it was mapped. This identified that 86% of responses had come from the 'local' area. This is defined as having come from a postcode which is based near the area of the scheme boundary. The majority of respondents identified themselves as a local resident (90%).

After attending the drop in events and reading the display exhibition boards, the majority of respondents using the feedback form (53%) identified that they either; strongly agreed or agreed that they understood the proposed scheme and its benefits. Whilst over a quarter of respondents (29%) were undecided or failed to reply to the question, with the remaining (18%) respondents being unsupportive. This demonstrates recognition that delivering the identified scheme is generally supported by stakeholders.

The feedback form survey results demonstrated that respondents were most interested in the following scheme elements:

- 49% of respondents were interested in the whole scheme;
- 45% of respondents were interested in a specific junction of the scheme;
- 6% of respondents did not specify;

The feedback form provided opportunities for respondents to add open text alongside the multiple-choice questions. In addition, a number of open text responses were received by the project team via letters and emails. The comments offered a range of views. In addition to comments which reinforced support for the proposals, there were concerns from local residents about road safety, maintenance, and improvements to sustainable travel options such as walking, cycling and public transport options. Several comments queried specific details of the proposals, or suggested alternative approaches.

A number of local businesses, voluntary and community organisations have been represented within the feedback form results. Where identified these include; Guilden Sutton Parish Council, Tarvin Parish Council, Kelsall Parish Council, Chester Fab Ladies, Chester Cycle Campaign and disabled cycle users' representatives.

Next steps

The feedback received from the engagement events will be used to inform the detailed design process for the preferred scheme option. It will consider any mitigation that may need to be implemented. The updated designs will be shared outlining any changes to the scheme proposals.

With regard to concerns over the impact on local air quality, the scheme development is subject to ongoing environmental monitoring to report and mitigate any potential adverse changes.

It is expected that construction work will start in the summer of 2020. As the scheme design is finalised, the construction plan will be further developed and shared nearer the time, it is expected that construction will be completed by spring 2021.

Overview: Feedback report

There were 185 responses received during the engagement period. These can be summarised as follows:

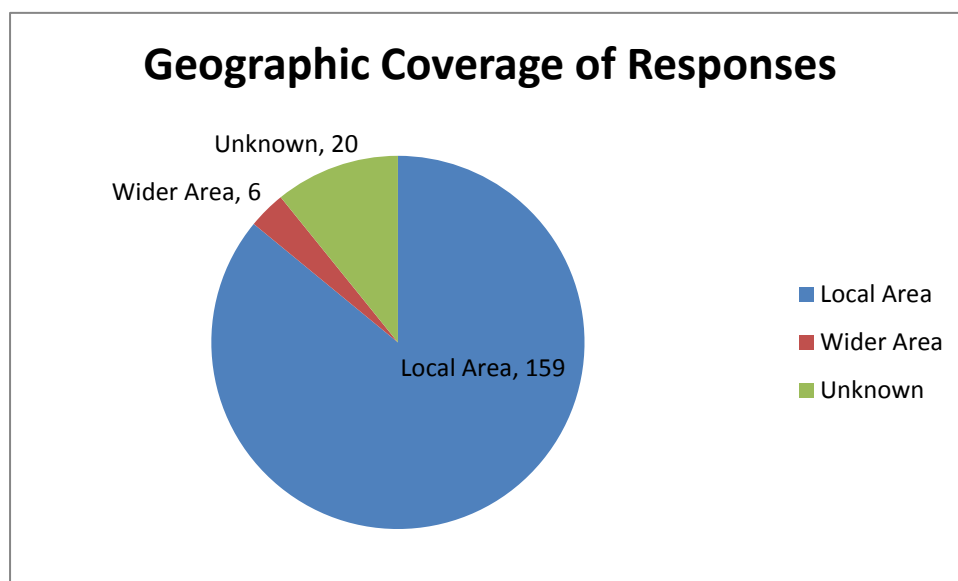
- Over (94%) returned completed feedback forms (173 respondents)
- Only (6%) of responses were by email or letter (12 respondents)

The feedback forms requested that participants supply a full postcode, to assist the project team to identify the geographic coverage of the responses. Of the total feedback received:

- Over (89%) of the total correspondence (165) contained a valid postcode, supporting the mapping of responses;
- 17 respondents using the feedback form and the 3 respondents received via email or letter did not provide a postcode (11%).

The responses show that the majority of people who responded during the engagement events, were classified as living in the local area (86%) with (3%) living outside the scheme area and 11% providing no postcode.

Figure one: Geographic coverage of responses



The highest response rates were; Littleton (37%), Tarvin (14%) and Stamford Bridge (5%), with a 5% response rate achieved from each of the neighbouring areas of Christleton, Great Barrow and Guilden Sutton. This demonstrates a good level of representation from local stakeholders. Refer to Table one for full geographic coverage of responses.

Table one: Geographic coverage of responses

Area	Location	No. responses	% Responses
Local area Total number of responses = 159 % of total responses = 86%	Ashton	1	0.5
	Boughton	3	2.0
	Christleton	9	5.0
	Great Barrow	10	5.0
	Great Boughton	1	0.5
	Guilden Sutton	9	5.0
	Handbridge	1	0.5
	Hoole	1	0.5
	Kelsall	5	3.0
	Lache	1	0.5
	Littleton	68	37.0
	Mickle Trafford	2	1.0
	Newton	2	1.0
	Oscroft	1	0.5
	Stamford Bridge, Tarvin	10	5.0
	Tarporley	1	0.5
	Tarvin	26	14.0
	Tarvin Sands	1	0.5
	Upton	2	1.0
Vicars Cross	3	2.0	
Waverton	2	1.0	
Wider area Total number of responses = 6 % of total responses = 3%	Crewe	2	1.0
	Llandudno	1	0.5
	Saltney	1	0.5
	Saughall	1	0.5
	Willaston, Neston	1	0.5
Unknown Total number of responses = 20 % of total responses = 11%	Post code not provided	20	11
185 responses to this question. Seventeen feedback forms contained no postcode information.			

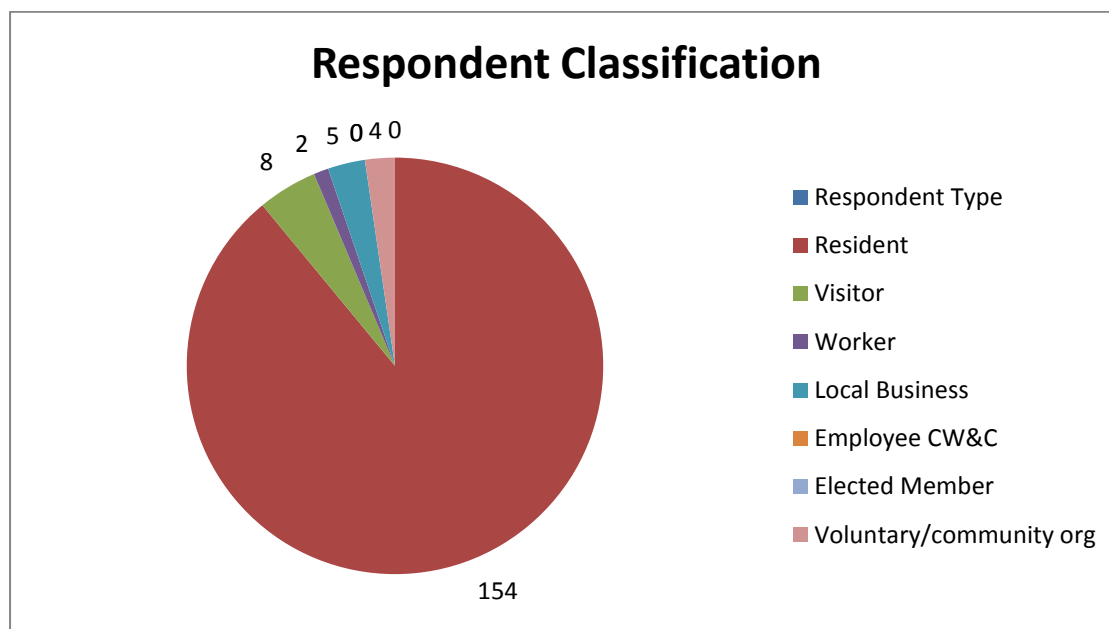
The results demonstrate a good level of stakeholder representation from the local area (86%), situated within or adjacent to the highway improvement scheme area. Although the views expressed do not fully represent the opinion all the road's users, due to the strategic nature of the A51 corridor and volumes of through trips it carries.

Question one of the feedback form asked for respondents to identify who they were representing, for example, resident, business etc. Nearly nine-tenths of respondents were residents (89%), (5%) visitors, (3%) local businesses, (2%) voluntary/community organisations and (1%) classified as workers. Refer to Table two for full breakdown of respondent classification by area.

Table two: Feedback responses by type

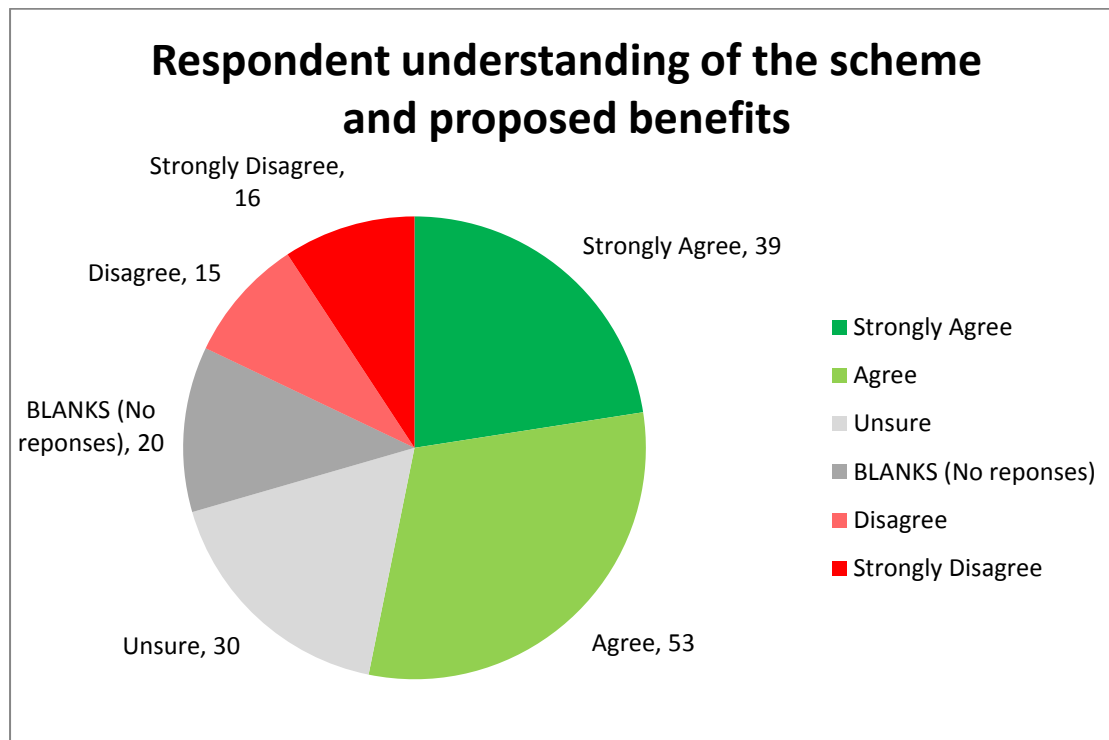
Respondent type	Local area	Wider area	Unknown	TOTAL	%
Local resident	139	2	13	154	89%
Visitor	2	2	4	8	5%
Worker	2	0	0	2	1%
Local business	4	1	0	5	3%
Employee CW&C	0	0	0	0	0%
Elected member	0	0	0	0	0%
Voluntary/community org	3	1	0	4	2%

Figure two: Feedback responses by type



Question two of the feedback form asked respondents if, after attending the drop in events or reading the online publicity materials, whether they understood the proposed scheme and its benefits.

Figure three: Respondent support of scheme and benefits



The responses show that the majority of people who responded to this question (53%) are supportive of this statement, nearly one-third (29%) being undecided, with 18% unsupportive; concluding that improvements proposed are not required. A number of individuals classed as undecided or unsupportive perceived the scheme investment not going far enough, in securing Highway England investment and commitment for the delivery of improvements at the A55/A51 junction.

The 156 feedback form responses which provided a valid postcode have been mapped, and responses to this question are presented in Appendix one.

Question three of the feedback form asked respondents which element of the scheme proposals most interests them, implying the reason for them attending the events.

The results demonstrated that respondents were most interested in the following scheme elements:

- 40% of respondents were interested in the whole scheme;
- 43% of respondents were interested in a specific junction of the scheme;
 - Hare Lane / Littleton Lane (25%) – highest level of interest for the junction proposals.
 - Stamford Bridge (12%)
 - Tarvin Roundabout (6%) – lowest level of interest for the junction proposals.
- 11% of respondents were interested in the complimentary future Highways England A55/A51 scheme improvement proposals. This junction is perceived as a throttle for growth, and major cause of congestion. Its delivery was widely associated with the successful delivery of Hare Lane and Littleton Lane junction proposals.

The levels of interest for a particular junction/scheme are outlined below.

Hare Lane / Littleton Lane received a moderate level of support (44%), although it's important to note that this particular junction is subject to an additional/separate traffic regulation order consultation exercise. A moderate number of respondents were also unsure (40%) either way of the benefits gained from the junction enhancement.

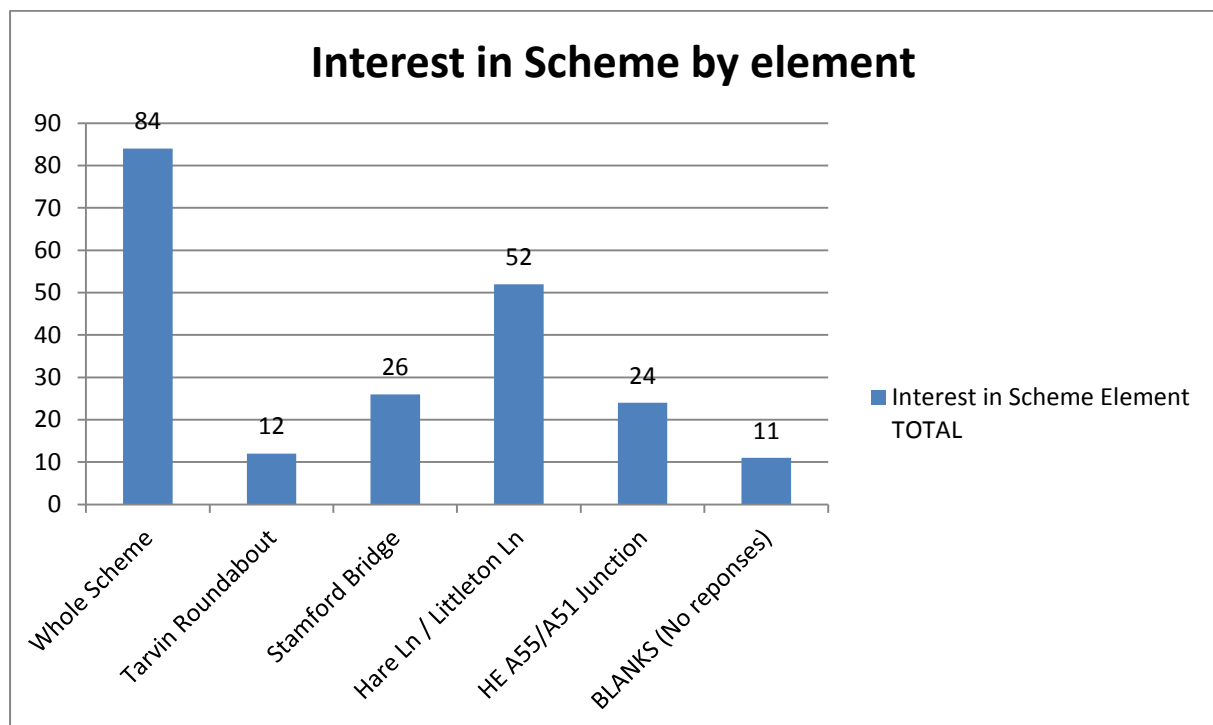
Tarvin roundabout didn't receive any objections for the proposed scheme within the feedback forms, with (57%) supportive of the junction enhancement. Although a moderate number of respondents were unsure (43%) on the benefits gained from the junction enhancement, this coincides with the level of interest in the junction.

Out of the 173 feedback forms, 11 responses (6%) to this question were left blank (provided no response), in contrast 36 forms had multiple options selected. Refer to Table three for breakdown of scheme interest against scheme element.

Table three: Support for scheme elements

Respondent interest	TOTAL	%	Supportive	Undecided	Unsupportive
Whole scheme	84	40%	57%	21%	21%
Tarvin roundabout	12	6%	67%	33%	0%
Stamford bridge	26	12%	65%	19%	15%
Hare Lane/Littleton Lane	52	25%	40%	40%	19%
HE A55/A51 junction	24	11%	42%	33%	25%
Nil response	11	6%	18%	55%	27%

Figure four: Respondent interest in scheme elements



Question four of the feedback form provides an opportunity for respondents to provide any additional comments in relation to the scheme proposals. A very high number of (163 of the 173) returned feedback forms included additional comments.

The content of the open text responses has been analysed and grouped. The main themes of the comments are summarised in Table four. Note: a large number of respondents, who commented within this section, commented on multiple themes. Therefore, the total response will not round back to the original number of feedback forms received.

Table four: Summary of all additional feedback

Theme / Description	Total
Road safety concerns <ul style="list-style-type: none"> - Ask to retain current speed limits that is, stay the same) 2 - Speed limit reduction 32 - Speed limit enforcement 9 - Enforcement of yellow boxes 10 - Traffic calming features 1 - Remove vehicles blocking and parking on pavements 4 	58
Sustainability and access <ul style="list-style-type: none"> - Improved crossing facilities (larger, wider or signalised) for cyclists, pedestrians, mobility impaired, prams and bus users 39 - New footpath between Tarvin and the roundabout 1 - Pedestrian and cycle improvements from Christleton and Littleton to A51 2 - Improve pavements for cyclists throughout the scheme, more shared use signage and repositioning of street furniture 15 - Controlled crossing at Hare Lane/Littleton Lane 20 - Crossing at Wicker Lane/ Stamford junction 7 - Improved and more public transport, and bus priority measures 1 	85
Maintenance <ul style="list-style-type: none"> - Improve and fix street lighting 1 - Drainage / surface water concerns 3 - Maintenance and cutting back of hedges, grass and over growth on the pavement fix rattling grids and gully covers fill potholes. 20 	24
Environmental <ul style="list-style-type: none"> - Air quality and emissions concerns 12 - Noise concerns, from traffic and rattling manhole covers 6 - Vibration concerns 3 	21
Network management <ul style="list-style-type: none"> - Increase in traffic flow and journey time concerns 26 - Improve road signs for local road network 3 - Traffic management concerns during construction 1 - Improved signs for merge from Tarvin roundabout and Stamford Bridge 8 	77

- Access, turning and crossing concerns	14
- Impacts on the local road network (displaced traffic)	13
- Divert or ban Heavy Goods Vehicle (HGV) traffic, weight limits, better signage to motorway network	12
General comments	38
- Waste of money, or object	5
- A55/A51 junction needed first	18
- Against future dualling (whole or part of route)	2
- Requested future dualling (whole or part of route)	10
- Additional modelling information for total journey times	3
Alternative schemes or design changes	52
- At or near Hare Lane and Littleton Lane area	12
- At or near Stamford Bridge area	21
- At or near Tarvin roundabout area	5
- Other alternative schemes	14

Comments relating to the impact on the local road network primarily refer to impacts along Pearl Lane, Wicker Lane and Pipers Ash area associated with the proposed turning and movement restrictions at Hare Lane and Littleton Lane.

Other correspondence

In addition to the responses provided via the engagement feedback form, additional letters or emails were received by the Council during the engagement period. These responses are reported separately from those received on the feedback form as they were not answering the specific questions provided.

All additional correspondence, along with feedback responses, will feed into a wider analysis to help develop the final preferred detailed design drawings. All concerns that have been raised will be investigated and mitigated, if/as appropriate. A summary of additional correspondence received from members of the public and other key stakeholders in response to the scheme is provided below:

Table five: Summary of additional comments received via email and letter

Ref	Classification	Comments
1	Local resident, cyclist (Area: Boughton)	Need better walking and cycling crossing facilities included within the proposals, especially at Hare Lane to Littleton linking back to the Millennium Greenway.
2	Local resident, user of local day nurse (Area: Tarvin)	Comments related to negative impacts on the local road network perceived safety concerns, especially at Cotton Lane accessing local amenities. Supportive of Tarvin roundabout and Hare Lane/Littleton Lane proposals, for improved safety and journey time improvement.

		Comment criticising the Stamford Bridge proposals on the cost versus benefits achieved.
3	Local resident (Area: Vicars Cross)	Supportive of whole scheme. Suggesting additional signage and road markings to encourage use of both lanes at Tarvin roundabout and Stamford Bridge.
4	Local resident, user of local day nurse (Area: unknown)	Concerns regarding: <ul style="list-style-type: none"> - Stamford Bridge cost versus benefits achieved, and perceived corridor journey time improvements. - Local air quality at Stamford Bridge. - Holistic corridor journey times won't be improved without Highways England's complimentary A51/A55 junction improvements. - Potential future dualling between Highways England roundabout [A51/A55] through Littleton not being taken forward [as it is needed]. - Mitigating traffic issues at Tarvin roundabout will only stack traffic at Stamford Bridge instead. - A bypass should be the priority, and not the pinch point scheme.
5	Local resident (Area: unknown)	Comments related to negative impacts on road crossing opportunities due to volumes of traffic. "Need better walking and cycling crossing facilities included within the proposals, especially at Hare Lane to Littleton Lane. Not signal controlled but safe wider refuge islands suitable for all bikes. Then we can cross in two stages and not have to use the roundabout"
6	Local resident, user of Christleton Primary School (Area: Littleton)	Comments related to negative impacts on local resident movements, with scheme focused on longer distance trips. Concerns regarding cost versus benefits achieved for the whole scheme. Concerns Hare Lane and Littleton Lane improvements only achievable with Highways England A51/A55 complimentary scheme in place. Concerns about local air quality and/or noise impacts. Need better walking and cycling facilities included within the proposals. Concerns about vibration on properties, from excess speeding of heavy goods vehicles through the village, in particular at night time. Road safety concerns over speeding traffic during off-peak times, especially at night.

		<p>Alternative scheme proposed:</p> <ul style="list-style-type: none"> - Speed limit review, reduction to 30 mph through the village (from golf club through to the A55/A51 roundabout). - Average speed cameras to enforce speed limit, and reduce noise and vibration from heavy goods vehicles at night. - Improved/safer crossing points for pedestrians and cyclists.
7	Local resident (Area: Littleton)	<p>Concerns about local air quality and/or noise impacts, unable to open windows during peak times.</p> <p>Concerns that the Highways England A51/A55 roundabout is poorly designed, with the existing signalisation being the primary cause for congestion. Removing signalisation will remove the need for this scheme.</p> <p>Need better crossing and pavement facilities when accessing bus stops.</p> <p>Comments related to negative impacts on the local road network, with existing traffic signals at Stamford Bridge providing a break in congestion, allowing for local turning movements.</p> <p>Alternative scheme proposed for a bypass should be priority, and not pinch point scheme. The former bypass scheme should be reconsidered.</p>
8	Local resident (Area: Littleton)	<p>Concerns about local air quality and/or noise impacts relating to increase in heavy goods vehicle traffic, with a decrease in pedestrians and cyclists due to air quality and safety problems.</p> <p>Concerns regarding cost versus benefits achieved for the whole scheme.</p> <p>Alternative scheme proposals for Hare Lane and Littleton Lane regarding vehicle turning movements, and improved crossing facilities.</p> <p>Road safety concerns, speed limit reduction to 30 mph from Vicars Cross roundabout, back to 40 mph at Stamford Bridge, with average speed camera enforcement.</p> <p>Install a signalised pedestrian crossing at the Hare Lane / Littleton Lane</p> <p>Other alternative scheme proposals include:</p> <ul style="list-style-type: none"> - Remove the traffic lights at Stamford Bridge.

		<ul style="list-style-type: none"> - Create a left turn only lane (east bound) at the Stamford Bridge. - Widen the road and install a right turn waiting lane at the Lansdowne Road to ensure good flow westbound where Tarvin Road becomes Holme Street. - Improve pedestrian and cyclist facilities from Vicars Cross roundabout to Tarvin roundabout. - Deter heavy goods vehicles from using the A51, and divert to the motorway, while placing prohibitive restrictions on heavy goods vehicle traffic at night. - Declare a low emission zone for the A51.
9	Local resident, cyclist (Area: Littleton)	Concerns regarding the proposed reduced roundabout size impacting on driver forward visibility, perceived speed and flow of traffic at Tarvin roundabout requiring speed review.
10	Local resident (Area: unknown)	<p>Comments related to negative impacts on the local road network and the need for local measures at Pearl Lane for pedestrians.</p> <p>Concerned the scheme will encourage increase in through traffic, and increase vehicle speeds.</p> <p>Need better walking and cycling facilities included within the proposals.</p>
11	Local resident (Area: Great Barrow)	Concerns regarding the impact on local road network, accessing and exiting Lansdowne Road.
12	Local resident (Area: Littleton)	<p>Comments related to negative impacts on Hare Lane and Littleton Lane proposals.</p> <p>Deter heavy goods vehicles from using the A51, and divert to the motorway though improved signage.</p> <p>Requesting a speed limit review, with speed and traffic regulations “yellow box” enforcement at the A55/A51 junction.</p>

Conclusion

Comprehensive engagement events were held on the proposed improvements to the A51 Chester to Tarvin Improvement scheme with key stakeholders being invited to provide feedback. The events were advertised through a range of mediums including local and social media coverage and the distribution of letters to local residents and businesses inviting them to attend the events. A relatively high number (185) of responses were received comprising of 173 returned feedback forms and 12 comments received by letter or email.

The results, from the feedback forms, show that there is strong acknowledgement that there are currently issues on the A51 Chester to Tarvin route, with 53% of people agreeing with the scheme proposals and benefits, identifying that something should be done. However, agreement on what should be done to address the issues was mixed.

Survey results demonstrated that respondents were most interested in the following scheme elements:

- 49% of respondents were interested in the whole scheme;
- 45% of respondents were interested in a specific junction of the scheme;
- 6% of respondents did not specify;

The primary concerns raised with the proposals were with the speed of traffic, requesting a speed limited review and more enforcement measures especially during off-peak hours.

Concerns were raised regarding the increase in traffic flow along the A51, with potential impacts on crossing and accessing amenities and dwellings. Improved road signs across the wider strategic and local road networks will help improve traffic on local roads and reduce freight movements along the A51.

There were concerns about the impact that re-routed traffic will have on parts of the local road network and its implications on safety. There were also comments raised about the adverse impacts of roadworks, and the need to ensure that pedestrian and cyclist facilities and signage are fully integrated into the detailed design process.

The need for more regular maintenance schedules for the existing highway, to improve the condition of road carriageway to fix potholes and loose grids and gully covers. Better management to cut back hedges and overgrown vegetation to make paths more accessible was also deemed necessary.

The scheme development will be subject to ongoing environmental assessment work which will take account of potential air quality impacts and design any mitigation to tackle adverse changes.

Views from local people, businesses and partners were gathered during the engagement events and numerous feedback forms, written and verbal responses, will be used to help prepare the final scheme designs. Your recommendations will help shape our scheme designs and delivery schedule, this includes:

Recommendations: You said, we listened

Active travel: General comments

You said:

- Concerns over existing maintenance regimes along the corridor.
- Concerns regarding access and signage improvements on the shared use footway.

We listened:

- We have organised an additional inspection along the scheme extent, and identified the areas of the shared footway/cycleway affected by encroaching vegetation. We also identified necessary repairs to the footway/ carriageway.
- Land owners have been identified and written to requesting that overhanging vegetation is cut back.
 - The Council has to follow due process allowing sufficient time for the land owners to take action before the Council will intervene.
- Within the design we have reviewed the opportunities for crossing the A51 for pedestrians and cyclists, this is covered in the scheme sections below.
- A review of signage of the shared footway has revealed the route is correctly marked along the majority of the routes. Further signage is required at Grosvenor road (Tarvin roundabout).

Whole scheme: General comments

You said:

- Speed limit concerns.
- Strategic Road Network signage.
- Review enforcement of vehicles blocking pavement.
- Improve crossing facilities in Wicker lane/Stamford Lane area widening and lengthening pedestrian islands.
- Alternative design option- pedestrian island designs need to be reviewed to allow for tractor and trailer to enter and exit Cotton Lane/ Hare Lane and Stamford Lane.

We listened:

- A speed limit review is being conducted for the scheme length, reviewing the potential impact of changes in speed. This process will involve liaising with other Council departments, Cheshire Constabulary and other key stakeholders before concluding if any speed limit recommendations can be introduced.
- Signage from the strategic network (A55, A534 for the M6) has been reviewed and findings reported to Highways England.
- Highway Officers have formally written to Cheshire Constabulary requesting that monitoring and enforcement action is taken in relation to vehicles parking on the shared use footway/cycleway along the A51.
- Pedestrian island dimensions will accommodate the length of bicycles parallel to kerb line.
- Turning manoeuvres for tractor and trailers exiting junctions has been reviewed. The bus stop bay on the westbound carriageway near the junction

of Cotton Lane has been moved 10 metres further away from the junction to reduce potential pedestrian and vehicular confrontation.

Hare Lane/Littleton Lane: General comments

You said:

- Improved crossing facilities.
- Introduce signs for local business when/if turning bans introduced.
- Alternative design option – introduce a yellow box to make right turns safer at Hare Lane/Littleton Lane junction.
- Alternative Design option – Widen and lengthen stacking space for right turning traffic into Littleton Lane.
- Alternative design option- Remove Hare Lane right turn and straight ahead movements.

We listened:

- Investigate the introduction of a controlled crossing provision near the Hare Lane and Littleton Lane junction. An assessment of safety and site constraints will be undertaken. Where the appropriate design standards for safety can be met the Council intends to introduce a formal crossing facility.
- Road signage will be reviewed with the introduction of Traffic Regulation Orders.
- Highway officers have reviewed the implementation of yellow boxes at this junction, however as they are often ignored and monitored infrequently, the option has been discounted.
- Widen/lengthen stacking space will be considered alongside the A51/A55 junction design work with Highways England.
- The removal of right turns and straight ahead movements at Hare Lane are not considered further due to lack of alternative routes.

Stamford Bridge: General comments

You said:

- Concerns in relation to existing signal phasing and times
- Introduce dedicated right turn into Barrow Lane from A51.
- Review Stamford Bridge signal timings and phases to give less green time to Barrow Lane
- Drainage issues near petrol station.
- Lengthen pedestrian island at Wicker Lane/ Stamford Lane to accommodate bicycles

We listened:

- Review signal phasing sequences and timing within the traffic signal controller, ensuring optimal distribution of right turns at the signalised junction to improve traffic flow.
- The design includes a central refuge approximately 100m long for use by right turning vehicles into Barrow Lane only.
- Reduced “green” time at Barrow Lane is already incorporated in the design.
- We will carry out a level survey to check gradients and see how the design can be changed to make drainage improvements.
- Pedestrian Island to be lengthened to accommodate bicycles parallel to kerb

line either as part of the scheme or routine business, on scheme completion.

Tarvin roundabout: General comments

You said:

- Concerns in relation to merging traffic.
- Introduce 2 lanes of traffic westbound towards Chester between Tarvin roundabout and Stamford Bridge.
- Introduce a footpath on Holme Street on the westbound side towards Tarvin roundabout.
- Alternative Design Option- A54 two lanes with longer merge.
- Review visibility for movements from properties on Tarvin Road near Tarvin roundabout and from A51 Tarporley Road towards Holme Street.

We listened:

- Review design proposals in line with Traffic Signs Regulations and General Directions 2016, to ensure appropriate signage and carriageway markings are in place to encourage continued use of both lanes and better lane discipline.
- Highway officers will also review the possibility of 2 lanes travelling eastbound between Tarvin and Stamford Bridge. This will include consideration of the impact on right turns into properties/access in this area from the A51.
- New footpath not currently within the confines of this scheme, however highway officers will meet with Tarvin Parish Council to understand the issues and to assist them to look for funding subject to overcoming any site constraints.
- Markings for two lanes incorporated in the design for Tarvin roundabout.
- Officers will review on site the vegetation and forward visibility on the roundabout approaches.

A55/A51 Highways England junction: General comments

You said:

- Ensure Highways England's proposed improvement scheme, provides the most efficient and effective solution on improving traffic flow and safety, while securing funding for its future construction.
- Lobby Highways England for yellow box enforcement whilst awaiting decision on new junction design implementation.

We listened:

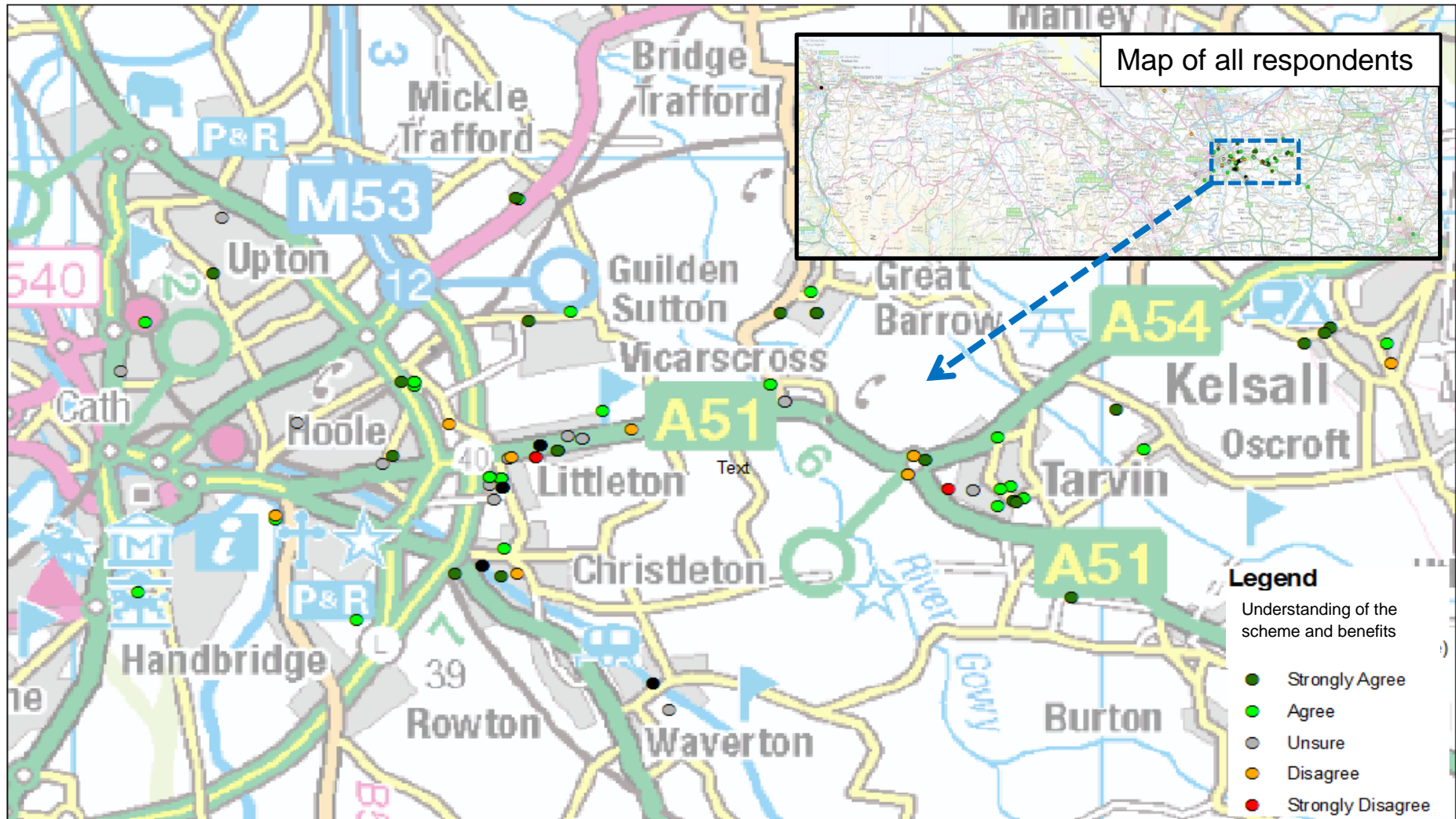
- The Council will continue to work in partnership with Highways England, leading in the preparation of an efficient and effective preferred design solution, whilst lobbying to secure future funding for its construction. Option appraisal is underway and further modelling work has commenced.

Next steps

Engagement with all stakeholders will continue, as appropriate with an update on the final scheme design, including work and construction programme. This will be publicised nearer the time on the Council's website and communicated through local councillors and parish councils. The information to be shared includes:

- **Working hours** - To minimise disruption to road users, some overnight road closures may be required.
- **Site access** - The main site access points to allow for scheme construction will be identified.
- **Temporary pedestrian crossings points** – Provide temporary crossing points to maintain access to public transport and existing businesses when necessary.
- **Temporary diversions** - During construction, traffic may have to be temporarily diverted.
- **Compounds and stores** - The compounds will provide office space and welfare facilities during construction work, as well as secure storage/parking areas for construction equipment. Stockpile areas will be used to temporarily store equipment. Excavation areas will also be used for storing topsoil and other construction materials that will not immediately be used, such as sand, gravel etc.
- In addition, stockpile areas will be used to temporarily store equipment and materials
- **Reducing disruption to the public and the environment** - Modern earthmoving equipment is very quiet and the noise from engines and hydraulics dissipates over a very short distance. In order to avoid unnecessary disruption, construction work where possible will be carried out during off-peak hours to minimise impact

Appendix 1



Accessing Cheshire West and Chester Council information and services

Council information is also available in Audio, Braille, Large Print or other formats. If you would like a copy in a different format, in another language or require a BSL interpreter, please email us at: equalities@cheshirewestandchester.gov.uk

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