

# **Meeting to discuss the Section 278 highway works at Creswell Grove**

Monday 27<sup>th</sup> April 2026

## **Attendees:**

A range of Staffordshire County Council officers, project managers, traffic management, and network management personnel, including personnel from the County's Infrastructure Plus Partner, Amey, engineers, and representatives from the Principal Contractor undertaking the works and their traffic management subcontractor.

The works :

Principally are the construction of a new priority junction to the development site at A5013 Creswell Grove, the provision of an additional traffic lane on Creswell Grove, a new puffin crossing on A5013 West of the new commercial development facilities, improvements to pedestrian and cycle facilities and associated highway drainage and utilities works.

The principles of the diversionary route :-

- 1) Are that you can't divert A road traffic onto lower categories of road, notably B, C, and unclassified roads, which means that local diversions around the Great / Little Bridgeford, Worston Lane, Whitgreave Lane, and Derrington areas as signed diversions would not be acceptable.
- 2) Equally, the use of temporary traffic lights on the A5013 risks backlogging motorway traffic up on junction fourteen, which National Highways deemed unacceptable.
- 3) The use of two way traffic lights, even during a quiet period for example 7pm – 7am, would be unacceptable due to the risk of creating standing traffic on the M6 unable to get off the motorway, for two reasons :
  - Firstly, there would be approximately sixteen residential properties within the demise of the construction scheme, which would be uncontrolled at all by any of the lights.
  - Secondly, notwithstanding the risk of backlogging traffic on the M6 going northbound, the area that would need to be under traffic management would include all the motorway roundabout under the motorway and a wider area of land, including Eccleshall Road and the A34 going up towards Beaconside.
- 4) The decision to allow a one-way flow from east to west, Stafford towards Eccleshall, was based on trying to keep a free flow of traffic around the motorway island.

Therefore, based on all these options, and needing to keep the diversion solely on A roads, the decision was taken to divert traffic via Eccleshall up to Cotes Heath, and along the A53 to the Meaford Island, and then through Stone and back along the A34 down to Beaconside.

With the parameters that network management have to work to, there is practically no other sensible signed diversion route available.

### **Impact on the local road network** :-

For local traffic who decide to use alternative routes, there will be additional signage on local roads saying, "No through road. Local access only."

However, this cannot be enforced and is advisory only, except on those roads with 7.5 tonne weight limits, which can be enforced by the police.

The network team are not able to close or make 'one way only' any other route as an official diversion unless it is the same category (or better) of road. Therefore, in terms of diversionary routes and local traffic, what is being proposed is probably the only option available, although no one has considered the volume of traffic using the A5013 eastbound to understand the impact of the closure.

### **Site Operating Hours** :-

The contractor has already looked at trying to optimise the sequencing of works so that is only works on or adjacent to the highway that are being done during the closure. Works are already being undertaken in parallel to try and reduce the length of the closure as much as possible.

Currently, works are scheduled to take place between 7:30am and 5:30pm, Monday to Friday.

The contractor has undertaken to look at seven-day working to try and reduce the level of closure. Currently, the closure is scheduled to happen from the 11<sup>th</sup> May 2026 for approximately 28 weeks.

Seven-day working would reduce that mathematically by eight whole weeks. However, there would clearly be a cost for doing this, and so this may not be an acceptable alternative.

Additionally, during the summer period, the contractor is looking to see whether it would be feasible to work with additional crews to 7:30pm at night rather than 5:30pm, again, to try and reduce the length of the closure.

On a mathematical basis, that would reduce the closure potentially by another 1.5 weeks, if taken together.

If those two actions were possible, that could reduce the closure from 28 weeks to 16.5 weeks.

The impacts of that will be reviewed by the contractor and the County Council, and a decision will be made by the end of this week.

Alto Construct Ltd (Principal Contractor) has confirmed that they have no adverse comments regarding the theoretical reduction in programme durations stated. However, achieving this would require the implementation of a two-crew rotation system. In addition, clarity would be required on how materials and other supplies would be delivered to site during out-of-hours working.

At present, Alto Construct have not had sufficient time to engage fully with the wider supply chain to determine the practicality of this approach. The introduction of extended and out-of-hours working would also result in a significant increase in cost, estimated to be in the order of several hundred thousand pounds.

Any resulting cost uplift would be subject to agreement by the Developer, as the funder of the works.

#### **Signed Diversionary Routes :-**

The signs for the road closure will be set-out in Eccleshall and Great Bridgeford. These will be yellow signs, and not the red 'Road Closed' signs. The only location using red 'road closed' signs will be in Great Bridgeford down to Creswell.

The contractor is considering a request to include a set of diversionary signs in Woodseaves, so that road users using the Great Bridgeford road can be advised to instead follow the diversionary route either north or south, depending on their ultimate destination.

A full list of roads being closed locally with advisory notices will be available from the contractor later this week.

#### **Repairs to the road in Creswell Grove :-**

Urgent works have been requested within Creswell, so that all existing potholes and road defects can be picked up prior to the road closure and work starting, as doing temporary fixes and closing the road entirely to repair potholes during the road closure would not be the easiest to manage, when there is ample opportunity to get ahead of them in advance.

This is being escalated as a matter of urgency.

Additional focus is being requested for local roads, should road defects or potholes be created by more traffic using them as an unofficial diversionary route, so that they do not deteriorate quickly under the likely extra traffic that they will see.

### **School and Public Transport Buses :-**

All bus companies have been consulted on the road closure, and they will be discussing with their users the impact on their own transport arrangements, stops and routes in due course. There is no knowledge of the likely impacts on timetables, etc..

SCC Traffic and Network has confirmed that, as part of the Temporary Traffic Regulation Order (TTRO) application process, SCC Passenger Transport was consulted as a statutory consultee. The only feedback received from Passenger Transport related to clarification of the proposed diversion and confirmation of which side of the carriageway the closure would be on. This information was subsequently provided to Passenger Transport. No further comments, queries, or objections were received following this clarification and or at any point during the TTRO process.

### **Impact on Local Businesses, especially Stan Robinson Haulage :-**

There is no opportunity to mitigate the closure of the A5013 going eastbound, although a meeting has been suggested with Stan Robinson due to the expected impact on their business. Instead focus has been put on reducing the length of the A road closure as much as possible.

### **Creation of Local Public Information :-**

The County Council has created a website to keep members of the public informed on the progress of the works:

<https://www.staffordshire.gov.uk/roads-parking-and-transport/roadworks/roads-parking-and-transport/roadworks/roadworks-stafford>

County Councillor Jeremy Pert  
Wednesday 29<sup>th</sup> April 2026