

Cannock Chase District Integrated Transport Strategy 2013 - 2028



November 2013



Staffordshire
County Council

CANNOCK CHASE DISTRICT INTEGRATED TRANSPORT STRATEGY 2013-2028

1. Introduction

- 1.1 Integrated transport strategies have been developed for the eight Districts / Boroughs in Staffordshire to help prioritise the County Council's expenditure on transport improvements and secure potential resources including developer contributions and Government funds. They are also informing the District / Borough Council local plan process.
- 1.2 The Government has confirmed its commitment to devolving economic power to Local Enterprise Partnerships (LEPs) through the creation of a Single Local Growth Fund (SLGF) which will be formally allocated to the LEP through Growth Deals. European funds may also become available for transport, through Growth Deals.
- 1.3 A significant level of transport funding has been transferred to the SLGF as transport has been identified as central to local economic development. Stoke-on-Trent and Staffordshire's allocation of the Single Local Growth Fund and European funds will be determined through the LEP's Strategic Economic Plan for the period 2015/16 to 2020/21. Allocations will be based on the strength of the Strategic Economic Plan in terms of identifying effective and speedy delivery of transport schemes and robust value for money evidence. LEP Growth Deals are expected to be announced by July 2014. LEPs will be required to work with Local Transport Bodies to identify the priorities for transport spending for inclusion in the Economic Plan and this Integrated Transport Strategy will help to inform this work.
- 1.4 Cannock Chase District is also a member of the Greater Birmingham and Solihull LEP, therefore whilst Cannock Chase is only a member of the Staffordshire and Stoke-on-Trent LEPs Local Transport Board (LTB), cross border working with GBS LEP could draw in more funding for the District.
- 1.5 The delivery of this transport strategy will help to achieve the following County Council Priority Outcomes:

Staffordshire is a place where people can easily and safely access everyday facilities and activities through the highways and transport networks

Staffordshire's economy prospers and grows, together with jobs, skills, qualifications and aspirations to support it

Staffordshire's communities proactively tackle climate change, gaining financial benefit and reducing carbon emissions

- 1.6 In 2011, we consulted communities and stakeholders on the integrated transport strategies. Many useful comments and ideas were received which have helped to shape this strategy for Cannock Chase District. Our response to all representations is provided in: Report on the Outcome of the Consultation Process 2011/12 at: <http://www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/district/integratedtransportstrategies.aspx>
- 1.7 Comments during the consultation process focused on rail improvements focusing on line speed upgrades and electrification of the Chase Line, public transport access to employment, particularly along the A5(T) corridor, and congestion issues and air quality problems on the A5(T), including the need for highway improvements at the Churchbridge junction complex. Bus operator Arriva advised that public transport proposals should be, where possible, delivered in the short term.

2. District Profile

- 2.1 Cannock Chase District is on the northern edge of the West Midlands conurbation. Cannock, Rugeley and Hednesford are the main settlements that have key roles in providing services, facilities and employment opportunities. Minimising the impact of development on the nationally significant Cannock Chase Area of Outstanding Natural Beauty (AONB) and European Special Area of Conservation (SAC) is a key objective for Cannock Chase District.
- 2.2 Cannock Chase is the most deprived District in Staffordshire, generally attributed to the legacy of industrial decline in the area. Despite Cannock's links to the conurbation, the employment of residents is relatively self-contained within the District, with 9% walking and 1.5% cycling to work. The largest employment outflows occur to Walsall and Lichfield, with many rail based trips to Birmingham in peak hours.
- 2.3 The District is well served by the national highway network comprising the M6, M6 Toll and A5 trunk road and also benefits from rail connections on the Chase Line and West Coast Mainline with stations at Cannock, Hednesford and Rugeley. The A34 and A5190, bordering the south of the District, the A460 running through the District and the A51 serving Rugeley, are all key routes on the County Council's local highway network.
- 2.4 The main centres of Cannock, Hednesford and Rugeley all have bus interchange facilities and the District is served by a core bus network of inter-urban and local routes, supported by community transport linking rural areas to Cannock and Rugeley.

Cannock Chase Local Plan

- 2.5 Cannock Chase District Council's Local Plan (Part 1) Submission, 2013, 2006-2028 identifies the following levels of residential and employment development across the District:
- delivery of c.240 new dwellings per annum (dpa) with 66% proposed within Cannock, Hednesford and Heath Hayes, 29% within Rugeley and Brereton and 5% in Norton Canes, all on developable urban sites;

- The 240dpa includes 1,420 new homes delivered via urban extensions west of Pye Green Road, Hednesford and south of Norton Canes;
- 88 hectares of employment land will be delivered by 2028.
- Cannock in its role as a Strategic Centre will cater for 35,000 square metres of new comparison retail floor space and 30,000 square metres of new office floor space

2.6 Further potential employment development locations include expansion of the prime Kingswood Lakeside site, and as part of a mixed residential/employment development at Norton Canes.

3. Recent Transport Achievements

3.1 In 2012/13 there was a considerable reduction in funding available for transport schemes throughout the County. Improvements were therefore focused on making the best use of the existing highway network, concentrating on maintaining its condition and ensuring that we continue to reduce road casualties.

3.2 In 2012/13, £3.874m was spent on delivering Integrated transport block schemes and the bridge and highway maintenance programme throughout the District. This includes highway and transport improvements such as junction improvements on the A460 Eastern Way/Voyager Drive Roundabout Cannock. As part of new retail development in Hednesford Town Centre new access and junction modifications were implemented as well as pedestrian facilities on Station Road and Victoria Street and a new bus interchange facility opened in 2012.

3.3 For 2013/14 the schemes being considered include A4601 Avon Road / Asda entrance LSS; Pye Green Road/Cemetery Road LSS; A460 Eastern Way Dualling; Chasewater Walking and Cycle Route; Cannock hospital bus layby, Brunswick Road and Bus connectivity improvements on route 2 Cannock–Walsall.

3.4 Key public transport improvements have also been achieved. Improved bus services to Walsall have been introduced offering five services per hour on the A34 corridor.

3.5 The National Station Improvement Programme (NSIP) has delivered new shelters, CCTV at platform level and real time customer information systems at Cannock, Hednesford and Rugeley Town stations, while the southbound platform at Hednesford was lengthened in 2012 to accommodate terminating four coach trains.

3.6 Staffordshire County Council, Cannock Chase Council and Centro have worked in partnership to fund the retention of weekday evening Birmingham-Hednesford rail service extensions to Rugeley, together with half hourly Saturday services. Unfortunately there has still been a reduction in rolling stock available on the line leading to crowding on peak services. The line has become the urban commuter rail line with the highest growth in the West Midlands compared to its low frequency.

3.7 The £79m Walsall-Rugeley resignalling scheme which started in 2010, is due for completion in August 2013 and will increase route capacity. Walsall–Rugeley electrification was approved by the Government in July 2012, following lobbying by key stakeholders. It will cost £30m and is due to be delivered 2017-19. It is hoped that this will allow much needed more frequent and higher capacity services to run on the Chase Line.

- 3.8 Targets to reduce road casualties are being achieved through education, enforcement and engineering measures. Safety in the District has been improved through the delivery of measures such as anti-skid surfacing, vehicle actuated signs and larger scale safety schemes at Wimblebury Road Cannock, the B4154 Hednesford Road, Cannock and Traffic Signal Modifications at the A4601 Avon Road/Asda, Cannock . Sites requiring further investigation during 2013/14 due to high accident rates include: A460/A5190 junction Eastern Way/Lichfield Road, Cannock; and the C320/C32 junction Broadhurst Green Road/Broadhurst Green.
- 3.9 Public transport services have been maintained throughout 2013. In Cannock 74% of households are within 350 metres of a half-hourly or better weekday bus service. This is achieved through the core commercial network and County Council subsidised services. Many bus stops now comply with the Disability Discrimination Act. Staffordshire County Council is also the national leader in discretionary travel allowance. A travel scheme, adopted in April 2011, allows free 24/7 bus transport to people of pensionable age or with a disability, plus their carer, and under 20s can travel anywhere within Staffordshire for just £1 per journey.

4. Transport Strategy

- 4.1 The Transport Strategy Summary Table in Appendix A illustrates how we intend to deliver the following Economic Prosperity and Community priorities of Cannock Chase District and the Priority Outcomes of the County Council's Strategy Plan. The Strategy will also guide the LEP's Strategic Economic Plan.

ECONOMIC PROSPERITY

- Accommodating strategic housing development at Pye Green, Norton Canes and Rugeley with a presumption in favour of sustainable development
- Support access to economic opportunities both inside and outside the District, particularly at strategic employment sites in Rugeley and along the A5(T) corridor, but also at strategic sites such as i54.
- Improve public transport connectivity to the West Midlands conurbation to help provide access to employment and labour market opportunities, reduce potential peak hour inter-urban congestion and carbon emissions.

COMMUNITIES

- Maintain the condition and safety of the highway network
- Improve public transport connectivity, infrastructure and quality of life for local communities
- Support Air Quality Management Area Action Plans along the A5(T)
- Improve and encourage sustainable access to Cannock Chase AONB for local residents and reduce impact due to car usage
- Raise awareness of environmental issues and encourage people to lead more sustainable lifestyles, helping to reduce carbon emissions

- 4.2 Priorities will be delivered through a combination of countywide initiatives, connectivity proposals, schemes identified in the Divisional Highway Programme and Local Transport Packages for Rugeley, Pye Green (inc. Hednesford) and Norton Canes. Delivery of the Local Transport Packages will be linked to delivery of new growth and development, in line with the Local Plan and funded through a combination of Public and Private funding sources. The packages are illustrated in the figures provided in Appendix B.
- 4.3 The key strategic connectivity projects proposed in Cannock Chase Council's Local Plan and Infrastructure Delivery Plan are:
- Churchbridge junction improvements, Cannock
 - Chase Line – Rail Infrastructure and Service improvements
- 4.4 Both the Churchbridge junctions and the Chase Line now have funding secured for improvements, with the Highways Agency funding Churchbridge and Network Rail funding the Chase Line. County Council resources will continue to support concessionary fare schemes and improve bus services and facilities.
- 4.5 All new developments that are predicted to generate significant levels of traffic will be required to produce and deliver a Travel Plan. In order to further reduce forecast traffic levels, existing businesses in the District will be encouraged to develop Workplace Travel Plans that promote initiatives such as car sharing, sustainable travel, personalised journey planning, teleworking and flexible working hours. Targeted marketing initiatives may include travel advice, discounted public transport tickets, better public transport information and local community events promoting walking and cycling. Schools will also be encouraged to have Travel Plans in place during the plan period. Behavioural change initiatives will be funded by developers supported by public funds as resources permit.

Divisional Highway Programme

- 4.6 The Divisional Highway Programme for Cannock Chase District gives County Councillors the opportunity to directly input into delivery programmes. Councillors work closely with Community Highway Managers, parish councils and other stakeholders to ensure local concerns and challenges are identified and priorities are established, taking into account financial constraints. The Divisional Highway Programme is reviewed twice a year and gives an overview of highway and transport concerns within the local area, such as pedestrian safety, speeding through residential areas, on-street parking and safety at junctions. The main issues in 2013/14 raised by Councillors are summarised in the summary table in Appendix A.

Connectivity in the District

- 4.7 Enhanced connectivity in the District will be achieved through continued partnership working with key stakeholders including the Stoke and Staffordshire Local Transport Board Public Transport Operators, involvement with the A5(T) Transport Liaison Group and cross boundary working with West Midlands authorities, for example through the Regional Rail Forum.

- 4.8 The A5(T) Transport Liaison Group has been established to ensure that the A5(T) plays its role in facilitating economic growth through maximising capacity and improving safety. Air quality issues along the A5(T), identified by Cannock Chase Council, also require addressing through partnership working.
- 4.9 Staffordshire County Council and the Highways Agency will continue to work in partnership to manage traffic levels on the A5(T) and M6 Toll motorway and adjacent local roads. The Highway Agency has identified a number of improvement schemes, including junction modifications for the A5 (T) at the North Street/A5 junction and possible further improvements at Churchbridge which will need to be funded via development and other funding streams as sites come forward. A Highways Agency Pinch Point Fund scheme has been awarded at Churchbridge junction. The scheme will cost £2.028m and be delivered between May 2014 and January 2015 with the aim of easing congestion in the area during peak hours.
- 4.10 The County Council is producing a Staffordshire Rail Strategy in 2013 to complement the District Integrated Transport Strategies. A Rail Summit was held in early 2013 to help confirm policy support and priorities for rail investment. Calls for rail enhancements on the Chase Line benefiting Cannock Chase have included line speed increases, longer platforms, longer and more frequent trains and electrification of the Rugeley to Walsall route, as well as booking offices at Cannock and Hednesford. The proposed multi-modal rail freight terminal at Mid Cannock is the subject of a current Network Rail business case study commissioned by Pentalver, site operator. The scheme is supported by both Councils as well as the Stoke-on-Trent and Staffordshire and Greater Birmingham and Solihull LEPs.
- 4.11 The Chase Line is now scheduled to have a major upgrade by 2018. The line is currently being re-signalled, which is due for completion by the end of 2013. Capacity improvements will be delivered as part of this scheme allowing more trains to use the line per hour. By 2017/18 the line will be electrified, and its line speed increased from 45mph to 75mph (possibly higher). The line speed improvements have been put back for further development work, but may be delivered prior to 2017/18. This upgrade will remove diesel passenger trains from the line helping the environment, and will allow more frequent trains with shorter journey times. It will also allow longer distance services to be routed along the line giving wider connectivity to London and the North West.
- 4.12 HS2 has the potential to adversely affect services on the West Coast Mainline. The County Council will therefore continue to liaise with Network Rail and key stakeholders throughout the process to ensure that current local and inter-urban services are maintained or improved, and fast, efficient access is provided to HS2 stations to improve journey times for Cannock Chase residents.

Rugeley Local Transport Package

- 4.13 The Rugeley Local Transport Package which builds on the proposals in the Rugeley Town Centre Area Action Plan, includes a number of public transport improvement schemes linking the main residential areas to the town centre. These will also serve potential employment and residential development sites to the east of the town centre adjacent to the bypass. Specific pedestrian linkage improvements have been identified to increase connectivity to employment, including improved access to the Rugeley Town rail station, and generally encouraging sustainable

travel. There is also an aspiration for a new bus station to be provided as part of the regeneration of the existing bus station site. Significant elements of this package are expected to be funded by current retail development proposals in the town centre, whilst the remaining schemes will be delivered using a combination of developer monies from proposed residential and employment sites and Local Transport Plan resources. The new Tesco retail development will also provide funding to improve local bus services to the store and the proposed Brereton Bus Gate, to allow the Pear Tree and Upper Brereton local routes to be connected, as well as improving pedestrian access from the town centre to the store, the Trent & Mersey Canal and the Towers Employment Park.

- 4.14 In 2013, the County Council in partnership with Cannock Chase Council, launched a new initiative to improve the Rugeley Public Realm at Horsefair on the edge of Rugeley town centre. The proposals involve input from local stakeholders to identify local aspirations and assisted by the use of urban design consultants. This work will complement the Rugeley Town Centre Area Action Plan, and is now part of the Cannock Chase Local Plan.

Pye Green Local Transport Package

- 4.15 The Pye Green Local Transport Package identifies committed schemes associated with permitted residential development within the Pye Green area such as bus service diversions, new bus facilities, a new distributor road and pedestrian crossing facilities, plus future required infrastructure improvements such as improved local signing, junction modifications, upgraded public transport infrastructure and increased pedestrian linkages. These future improvements will be resourced by contributions from the proposed residential development location of approximately 750 units west of Pye Green Road in combination with Local Transport Plan funding.

Hednesford Town Centre Regeneration

- 4.16 Hednesford Town Centre Regeneration Package is being delivered in conjunction with the Victoria Shopping Park and Tesco development. It is designed to address junctions surrounding the town centre to ease traffic flow and safety concerns, and to encourage economic growth in the town centre. It includes additional cycle parking, and junction improvements currently being completed at Green Heath Road/Station Road, a junction upgrade at Rugeley Road/Bradbury Lane and a review of the operation of the Market Street/Rugeley Road junction. There are also aspirations for improvements at Hednesford Rail station including new extended platforms and a ticket office.

Norton Canes Local Transport Package

- 4.17 The Norton Canes Local Transport Package has been developed in light of significant residential development proposals, particularly in the south of Norton Canes. These developments will be required to deliver mitigation measures including cycle routes to nearby Chasewater, public realm, traffic management and road safety improvements in the centre of Norton Canes. The development sites will also be connected to Kingswood Lakeside Employment Park, Cannock Rail

Station and Cannock Town Centre via a new or extended bus service which will be funded through developer contributions.

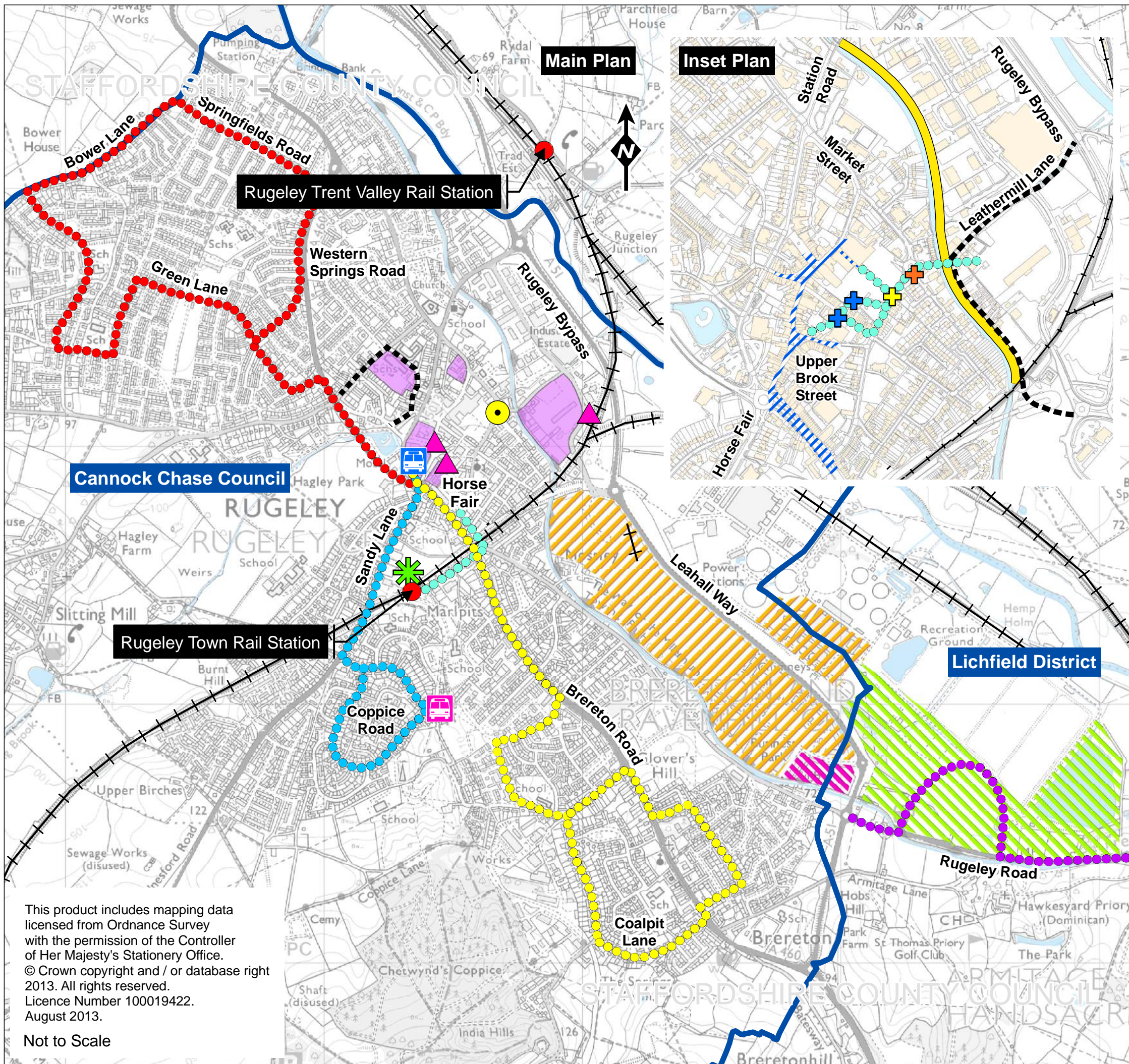
- 4.18 The package also includes junction modifications at Five Ways Island, Heath Hayes. The Highways Agency scheme for capacity and safety improvements at Churchbridge junction complex has been included in the package and is being delivered in 2014/15. This scheme was developed with reference to residential and employment developments in Cannock and along the A5(T) corridor and will be funded via £2.028m of Highways Agency Pinch Point funding awarded in April 2013.
- 4.19 Other significant highway and public transport interventions centre on improving access into and around Cannock Town Centre and surrounding businesses and developments. The A460 dualling scheme improves capacity between Cannock and Rugeley via Hednesford and supports bringing forward development on the 8 ha Mill Green employment site. Previous work has been completed to install groundworks, and a development contribution is available to carry out further works towards the scheme.
- 4.20 The A5/North Street junction has been identified as within an Air Quality Management Area by Cannock Chase Council. The Highways Agency has an outline scheme to alleviate the amount of traffic waiting at the junction that cause environmental issues.

Appendix A - CANNOCK CHASE DISTRICT INTEGRATED TRANSPORT STRATEGY

PRIORITIES	PROPOSED STRATEGY	JUSTIFICATION / DELIVERY
<ul style="list-style-type: none"> Accommodating strategic housing development at Pye Green, Norton Canes and Rugeley with a presumption in favour of sustainable development Support access to economic opportunities both inside and outside the District, particularly at strategic employment sites in Rugeley and along the A5 (T) corridor but also at strategic sites such as i54 South Staffordshire. Improve public transport connectivity to the West Midlands conurbation to help provide access to employment and labour market opportunities, reduce potential peak hour inter-urban congestion and carbon emissions. Maintain the current condition and safety of the highway network Improve public transport connectivity, infrastructure and quality of life for local communities Support Air Quality Management Area Action Plans along the A5(T) Improve and encourage sustainable access to Cannock Chase AONB for local residents and reduce impact due to car usage Raise awareness of environmental issues and encourage people to lead more sustainable lifestyles, helping to reduce carbon emissions 	<p>ECONOMIC PROSPERITY SHORT TERM – 3 YEARS</p> <ul style="list-style-type: none"> Chase Line rail improvements: new electronic signals and capacity improvements. Continued funding for incremental services. Rugeley Local Transport Package: Pear Tree bus gate, new/extended bus service to Tesco, local cycle routes, town centre traffic management, bus connectivity/infrastructure improvements on routes 26 Rugeley to Springfields Estate, 24 Rugeley to Brereton Circular, 23 Rugeley to Pear Tree Estate, improved pedestrian links and public realm between Horsefair and Rugeley Town rail station, and between the town centre and Tesco, Trent & Mersey canal, and Towers employment area. Pye Green Local Transport Package: Distributor Road completion, cycle routes, bus service diversion 32/33, new and improved bus stops, directional signing, Pye Green Road junction improvements and pedestrian crossing facility. Hednesford Town Centre regeneration: including additional cycle parking and junction improvements currently being completed at Green Heath Road/Station Road, a junction upgrade at Rugeley Road/Bradbury Lane and a review of the operation of the Market Street/Rugeley Road junction Norton Canes Local Transport Package: Extended bus service from Norton Canes to Cannock via Kingswood Lakeside, Orbital Centre and rail station; Chasewater cycle route links and toucan crossings Cannock Area Transport Improvements: Bus connectivity/infrastructure improvements to Kingswood Lakeside, Cannock, Towers, Rugeley and i54 South Staffordshire employment areas, and Route 2 Cannock to Walsall. A460 Eastern Way, Cannock – dualling. Highways Agency improvement scheme for Churchbridge delivered through pinch point programme. Improved connectivity to employment A4601 Wolverhampton Road, Cannock <p>LONG TERM UP TO 2026</p> <ul style="list-style-type: none"> Chase Line improvements: increased line speed, longer platforms, longer/more frequent trains, Rugeley to Walsall route electrification, booking offices at Cannock and Hednesford, improved parking and access at Rugeley TV station (in LDC). Potential rail freight interchange. Rugeley Local Transport Package: local cycle routes and cycle parking, new bus station, Rugeley Town rail station improvements. Hednesford Town centre Regeneration: Improvements at Rail Station. Norton Canes Local Transport Package: Five Ways Island Heath Hayes, A5190/B4154 junction upgrade, Norton Canes 20mph zone and Burntwood Road/Brownhills Road traffic calming, Norton Canes public realm, Heath Hayes public realm, traffic management and road safety improvements. Completion of National Cycle Network (through the AONB). Technical control measures to manage traffic flows e.g. Variable Message Signs and Urban Traffic Control. Improved bus links to the conurbation (e.g. Cannock to Wolverhampton) and Real Time Passenger Information on core bus network. Bus connectivity/infrastructure improvements route 1 (Huntington–Walsall) in Huntington (partially in SSDC). Possible further improvements at Churchbridge – funded through development/ future funding stream. 	<ul style="list-style-type: none"> Value for money will be achieved through delivering local transport packages by pooling public and private sector resources. Future public funding will be secured through LEP Growth Deals The CCDC Local Plan submission 2013 states that 'The appropriate level of contributions for District-wide and sub-regional infrastructure will be set out in a Community Infrastructure Levy (CIL) Charging Schedule' Efficiencies and value for money will be achieved through delivering local transport packages and by pooling public and private sector resources. Priorities will be reviewed in line with the emerging Local Plan which will be examined by an independent Inspector. Developer contributions will be sought for the delivery of the Norton Canes and Pye Green Valley Local Transport Packages and the Rugeley Area Action Plan Transport Package Scheme delivery will acknowledge Manual for Streets and available guidance on the historic environment, habitats and the Urban Forest The County Council will support improvements to the trunk road network, funded by the Highways Agency, that help to meet identified priorities The County Council will work in partnership to deliver investment in the West Coast Mainline and Chase Line, funded by Network Rail, Centro, the DfT and London Midland Short term investment in the Pye Green Valley package will maximise the outputs achieved by the Blake Total Place Project which is a multi-agency initiative Over both the short and long term, public and private sector resources will focus on implementing Rugeley Town Centre Area Action Plan and Norton Canes Local Transport Package and continuing to improve public transport links, particularly to the conurbation Improvements to air quality in Bridgtown are expected to be delivered by the Highways Agency in partnership with other key stakeholders The Health and Wellbeing Agenda will be supported through capital investment in the walking and cycling network including the National Cycle Network and cycling routes in Pye green Local Transport Package
	<p>COUNTYWIDE INITIATIVES (2013/14)</p> <ul style="list-style-type: none"> Maintenance programme 20mph zones, speed limit review and parking and loading restrictions through Clear Streets Driver training and road safety education and training in schools Subsidised bus services, community transport, concessionary fares scheme and bus service information Promoting sustainable travel and school travel planning Careful consideration of any requests to restrict lorry movements in line with actions and priorities in the Local Transport Plan Freight Strategy (2011) Promotion of 'superfast' broadband 	<ul style="list-style-type: none"> Initiatives are generally expected to be funded by County Council capital and revenue funds as resources permit. The County Council and LEP will act as leaders in the development and the raising of funds to deliver super fast broadband. Maintenance will be the main area of County Council expenditure within the strategy period and works will be guided by the Transport Asset Management Plan (TAMP). Areas targeted for delivery will be influenced by community consultation and data that identifies need. Criteria will be set to determine which bus services could be supported.
	<p>DIVISIONAL HIGHWAY PROGRAMME AND LOCAL SAFETY ISSUES (2013/14)</p> <ul style="list-style-type: none"> Rugeley Road, Wesley Place, Market Street and Heath Gap Road – parking issues Cemetery Road, Chadsmoor - provision of build outs to reduce vehicle speeds Belt Road - undertake traffic surveys Arthur Street, Chadsmoor; Lower Road, Hednesford – issues of excessive vehicle speed Bower Lane, Rugeley; Fortescue Road / Western Springs – footpath alterations Stafford Brook Road, Rugeley; Church Road, Norton Canes – accident prevention/reduction Lyndhurst Road / Cleeton Street Heath Hayes – safety improvements Wimblebury Road, Heath Hayes - provision of additional guard rail near school Safety measures by schools i.e. Gorsemoor & / Jermone Primary school - SID Local Safety Schemes – Avon Road/Asda entrance; A460 Eastern Way/A5190 Lichfield Road, Cannock; Broadhurst Green Road/Broadhurst Green 	<ul style="list-style-type: none"> Each Councillor has a budget of £10,000 for delivery of local minor improvements promoted through the DHP. Feasibility studies will be completed on potential schemes that emerge through the DHP process to determine if they should be delivered and whether they should be funded through the Councillors budget or require additional funding. Scheme costs will be closely monitored to ensure value for money. Value for money will be maximised when initiatives complement other proposals in the Strategy.

Appendix B

Rugeley Local Transport Package

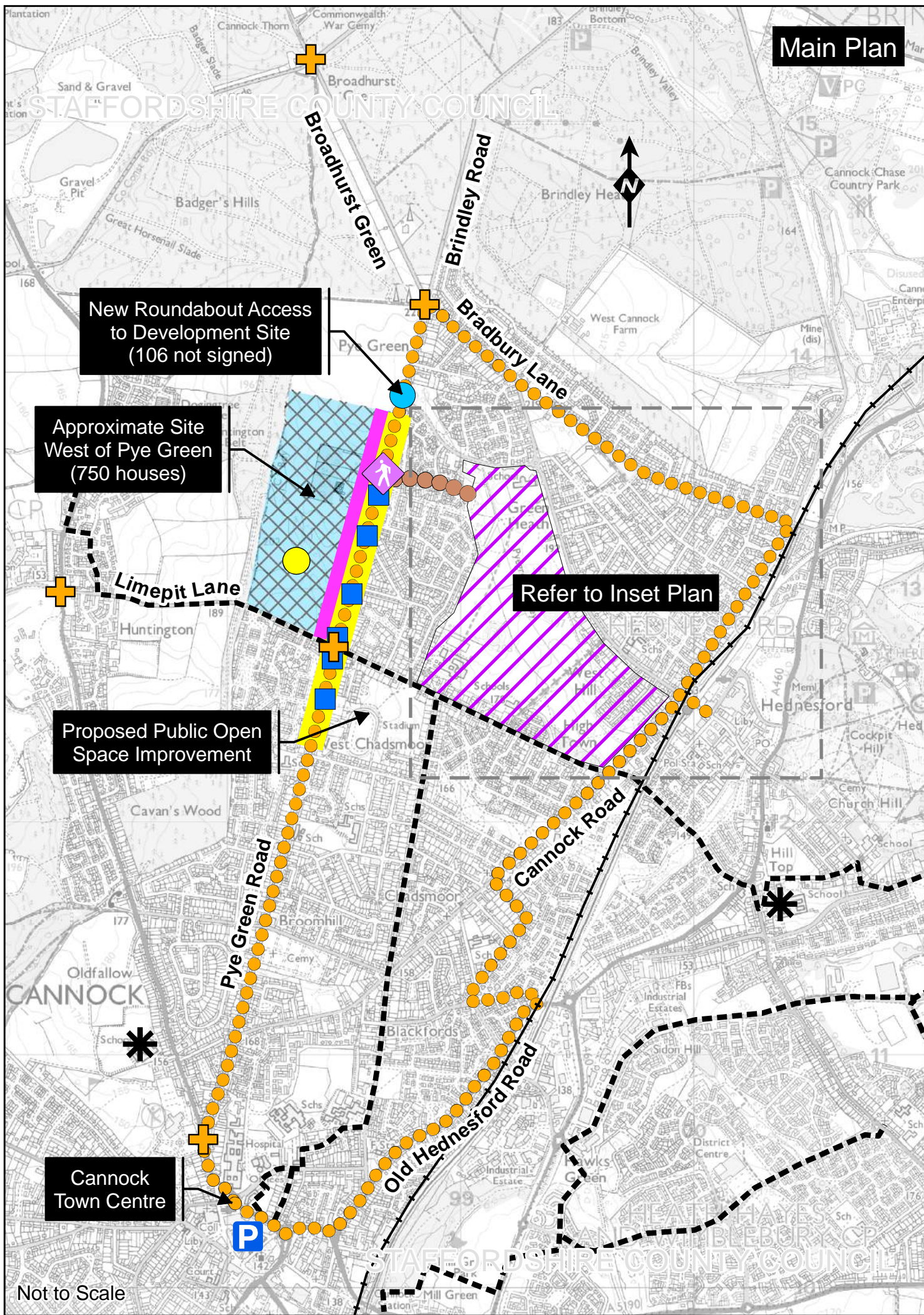


- District Boundary
- Main Plan**
- Junction Improvement
- New Bus Station
- Proposed Bus Gate
- Cycle Parking
- Rail Station Upgrade
- Pedestrian Priority Route Enhancements
- Bus Access Improvements:-**
- Rugeley - Pear Tree Estate
- Rugeley - Brereton Circular
- Rugeley - Springfields Estate Circular
- Lichfield - Stafford
- Proposed Advisory Cycle Route
- Town Centre Development Sites
- Employment Sites
- Residential Sites
- Mixed Use Development
- Inset Plan**
- Upgraded Crossing Point
- Upgraded Crossing Facility
- New Pedestrian Crossings
- Pedestrian Priority Route Enhancements
- Canal Towpath Enhancements
- Proposed Pedestrian / Cycle Enhancements
- Town Centre Public Realm Enhancements

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











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Other Measures: Directional Signing Review & Upgrade










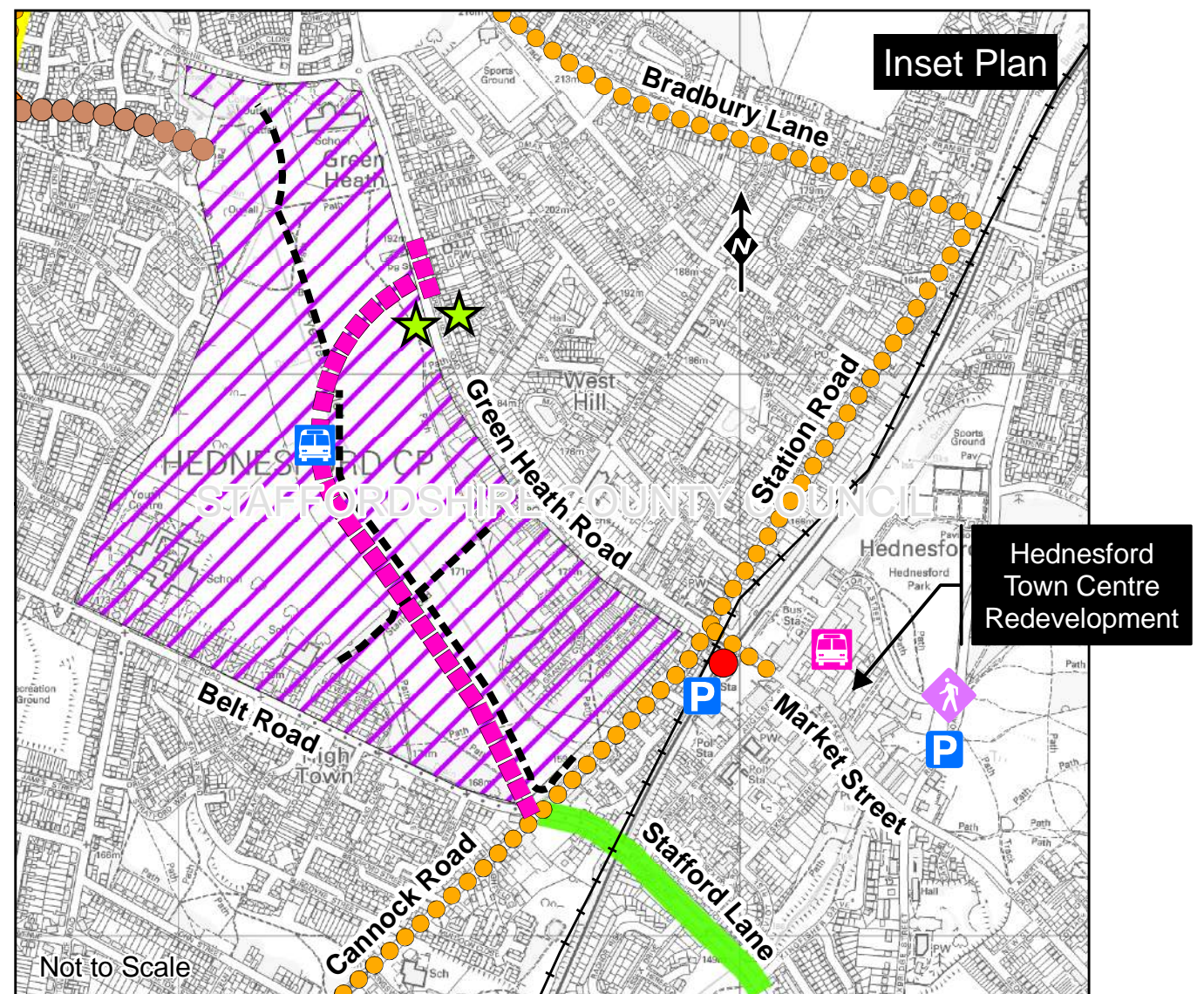
Appendix B Pye Green Local Transport Package

Main Plan

-  Pye Green Valley Development Brief Area (Permitted Residential)
-  Proposed New Housing
-  Travel Plan Initiatives
-  Junction Improvements
-  Better Signage to Trip Attractors
-  Bus Service Number 25 / 26
-  Existing Bus Stops to be Upgraded and Provide Additional Stops
-  Provide Footway / Cycleway for Access to Development and Bus Stops
-  Provide Connections to Schemes in Pye Green Valley Development.
-  Provide Pedestrian Crossing Linking Pye Green Road to Green Heath Development
-  Provide Cycle Parking Facilities
-  School Time 20mph Zones
-  Proposed Cycle Network

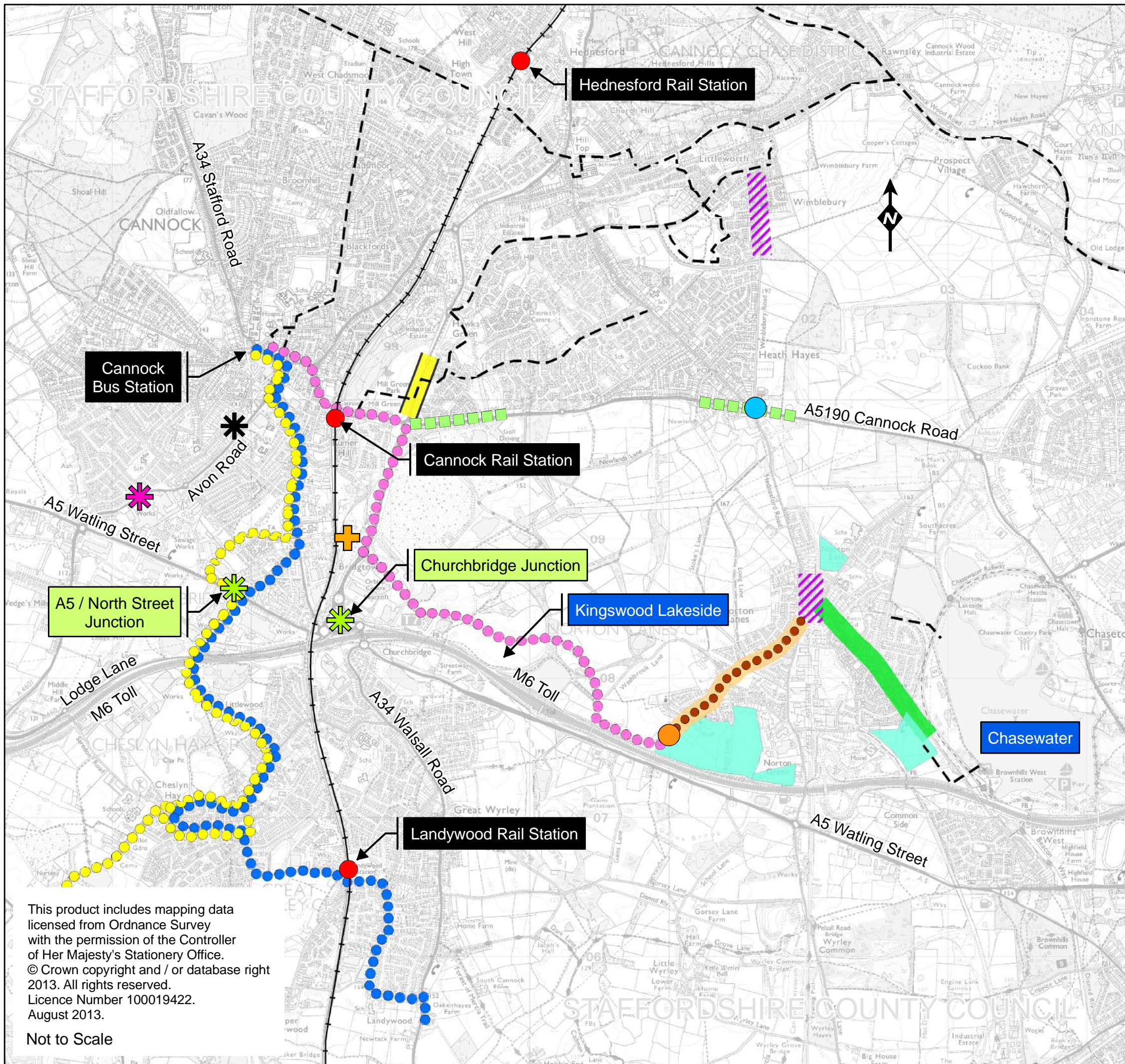
Inset Plan

-  Pye Green Valley Distributor
-  Speed Reduction Scheme to Stafford Lane
-  Provide Cycle Routes / Footways
-  Diverted Bus Service (minimum hourly) and Bus Voucher Scheme
-  New Bus Facilities
-  New Bus Stops
-  Rail Station



Appendix B

Norton Canes Local Transport Package



- Proposed Residential Development
- Potential Public Realm, Traffic Management & Safety Improvements
- New Roundabout Access to Development Site
- Highways Agency Potential Improvement Schemes
- School Time 20mph Zone
- Improvement Scheme 2012/13 Capital Programme
- Improved Vehicular Access to A4601
- Rail Freight Interchange
- Chase Line Rail Stations and Rail Improvements
- 20mph Zone with Traffic Calming & Associated Improvements
- Proposed Cycle Routes
- Potential Traffic Management and Safety Scheme
- Potential Speed Limit Reduction
- Bus Access Improvements (Cannock to Walsall)
- Bus Access Improvements (Cannock to Wolverhampton)
- Extended Bus Service to Development Site
- New Bus Service to Kingswood Lakeside & Cannock Town Centre (Indicative Route)
- A460 Eastern Way Dualling

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