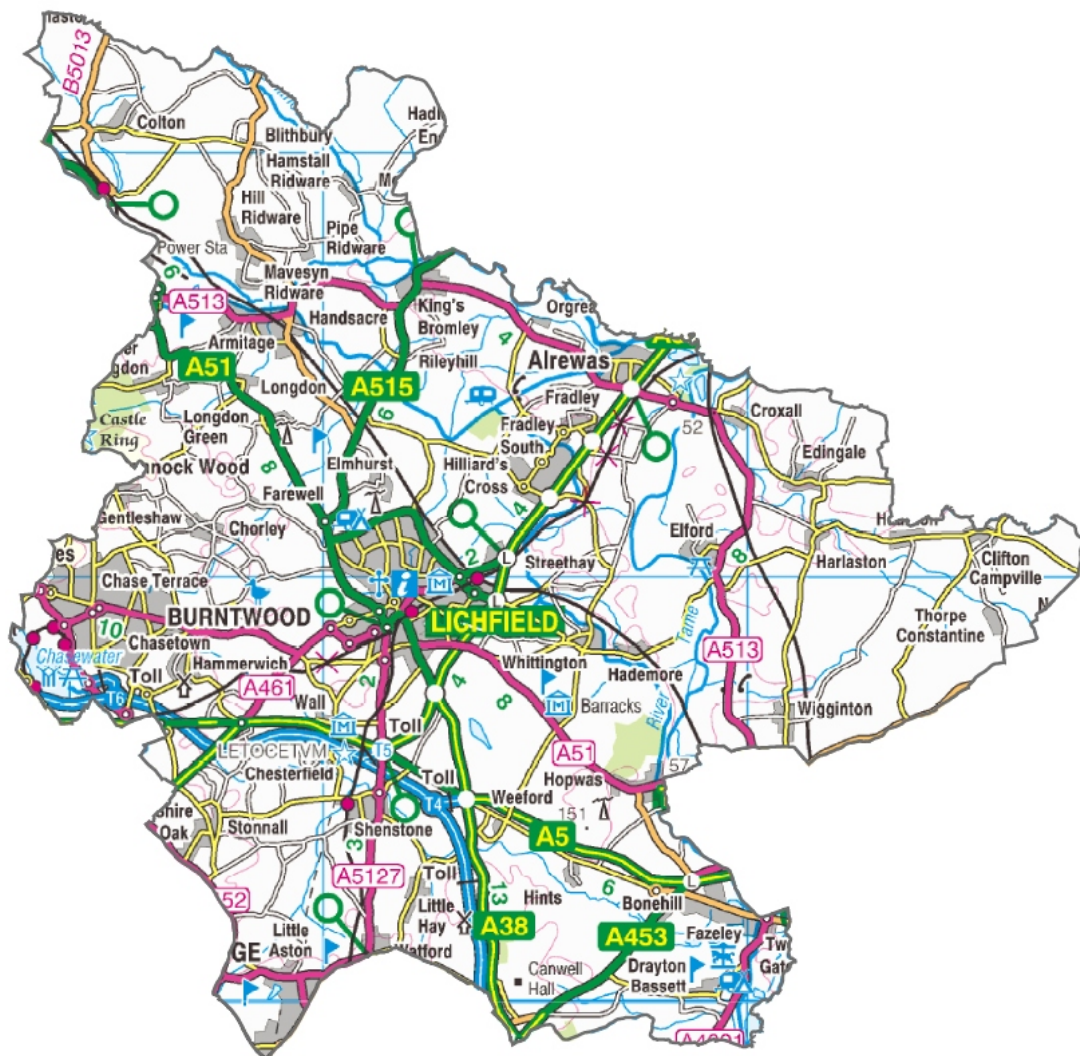


Lichfield District Integrated Transport Strategy 2015 - 2029



Staffordshire
County Council

November 2015

LICHFIELD DISTRICT INTEGRATED TRANSPORT STRATEGY 2015-2029

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. They have also informed the 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 has been 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 LGF as transport has been identified as central to local economic development. Allocations of LGF and European funds to the Greater Birmingham and Solihull LEP and Staffordshire and Stoke-on-Trent LEP have been determined through each LEP's Strategic Economic Plan (SEP) for the period 2015/16 to 2020/21. Allocations have been based on the strength of the Strategic Economic Plans in terms of identifying effective and speedy delivery of transport schemes and robust evidence of value for money.
- 1.4 LEP Growth Deals were announced in July 2014 with Stoke-on-Trent and Staffordshire LEP (S&SLEP) receiving a minimum of £82.3m over the 6 years of the SEP. A provisional allocation of £5m from the Local Growth Fund has been identified to invest across the S&SLEP area for sustainable transport packages to make urban centres like Lichfield more competitive. Following a second round of the S&SLEP Growth Deal total funding now stands at £97.7m.
- 1.5 The Lichfield District Integrated Transport Strategy helped to inform this work, and will continue to support bids for future rounds of LGF as the remainder of the money is allocated.
- 1.6 This Transport Strategy works towards the vision of A Connected Staffordshire: 'where everyone has the opportunity to prosper, be healthy and happy'. It will help to achieve the following County Council Priority Outcomes:

Access more good jobs and the benefits of economic growth

Be healthier and more independent

- 1.7 The Health and Wellbeing Agenda is a high priority for Staffordshire County Council and will be supported through capital investment in the walking and cycling network including the National Cycle Network and promotional activities delivered through LSTF and other funding sources as they become available. Active Staffordshire has also been established to increase participation in physical activity across the County.
- 1.8 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 Lichfield District. Our response to these representations is provided in: Report on the Outcome of the Consultation Process 2011/12 at:

- 1.9 Comments during the consultation process focused on the need for bus and rail enhancements and concerns about traffic congestion relating to proposed housing, retail and employment growth in Lichfield. There were particular concerns about safety and congestion on the A5127, levels of car parking in the City centre, proposals for Lichfield City bus station, the local impact of HS2 and the need for the Lichfield Southern Bypass and its impact on local neighbourhoods.
- 1.10 Since 2011 the County Council has continued to take into account new data, information and the views of stakeholders through ongoing dialogue and interaction. These include Lichfield District Council, Network Rail, the Highways Agency, Lichfield City Council, local interest groups, the general public and, of course, elected representatives.

2. District Profile

- 2.1 Lichfield District borders the West Midlands conurbation and the two main settlements of Lichfield and Burntwood provide key services, facilities and employment opportunities. Tourism plays an important role in the local economy and visitor attractions within the District include the historic City of Lichfield, Drayton Manor Park, the National Memorial Arboretum and Chasewater Country Park. The District is generally considered to be a prosperous area although problems associated with an ageing population have been forecast to be a more significant issue than for many other parts of Staffordshire.
- 2.2 The District is well served by local routes such as the A51, A515 and A5127 and has excellent connections to the national transport network including the M6 Toll, A38(T), A5148(T) and A5(T). The completion of the M6 Toll road has increased accessibility and raised the profile of the District for commercial investment. In terms of travel to work, 3% of employed residents commute by rail which is the highest level in Staffordshire, but at the same time, Lichfield has one of the highest levels of car drivers, at 75%.
- 2.3 Lichfield District has four rail stations Lichfield City, Lichfield Trent Valley, Rugeley Trent Valley and Shenstone. Lichfield District residents are also served by Four Oaks and Blake Street stations just outside the district. Lichfield Trent Valley, Lichfield City, Shenstone, Blake Street and Four Oaks stations are served by the Cross City North line which forms part of the busiest local rail corridor in the West Midlands. In recent years a regular service on the West Coast Main Line between Crewe and London calling at Lichfield Trent Valley and Rugeley Trent Valley has been introduced which has significantly improved connectivity between key locations on this line.
- 2.4 There are also a number of community transport services operating within the District including the Lichfield District Community Transport Scheme, the Lichfield and District Voluntary Car Scheme, the Chase Voluntary Car Scheme and the Kings Bromley Voluntary Car Scheme. The Tamworth Community Transport scheme also covers some areas of Lichfield District such as Drayton Bassett, Elford, Harlaston and Clifton Campville. The Needwood Forest Connect service also serves The Ridwares and Colton, providing connections with services in other locations such as Rugeley and Kings Bromley.

3. Lichfield District Local Plan

- 3.1 Lichfield District Council's Local Plan: Strategy 2015 identifies a need to deliver a minimum of 10,030 new homes within the District between 2008 and 2029. The Local Plan also specifically identifies the following Strategic Development Allocations (SDAs) adjacent to existing settlement boundaries:
- South of Lichfield, 450 homes
 - South Lichfield – Deanslade Farm, 450 homes
 - South Lichfield – Cricket Lane, 450 homes
 - East of Lichfield (North of Streethay), 750 homes
 - Fradley, 1,250 homes
 - Land East of Burntwood Bypass, 375 homes
 - East of Rugeley, 1,125 homes (including 500 to meet the needs of Rugeley)
- 3.2 Whilst the importance of the Green Belt is recognised and protected, changes will be made around the southern edge of Lichfield City urban area to meet strategic development needs. The Cricket Lane SDA and the built element of the Deanslade Farm SDA will be removed from the Green Belt.
- 3.3 A broad development location North of Tamworth (within Lichfield District) is also identified for 1,000 homes 2021-2029, in part to meet the housing needs arising within Tamworth Borough. The release of this land to the north of the Anker Valley will be dependent on land being developed within Tamworth Borough first and key infrastructure being delivered within the Anker Valley.
- 3.4 The Local Plan indicates that around 79 hectares of employment land will be allocated, including 12 hectares within the Cricket Lane SDA. Fradley will remain a focus for employment, together with the implementation of existing commitments and redevelopment within existing settlements. This includes the key Lichfield Park employment site off Burton Old Road close to existing employment sites around Trent Valley station and development within smaller estates in the south of the City. Significant new retail and office development and environmental improvements will be promoted within Burntwood Town centre and Lichfield City. Local Growth Fund money will be used to provide access to, and open up the 10 hectare Lichfield Park employment site for development.
- 3.5 Transport Appraisals for the draft preferred land use option proposed in 2009 for Lichfield City and Burntwood were produced by Staffordshire County Council. These appraisals assessed the impact of 4,000 new dwellings within the City of Lichfield, with 2,500 on Strategic Development Allocations and around 1,000 at Burntwood with 750 on Strategic Development Allocations. The Lichfield Transport Appraisal concluded that this level of growth would result in a congested road network requiring the need for a high intensity transport strategy, including significant levels of area wide travel plans and behavioural change initiatives, to help achieve a significant reduction in traffic levels. The Burntwood Transport Appraisal concluded that this level of growth would not create significant traffic problems, but may cause capacity issues on Hospital Road and on the A5190. The distribution of development now being proposed for Burntwood is considered to be more sustainable in transport terms and will have less impact on Hospital Road.

3.6 The traffic modelling work contained within the Lichfield Transport Appraisal has been updated to reflect the proposed Main Modifications, which involves 900 additional homes at Deanslade Farm and Cricket Lane in the south of Lichfield, along with a further 12ha of employment at Cricket Lane. The analysis demonstrates that most of the key junctions will suffer from peak hour congestion if travel demand remains unchecked. The range of travel choices available and the proposed transport interventions outlined in this strategy are expected to deliver a 5% reduction in the number of peak hour car journeys. This reduction in conjunction with the completion of Lichfield Southern Bypass will lead to an improvement in traffic conditions at some of the key junctions although further mitigation measures will be required to maintain the acceptable operational performance of the highway network.

Neighbourhood Development Plans

3.7 A neighbourhood development plan establishes general planning policies for the development and use of land within a neighbourhood, such as:

- where new development should be built; and
- what new development should look like.

3.8 For development that is allocated within a Local Plan, the infrastructure and services required to support the demands of the new development will have already been identified. However, if Neighbourhood Plans wish to propose additional development there may be the need for more services or infrastructure to meet the requirements of this new development. This may require the involvement of the County Council to assist with understanding the demands that may be placed on the neighbourhood.

3.9 Depending on how additional development proposals relate to local highway issues, it might be most appropriate for communities to explore issues and options in liaison with Community Highway Managers and via the Divisional Highway Programme.

3.10 Within Lichfield District there are currently draft Neighbourhood Plans for:

- Alrewas;
- Little Aston;
- Shenstone; and
- Stonnall.

3.11 These are all at Submission Plan stage and include various local priorities for transport, including:

- Public car parking issues;
- Sustainable access across the A38(T);
- Improved local bus services and infrastructure;
- Re-opening of Alrewas rail station;
- Improved walking and cycling networks;
- Traffic management and road safety;
- Heavy Commercial Vehicles on inappropriate routes;
- Train services linking to Lichfield;
- Pedestrian access and car parking capacity at Shenstone station; and
- Smarter travel choices.

Where these priorities can be addressed, appropriate measures will be included within the Lichfield District Integrated Transport Strategy.

4. Recent Transport Achievements

- 4.1 In recent years there has been a considerable reduction in Local Transport Plan (LTP) 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. In 2013/14, around £1.7 million was spent on delivering the bridge and highway maintenance programme throughout the District.
- 4.2 Targets to reduce road casualties continue to be achieved through education and enforcement. Engineering measures such as junction improvements, improved signage and road markings, as well as carriageway surface dressing were also undertaken. Road injury accident data will continue to be monitored and analysed across the highway network.
- 4.3 Public transport services have been maintained and improved through 2014/15 with more bus services linking to Burntwood and Tamworth, and more frequent services to Burton on Trent. In Lichfield City 83% of households are within 350 metres of a half-hourly or better weekday bus service, achieved through the commercial network. Many bus stops now comply with the Equalities Act 2010. Staffordshire County Council is also the national leader in discretionary travel allowance and free 24/7 bus transport is available to people of pensionable age or with a disability, plus their carer. The innovative 'Your Staffordshire Card' allows under 20s to travel anywhere within Staffordshire for just £1.20 per journey.
- 4.4 In terms of recent rail improvements, the West Coast Mainline which carries a mixture of long distance, local and freight services has seen significant investment to increase capacity. In recent years a regular interval service between Crewe and London via Stoke, Stafford, Lichfield, Tamworth and Rugby has been introduced which has significantly improved connectivity between key locations.
- 4.5 Improvements to Lichfield Trent Valley rail station have been undertaken as part of the National Station Improvement Programme (NSIP). The scope of the works included:
- Construction of a new station building;
 - New waiting facilities;
 - Installation of CCTV;
 - Disabled parking spaces;
 - Customer Information Screens (CIS);
 - Additional car parking and
 - New Passenger Announcement (PA) systems.
- 4.6 The A5/A5148 Wall Island improvement scheme was required due to traffic congestion and queuing problems during peak periods. Works were delivered in 2014 as part of the Highways Agency's Pinch Point Programme. Traffic signals were introduced on two junction approaches with gap closures and carriageway widening works. This has helped to alleviate daily traffic congestion and reduce journey times as well as improving road safety at the junction.

5. Transport Strategy

5.1 The Integrated Transport Strategy Summary Table illustrates how we intend to deliver the following Economic Prosperity and Community priorities for Lichfield District that will also help to achieve the Priority Outcomes of the County Council's Strategic Plan. The Integrated Transport Strategy has also guided the Stoke-on-Trent and Staffordshire, and Greater Birmingham and Solihull Local Enterprise Partnerships' Strategic Economic Plans.

ECONOMIC PROSPERITY

- Accommodate, on the A38(T), A5(T) and local road network, Strategic Development Allocations in Lichfield, Fradley and Burntwood, including potential new highway capacity in the south of Lichfield
- Manage peak hour congestion in Lichfield and at junctions with the trunk road network
- Support the growth of Burntwood and Lichfield as retail and service centres
- Support the enhancement of public transport interchanges and connectivity to the West Midlands and Derby

COMMUNITIES

- Maintain the current condition and safety of the highway network
- Improve public transport connectivity and quality of life for local communities
- Manage the impact of HS2 proposals on affected communities
- Raise awareness of environmental issues and encourage people to lead more sustainable and healthy lifestyles, helping to reduce carbon emissions

5.2 Priorities will be delivered through a combination of countywide initiatives, connectivity proposals, schemes identified in the Divisional Highway Programme and Local Transport Packages for the City Centre, South of Lichfield, East of Lichfield (inc. Fradley) and Burntwood. Delivery of the Local Transport Packages will be linked to the phased delivery of Strategic Development Allocations, in line with the Local Plan. The Strategy is summarised in Appendix 1 and illustrated in the Figures provided in Appendix 2.

5.3 The key strategic infrastructure proposed in the Lichfield District Local Plan includes:

- Completion of the Lichfield Southern Bypass
- Delivery of improvements to the trunk road network as identified by Highways England
- Transport improvements associated with Lichfield City centre development, including Friarsgate
- Enhanced connectivity for pedestrians and cyclists
- Burntwood town centre improvements

5.4 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 Lichfield City 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 in Lichfield City will include a combination of travel advice, discounted public transport tickets, better public transport information and

local community events promoting walking and cycling. Schools in the City will also be encouraged to have Travel Plans in place during the plan period. All behavioural change initiatives will be funded by developers (through S106 and Community Infrastructure Fund) supported by public funds and grants as resources permit.

Divisional Highway Programme

- 5.5 The Divisional Highway Programme (DHP) for Lichfield 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, Heavy Commercial Vehicle routing issues and safety at junctions.

Connectivity in the District

- 5.6 Enhanced connectivity in the District will be achieved through continued partnership working with key stakeholders. This is typified by our close working with 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. 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) and A38(T), identified by Lichfield District Council, will also need to be addressed through partnership working.
- 5.7 Staffordshire County Council and Highways England will continue to work in partnership to manage traffic levels on the A38(T), A5(T), A5148(T) and adjacent local roads. Highways England has identified that a range of measures, including junction improvements, will be required for the A38(T), A5(T) and A5148(T) to be funded by developer contributions for development sites coming forward.
- 5.8 The County Council has produced a Rail Strategy which will be published later in 2015 to compliment the Lichfield District Integrated Transport Strategy. Possible rail enhancements benefiting Lichfield District include Lichfield Trent Valley rail station gateway refurbishment (making the station fully accessible for all passengers), reopening of the Walsall to Lichfield rail line, electrification of the Walsall to Rugeley line and provision of passenger services between Lichfield, Burton and Derby with a new station at Alrewas to serve the village and the National Memorial Arboretum.
- 5.9 Electrification of the Walsall to Rugeley line and associated line speed increases would allow for more frequent services to operate between Birmingham and Rugeley Trent Valley. This would also provide new rail freight opportunities between Birmingham and the West Coast Main Line. Centro has proposed development of a West Midlands Strategic Freight Corridor from Stourbridge through to Lichfield, via Walsall. This would offer capacity relief at a number of locations. The County Council also supports electrification of the Lichfield Trent Valley to Wychnor Junction route offering reduced journey times, improved service reliability and reduced environmental impacts.

5.10 Staffordshire County Council is a partner of Midlands Connect which is an initiative driven by Local Enterprise Partnerships and Local Authorities to ensure that the Midlands is positioned to influence future strategic transport funding programmes. Lichfield District is situated along the connectivity corridor linking Lincoln, Nottingham, Derby and Birmingham. The strategic priorities of Midlands Connect include:

- Making the most of HS2
- Linking to international gateways
- Improving East-West connectivity across the Midlands
- Strengthening freight corridors
- Making the strategic transport network more resilient
- Opening up land for commercial and residential development
- Connecting our urban centres providing capacity for growth

5.11 The County Council has indicated its opposition to the Government's proposals for a High Speed Rail link through the County, the route of which would transect Lichfield District. Notwithstanding this, the County and District Councils recognise the importance of engagement with HS2 Ltd to ensure that Staffordshire's communities and businesses obtain maximum mitigation. The County Council has petitioned against the High Speed Rail (London – West Midlands) Bill and as a result of its petition has received four key assurances from HS2 Ltd. Subject to Parliamentary approval HS2 Ltd will promote an Additional Provision to the Hybrid Bill that:

- Revises the alignment of the railway connecting to the Handsacre junction which incorporates a lowering and horizontal shift of the railway to avoid the need to pass over the Trent & Mersey Canal
- Lowers the railway beneath the A38(T), South Staffordshire Railway and the West Coast Main Line. This would see HS2 lowered from 15m high embankment to pass in cutting below the existing transport infrastructure
- Lowers the alignment of the railway near Hints by 3m and to divert Brockhurst Lane over the railway on a green bridge

5.12 In addition to the above, the County Council has been provided with an assurance in relation to the construction of the Handsacre junction. As well as trying to ensure that the proposed changes are developed to further reduce the impact of the project on communities and businesses in the affected areas, the County Council will continue to maximise mitigation from the project and is working to ensure that HS2 Ltd address the remaining items contained within its petition.

5.13 Both the County Council and Lichfield District Council will continue to provide support to elected representatives and communities in the HS2 affected areas. The County Council will continue to explore opportunities for wider community benefits that provide the best opportunities for improving existing rail services, especially on the West Coast Main Line.

Lichfield City Centre Local Transport Package

5.14 The Lichfield City Local Transport Package is shown on Plan 1 in Appendix 2. It focuses on supporting the Friarsgate regeneration and development scheme which is a retail and leisure led mixed use scheme, including new tourist facilities, and car parking. The traffic impact of office development, which is also expected to be focussed on Lichfield City, will also need to be accommodated with sustainable

transport links as appropriate. Variable Message Signs are also proposed to improve the flow of traffic around the City and to car parks.

- 5.15 Government Regional Growth Funds of £2.7m have been secured to deliver measures required to accommodate the proposed Friarsgate development in the City Centre. The developers of Friarsgate will also be required to contribute towards transport mitigation along the A5127. This includes urban traffic control and modifications to Birmingham Road/Rotten Row, Birmingham Road/St John Street, and Gresley Row/Tamworth Street junctions to improve safety and capacity where appropriate. Evidence from traffic modelling work also suggests that development in the south of Lichfield will create a need for capacity improvements at the Friary/A51/A5127/Sainte Foy Ave and Bowling Green roundabout junctions.
- 5.16 Bus/rail integration will be provided as part of the Friarsgate development through the provision of a new bus station opposite Lichfield City rail station together with upgraded public realm and pedestrian facilities. It is expected that the new bus station will include enhanced travel information and will operate more efficiently allowing additional services to operate.
- 5.17 The Friarsgate proposals include enhancements to the public realm that will transform the surroundings of the retail and leisure provision, establishing a high quality environment for pedestrians in the City centre.

Burntwood Local Transport Package

- 5.18 The Burntwood Local Transport Package is shown on Plan 2 in Appendix 2. It has been drawn up to help rejuvenate Burntwood by supporting an enhanced town centre, employment growth at Burntwood Business Park and housing growth east of the bypass. These measures include bus access improvements and increased service frequency, improved sustainable transport links across the urban area and into Chasewater, a new bus interchange facility and public realm improvements in the main retail area, specifically Sankey's Corner. The retail/leisure offer is dependent upon private sector investment and developer contributions are required to fund the Local Transport Package. There is also a long term aspiration for a new rail station in the area if the Walsall to Lichfield line is opened to passenger trains.

South Lichfield Local Transport Package

- 5.19 The South Lichfield Local Transport Package is shown on Plan 1 in Appendix 2. It includes key strategic road infrastructure that is expected to be completed to support the delivery of the Lichfield District Local Plan, together with complementary sustainable transport measures to improve connectivity between the Strategic Development Allocation and the City centre. There are proposals to improve pedestrian safety, provide new cycle links connecting new development to the existing cycle network and increase bus connectivity. Highways England proposals will also be delivered as appropriate.
- 5.20 The Lichfield Southern Bypass provides a link between the A5206 London Road and the A461 Walsall Road. Phases 1 and 2 of the bypass have already been completed by developers with Phase 2 opening to traffic in 2010. Phase 3 between London Road and Birmingham Road is not required to deliver the Strategic Development Allocation but is expected to be funded by a combination of existing developer funds,

public funds and contributions from future development. The County Council is commissioning design work and a construction cost estimate for the section of Phase 3 that crosses the railway line and links to Birmingham Road. This work is expected to be completed in 2015/16 and once agreed with Network Rail, the earliest possible construction start date is 2018.

- 5.21 It is expected that the bypass will reduce traffic in the City centre on A5127 Birmingham Road and A51 Upper St John Street, protecting the historic core and facilitating regeneration proposals. It will also improve access to the Darwin Park and Sandfields residential areas and the South Lichfield Strategic Development Allocation. There will be reduced traffic levels on Shortbutts Lane as a result of the bypass although evidence from traffic modelling work identifies that a junction improvement will be required at the Tamworth Road/Upper St John Street/ Shortbutts Lane/London Road as part of the construction of the bypass, to cater for the current forecast 2028 traffic flows. However the exact form of junction is yet to be determined. Once the bypass is completed, a review of local traffic routing and directional signing will be undertaken.

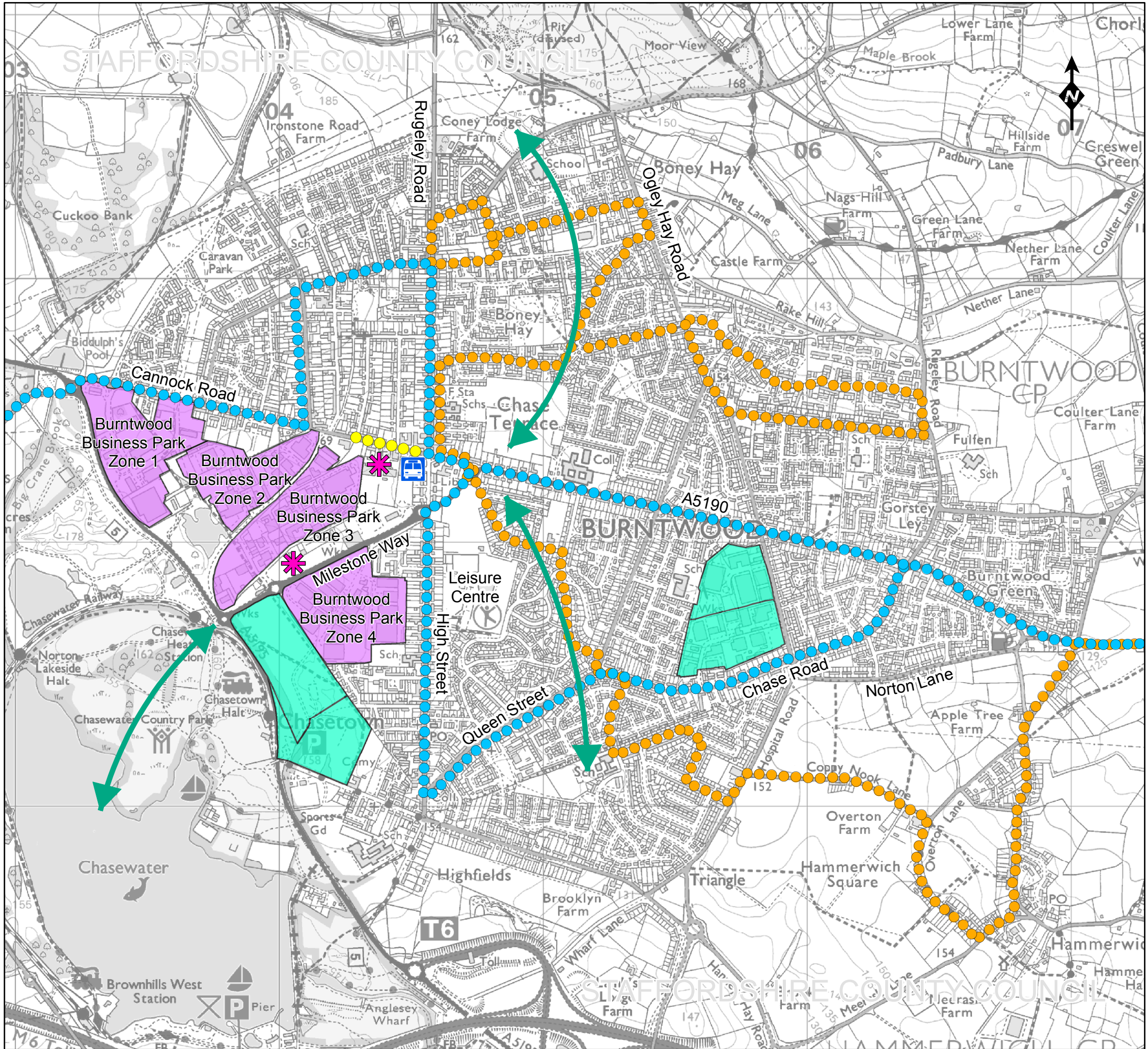
East Lichfield Local Transport Package (including Fradley)

- 5.22 The East Lichfield Local Transport Package is shown on Plan 3 in Appendix 2. It will support the delivery of Strategic Development Allocations East of Lichfield (north of Streethay) and Fradley.
- 5.23 A5127 corridor improvements will be provided to help mitigate development in the East of Lichfield including urban traffic control, bus enhancements, cycle links and safe crossing points in Streethay to local amenities. There will be the requirement for an improvement at A5127/Eastern Avenue/Cappers Lane/Valley Lane and Cappers Lane/Europa Way/Austin Cote Lane junctions.
- 5.24 The package includes proposals for a Lichfield Trent Valley rail station gateway refurbishment. The station now has a new ticket office and waiting facilities which were delivered in 2014. Further improvements expected include disabled access to the Cross City and London bound platforms, which is programmed for completion by 2019. The County Council will work in partnership with London Midland, the station facility operator and Network Rail to explore all funding opportunities.
- 5.25 The traffic impact of the Strategic Development Allocation at Fradley will be reduced by providing adequate local neighbourhood facilities, new or extended bus services to Lichfield City centre with increased frequency, integration of the development with existing communities and local walking and cycling links. Safer access to the A38(T) is desired by the local community where there are currently sub-standard junction layouts at Hilliards Cross and Fradley South. Managing the routing of Heavy Commercial Vehicles is essential and the provision of a lorry park is desirable.

APPENDIX 1: LICHFIELD DISTRICT INTEGRATED TRANSPORT STRATEGY SUMMARY TABLE

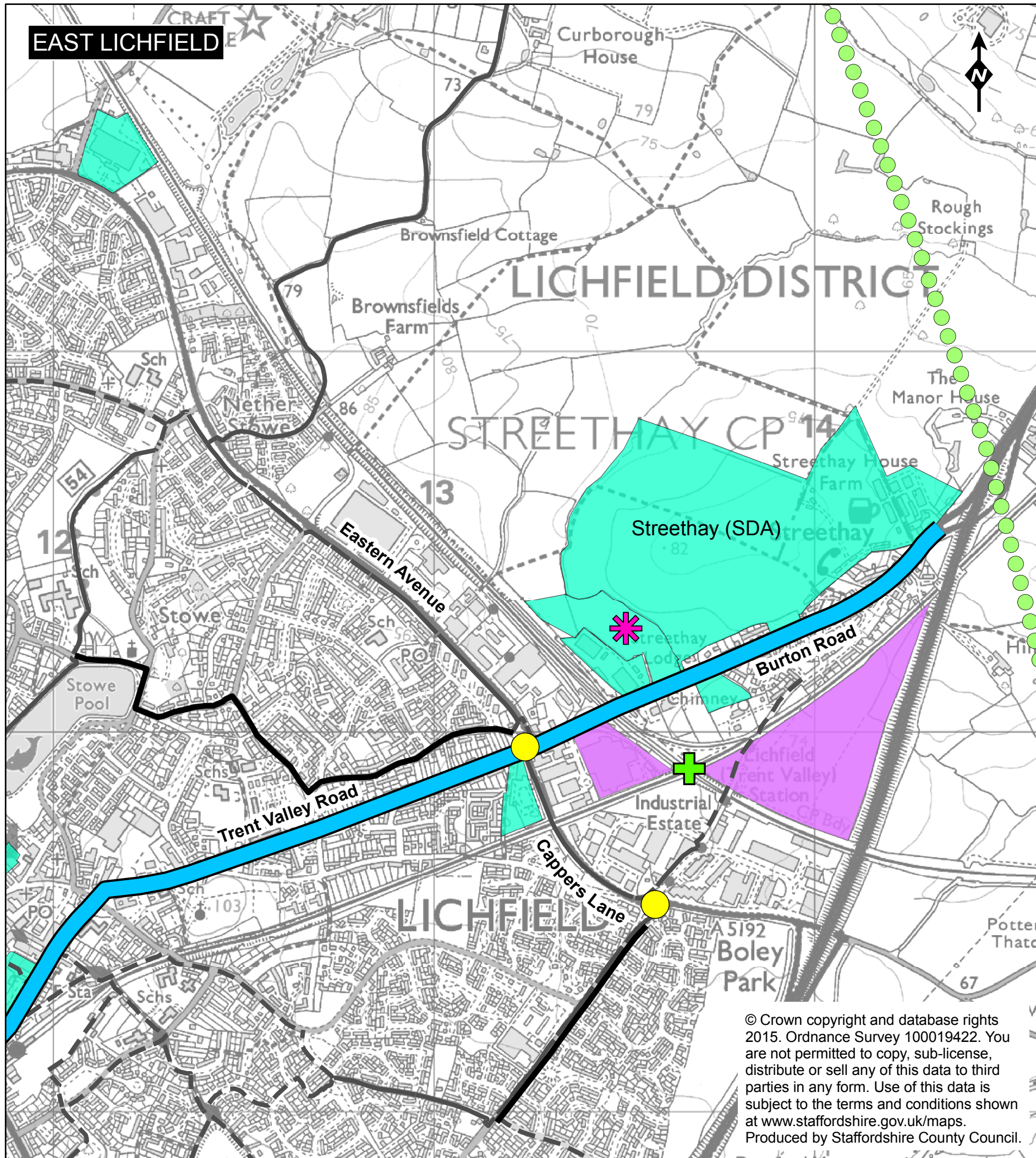
| PRIORITIES | PROPOSED STRATEGY | JUSTIFICATION / DELIVERY |
|--|---|--|
| <ul style="list-style-type: none"> Accommodate, on the A38(T), A5(T) and local road network, strategic development sites in Lichfield, Fradley and Burntwood, including potential new highway capacity in the south of Lichfield Manage peak hour congestion in Lichfield and at junctions with the trunk road network Support the growth of Burntwood and Lichfield as retail and service centres Support the enhancement of public transport interchanges and connectivity to the West Midlands and Derby Maintain the current condition and safety of the highway network Improve public transport connectivity and quality of life for local communities Manage the impact of HS2 proposals on affected communities Raise awareness of environmental issues and encourage people to lead more sustainable and healthy lifestyles, helping to reduce carbon emissions | <p>ECONOMIC PROSPERITY</p> <p>SHORT TERM – 3 YEARS</p> <ul style="list-style-type: none"> Lichfield City Centre Local Transport Package: new bus station closer to Lichfield City rail station, pedestrian facilities, car park management, urban traffic control and Bowling Green roundabout modifications and junction improvements on A5127 Lichfield Southern Bypass Phase 3 detailed design work for section across the railway line Route signage from Lichfield to Tamworth Alrewas to NMA cycle route Cycle directional signing and secure parking facilities at key locations in Lichfield Electric charging points Potential designated area for coach parking Engagement with local stakeholders on HS2 and exploring opportunities to improve existing rail services Drayton Manor Park signing and access improvements <p>LONG TERM UP TO 2029</p> <ul style="list-style-type: none"> South Lichfield Local Transport Package: Complete Lichfield Southern Bypass and necessary junction improvements, review of local traffic routing, improved bus connectivity, pedestrian facilities, enhanced cycle links to the City centre, A5(T) and A38(T) junction modifications East Lichfield Local Transport Package (inc. Fradley): Lichfield Trent Valley rail station access improvements, Cappers Lane junction improvements, urban traffic control, sustainable transport link enhancements to City centre and rail stations, pedestrian improvements in Streethay. Fradley: Safer access to A38(T), junction improvements at Hilliards Cross and Fradley South, new or extended bus services to the City, local walking and cycling links, routing and parking of Heavy Commercial Vehicles Burntwood Local Transport Package: New bus interchange, public realm enhancements on Cannock Road, bus access and service improvements within Burntwood and to Cannock and Lichfield, walking and cycling links to Chasewater Consideration of Real Time Passenger Information in Lichfield A5190 Lichfield Road/A461 Walsall Road – Pipehill improvements Access requirements to the East of Rugeley to accommodate new residential development Potential reopening of Walsall to Lichfield rail line, passenger services between Lichfield, Burton and Derby Improved transport links to the National Memorial Arboretum HS2 mitigation measures Lichfield to Tamworth cycle connection <p>COUNTYWIDE INITIATIVES (2015/16)</p> <ul style="list-style-type: none"> Maintenance programme Driver training and road safety education and training in schools Subsidised bus services, community transport, concessionary fares scheme and bus service information Workplace travel planning, school travel planning and targeted sustainable transport marketing initiatives 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 <p>DIVISIONAL HIGHWAY PROGRAMME AND LOCAL SAFETY ISSUES (2015/16)</p> <ul style="list-style-type: none"> Parking restriction requests: Burton Old Road and Valley Lane, Lichfield, Paviers Road and Church Street, Burntwood, Fradley Park, Fradley, A51 Longdon and Burntwood Business Park Weight restriction and large vehicle routing requests: Birmingham Road and Walsall Road, Lichfield, Little Aston, Stonnall and A515 Lichfield to Sudbury Road Vehicle speed issues: Highfields Road and Warren Lane Burntwood, Upper Longdon, A515/A513 Kings Bromley and Curborough Other traffic restriction requests: Church Lane, Stonnall Stopping Up Order, Chase Terrace One Way Orders Traffic island requests: B5014 Hill Ridware and B5014/A515 Seedy Mill Traffic management issues Christchurch Lane and Stonnall village (pedestrian signing) | <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 Transport Assessments will determine the measures required to be delivered by developers and refusal is only likely on transport grounds where the impact of development is severe. Priorities will take into account the emerging Local Plan. The District Council is expected to produce a Regulation 123 list of infrastructure accompanying the Community Infrastructure Levy (CIL) Charging Schedule. The S123 list cannot be funded by S106. Lichfield Southern Bypass Phase 3 is required to improve access to development and reduce traffic pressure in the City centre. Delivery is dependent on developer funds and public funds. Scheme delivery will acknowledge Manual for Streets and available guidance on the historic environment, habitats and the Urban Forest. Public realm enhancements such as those proposed for Burntwood Town centre will attract inward investment particularly in terms of additional retail whilst also improving the pedestrian environment. The County Council will work in partnership to deliver investment in the West Coast Mainline funded by Network Rail, Centro, Train Operating Companies, and the DfT. Priorities for rail enhancement will be confirmed in the emerging Rail Strategy for Staffordshire. Congestion will be monitored with GPS Trafficmaster data The Health and Wellbeing Agenda will be supported through capital investment in the walking and cycling network HS2 - Subject to Parliamentary approval modifications to the horizontal and vertical alignment in the vicinity of the A38, Trent & Mersey Canal and Hints <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. Travel planning and targeted sustainable transport marketing initiatives are particularly important in Lichfield to help reduce forecast growth in traffic. <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 Councillor's 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. |

Burntwood Local Transport Package



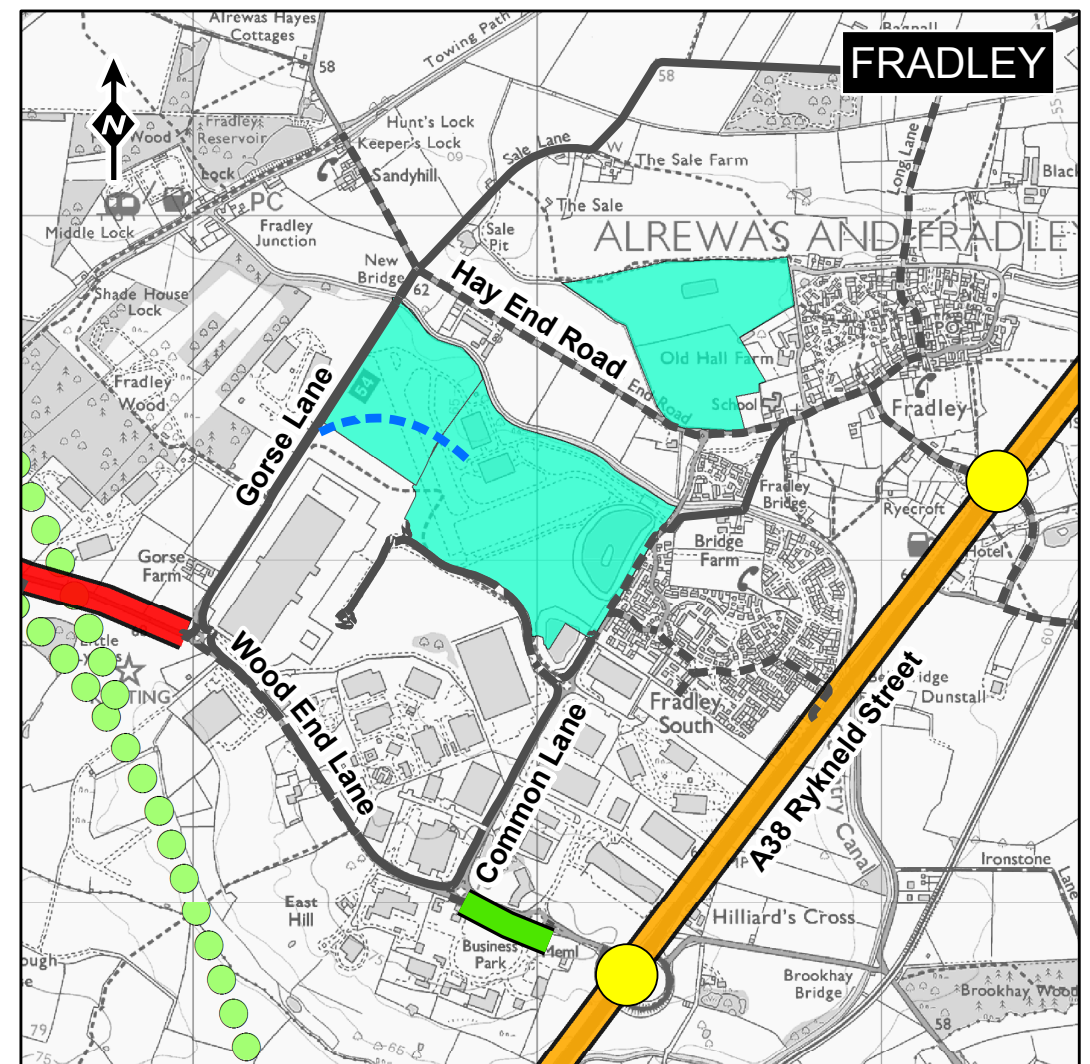
- Proposed Residential Development (Land East of Burntwood Bypass)
- Proposed Employment Development
- Bus Service (Increase Frequency)
- Bus Access Improvements
- Improved Sustainable Access Links
- Public Realm Improvements and Access Modifications
- Proposed Bus Interchange including Cycle Parking
- New Retail Development

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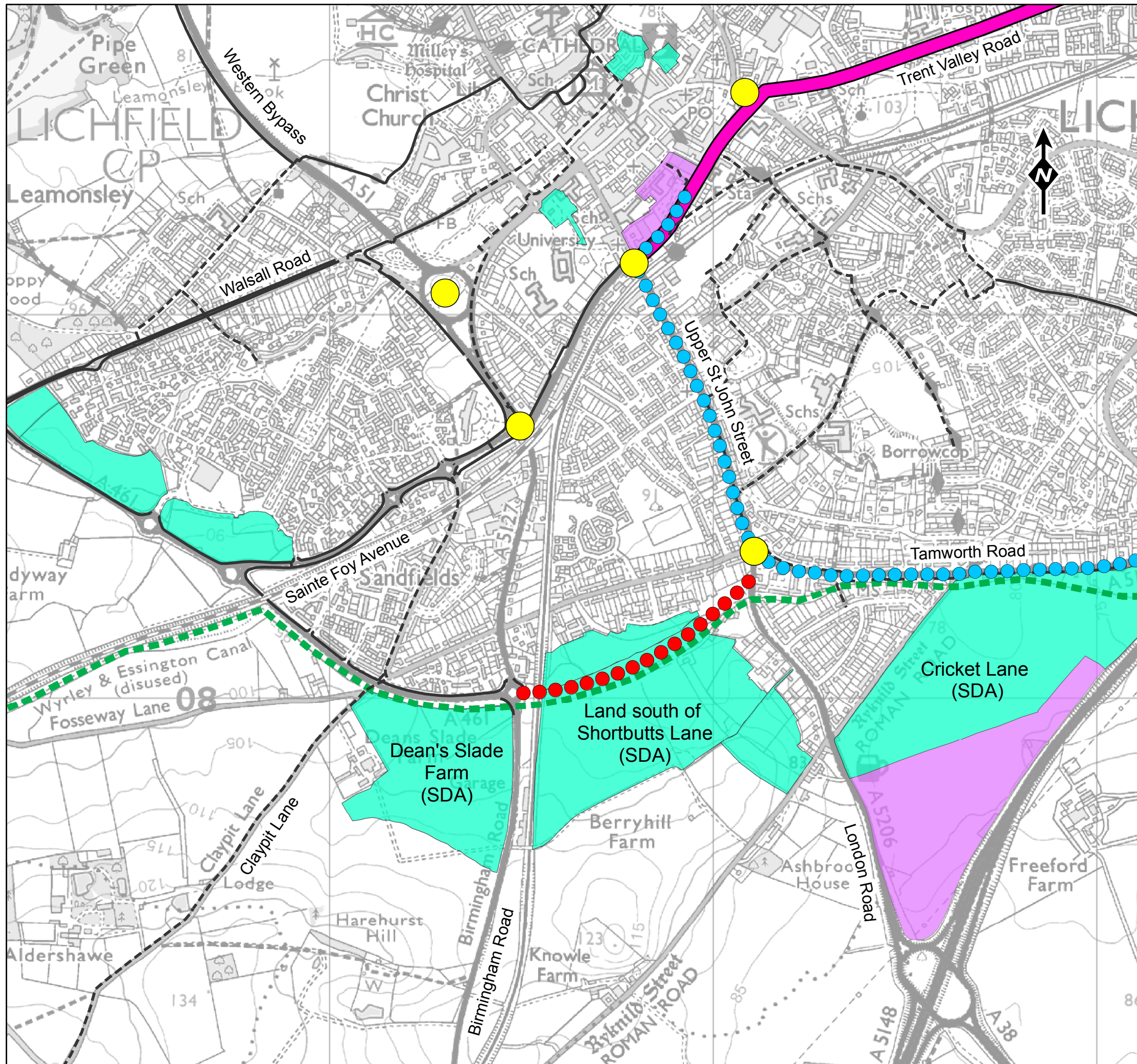


East Lichfield Local Transport Package (including Fradley)

- EAST LICHFIELD:**
- Proposed Employment and Retail Development
 - Proposed Residential Development
 - Existing Cycle Network
 - Suggested Cycle Network
 - A5127 Corridor Traffic Management Improvements
 - Proposed HS2 Route
 - Increased Car Parking for Lichfield Trent Valley Station
 - Improved Bus / Rail Interchange & Increased Parking
 - Potential Junction Improvements
- FRADLEY:**
- Improvements to Wood End Lane
 - Potential A38(T) Active Traffic Management
 - Targeted Road Improvement
 - Site Access Road



South Lichfield and Lichfield City Centre Local Transport Packages



- Proposed Strategic Development
- Proposed Employment Development
- A5127 Traffic Management / Pedestrian and Cycle Improvements
- Lichfield Southern Bypass (Phase 3)
- Bus Access Infrastructure Improvements
- Existing Cycle Network
- Suggested Cycle Network
- Restored Canal Route
- Potential Junction Improvements

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