

# Draft Lichfield District Integrated Transport Strategy 2011 - 2026



November 2011

# **DRAFT LICHFIELD DISTRICT INTEGRATED TRANSPORT STRATEGY 2011 - 2026**

## **District Profile:**

Lichfield District borders the West Midlands conurbation and has two main settlements, Lichfield and Burntwood. The District has a population of 98,000 and 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 the region. Tourism plays an important role in the District's economy. Visitor attractions include the historic City of Lichfield, Drayton Manor Park, the National Memorial Arboretum and Chasewater Country Park.

Lichfield District is served by a high concentration of local routes such as the A51 and A515 and has good connections to the national transport network including the M6 Toll, A38(T) and A5(T). The construction of the M6 Toll 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%. 3% also use the bus, 9% walk and 2% cycle.

The District has three rail stations and residents are also served by Four Oaks and Blake Street stations which are just within the conurbation. 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 benefiting from a regular 10 minute frequency weekday service between Four Oaks and Birmingham and a 15 minute frequency service between Lichfield City and Birmingham. Between 2005 and 2008, this service experienced a growth of nearly 18% in AM peak loadings. Lichfield Trent Valley Station is near Streethay and is served by the West Coast Mainline (WCML) which has recently seen significant investment to increase its capacity. The WCML is served by a mixture of long-distance, local and freight services. In recent years a regular interval service between Crewe and London via Stoke, Stafford, Lichfield, Rugby and Northampton has been introduced which has significantly improved connectivity between key locations on this line.

Phase 1 of the Government's proposed High Speed Rail network passes through Lichfield District, close to Hints, Whittington and Streethay. If the decision is made to proceed with its implementation, it is currently suggested that construction might start in 2017, with the opening of phase 1 in 2026.

The District is well served by hourly or more frequent daytime bus services linking the City of Lichfield to Stafford, Cannock, Burntwood, Walsall, Tamworth, Burton and Birmingham, as well as the surrounding rural villages such as Alrewas and Fradley. Lichfield has hourly or more frequent local services which run clockwise and anti-clockwise around the City terminating at Lichfield bus station. There are also a number of community transport services operating within the District including Voluntary Transport for the Disabled and the Lichfield and District Voluntary Car Scheme.

Lichfield District Council's current Draft Core Strategy, which forms part of their Local Development Framework, indicates that 8,000 new homes will be delivered between 2006 and 2026 throughout the District. The majority of development will be directed towards Lichfield urban area, strategic development locations in the south and east of Lichfield (Streethay and Fradley), Burntwood urban area and east of Rugeley, and a small

proportion in key rural settlements. Housing targets have not yet been finalised by the District Council, therefore there is still the possibility that they may be lowered or delivered over a longer period of time. In terms of new employment sites, the majority of land designated for development in the draft plan is at Fradley Park (approximately 46 hectares), with a further 15 hectares identified on the Boley Park extension, Lichfield. Sites identified for redevelopment include Wood End Lane, Fradley and Burntwood Business Park Zones 3 and 4. Significant new retail development and environmental improvements will be promoted in Burntwood town centre.

### **Transport Achievements:**

Burntwood Bypass was built in three phases between 1997 and 2005. It provides a new link to the western edge of the town and has resulted in the removal of extraneous traffic from the town centre. It has also improved access to employment and commercial areas, released brownfield land for re-development, encouraged sustainable travel by removing town centre traffic, improved the pedestrian environment and improved links to the M6 Toll.

The Lichfield Transport and Development Strategy (LTADS) has been implemented between 2002 to 2011 and during this period £3.5m developer contributions have been secured towards the delivery of the strategy. The following schemes, totalling around £5m, have been delivered:

- A461/A5190 Pipehill road improvement
- City centre traffic management and car parking
- Completion of cycling links and cycle parking
- Pedestrian crossings and footways
- Bird Street / Beacon Street environmental and safety improvements
- A5192 Eastern Avenue / Grange Lane local safety scheme
- King Edward VI High School / Boley Park safer routes to school
- Access improvements at Lichfield Trent Valley railway station
- Lichfield City Circular Public Transport Partnership route
- Lichfield Southern Bypass design work

The Lichfield Southern Bypass is required to reduce traffic in the City centre, protecting the historic core and allowing the Birmingham Road regeneration scheme to proceed. It will also improve access to the Darwin Park and Sandfields residential estates and enable further development proposals in southern Lichfield. Phases 1 and 2 have been completed by developers with Phase 2 opened to traffic in 2010. The completion of the proposed link between the A5206 Tamworth Road and the A461 Walsall Road is expected to be funded by remaining LTADS funds and further contributions related to developments emerging through the Core Strategy.

In addition to LTADS schemes, other Public Transport Partnership schemes have been delivered on key inter-urban routes linking Lichfield to Cannock, Tamworth and Stafford, focusing on improving bus stops and access to them. Many urban residents in the District now live within 350m of a bus stop with a better than half-hourly weekday service and many bus stops now comply with The Disability Discrimination Act. Staffordshire County Council is also the national leader in discretionary travel allowance. A new 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.

Targets to reduce all road casualties have been achieved in the District through education, enforcement and engineering measures such as safer routes to school, local safety schemes and enhancing the walking and cycling network. Safer routes to school schemes in both Lichfield and Burntwood have improved safety for vulnerable road users, reduced social exclusion and increased accessibility to local schools.

### **Transport Challenges and Opportunities:**

It is expected that there will be a significant reduction in the amount of public money available for transport in the future. With this in mind, a key priority going forward in the next three years, and in the longer term up to 2026, is to make the best use of the existing highway network by focusing on maintaining its condition and ensuring that we continue to reduce road casualties. Transport improvements financed through both public and private sector funding streams will also focus on achieving sustainable economic and housing growth, specifically in Lichfield and Burntwood. In the short term, economic growth will be supported by accommodating the Birmingham Road redevelopment (Friarsgate) in Lichfield.

In order to reduce potential congestion in the City and accommodate additional traffic from new development, a local transport package for South Lichfield will include completion of the Lichfield Southern Bypass, improvement and extension of local bus services to the urban extension development to the south of Lichfield, new local cycle routes, urban traffic control and traffic management measures.

The objectives of the East Lichfield Local Transport Package are to maximise sustainable links between the City centre and proposed urban extensions, improve accessibility to Lichfield Trent Valley railway station and accommodate development traffic on the A38(T) and local routes, particularly the A5127. Proposals to build up to 1,000 new dwellings as part of a mixed use development at Fradley will need to address the existing traffic management, heavy lorries and road safety issues in the village.

Staffordshire County Council and the Highways Agency will work in partnership to manage traffic levels on the A38(T) and A5(T) and adjacent local roads. Evidence produced by the Highways Agency recommends that traffic is managed on the A38(T) through the installation of vehicle detection and information on speeds and congestion problems, linked to Variable Message Signs displaying route guidance and speed controls. The Highways Agency also have specific concerns regarding heavy traffic levels at junctions on the A38(T) to the south and east of Lichfield and on the A5(T) at Wall and Muckley Corner.

The economic regeneration and town centre growth at Burntwood, as encouraged by the District Council, will be supported by enhanced transport infrastructure funded by developers and, if necessary, public funds, as resources permit. The priority will be environmental enhancements and an improved bus interchange.

Road injury accident data will be continually monitored and analysed across the highway network. Locations will be identified where consistent accident patterns occur that might be prevented through remedial engineering works. These locations will be investigated in depth to identify the underlying causes of the problems and measures will be implemented if appropriate and justifiable. Local safety schemes such as junction modifications and signing improvements tend to represent good value for money, offering high first year rates of return.

The Divisional Highway Programme 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 vehicle speeds, road safety and on-street parking. They are incorporated within the Integrated Transport Strategy if they require capital funding and are proven to meet strategic objectives. Other lower cost road safety and traffic management measures in the Divisional Highway Programme, delivered using revenue resources, will not be specified in this Strategy.

#### **KEY COMMUNITY ISSUES**

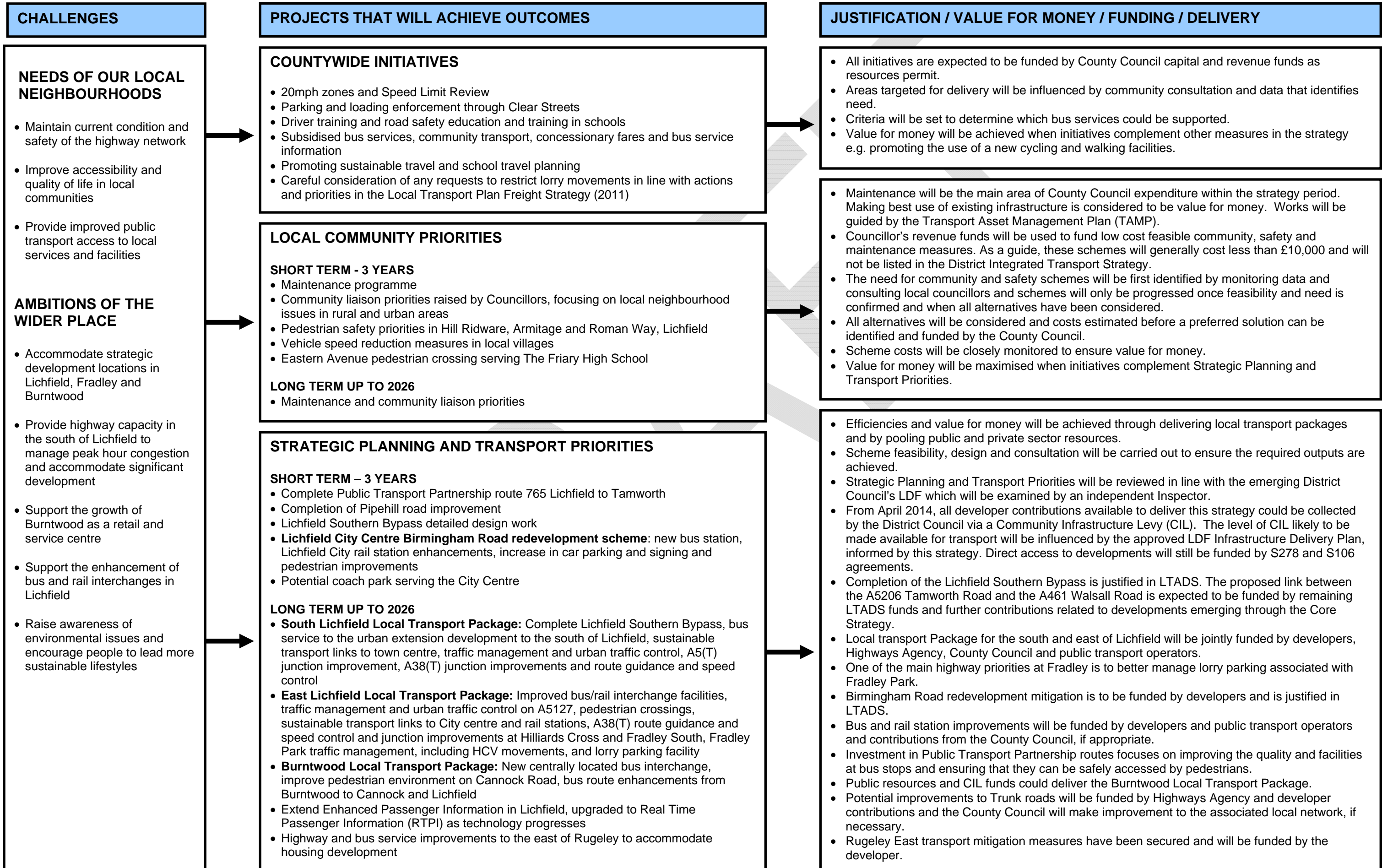
- **Vehicle speeds and road safety**
- **On-street parking**
- **Safety outside schools**
- **Frequency of bus services**
- **Impact of heavy vehicles**

#### **KEY STRATEGIC ISSUES**

- **Support growth of retail and services in Lichfield and Burntwood**
- **Complete the Lichfield Southern Bypass**
- **Accommodate housing and employment sites**
- **Manage traffic and lorry movements at Fradley**
- **Secure enhancement to railway stations and bus facilities**
- **Manage peak hour traffic congestion in City Centre and at junctions with A38(T) and A5(T)**
- **Encourage sustainable travel**





















# DRAFT LICHFIELD DISTRICT INTEGRATED TRANSPORT STRATEGY 2011 TO 2026

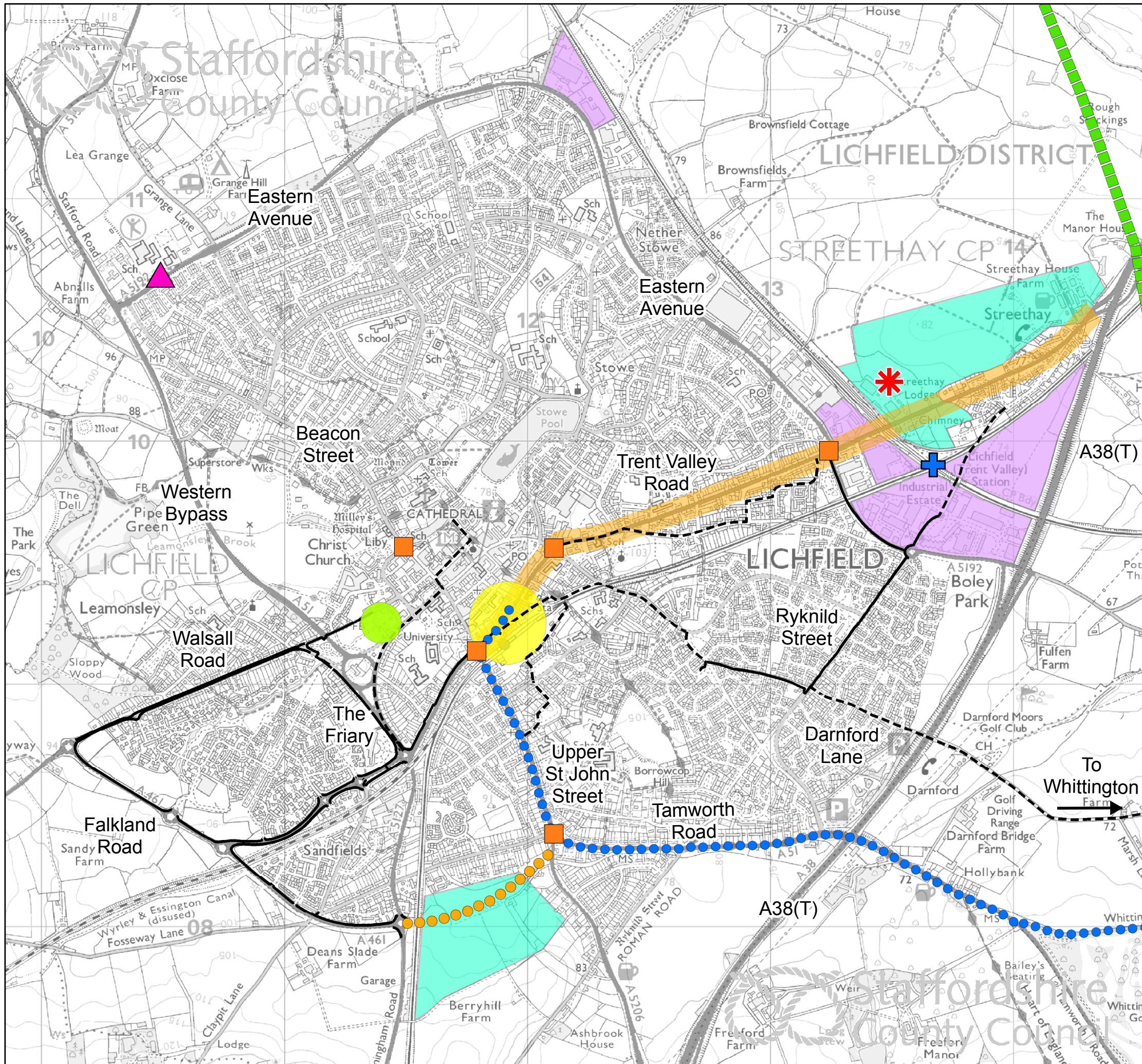




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### Lichfield Local Transport Packages

-  Proposed Residential Development
-  Proposed Employment Development
-  High Speed Rail Link
-  Pedestrian Facility
-  Friary Outer Re-development
-  **Lichfield City Centre Birmingham Road Development**
-  New Bus Station, Rail Station Enhancements, Increase in Car Parking, Enhanced Passenger Information, Pedestrian Improvements
- South Lichfield**
-  Junction Improvements
-  Bus Access Improvements
-  Lichfield Southern Bypass (Phase 3)
-  Existing Cycle Routes
-  Proposed Cycle Routes
- East Lichfield**
-  Junction Improvements
-  Improved Bus / Rail Interchange & Increased Parking
-  Potential Park & Ride Facility
-  Existing Cycle Routes
-  Proposed Cycle Routes
-  A5127 Traffic Management



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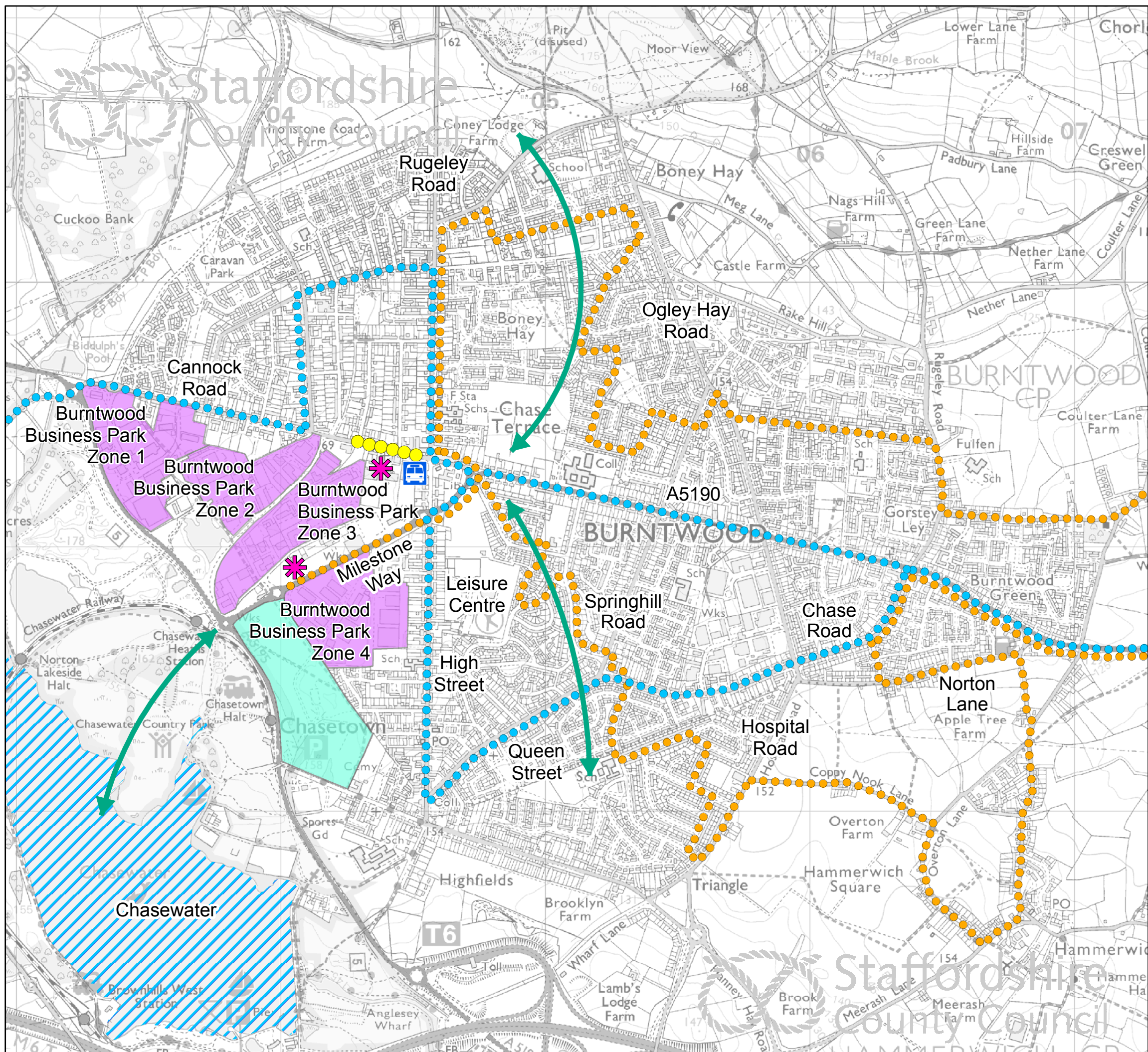
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**DRAFT**  
**Burntwood**  
**Local Transport Package**



- Proposed Residential Development (Land East of Burntwood Bypass)
- Proposed Employment Development
- Bus Service (Increase Frequency)
- Bus Access Improvements
- Improved Sustainable Access Links
- Proposed Shared Surface (Access Only)
- Proposed Bus Interchange including Cycle Parking
- New Retail Development

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