

Staffordshire Moorlands

District Integrated Transport Strategy 2018 - 2031



October 2018

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1. Introduction

- 1.1 Integrated Transport Strategies have been developed for the eight District / Boroughs in Staffordshire to help prioritise the County Council's expenditure on transport improvements in the short term and during the period of the planning authority's Local Plan. The objectives of the Staffordshire Moorlands Integrated Transport Strategy are as follows:

Objectives of the Transport Strategies

- Summarise the key highway and transport issues
- Integrate transport and planning policy
- Identify transport solutions that will help to:
 - Achieve Staffordshire County Council vision and outcomes
 - Deliver the Local Plan
 - Support Local Enterprise Partnership objectives
 - Reflect communities concerns
- Outline funding options and delivery mechanisms

- 1.2 Delivery of this Transport Strategy will help achieve Staffordshire County Council's vision for Staffordshire and three interconnected priority outcomes that are identified in the County Council's Strategic Plan for 2018 to 2022.

Vision

'A Connected Staffordshire, where everyone has the opportunity to prosper, be healthy and happy'.

The people of Staffordshire will:

- Be able to access more good jobs and feel the benefit of economic growth
- Be healthier and more independent
- Feel safer, happier and more supported in and by their community

- 1.3 It will also help to achieve the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (LEP) objectives of creating Competitive Urban Centres and a Connected County. A priority for the LEP during the period up to 2021 is to develop our local transport networks to provide sustainable connections and unlock housing, town centre and employment growth.
- 1.4 There is strong policy support for the delivery of this Strategy in the Staffordshire Moorlands Local Plan for the period up to 2031. In particular, it reflects the need to deliver housing, employment and tourism growth in the District. Scheme proposals take into consideration local concerns highlighted through consultations with local councillors. Local research recognises that traffic issues and improving the conditions of roads and pavements is considered important for Staffordshire Moorlands residents.

2. District Profile

Introduction

- 2.1 Staffordshire Moorlands is a rural District bordered by Cheshire, Derbyshire, Stoke-on-Trent and the Boroughs of Newcastle-under-Lyme, Stafford and East Staffordshire. The three towns of Biddulph, Cheadle and Leek play important roles in providing services, facilities and opportunities for new housing and employment.
- 2.2 The A523 provides links to Cheshire and Derbyshire and the A52, A53 and A527 are key routes to Stoke-on-Trent and the Peak District. The A520, A521 and A522 provide access to the A50(T) in the south of the District. The number of residents in the Staffordshire Moorlands driving to work is higher than the national average, at 79% (2011 Census).
- 2.3 There is one mainline rail station in Staffordshire Moorlands at Blythe Bridge situated on the North Staffordshire Line between Crewe, Stoke-on-Trent and Derby. The station and train services are operated by East Midlands Trains. Residents are also able to access rail stations outside of the District, for example in Stoke-on-Trent, Kidsgrove, Uttoxeter, Congleton and Macclesfield.
- 2.4 Around 3.5% (2011 Census) of employed residents in Staffordshire Moorlands District travel to work by bus or rail which is around the average for Staffordshire as a whole. Over 90% of the bus network in Staffordshire is provided on a commercial basis by private bus operators. The main operators in the District are First Potteries, D&G and Taxico.
- 2.5 Staffordshire Moorlands has around 1,400km of rights of way and bridleways which is 30% of the total Staffordshire network, including the Peak Park. There are also additional popular leisure trails along river valleys and disused rail lines.

Highway Issues

Condition of Local Roads

- 2.6 The County Council is responsible for maintaining the condition of the local highway network through the Infrastructure+ Partnership with Amey. The maintenance of street lighting is the responsibility of a Private Finance Initiative (PFI) contract to secure increased capital investment to remedy a rapidly deteriorating lighting stock.
- 2.7 The majority of road works are carried out by utility companies such as gas, water, phone and electric companies, and by developers. County Council maintenance activity is planned ahead to enable co-ordination with utility works and any other third party activities to minimise the frequency and duration of disruptive road works.

- 2.8 Preventative and structural highway maintenance schemes are predominantly identified through condition surveys. All 'A' and 'B' classification roads within the District are surveyed annually and lower class roads, less frequently. The condition of bridge structures is assessed using standardised national guidelines to enable comparisons to be made between local authorities. Any bridge assessed as being in a critical condition requires priority investment.
- 2.9 Table 2.1 identifies the proportion of Staffordshire's roads that are in Staffordshire Moorlands by classification and Table 2.2 identifies the proportion of roads where essential structural maintenance is required as a percentage of the total roads in Staffordshire, based on the latest Road Condition Indicator data. Staffordshire Moorlands (including the Peak Park) has a high proportion of the 'A', 'B' and 'C' roads in the County that are a priority for maintenance as well as a higher proportion of the unclassified / D roads requiring priority maintenance works.

Table 2.1 Length of Road by Classifications (metres)

Location	A Roads	B and C Roads	Unclassified / D Roads
Staffordshire	1,264,410	1,972,753	2,636,265
Staffordshire Moorlands	231,947 18%	390,871 20%	504,673 19%

Table 2.2: Roads Requiring Essential Structural Maintenance (as % of roads in Staffordshire)

Location	A Roads	B and C Roads	Unclassified / D Roads
Staffordshire	2.61%	7.2%	11.2%
Staffordshire Moorlands	0.65%	2.0%	3.1%

- 2.10 To further prioritise potential structural maintenance schemes, beyond defects alone, a value management approach is adopted through priority scoring matrices which take into consideration other attributes including level of traffic, drainage issues, whether it is a winter-maintenance or bus route, the quality of the ride and the accident rate.

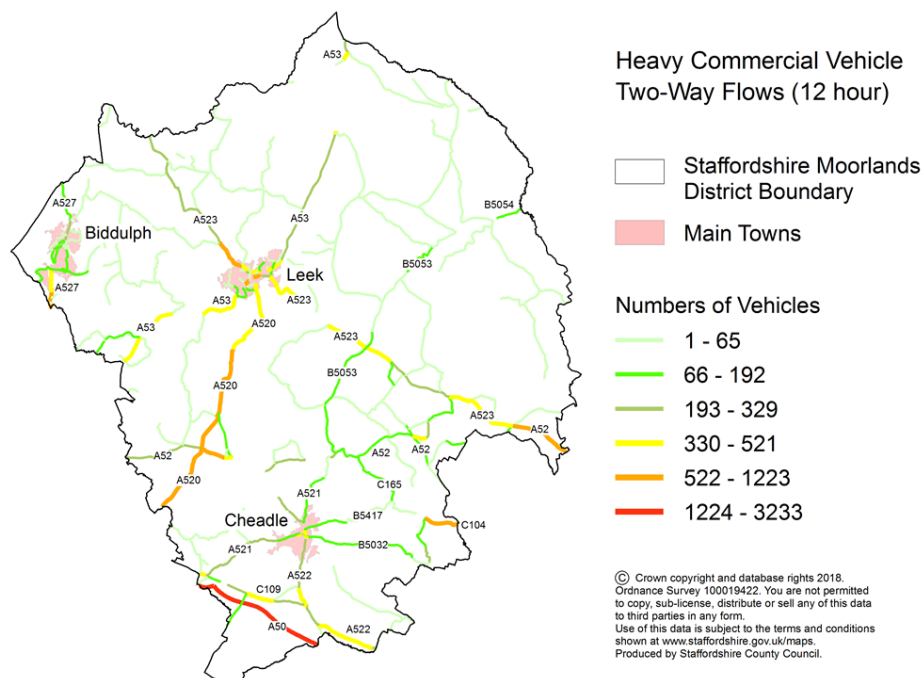
Traffic Concerns

- 2.11 A traffic analysis has been completed for 2016/17 using Highways Analyst software and Trafficmaster historic journey time data provided by the Department for Transport. It concludes that the highway network in Leek is considered to operate within capacity and is expected to be able to accommodate the level of development proposed in the Local Plan. There can be short queues at key junctions on the A53 in the town centre during peak periods and there are local concerns about the A53 / A520 and A53 / Junction Road junctions.
- 2.12 In 2015, a transport study for Cheadle was produced by Amey consultants. A robust dataset was used including traffic and pedestrian counts, and automatic number plate recognition, journey time and queue length surveys. The assessment was undertaken for current traffic flows and forecast traffic

levels associated with development allocated in the Local Plan, using the microsimulation software VISSIM.

- 2.13 The study concludes that the overall network in Cheadle generally operates within capacity. However during the PM peak hour there is currently queuing traffic southbound along the A522 Leek Road and Tape Street and westbound along Queen Street. The proposed development sites in Cheadle will exacerbate this problem, with queuing in future years likely along these corridors in both the AM and PM peak hours, with additional queuing northbound on Tape street at the junction with Ashbourne Road. Traffic delays on High Street tend to be the result of inappropriate parking and loading. Appropriate mitigation measures will be required to help relieve these traffic issues.
- 2.14 Freight traffic on the local highway network is typically around 5–10% of all traffic, although this may be higher where there are major freight destinations, such as JCB. Much of the freight traffic in rural areas has a legitimate right of access to a point of collection or delivery and is related to a local business operation. The small proportion of freight traffic that is using the rural network inappropriately however is of considerable concern to local communities. Figure 2.1 indicates which routes have the highest volumes of freight traffic in the District.

Figure 2.1: HGV Two Way Flows



Car Parking

- 2.15 Staffordshire Moorlands District Council employs a pay and display charging structure for the majority of their public off-street car parks in Leek, Cheadle and Biddulph. In the smaller settlements of Blythe Bridge, Forsbrook,

Oakamoor, Tean and Wetton public off-street car parks are free to use. On-street parking enforcement is the responsibility of the County Council and the police deal with illegal obstructions and dangerous parking.

- 2.16 The County Council's Community Liaison Team is aware of issues relating to all-day on-street parking in residential areas close to town centres which can cause concerns for residents. They are also aware of on-street parking issues which are thought to relate to Blythe Bridge rail station due to avoidance of parking charges by rail users, and in the vicinity of schools.

Road Safety

- 2.17 The Staffordshire Safer Roads Partnership was established in 2001 to bring together Staffordshire Police, Staffordshire County Council, Staffordshire Fire and Rescue Service, Stoke-on-Trent Council and Highways England. The Partnership has helped to achieve road safety improvements through a combination of education, training, publicity, enforcement and engineering. Department for Transport data confirms that Staffordshire has one of the safest road networks in the country.
- 2.18 The Staffordshire Moorlands District Road Safety Profile 2017 provides a high level overview of key themes and trends in terms of collisions with injury. Staffordshire Moorlands is at the lower end of the scale compared to other local authority areas. The profile shows a steadily declining trend in the total number of collisions over the last 5 years in the District. This trend is mirrored across some of the most vulnerable road user groups, including motorcyclists, pedestrians and young drivers/riders. However the volume of pedal cyclists and child pedestrians involved in collisions has remained fairly consistent.
- 2.19 This collision data provides a good indication of where to focus road safety initiatives. The data is continually monitored and locations are identified where consistent accident patterns occur that might be prevented through remedial engineering works.

Local Transport Issues

- 2.20 Staffordshire County Council logs all customer enquiries received relating to highways, traffic, waste, lighting and safety. County Councillors also work closely with the County Council's Neighbourhood Highway Team to ensure that local traffic concerns are identified and priorities are established. The team visits each community a minimum of twice per year. The main issues raised in Staffordshire Moorlands in 2018/19 included:
- Review of car parking and Traffic Regulation Orders on High Street, Biddulph
 - Concerns relating to traffic flows through Leek town centre and the impact of inappropriate use by traffic of residential streets
 - Review of traffic volumes on local roads in Cheadle
 - Community support for introduction of 30mph speed limits through villages
 - Traffic speed concerns and consideration of pedestrian facilities in Endon

Walking and Cycling Issues

- 2.21 Staffordshire County Council is responsible for the maintenance of facilities on the local highway and public rights of way. Under a management agreement the County Council maintains the rights of way network within the Staffordshire section of the Peak District National Park. A Parish Council has the power to maintain footpaths or bridleways in its area, but this does not remove responsibility from the County Council. General issues on the rights of way network include poor surfacing, overgrown vegetation and a lack of signing.
- 2.22 The overall quality of the network available to walkers in Staffordshire Moorlands is good, but the percentage of the network available to cyclists is relatively low and fragmented. There are a number of popular leisure routes including Greenways that are owned by the County Council and the canal network that is managed by the Canal and River Trust. The Caldon Canal extends through Staffordshire Moorlands District with branches from Froghall and Leek into the conurbation of Stoke-on-Trent and the respective towpaths are popular pedestrian and cycle routes. All these routes can provide valuable linkages between communities.

Social Issues

Health

- 2.23 Regular physical activity through walking and cycling has been shown to tackle physical and mental health issues, reduce preventable deaths, improve educational attainment and increase independence in older people. The District has a higher number of people on average with disabilities that affect their day-to-day activities compared to Staffordshire as a whole. This is highlighted as an issue in the Local Plan.
- 2.24 Levels of excess weight in children in Staffordshire Moorlands are similar to the national average. Around 65% of adults have excess weight which is similar to the England average.
- 2.25 Over half of Staffordshire Moorlands adults meet the recommended levels of physical activity; similar to the national average. Approximately one in four Staffordshire Moorlands adults are physically inactive, equating to around 23,000 people. These levels of physical activity are similar to the England average.

Air Quality

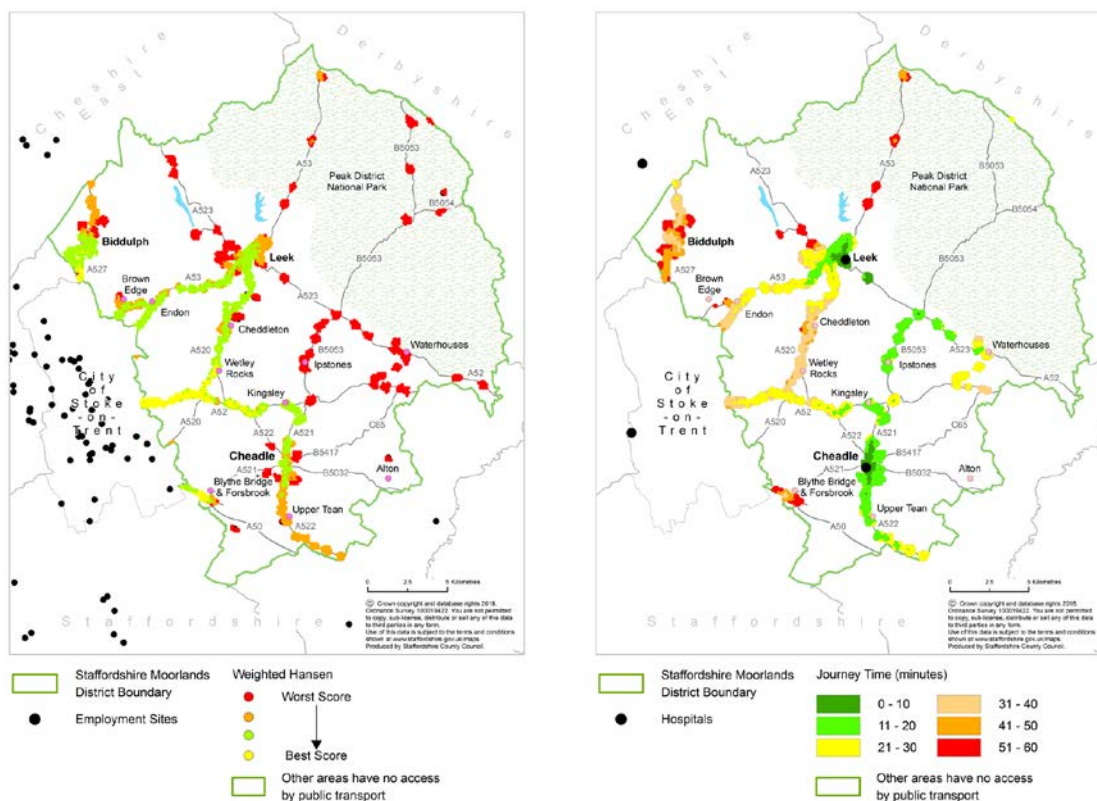
- 2.26 Staffordshire Moorlands District Council is responsible for the monitoring of air quality across the District. No Air Quality Management Areas have been declared in the District however there are a number of locations of concern due to exceedances of NO², as follows:

- Cellarhead crossroads, due to the proximity of residential properties close to the A520/A52 traffic signal controlled junction where there can be queuing traffic, including heavy goods vehicles
- Ball Haye Street and Broad Street in Leek, with A53 Brook Street and Haywood Street also being closely monitored for exceedances
- A522 Tape Street, Cheadle, is being monitored for exceedances in the vicinity of residential properties adjacent to queuing traffic at peak times

Accessibility

- 2.27 In order to create an inclusive society that promotes equality of access and opportunity, destinations need to be as accessible to as many people as possible. Reasonable steps must be taken to remove barriers to access, making the transport system easier to use and places easier to get to. Until barriers are removed, a proportion of people will be disadvantaged; unable to access the jobs, services and activities they want; and limited in the extent to which they can participate in society. Individuals most likely to be affected include the elderly, the young, those with a temporary or permanent disability and those without access to a private motor vehicle.
- 2.28 An assessment has been completed to show levels of accessibility by public transport to hospitals and employment for residents in Staffordshire Moorlands. The results shown in Figure 2.2 highlight the large areas of the District that have no access and the corridors and settlements that have the shortest journey times to hospitals and the best access to jobs.

Figure 2.2: Access to hospitals and Employment



Public Transport Issues

Rail

- 2.29 Train operating companies (TOCs) are private companies, paid to run franchises by Central government. Network Rail owns and maintains the rail network, and the ORR (Office of Rail and Road) regulate Network Rail and TOCs. In Staffordshire Moorlands, Blythe Bridge station is operated and served by East Midlands Trains. The new East Midlands rail franchise is due to begin in late 2019, with four consortia presently bidding for the new franchise.
- 2.30 Stations are classified into six categories (A-F) based on passenger footfall and income. Blythe Bridge station is an 'F' class small unstaffed station. This class of station tends not to be a priority for investment and traditionally has been dependent upon funding opportunities such as the National Stations Improvement Programme and Access for All funding.
- 2.31 Blythe Bridge station has a small car park with room for 20-30 cars. At present there are no issues with capacity at the car park, although future housing development and improvements in service could see an increase in demand. An hourly service is provided at the station during the week, on Saturdays and on Sundays (from 14.30 onwards). The services on this line are operated mainly by single carriage units which frequently suffer from overcrowding.

Bus

- 2.32 Access to frequent bus services varies across the main towns within the District. Access in terms of the number of addresses within 350 metres of a half hourly or more frequent weekday service is summarised in Table 2.3. The County Council supports the use of these services by supplying Traveline with bus timetable information and journey planning information.

Table 2.3: Access to Frequent Bus Services

Main Town	Addresses within 350m of frequent service
Biddulph	59.5% (April 2018)
Cheadle	40.5% (April 2018)
Leek	69.5% (April 2018)

- 2.33 The County Council has a statutory duty under the Transport Act 1985 to secure bus services that are considered to be socially necessary. Statutory supported services include:
- Mainstream home to school transport for qualifying children
 - Older persons and disabled concessionary fares from 9.30am
 - Home to school transport for children with Special Educational Needs (SEN)
- 2.34 The countywide budget for the provision of additional discretionary services is regularly reviewed to help meet the County Council's budget savings.

Funding decisions are made with the aim of retaining the greatest number of existing journeys that are not possible on the commercial bus network, whilst minimising the level of public subsidy. Recent budget savings have had the following impact on the level of discretionary services provided by the County Council in Staffordshire Moorlands District:

- A reduction in supported services (largely evening and Sunday services) where a commercial service is not currently available. This includes:
 - Withdrawal of the service between Leek and Biddulph
 - Reduction in the number of journeys between Leek and Cheadle
 - Reduction in the number of journeys on a Saturday between Leek and Ashbourne
 - No services to Alton, Foxt and Whiston
- A reduction in the operation of the Moorlands Connect service from two vehicles to one vehicle, delivered by Ashbourne Community Transport
- Retention of SEN Post 16 transport scheme that includes travel to 6th form and college
- Phasing out, by September 2019, of the 'Your Staffordshire Card' that has provided a reduction in bus journey fares for under 19 year olds

3. Staffordshire Moorlands Local Plan

Introduction

- 3.1 This Transport Strategy aims to support the priorities in the Local Plan, in particular, Spatial Objective SO11: To reduce the need to travel or make it safer and easier to travel by more sustainable forms of transport and associated transport policies T1 and T2. It provides the supporting transport evidence for Spatial Strategy policies, in particular Policy SS5 (Leek Area Strategy), Policy SS6 (Biddulph Area Strategy) and Policy SS7 (Cheadle Area Strategy). It will also complement the Staffordshire Moorlands Infrastructure Delivery Plan and adopted Green Infrastructure Strategy.
- 3.2 The Peak District National Park Authority is the planning authority for the National Park and one third of Staffordshire Moorlands lies inside the Park. The Peak District National Park Core Strategy was adopted in 2011 and policies for the National Park up to the year 2026.
- 3.3 Another opportunity for local transport issues to be raised is through Neighbourhood Plans that sit alongside the Local Plan. Decisions on planning applications are made using both the Local Plan and Neighbourhood Plans, and any other material considerations. Neighbourhood Plans must be in general conformity with the Local Plan and should not promote less development. There are no adopted Neighbourhood Plans in the District, but they are currently being prepared for Biddulph, Brown Edge, Checkley, Leekfrith, Draycott-in-the-Moors, Rushton, Forsbrook and Leek.

Housing

- 3.4 The Local Plan sets out how the net housing requirement of 3,859 will be met across the District up to 2031. 75% will be delivered in the towns of Leek (1,015 dwellings), Biddulph (885 dwellings) and Cheadle (1,166 dwellings) with the remainder located in the larger villages and limited development in other settlements. This proposed distribution of development aims to facilitate the growth of towns and larger villages where it can be accommodated, whilst enabling an appropriate scale of development in rural areas to support sustainable communities. This approach focuses on areas of highest accessibility that are supported by existing infrastructure or can best facilitate infrastructure improvements.

Economy and Employment

- 3.5 Provision will be made for at least 27 hectares of additional employment land in the District up to 2031 through allocation of sites and through windfall sites. 70% of employment development will be focused on the three main towns Leek, Biddulph and Cheadle with the remainder allocated to rural areas. The regional scale allocation at Blythe Bridge, for a 48.5ha mixed use development with approximately 300 dwellings, is being considered independently of the general employment land requirements for Staffordshire Moorlands.

4 Recent Transport Achievements

County Council Capital Programme

- 4.1 In 2017/18 approximately £1.8m was spent on delivering the bridge and highway maintenance programme, including preventative carriageway and footway maintenance and pre-patching works, throughout the Staffordshire Moorlands District. The County Council continues to invest in making further improvements in highway, transport and communication provision with ongoing delivery of other routine services including road safety enforcement and training, on-street parking enforcement and supported bus services. Funds were also spent on scheme feasibility studies and the delivery of integrated transport schemes including:
- Bottom House crossroads (A523/B5053)
 - A522/A52 speed reduction - Cheadle to Werrington
 - Caldon Canal towpath directional and route signing between Stockton Brook and Cheddleton to enhance recent towpath improvements through the Pedal Peak project

Alton Towers Resort Transport Strategy

- 4.2 In 2010, Staffordshire County Council Cabinet approved the approach to managing the transport impact of Alton Towers Resort Long Term Plan for 2010 to 2019 and agreed to work with the Resort through a Transport Liaison Group to help mitigate the impact of associated future traffic growth. Traffic monitoring and transport measures have been resourced using annual S106 payments made by Alton Towers Resort, dependent on levels of annual visitor numbers. This funding pot was significantly boosted in 2013 with the award of Local Pinch Point Funding from Government for a junction improvement at Denstone in East Staffordshire.
- 4.3 Since 2010, the following transport strategy measures have been delivered:
- Informal pedestrian crossing in Alton with changes to the build out at Dimble Lane
 - Temporary use of Speed Indication Devices through Alton
 - Signing and road marking improvements at Denstone Lane / Saltersford Lane / Uttoxeter Road junction
 - Parking restrictions on Wootton Lane
 - Signing and road marking improvement on Farley Lane at Alton Towers Resort Gate 1
 - Bus shelter within the main entrance at Farley
 - B5032/B5031 junction improvement, Denstone
 - Alton Towers Resort Bookable Bus serving local accommodation providers (ran for two seasons)
 - Route Signing Study

Sustainable Transport

Active Travel to School

- 4.4 Bikeability National Standard Training is delivered by local providers on behalf of the County Council through additional funding secured from the Department for Transport (confirmed until 2020). Around 1,000 school students in Staffordshire Moorlands receive Bikeability cycle training each year, with additional Bikeability Plus modules developed to complement on-road training. Training also takes place during school holidays, with 200 places offered at local leisure centres. Schools are also encouraged to take part in the Modeshift Stars Programme enabling them to create, develop, implement, monitor and maintain their own travel plan to promote active travel to school.

Rights of Way Network

- 4.5 Staffordshire County Council works with a number of voluntary groups in Staffordshire Moorlands to undertake clearance of paths and repairs to path furniture such as stiles. The Forsbrook Volunteers undertake path maintenance and liaise with landowners to get issues resolved. An Enforcement Policy has also been introduced to give Officers the ability to react positively to landowners who flout the law and ignore their responsibilities for keeping the path network free of obstructions.

Superfast Staffordshire

- 4.6 The Superfast Staffordshire project is a partnership between Staffordshire County Council, Broadband Delivery UK (BDUK) and BT. Superfast Broadband refers to speeds greater than 24mbps and currently 89% of businesses and households have access to it. Throughout Staffordshire, the County Council is investing £8.06 million, which is being match-funded with £9.12 million from BDUK and a further £14.77 million from BT. Public funds are focusing on bringing faster broadband services to areas of the County that are not expected to receive private investment. Many of these areas are rural in nature and are outside the commercial roll-out area.

Blythe Bridge Rail Station

- 4.7 Blythe Bridge rail station is part of the North Staffordshire Community Rail Partnership, maintained by volunteers. With support from Staffordshire County Council, Forsbrook Parish Council, East Midlands Trains and the local community, the Partnership has delivered a package of improvements at the station including: new waiting shelters, platform seating, CCTV and customer information screens. Annual passenger footfall has increased by nearly 150% in the last 10 years to over 90,000 which has been achieved despite very limited changes in the frequency and capacity of rail service provided.

5 Transport Strategy

Introduction

- 5.1 The Transport Strategy explains what transport schemes and initiatives we intend to deliver in Staffordshire Moorlands to help achieve the County Council's following priorities as identified in the Strategic Plan for 2018 to 2022.

Staffordshire County Council's Priorities			
Economic Growth <ul style="list-style-type: none">• Place and Infrastructure: creating the right mix of attractive destinations with good transport connections	Housing <ul style="list-style-type: none">• Strategic Infrastructure Plan: construction of more homes, importantly making sure they are supported by employment, high quality transport, green spaces, places to go and digital connections	Education and Skills <ul style="list-style-type: none">• Support to the most vulnerable in our communities, including children with special educational needs and disabilities	Health, Care and Wellbeing <ul style="list-style-type: none">• Health and wellbeing shaping all policies and decisions about housing, economy, retail, infrastructure, leisure and green spaces

Economic Growth

Introduction

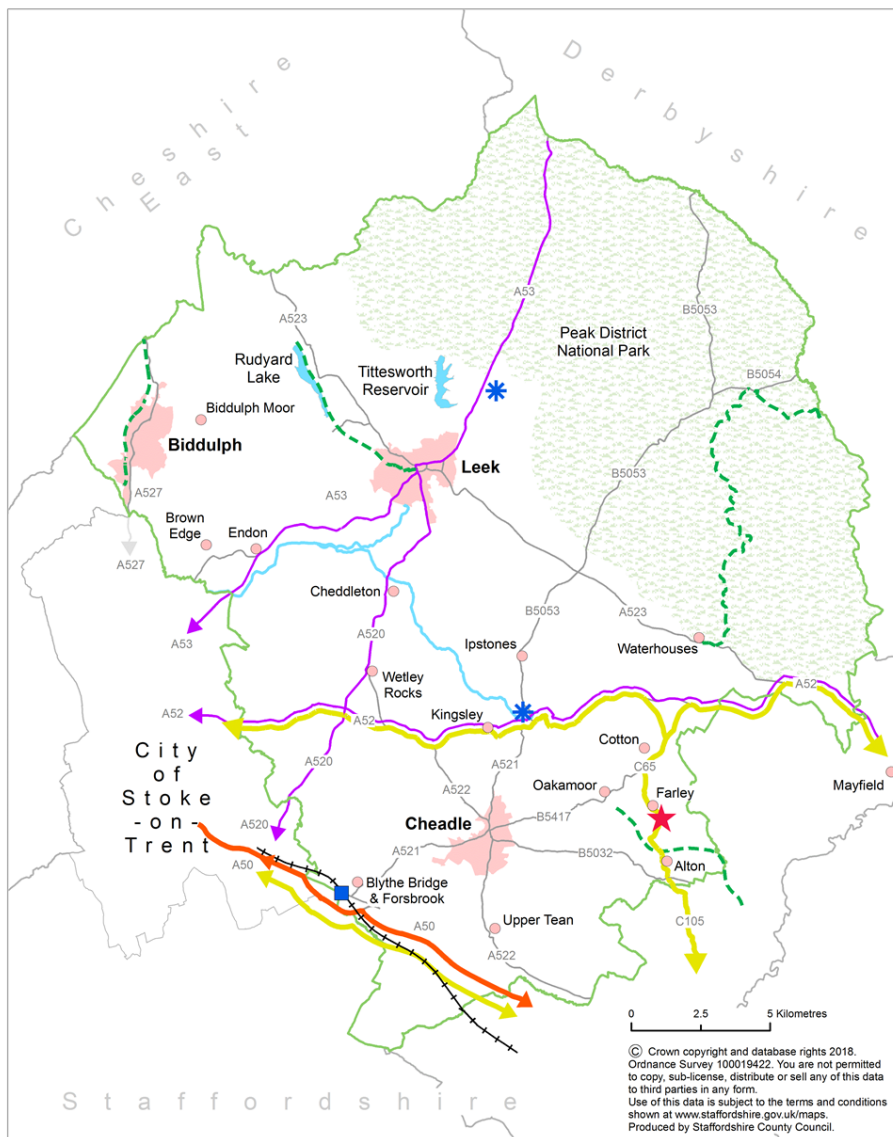
- 5.2 Delivery of a sustainable and connected transport system with reduced traffic delays and improved reliability is fundamental to creating the right conditions for economic growth allowing residents to access more good jobs. The County Council aims to make Staffordshire a well-connected location through investment in road, rail and digital communications.
- 5.3 Staffordshire County Council is a partner of Midlands Connect which is the transport element of Midlands Engine. Midlands Connect is an initiative driven by Local Enterprise Partnerships and local authorities to ensure that the Midlands is fully positioned to influence future strategic transport funding programmes. In 2017, the Midlands Connect Strategy was published and has the following priorities:
- 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

5.4 The Constellation Partnership is a group of local authorities and Local Enterprise Partnerships in Cheshire and the north of Staffordshire that have come together to maximise the potential benefits to the area arising from the proposed HS2 Hub Station at Crewe and related economic growth opportunities up to the year 2040.

5.5 Figure 5.1 provides an overview of the transport network serving Staffordshire Moorlands.

Figure 5.1: Transport Overview



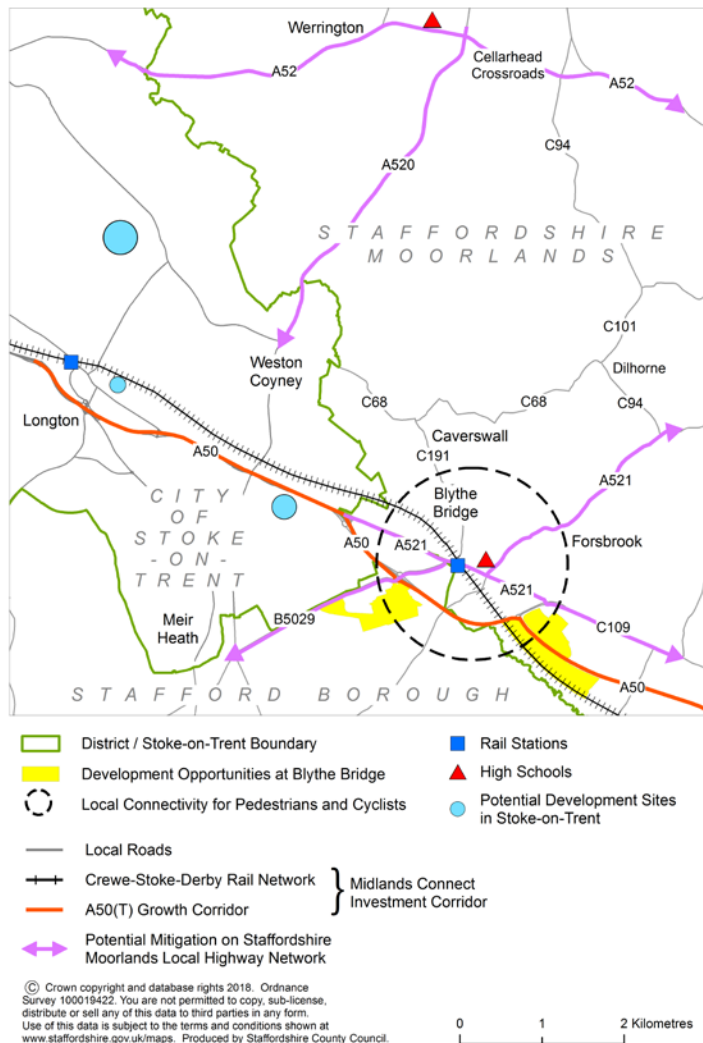
- | | |
|---|--------------------------------------|
| Staffordshire Moorlands District Boundary | Local Roads |
| Main Town Local Transport Packages | Crewe-Stoke-Derby Rail Network |
| Larger Villages | Caldron Canal |
| Alton Towers Resort | Major Road Network Proposal |
| Blythe Bridge Rail Station | A50(T) Growth Corridor |
| Major Regeneration Opportunities | Signed Routes to Alton Towers Resort |
| | Greenway Routes |

- 5.6 Staffordshire Moorlands is home to a number of nationally significant businesses, including Alton Towers Resort and JCB. A major strength is the District's tourism economy that is supported by Alton Towers Resort, Peak District National Park and heritage rail lines. Large scale major development areas at Froghall and Blackshaw Moor may also provide future opportunities to improve the rural economy. Any future development proposals at Blackshaw Moor on the A53 will need to take account of the air quality impact on the South Pennine Moors Special Area of Conservation.
- 5.7 There are also strong cross border links with neighbouring authorities connected by the local road network and one strategic transport corridor in the south of the District served by the A50 trunk road and North Staffordshire rail line between Crewe and Derby, both providing East-West connectivity across the Midlands. Improvements to this transport corridor are considered key to the delivery of the Stoke-on-Trent and Staffordshire Local Enterprise Partnership's priorities and objectives and Midlands Connect Strategy.

A50(T) Growth Corridor

- 5.8 The County Council continues to work directly with Highways England to influence proposals for the A50(T) in the next funding period beyond 2020. The County Council is also a key partner in the Strategy Study of the A50/A500 corridor to be completed by Midlands Connect in 2018/19. This will establish the economic importance of the route and identify an investment programme to deliver performance improvements.
- 5.9 Figure 5.2 shows where major development sites within and close to Staffordshire Moorlands are located along this transport corridor. The 48.5ha Blythe Vale development site in Staffordshire Moorlands has been identified by the Constellation Partnership as an investment opportunity. The 58ha Former Creda Works site at Blythe Bridge, known as Hadleigh Park, is located within Stafford Borough and is expected to be accessed directly from the Blythe Bridge A50(T) roundabout junction. The locations for development in Stoke-on-Trent on Figure 5.2 are identified in the Stoke-on-Trent and Newcastle-under-Lyme Joint Local Plan Preferred Options Consultation document.
- 5.10 It is expected that the cumulative impact of these potential development sites on the A50(T) and the local network could be significant. As indicated on Figure 5.2 the potential transport requirements specifically associated with the major development sites include the following:
- High quality local highway connections to rail stations on the North Staffordshire rail line
 - Bus connectivity for the residents of Staffordshire Moorlands
 - Safe and convenient pedestrian and cycle connections to nearby communities such as Blythe Bridge
 - Junction improvements on the A50 and on the local highway network as identified through detailed traffic appraisals, including the A50/A521 junction

Figure 5.2: A50(T) Growth Corridor



Proposed Major Road Network

5.11 In March 2018, Staffordshire County Council responded to the Department for Transport's consultation on the creation of a Major Road Network (MRN). It is expected that the role of the MRN will be to:

- Provide feeder links to the Strategic Road Network
- Provide cross boundary connectivity
- Provide connectivity to economic centres, regionally significant employment and transport hubs
- Form an outer ring road or perform a bypass function around major towns/cities
- Provide resilience for the Strategic Road Network

5.12 Roads requested by Staffordshire County Council to be identified as part of the MRN in Staffordshire Moorlands are shown on Figure 5.1. The routes provide key connections across the District and are expected to carry the largest volumes of traffic. The Department for Transport is expected to announce the final MRN network in 2018.

Rail Network

5.13 Staffordshire's Rail Strategy 2016 sets out the County Council's priorities for rail, providing a sound basis to respond to national rail consultations and help shape the rail industry's future investment plans. The North Staffordshire Line between Crewe, Stoke-on-Trent and Derby serves Staffordshire Moorlands and is considered by Midlands Connect to be a priority route. A study is being undertaken by Midlands Connect to identify an investment programme. A stakeholder board has also been established between businesses representatives, rail industry and politicians to help bring forward improvements for the line. The County Council supports the following improvements related to the North Staffordshire Line:

- Increased capacity, line speeds and re-signalling
- Increased frequency and capacity of services
- New services to Nottingham and Manchester Airport, restoring connections previously lost
- Later evening services and earlier Sunday services at Blythe Bridge station to serve the leisure and retail markets
- Additional parking at Blythe Bridge station

5.14 Provided there is a robust business case, the County Council will support in principle the re-opening of rail lines, taking into account the need to maintain already established and well used walking and cycling routes, including Greenways that are not designated rights of way. Re-use is supported for tourism use and freight and passenger operations. This includes Moorlands and City Railways proposal to operate freight services between Caudon Low and Stoke-on-Trent.

Alton Towers Resort

5.15 The 2010-2019 Alton Towers Resort Transport Strategy will be completed with the delivery of the Route Signing Strategy that will:

- Remove inaccurate and replace non-compliant signs on main routes used by visitors
- Enhanced signs to Alton Towers Resort along A52 and directing traffic away from Cheadle and Oakamoor
- Enhanced signs from Alton Towers Resort clearly signing traffic directly back to the A50 and A52

5.16 It is anticipated that Alton Towers Resort will be producing a new Long Term Plan for the period beyond 2019. As this work progresses, it is expected that the established Transport Liaison Group will consider a new Transport Strategy to support future growth proposals. Possible transport strategy measures could include the following:

- Improved entrance to the Resort
- Improvements to Beelow Lane
- Schemes that respond to community traffic and safety concerns

- Exploring opportunities to increase public transport journeys to the Resort
- Variable message signs

Freight Strategy

5.17 The Staffordshire Freight and Communities Forum was established in 2016 in response to a recommendation of the Prosperous Staffordshire Select Committee. Consequently, a new Freight Strategy for the County of Staffordshire is due to be published in 2019. The forum brings together key stakeholders such as local community representatives, Staffordshire County Council, the Police and Fire Service, Highways England and the Freight Haulage Association to address the impact of heavy commercial vehicles on Staffordshire's roads. The forum aims to develop solutions that reconcile access requirements with local environmental and social concerns. Potential measures available to the County Council are listed below:

- Consider requests for environmental weight restrictions on specific parts of the highway network with regard to sensitivity of the area, quantum of HGVs, population affected and suitability of alternative routes as well as issues of route re-classification. The County Council does not generally consider implementing environmental weight restrictions on A and B classified routes as these form priority routes linking key destinations and provide a strategic function
- As mineral and waste planning authority and in consultation with key stakeholders promote the use of 'routing agreements' in relation to major generators of freight
- Ensure that Travel Plans relating to new development adequately address freight and delivery issues – including consideration of enforcement measures
- Vulnerable road user training and education in relation to operation of HGVs
- Support improvements to HGV parking facilities within Staffordshire, specifically in the M6-A449, A5-M6 Toll and A38(T) corridors
- Support planning applications that make appropriate provision for new or extended HGV parking areas subject to environmental and residential amenity constraints
- Support provision of new and expansion of existing rail freight terminals in and close to Staffordshire with good access to the Primary Route Network and close to existing logistics activity
- Maximise opportunities associated with HS2 and the released capacity it provides
- Investigate environmental impacts of HGVs on key routes including noise and air quality issues
- Liaise with Staffordshire Police regarding enforcement of existing and potential HGV restrictions countywide
- Continue to issue considered responses to the Traffic Commissioners in relation to consultations on HGV operators' license applications
- Continue to work with Highways England to manage the effects of emergency diversion routes on the local network and support improvements to the trunk road network

Housing

Introduction

- 5.18 The County Council is supporting housing construction by making sure new developments are supported by connections to employment opportunities, high quality transport, green spaces, places to go out and digital connections such as superfast broadband. Sustainable and balanced communities that have an excellent quality of life are a priority of the Local Plan.
- 5.19 Local transport strategies for Leek, Biddulph and Cheadle indicate transport measures that aim to mitigate housing development and support growth in local jobs. Working with major employment and housing developers is essential to ensure that access requirements do not have a detrimental impact on the operation of the local transport network and that sustainable transport options are maximised.
- 5.20 Scheme details will be approved with developers following completion of Transport Assessments. As well as in the main towns, this also applies to developments in rural areas and villages such as Werrington, Leekbrook and Endon where traffic impact and sustainable transport provision will require appropriate consideration, including sustainable links to village facilities.

Leek Local Transport Strategy

- 5.21 There is a net requirement of 1,015 new homes in Leek during the Local Plan period. This housing growth is expected to be supported by around 6 ha of new local employment sites. New housing will largely be located to the east and the south of the town centre.
- 5.22 Following consideration of traffic issues in Leek, as summarised in Section 2, it is considered that although there are some peak hour traffic issues, development traffic can be adequately mitigated and the required transport measures can be delivered when necessary.
- 5.23 A link road between the A520 and A53 is not considered to be required to mitigate the traffic impact of development proposed for Leek in the Local Plan, although it would provide improved access to development sites in the south of the town and Barnfield Industrial Estate and provide an alternative route to Junction Road. The County Council would therefore support safeguarding the route as a long term aspiration to allow phased provision in association with new development.
- 5.24 The measures indicated on Figure 5.3, and listed as follows, are recommended to enable the proposed level of growth:

Sustainable Transport Measures

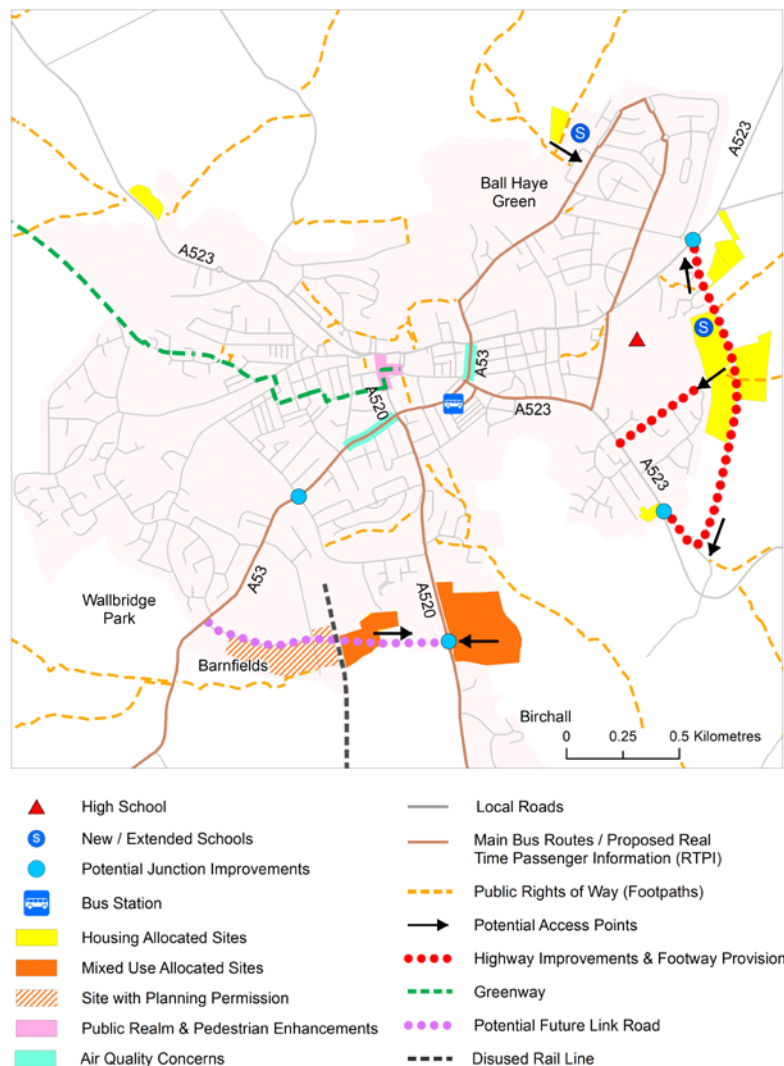
- Local facilities within housing developments that encourage sustainable travel, including new and expanded schools
- Bus stop infrastructure and real time bus passenger information

- Town centre pedestrian enhancement focused on Edward Street and Stanley Street
- Maintenance and enhancement of key footpath and cycle routes and the right of way network, focusing on links to the town centre and schools

Highway Measures

- Providing adequate site accesses that minimise traffic impact, making use of existing junctions where feasible
- Improvements to Mount Road including the provision of footpaths
- Upgrade Kniveden Lane to adoptable standard and provision of footpaths
- Potential improvements at Mount Road's junctions with Ashbourne Road and Buxton Road
- Potential junction improvement at A53 / Junction Road
- Ongoing monitoring of road safety and air quality data that may highlight the need for additional highway improvements

Figure 5.3: Leek Local Transport Strategy



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Biddulph Local Transport Strategy

- 5.25 There is a net requirement of 885 new homes in Biddulph during the Local Plan period. This housing growth is expected to be supported by around 5 ha of new local employment sites. New housing will largely be located at Wharf Road Strategic Development Area adjacent to Biddulph bypass and in the south close to Victoria Business Park
- 5.26 Following consideration of traffic issues in Biddulph, as summarised in Section 2, it is considered that development traffic can be adequately mitigated and the required transport measures can be delivered when necessary. The measures indicated on Figure 5.4 and listed as follow, are required to enable the proposed level of growth:

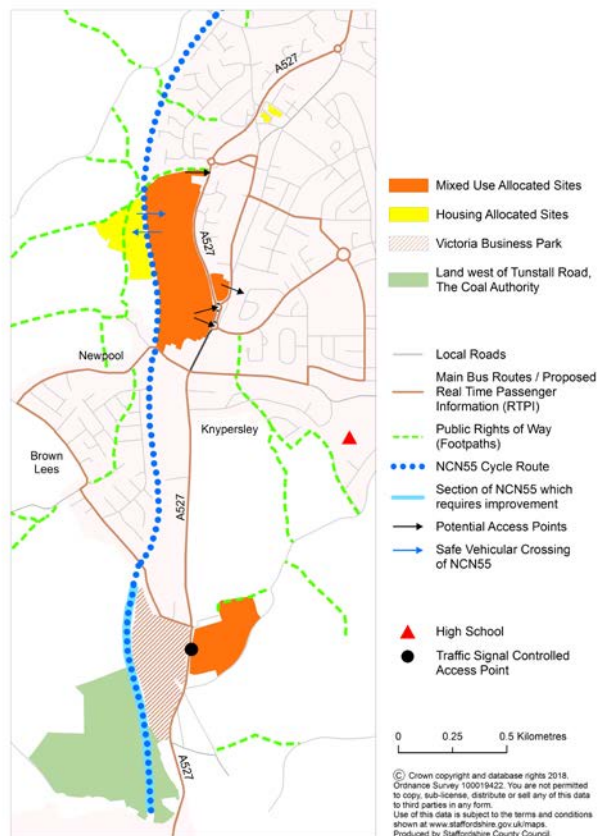
Sustainable Transport Measures

- Bus stop infrastructure and real time bus passenger information
- Enhanced bus connections to Stoke-on-Trent
- Maintenance and enhancement of key footpath and cycle routes and right of way network, focusing on links to the town centre and schools
- Ensure the Biddulph Valley Way (NCN55) provides a complete and connected route with new surfacing between Stoke-on-Trent and northwards towards Congleton.
- The design of the access road within Wharf Road development site to ensure the safety of users of the Biddulph Valley Way (NCN55)

Highway Measures

- Providing adequate site accesses that minimise traffic impact, making use of existing junctions where feasible
- Provision of a signal controlled junction at Victoria Business Park, providing access to the mixed use development site
- Ongoing monitoring of road safety data

Figure 5.4: Biddulph Local Transport Strategy



Cheadle Local Transport Strategy

- 5.27 There is a net requirement of 1,166 new homes in Cheadle during the Local Plan period. This housing growth is expected to be supported by around 3.5 ha of new local employment sites. New housing will largely be located to the south-west and north-east of the town centre.
- 5.28 Following consideration of traffic issues in Cheadle, as summarised in Section 2, it is considered that although there are some peak hour traffic issues, development traffic can be adequately mitigated and the required transport measures can be delivered when necessary.
- 5.29 A link road between A521 and A522 is not expected to be required to deliver development proposed in Cheadle and would not have a significant impact on reducing traffic flows in the town centre. However it would be desirable to safeguard a future route through the proposed developments to improve site access and the provision of sustainable transport infrastructure. The link would need to be designed to allow the required capacity for a through route and should not sever existing footways.
- 5.30 The measures indicated on Figure 5.5, and listed as follow, are required to enable the level of growth proposed in the Local Plan:

Sustainable Transport Measures

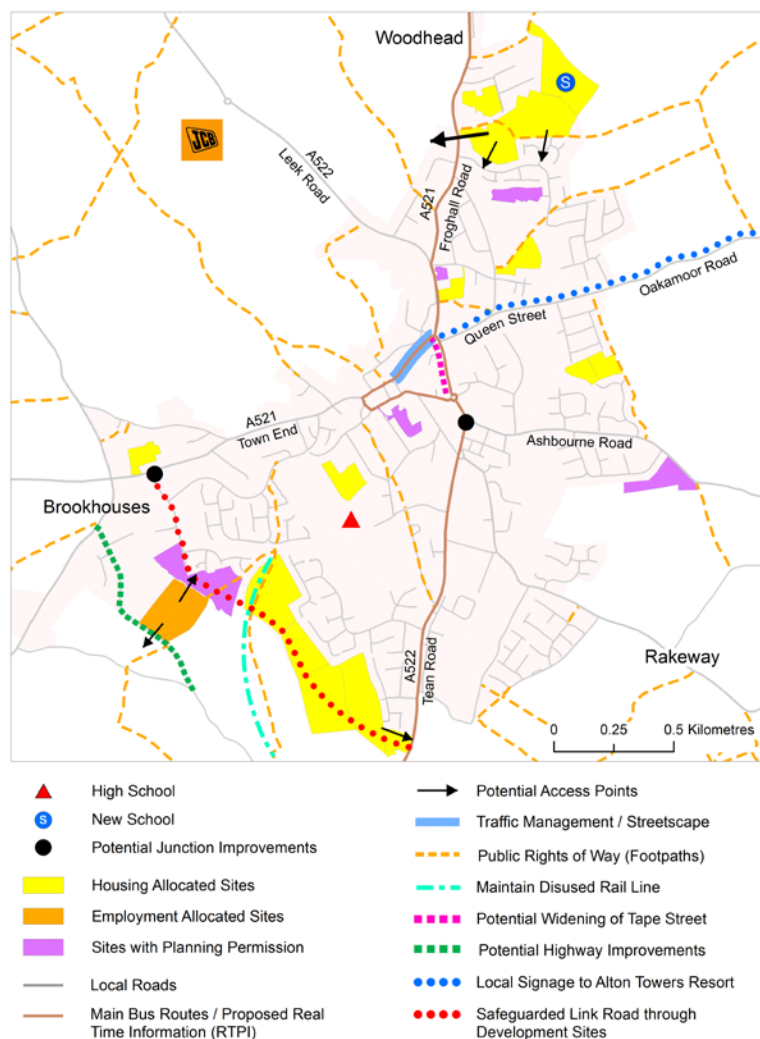
- Bus stop infrastructure and real time bus passenger information

- Enhanced bus connections to other main settlements and Blythe Bridge rail station
- Maintenance and enhancement of key footpath and cycle routes and right of way network, focusing on links to the town centre and schools
- A new school in the north of Cheadle to enhance opportunities for sustainable travel and minimise additional traffic levels on Tape Street

Highway Measures

- Providing adequate site accesses that minimise traffic impact
- Consider traffic management and streetscape improvement on High Street
- Junction improvement at Tape Street / Ashbourne Road junction
- Monitoring traffic levels on Tape Street and investigate future opportunities for the potential widening of Tape Street
- Local signage to Alton Towers Resort directed along B5417 Queen Street
- Potential junction improvement at A521 / Brookhouse Way
- Potential improvements to New Haden Road

Figure 5.5: Cheadle Local Transport Strategy



Broadband Provision

- 5.31 By 2019 approximately 94% of households and businesses in the District will have access to superfast broadband, providing speeds over 24Mbps. For the 2,600 remaining premises, access will be provided as additional funding becomes available, and in some cases technological developments will need to be developed and adopted to fully connect the District.
- 5.32 New housing and employment developments are not included within the project therefore developers need to be strongly encouraged to make the necessary arrangements with the commercial providers for the provision of the best possible broadband services (superfast at least). If designed in from the outset, along with the other services, there will be no requirement for publicly funded intervention. The Government's ambition is for full fibre (door to door) by 2033. Staffordshire is currently 1% full fibre.

Bus Network Enhancements

- 5.33 Throughout the District, the County Council will continue to work in partnership with bus operators with the aim of increasing passengers on commercial services. The County Council will aim to provide suitable roadside stops and, where necessary, deliver traffic management measures to help improve the operation of bus services. In return, bus operators will be encouraged to invest in modern vehicles, staff training and an acceptable standard of service. Close working with bus operators will help to make sure that available technology is used to deliver the most appropriate ticketing and real time information systems.
- 5.34 Improvements to bus facilities and services are expected to be delivered as part of larger housing and employment sites, including high quality and convenient stops within and adjacent to their sites and improved bus services where possible. There is currently very limited funding available to fund socially necessary rural bus services, however Moorlands Connect continues to be delivered by Ashbourne Community Transport.

Accessibility

- 5.35 The dispersed rural settlement pattern in the District means that sustainable transport access to services and infrastructure is often limited. However, where resources permit, reasonable steps will be taken to improve access for Staffordshire Moorlands residents to jobs, services and local facilities by making the transport system easier to use and places easier to get to. Through developer contributions and limited public funding, the vision is for sustainable settlements that have:
- A bus service within 350m in Leek, Biddulph and Cheadle with at least a 30 minute frequency service to the town centre and key amenities
 - Deliver socially necessary bus services as resources permit, including Moorlands Connect
 - Some local facilities and a primary school within walking distance
 - Superfast broadband to enable homeworking

- Improved information on where and how to access all available transport services
- Access to improved and lengthened Greenways

Condition of Local Highway Network

5.36 Essential maintenance schemes are prioritised for funding through road condition assessments with local need identified by local Councillors. Priorities vary from large 'A' road schemes to patching potholes in residential areas and on lower class rural roads. The type of maintenance activities that continue to be delivered by Staffordshire County Council include:

- Annual cyclical road maintenance
- Routine road maintenance
- Structural and preventative road maintenance
- Reactive road maintenance
- Bridge maintenance (revenue) and renewals (capital)
- Winter service
- Traffic signal and management systems
- Street lighting and illuminated signs

Parking

5.37 The appropriate level of provision and management of on and off-street parking can contribute to the vitality and viability of an area. It requires partnership working between the County Council, District Council and private car park operators. The priorities for parking in Staffordshire Moorlands include the following:

- Continued on-street parking enforcement and the implementation of Traffic Regulation Orders as necessary to manage obstructive on-street parking
- Divisional Highway Programme issues and proposals

Divisional Highway Programme

5.38 The Divisional Highway Programme for Staffordshire Moorlands gives County Councillors the opportunity to directly input into delivery programmes and low cost measures will continue to be delivered at their request, such as pedestrian crossing improvements and 20mph zones. The local issues that are currently being investigated are listed in paragraph 2.20. Where possible, solutions will be delivered, although certain concerns such as parking issues and lorry routing can be complex and more difficult to resolve.

Education and Skills

Introduction

5.39 A strong economy relies on a high performing education system to produce the workforce of the future, and young people with the right skills, attitude and ambition. This transport strategy helps to meet this priority by supporting the

provision of school transport and encouraging active travel. Increasing physical activity will help to improve the health and wellbeing of young people.

Supported Bus Network

- 5.40 The County Council will continue to support services as required under the Transport Act 1985 and for post-16 transport to 6th form and college for those with special educational needs. Revised allocated budgets will provide, where possible, some additional connectivity to communities in Staffordshire Moorlands impacted by recent bus service revisions. Working in partnership with bus operators will be essential to explore all feasible travel options.

Active Travel to School

- 5.41 Active travel to school will continue to be supported by a range of measures. Children should aim to do at least 60 minutes of physical activity a day, of which 30 minutes is outside of the school day. Walking, cycling and scooting to school helps children to achieve this target.
- 5.42 Encouraging more walking and cycling will rely on enhancing the local network at the same time as promoting their use and encouraging behavioural change. Secured revenue resources enable the County Council to produce cycle information maps, deliver Bikeability National Standard Training, Modeshift Starts School Travel programmes and limited promotion of physical activity. Annual campaigns to increase active travel will be supported, include Walk to School, Be Bright Be Seen, Cycle and Scoot to school days, WoW (Walk once a Week).

Health, Care and Wellness

Introduction

- 5.43 Improving the health and wellness of the whole population, with everyone taking some responsibility, is central to the County Council's ambitions for Staffordshire. The focus is on the health of the workforce, staff retention and business viability through reducing sick days and improved mental wellbeing. Transport plays a role in achieving this goal by encouraging physical activity, reducing the impact of traffic on air quality and making travel safer.

Physical Activity

- 5.44 The Cycling and Walking Investment Strategy, published on 21 April 2017, sets out the Government's ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. As requested by Government, the County Council aims to produce a Local Cycle and Walking Investment Plan (LCWIP) in 2018/19 which will identify and objectively prioritise cycling and walking investment. In terms of cycling, a priority will be to remove barriers to cycling, including:
- Increasing protection for cyclists at junctions
 - Maintaining the condition of roads and cyclepaths

- Provision of more off-road routes that are well lit
 - Improve and lengthen Greenways
 - Enhancing signing and route legibility
 - Adequate cycle parking
- 5.45 A priority for funding already identified includes completion of the Biddulph Valley Way along sections that are not currently controlled by the County or District Councils.
- 5.46 It is essential that developers of larger housing and employment sites provide high quality and convenient networks within and adjacent to their sites. For example, off-road pedestrian routes may be converted to shared use cycle / walking routes to improve connectivity to local facilities where feasible and as resources permit.

Rights of Way Network

- 5.47 The Definitive Map and Statement of Public Rights of Way in Staffordshire is the legal document that describes the routes of public rights of way. The level of maintenance and improvement of the rights of way network is seriously limited by the availability of resources. Even so, the County Council has some key statutory responsibilities for managing the public rights of way network and these include:
- Keeping the surface of the public path network in good repair and control vegetation (other than crops) growing from it
 - Maintain bridges over natural water courses, including farm ditches
 - Signpost rights of way from metalled roads and provide additional signs and waymarks as necessary along the route
 - Protect the public's right to use and enjoy rights of way
 - Secure the removal of obstructions, including ensuring that paths over cultivated land are reinstated and marked out after they have been disturbed;
 - Ensure that there are no intimidating notices that would deter the public from any paths
 - Provide a minimum 25% contribution towards any costs incurred by a landowner in maintaining stiles or gates on public rights of way
- 5.48 It is no longer possible to ensure that all public rights of way are maintained to a standard which ensures connectible routes along the whole path network. In 2018, the County Council launched a Rights of Way Charter that identifies an A, B and C categorisation system that will see proactive maintenance primarily focused on A paths, with issues addressed on A paths ahead of those categorised as B or C. Category C routes tend to be routes that do not form part of a national, regional or long distance promoted route; are not within 50m of a school, shop or community resource; and are not multi-user route (e.g. bridleway).
- 5.49 To help the resourcing issue, the County Council aims to increase the level of required voluntary assistance through the use of a Volunteer Co-ordinator .

Most volunteers undertake clearance of paths and repairs to path furniture such as stiles.

- 5.50 The County Council will also continue to improve relationships with user groups such as the Ramblers, Peak and Northern Footpaths Society and the Open Spaces Society who have a vested interest in helping to keep the path network open. A scheme to repair and replace a series of stepping stones in the Peak District has recently been agreed. It will be funded by the Peak and Northern Footpaths Society providing that the County Council get landowner agreements in place and undertake the work.

Air Quality

- 5.51 Air quality concerns at Cellarhead crossroads, Ball Haye Street and Broad Street in Leek, and Tape Street in Cheadle will continue to be monitored by the District Council. If air quality continues to decline it will be necessary to establish Air Quality Management Areas at these locations and associated action plans will need to be developed by the District Council with input and support from the County Council.
- 5.52 Central Government supports the growth in the use of electric vehicles. When possible, the County Council will take advantage of grants and bidding opportunities for the provision of electric charging points at locations on-street and on public car parks.
- 5.53 Funding for electric vehicle charging points has recently been made available via the Office for Low Emission Vehicles, Electric Car Charging Fund, allowing local authorities to bid for funding to support the installation of electric charging stations on-street in residential areas. A study will be commissioned to understand the electric vehicle charging infrastructure requirements for Staffordshire, where this is best located and what funding options are available.

Road Safety

- 5.54 The County Council's ongoing programmes of driver training, road safety education and training in schools will continue as resources permit. Local safety schemes are expected to be delivered as a consequence of monitoring road injury accident data and consultations with local communities. As a result, safety improvements are being made at the following locations in 2018/19:
- Freehay crossroads near Cheadle, requiring improved road surfacing and signing, and a potential change in priority and speed limit
 - Spring Gardens, Leek, requiring modified traffic calming measures
- 5.55 The latest accident data cluster site analysis carried out by the County Council's road safety team has not revealed any further current locations of concern in Staffordshire Moorlands that require investigation.

6. Making it Happen

Decision Process

- 6.1 The Cabinet Member for Highways and Transport is responsible, through the delegated member decision process, to approve this Transport Strategy and delivery programmes are currently approved by Cabinet.
- 6.2 Schemes to be included in the Integrated Transport annual programme are assessed by various disciplines within the County Council as part of a virtual team, including Senior Amey Engineers and officers representing Community Infrastructure Liaison, Connectivity Strategy and Infrastructure Development and Improvements. The assessment is based on a combination of need identified by local councillors, value for money and a contribution towards the objectives of the County Council Strategic Plan, Staffordshire Moorland District Council's Local plan and Stoke-on-Trent and Staffordshire Local Enterprise Partnership's Strategic Economic Plan.
- 6.3 With regard to highway maintenance activities a value management approach is adopted through a priority scoring matrix, giving a high priority to schemes that deliver safety benefits.

Delivery Programme

- 6.4 The Strategic Plan identifies four 'enablers' to ensure that the County Council can play its part in delivering Staffordshire's priorities. The focus is on:
- Developing our workforce
 - Making the best use of technology and data
 - Our relationship with citizens
 - How we work with other public and private organisation
- 6.5 The proposals identified in this Transport Strategy are at various states of readiness. Table 6.1 indicates which schemes are already programmed for delivery; undergoing feasibility work or are longer term proposals that have not been fully justified and approved.




State of Readiness	
	Programmed with funding available
	Feasibility considered but delivery decision not complete
	No preferred design, funding or business case approved

Table 6.1: State of Readiness

Economic Growth		State of Readiness		
A50 Growth Corridor				
Highway and sustainable transport access to Blythe Vale				
Outcome of A50/A500 Midlands Connect Study				
Rail Network				
Increased capacity, line speeds and re-signalling				
Increased frequency and capacity of services				
New services to Nottingham and Manchester Airport				
Later evening services and earlier Sunday services at Blythe Bridge station				
Additional parking at Blythe Bridge station				
Alton Towers Resort				
Road signing strategy				
Improved entrance to the Resort				
Improvements to Beelow Lane				
Schemes that respond to community traffic and safety concerns				
Exploring opportunities to increase public transport journeys to the Resort				
Variable message signs				
Freight Strategy				
Staffordshire Freight and Communities Forum proposals				
Potential Freight Strategy measures relevant to Staffordshire Moorlands				
Housing		State of Readiness		
Leek Local Transport Strategy				
New school provision within housing developments				
Bus stop infrastructure and real time bus passenger information				
Edward Street and Stanley Street pedestrian enhancements				
Footpath / cycle routes and the rights of way enhancements				
Appropriate site accesses				
Mount Road improvements, including footpaths				
Kniveden Lane upgrade, including footpaths				
Potential junction improvement at A53 / Junction Road				
Biddulph Local Transport Strategy				
Bus stop infrastructure and real time bus passenger information				
Enhanced bus connections to Stoke-on-Trent				
Footpath / cycle routes and the rights of way enhancements				
Complete and maintain safe access to Biddulph Valley Way (NCN55)				
Appropriate site accesses				
signal controlled junction at Victoria Business Park and new development				
Cheadle Local Transport Strategy				
New school in the north of Cheadle				
Footpath / cycle routes and the rights of way enhancements				
Bus stop infrastructure and real time bus passenger information				
Enhanced bus connections to other main settlements and Blythe Bridge rail station				
Appropriate site accesses				
High Street traffic management				
Tape Street / Ashbourne Road junction improvement				
Alton Towers Resort signing along B5417 Queen Street				
Potential junction improvement at A521 / Brookhouse Way				
Potential improvements to New Haden Road				
Potential widening of Tape Street				
Broadband Provision				
94% of premises with access to superfast broadband by 2019				
Broadband designed into all new developments				
Bus Accessibility				
Statutory supported bus services				
Approved discretionary services, including Moorlands Connect				
Developer funded infrastructure				
Condition of Local Highway Network				
Structural / preventative maintenance				
Long list of maintenance schemes identified through data assessment				
Critical bridge renewals				
Street lighting replacement works				
Parking				
TROs to manage on-street parking				
Divisional Highway Programme				
Divisional Highway Programme schemes				

Education and Skills	State of Readiness		
Supported Bus Network			
Post-16 transport to 6th form and college			
Active Travel to Schools			
Bikeability National Standard Training			
Modeshift Starts School Travel programmes			
Promotion of new walking and cycling routes and cycle information maps			
Health, Care and Wellness	State of Readiness		
Physical Activity			
Walking and cycling schemes that emerge from the LCWIP process			
Rights of Way Network			
Delivery of statutory responsibilities			
Address issues of 'A' category paths			
Clearance and repair of paths by volunteers			
Air Quality			
Potential scheme at Cellarhead crossroads			
Potential schemes at Leek – Ball Haye St, Broad St and Haywood St			
Potential scheme for Tape Street Cheadle			
Eco Stars Scheme			
Electric Charging Points			
Road Safety			
Driver training, road safety education and training in schools			
Freehay crossroads near Cheadle			
Spring Gardens, Leek			

Funding Opportunities

Local Growth Fund

- 6.5 Staffordshire and Stoke-Trent Local Enterprise Partnership have secured local growth funding for the period 2015 / 16 to 2020 / 21. The Government has confirmed that LEPs will continue to receive additional local growth funding up to 2021. The County Council is engaged in the scheme prioritisation process that will identify which schemes are put forward.

Midlands Connect

- 6.6 The Government has awarded funding directly to Midlands Connect to develop a rolling 25-year programme of strategic road and rail improvements, split into five year 'blocks' consistent with expected road and rail investment periods and the implementation of HS2. The priority is to ensure delivery of schemes already the programmes of Highways England and Network Rail, and developing business cases for interventions that can start to be delivered in the period 2020-2025.

County Council revenue budget

- 6.7 Staffordshire County Council's revenue budget, which is currently under pressure, is used to deliver statutory and limited discretionary supported bus services. The revenue budget also supports driver training, road safety education and training in schools.

Local Transport Funding

6.8 The Department for Transport provides a significant contribution towards the Government's local growth funds, in addition to the following local transport funding:

- **Integrated Transport Block**

Integrated Transport Block funding is provided as capital grant and the allocation for Staffordshire is £3.423m per year up to 2020 / 21.

- **Maintenance Funding**

The local highways 'needs-based' maintenance capital block funding 2015 / 16 to 2020 / 21 for Staffordshire is as follows:

Year	Staffordshire's Allocation (£000s)
2015/16	20,076
2016/17	18,405
2017/18	17,848
2018/19	16,154
2019/20	16,154
2020/21	16,154

Authorities have the opportunity to secure additional funding on an 'incentive basis' dependent on its pursuit of efficiencies and use of asset management. A pothole action fund and flood resilience fund are allocated by formula.

- **Bus Service Operators Grant**

The DfT provides financial support for bus services through the Bus Service Operators Grant which allows operators of local bus services and community transport schemes to reclaim some of their fuel costs for operating local bus services.

- **Bikeability**

Funding for Bikeability training continues to be made available, giving training to older primary school pupils on cycling safely on short journeys such as to school.

Highways England

6.9 The Department for Transport invests in Highway England and funding up to 2019 / 20 is committed to schemes identified in the current Road Investment Strategy (RIS1). A new Strategy will be produced to cover the period from 2020 / 21 onwards (RIS2). A proportion of the existing funding commitment has been ring-fenced for the following:

- **Environment:** noise mitigation, low-carbon road transport, improve local water quality and resilience to flooding, maintain an attractive landscape, and work to halt the loss of biodiversity and a specific air quality fund.

- **Cycle:** more segregated cycleways alongside trunk roads and safer junctions and crossings.
- **Safety:** additional measures to boost safety.
- **Integration:** connections to international gateways and schemes that reduce community severance and provide access for pedestrians and cyclists.
- **Innovation Fund:** development of driverless, co-operative vehicles technologies and journey planning information and data.
- **Growth and Housing Fund:** match funding infrastructure to enable new developments to come forward that have stalled due to viability issues.

Network Rail

6.10 The following funding sources are available from Network Rail:

- National Stations Improvement Programme
- Level Crossings Initiative
- Access for All
- Strategic Freight Network Programme
- New Stations Fund
- Station Commercial Project Facility Funding

6.11 The Station Alliance is a new approach to the management of rail stations involving Network Rail and the TOCs. The Alliance will identify and secure funding to enable an agreed programme of station enhancements to be developed and delivered.

Developer Funds

6.12 As stated in the Staffordshire Moorlands Local Plan Policy T1: Development and Sustainable Transport, development which generates significant demand for travel or is likely to have significant transport implications (as identified within a Transport Assessment) will, where appropriate:

- Contribute to improved public transport provision
- Contribute to junction improvements, traffic management and highway infrastructure
- Provide proactive facilities and measures to support sustainable transport modes including on-site features to encourage sustainable travel methods e.g. cycle path links, cycle storage facilities, bus stops etc
- Provide and actively promote travel plans.

For more information please contact:

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