

**Prosperous Staffordshire Select Committee**

Monday, 1 June 2015

**10.00 am**

Oak Room, County Buildings, Stafford

John Tradewell  
Director of Democracy, Law and Transformation  
21 May 2015

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**A G E N D A**

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes of the Prosperous Staffordshire Select Committee held on 6 March 2015** (Pages 1 - 6)
4. **Libraries in a Connected County – part 4: Mobile & Travelling Library review** (Pages 7 - 60)  
Report of the Cabinet Member, Children and Community Safety
5. **Rail Strategy** (Pages 61 - 114)  
Report of the Cabinet Member, Economy, Environment and Transport
6. **The Staffordshire Economy** (Pages 115 - 118)  
Report of the Cabinet Member, Economy, Environment and Transport
7. **Work Programme Planning** (Pages 119 - 134)  
Report of the Scrutiny and Support Manager
8. **Exclusion of the Public**



The Chairman to move:-

“That the public be excluded from the meeting for the following items of business which involve the likely disclosure of exempt information as defined in the paragraphs of Schedule 12A (as amended) of the Local Government Act 1972 indicated below”.

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## **Part Two**

(All reports in this section are exempt)

nil

## **Committee Membership**

George Adamson	Rev. Preb. M. Metcalf
Len Bloomer	Sheree People
Maureen Compton	Simon Tagg (Chairman)
Tim Corbett	Paul Woodhead
Ian Hollinshead	Mike Worthington
David Loades (Vice- Chairman)	Candice Yeomans
Geoff Martin	

## **Note for Members of the Press and Public**

### **Filming of Meetings**

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### **Recording by Press and Public**

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**Scrutiny and Support Manager:** Tina Randall Tel: (01785) 276148

## Minutes of the Prosperous Staffordshire Select Committee Meeting held on 6 March 2015

Present: Brian Edwards (Chairman)

### Attendance

George Adamson	Rev. Preb. M. Metcalf
Ann Beech	Sheree People
Len Bloomer	Martyn Tittley (Vice-Chairman)
Maureen Compton	Paul Woodhead
Tim Corbett	Candice Yeomans
Geoff Martin	

**Also in attendance:** Mark Deaville and Mark Winnington

**Apologies:** Ben Adams, James Bailey and Geoff Morrison

### PART ONE

#### 34. Declarations of Interest

There were no declarations of interest.

#### 35. Minutes of the Prosperous Staffordshire Select Committee held on 23 January 2015

**RESOLVED** - That the minutes of the Prosperous Staffordshire Select Committee held on 23 January 2015 be confirmed and signed by the Chairman.

#### 36. Infrastructure+

The Cabinet Support Member introduced the report and the Head of Place Delivery went through the report in detail, updating Members on the progress that had been made on contract mobilisation and management arrangements. Details of the business cases referred to in paragraph 10 of the report could be made available to Members on request. Members' attention was drawn to highways development and improvements. This is a growth area with more government funding being invested for infrastructure investment.

In regard to ICT systems good progress has been made in the implementation of the new ICT system which facilitates automatic responses back to the members of the public who report issues. The intention is to link with the Council's CRM system, once issues regarding ICT security have been addressed.

The Head of Place Delivery explained that the Strategic Partnership Board meets on a quarterly basis to address issues regarding budget and performance management and risk assurance. The Operational Commissioning Board is made up of County Council

Heads of Service and senior managers from Amey. This Board addresses operational issues and develops the business plan. Project Management Teams sit below the Operational Commissioning Board, and are made up of operational managers. A number of Outcome Groups are being established to give an external view on what the partnership is achieving in the four priority areas: social value; volunteering; environmental and customer information/involvement.

Members were asked how they would like to be involved in the governance of the contract and were offered the opportunity to examine detailed documents including performance reports. Members were reassured that the governance structure for the partnership did not replace the County Council's democratic decision making processes. Members welcomed the improvements that had been made in customer information/involvement and with reference to parish councils reminded officers that those parts of Staffordshire without parish councils would want to have information and be involved. Members requested an organisational chart that would illustrate the partnership structure.

Members stated that with regard to "Partnership working with the District Councils and City Councils" there might be opportunities to work with parish councils, specifically in regard to maintenance of grass verges and asked that this be explored. The Cabinet Support Member responded that he was keen to encourage locality working and requested that Members ask parish councils that were interested in partnership working to contact the County Council.

Members asked if the Strategic Partnership Board met in public and if opposition Members could attend. The Cabinet Member responded that the meeting was a closed meeting as commercially sensitive issues were discussed.

Members asked that the language used in reporting back to customers be reviewed as it was technical and not customer friendly.

Members asked for clarification as to how volunteers might get involved. The Cabinet Member stated that volunteers are critical to help with Rights of Way and Shugborough for example and volunteering had a beneficial impact on their health and wellbeing. He requested that potential volunteers be directed to the County Council's website. He added that members of the public volunteering information was critical to dealing with issues promptly and had a major impact on resources. Any concerns should be reported through the [staffordshire.gov.uk](http://staffordshire.gov.uk) website. The Council uses social media and an app. is being developed. With regard to future member involvement the Chairman proposed that a small Working Group be set up in June to consider how the Committee might be involved in the governance of the contract.

**RESOLVED** – a) The Head of Place Delivery provide Members with an organisational chart that would illustrate the partnership structure b) The Head of Place Delivery feedback concerns regarding the technical language used in reporting back to the public, with a view to making it more customer-friendly c) A Working Group be set up in June 2015 to advise the Committee on how they might be involved in the governance of the Infrastructure+ contract.

### **37. Staffordshire's Learning Infrastructure Forecast**

The Commissioner for Education and Wellbeing introduced the Staffordshire Learning Infrastructure Forecast and drew Members' attention to the organisation design diagram circulated with the papers, specifically to the Access to Learning part of the flowchart, to which the SLIF addresses. The challenges the Council faces were summarised with escalating demand and new pressures emerging. In response to this a 'Forecast' had been developed reflecting the dynamic environment that the Council is aiming to respond to e.g. new housing developments. The importance of working closely with borough and district council planning departments was stressed to ensure that we get the necessary funding from financial sources. Population growth in Staffordshire mirrored growth in the country as a whole and had a major impact on the demand for school places. Over the last five years 2,200 new primary school places and over 200 secondary school places had been created through schools maximising use of their accommodation, and a capital investment of £33m had been made. The School Organisation team was being expanded. However, as illustrated in Appendix B to the report, Total Basic Need allocations from central government have reduced over time and government funding is short term, whereas building school projects are long-term. Section 106 monies received through leverage agreements with planning authorities and developers have increased, reflecting population increases, but changes in the Community Infrastructure Levy legislation will result in a reduction in the amount of monies received through "planning obligations". The Capital Investment Scenario in Figure 6 of Appendix B provided a model reflecting the assumption of finance from government and housing developers. The Council was reasonably confident on the S106 from Strategic Development Allocation (SDA) figures quoted but drew Members' attention to the funding gap of £32m - £72.5m. This report reflected the opportunities and challenges that the Council faced and Officers welcomed an opportunity for an early conversation with Members and indicated that more detail about the county's Strategic Infrastructure Plan would be made available later in the summer 2015.

Members sought reassurance that 1300 houses in the Pye Green Valley housing development had been taken into account in the diagram on the location and number of homes on SDAs. Officers stated that this had already been taken into account in earlier calculations.

Members asked for clarification on the New Mainstream Places diagram, specifically why the potential growth of secondary places in the next 15 years in Cannock Chase District was '0'. It was explained that the Potential Growth figure was over and above what could currently be met.

Members referred to Neighbourhood Plans being developed by their local Town Councils and asked if the different plans correlated. Officers responded that the SLIF was being brought to Members at an early stage to ensure that they were aware of the challenges and potential financial shortfall and they asked that Members' assist them in making local councils aware of the SLIF.

Members were concerned that a significant financial shortfall had been identified with no proposals as to how it might be filled. There was no easy answer to filling the gap, but in identifying the gap attempts would now be made to draw funding in. Members suggested a communications strategy be developed to ensure that local councils are

aware of the challenges. Local conversations had begun with local Members, local planning authorities and schools. Members referred to the challenges in their own areas and asked that conversations take place with diocesan representatives.

Members thanked officers for the organogram and suggested that a cash flow diagram would be helpful. The Commissioner stated that further information was available but some was commercially sensitive. The SLIF represented an attempt to bring individual school development projects together into one document. Locality plans would be available in summer 2015. Members requested that plans were shared with all schools (head teachers and Chairs of governing bodies) including those in areas where no housing developments are planned, separate to the District briefings that already take place.

**RESOLVED** - a) That the Committee endorses the proposal that a priority is placed on the strategic development of Staffordshire's Learning Infrastructure Forecast in the 2015/16 business planning year b) That the Committee consider within their work programme the necessary alignment of wider planning, prioritisation and capital programme decisions where significant interdependencies exist in order to support delivery of the SLIF c) That the SLIF is shared with all schools, including those in areas where no housing developments are planned, separate to the District briefings d) A further update, with locality plans, be brought to the Committee in late summer 2015.

### **38. Case Study of Ironman 70.3 Staffordshire**

The Cabinet Member introduced this item drawing Members' attention to the economic and health impact of the Council's success in successfully bidding for the three year Ironman 70.3 (and UK Corporate Games) contracts. The events will take place in Staffordshire on 14 and 26 June respectively. Members received a presentation given by the Sportshire Co-ordinator and watched a promotional video. 2,600 competitors from 36 countries have signed up for the event. A run only Iron Kids event will be held on 13 June at Shugborough with 500 athletes already signed up. The projected annual economic benefit of £2.7m is expected. Paul Woodhead offered to promote the event on Cannock Radio. Members asked for reassurance that we had adequate accommodation to meet visitors' expectations. The Sportshire Co-ordinator assured Members that accommodation needs would be met and explained that the Shugborough campsite at the Education Centre would accommodate 1,000 visitors and that Yurts and outside accommodation would be available. The Chairman asked if enough volunteers had been attracted to support the event. The Director of the Sports across Staffordshire Partnership explained that the Partnership was working with local charities and he was confident that there would be enough volunteers to support the events. Members congratulated the Director of Sports across Staffordshire Partnership and the Sportshire Co-ordinator for their achievements.

**RESOLVED** – a) That the Committee endorses the principles underpinning the County Council's Sportshire vision (particularly in relation to major events) in the context of the Council's business priorities.

### **39. The SACRE Annual Report 2013-14**

The Chair of SACRE introduced the report. He had asked that the Committee receive the report and thanked the County Council for their support. He was pleased to report that in spite of academies developing independently of local authority structures there was ongoing coherence in regard to the delivery of religious education and collective worship in schools. All schools are using the networks and agreed syllabus and taking advantage of the professional support commissioned through Entrust. The SACRE Code of Conduct had been developed and has enabled the discussion of sensitive areas to forestall misuse of SACRE. Examination results have shown a good number of pupils take religious studies to Full Course GCSE level and a letter of congratulations has gone out to those who have achieved grades A\* to C. SACRE is a harmonious body that has never been inquorate, however if a vote was required, each member would have a single vote. A new syllabus for religious education is now being drawn up with discussions with various agencies taking place. The Chair of SACRE drew Members' attention to the fact that SACRE does not have any additional funding to support the creation of a new Agreed Syllabus and so and is looking at ways of drawing down funding for school improvement. Members thanked the Chair of SACRE for his update.

**RESOLVED** – That the report be received.

### **40. Work Programme**

The Scrutiny and Support Manager summarised the Work Programme and asked Members if they would agree to a workshop being held to discuss the Countryside Estate Management Review prior to a Cabinet decision planned for 21 October 2015.

**RESOLVED** – a) That the amendments noted above be made to the work programme  
b) It was agreed that a workshop on Countryside Estate Management Review be held in late August/early September 2015.

**Chairman**





Local Members' Interest
N/A

**Prosperous Staffordshire Select Committee**

**Monday 1<sup>st</sup> June, 2015 10:00 am**

**Libraries in a Connected Staffordshire (part 4)**

**Recommendation/s**

- 1.To consider and comment on proposals to redefine and reshape Staffordshire's mobile and travelling library service, set out in this report.

**Report of Michael Lawrence Cabinet Member for Children, Communities & Localism**

**Summary**

**What is the Select Committee being asked to do and why?**

2. To scrutinise the principles that have been developed which it is proposed will inform the future planning of mobile routes.
- 3.To comment upon the proposed routes for Staffordshire's Mobile and Travelling Library Service which will be subject to public consultation.
- 4.The Library Service welcomes comments from the Prosperous Staffordshire Select Committee which will feed into the proposals to be considered by Cabinet on 17 June 2015.

# Report

## Background

5. The purpose of the report is to update the Select Committee on work that has taken place further to the Prosperous Staffordshire Select Committee meeting on 23 January 2015 and Cabinet on 18 February 2015 to adapt and reposition the mobile and travelling library service.
  6. Subject to comments from this Committee and Cabinet agreement, specific initial service recommendations will be tested with communities through a formal public consultation. These recommendations have been developed on the basis of an analysis of usage, financial performance and a set of principles that aim to ensure people with the greatest need continue to receive a mobile or travelling service.
  7. As outlined in Achieving Excellence – Libraries in a Connected Staffordshire: Part, Part 2 and Part 3 (see previously published papers) the way that people access information and reading, the way they socialise and interact with each other and with organisations continues to evolve in the digital age.
  8. To meet these changes, since 2008 Staffordshire Library Service has changed the way it operates, and has delivered £1.1 million of savings without any building closures or reductions of opening hours through:
    - Reducing management and support services;
    - Introducing self-service; and
    - Reducing expenditure on CDs & DVDs.
- A review of the static library service will deliver £1.325 million in savings by April 2017 as part of the Council's Medium Term Financial Strategy (MTFS).
9. A further saving of £350,000 per year against the Mobile and Travelling Library Service has been identified as part of the 2015-2018 MTFS review.
  10. The Public Libraries and Museums Act 1964 gives the County Council a statutory duty to provide "a comprehensive and efficient library service". The Council is also required to ensure that facilities are available for the borrowing of or reference to books, other printed materials, recorded music and films, of sufficient number, range and quality to meet the requirements of adults and children in the County Council's area. The Council must also encourage adults and children to make full use of library services, and lend books and other printed materials free of charge to those who live, work or study in the area.

11. Within Staffordshire the Mobile and Travelling Library Service is part of the county council's provision and is managed and delivered by Staffordshire Libraries and Arts service.

12. A small percentage of the Staffordshire population are members of the Mobile and Travelling Library Service. During 2013/14:

- There were less than 13,000 members (1.5% of the population)
- 5,600 members borrowed from the service (0.66% of the population)
- Mobile and travelling libraries generated 6.4% of Staffordshire's issues.

13. In 2013/14 there were 104,763 visits to Staffordshire Mobile and Travelling libraries. This is 2.7% of total visits to all Staffordshire Libraries (mobile, travelling and static libraries combined).

14. As with static libraries, use of Mobile and Travelling libraries has fallen consistently over a 10 year period and visits have declined by 7.5%, during the last 4 years.

<b>Mobile and Travelling Library Usage</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>
<b>Visits</b>	<b>113,315</b>	<b>113,431</b>	<b>101,794</b>	<b>103,056</b>
<b>Issues</b>	<b>360,873</b>	<b>355,517</b>	<b>280,690</b>	<b>218,969</b>
<b>Total Members</b>	<b>16,472</b>	<b>15,165</b>	<b>13,941</b>	<b>12,678</b>
<b>Active Borrowers</b>	<b>7,755</b>	<b>7,188</b>	<b>7,125</b>	<b>5,523</b>
<b>Computer Bookings</b>	<b>723</b>	<b>610</b>	<b>359</b>	<b>202</b>
<b>Number of computers</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>2</b>
<b>Summer Reading Challenge - Children Starting</b>	<b>355</b>	<b>435</b>	<b>422</b>	<b>393</b>
<b>Summer Reading Challenge - Children Completing</b>	<b>182</b>	<b>273</b>	<b>245</b>	<b>259</b>

15. Mobile libraries reach into 350\* communities, making over 800\* individual stops. Details of current stops can be found in Appendix 1.

\*figures from 2013/14

16. Currently, the mobile library fleet consists of two larger travelling libraries and six standard mobile libraries, with an additional 'relief' mobile library used if one of the vehicles is being serviced or breaks down.

17. The travelling libraries serve larger communities with a regular weekly timetable, providing these communities with at least one day of service per week.

18. The standard mobile libraries predominantly provide shorter visits on a three-weekly timetable, mainly serving smaller, communities, although some larger communities do have a weekly service from standard mobile libraries.

19. Each mobile library carries approximately 3,500 items of stock.

## Costs

20. The Mobile & Travelling Library Service costs £652,303 per year to run which includes £39,981 of management time and training costs. It costs almost £7<sup>1</sup> to visit a mobile library compared to approximately £2.26<sup>2</sup> to visit a static library. A full breakdown of costs are listed below:

<b>Mobile and Travelling Library Service</b>	<b>Budget 2015/16</b>
Staff costs: salaries and on costs of drivers, relief drivers, casual staff and library assistants	£352,420
Vehicle costs: lease, fuel, repairs & maintenance, software licences etc.	£234,991
Management & training	£39,981
Book stock: annual additions to stock	£24,910
<b>Total:</b>	<b>£652,303</b>

21. The County Council agreed as part of the MTFs 2015-18 to review the Mobile & Travelling Library Service and explore options to reduce the annual budget by £350,000.

22. The Mobile & Travelling Library Service is managed operationally by the Library Service District Managers and delivered by the mobile drivers/assistants. Mobile Libraries are single staffed and Travelling Libraries have two staff with 1 FTE Driver/Assistant and 1 FTE Library Assistant to cover the extended hours that the vehicle operates. A full time Transport Manager manages the fleet of vehicles.

23. There may be costs associated with reducing the service should final proposals be agreed by Cabinet. These include, but are not necessarily limited to:

- Termination charge of vehicle leases
- Redundancy costs

## Principles

24. In addition to the analysis of usage and our engagement with staff, the following principles have been developed which it is proposed will inform the future planning of mobile routes. We believe that these principles will ensure that the service continues to reach into areas of greatest need.

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<sup>1</sup> This is an internally produced cost figure used to show the difference between the Mobile & Travelling Library Service and static libraries. The cost per visit for Staffordshire Libraries (which includes static and mobile libraries) as published in CIPFA 2013 /14 was £2.66.

<sup>2</sup> See above

25. We welcome the Committee's comments on the following principles before we seek views from the public as part of the formal consultation:

1.	<p>Mobile and Travelling library stops will take account of the location of static libraries to ensure that duplication of service is not taking place.</p> <p>It is proposed that Mobile and Travelling Libraries will generally visit locations outside a 2 mile radius of a static library.</p> <p>However there could be exceptions identified through the public consultation that will need to be considered in the final proposals taking into account:</p> <ul style="list-style-type: none"> <li>a. The needs of areas of deprivation</li> <li>b. The needs of hard-to-reach groups</li> <li>c. How connected communities are in terms of access to transport to reach static libraries and accessibility to online services and information through Internet access</li> </ul>
2.	<p>Based on performance of the last three years, where a mobile or travelling library has received at least three visitors within a community, a mobile or travelling library service will continue.</p>
3.	<p>Each community identified as needing a mobile or travelling library service through this review will receive one mobile or travelling library visit at least once every 3 weeks. This will maximise access to the service across the county.</p>
4.	<p>The duration of the mobile or travelling library stops will be for a minimum of 15 minutes. Length of stop time will depend on the level of use at each stop.</p>
5.	<p>Continuation of service to those in greatest need is a priority.</p> <p>We will consider carefully how the needs of the vulnerable, the elderly and other protected groups can be met if there is a recommendation to change the service in their community.</p> <p>Alternative ways of ensuring service delivery will be explored during the consultation and recommended in the final proposals.</p>
6.	<p>All routes and stops will be reviewed on an annual basis.</p>

## Proposals

26. To help inform these proposals the 15.5 FTE Mobile & Travelling Library Service staff have been given the opportunity to comment on them and also to share their aspirations and expectations of the Mobile & Travelling Library Service as it is remodelled.

27. During the staff engagement, Mobile & Travelling Library staff told us that:

- Longer and more frequent stops would be more memorable to customers.
- Timely stops in a central community location would be preferable.
- Rural and isolated stops are typically used by older people and those who find it difficult to get to towns.

28. Having engaged with staff and completed a financial review and performance analysis of the Mobile & Travelling Library Service, it is proposed that communities, individuals and stakeholders are consulted on the principles and the proposed routes and stops for the Mobile & Travelling Library Service.

29. Community groups and alternative methods of service delivery, for example e.g. deposit collections, access points or other alternatives will be explored through the public consultation.

30. The proposed routes can be found in Appendix 2.

31. The stops that we are proposing to retain as outlined in Appendix 2 were selected by applying the principles above and taking into account:

- Existing level of use
- Distance from a static library
- Index of multiple deprivation
- Car ownership
- Access to public transport
- Current level of internet access and provision within a locality

32. In addition to consulting on the principles and the detailed proposal as described in Appendix 2, we welcome views regarding to alternative proposals or delivery methods. The consultation will give the opportunity to share comments and suggestions and all alternatives will be considered.

## **Consultation**

33. Should Cabinet agree to formally consult with the public on these proposals we plan to do so over a 9 week period. Our three weekly mobile timetables will give customers up to 3 opportunities to access their Mobile or Travelling Library during the consultation period.

34. All consultation materials will be made available on the County Council's website as well as in hard copy in mobile, travelling and static libraries.

## **Next steps**

35. Subject to Cabinet approval we propose to begin the Public Consultation in July.

36. We will analyse the consultation during September and take final recommendations with a full Community Impact Assessment to Cabinet later in the year

37. We anticipate implementing changes to the service in 2016.

**Link to Strategic Plan** – Libraries and Arts contribute to all of the County Council outcomes and sub-outcomes through improving and innovating the service to increase engagement and outcomes

**Community Impact** – An initial scope Community Impact Assessment will be completed to support the 17 June Cabinet report. Findings from the public consultation will feed into a full Community Impact Assessment to ensure the council has a full understanding of the impact of final recommendations and how any negative impact can be mitigated.

## **Contact Officer**

**Janene Cox**

**Job Title: Commissioner for Tourism and the Cultural County**

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## **Appendices/Background papers**

Appendix 1 – Current routes

Appendix 2 – Proposed routes

**Name of Select Committee**  
**Date**

<b>Recommendation</b>		<b>Proposed action (or action already taken)</b>	<b>Lead Member/Officer</b>	<b>Deadline</b>
<i>No.</i>				



## Route 1 (Week 1 - Monday)

		Postcode	Times
Meir Heath	The Windmill	ST3 7BP	9.35 - 9.55
Meir Heath	Whitmore Road	ST4 8AP	10.35 - 10.45
Keele	Horwood	ST5 5BH	11.05 - 11.25
Barlaston Park	Ivy House Drive	ST12 9BQ	1.15 - 1.30
Cocknage	Telephone Box	ST3 4AG	1.40 - 1.55
Fulford	Meadow Lane	ST11 9RX	2.15 - 2.40
Fulford	Village Hall	ST11 9QT	2.45 - 3.15

## Route 2 (Week 1 - Tuesday)

		Postcode	Times
Stafford	Verulam Road	ST16 3EA	9.30 - 9.45
Enson	Village	ST18 9TA	10.00 - 10.15
Hopton Heights	Battle Ridge	ST18 0BG	10.25 - 10.55
Salt	Primrose Cottage	ST18 0BW	11.05 - 11.15
Salt	Ivy Cottage	ST18 0BW	11.20 - 11.50
Salt	Hollybush	ST18 0BU	11.55 - 12.20
Salt	Salt Cottage	ST18 0BL	12.25 - 12.35
Doxey	Doxey House	ST16 1UU	2.00 - 2.35
Doxey	The Drive	ST16 1EF	2.40 - 3.00
Creswell	Wilkes Wood	ST18 9QR	3.15 - 3.25
Whitgreave	Telephone Box	ST18 9SP	3.35 - 3.50
Aston	Oak Tree, Aston Lane	ST15 0BW	4.00 - 4.20

## Route 3 (Week 1 - Wednesday)

		Postcode	Times
Etching Hill	Lansdowne Way	WS15 2XE	10.00 - 10.15
Etching Hill	Riders Way	WS15 2NA	10.20 - 10.30
Etching Hill	Peaks Road	WS15 2LY	10.40 - 11.00
Etching Hill	Chaseley Road	WS15 2LN	11.05 - 11.15
Etching Hill	Penk Drive	WS15 2TS	11.20 - 11.30
Etching Hill	Waverley Gardens	WS15 2YE	11.35 - 11.50
Slitting Mill	Post Office Lane	WS15 2UP	12.00 - 12.15
Tixall	Church	ST18 0XT	2.00 - 2.20
Milford	Waterworks	ST17 0UX	2.30 - 2.50
Brocton	Village Green	ST17 0TR	2.55 - 3.10
Brocton	Sawpit Lane	ST17 0TD	3.15 - 3.45

## Route 4 (Week 1 - Thursday)

		Postcode	Times
Highfields / Western Downs	Lollipops Nursery	ST16 1BA	1.30 - 1.50
Highfields / Western Downs	Oxleathers Court	ST17 9SQ	2.00 - 2.20
Highfields / Western Downs	Lilleshall Way	ST17 9FD	2.25 - 2.45
Highfields / Western Downs	Rowley Park Academy	ST17 9RF	2.55 - 3.55
Highfields / Western Downs	Signpost Centre, West Way	ST17 9TX	4.05 - 4.30

Route 5 (Week 1 - Friday)		Postcode	Times
Woodseaves	Barn Common	ST20 0LD	9.25 - 9.45
Woodseaves	Bungalows	ST20 0LF	9.50 - 10.05
Woodseaves	Police House	ST20 0LF	10.10 - 10.25
Woodseaves	Woodseaves Primary School	ST20 0LB	10.30 - 11.00
Knightly	Village	ST20 0JS	11.10 - 11.35
Ranton	Village Hall	ST18 9JF	11.45 - 12.10
Ranton Green	Hand and Cleaver	ST18 9JZ	12.20 - 12.30
Doxey	School	ST16 1EG	1.45 - 2.25
Seighford	The Bungalows	ST18 9PQ	2.35 - 2.55
Great Bridgeford	Village Hall	ST18 9PR	3.05 - 3.20
Chebsey	Village	ST21 6JU	3.35 - 3.50
Norton Bridge	St Lukes Close	ST15 0NY	4.00 - 4.30

Route 6 (Week 2 - Monday)		Postcode	Times
Dunston	The Toft	ST18 9AQ	9.30 - 9.40
Wheaton Aston	Hartley Arms	ST19 9NF	10.00 - 11.25
Wheaton Aston	Church	ST19 9NP	11.30 - 12.40
Wheaton Aston	Old School Court + housecall	ST19 9RN	12.45 - 1.15
Wheaton Aston	Ivetsey Close	ST19 9OR	2.05 - 2.30
Wheaton Aston	First School	ST19 9PE	2.35 - 4.00
Penkridge	Turtles Nursery	ST19 5DR	4.20 - 4.40

Route 7 (Week 2 - Tuesday)		Postcode	Times
Little Haywood	Haywood Grange	ST18 0UB	11.00 - 11.20
Little Haywood	Railway Cottages (house call)	ST17 0XD	11.25 - 11.30
Colwich	Wolseley Close	ST17 0XG	11.35 - 11.55
Colwich	Dobree Close	ST17 0XF	12.00 - 12.15
Little Haywood	St Marys Road	ST18 0NJ	12.20 - 12.40
Little Haywood	Abbey Drive/St Benedicts	ST18 0QQ	12.40 - 1.00
Little Haywood	Red Lion	ST18 0TS	2.20 - 2.50
Colwich	Colwich School	ST17 0XD	3.00 - 5.00

Route 8 (Week 2 - Wednesday)		Postcode	Times
Moss Pit	Turtles Nursery	ST17 9JW	9.30 - 9.50
Acton Trussell	Leese Lane	ST17 0RJ	10.00 - 10.35
Bednall	Village	ST17 0SF	10.45 - 11.05
Bednall	Little Acorns	ST17 0SA	11.10 - 11.45
Lapley	Vaughan Arms	ST19 9JU	1.25 - 2.10
Dunston	Church Close	ST18 9AF	2.30 - 4.00

## Route 9 (Week 2 - Thursday)

		Postcode	Times
Stafford	Lichfield Court	ST17 4AU	9.20 - 9.40
Stafford	Lichfield Court (Deposit exchange/ Housecalls only)	ST17 4AU	9.40 - 9.50
Stafford	Compton Close	ST17 4PN	10.00 - 10.45
Stafford	St.George's Road	ST17 4NA	10.50 - 11.30
Stafford	Hall Close	ST17 4JJ	11.35 - 12.25
Stafford	Sydney Avenue	ST17 4EW	12.30 - 12.45
Stafford	Oliver Leese Court	ST17 9HP	1.30 - 2.15
Stafford	Thirlmere Way	ST17 9EJ	2.40 - 3.00
Gnosall	Wharf Road	ST20 0DT	3.30 - 4.10
Gnosall	Grosvenor Centre	ST20 0HA	4.15 - 5.00

## Route 10 (Week 2 - Friday)

		Postcode	Times
Hyde Lea	The Grange	ST18 9BF	9.55 - 10.20
Bradley	St Marys Close	ST18 9DX	10.35 - 11.10
Bradley	Village Hall	ST18 9DY	11.20 - 11.35
Bradley	Almshouse Croft	ST18 9DF	11.40 - 11.55
Orslow	Woodside Cottage	ST20 0AX	12.20 - 12.35
Moreton	The Bungalows	TF10 9DR	2.00 - 2.30
Outwoods	Telephone Kiosk	TF10 9EA	2.35 - 2.55
Castle Bank	Bus Stop	ST16 1DJ	3.20 - 3.45

## Route 11 (Week 3 - Monday)

		Postcode	Times
Stafford	Foregate Court	ST16 3JZ	9.30 - 9.50
Stafford	Whitgreave Court	ST16 2TA	9.55 - 10.15
Stafford	Gough and Crispin Close + housecall	ST16 1QF	10.25 - 10.40
Stafford	George Hill Court	ST16 3BW	10.45 - 11.10
Stafford	Marsh Court	ST16 3BH	11.15 - 11.40
Stafford	Marston / Hopton Court + deposit	ST16 3LD	11.45 - 12.10
Stafford	Jubilee Court + deposit	ST16 3NS	1.10 - 1.40
Stafford	Edison Road	ST16 3NH	1.45 - 2.05
Stafford	Tithe Barn Court (+housecalls)	ST16 3PP	2.20 - 2.40
Stafford	Prescott & Knight Ave	ST16 3PZ	2.45 - 3.15

## Route 12 (Week 3 - Tuesday)

		Postcode	Times
Great Haywood	Tylecote Crescent	ST18 0TA	10.25 - 11.05
Great Haywood	Cliff Road	ST18 0SZ	11.10 - 11.40
Great Haywood	Uplands	ST18 0SJ	11.50 - 12.20
Great Haywood	Oldfields Crescent	ST18 0RS	12.25 - 12.45
Great Haywood	Anson School	ST18 0SR	2.15 - 5.00

**Route 13 (Week 3 - Wednesday)**

		Postcode	Times
Walton on the Hill	Oldcroft Road	ST17 0LS	10.00 - 10.25
Walton on the Hill	Holly Drive	ST17 0NH	10.30 - 10.50
Walton on the Hill	Oakridge Way	ST17 0PS	10.55 - 11.35
Walton on the Hill	Milford Day Nursery, Milford Road	ST17 0LA	11.40 - 12.00
Haughton	Hawthorne Close	ST18 9HG	12.30 - 12.55
Haughton	Ash Drive	ST18 9EU	2.05 - 2.45
Haughton	Village Hall	ST18 9EZ	2.50 - 3.50

**Route 14 (Day off road)****Route 15 (Week 3 - Friday)**

		Postcode	Times
Rugeley	Sneydlands	WS15 2JS	9.30 - 10.30
Rugeley	The Laurels	WS15 1BE	10.40 - 12.05
Rugeley	The Laurels (Housecalls only)	WS15 1BE	12.05 - 12.15
Rugeley	St Barbara House	WS15 2AG	12.30 - 12.55
Rugeley	Wilson Keyes Court	WS15 2JS	1.00 - 1.20
Colton	The Greyhound	WS15 3HF	2.05 - 2.30
Colton	33 High Street	WS15 3ND	2.35 - 2.50
Colton	The Dun Cow	WS15 3LN	2.55 - 3.15

Route 1 (Week 1 - Monday)		Postcode	Times
Copmere	The Star (carpark)	ST21 6EW	9.30 - 9.45
Bishops Offley	Brown Jug	ST21 6ET	9.55 - 10.10
Adbaston	Marsh Meadow	ST20 0QD	10.25 - 10.40
Adbaston	Bungalows	ST20 0QF	10.45 - 11.00
Flashbrook	Bungalow	TF10 8EA	11.10 - 11.30
Weston Jones	Farm	TF10 8ED	11.40 - 12.00
Forton	Crossroads	TF10 8BD	12.10 - 12.35
Norbury	Village	ST20 0PD	1.40 - 2.10
Hanchurch	Kennels	ST5 4DG	2.45 - 3.00
Tittensor	Copeland Avenue	ST12 9JA	3.15 - 3.45

## Route 2 (Day off road)

Route 3 (Week 1 - Wednesday)		Postcode	Times
Sandon	Mumbles Nursery	ST18 0DA	9.15 - 9.30
Sandon	Stewards Cottage	ST18 0DX	9.35 - 9.50
Hilderstone	Roebuck	ST15 8SF	10.00 - 10.15
Hilderstone	Council Houses	ST15 8SE	10.20 - 10.35
Milwich	Village Hall	ST18 0BQ	10.45 - 11.25
Stone Heath	Village	ST10 4PG	11.40 - 11.55
Garshall Green	Farmhouse	ST15 8SJ	12.00 - 12.10
Draycott in the Moors	Stuart Avenue	ST11 9AA	12.25 - 12.40
Draycott in the Moors	Post Office	ST11 9AQ	12.45 - 1.00
Moss Lane	Council Houses	ST15 8RQ	2.10 - 2.25
Moddershall	Village Hall	ST15 8TG	2.35 - 2.55
Oulton	Village Hall	ST15 8UJ	3.05 - 3.20
Oulton	Orchard Close (Housecall monthly)	ST15 8TY	3.35 - 3.45

Route 4 (Week 1 - Thursday)		Postcode	Times
Butterton	Village	ST5 4EB	9.30 - 9.45
Acton	Village	ST5 4EG	9.50 - 10.05
Whitmore	Mainwaring Arms	ST5 5JE	10.10 - 10.25
Baldwins Gate	Sheet Anchor	ST5 5HW	10.35 - 12.00
Maer	The Village	ST5 5EF	12.10 - 12.30
Chapel Chorlton	The Village	ST5 5JL	12.40 - 12.55
Willoughbridge	Village	TF9 4JG	2.15 - 2.30
Aston	Village	TF9 4JD	2.35 - 2.50
Onnerley	Village Hall	CW3 9QJ	3.05 - 3.20
Bar Hill	Cottages	CW3 9QD	3.30 - 3.45
Baldwins Gate	Manor Road (+housecall)	ST5 5EU	3.50 - 4.05

## Route 5 (Week 1 - Friday)

		Postcode	Times
Croxton	The Village	ST16 6NJ	9.30 - 9.45
Wetwood	Crossroads (+housecall)	ST21 6NW	9.50 - 10.05
Mucklestone	Old School	TF9 4DL	10.15 - 10.30
Napley	The Haven	TF9 4DT	10.35 - 10.45
Knighton	Opposite the Smithy	TF9 4HP	10.50 - 11.05
Ashley	Housecall	TF9 4JF	11.15 - 11.20
Ashley	The Peel Arms	TF9 4JT	11.25 - 11.45
Almington	The Village	TF9 2PN	12.00 - 12.15
Hales	Hales Court	TF9 2PP	12.20 - 12.40
Ashley Heath	Badger Brow Road	TF9 4RG	12.55 - 1.10
Ashley Heath	Memorial Hall	TF9 4PN	1.50 - 2.05
Hill Chorlton	Cheese Factory	ST5 5JF	2.20 - 2.35
Hill Chorlton	Kennels	ST5 5JF	2.40 - 2.55
Stableford	Caravan Park	ST5 5JT	3.05 - 3.20

## Route 6 (Week 2 - Monday)

		Postcode	Times
Clayton	Allenby Court	ST5 3HT	10.10 - 10.30
Clayton	Waveney Court	ST5 3PN	10.40 - 10.55
Newcastle	Beaumaris Court	ST5 2JW	11.10 - 11.35
Newcastle	Broadmeadows Court	ST5 7JG	11.50 - 12.05
Alsagers Bank	Post Office	ST7 8BP	1.30 - 1.45
Alsagers Bank	Podmore Avenue	ST7 8BE	1.50 - 2.20
Yarnfield	The Furlong (Housecall only)	ST15 0PE	3.05 - 3.10
Yarnfield	The Furlong	ST15 0PE	3.15 - 3.35
Yarnfield	Greenside	ST15 0RN	3.40 - 4.05

## Route 7 (Week 2 - Tuesday)

		Postcode	Times
Swynnerton	Village	ST15 0RA	9.40 - 10.10
Swynnerton	Cotes Farm	ST15 0QQ	10.15 - 10.25
Mill Meece	Mill House	ST21 6QT	10.35 - 10.50
Brockton	Pear Tree Cottage	ST21 6LY	11.00 - 11.10
Slindon	Slindon House Farm	ST21 6LX	11.25 - 11.35
Walford	Bungalow	ST21 6QS	11.45 - 12.00
Standon	The Barns	ST21 6RZ	12.05 - 12.15
Standon	Gorse View	ST21 6RB	12.20 - 12.35
Standon	Bowers	ST21 6RW	1.50 - 2.05
Standon	All Saints School	ST21 6RP	2.10 - 3.10
Cotes Heath	St James Green	ST21 6RU	3.20 - 4.00

## Route 8 (Week 2 - Wednesday)

		Postcode	Times
Derrington	St Matthews Drive	ST18 9LS	1.50 - 2.20
Derrington	Field Crescent/The Drive	ST18 9LU	2.25 - 2.45
Derrington	St Matthews Church	ST18 9LY	2.50 - 3.20
Derrington	Billington Lane (house call)	ST18 9LY	3.25 - 3.35
Derrington	Castle View	ST18 9NF	3.40 - 4.30

## Route 9 (Week 2 - Thursday)

		Postcode	Times
Knutton	Newcastle Children's Centre	ST5 7BE	9.30 - 10.20
Crackley	Audley Road	ST5 7ET	10.40 - 10.55
Bignall End	Wood Lane Community Centre	ST7 8PH	11.05 - 11.20
Crackley	Churchfield Primary School	ST5 7BT	11.30 - 11.45
Dimsdale	Bentley Avenue	ST5 9DF	12.00 - 12.45
Milehouse	Morrisons Supermarket	ST5 7DL	1.45 - 2.30
Cross Heath	Meadow Lane	ST5 9AE	2.40 - 3.00

## Route 10 (Week 2 - Friday)

		Postcode	Times
Knutton	Gordon Court	ST5 6DL	10.45 - 11.00
Cross Heath	Castletown Grange	ST5 9JF	11.20 - 11.45
Cross Heath	Ronaldsway Drive (housecall only)	ST5 9HE	11.50 - 11.55
Cross Heath	Derwent Place	ST5 9HG	1.00 - 1.30
Newcastle	St. Pauls Road 1(Public)	ST5 2PQ	1.40 - 1.50
Newcastle	St. Pauls Road 2 (housecall)	ST5 2PQ	1.55 - 2.00
Newcastle	St. Pauls Road 2(Public)	ST5 2PQ	2.00 - 2.10
Newcastle	Orme Road	ST5 2PB	2.15 - 2.45
Newcastle	Lisbon Place	ST5 2TX	2.55 - 3.20
Newcastle	Falkirk Grange	ST5 2LL	3.30 - 3.50

## Route 11 (Week 3 - Monday)

		Postcode	Times
Stowe	The Church	ST18 0LG	10.00 - 10.20
Kingstone	The Church	ST14 8PZ	10.35 - 11.10
Bramshall	Mallins Croft	ST14 5NG	11.35 - 11.45
Withington	Farmers Arms	ST10 4PU	12.00 - 12.10
Church Leigh	Church	ST10 4RD	12.15 - 12.25
Lower Leigh	The Green	ST10 4PY	12.30 - 12.40
Gayton	Hartley Green Lane	ST18 0HH	1.55 - 2.10
Weston	Spencer Close	ST18 0JD	2.20 - 2.30
Weston	Woolpack	ST18 0FR	2.35 - 3.35
Hixon	Village Hall	ST18 0PU	3.45 - 4.30
Hixon	Lauders Grove	ST18 0PD	4.35 - 4.45

## Route 12 (Week 3 - Tuesday)

		Postcode	Times
Clayton	Gloucester Grange (+ housecall)	ST5 3EE	9.35 - 10.00
Newcastle	Earls Court (Housecalls)	ST5 1QJ	10.10 - 10.25
Newcastle	Kimberley Grange (+ exchange)	ST5 9EH	10.35 - 10.50
Newcastle	Highfield Grange (+exchange)	ST5 0TF	11.00 - 11.25
Newcastle	Leamington Gardens	ST5 0JX	11.30 - 11.55
Newcastle	Rocklands	ST5 8RE	1.15 - 1.35
Newcastle	Lyme Court	ST5 1SH	1.50 - 2.30

**Route 13 (Week 3 - Wednesday)**

		Postcode	Times
Bignall End	Wedgwood Ave	ST7 8PG	9.55 - 10.05
Balterley	Green Farm	CW2 5QJ	10.25 - 10.35
Balterley	Broom Cottage	CW2 5QH	10.40 - 10.50
Balterley	Post Office	CW2 5QD	10.55 - 11.05
Buddeleigh	Doddlespool Barns	CW3 9AE	11.15 - 11.25
Betley	East Lawns	CW3 9AG	11.30 - 11.50
Betley	Church Lane	CW3 9AX	11.55 - 12.15
Betley	Village Hall	CW3 9BH	12.20 - 12.35
Wrinehill	Hand and Trumpet	CW3 9BJ	12.40 - 12.55
Madeley Heath	Hillwood Road	CW3 9JY	1.50 - 2.05
Madeley	Morningside	CW3 9NH	2.15 - 3.00

**Route 14 (Week 3 - Thursday)**

		Postcode	Times
Kidsgrove	Hollins Grange	ST7 1RL	10.30 - 10.45
Harriseahead	Harriseahead Playgroup	ST7 4JL	11.05 - 11.20
Harriseahead	High Street (Post Office)	ST7 4JT	11.25 - 11.35
Harriseahead	High Street (Sands Road)	ST7 4JX	11.40 - 12.05
Harriseahead	Long Lane	ST7 4LH	12.20 - 12.35
White Hill	Sandpiper Court	ST7 4YX	1.50 - 2.10
White Hill	Co-op	ST7 4DS	2.20 - 3.30
Rookery	Chip Shop	ST7 4RS	3.40 - 4.30

**Route 15 (Week 3 - Friday)**

		Postcode	Times
Dimsdale	Southlands Nursery	ST5 8BZ	10.05 - 10.35
Chesterton	Chesterton Primary School	ST5 7NT	10.50 - 12.00
Chesterton	Brick Kiln Lane	ST5 7DZ	12.15 - 1.00
Chesterton	Jolly Potters	ST5 7AB	2.30 - 3.10
Chesterton	Bungalows, Moss Grove	ST5 6BG	3.15 - 3.35
Chesterton	St Chads Primary	ST5 7AB	3.40 - 4.00



Route 1 (Week 1 - Monday)		Postcode	Times
Hednesford	Bradbury Lane	WS12 4EN	10.00 - 10.10
West Chadsmoor	Shelley Road	WS11 5JX	10.20 - 10.35
West Chadsmoor	Pye Green Road	WS11 5RW	10.40 - 10.45
Chadsmoor	Cemetery Road	WS11 5QG	11.00 - 11.15
Chadsmoor	Smillie Place	WS11 6DU	11.20 - 11.30
Chadsmoor	Burns Street	WS11 6DR	11.35 - 11.45
Chadsmoor	Patterdale Road	WS11 2ES	11.50 - 12.05
Chadsmoor	Moreton Street	WS11 5HL	12.10 - 12.30
Chadsmoor	Albion Place	WS11 5QS	12.35 - 12.45
Chadsmoor	Arthur Street	WS11 2HD	12.55 - 1.10

Route 2 (Week 1 - Tuesday)		Postcode	Times
Newtown	Long Lane	WS6 6AU	10.00 - 10.15
Newtown	Teddy Bears Nursery	WS6 6AT	10.20 - 10.50
Great Wyrley	Weston Drive	WS6 7NQ	10.55 - 11.10
Great Wyrley	Streets Lane	WS6 7NG	11.15 - 11.30
Great Wyrley	Day Centre	WS6 6HW	11.40 - 12.15
Great Wyrley	Oak House	WS6 6ER	12.20 - 12.45
Essington	Sneyd Lane	WV11 2DX	2.05 - 2.15
Essington	Swynnerton Drive	WV11 2DB	2.25 - 3.15
Essington	Hill Street	WV11 2BS	3.30 - 5.50

Route 3 (Week 1 - Wednesday)		Postcode	Times
Wombourne	Victoria Grove (+ deposit exchange)	WV5 9AJ	10.00 - 10.35
Wombourne	Brunel Court	WV5 9EU	10.40 - 11.00
Wombourne	The Maltings	WV5 9HY	11.05 - 11.25
Wombourne	Arbourtrees Court (+deposit exchange)	WV5 9JN	11.35 - 12.05
Wombourne	Bridgnorth Avenue (Housecall only)	WV5 OAD	12.10 - 12.20
Prestwood	Lords Lane	DY7 5PF	1.30 - 1.50
Kinver	Mill House	DY7 6LE	2.10 - 2.40

Route 4 (Week 1 - Thursday)		Postcode	Times
Seisdon	Seven Stars	WV5 7EL	10.25 - 10.45
Pattingham	West Beech Road	WV6 7AQ	11.00 - 12.15
Pattingham	Village Hall	WV6 7BG	1.15 - 4.30

Route 5 (Week 1 - Friday)		Postcode	Times
Stafford	Winchester Court	ST17 4TB	9.30 - 10.00
Cannock	Elmcroft Court	WS11 1DQ	10.20 - 10.40
Cannock	Rowan Croft	WS11 0EH	10.45 - 11.05
Cannock	Caxton Court	WS11 0EA	11.10 - 11.40
Cannock	Remington Drive	WS11 0EG	11.45 - 12.15
Rumer Hill	Mosswood Street	WS11 3AT	12.30 - 12.45
Cannock	Chase Day Service	WS11 3LG	1.30 - 1.45
Cannock	Longford Court	WS11 1QB	1.55 - 2.15
Stafford	Lodgfield Park	ST17 0YF	2.45 - 3.15

Route 6 (Week 2 - Monday)		Postcode	Times
West Chadsmoor	Teddesley Court	WS11 5UL	10.35 - 10.45
West Chadsmoor	Bevan Lee Road	WS11 4PU	10.55 - 11.05
West Chadsmoor	Johnson Road 1	WS11 4BA	11.10 - 11.20
West Chadsmoor	Johnson Road 2	WS11 4BB	11.25 - 11.50
West Chadsmoor	Milton Road	WS11 4PJ	11.55 - 12.15
West Chadsmoor	Clarion Way 1	WS11 4NR	12.20 - 12.35
West Chadsmoor	Abbotsfield	WS11 4NP	12.40 - 12.55
West Chadsmoor	Clarion Way 2	WS11 4NR	1.05 - 1.20
Huntington	Dog in Tree (garages)	WS12 4QR	2.00 - 2.10
Huntington	Community Centre	WS12 4PD	2.20 - 3.15

Route 7 (Week 2 - Tuesday)		Postcode	Times
Calf Heath	Kings Road	WV10 1DU	9.50 - 10.00
Shareshill	Manor Drive	WV10 7LG	10.10 - 10.25
Shareshill	St.Mary's Close	WV10 7LB	10.30 - 10.50
Shareshill	Elms Lane	WV10 7JS	10.55 - 11.05
Shareshill	Wolverhampton Rd	WV10 7JR	11.10 - 11.20
Featherstone	Featherstone Children's Centre	WV10 7AS	11.30 - 12.30
Featherstone	Greenaway Court	WV10 7QB	1.25 - 1.45
Featherstone	The Leas	WV10 7AN	1.50 - 2.05
Featherstone	Larkspur Drive	WV10 7TP	2.10 - 2.35
Featherstone	Whitgreave Court	WV11 7NB	2.45 - 3.00
Wedges Mills	Hall Meadow	WS11 1TB	3.15 - 3.30

Route 8 (day off road)

Route 9 (Week 2 - Thursday)		Postcode	Times
Hednesford	Metcalfe Close	WS12 4RJ	9.45 - 10.10
Hednesford	School Court	WS12 4UA	10.10 - 10.30
Chadsmoor	Moorhill Pre School: Moorland Road	WS11 4NX	10.40 - 11.35
Chadsmoor	Grace Moor Court	WS11 5HS	11.45 - 12.00
Hednesford	Bradford Street	WS11 5TQ	12.05 - 12.25
Hednesford	Highfields Centre	WS11 5TY	12.30 - 1.00
Bridgetown	Vine Court	WS11 0GQ	2.00 - 2.45

Route 10 Week 2 - Friday)		Postcode	Times
Acton Gate	Oakrest	ST18 9AA	10.20 - 10.30
Gailey	Croft Lane	ST19 5PY	10.45 - 11.00
Weston under Lizard	Weston Park	TF11 8LB	11.30 - 11.55
Blymhill	School Lane	TF11 8LL	12.10 - 12.30
Great Chatwell	Slindon Cottage	TF10 9BN	12.40 - 12.55
Marston	The Fox	ST20 0AS	2.20 - 2.35
Church Eaton	Post Box / Noticeboard	ST20 0AG	2.45 - 3.45

Route 11 (Week 3 - Monday)		Postcode	Times
Bobbington	Village Hall + Nursery	DY7 5DH	10.15 - 10.45
Enville	Blundies Lane	DY7 5HP	11.00 - 11.15
Enville	The Cat	DY7 5HA	11.20 - 11.35
New Wood	Hyperion Road	DY7 6SB	11.50 - 12.10
Hinksford	Caravan Park	DY6 0BB	12.20 - 12.35
Swindon	The Greyhound	DY3 4NP	1.30 - 2.00
Lower Penn	Langley Road	WV3 7LH	2.20 - 2.30

Route 12 (Week 3 - Tuesday)		Postcode	Times
Penkridge	Riverside House (+Deposit exchange)	ST19 5DD	9.45 - 10.30
Penkridge	Rendermoor Close	ST19 5JY	10.45 - 11.10
Penkridge	Filance Close	ST19 5HW	11.10 - 11.20
Brewood	Deansfield House	ST19 9HU	11.40 - 11.55
Brewood	Deansfield House (Housecalls only)	ST19 9HU	11.55 - 12.00
Codsall	Bakers Gardens	WV8 1HA	1.00 - 1.35
Cosdall	Pendrell Court	WV8 1PA	1.45 - 2.10
Bilbrook	Lupin Gardens	WV8 1GE	2.15 - 2.45
Bilbrook	Bilbrook Grove	WV8 1HP	2.50 - 3.50

Route 13 (Week 3 - Wednesday)		Postcode	Times
Elmhurst	Fox Lane	WS13 8HA	9.40 - 10.00
Hanch Hall	Cottages	WS15 4QB	10.10 - 10.20
Longdon Green	Hill Top	WS15 4QA	10.30 - 10.50
Longdon Green	Village Green	WS15 4PY	10.55 - 11.05
Longdon	Post Office	WS15 4PB	11.15 - 11.45
Longdon	High Street	WS15 4LQ	11.50 - 12.05
Upper Longdon	Upper Way	WS15 1QA	12.15 - 12.30

Route 14 (Week 3 - Thursday)		Postcode	Times
Hazelslade	Blackthorne Crescent	WS12 0SW	10.00 - 10.15
Hazelslade	The Grange	WS12 0PW	10.20 - 10.45
Wimblebury	Community Centre	WS12 2RY	10.50 - 11.00
Cannock Wood	Pineside Avenue	WS15 4RG	11.10 - 11.30
Cannock Wood	Gilwell Road	WS15 4RQ	11.35 - 11.45
Cannock Wood	Cumberledge Hill	WS15 4SB	11.50 - 12.10
Cannock Wood	Danby Drive (+housecall)	WS15 0PF	12.15 - 12.30
Cannock Wood	Longstaff Drive	WS12 0QE	12.35 - 12.45
Burntwood	Institute	WS7 2ET	1.30 - 2.45
Burntwood	Busy Bees Nursery	WS7 9QP	2.50 - 3.10
Burntwood	Coulter Lane	WS7 9HZ	3.15 - 3.30
Chorley	Shute Hill	WS13 8DB	3.35 - 3.45
Chorley	Malt Shovel (house call)	WS13 8DD	3.50 - 4.00

Route 15 (Week 3 - Friday)		Postcode	Times
Codsall	Sandshills Nursery	WV8 2HU	10.00 - 10.30
Bishops Wood	Tong Close (book drop)	ST19 9AJ	11.00 - 11.05
Bishops Wood	White Oak Drive	ST19 9AH	11.10 - 11.45
Bilbrook	Dam Mill	WV8 2JZ	12.00 - 12.15
Pendeford	Caravan Park	WV9 5ES	12.20 - 12.25
Coven	Ball Lane	WV10 7HA	1.40 - 2.05
Coven	Moors Drive	WV9 5EJ	2.10 - 2.40
Coven	Memorial Hall	WV9 5DW	2.45 - 4.05
Coven	Cedar Wood Drive	WV9 5ED	4.10 - 4.20
Coven	School Lane	WV9 5AD	4.25 - 4.45

Route 1 (Week 1 - Monday)		Postcode	Times
Ford	Stoop Farm	ST13 7RW	10.25 - 10.35
Grindon	Village Hall	ST13 7TP	10.45 - 11.15
Butterton	West Hill Croft	ST13 7TD	11.25 - 11.35
Butterton	Croft Head Farm	ST13 7TD	11.40 - 12.00
Ecton	Apetorr Cottage	DE6 2AJ	12.10 - 12.20
Sheen	Dovefield	SK17 0ET	12.35 - 12.45
Sheen	Cross Cottage	SK17 0ES	1.25 - 1.35
Sheen	Ball Ridge Farm	SK17 0PP	1.45 - 1.55
Sheen	Woolaway	SK17 0HS	2.00 - 2.15
Hulme End	Shop	SK17 0EZ	2.25 - 2.45
Warslow	Opposite St. Lawrence View	SK17 0JF	2.55 - 3.10
Elkstone	Road Junction	SK17 0LU	3.25 - 3.40
Onecote	Village Hall	ST13 7RU	3.55 - 4.15

Route 2 (Week 1 - Tuesday)		Postcode	Times
Cellarhead	Heath Avenue 1	ST9 0HU	10.00 - 10.10
Cellarhead	Heath Avenue 2 (+ Housecall)	ST9 0HT	10.15 - 10.25
Consall	Village	ST9 0AE	10.35 - 10.45
Wetley Rocks	Post Office	ST9 0BD	10.50 - 11.00
Wetley Rocks	St John's school Mill Lane	ST9 0BN	11.05 - 11.25
Wetley Rocks	St John's church playgroup	ST9 0BN	11.30 - 11.40
Brown Edge	Rock Cottage Nursery	ST6 8TR	1.10 - 1.25
Brown Edge	Post Office	ST6 8QB	1.30 - 1.50
Brown Edge	Sytch Road	ST6 8RN	1.55 - 2.15
Brown Edge	School	ST6 8TA	2.20 - 2.45
Brown Edge	The Top Pub	ST6 8TZ	2.55 - 3.15

Route 3 (Week 1 - Wednesday)		Postcode	Times
Longsdon	Lower Sutherland Road	ST9 9QD	10.15 - 10.25
Longsdon	The Wheel	ST9 9QD	10.30 - 10.35
Stanley	Travellers Rest	ST9 9LY	10.50 - 11.05
Thorneyedge	Fair View	ST9 9LD	11.15 - 11.25
Bagnall	Clewlovs Bank	ST9 9LP	11.35 - 11.45
Bagnall	Church	ST9 9JR	12.50 - 12.00
Bagnall	Bagnall Heights	ST9 9JL	12.05 - 12.20
Werrington	Moorside High School		1.00 - 1.30
Cheddleton	Folly Lane	ST13 7DA	1.45 - 1.55
Cheddleton	Grange Road	ST13 7JA	2.00 - 4.00

Route 4 (Week 1 - Thursday)		Postcode	Times
Huntley	Coal Yard	ST10 1UA	9.45 - 9.55
Winnothdale	Birch Rise	ST10 4HB	10.05 - 10.15
Freehay	Mandalay	ST10 1RE	10.20 - 10.30
Swythamley	Swythamley Centre	SK11 0SJ	11.30 - 11.45
Wincle	Ship Inn	SK11 0QE	11.55 - 12.05
Rushton	Glen-Gorse	SK11 0SH	12.25 - 12.35
Rushton	Portabello + School	SK11 0SH	12.40 - 12.55
Rushton	Rushton Primary School		1.00 - 1.25
Rushton	Earlsway Farm	SK11 0RU	2.05 - 2.10
Biddulph Park	Fourways	ST8 7SW	2.15 - 2.25
Biddulph Moor	Rudyard Road	ST8 7JN	2.35 - 2.40
Biddulph Moor	Rose and Crown	ST8 7LR	2.45 - 3.00
Bradley in the Moors	Rest Cottage	ST10 4DF	3.45 - 3.55

Route 5 (day off road)

Route 6 (Week 2 - Monday)		Postcode	Times
Uttoxeter	Cheeky Monkeys Nursery	ST14 7BY	10.05 - 10.20
Oakamoor	School Drive	ST10 3AE	10.55 - 11.25
Oakamoor	The Square	ST10 3AE	11.30 - 12.00
Oakamoor	Peak Stones Farm	ST10 3EA	12.05 - 12.15
Moneystone	Cottages	ST10 3DX	12.20 - 12.35
Stanton	Gilbert Sheldon Hall	DE6 2DA	1.35 - 1.50
Ilam	The School	DE6 2AZ	2.10 - 2.40
Wetton	The Green	DE6 2AF	3.00 - 3.10
Alstonfield	The Green	DE6 2FR	3.20 - 3.40
Stanshope	Stanshope Hall	DE6 2AD	3.50 - 4.05

Route 7 (Week 2 - Tuesday)		Postcode	Times
Kingsley Holt	Burton Crescent (+ housecall)	ST10 2BW	10.15 - 10.30
Kingsley Holt	Kingsley Holt Nursery (bookdrop)	ST10 2BJ	10.35 - 10.45
Kingsley Holt	Hillcrest Avenue	ST10 2BJ	10.50 - 11.05
Kingsley	St Werburgh's School	ST10 2BB	11.15 - 12.00
Kingsley	Barnfields	ST10 2DE	12.05 - 12.20
Froghall	The Wharf	ST10 2HJ	12.25 - 12.40
Foxt	Post Office	ST10 2HJ	1.50 - 2.05
Foxt	Town Head Farm	ST10 2HN	2.10 - 2.20
Ipstones	Crumwithies Farm	ST10 2LR	2.25 - 2.40
Ipstones	Police House	ST10 2LU	2.45 - 2.55
Ipstones	Memorial Hall (car park)	ST10 2JY	3.00 - 3.45
Ipstones	Froghall Road	ST10 2QD	3.50 - 4.15

Route 8 (Week 2 - Wednesday)		Postcode	Times
Rocester	Church Lane	ST14 5JZ	9.45 - 10.00
Rocester	Dove first school	ST14 5LA	10.05 - 10.30
Rocester	Millbank Drive	ST14 5NX	10.35 - 10.40
Rocester	Riverside Drive	ST14 5LH	10.45 - 11.00
Denstone	All saints first school	ST14 5HT	11.15 - 12.00
Denstone	Village Hall	ST14 5HR	12.10 - 12.30
Denstone	Marlpit Lane	ST14 5HH	12.35 - 12.45
Alton	Blacksmiths Arms	ST10 4AZ	2.00 - 2.15
Alton	Village Lock-up	ST10 4BL	2.20 - 2.55
Alton	Church	ST10 4AQ	3.00 - 4.00

Route 9 (Week 2 - Thursday)		Postcode	Times
Cotton	School	ST10 3DN	9.15 - 9.40
Basford	Turner Croft + Houscall	ST13 7ER	9.55 - 10.10
Bradnop	School	ST13 7ND	10.25 - 10.40
Waterfall	Breech Close	ST10 3HT	10.55 - 11.15
Waterhouses	Council Houses	ST10 3HY	11.20 - 11.30
Waterhouses	The Crown	ST10 3HN	11.35 - 11.45
Calton	Old Post Office	ST10 3JX	11.55 - 12.05
Wardlow	Weaver Cottages	ST10 3HY	1.20 - 1.25
Winkhill	Wallbank Farm	ST13 7QY	1.35 - 1.45
Cauldon	Stoney Lane	ST10 3EP	1.50 - 2.00
Cauldon	Cliff House	ST10 3EJ	2.10 - 2.15
Whiston	Black Lane	ST10 2JQ	2.35 - 2.45

Route 10 (Week 2 - Friday)		Postcode	Times
Fradswell	Old Rectory (Book drop only)	ST18 0EY	10.00 - 10.10
Fradswell	Old Rectory	ST18 0EY	10.15 - 10.25
Hilderstone	Oak Tree Farm	ST15 8RT	10.45 - 11.10
Stallington	Franklin Drive	ST11 9TN	11.25 - 11.40
Stallington	Lister Grove	ST11 9TS	11.45 - 12.00
Forsbrook	Brook Close + housecall	ST11 9PX	12.10 - 12.25
Barlaston	Meadow Court	ST12 9EY	1.35 - 1.55
Stone	Giggles and Wiggles Nursery	ST15 8LL	2.10 - 2.30
Stone	Bromfield Court	ST15 8ED	2.40 - 3.00
Stone	Lotus Court (Book Drop Only)	ST15 8JQ	3.05 - 3.10
Stone	Longhope House	ST15 0LR	3.20 - 3.45

Route 11 (Week 3 - Monday)		Postcode	Times
Uttoxeter	Hornbeams	ST14 7EA	9.45 - 10.15
Uttoxeter	George Elliot Court (+ housecall)	ST14 8SL	10.25 - 10.55
Cheadle	Bramley Close (+housecall)	ST10 1PP	11.30 - 11.45
Leek	Pickwood Close	ST13 5BH	1.15 - 1.45
Leek	Mount Pleasant	ST13 5HB	2.00 - 2.15
Leek	Westwood Court	ST13 8DW	2.25 - 2.40
Leek	Wellington Mill	ST13 5DR	2.45 - 3.15

Route 12 (Week 3 - Tuesday)		Postcode	Times
Stramshall	Broomyclose Lane	ST14 5AN	10.00 - 10.15
Checkley	Dead Mans Green	ST10 4NQ	10.25 - 10.35
Checkley	School	ST10 4NB	10.40 - 11.15
Checkley	Badgers Hollow	ST10 4NW	11.25 - 11.40
Lower Tean	Goldhurst Drive	ST10 4LS	11.50 - 12.10
Upper Tean	Crosskeys	ST10 4DN	1.30 - 2.00
Upper Tean	Teanford Village	ST10 4EN	2.05 - 2.15
Upper Tean	White Hart	ST10 4EG	2.20 - 2.50
Upper Tean	Greatwood Road	ST10 4JZ	3.00 - 3.30
Upper Tean	Vicarage Road	ST10 4LE	3.35 - 4.00

Route 13 (Week 3 - Wednesday)		Postcode	Times
Boundary	Red Lion	ST10 2NZ	9.20 - 9.40
Dilhorne	School Close	ST10 2QB	9.50 - 10.05
Dilhorne	The Square	ST10 2PD	10.10 - 10.25
Caverswall	Red House	ST11 9ED	10.35 - 10.45
Caverswall	Vicarage Crescent	ST11 9EW	10.50 - 11.10
Caverswall	Auctioneers Arms	ST11 9EQ	11.15 - 11.25
Mayfield	Mayfield Avenue	DE6 2JB	1.10 - 1.25
Mayfield	Upper Mayfield	DE6 2HP	1.35 - 1.50
Mayfield	Slack Lane (Housebound only)		1.55 - 2.05
Mayfield	Rose and Crown	DE6 2JU	2.10 - 2.30
Ellastone	Post Office	DE6 2GY	2.40 - 2.50
Ellastone	Duncombe Arms	DE6 2GZ	2.55 - 3.05
Wootton	New House Farm	DE6 2GW	3.10 - 3.30
Ramshorn	Telephone Kiosk	ST10 3BT	3.35 - 3.45
Farley	Telephone Kiosk	ST10 3BQ	3.55 - 4.05



Route 14 (Week 3 - Thursday)		Postcode	Times
Stockton Brook	Stanley Road	ST9 9LJ	10.10 - 10.30
Endon	The Old Village (by the well)	ST9 9EX	10.40 - 11.10
Endon	Methodist Church	ST9 9DR	11.15 - 1.00
Endon	Methodist Church	ST9 9DR	2.00 - 4.00
Endon	Hillwood Drive	ST9 9BL	4.10 - 4.25

Route 15 (Week 3 - Friday)		Postcode	Times
Blackshaw Moor	Tittesworth Estate (housecall)	ST13 8TS	10.00 - 10.05
Blackshaw Moor	School	ST13 8TW	10.10 - 10.45
Quarnford/Flash	Springhead Road Junction	SK17 0SS	11.00 - 11.10
Quarnford/Flash	Flash School	SK17 0SW	11.15 - 11.35
Quarnford/Flash	Travellers Rest	SK17 0SK	11.40 - 11.50
Quarnford/Flash	Lower Summerhill	SK17 0SH	11.55 - 12.00
Quarnford/Flash	Colshaw Lane End	SK17 0SH	12.05 - 12.10
Hollinsclough	School	SK17 0RH	1.25 - 1.45
Longnor	The Square	SK17 0NS	1.55 - 2.15
Longnor	Old Saw Mill	SK17 0QN	2.20 - 2.25
Barrowmoor	Badgers Croft	SK17 0QU	2.35 - 2.45
Reapsmoor	Swallow Moss (house call)	SK17 0LL	3.00 - 3.05
Reapsmoor	Park House	SK17 0LG	3.10 - 3.15

Route 1 (Week 1 - Monday)		Postcode	Times
Burton	Outwoods Street	DE14 2PJ	10.20 - 10.40
Burton	Ravens Way	DE14 2JS	10.45 - 11.00
Burton	St. Paul's Court	DE14 2EF	11.05 - 11.50
Burton	St Paul's Court (Deposit exchange	DE14 2EF	11.50 - 11.55
Burton	Carlton Court + Deposit exchange	DE14 2BU	12.00 - 12.20
Burton	Price Court	DE14 2BX	1.25 - 1.40
Burton	Little Strawberries	DE14 2BE	1.45 - 2.05
Burton	Eaton Park School		2.10 - 2.40
Burton	Casey Lane	DE14 2JQ	2.50 - 3.55

Route 2 (Week 1 - Tuesday)		Postcode	Times
Anslow	Brickmakers Arms	DE13 9QW	10.00 - 10.10
Anslow	Village Hall	DE13 9QE	10.15 - 10.30
Anslow	Burntgate	DE13 9PZ	10.35 - 10.45
Tatenhill	Village Hall	DE14 3EZ	10.55 - 11.10
Rangemore	Little Lambs Nursery	DE14 3BY	11.15 - 11.25
Rangemore	School	DE13 9RW	11.30 - 12.00
Bromley Wood	Greenfields (+ house call)	WS15 3AG	12.15 - 12.25
Abbots Bromley	Swan Lane	WS15 3BX	1.30 - 1.55
Abbots Bromley	Crown Inn	WS15 3BL	2.00 - 3.00
Abbots Bromley	Lichfield Rd	WS15 3DH	3.05 - 3.20
Abbots Bromley	Bagot Arms (+ housecall)	WS15 3BD	3.30 - 4.30

Route 3 (Week 1 - Wednesday)		Postcode	Times
Burton	Queens Hospital Nursery	DE13 0RB	9.30 - 9.50
Burton	Little Lambs Nursery	DE14 3LG	10.00 - 10.20
Burton	Ladywell Close + Deposit exchange	DE13 0FS	10.40 - 11.10
Burton	Riverside Park (Wetmore Lane)	DE14 1RL	11.15 - 11.45
Burton (Winshill)	North Street	DE15 0BP	12.40 - 1.05
Burton (Waterside)	Heath Road Community Centre	DE15 9LG	1.20 - 1.40
Burton	The Firs Nursery	DE15 9RG	1.45 - 1.55
Burton	Sycamore Court (+ Deposit exchange)	DE15 9NT	2.00 - 2.20
Burton	Rosliston Road (The Crown)	DE15 9RF	2.30 - 2.45
Burton	Suffolk Road	DE15 9HP	2.55 - 3.50
Burton	Cumberland Road	DE15 9JS	3.55 - 4.15

Route 4 (Week 1 - Thursday)		Postcode	Times
Burton	Vicarage Fields (+ deposit exchange)	DE15 9AU	9.30 - 10.00
Burton	The Wickets (+ Deposit exchange)	DE15 9HG	10.05 - 10.35
Burton	Holly Green (+ Deposit exchange)	DE15 9GA	10.40 - 11.00
Burton	Anglesey School	DE14 3LG	11.15 - 11.45
Burton	The Willows (+ Deposit exchange)	DE14 3TT	11.55 - 12.05
Burton	Kiddywinks Nursery	DE13 0BB	1.30 - 1.50
Burton	St. David's Drive	DE13 0NF	2.05 - 2.30
Burton	St. Johns Court	DE13 0NQ	2.35 - 2.50
Burton	Curtis Court + Deposit exchange	DE13 0TU	3.00 - 3.20
Burton	Chesnut Grange	DE14 3PN	3.30 - 4.00

Route 5 (Week 1 - Friday)		Postcode	Times
Alrewas	Somerville Road	DE13 7EP	11.15 - 12.05
Alrewas	Mill End Lane	DE13 7BY	12.10 - 12.30
Alrewas	Park Road	DE13 7AL	12.35 - 12.55
Alrewas	Main Street	DE13 7AE	1.45 - 4.45
Alrewas	Fox Lane	DE13 7EG	4.50 - 5.10
Alrewas	Oakfield Road	DE13 7EU	5.15 - 5.40

Route 6 (Week 2 - Monday)		Postcode	Times
Burton	Little Lambs Nursery	DE14 3BY	10.30 - 10.50
Branston	Busy Bees Nursery	DE14 2WF	11.00 - 11.15
Branston	Blacksmiths Arms	DE14 3EY	11.30 - 12.30
Branston	Blacksmiths Arms	DE14 3EY	1.00 - 3.55
Branston	Cotswold Road	DE14 3JQ	4.00 - 4.35
Branston	Clays Lane/Harwood Avenue	DE14 3JB	4.40 - 5.10
Branston	Regents Park/Montpelier Road	DE14 3GB	5.15 - 5.35
Branston	Birkdale Avenue, Links Estate	DE14 3HN	5.45 - 6.15

Route 7 (Week 2 - Tuesday)		Postcode	Times
Edingale	Black Horse	B79 9JH	10.05 - 10.20
Edingale	Main Road	B79 9JQ	10.30 - 10.40
Edingale	Moors Croft	B79 9JF	10.40 - 11.00
Edingale	Primary School	B79 9JJ	11.05 - 11.45
Croxall	Wayside	WS13 8RB	11.55 - 12.00
Croxall	The Grange	WS13 8RB	12.05 - 12.15
Harlaston	Manor Lane	B79 9JS	1.00 - 1.10
Clifton Campville	Post Office	B79 0AX	1.20 - 1.35
Clifton Campville	Green Man	B79 0AX	1.40 - 2.15
Clifton Campville	St Andrews School	B79 0AP	2.20 - 2.45
Thorpe Constantine	Old Parsonage	B79 0LL	2.55 - 3.05
Haunton	Grange Farm House + Housecall	WS13 8RB	3.20 - 3.50
Elford	Sports and Social Club	B79 9BT	4.00 - 4.30

Route 8 (Week 2 - Wednesday)		Postcode	Times
Hill Ridware	Henry Chadwick Community School	WS15 3QN	10.35 - 11.30
Hill Ridware	Rake End	WS15 3RG	11.40 - 12.00
Hill Ridware	Uttoxeter Road	WS15 3QX	12.10 - 12.20
Hill Ridware	Oaklands Close	WS15 3RJ	12.25 - 12.50
Mavesyn Ridware	Sandford Close	WS15 3RH	1.00 - 1.10
Mavesyn Ridware	Chadwick Arms	WS15 3QX	1.15 - 1.30
Kings Bromley	Beech Avenue	DE13 7JN	2.30 - 2.55
Kings Bromley	Richard Crosse School	DE13 7JS	3.00 - 4.00
Kings Bromley	The Grange	DE13 7HT	4.05 - 4.35

## Route 9 (Week 2 - Thursday)

		Postcode	Times
Hanbury	Post Office	DE13 8TE	9.45 - 10.15
Marchington	Village Hall	ST14 8LF	10.30 - 11.00
Marchington	Moisty Lane	ST14 8JP	11.05 - 11.45
Marchington	Arborfield Road	ST14 8LS	11.55 - 12.05
Draycott in the Clay	Woodlands Drive	DE6 5LE	12.10 - 12.30
Draycott in the Clay	Hollow Lane	DE6 5HQ	1.30 - 1.50
Draycott in the Clay	Pipehayes Lane		1.55 - 2.15
Hanbury	Brickyard Cottages		2.25 - 2.35
Newborough	Hollybush Road	DE13 8SF	3.00 - 3.50
Tutbury	Ferrers Avenue	DE13 9JR	4.10 - 4.45

## Route 10 (Week 2 - Friday)

		Postcode	Times
Alrewas	Somerville Road	DE13 7EP	11.15 - 12.05
Alrewas	Mill End Lane	DE13 7BY	12.10 - 12.30
Alrewas	Park Road	DE13 7AL	12.35 - 12.55
Alrewas	Main Street	DE13 7AE	1.45 - 4.45
Alrewas	Fox Lane	DE13 7EG	4.50 - 5.10
Alrewas	Oakfield Road	DE13 7EU	5.15 - 5.40

## Route 11 (day off road)

## Route 12 (Week 3 - Tuesday)

		Postcode	Times
Fazeley	Tame Court	B78 3RE	9.50 - 10.00
Fazeley	Mother Goose Nursery	B78 3QS	10.05 - 10.35
Whittington Barracks	Munchkins Nursery (Deposit exchange)	WS14 9TF	10.45 - 11.00
Whittington Barracks	Regimental headquarters	WS14 9TF	11.05 - 11.15
Whittington	School Nursery	WS14 9JU	11.20 - 11.35
Whittington	Elswick Nursery - Fisherwick Road	WS14 9LU	11.45 - 12.05
Huddlesford	Park Lane	WS13 8QD	12.15 - 12.25
Whittington	Main Street (+ house call)	WS14 9JU	12.30 - 1.00
Whittington	Spring Lane 1	WS14 9NA	1.50 - 2.20
Whittington	Spring Lane 2	WS14 9NA	2.20 - 2.40
Whittington	Noddington Lane	WS14 9PA	2.45 - 3.05
Whittington	Back Lane (+ housecall)	WS14 9NH	3.10 - 3.40
Whittington	Village Hall	WS14 9LR	3.45 - 4.45

## Route 13 (Week 3 - Wednesday)

		Postcode	Times
Blithbury	Council Houses	WS15 3JF	10.30 - 10.40
Nethertown	The Cottage	WS15 3QH	11.00 - 11.15
Hamstall Ridware	Bus Lay-by	WS15 3QG	11.20 - 11.30
Hamstall Ridware	Shoulder of Mutton	WS15 3RZ	11.35 - 11.45
Yoxall	Bondfield Lane (Housecall)	DE13 8QF	11.55 - 12.00
Yoxall	Crown	DE13 8NG	12.05 - 12.30
Yoxall	Golden Cup	DE13 8NQ	12.35 - 1.15
Yoxall	Wood Mill	DE13 8PE	2.20 - 2.30
Yoxall	Hoar Cross Nursery	DE13 8RB	2.35 - 2.50
Yoxall	Hadley End	DE13 8PF	2.55 - 3.10
Yoxall	School Green	DE13 8NB	3.15 - 3.35
Yoxall	Ferrars Road	DE13 8PS	3.45 - 4.15
Yoxall	Lovell Road	DE13 8QE	4.20 - 4.50

## Route 14 (Week 3 - Thursday)

		Postcode	Times
Anslow	Little Monsters	DE13 9QE	10.15 - 10.30
Outwoods	Field Lane (post box)	DE13 0NN	10.35 - 11.05
Outwoods	Lower Outwoods Road	DE13 0QX	11.10 - 11.30
Outwoods	Aviation Lane	DE13 9TD	11.40 - 12.00
Shobnall	The Grange	DE14 2EY	12.15 - 12.45
	Currently no scheduled stop		1.55 - 2.25
Fradley	School	WS13 8NL	2.55 - 4.00
Fradley	Post Office	WS13 8PQ	4.05 - 4.40
Fradley	Jordan Close	WS13 8PQ	4.45 - 5.05
Fradley	Forester Close	WS13 8SJ	5.10 - 5.30

## Route 15 (Week 3 - Friday)

		Postcode	Times
Alrewas	Somerville Road	DE13 7EP	11.15 - 12.05
Alrewas	Mill End Lane	DE13 7BY	12.10 - 12.30
Alrewas	Park Road	DE13 7AL	12.35 - 12.55
Alrewas	Main Street	DE13 7AE	1.45 - 4.45
Alrewas	Fox Lane	DE13 7EG	4.50 - 5.10
Alrewas	Oakfield Road	DE13 7EU	5.15 - 5.40

Route 1 (Week 1 - Monday)		Postcode	Times
Amington West	Sheepcote Lane	B77 3JP	9.50 - 10.05
Amington West	St. George's Way / Edward Court (including housecalls)	B77 3HH	10.10 - 10.30
Amington West	St Mary's Way	B77 3EZ	10.35 - 11.00
Amington West	Rainbow Nursery	B77 3ES	11.10 - 11.25
Amington West	Canning Road	B77 3JR	11.30 - 11.45
Amington West	Dollymixtures Nursery	B77 3JW	11.50 - 12.00
Amington West	Monks Way	B77 3JD	12.05 - 12.30
Amington West	Anker Moor Court	B77 3NN	12.40 - 1.00
Wilnecote	Happy Tots Day Nursery	B77 5PJ	1.45 - 2.20
Dosthill	Nimbus	B77 1PW	2.30 - 2.55
Dosthill	Welford Road (+Housecall)	B77 1NA	3.00 - 3.40
Wilnecote	Belgrave Road	B77 2LW	3.50 - 4.00

Route 2 (Week 1 - Tuesday)		Postcode	Times
Springhill	Muckley Corner	WS14 0XP	10.50 - 11.10
Hilton	Pouk Lane	WS14 0ET	11.20 - 11.30
Hilton	Cranebrook Lane	WS14 0EZ	11.35 - 11.50
Hammerwich	Ashmole Club	WS7 0LQ	1.15 - 2.00
Hammerwich	Burntwood Road (+ housecalls)	WS7 0JG	2.05 - 2.25
Burntwood	Park Road	WS7 0EE	2.40 - 2.55
Chasetown	The Triangle (+ housebound)	WS7 4RA	3.00 - 3.15
Chasetown	The Ridgway	WS7 4SQ	3.20 - 3.45
Chasetown	Brooklyn Road (junction of Brook End)	WS7 4SJ	3.50 - 4.05
Chasetown	Newgate Street (+hb)	WS7 4UF	4.10 - 4.30

Route 3 (Week 1 - Wednesday)		Postcode	Times
Little Hay	Laburnum Cottage	WS14 0QD	9.30 - 9.45
Swinfen	Prison Houses	WS14 9QT	10.00 - 10.15
Weeford	Cross Roads	WS14 0PN	10.25 - 10.35
Hints	Watling Street	B78 3DF	10.45 - 11.00
Weeford	St. Mary's Church car park	WS14 9QQ	11.05 - 11.20
Hopwas	Hints Lane	B78 3AB	11.45 - 12.00
Hopwas	Bus Lay-by Lichfield Rd (Junction Hints Rd)	B78 3AE	12.05 - 12.25
Streethay	Burton Old Road	WS13 8LJ	2.00 - 2.15
Curborough	Baskervilles	WS13 8ET	2.35 - 2.45
Fradley Junction	Animal Crackers + Deposit	DE13 7DW	2.55 - 3.10

## Route 4 (Week 1 - Thursday)

		Postcode	Times
Glascote	St George Pre School (Bamford Street)	B77 2AT	10.15 - 10.30
Glascote	Manna House Nursery (Bamford Street)	B77 2AT	10.35 - 10.50
Amington East	Brancaster Close	B77 3QD	11.00 - 11.10
Amington East	Amington Fields	B77 3AX	11.15 - 11.30
Amington East	Oak Tree Nursery. Keria	B77 4EW	11.40 - 11.50
Amington East	Florendine Street	B77 3DD	11.55 - 12.15
Amington East	Quince	B77 4EU	1.05 - 1.20
Amington East	Eagle Drive	B77 4RB	1.30 - 1.45
Amington East	Woodhouse Lane	B77 3AE	1.50 - 2.35
Amington East	Juniper	B77 4ND	2.45 - 3.05
Amington East	Foxglove	B77 4HZ	3.10 - 3.20
Amington East	Brookweed	B77 4EA	3.30 - 3.45

## Route 5 (Week 1 - Friday)

		Postcode	Times
Armitage / Handsacre	Shropshire Brook Road	WS15 4DL	9.45 - 10.00
Armitage / Handsacre	Manor Court Drive	WS15 4TF	10.05 - 10.20
Armitage / Handsacre	Warren Croft	WS15 4TB	10.25 - 10.40
Armitage / Handsacre	St John's Church (Church Lane)	WS15 4AZ	10.45 - 11.15
Armitage / Handsacre	Lower Lodge Mobile Home Park	WS15 4AY	11.20 - 11.35
Armitage / Handsacre	British Legion	WS15 4BY	11.40 - 12.10
Armitage / Handsacre	Upper Lodge Road (+ Housecall)	WS15 4AS	12.15 - 12.45
Armitage / Handsacre	Tuppenhurst Lane (Housecall only)	WS15 4EH	1.35 - 1.40
Armitage / Handsacre	Hayes Meadow Primary School + Nursery Deposit	WS15 4EU	1.45 - 2.30
Armitage / Handsacre	Tuppenhurst Lane	WS15 4EH	2.35 - 3.45
Armitage / Handsacre	Armitage Village Hall	WS15 4UZ	3.50 - 4.30

## Route 6 (Week 2 - Monday)

		Postcode	
Dosthill	Pre School, Blackwood Road (term time only)	B77 1EJ	10.15 - 10.45
Dosthill	Footsteps Nursery	B77 1LD	10.50 - 11.05
Glascote	Russell House (Deposit exchange only)	B77 2ES	11.25 - 11.35
Glascote	Russell House	B77 2ES	11.35 - 11.50
Stoneydelph / Wilnecote	Hazelgarth (housecall)	B77 4HL	12.00 - 12.10
Stoneydelph / Wilnecote	Oakendale	B77 4LG	12.20 - 12.45
Stoneydelph	Mellwaters	B77 4NU	12.55 - 1.15
Stoneydelph	Ellerbeck (+deposit exch. & Housecall)	B77 4JA	2.00 - 3.00
Stoneydelph / Glascote / Wilnecote	Camhouses	B77 4HJ	3.05 - 3.35
Stoneydelph / Glascote / Wilnecote	Chiltern1	B77 4JR	3.40 - 4.00
Stoneydelph / Glascote / Wilnecote	Chiltern 2	B77 4PB	4.05 - 4.25

## Route 7 (day off road)

## Route 8 (Week 2 - Wednesday)

		Postcode	Times
Lichfield	Darwin Court	WS13 7JN	10.35 - 11.10
Lichfield	David Garrick Gdns (+ housecall)	WS13 7JN	11.20 - 11.55
Lichfield	Ploughmans Walk	WS13 7RR	12.05 - 12.25
Lichfield	Stevenson Walk	WS14 9BG	1.15 - 1.30
Lichfield	Franciscan View		1.35 - 1.45
Lichfield	Beacon Park Village	WS13 6LZ	1.50 - 2.00
Lichfield	Andrews House	WS13 6QY	2.05 - 2.35
Lichfield	Maryvale Court	WS14 9HZ	2.40 - 3.15
Lichfield	Copperfields	WS14 9YQ	3.20 - 3.45

## Route 9 (Week 2 - Thursday)

		Postcode	Times
Fazeley	Morgan Road	B78 3LA	10.00 - 10.25
Fazeley	Bitterscote Lane	B78 3LG	10.30 - 10.50
Fazeley	Brook End	B78 3RT	11.00 - 11.30
Dosthill	Manta Road (+ housecall)	B77 1NZ	11.40 - 11.50
Dosthill	Cheatle Court (+ book exchange)	B77 1PD	11.55 - 12.30
Dosthill	Arkle	B77 1NE	1.15 - 1.35
Dosthill	Dosthill Church	B77 1LZ	1.40 - 2.05
Two Gates	Landsdowne Crescent (+housecall)	B77 1ED	2.15 - 2.35
Two Gates	Parkfield Crescent	B77 1HA	2.45 - 3.45
Two Gates	Sudeley	B77 1JU	3.50 - 4.10
Two Gates	Whiting	B77 1NS	4.15 - 4.30

## Route 10 (Week 2 - Friday)

		Postcode	Times
Armitage / Handsacre	Shropshire Brook Road	WS15 4DL	9.45 - 10.00
Armitage / Handsacre	Manor Court Drive	WS15 4TF	10.05 - 10.20
Armitage / Handsacre	Warren Croft	WS15 4TB	10.25 - 10.40
Armitage / Handsacre	St John's Church (Church Lane)	WS15 4AZ	10.45 - 11.15
Armitage / Handsacre	Lower Lodge Mobile Home Park	WS15 4AY	11.20 - 11.35
Armitage / Handsacre	British Legion	WS15 4BY	11.40 - 12.10
Armitage / Handsacre	Upper Lodge Road (+ Housecall)	WS15 4AS	12.15 - 12.45
Armitage / Handsacre	Tuppenhurst Lane (Housecall only)	WS15 4EH	1.35 - 1.40
Armitage / Handsacre	Hayes Meadow Primary School + Nursery Deposit	WS15 4EU	1.45 - 2.30
Armitage / Handsacre	Tuppenhurst Lane	WS15 4EH	2.35 - 3.45
Armitage / Handsacre	Armitage Village Hall	WS15 4UZ	3.50 - 4.30



## Route 11 (Week 3 - Monday)

		Postcode	Times
Lichfield	Pipe Hill Farm	WS13 8JT	9.45 - 10.00
Wall	Watling Street	WS14 0DW	10.05 - 10.35
Shenstone Wood End	Smarts Avenue	WS14 0PB	10.45 - 11.00
Little Aston	House on the Hill (+deposit exchange)	B74 4HJ	11.05 - 11.35
Little Aston	Parish Hall	B74 3UD	11.40 - 12.00
Little Aston	Aston Court	B74 3BF	12.10 - 12.30
Gainsborough Hill	Chester Road	WS9 9HH	1.40 - 1.50
Stonall	Glenwood Rise	WS9 9DZ	1.55 - 2.15
Stonall	Housecall	WS9 9DZ	2.20 - 2.25
Stonall	Main Street Lay-by	WS9 9DX	2.30 - 3.00
Stonall	Cartersfield Lane	WS9 9EF	3.05 - 3.50
Stonall	Wallheath Crescent	WS9 9HS	3.55 - 4.25

## Route 12 (Week 3 - Tuesday)

		Postcode	Times
Chase Terrace	Chapel Street (Housecall only)	WS7 1NL	9.55 - 10.05
Chase Terrace	Richardson Court	WS7 1ND	10.05 - 10.30
Chase Terrace	Holly Tots Nursery (Holly Grove School)	WS7 1LU	10.35 - 11.05
Chase Terrace	Byron Close	WS7 2EX	11.10 - 11.30
Chase Terrace	Spinney Lane	WS7 2HA	11.35 - 12.05
Chase Terrace	Oakdene Day Centre	WS7 4RR	1.05 - 1.35
Chase Terrace	Travellers Close	WS7 0LP	1.45 - 2.00
Chase Terrace	Smalley Court	WS7 0LR	2.05 - 2.25
Chase Terrace	Elder Lane (+ Housecall)	WS7 9BT	2.30 - 3.00

## Route 13 (Week 3 - Wednesday)

		Postcode	Times
Tamworth	Orchard House Nursery	B79 7RB	9.45 - 10.30
Coton Green	Masefield Drive	B79 8JD	10.40 - 11.00
Coton Green	Fontenaye Road	B79 8JY	11.25 - 11.40
Coton Green	Madox Close	B79 8LN	11.45 - 12.05
Coton	Chartwell	B79 7UG	12.15 - 12.50
Tamworth	Sunset Close	B79 7QJ	1.40 - 1.55
Tamworth	Lyneham Close	B79 8UJ	2.05 - 2.20
Wiggington	Wiggington (Housecall only)	B79 9DU	2.30 - 2.40
Wiggington	Wiggington School	B79 9DU	2.40 - 3.20
Leyfields	Burns Road	B79 8DL	3.35 - 3.45
Leyfields	Thomas Hardy Court	B79 8DP	3.50 - 4.15
Kettlebrook	Glenfield (+ Housecalls)	B77 1DJ	4.25 - 4.45
Kettlebrook	Bright Crescent	B77 1DD	4.50 - 5.10

## Route 14 (Week 3 - Thursday)

		Postcode	Times
Canwell	Nursery School	B75 5SD	10.00 - 10.20
Tamworth Road	Cottage (HB)	B78 3DZ	10.30 - 10.40
Mile Oak	George Avenue	B78 3PW	11.05 - 11.25
Bonehill	Park Lane	B78 3HZ	11.50 - 12.05
Fazeley	Albert Road	B78 3QH	12.50 - 1.10
Fazeley	Dama Road (HB)	B78 3SU	1.20 - 1.25
Fazeley	Reindeer Road	B78 3SN	1.30 - 2.00
Fazeley / Mile Oak	Deer Park Road (Longwood Pub)	B78 3SZ	2.05 - 2.35
Fazeley / Mile Oak	Manor Road	B78 3NB	2.40 - 3.10
Drayton Bassett	Shrirrel Drive (Shrirrel Hall Farm)	B78 3EG	3.20 - 3.35
Drayton Bassett	Little Acorns Nursery	B78 3EF	3.40 - 3.50
Drayton Bassett	Church	B78 3UJ	4.00 - 4.45
Drayton Bassett	Drayton Lane	B78 3TZ	4.50 - 5.10

## Route 15 (Week 3 - Friday)

		Postcode	Times
Armitage / Handsacre	Shropshire Brook Road	WS15 4DL	9.45 - 10.00
Armitage / Handsacre	Manor Court Drive	WS15 4TF	10.05 - 10.20
Armitage / Handsacre	Warren Croft	WS15 4TB	10.25 - 10.40
Armitage / Handsacre	St John's Church (Church Lane)	WS15 4AZ	10.45 - 11.15
Armitage / Handsacre	Lower Lodge Mobile Home Park	WS15 4AY	11.20 - 11.35
Armitage / Handsacre	British Legion	WS15 4BY	11.40 - 12.10
Armitage / Handsacre	Upper Lodge Road (+ Housecall)	WS15 4AS	12.15 - 12.45
Armitage / Handsacre	Tuppenhurst Lane (Housecall only)	WS15 4EH	1.35 - 1.40
Armitage / Handsacre	Hayes Meadow Primary School + Nursery Deposit	WS15 4EU	1.45 - 2.30
Armitage / Handsacre	Tuppenhurst Lane	WS15 4EH	2.35 - 3.45
Armitage / Handsacre	Armitage Village Hall	WS15 4UZ	3.50 - 4.30

## TRAVELLING LIBRARY STOPS

### T1

Day	Library	Location	Times	Hours Open
Monday	Wolstanton	Potters Wheel Public House	9:30 - 19:30	10:00
Tuesday	Madeley	The Madeley Centre	9:30 - 19:30	10:00
Wednesday	Wolstanton	Bradwell Methodist Church *	9:30 - 19:30	10:00
Thursday	Rolleston	Rolleston Club	9:30 - 18:45	09:15
Friday	Stretton	St Mary's Church Car Park	10:00 - 17:00	07:00
Saturday	Stretton	St Mary's Church Car Park	09:30 - 12:30	03:00

### T2

Day	Library	Location	Times	Hours Open
Monday	Tutbury	Duke Street Car Park	10:00 - 19:00	09:00
Tuesday (am)	Barlaston	The Plume of Feathers	09:30 - 13:30	04:00
Tuesday (pm)	Barlaston	Village Hall	14:00 - 19:30	05:30
Wednesday	Wolstanton	Bradwell Methodist Church *	9:30 - 19:30	10:00
Thursday	Wolstanton	Wolstanton Working Men's Club	9:30 - 17:00	07:30
Friday (am)	Barlaston	The Plume of Feathers	09:30 - 13:30	04:00
Friday (pm)	Barlaston	Village Hall	14:00 - 19:30	05:30
Saturday	Wolstanton	Marsh Hall Community Centre	09:30 - 13:00	03:30

\* The Bradwell Methodist Church stop is shared between T1 and T2, each visiting on alternate Wednesdays



Appendix 2 Proposed Routes

Mobile	Week	Route	Stops
1	1	1	Stanshope, Alstonfield, Hulme End, Butterton, Grindon
		3	Cross Heath, Chesterton, Crackley, Chesterton, Betley, Wrinehill
		4	Tittensor, Standon, Maer, Chapel Chorlton, Hill Chorlton, Baldwins Gate
		5	Norton Bridge, Yarnfield, Adbaston, Norbury, Woodseaves, Seighford, Derrington
		6	Wootton, Stanton, Ilam, Mayfield, Middle Mayfield
	2	7	Kingsley Holt, Foxt, Ipstones, Bagnall, Stockton Brook
		8	Dilhorne, Kingsley, Consall, Cheddleton, Longsdon, Wetley Rocks
		9	Moneystone, Cauldon, Waterfall, Ford, Whiston
		10	Haughton, Church Eaton, Moreton, Bradley, Dunston, Acton Trussell
		11	Swindon, Hinksford, New Wood, Enville, Bobbington, Seisdon
	3	12	Checkley, Lower Tean, Winnothdale, Oakamoor, Upper Tean, Fradswell
		13	Ellastone, Ramshorn, Cotton, Alton, Denstone, Rocester
		14	Brown Edge, Biddulph Moor, Rushton, Rushton Spencer, Endon Bank, Endon
		15	Warslow, Sheen, Longnor, Hollinsclough, Quarnford/Flash
	2	1	1
2			Shareshill, Featherstone, Coven Heath, Coven, Essington
3			Outwoods, Burton, Burton, Burton, Anslow
4			Swinfen, Canwell, Shenstone Wood End, Little Aston, Stonnall
5			Burton (Waterside), Burton (Waterside), Branston, Branston, Rangemore
2		6	Weston under Lizard, Blymhill, Bishops Wood, Wheaton Aston, Wheaton Aston, Lapley
		7	Wiggington, Elford, Harlaston, Clifton Campville, Edingale
		8	Bednall, Brocton, Colwich, Little Haywood, Colton, Abbots Bromley, Bromley Wood
		9	Yoxall, Hoar Cross, Newborough, Hanbury, Draycott in the Clay, Draycott in the Clay, Marchington
		10	Salt, Sandon, Milwich, Fulford, Moss Lane, Hilderstone
3		11	Hopton Heights, Weston, Kingstone, Stowe, Hixon, Great Haywood
		12	Fradley Junction, Fradley, Hopwas, Whittington Barracks, Whittington
		13	Longdon, Longdon Green, Kings Bromley, Hill Ridware, Hamstall Ridware
		14	Stoneydelph, Amington East, Drayton Bassett, Mile Oak, Hints

**Mobile Library 3 Weekly Service  
Mobile 1 Route 1  
Monday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Stanshope</b>	Stanshope Hall	10.30 – 10.45	15 minutes
<b>Alstonfield</b>	The Green	10.55 - 11.15	20 minutes
<b>Hulme End</b>	Shop	11.30 – 11.50	20 minutes
	Lunch	12.00 – 12.30	
<b>Butterton</b>	Croft Head Farm	12.45 - 1.05	20 minutes
<b>Grindon</b>	Village Hall	1.20 - 1.50	30 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 3  
Wednesday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Cross Heath</b>	Castletown Grange	10.00 - 10.15	15 minutes
<b>Chesterton</b>	Brick Kiln Lane	10.30 - 11.30	60 minutes
<b>Crackley</b>	Audley Road	11.45 - 12.00	15 minutes
	Lunch	12.15 – 12.45	
<b>Chesterton</b>	St Chads Primary	1.00 - 1.20	20 minutes
<b>Betley</b>	Church Lane	1.45 - 2.15	30 minutes
<b>Wrinehill</b>	Hand and Trumpet	2.25 - 2.40	15 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 4  
Thursday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Tittensor</b>	Copeland Avenue	09.30 – 10.00	30 minutes
<b>Standon</b>	All Saints First School	10.15 – 11.30	75 minutes
<b>Maer</b>	The Village	11.40 – 12.00	20 minutes
<b>Chapel Chorlton</b>	The Village	12.10 – 12.25	15 minutes
	Lunch	12.30 – 1.00	
<b>Hill Chorlton</b>	Kennels	1.15 – 1.30	15 minutes
<b>Baldwins Gate</b>	Sheet Anchor	1.45 – 3.10	85 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 5  
Friday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Norton Bridge</b>	St Lukes Close	9.15 – 9.45	30 minutes
<b>Yarnfield</b>	Greenside	10.00 – 10.15	15 minutes
<b>Adbaston</b>	Marsh Meadow	10.45 – 11.00	15 Minutes
<b>Norbury</b>	Village	11.15 – 11.45	30 minutes
<b>Woodseaves</b>	Woodseaves Primary School	12.00 – 12.45	45 minutes
	Lunch	1.00 – 1.45	45 minutes
<b>Seighford</b>	The Bungalows	2.00 – 2.15	15 minutes
<b>Derrington</b>	St Matthews Church	2.30 – 4.30	120 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 6  
Monday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Wootton</b>	New House Farm	10.00 – 10.20	20 minutes
<b>Stanton</b>	Gilbert Sheldon Hall	10.35 – 10.50	15 minutes
<b>Ilam</b>	The School	11.15 – 11.45	30 minutes
	Lunch	12.00 – 12.30	
<b>Mayfield</b>	Mayfield Avenue	1.15 – 1.45	30 minutes
<b>Middle Mayfield</b>	Rose and Crown	2.00 – 2.20	15 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 7  
Tuesday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Kingsley Holt</b>	Kingsley Holt Nursery	09.45 – 10.25	40 minutes
<b>Foxt</b>	Post Office	10.40 – 10.55	15 minutes
<b>Ipstones</b>	Memorial Hall (car park)	11.10 – 12.10	60 minutes
	Lunch	12.15 – 12.45	
<b>Bagnall</b>	Church	1.15 – 1.45	30 minutes
<b>Stockton Brook</b>	Stanley Road	2.00 – 2.20	20 minutes



**Mobile Library 3 Weekly Service  
Mobile 1 Route 8  
Wednesday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Dilhorne</b>	School Close	09.30 – 09.45	15 minutes
<b>Kingsley</b>	Johnson Crescent	10.05 – 10.35	30 minutes
<b>Consall</b>	Village	10.45 – 11.00	15 minutes
<b>Cheddleton</b>	Grange Road	11.15 – 1.15	120 minutes`
	Lunch	1.30 – 2.00	
<b>Longsdon</b>	Lower Sutherland Road	2.30 – 2.45	15 minutes
<b>Wetley Rocks</b>	Post Office	3.00 – 3.40	40 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 9  
Thursday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Moneystone</b>	Cottages	10.15 – 10.30	15 minutes
<b>Cauldon</b>	Stoney lane	10.45 – 11.00	15 minutes
<b>Waterfall</b>	Breech Close	11.15 – 11.35	20 minutes
<b>Ford</b>	Stoop Farm	12.00 – 12.15	15 minutes
	Lunch	12.30 – 1.00	
<b>Whiston</b>	Black Lane	1.30 – 1.45	15 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 10  
Friday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Haughton</b>	Village Hall	09.30 – 10.30	60 minutes
<b>Church Eaton</b>	Post Box/Noticeboard	10.45 – 11.45	60 minutes
<b>Moreton</b>	The Bungalows	12.00 – 12.30	30 minutes
	Lunch	12.45 – 1.15	
<b>Bradley</b>	Village Hall	1.45 – 2.15	30 minutes
<b>Dunston</b>	Church Close	2.45 – 3.15	30 minutes
<b>Acton Trussell</b>	Lees Lane	3.30 – 4.05	35 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 11  
Monday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Swindon</b>	The Greyhound	10.00 - 10.15	15 minutes
<b>Hinksford</b>	Caravan Park	10.30 – 10.45	15 minutes
<b>New Wood</b>	Hyperion Road	11.00 – 11.20	20 minutes
<b>Enville</b>	The Cat	11.35 – 11.55	20 minutes
	Lunch	12.00 – 12.30	
<b>Bobbington</b>	Village Hall & Nursery	1.00 – 1.30	30 minutes
<b>Seisdon</b>	Seven Stars	2.00 – 2.20	20 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 12  
Tuesday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Checkley</b>	School + Playgroup	09.45 - 10.20	35 minutes
<b>Lower Tean</b>	Goldhurst Drive	10.30 - 10.50	20 minutes
<b>Winnothdale</b>	Birch Rise	11.05 - 11.20	15 minutes
<b>Oakamoor</b>	The Square	11.35 - 12.35	60 minutes
	Lunch	12.45 – 1.15	
<b>Upper Tean</b>	White Hart	1.45 - 3.15	90 minutes
<b>Fradswell</b>	Old Rectory	3.35 - 3.55	20 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 13  
Wednesday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Ellastone</b>	Post Office	09.40 -10.00	20 minutes
<b>Ramshorn</b>	Telephone Kiosk	10.15 – 10.30	15 minutes
<b>Cotton</b>	School	10.45 – 11.10	25 minutes
<b>Alton</b>	Village Lock-up	11.25 – 12.25	60 minutes
	Lunch	12.30 – 1.00	
<b>Denstone</b>	Village Hall	1.15 – 2.15	60 minutes
<b>Rocester</b>	Village Hall	2.30 – 3.15	45 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 14  
Thursday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Brown Edge</b>	Post Office	09.45 - 11.15	90 minutes
<b>Biddulph Moor</b>	Rose and Crown	11.30 - 11.45	15 minutes
<b>Rushton</b>	Portabello	12.00 - 12.15	15 minutes
<b>Rushton Spencer</b>	Rushton Primary School	12.25 – 12.50	25 minutes
	Lunch	1.00 - 1.30	
<b>Endon Bank</b>	The Old Village (by the well)	2.00 - 2.30	30 minutes
<b>Endon</b>	Methodist Church	2.35 - 4.35	120 minutes

**Mobile Library 3 Weekly Service  
Mobile 1 Route 15  
Friday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Warslow</b>	Opposite St. Lawrence View	10.30 - 10.45	15 minutes
<b>Sheen</b>	Cross Cottage	11.00 - 11.30	30 minutes
<b>Longnor</b>	The Square	11.45 - 12.05	20 minutes
	Lunch	12.15 – 12.45	
<b>Hollinsclough</b>	School	12.55 - 1.15	20 minutes
<b>Quarnford/Flash</b>	Flash School	1.30 - 2.15	45 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 1  
Monday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Huntington</b>	Community Centre	09.30 – 10.30	60 minutes
<b>Chadsmoor</b>	Burns Street	10.45 – 11.00	15 minutes
<b>Chadsmoor</b>	Moreton Street	11.10 – 11.30	20 minutes
<b>West Chadsmoor</b>	Shelley Road	11.40 – 12.00	20 minutes
	Lunch	12.15 – 12.45	
<b>West Chadsmoor</b>	Clarion Way 1	1.00 – 1.30	30 minutes
<b>Cannock Wood</b>	Gilwell Road	2.00 – 2.20	20 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 2  
Tuesday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Shareshill</b>	St. Mary's Close	09.30 – 10.15	45 minutes
<b>Featherstone</b>	Featherstone Children's Centre	10.30 – 12.00	90 minutes
	Lunch	12.15 – 12.45	
<b>Coven Heath</b>	Ball Lane	1.00 – 1.25	25 minutes
<b>Coven</b>	Memorial Hall	1.35 – 3.05	90 minutes
<b>Essington</b>	Hill Street	3.30 – 6.00	150 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 3  
Wednesday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Outwoods</b>	Aviation Lane	10.00 – 10.40	40 minutes
<b>Burton</b>	Little lambs Nursery	10.55 - 11.15	20 minutes
<b>Burton</b>	Casey Lane	11.25 – 12.25	60 minutes
	Lunch	12.30 – 1.00	
<b>Burton</b>	Masefield Crescent (Eton Park Junior School Entrance)	1.15 – 1.45	30 minutes
<b>Anslow</b>	Village Hall	2.00 – 2.30	30 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 4  
Thursday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Swinfen</b>	Prison Houses	10.00 - 10.15	15 minutes
<b>Canwell</b>	Nursery School	10.40 – 11.00	20 minutes
<b>Shenstone Wood End</b>	Smarts Avenue	11.15 – 11.30	15 minutes
<b>Little Aston</b>	Parish Hall	11.45 – 12.15	30 minutes
	Lunch	12.30 – 1.00	
<b>Stonnall</b>	Main Street (Lay-by)	1.15 – 2.45	90 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 5  
Friday Week 1**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Burton (Waterside)</b>	Rosliston Road (The Crown)	10.00 – 10.30	30 minutes
<b>Burton (Waterside)</b>	Suffolk Road	10.40 – 11.40	60 minutes
<b>Branston</b>	Blacksmiths Arms	11.50 – 12.50	60 minutes
	Lunch	1.00 – 1.30	
<b>Branston</b>	Blacksmiths Arms	1.30 – 3.30	120 minutes
<b>Rangemore</b>	School	3.45 – 4.15	30 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 6  
Monday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Weston under Lizard</b>	Weston Park	09.45 – 10.10	25 minutes
<b>Blymhill</b>	School Lane	10.20 – 10.40	20 minutes
<b>Bishops Wood</b>	White Oak Drive	10.55 – 11.30	35 minutes
<b>Wheaton Aston</b>	Church	11.45 – 12.45	60 minutes
	Lunch	12.45 – 1.15	
<b>Wheaton Aston</b>	Church	1.15 – 2.15	60 minutes
<b>Lapley</b>	Vaughan Arms	2.25 – 3.10	45 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 7  
Tuesday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Wiggington</b>	Wiggington School	09.45 – 10.05	20 minutes
<b>Elford</b>	Sports and Social Club	10.15 – 10.45	30 minutes
<b>Harlaston</b>	Manor Lane	11.00 – 11.15	15 minutes
<b>Clifton Campville</b>	Green Man	11.30 – 12.30	60 minutes
	Lunch	12.45 - 1.15	
<b>Edingale</b>	Moors Croft	1.40 – 3.10	90 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 8  
Wednesday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Bednall</b>	Little Acorns	09.30 – 10.05	35 minutes
<b>Brocton</b>	Village Green	10.15 – 10.45	30 minutes
<b>Colwich</b>	Colwich School	11.00 – 11.45	45 minutes
<b>Little Haywood</b>	Red Lion	11.50 – 12.50	60 minutes
	Lunch	1.00 – 1.30	
<b>Colton</b>	The Greyhound	1.15 – 1.45	30 minutes
<b>Abbots Bromley</b>	Crown Inn	2.00 – 3.30	90 minutes
<b>Bromley Wood</b>	Greenfields	3.35 – 3.50	15 minutes



**Mobile Library 3 Weekly Service  
Mobile 2 Route 9  
Thursday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Yoxall</b>	Golden Cup	09.30 – 11.30	120 minutes
<b>Hoar Cross</b>	Hoar Cross Nursery	11.45 – 12.00	15 minutes
<b>Newborough</b>	Hollybush Road	12.10 – 1.00	50 minutes
	Lunch	1.15 – 1.45	
<b>Hanbury</b>	Post Office	2.00 – 2.30	30 minutes
<b>Draycott in the Clay</b>	Pipe Hay Lane	2.40 – 3.10	30 minutes
<b>Draycott in the Clay</b>	Woodlands Drive	3.15 – 3.35	20 minutes
<b>Marchington</b>	Village Hall	3.45 – 4.45	60 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 10  
Friday Week 2**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Salt</b>	Hollybush	09.30 – 10.15	45 minutes
<b>Sandon</b>	Mumbles Nursery	10.30 – 10.45	15 minutes
<b>Milwich</b>	Village Hall	11.00 – 11.40	40 minutes
<b>Fulford</b>	Village Hall	11.55 – 12.25	30 minutes
	Lunch	12.30 – 1.00	
<b>Moss Lane</b>	Council Houses	1.15 – 1.30	15 minutes
<b>Hilderstone</b>	Oak Tree Farm	1.45 – 2.15	30 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 11  
Monday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Hopton Heights</b>	Battle Ridge	09.45 – 10.15	30 minutes
<b>Weston</b>	Woolpack	10.20 – 11.20	60 minutes
<b>Kingstone</b>	The Church	11.40 – 12.15	35 minutes
<b>Stowe</b>	The Church	12.30 – 12.50	20 minutes
	Lunch	1.00 – 1.30	
<b>Hixon</b>	Village Hall	1.35 – 2.20	45 minutes
<b>Great Haywood</b>	Anson School (Clifford Arms)	2.30 – 5.00	150 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 12  
Tuesday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Fradley Junction</b>	Animal Crackers	09.30 – 09.45	15 minutes
<b>Fradley</b>	Post Office	10.00 – 11.00	60 minutes
<b>Hopwas</b>	Bus Lay-by Lichfield Rd (Junction Hints Road)	11.30 – 11.50	20 minutes
	Lunch	12.00 – 12.30	
<b>Whittington Barracks</b>	Munchkins Nursery	12.45 – 1.00	15 minutes
<b>Whittington</b>	Village Hall	1.15 – 3.45	150 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 13  
Wednesday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Longdon</b>	Post Office	09.15 – 09.45	30 minutes
<b>Longdon Green</b>	Village Green	09.55 – 10.10	15 minutes
<b>Kings Bromley</b>	Richard Crosse School	10.25 – 12.25	120 minutes
	Lunch	12.30 – 1.00	
<b>Hill Ridware</b>	Henry Chadwick Community School	1.20 – 2.50	90 minutes
<b>Hamstall Ridware</b>	Bus Layby	3.00 – 3.15	15 minutes

**Mobile Library 3 Weekly Service  
Mobile 2 Route 14  
Thursday Week 3**

<b>Community</b>	<b>Stop</b>	<b>Times</b>	<b>Time at Stop</b>
<b>Stoneydelph</b>	Russell House	09.30 – 09.45	15 minutes
<b>Amington East</b>	Florendine Street	09.55 – 10.55	60 minutes
<b>Drayton Bassett</b>	Church	11.10 – 12.10	60 minutes
	Lunch	12.15 – 12.45	
<b>Mile Oak</b>	George Avenue	1.00 - 1.45	45 minutes
<b>Hints</b>	Watling Street	1.55 – 2.10	15 minutes

## Appendix 2 – Proposed Routes

### Travelling Library - fortnightly service

#### Week 1

Day	Library	Location	Timetable	Hours Open
Monday	Tutbury	Duke Street Car Park	10am - 7pm	9 hours
Tuesday	Barlaston	Plume of Feathers Village Hall	9.30am - 1.30pm 2pm - 7.30pm	9.5 hours
Wednesday	To be confirmed			
Thursday	Wolstanton	Working Men's Club	9.30am - 5pm	7.5 hours
Friday	Alrewas	Post Office Road	9.30am - 1.30pm	4 hours
	Armitage/ Handsacre	Armitage Village Hall	2pm - 7.30pm	5.5 hours
Saturday	Pattingham	Village Hall	10am - 12.30pm	2.5 hours

#### Week 2

Day	Library	Location	Timetable	Hours Open
Monday	To be confirmed			
Tuesday	Madeley	The Madeley Centre	9.30am - 7.30pm	10 hours
Wednesday	Day off road			
Thursday	Rolleston	Rolleston Club	9.30am - 6.45pm	9.25 hours
Friday	Stretton	St Mary's Church Hall	10am - 7pm	9 hours
Saturday	Wolstanton	Marsh Hall Community Centre	10am - 12.30pm	2.5 hours





Local Members' Interest
N/A

## **Prosperous Staffordshire Select Committee – 1st June 2015**

### **The Staffordshire Rail Strategy**

#### **Recommendations**

1. To receive a presentation on the Draft Staffordshire Rail Strategy and consider whether any amendments need to be made in order to align with our Strategic Plan.
2. To agree for the Draft Staffordshire Rail Strategy (subject to any amendments) to be published for an eight week public consultation period.
3. To receive an update following public consultation.

#### **Report of Mark Winnington, Cabinet Member for Economy, Environment and Transport**

### **Summary**

#### **What is the Select Committee being asked to do and why?**

4. To consider and comment upon the Draft Staffordshire Rail Strategy. This is an opportunity for the Committee to influence the draft strategy prior to publication for public consultation.
5. To agree for the Draft Staffordshire Rail Strategy to be published for an eight week public consultation.
6. Further comments from the Prosperous Staffordshire Select Committee are welcomed and these will be considered for incorporation within the Strategy prior to the final version being published.
7. Responses received to the eight week consultation will be considered and where appropriate final amendments will be made to the Draft Staffordshire Rail Strategy prior to publication. A consultation report will also be published.

## Report

### Background

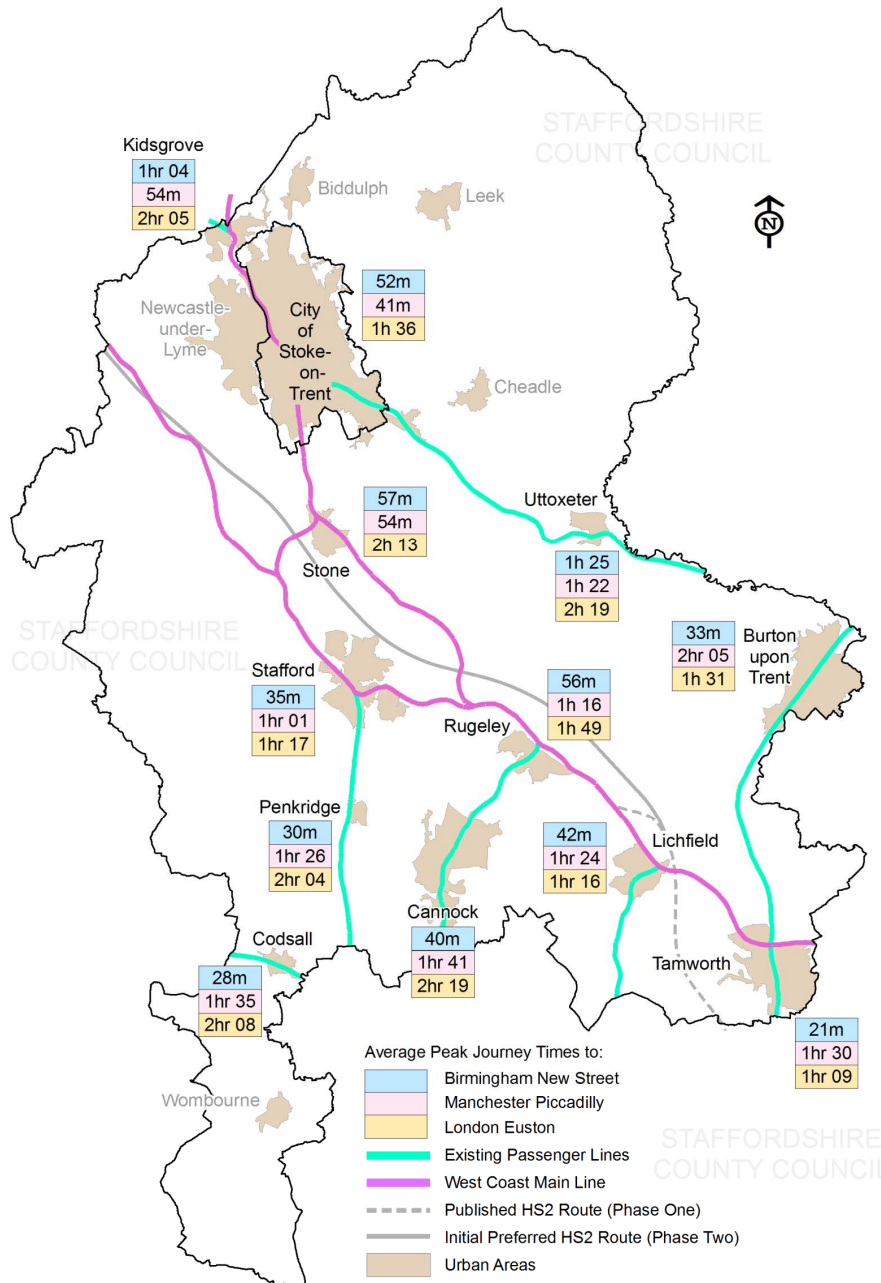
8. Staffordshire is uniquely placed at the centre of the country's rail network, located on key transport arteries and corridors giving easy access to large economic centres such as Manchester and the North West, Birmingham, the East Midlands and the South East. The West Coast Mainline (WCML) runs north to south throughout the county providing frequent connections to London, Manchester and Liverpool.
9. Birmingham is just a 30 minute journey or less from a number of Staffordshire's urban areas. The main stations within Staffordshire include Stafford located on the WCML and the busiest in the county, Burton upon Trent which lies on the Cross Country Route between Birmingham and Derby, Tamworth which is served by both the WCML and the Cross Country Route and Lichfield which is served by the Cross City Route, a key commuting route into Birmingham. There are a total of 19 local rail stations in the area that offer varying degrees of connectivity to both local destinations and those further afield. Figure 1 shows the average peak journey times to Birmingham, Manchester and London.
10. Staffordshire's rail network also plays an important role in the movement of freight and is located at the centre of some important regional and national routes with good connections to a number of freight terminals. The most important freight route for Staffordshire is the WCML, one of the country's principal routes with over 50 freight trains operating along it per day in each direction.
11. The County Council is also a member of the North Staffordshire Community Rail Partnership which works to promote and develop the Crewe-Derby Route and is also known as the North Staffordshire Line.
12. Rail is, therefore, recognised as playing an important part in facilitating economic growth and prosperity and is vital for Staffordshire's economic competitiveness and wellbeing. There are many opportunities surrounding rail that are emerging within Staffordshire at the current time and it is essential that Staffordshire maximises the potential benefits that these opportunities may bring. It is important to recognise that this is a disparate industry and the County Council does not have significant resources to invest directly into rail. The County Council, therefore, works together with these partners acting as the voice for Staffordshire to directly influence planning and investment in the rail network. To assist with this a published guiding rail strategy is essential to effectively influence the future of rail use in the County. The final version of the Rail Strategy will contain Staffordshire's asks and will be used as a lobbying document with Government and the rail industry.



The vision for Staffordshire's railways is for:

*A well connected, modern, safe, affordable, reliable, attractive and low carbon rail network that allows businesses, people and goods to connect efficiently and effectively with each other, whilst playing a central role in supporting the economic growth of Staffordshire.*

Figure 1: Average Peak Journey times to Birmingham, Manchester and London



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## Developing the Draft Staffordshire Rail Strategy

13. An extensive amount of work has been undertaken to develop the Draft Staffordshire Rail Strategy. This has included hosting the first ever Staffordshire Rail Summit with attendance from some 40 different organisations. Delegates included the rail industry, business, Department for Transport, local authorities, LEPs and rail promotion groups.
14. The Summit focused on identifying the key rail issues affecting Staffordshire and identifying potential priorities for investment. The results of the Summit were subsequently collated into a Staffordshire Rail Summit Workshop Report and this is published on the County Council's website.
15. Informed by the evidence gathered from the Rail Summit, a questionnaire was produced to provide both the public and rail users with the opportunity to help shape the Draft Staffordshire Rail Strategy. This was an online consultation and a total of 428 responses were received.
16. Press coverage included live radio coverage and the issue of a press release. Awareness of the consultation was raised through the distribution of leaflets to rail passengers at selected rail stations in Staffordshire.
17. The results of both the rail survey and the rail summit have been used to inform the content of the Draft Staffordshire Rail Strategy. A report of the outcomes of the rail survey will be published alongside the final version of the rail strategy as part of a suite of supporting technical documents. However, the headline results show that:
  - 56% of respondents used the train at least once a month with 19.3% using the train daily.
  - The cost of travel was the main reason respondents gave for not travelling by rail.
  - The majority of respondents supported the following Rail Strategy Objectives:
    - To encourage the growth of the economy.
    - To reduce the impacts of travel on the environment.
    - To increase connectivity for Staffordshire's residents.
  - The top three reasons for travelling by rail were leisure, business travel and commute to work.
  - The top three issues that rail users felt needed to be addressed were: overcrowding at peak times, ticketing/price of fares/availability of through fares and better direct connections from Staffordshire.

- The most important issues going forward included improving rail infrastructure and improving rail services.
  - Over half of respondents felt that both freight and passengers should be considered and given equal opportunity.
18. A focus group was also undertaken with the Youth Action Kouncil (YAK). The outcomes from this focus group have also been used to inform the Draft Staffordshire Rail Strategy.

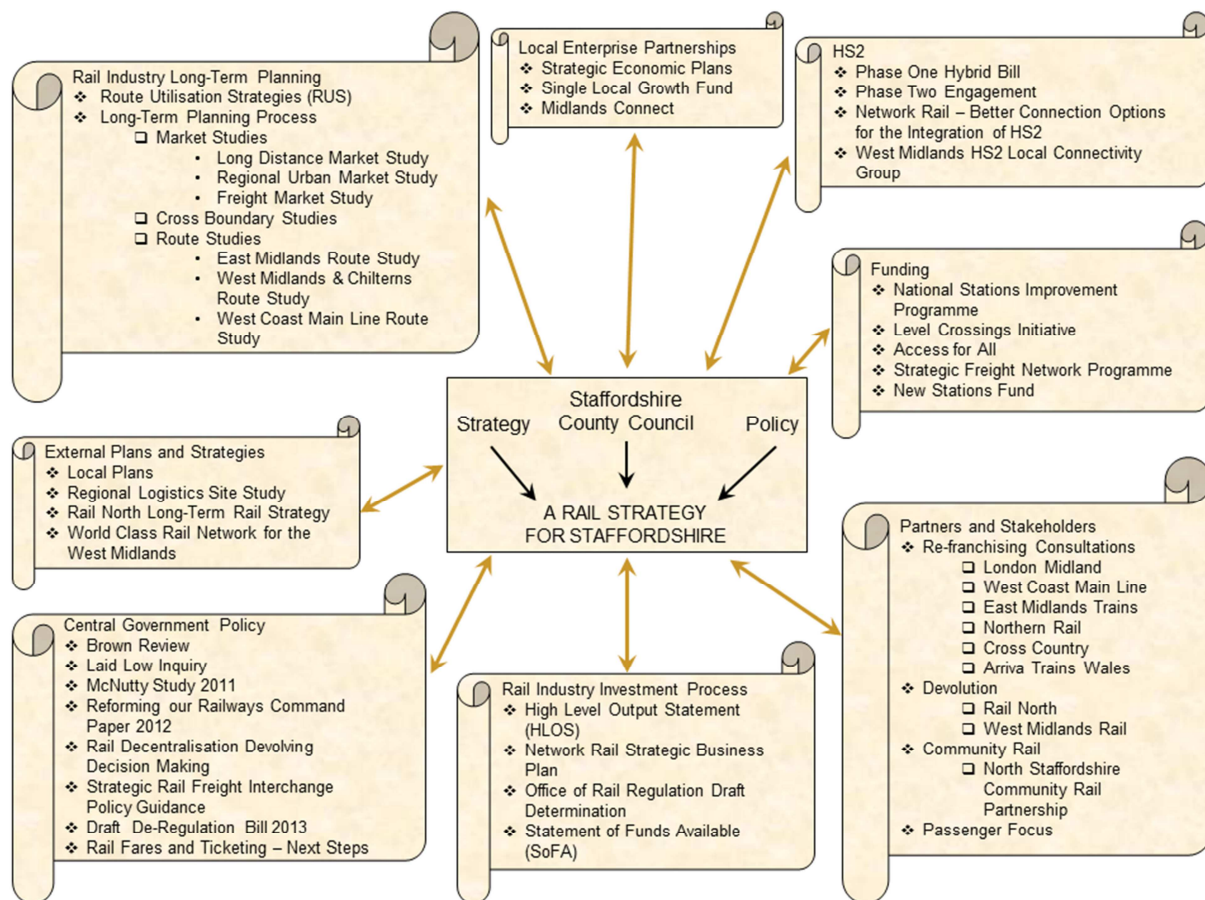
### **Context and Format**

19. The Draft Staffordshire Rail Strategy has been produced in the form of a brochure that is structured into 7 separate and distinct chapters (introduction, economic growth, passenger rail services (local, regional and long distance), HS2 and HS2 local connectivity, rail stations as gateways, rail freight and making it happen. The Strategy will also be supported by a suite of technical documents which will be available online. This will enable the Strategy to remain a fluid document that can be easily updated on a regular basis.
20. Each chapter is framed around the following questions:
- What is happening now?
  - What is expected to happen in the future?
  - What are the objectives?
  - How these objectives should be realised
  - What are the timescales for action and collaboration?
21. The Rail Strategy sets out the role of Staffordshire's rail network now and in the future. It is objective led and sets out the challenges and opportunities facing Staffordshire's rail network together with how these can be addressed.
22. The final version of the Staffordshire Rail Strategy will:
- Provide a sound basis to effectively respond to national consultations including re-franchising.
  - Provide a clear set of priorities to enable available investment opportunities to be maximised.
  - Enable Staffordshire to take advantage of any emerging opportunities such as entrepreneurial private enterprise and open access opportunities.

- Help shape the devolution proposals for West Midlands Rail and Rail North, providing greater accountability and decision-making in relation to local rail services.
- Help shape the industry's Long Term Planning Process for future investment in the rail network.
- Help provide the best possible opportunities to gain access to existing and future national and European high speed passenger networks.
- Help plan for the best use of released capacity on the classic network upon completion of HS2.

23. Figure 2 below demonstrates how the Staffordshire Rail Strategy will integrate with and influence wider policy and strategy and support the securement of greater investment and economic growth in Staffordshire.

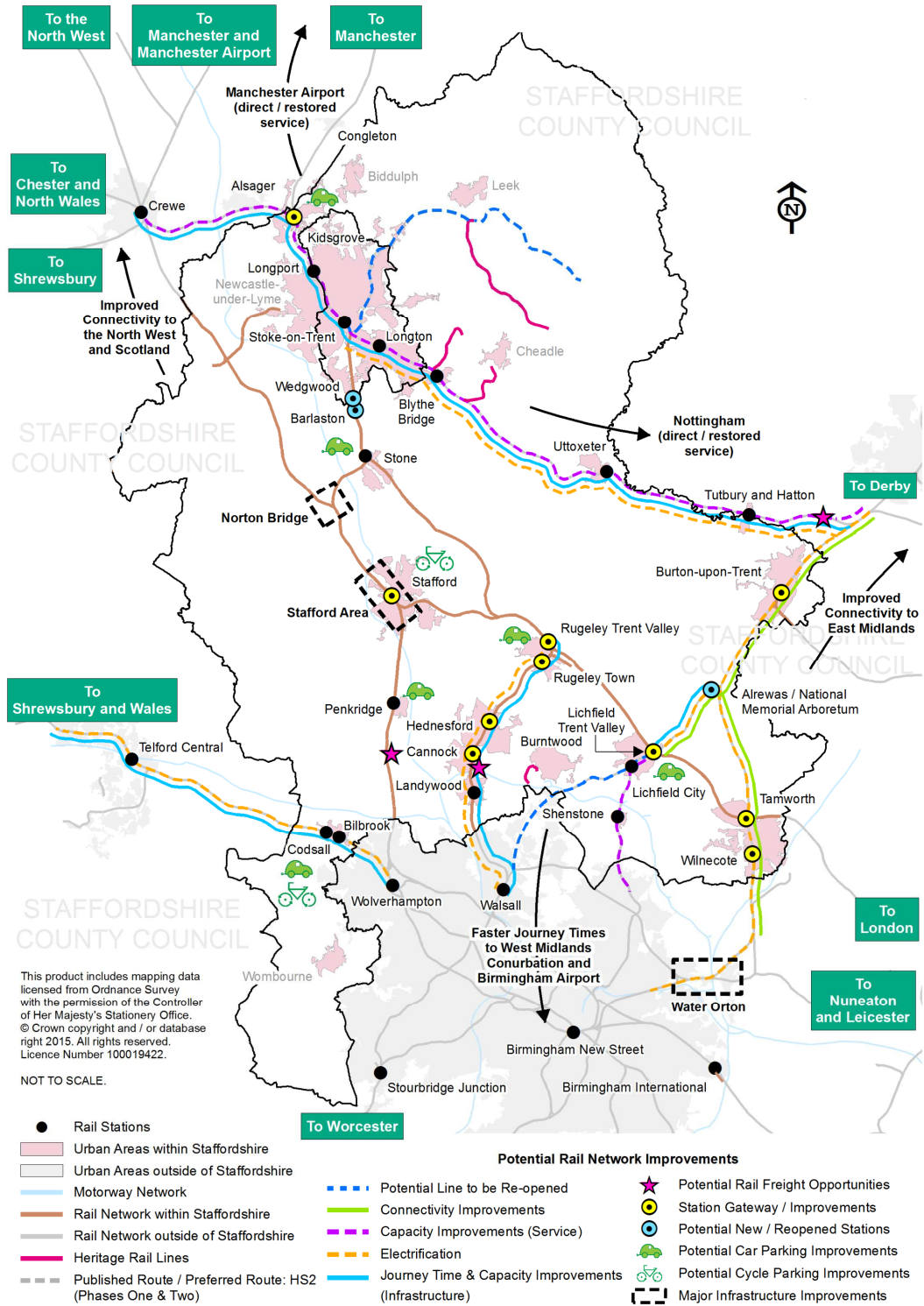
Figure 2: Staffordshire's Rail Strategy Sphere of Integration and Influence



24. To date the emerging rail strategy has been used to shape and influence Network Rail's Long Term Planning Process, Midlands Connect, West Midlands Rail proposals for devolution, Rail North's devolution proposals, local planning authorities' emerging local plans and the Stoke-on-Trent and Staffordshire Local Enterprise Partnership's Strategic Economic Plan.
25. To achieve the vision a series of objectives have been developed for each chapter. However, these objectives cannot be considered in isolation and individual measures to achieve the objectives will still be subject to meeting the appropriate deliverability, affordability and value for money criteria.
26. The economic growth chapter reflects the recently published Strategic Economic Plan and places strong emphasis on how transport connectivity will play a critical role in supporting economic flows and unlocking investment in necessary employment, housing and leisure developments. It also recognises that there are connectivity challenges which will need to be addressed if the LEP's growth ambitions are to be achieved and how rail can play a critical role in reducing these challenges.
27. Passenger Rail Services considers all types of rail connectivity from local through to long distance. It provides an overview of the current picture of passenger rail services in Staffordshire including a summary of typical off-peak services at some of the county's key rail stations. The chapter also identifies the key challenges and issues for passenger rail services in Staffordshire and what this will mean in the future with Network Rail's predicted growth of between 8% and 49% for travel into both Birmingham and Manchester by 2023, rising to between 24% and 114% by 2043. Based on this evidence and current planned rail infrastructure investment in Staffordshire a series of five objectives have been developed which are underpinned by the need to collaborate with the rail industry and neighbouring local authorities. The chapter explains how these objectives could be realised and the County Council's role in achieving these objectives. A plan of action and collaboration is also provided together with appropriate timescales.
28. The HS2 and HS2 local connectivity chapter provides a summary of the current position regarding HS2 together with an analysis based on HS2 Ltd published documentation of Staffordshire's suggested future connectivity on the classic rail network during each phase of HS2. This has been used to develop a series of four specific objectives. These objectives acknowledge the need to secure classic compatible services for Staffordshire whilst maximising the potential for improved rail connectivity from any released capacity on the classic network. Based on each individual objective, a series of clear asks for the classic rail network has been developed. These will provide a basis for the County Council to work with the industry and partners to try and maintain and enhance rail connectivity in Staffordshire. A series of ongoing actions for the County Council have also been clearly identified.

29. The rail stations as gateways chapter recognises the importance placed on rail stations for enabling growth and for also having a positive impact on the passenger experience - In 2013/14 there were over 10.1 million journeys at rail stations in Staffordshire and Stoke-on-Trent and station growth increased by 71% (2006/07- 2013/14) compared to 39% nationally. However, many rail stations no longer meet today's passenger needs and expectations. A recent assessment of the quality of passenger rail facilities available at Staffordshire stations has identified a number of stations that require improvements to be made to the station environment. This evidence has been used to establish five core objectives, all of which are underpinned by the need to collaborate with the rail industry and relevant stakeholders. The chapter recognises the importance of identifying innovative and alternative ways of achieving these objectives and the County Council's involvement as a partner in the North Staffordshire Community Rail Partnership together with its successful partnership working to deliver Kidsgrove Transport Hub has been used as an example of best practice. An action and collaboration plan together with appropriate timescales has also been developed.
30. The Rail Freight chapter summarises the crucial role that rail freight plays in the UK economy and how it is expected to grow significantly. Network Rail's freight Market Study forecasts that the rail freight market in tonne kilometres will increase by 2.9% per annum to 2043. In shaping this chapter many discussions have been undertaken with the rail freight industry and operators. This has been used to shape a series of three distinct objectives for rail freight and for identifying how these objectives can be achieved. The role that the County Council can play in helping to realise the objectives has been developed into an action and collaboration plan categorised into short, medium, long term and on-going actions.
31. The 'Making It Happen' chapter explains how the County Council will work with partners, stakeholders and the rail industry to achieve the Staffordshire Rail Strategy vision and objectives including funding and delivery mechanisms. Figure 3 below identifies a series of specific infrastructure and connectivity improvements for Staffordshire's rail network. These improvements have subsequently been further refined to prioritise them in the short, medium and long-term. A dialogue is also provided to explain why these improvements are required and the actions the County Council will take to help deliver these improvements.

Figure 3: Staffordshire Rail Network Strategic Connectivity Improvements



## **Next Steps**

32. If our approach is agreed a formal eight week public consultation will commence. Responses to the formal consultation will then be analysed and considered. Amendments to the Staffordshire Rail Strategy will then be undertaken where appropriate prior to a final version being published together with a suite of supporting technical documents. A consultation report will also be published at the same time.

## **Link to Strategic Plan**

33. The Staffordshire Rail Strategy links to the Strategic Priority Outcome of being able to access more good jobs and feel the benefits of economic growth. In addition, the Strategy also helps to deliver a number of commissioning priorities. These include:

- Great Place to Live
- Ready for Life
- Right for Business

## **Link to Other Overview and Scrutiny Activity**

34. A previous Select Committee discussed the development of the Staffordshire Rail Strategy.

## **Contact Officer**

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# Staffordshire Rail Strategy May 2015

Draft for Consideration by Prosperous Staffordshire  
Select Committee

the knot unites



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## 1. Introduction

### Overview

This Rail Strategy sets out the role of Staffordshire's rail network now and in the future. It is objective led and sets out the challenges and opportunities facing Staffordshire's rail network together with how this can be addressed.

The Strategy considers the needs of both passengers and freight and builds on existing plans including the rail industry's Long Term Planning Process. A suite of technical documents that provide further detail and support this Strategy are available from [www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/railstrategy.aspx](http://www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/railstrategy.aspx)

Whilst the focus of the Strategy is long term – through to the mid 2020s and beyond, the Strategy will also identify short-term goals and will, therefore, include short, medium and long-term action plans.

This Rail Strategy will remain a fluid document that will be updated on a regular basis to ensure it remains fit for purpose and reflects the County Council's priorities for investment.

### Context

It is recognised that better connectivity is an enabler of growth and prosperity and, therefore, forms a key element of the County Council's Strategic Plan vision. In addition, one of the Council's top strategic priority outcomes is to be able to access more good jobs and feel the benefits of economic growth. Rail will be a key driver in achieving these ambitions.

**In 2013/14 over 10.1 million people used rail stations in Staffordshire**

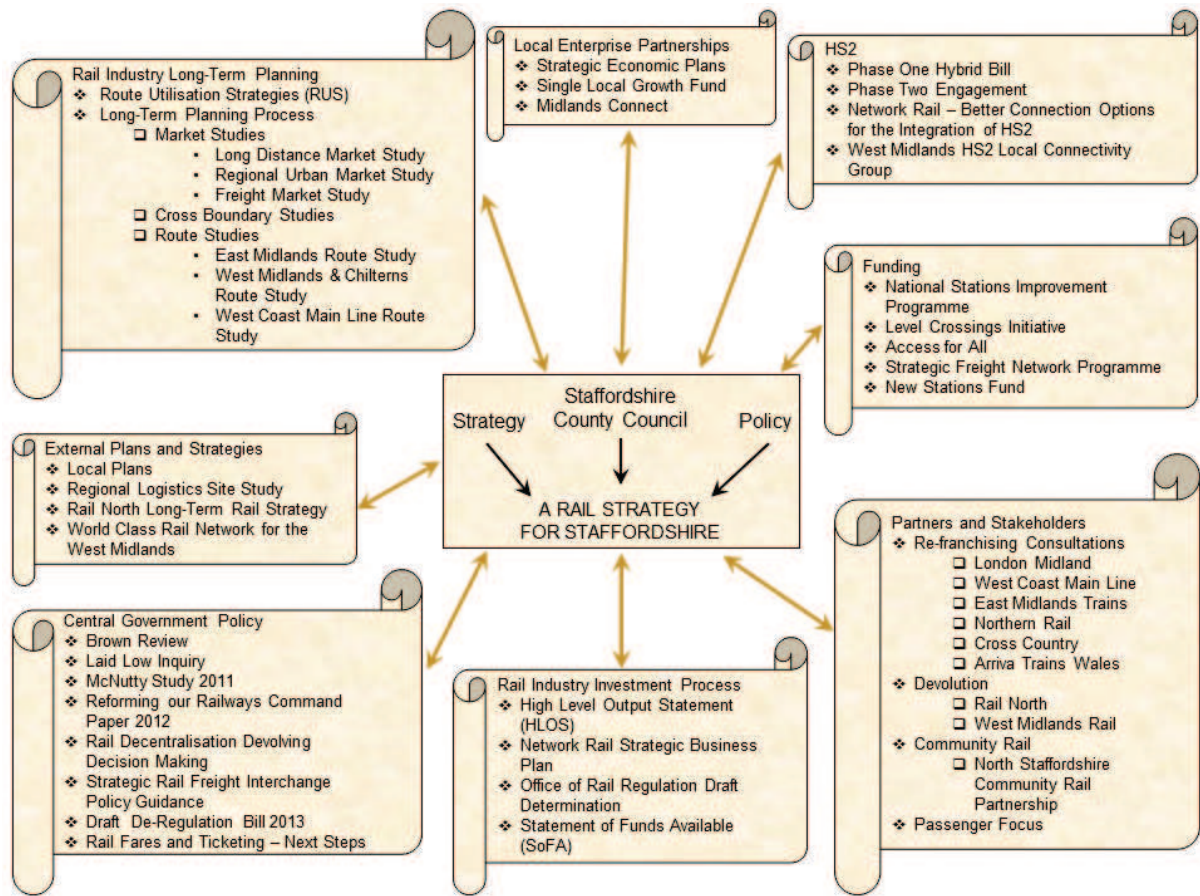
It is essential for Staffordshire to establish its key priorities in terms of rail if the Council and its partners are to achieve their ambitions and ensure that Staffordshire enjoys a rail service that meets both current and future needs.

The Rail Strategy will therefore:

- Provide a sound basis to effectively respond to national consultations including re-franchising.
- Provide a clear set of priorities to enable available investment opportunities to be maximised.
- Take advantage of any emerging opportunities such as entrepreneurial private enterprise and open access opportunities.
- Help shape the devolution proposals for West Midlands Rail and Rail North, providing greater accountability and decision-making in relation to local rail services.
- Help shape the industry's Long Term Planning Process for future investment in the rail network.
- Help provide the best possible opportunities to gain access to the existing and future National and European High Speed Passenger Network.
- Help plan for the best use of released capacity on the classic network upon completion of HS2.

Figure 1 demonstrates how delivering the Rail Strategy for Staffordshire will integrate with and influence wider policy and strategy, and support the securing of greater investment and economic growth in Staffordshire.

Figure 1: Integration and Influence of Staffordshire Rail Strategy



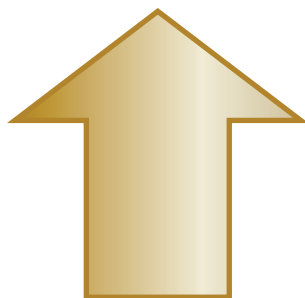
**Geographic Scope**

Staffordshire is uniquely placed at the centre of the country’s rail network, located on key transport arteries and corridors, giving easy access to large economic centres such as Manchester and the North West, Birmingham, the East Midlands and the South East. The West Coast Main Line (WCML) runs north to south through the county, providing frequent connections to London, Manchester and Liverpool.

Birmingham is just a 30-minute journey from Stafford Rail Station. Other main stations within Staffordshire include Burton upon Trent which lies on the Cross Country Route between Birmingham and Derby, and Tamworth which is served by both the WCML and the Cross Country Route. There are 19 local rail stations in the area that offer varying degrees of connectivity to both local destinations and those further afield.

Figure 2 shows the average journey times to Birmingham, Manchester and London.

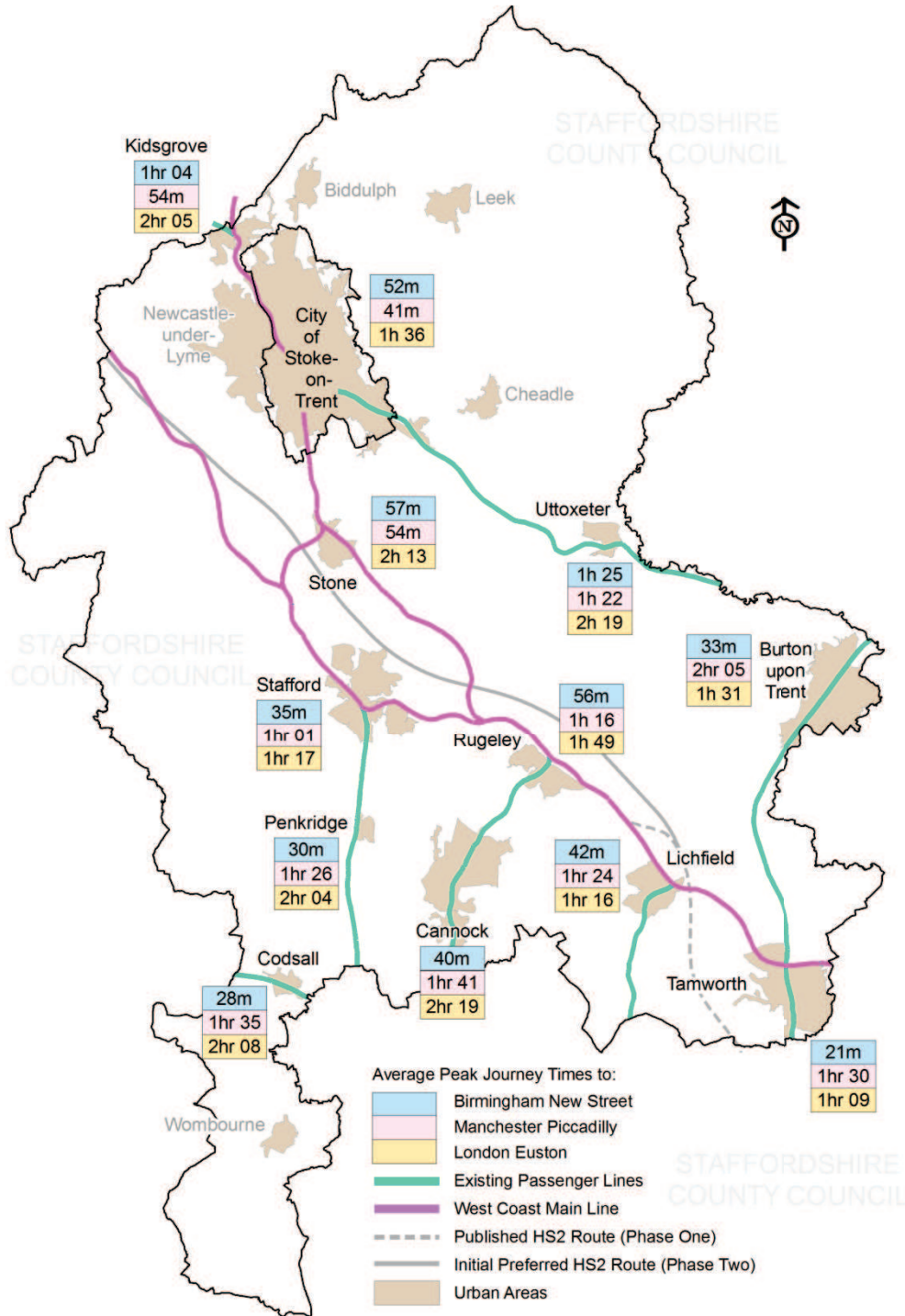
Rail Patronage has increased in Staffordshire by 71% since 2006/07



Staffordshire’s rail network plays an important role in the movement of freight and is located at the centre of some important regional and national routes, with good connections to a number of freight terminals. The most important freight route for Staffordshire is the WCML, one of the country’s principal routes with over 50 freight trains operating along it per day in each direction.

Staffordshire County Council is also a member of the North Staffordshire Community Rail Partnership which works to promote and develop the Crewe-Derby Route which is also known as the North Staffordshire Line.

Figure 2: Average Peak Journeys Times to Birmingham, Manchester and London



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**Vision**

A well-connected, modern, safe, affordable, reliable, attractive and low carbon rail network that allows businesses, people and goods to connect efficiently and effectively with each other, whilst playing a central role in supporting the economic growth of Staffordshire.

The vision which underpins this Strategy has been developed through extensive consultation undertaken with the public, the rail industry, LEPs and local interest groups (further information regarding the consultation undertaken in developing the

Rail Vision is available from:

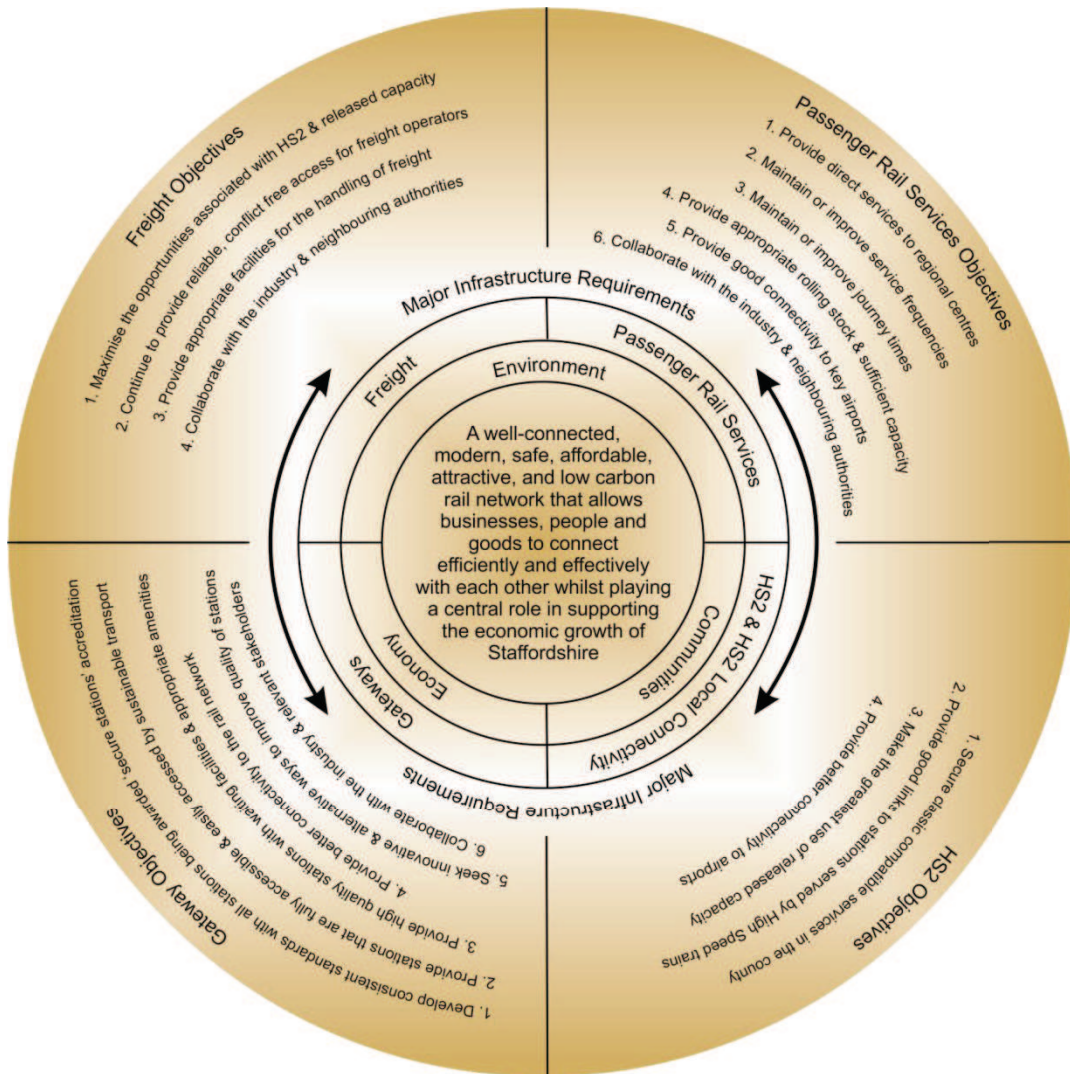
[www.staffordshire.gov.uk/transport/transportplanning/locatransportplan/railstrategy.a.spx](http://www.staffordshire.gov.uk/transport/transportplanning/locatransportplan/railstrategy.a.spx))

**Objectives**

To achieve the vision, Staffordshire County Council has adopted a series of objectives that are summarised in Figure 3, with greater detail provided in each individual section.

It is important to note that these objectives cannot be considered in isolation and individual measures to achieve these objectives will still be subject to meeting the appropriate deliverability, affordability and value for money criteria.

Figure 3: Staffordshire Rail Strategy Framework



## 2. Economic Growth

The Stoke-on-Trent and Staffordshire Local Enterprise Partnership (LEP) aims to grow the economy by 50% and generate 50,000 jobs in the next 10 years – 50:50:10.

- Staffordshire is home to numerous internationally-renowned businesses including: Alstom, Coors, JCB, Jaguar Land Rover, Moog and Zytex.
- The area is home to a buoyant Small and Medium Sized Enterprise (SME) sector, making a significant contribution to growth.
- Inward investment performance has been strong in recent years, with notable investment including, Jaguar Land Rover and Amazon.
- Local universities actively engage in research and innovation support to a number of the nation's most important future industrial sectors.
- The rural nature of large parts of the area has helped generate significant levels of growth as greater numbers of companies choose to relocate to out-of-town locations.

The LEP's Strategic Economic Plan (SEP) is based on a twin track approach comprising both sector and place-led growth with five central objectives:

**Core City**

**Connected County**

**Competitive Urban Centres**

**Sector Growth**

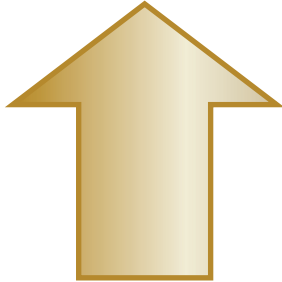
**Skilled Workforce**

Staffordshire is home to a strong set of businesses in key industrial sectors. The manufacturing heritage of the area and recent renaissance driven by advanced manufacturing industries has led to the growth of a number of niche sectors across Stoke-on-Trent and Staffordshire, particularly within:

- Energy Generation
- Auto Aero
- Medical Technologies
- Agri Tech
- Applied Materials

Growth in exports has been particularly strong in the West Midlands over the last couple of years and emphasises the opportunities presented by manufacturing industries.

**Exports have increased  
by over  
£4.5bn  
year on  
year in  
the West  
Midlands**



*(2012/Q2–2012/Q1 to 2013/Q2–2014/Q1)*

This is a vast increase compared with any other area in the UK. Good connectivity to national and international markets will clearly be important if this growth in exports, a national priority, is to continue.

The focus on advanced manufacturing is complemented with a longer-term interest in strengthening the important sectors of tourism and business/professional services. Tourism and leisure currently accounts for more than:

## 23,000 jobs in Staffordshire and 20 million plus people visiting Stoke-on-Trent and Staffordshire every year

The area is home to a large number of attractions including Alton Towers Resort, Drayton Manor Theme Park and the SnowDome, while there is significant opportunity to build upon the area's sporting and leisure attractions such as those in the Peak District and Cannock Chase. Enabling people to easily access these attractions in a sustainable manner will clearly be vital in supporting this growth.

The number of households within the area is predicted to rise over the coming years, and an important element of economic growth is ensuring that there is an appropriate range (supply, distribution, quality and affordability) of sustainable housing available. Based on current local plans, the SEP quotes that around 3,370 homes are proposed to be built across all local authorities in Staffordshire and Stoke-on-Trent on an annual basis.

However, this figure is based on the current Local Plans for the area and does not take into account growth plans outlined within the SEP. It should also be acknowledged that there may also be pressure for housing growth within Staffordshire and Stoke-on-Trent from surrounding areas. Areas such as Birmingham cannot meet their housing need and will be increasingly looking towards surrounding areas to meet this need in the future.

The proposals for the HS2 project are also likely to lead to extra demand for housing; most prevalent in the south of the county

in Phase One of the project and in Cheshire and the north of Staffordshire and Stoke-on-Trent in Phase Two. Therefore, there are significant opportunities for growth that lie beyond the Stoke-on-Trent and Staffordshire boundaries, including towards Manchester, Liverpool and Derby, and significantly to the south into Birmingham and the Black Country.

This business and housing growth is likely to be in addition to growth already planned around the strategic centres in the county including at Stafford, Burton-upon-Trent, Cannock, Lichfield, Tamworth and Newcastle-under-Lyme as well as Stoke-on-Trent.

Along with the centres, the SEP has developed the idea of a growth triangle – a series of routes linking Staffordshire's strategic employment sites which will enable further rapid economic growth in the peri-urban areas and also underpin economic ties to the markets beyond Staffordshire's borders. These vital corridors include the M6/ WCML spine, the A5/M6 Toll Enterprise Belt and the A38/A50 Eastern Links.

Transport connectivity will, therefore, play a critical role in supporting economic flows and in unlocking investment in the necessary employment, housing and leisure developments.

Fast, reliable, frequent and connected transport networks are fundamentally important to the economic growth and competitiveness of the LEP. Strategic linkages shape the economic opportunities facing Staffordshire's business, and local linkages influence labour, residential and leisure flows, particularly in the urban areas.

To support economic growth and attract new investment, connectivity both to and within the area will need to be maximised. However, there is a number of connectivity challenges identified by the LEP which will constrain their growth ambitions. These are:



- Constraints on movement
- Constraints on development and growth potential (see graphic)

To address these constraints, both strategic (including rail) and local connectivity interventions will be required. The Vision for the objective 'A Connected County' is to build on Staffordshire's central location and existing linkages to deliver the transport networks, employment sites and supporting infrastructure required to make the area an attractive place to do business, work, live and visit. This is underpinned by six priority objectives built around the goal of achieving "super connectivity". A number of these directly relate to rail for example:

Transport links such as the WCML provide a fast link through the county between Scotland, the North West and London for both passenger and freight services.

It is transport links like these that will provide the connectivity the area needs to enhance its competitiveness of our urban centres, and to maintain our strategic urban centres including Stafford, Burton-upon-Trent, Lichfield, Cannock and Tamworth.

Having excellent rail links to Staffordshire will help to reduce the constraints on movement, allowing labour markets to access employment and providing investors with the access they need to the area. Fast and efficient networks will help unlock the potential of strategic development sites across Staffordshire, as well as key housing sites. Enhancing rail access to key employers such as JCB is, therefore, essential if the ambitions of 50:50:10 are to be realised. Schemes must be progressed within the rail industry to help the unobstructed movement of passengers and freight to provide a robust network for the future.

### 3. Passenger Rail Services (Local, Regional and Long Distance)

#### What is happening now?

Staffordshire's location means that it is dissected by the WCML and the Birmingham to Derby line (and the wider Cross Country network) and, therefore, the majority of trains which call at stations in Staffordshire serve either the regional or long-distance markets. These typically link

Staffordshire with London, the East Midlands, the West Midlands, South West England, North-West England, North-East England and Wales. For this reason many local journeys made by rail in Staffordshire, for example from Stafford to Stoke-on-Trent, are on regional or long-distance trains. Figure 4 provides an overview of the Staffordshire passenger rail network.

Figure 4: Staffordshire and Stoke-on-Trent Passenger Rail Network



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and / or database right 2015. All rights reserved. Licence Number 100019422. NOT TO SCALE.

There are six Train Operating Companies (TOCs) in Staffordshire.

Virgin Trains operate between London/West Midlands and the North West/Scotland, via the WCML.

Cross Country operate a network centring on Birmingham with services on two routes

A summary of typical off-peak services from some of Staffordshire’s key rail stations is provided in Figure 5.

There has been significant growth in the number of rail journeys made in Staffordshire since privatisation of the rail network in the late 1990s.

Figure 5: Summary of Typical Off-Peak Services at some Key Rail Stations



through Staffordshire – on the WCML towards Manchester Piccadilly and on the Birmingham to Derby line towards Nottingham/Sheffield and beyond.

London Midland services operate between Birmingham and Liverpool, via Stafford, and also on the London to Crewe route via Stafford and Stoke-on-Trent. London Midland also operates slower services into Birmingham from Rugeley Trent Valley (via the Chase Line), from Lichfield Trent Valley (via the Cross City Line) and from Shrewsbury calling at Codsall and Bilbrook.

Northern Rail operates hourly services from North Staffordshire to Manchester Piccadilly whilst Arriva Trains Wales operate a limited amount of services at Codsall, Bilbrook and Stafford.

Finally, East Midlands Trains operate services between Crewe and Derby, via Stoke-on-Trent and the North Staffordshire line.

However, the key challenges for Staffordshire are:

- Routes are generally two-track only, with the exception of the WCML.
- There is typically a mix of slow (stopping) and fast passenger services and freight trains using the network.

This means that the network is increasingly busy and a number of ‘pinch points’ exist which will limit service development in the future.

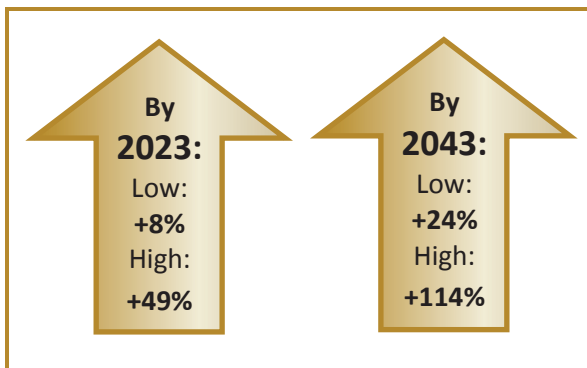
**Between 2007/08 and 2013/14 there was an increase of 71% in the number of people using Staffordshire’s rail stations**

Figure 6 identifies some of the issues that are particularly important to Staffordshire (they are not exhaustive).



**What is expected to happen in the future?**

The level of demand for rail travel is expected to increase significantly. Network Rail's Market Study for Regional Urban Centres, published in October 2013, suggests growth of between 8% and 49% for travel into both Birmingham and Manchester by 2023, rising to between 24% and 114% by 2043. This confirms the increasingly important roles the rail network will play in the future and demonstrates the need for continued investment in rail services and the associated network.



As part of the ongoing work for HS2, HS2 Ltd (established by the Government to develop the HS2 project) has prepared a 'Do Minimum' timetable which shows in broad terms how, without a high speed railway, improvements in the level of service on the WCML and other routes would be limited in the future. This 'Do Minimum' scenario shows that there may be only two paths for trains into London per hour on the WCML, one for an intercity service (hereafter referred to as ICWC) and for a London Midland type service. Although this work is only indicative, it clearly demonstrates that there is only very limited scope to improve the level of service on the WCML without the introduction of either a high speed railway or another similar upgrade.

A number of significant infrastructure upgrades are already planned for in Staffordshire. Table 1 describes a number of these upgrades.

Table 1: Planned rail infrastructure upgrades in Staffordshire.

Improvement	Importance to Staffordshire
<b>Stafford Area Improvements</b>	A number of improvements has already been made or are currently being implemented in the Stafford Area to increase capacity along the WCML. This includes raising the line speed on the slow lines, re-signalling, the provision of a new freight loop and the introduction of a new flyover at Norton Bridge (for completion in 2017) to remove a major conflict at the flat junction.
<b>Chase Line Upgrade</b>	The route between Walsall and Rugeley is not currently electrified and is largely operated by hourly diesel services. A significant upgrade of this route is planned, including electrification and a line speed increase. This will allow for half-hourly electric services to operate between Birmingham and Rugeley Trent Valley. In the longer term, if HS2 does proceed (releasing capacity in the Stafford area) there are aspirations for through trains to use this route, for example between Birmingham and Liverpool, or between Birmingham and Manchester. These trains could also be extended south of Birmingham.

In addition, to the planned network improvements in the Stafford/Norton Bridge area and on the Chase Line, a comprehensive list of potential network and service improvements has been identified for Staffordshire, which includes opportunities for line speed increases, further electrification, capacity enhancements and enhanced connectivity. This is shown in Figure 14, Page 33.

A key bottleneck, which is outside of Staffordshire but has a major impact on services, is Water Orton. This strategically important section of network is heavily trafficked with a number of conflicting movements. Whilst HS2 may offer some limited relief (through allowing 'fast' services from Birmingham to North-East England to re-route to the high speed railway following Phase 2), there would still be a large number of trains in the area. Upgrade works, including new signalling, were included in the

Government's High Level Output Strategy (HLOS) but are no longer included in the plans for the current Control Period (CP5: 2014-2019). Staffordshire will continue to support and work with the industry regarding this scheme and the need for it to be introduced as soon as possible, preferably either prior to, or within, the next Control Period (CP6: 2019-2024).

**What are the objectives for passenger services?**

There are five core objectives for passenger services in the county, all of which are underpinned by the need to collaborate with the industry and neighbouring authorities. These objectives recognise the importance of passengers being able to travel where they need to, at a time that is convenient to them, whether it is for employment, leisure or other purposes.



Working towards these objectives will promote economic growth within Staffordshire and the surrounding areas, as well as promoting carbon friendly rail use as an alternative to the private car, reducing the negative environmental impacts of car travel on Staffordshire.

Objective PR4 recognises that there are some services in Staffordshire which are running at or above capacity, with some passengers being left behind at stations due to insufficient train lengths, including stations along the North Staffordshire Line. This is a significant concern for both the County Council and the North Staffordshire Community Rail Partnership and requires attention. Both partners are working with the rail industry and Government to try and identify an acceptable solution. Objective PR5 recognises, in both economic and leisure terms, the importance of good connectivity to key airports in neighbouring regions.

**How should these objectives be realised?**

The County Council will continue to support and work with the rail industry regarding improvements to the rail network to enable services to be improved in the future regardless of whether HS2 is built. When considering improvements, the benefit to the rail network is often cumulative, in that one project may strengthen the business case for an important improvement elsewhere, requiring an holistic approach.

The County Council, therefore, supports the improvements outlined in Table 2, some of which are located entirely outside of Staffordshire as they will bring potential benefits to the county in the future. However, it is important that any negative implications these improvements may have on rail freight are considered and mitigated against wherever possible.

Table 2: Proposed improvements to the rail network that may bring potential benefits to Staffordshire

Scheme	Description	Passenger Rail Services Objectives				
		PR1	PR2	PR3	PR4	PR5
<b>Electrification of Cross Country Network</b>	Electrification of the Birmingham to Derby line, which passes through the east of Staffordshire, would allow for services to be operated electrically, giving the potential for faster services to be operated. In addition, acceleration can allow for extra station calls to be added.	✓	✓	✓		
<b>Northern Hub, Manchester</b>	This scheme makes a number of improvements in the Manchester area, providing significantly increased capacity at Manchester Piccadilly and providing better opportunities for ‘through’ services from the south to continue beyond Manchester, for example to Bolton and Preston. Given the large number of journeys made from Staffordshire to the Manchester area, Staffordshire County Council strongly supports this scheme and the extra capacity that it provides.	✓	✓	✓		✓

Scheme	Description	Passenger Rail Services Objectives				
		PR1	PR2	PR3	PR4	PR5
<b>East-West Rail</b>	This scheme is located some distance away from Staffordshire, but may still offer benefits to the area. The scheme sees the re-opening of the rail network between Bicester and Milton Keynes, which will allow services from Manchester, for example, to have much faster journey times to the South Coast, running via the WCML and Bicester rather than via Birmingham. This should provide significantly faster services to the South of England from Staffordshire. It is important for the County Council to lobby for those services that use the East-West Rail Route from Manchester to the South of England to stop and serve Staffordshire.			✓		
<b>Crossrail</b>	This is a large scheme to introduce a new west-east rail route through Central London from Reading.	✓		✓		✓

The County Council will continue to work closely with the TOCs to seek improvements to Staffordshire’s rail services. This includes working with East Midlands Trains to address the capacity issues along the North Staffordshire Line between Crewe and Derby. This will help address the acute overcrowding which currently exists and contribute to the provision of better connectivity between Staffordshire and the East Midlands. Re-signalling along the North Staffordshire Line is planned by Network Rail during CP5. This will also facilitate the opportunity for the provision of earlier and later running passenger services.

The future development of new local passenger services serving Tamworth and Burton-upon-Trent could bring greater connectivity. These services would operate into Birmingham Moor Street, via new chords at Bordesley and possible new stations, for example at Fort Dunlop. If stations were to be re-introduced between Birmingham City Centre and Kings Norton, there may also be scope for through services to operate, for example between Tamworth and Worcester. However, this scheme is intrinsically linked with the provision of the new route for freight services through the West Midlands via Stourbridge and Walsall. It is an aspiration

of the County Council to see improved connectivity for Tamworth and Burton-upon-Trent, provided it does not adversely impact on rail freight and other services that operate along the route.

Good connectivity to airports is key for Staffordshire’s economic wellbeing and hence forms one of the five objectives. Access to Manchester Airport from Staffordshire is currently relatively poor, with no direct services. The County Council, along with other local authorities and partners, have been investigating various possibilities for the provision of a direct service to be provided from Staffordshire. This is also a key aim of the Stoke-on-Trent and Staffordshire LEP and is included within their SEP. It is also regularly cited by the Chamber of Commerce as being an issue for business. Possible options include the extension of services currently operated by both East Midlands Trains and London Midland which currently terminate at Crewe.

Connectivity to Birmingham Airport varies considerably according to where an individual is located within Staffordshire. There is currently an hourly through train from Stafford and Stoke-on-Trent but many journeys from other stations within

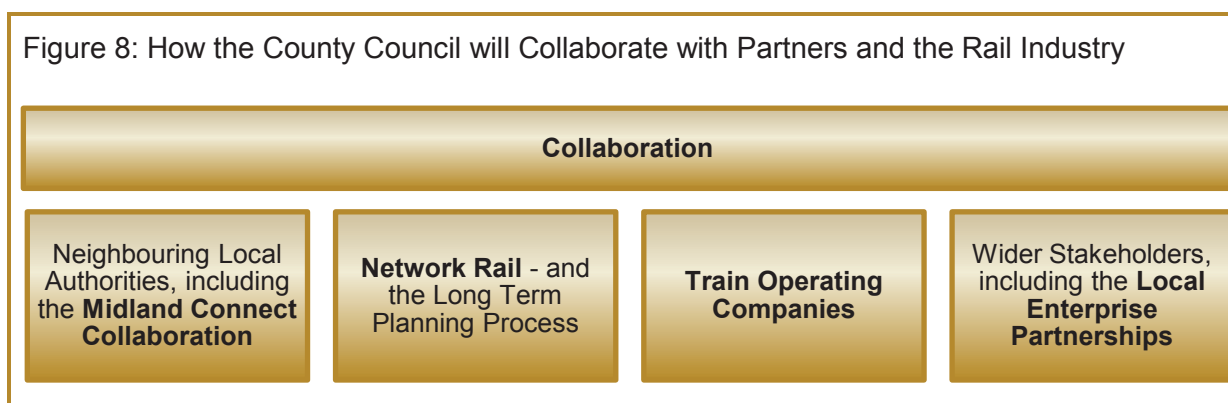
Staffordshire require interchanging at Birmingham New Street. The County Council will seek opportunities, wherever possible, for increased through services to Birmingham Airport.

North Western Railway Company Ltd), provided these are not to the detriment of existing station stops or journey times in Staffordshire.

In seeking direct services to regional centres (Objective PR1), the County Council supports new services that are proposed by open access operators (for example, the recent proposal by Grand

Finally, continued collaboration is essential if Staffordshire is to maximise future improvement opportunities. Figure 8 shows how the County Council will continue to build relationships and work in partnership with relevant stakeholders and the rail industry.

Figure 8: How the County Council will Collaborate with Partners and the Rail Industry



**What are the timescales for action and collaboration?**

<b>Short Term: 2014-2019</b>	<b>Medium Term: 2020-2030</b>	<b>Long Term: Beyond 2030</b>
Support and seek to maximise opportunities associated with planned improvements both within and outside Staffordshire. This includes Norton Bridge Flyover and Chase Line upgrade.	Lobby and work in collaboration with partners for improvements to the Water Orton area to be at least funded and undertaken within the next Control Period (CP6: 2019-2024).	Continue to work closely with the rail industry, including Network Rail and the TOCs to review and identify opportunities for improvement to the rail services and the rail network.
Support Network Rail in its Long Term Planning Process – currently focusing on Route Studies.		
Support the increased electrification of the wider rail network, including the Cross Country network.		
Continue to work actively with partners on the proposals for rail devolution in the North and West Midlands and any other such proposals in the future.		
To work with the rail industry and stakeholders to influence the provision of future rail services in Staffordshire through the re-franchising process.		



## 4. High Speed 2 (HS2) and HS2 Local Connectivity

### What is happening now?

HS2 Ltd has been established by the Government to develop HS2 in response to growing concerns in the industry regarding the ability for the WCML and other key north-south railways in the UK to handle future demand for rail travel.

Phase One of HS2 would see a dedicated high speed railway from London as far north as Birmingham which connects into the WCML at Handsacre in Lichfield. Starting in London, there would be intermediate stations at Old Oak Common (for interchange with Crossrail services) and Birmingham Interchange (for Birmingham Airport and the NEC). Phase Two is anticipated to consist of two separate routes to the north. At the time of writing, the initial preferred route north of Lichfield has been recommended by the Chair of HS2 Ltd, Sir David Higgins, to travel via Crewe towards the North-West of England. The eastern route will continue to Sheffield and Leeds via an East Midlands Hub.

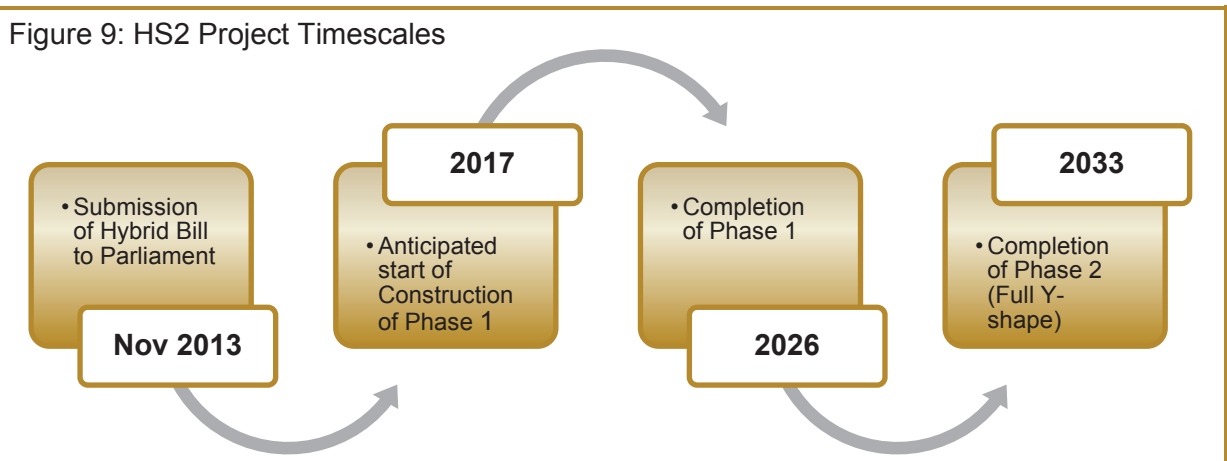
A Hybrid Bill has been deposited to Parliament for Phase One; once the Bill receives Royal Assent, it will secure the necessary powers needed to construct and maintain the railway. Detailed examination of the Bill is now taking place. The expected project timescales are in Figure 9

### What is expected to happen in the future?

The County Council does not support the HS2 Project and has therefore, developed six key tests against which all aspects of the HS2 project are being assessed, in order to mitigate the impact of HS2, whilst trying to secure the best deal for Staffordshire and its communities. This Strategy specifically develops in greater detail four of those key tests:

Does the Project:

- Provide the best opportunities to increase Staffordshire's prosperity?
- Provide the best opportunities for improving existing rail services, especially the WCML services?
- Provide the greatest capacity for the transfer of freight from road to rail?
- Provide the best possible opportunities for Staffordshire's Community to gain access to the existing and future National and European High Speed Passenger Network?



Published documentation suggests that:

- There will be a new faster service from Stafford station which is to be served by 'classic compatible' high speed trains. Such trains/services will use the high speed railway from London as far north as Handsacre Junction (close to Lichfield), at which point the 'class' network (conventional railway) would be used.
- Whilst the removal of long-distance services could potentially lead to reduced long-distance connectivity on the classic network, a significant amount of capacity will also be released on the WCML and ultimately other north-south routes in the UK such as the Midland Mainline and East Coast Main Line. This will open up new operating possibilities enabling higher frequencies or new 'through' trains to destinations not currently served by direct services.
- existing classic ICWC service and a London Midland type service, representing an increase from 2tph to 3tph.
- Stoke-on-Trent is not shown to be served by a classic compatible Midland type service and there would be a reduction in the fast ICWC service to 1tph (down from 2tph). Stoke-on-Trent, therefore, does not appear to be as well served as it is currently, which is a cause for concern. The County Council's response to the HS2 Phase Two Route Consultation suggests that Stoke-on-Trent should be provided with a classic compatible service to and from London, in addition to the services on the classic network. Such a service could utilise the Handsacre Junction and is a recommendation put forward by Sir David Higgins in the recent Rebalancing Britain report.

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## Beyond the UK...

Initially, the suggestion was made by HS2 Ltd that there would be a single-track link between HS2 and the UK's existing high speed railway (HS1) between London St Pancras International and the Continent, via the Channel Tunnel. However, this plan has since been dismissed and we understand that HS2 Ltd is now investigating ways of providing better links for pedestrians between the two termini in London. This means that through trains between the West Midlands and beyond are unlikely to be able to run through onto HS1 in the foreseeable future.

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HS2 Ltd has published its initial view (The Economic Case for HS2 – PFM V4.3 – The Assumptions Report (HS2 Ltd) – October 2013) of potential service provision on both the new railway and the classic network. HS2 Ltd caveats this specification as it represents just one possible set of assumptions used for business case modelling purposes and should not be interpreted as a proposed service specification. This initial work suggests the following service provision, focussing here on links to London:

- Stafford would be served by an hourly classic compatible service to London, in addition to the
- The Trent Valley stations of Lichfield and Tamworth are shown to have a new ICWC service each hour, in addition to the London Midland type service. This is a clear example of the high speed railway providing released capacity on the classic network, and represents a doubling of frequency for the Trent Valley Stations, helping to facilitate local travel within Staffordshire but also providing more opportunity for regional or long-distance services.
- HS2 Ltd's work suggests that whilst some long-distance services (for example, Birmingham to

Leeds) would move onto the high speed railway, long-distance classic services would be retained on the Birmingham to Derby railway to serve demand for intermediate stations, with the potential for more stops at locations such as Tamworth and Burton-upon-Trent, in addition to trains on the Nottingham to Birmingham/Cardiff line stopping at those stations.

Finally, following the Chase Line upgrade, there is opportunity for long- distance services between Birmingham and Stafford (and beyond) to use the Chase Line, opening up many new journey opportunities for stations such as Cannock and Rugeley Trent Valley. This is a shared aspiration with partners and is also highlighted in Network Rail’s recent ‘Better Connections’ Report

**What are the objectives for HS2 and HS2 local connectivity?**

As discussed earlier, the County Council does not support the HS2 project but is committed to working to mitigate the impact of HS2, whilst trying to secure the best deal for Staffordshire and its communities.

Therefore, to get the most benefit from the HS2 project the County Council has identified four specific objectives relating to HS2, which should be read in conjunction with the objectives outlined in both the passenger services and freight chapters. The objectives acknowledge the

need to secure classic compatible services for Staffordshire, whilst maximising the potential for improved rail connectivity from any released capacity on the classic network.

**How should these objectives be realised?**

**HS2-1: Secure classic compatible services in the county**

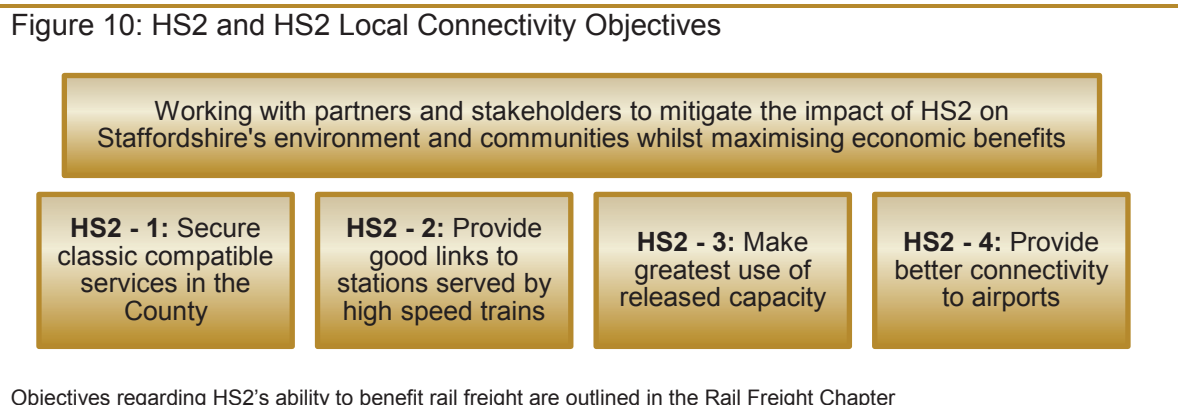
The County Council understands that the Hybrid Bill will give powers to construct the railway as outlined in the deposited plans which includes the Handsacre Junction at the WCML. While the matter of detailed service patterns will be the subject of a future consultation, the County Council understands from published documentation that Stafford would be served by a classic compatible service.

However, in order to maximise connectivity to the new high speed rail line, the authority outlined in its response to the Phase Two Route Consultation that the City of Stoke-on-Trent should also be provided with a classic compatible service which can make use of the infrastructure at Handsacre Junction. Such service could be extended to serve Macclesfield and Stockport.

**HS2-2: Provide good links to HS2 Stations**

The County Council believes that the new high speed railway should provide opportunities for all stations in Staffordshire and not just the key

Figure 10: HS2 and HS2 Local Connectivity Objectives



stations which may be served by new classic compatible high speed services. To maximise any released capacity, the County Council will try secure fast and frequent connections into stations that will be served either by dedicated high speed (termed 'captive') trains or classic compatible high speed trains. To do this effectively, the County Council will consider the location of each station in the county relative to both:

- The high speed hub stations – namely Birmingham (Curzon Street), Birmingham Interchange, Crewe and East Midlands Hub, both for journeys to the south (towards London) and to the north (towards Manchester via Crewe and towards Leeds); or
- The stations which may be served either by classic compatible high speed services or faster classic services.

The County Council will work with HS2 Ltd, Network Rail and other local authorities to ensure that travel connections are considered. To do this, the County Council will need to review this work as more details emerge regarding the level of service in the future. Taking the example of Uttoxeter on the North Staffordshire Line, to maximise opportunities for fast travel to London, the County Council's emphasis would be on passengers being able to easily access Stoke-on-Trent for connecting services to London.

It is hoped that this will include classic compatible high speed services which will offer an improvement on current journey times. For journeys to the North-West, the County Council's focus will be on providing better access to both Stoke-on-Trent and Crewe, allowing the respective use of either classic or HS2 services. For journeys to the North-East, emphasis will be on providing better links to Derby (for classic services) and the East Midlands Hub (for HS2 services). However, the County Council will review this work when more details regarding the proposed

service specification for both the HS2 and classic network are provided by HS2 Ltd. This will enable the County Council to decide on how best to improve connectivity from Staffordshire's stations.

### **HS2-3: Making the greatest use of released capacity**

The County Council is now working with Network Rail as part of an industry planning group, to determine the optimum use for the classic network following the development of HS2. The County Council will try to ensure that:

- The Chase Line can be used for a longer distance travel route, as earlier mentioned, giving the possibility for services to route between Stafford and Birmingham via one of two routes, giving considerable new journey opportunities. For example, direct services from Cannock to Liverpool or Manchester could be offered.
- Better frequencies are provided through the Trent Valley, partly restoring the service which existed prior to the VHF timetable in 2008.
- There are additional stops at Tamworth and Burton-upon-Trent for long-distance services to the North of England. The County Council envisages this being possible as a result of the demand for 'fast' services between the West Midlands and East Midlands/North of England being taken up by HS2.
- The County Council has a shared aspiration with partners for suburban trains to run in addition to current long-distance services between Tamworth and Birmingham Moor Street, giving clear benefits to Tamworth but also intermediate stations such as Wilnecote. The extension of this service further north towards Burton-upon-Trent and possibly

Derby would provide clear additional benefits to the eastern side of the county.

#### **HS2-4: Provide better connectivity to airports**

HS2 gives the opportunity to increase the level of service to and from key airports. It also aligns with Manchester Airport's Ground Transport Plan and Birmingham Airport's Surface Access Strategy which both aim to increase arrivals to their respective airport by rail travel.

Over and above the aspirations outlined earlier in this document, the County Council believes that HS2 may improve connectivity to airports in the following ways:

- Manchester Airport is expected to receive a dedicated station on Phase Two of the railway. If the initial preferred route is taken forward to Crewe, a change at Crewe would provide opportunities for faster and more convenient journeys from Staffordshire. In addition, the released capacity on the classic network is likely to service extensions, such as the East Midlands Trains service which terminates at Crewe, more workable.
- Earlier it was stated that Heathrow Airport is relatively difficult to reach by train from Staffordshire, but this has the potential to be improved upon following completion of HS2. HS2 classic compatible services

would stop at Old Oak Common en route to London Euston, where a connection with frequent Crossrail trains to Heathrow Airport would be offered.

- HS2 also offers the opportunity for improved connectivity between Staffordshire and Birmingham Airport. For example, some high speed classic compatible services would stop at Birmingham Interchange, with an estimated travel time of 20 minutes when compared to 40 minutes at present. Upon arrival at Birmingham Interchange, a people mover transit system is expected to provide direct access to Birmingham Airport (along with the NEC and Birmingham International Rail Station). In addition, there are aspirations in the West Midlands for an existing Cross Country service between Newcastle and Reading to route via Birmingham International, which may offer direct connections between stations such as Tamworth and Burton-upon-Trent to Birmingham Airport.

#### **What are the timescales for actions and collaboration?**

The County Council's actions in regard to HS2 are ongoing, and the Council will continue to respond as and when new information is provided by HS2 Ltd. The Authority's timescales and actions are set out on the following page:

Short Term: 2014-2019	Medium Term: 2020-2030	Long Term: Beyond 2030
To ensure that the construction of the Handsacre Junction and associated infrastructure is contained within the Hybrid Bill upon Royal Assent. This will ensure that classic compatible high speed services can be provided at Stafford and Stoke-on-Trent rail stations.	To ensure that the Handsacre Junction and associated infrastructure is constructed. This will facilitate classic compatible high speed services serving Stafford and Stoke-on-Trent rail stations.	
Work to seek assurance that capacity on the WCML will not be reduced once Phase One becomes operational.	Monitor capacity of the WCML once Phase One of HS2 becomes operational and work with the industry to try and ensure that any impacts on Staffordshire's rail services are minimised.	Monitor and review rail services following completion of HS2 and work with the rail industry to try and secure improvements to connectivity where required.
Work with partners to review and develop plans that improve connectivity to rail stations which are served by either classic compatible services or captive high speed services.	Secure funding to deliver necessary station improvements and connectivity improvements to stations with released capacity and/or new classic compatible or captive high speed services.	
Work to seek assurance that the WCML will not be severely disrupted during the construction of Phase One.	Monitor performance of the WCML during construction of HS2 and work with the industry to ensure that journey times and capacity are not negatively impacted upon.	
Review opportunities for released capacity and new rail services on the classic network.	Work with the industry to secure desired train service patterns that will ensure the best possible provision for Staffordshire.	Monitor and review train service patterns and secure changes as required.
Ensure that emerging proposals will not inhibit the growth of rail freight in the future (see Rail Freight Chapter).		

## 5. Rail Stations as Gateways

### What is happening now?

The quality of rail stations can have an important effect on enabling growth of an area due to their role as gateways into towns and cities.

The experience of arriving at an area by rail can greatly affect people’s perception of an area. Poorly designed, rundown buildings and their hinterland can have a negative impact.

*“A high quality, well designed station can improve the image of the location it serves, making it more attractive as a place to live, work and invest” (Steer Davies Gleave, The Value of Station Investment, 2011)*

As rail stations are often the first place that visitors and businesses see when they enter Staffordshire by rail, they need to be welcoming, give good first impressions, be functional and give passengers all the information they need in an easy and accessible way for them to continue their journey.

Staffordshire currently has nineteen operational rail stations and three stations that are non-operational (Barlaston, Wedgwood and Norton Bridge rail stations) and are served by a rail replacement bus service. A further three stations which serve the residents of North Staffordshire are

located within the city of Stoke-on-Trent (Stoke-on-Trent, Longton and Longport rail stations) and finally, one rail station is located on the Derbyshire/Staffordshire border which serves the residents at Tutbury and Hatton. However, residents use many more in surrounding areas. Figure 4 on page 8 shows the location of rail stations in Staffordshire and Stoke-on-Trent.

All stations are classified into six categories (A-F) based on passenger footfall and income. This classification is used by Network Rail to manage asset condition, maintenance, renewals and for prioritising passenger enhancements.

Staffordshire currently has:

- Two ‘C’ class stations
- Two ‘D’ class stations
- Three ‘E’ class stations
- Thirteen ‘F’ class stations

It is widely recognised that classes of station at category ‘C’ and below fall short of the average satisfaction level. Due to earlier franchise processes, many stations have now become dependent upon funding opportunities such as the National Stations Improvement Programme (NSIP) and the Access for All Funding. In recent years investment through these funding streams has been used to improve a number of rail stations in Staffordshire. These improvements have been wide ranging and examples are included in Table 3.

Table 3: Recent improvements made to Staffordshire Rail Stations

Station	Improvements
Tamworth	Glazing of stairwells and platform waiting areas to help with weatherproofing, CIS installation on platforms, CCTV and lighting improvements, redecoration of concourse and booking hall, new access built to the lift on Platform 1, increased car parking and additional cycle provision.

<b>Landywood Cannock Hednesford Rugeley Town</b>	Replacement of platform shelters with induction loops, provision of new CCTV systems, installation of station entrance artwork and various building improvements.
<b>Burton-upon-Trent (Tranche 1)</b>	Removal of asbestos in station buildings, improved lighting to station buildings, modernisation of station buildings at both street level and platform level, refurbishment of waiting room, staff office and toilets, including a new fully accessible toilet at platform level.
<b>Lichfield Trent Valley</b>	The provision of a new station building to provide a new ticket office, waiting room and information facilities for customers together with a new 120 space car park.
<b>Uttoxeter</b>	Provision of an individual garden and waiting area called Uttoxeter Station Heritage Garden, the provision of an accessible footbridge, cycle storage, passenger waiting facilities, CCTV, CIS, permanent station mural and welcome sign.

### What is expected to happen in the future?

The demand for rail travel is only expected to keep on increasing significantly and, therefore, rail stations risk becoming a victim of their own success. In addition, many stations do not meet today's passenger needs and expectations.

**In 2012/13 over 10.1 million passengers used rail stations in Staffordshire and station growth increased by 71% between 2006/07 and 2013/14 compared to 39% nationally.**

A detailed assessment of the quality of passenger facilities currently available at all of Staffordshire's rail stations has been undertaken to help target future investment. This assessment is available in the suite of technical documents at [www.Staffordshire.gov.uk/transport/transportplanning/localtransportplan/railstrategy.aspx](http://www.Staffordshire.gov.uk/transport/transportplanning/localtransportplan/railstrategy.aspx)

This assessment has identified a number of stations within Staffordshire that require improvements to be made to the station environment and include such things as improved access to the station, improved waiting facilities, additional car parking and stations being made fully accessible.

*“Successful railway station will add to the passenger experience social and environmental benefits of rail. Integration with other modes and the surrounding area can provide for an end-to-end journey experience that makes sustainable transport an attractive alternative to private vehicle usage” (Network Rail, Network RUS, Stations)*

Network Rail's Stations RUS demonstrates the need for continued investment in our rail stations. Significant investment to upgrade a number of Staffordshire's rail stations is already planned for delivery during Control Period 5 (2014-2019). Table 4 describes these planned works in greater detail.

In addition to these planned investments, a number of further gateway improvements have been identified for Staffordshire's stations and these are shown on Figure 14, Page 32.

However, in order to maximise the investment opportunities available for rail stations, the County Council will need to work closely with the rail industry and partners whilst seeking innovative ways of delivery, for example through community



rail partnerships and rail devolution. Community rail partnerships are grassroots organisations which link local railways more closely with local communities to achieve common goals. DfT strongly supports the expansion of community rail partnerships as they help to get better value for money from the rail network. The County Council is a member

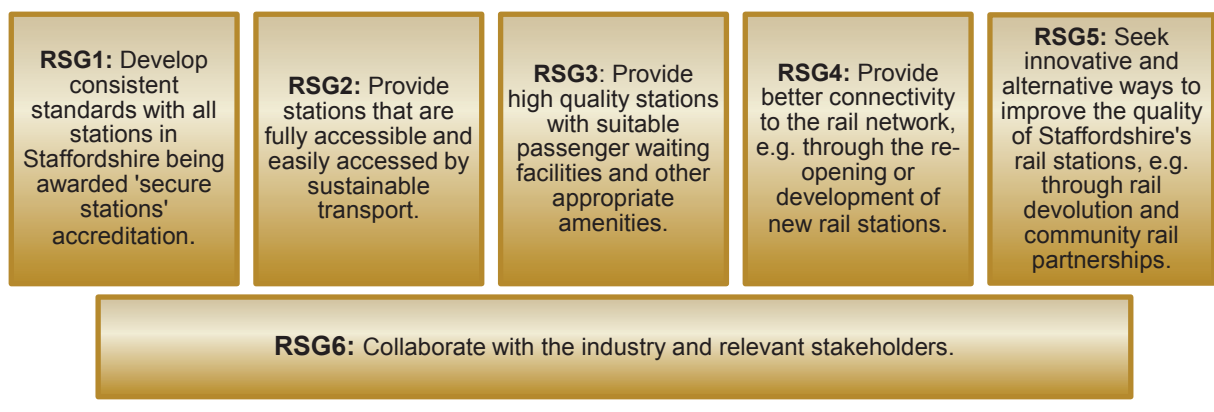
of the North Staffordshire Community Rail Partnership. and strongly supports the expansion of such partnerships. In addition, the County Council will continue to support and work in partnership with the North Staffordshire Community Rail Partnership to build on the successes the partnership has already achieved.

Table 4: Planned Investment at Staffordshire Rail Stations

Scheme	Description	Rail Station as Gateways Objectives				
		RS1	RS2	RS3	RS4	RS5
<b>Lichfield Trent Valley Access for All</b>	Lichfield Trent Valley Rail Station was successfully nominated for Access for All Funding to deliver a scheme during CP5 (2014-2019) that will make the Station fully accessible to all passengers.		✓	✓		✓
<b>Kidsgrove Transport Hub</b>	A successful joint bid was submitted for Access for All funding to deliver a scheme during CP5 (2014-2019) that will make the Station fully accessible to all passengers. This is part of a wider jointly funded regeneration scheme which will provide improved passenger facilities, additional car parking and help realise the aspiration of Kidsgrove becoming a transport hub.		✓	✓		✓
<b>Access to Jobs, Training and Services in Tamworth</b>	Successful bids for Local Sustainable Transport Funding and Local Growth Funding were submitted to DfT and the Local Enterprise Partnership. This project will help build upon the NSIP work already completed at Tamworth Rail Station and will deliver forecourt improvements, enhanced signage and lighting and information maps, the expansion of pedestrian areas, improved footways and crossings and public realm in the vicinity of the station. Connectivity between the rail station and the town centre will also be improved along with targeted rail marketing. This is part of a much wider sustainable connectivity project.		✓	✓		✓

## What are the objectives for rail stations?

Figure 11: Objectives for Rail Stations



There are five core objectives for rail stations in Staffordshire, all of which are underpinned by the need to collaborate with the rail industry and relevant stakeholders. These objectives recognise the importance that rail stations play in a passenger's journey and how they should be welcoming, functional, accessible and safe. Developing consistent standards for stations in Staffordshire will help to ensure that the county's rail stations positively add to a passenger's experience whilst supporting the economic, social and environmental benefits that rail brings.

Achieving secure stations accreditation will help to ensure the provision of a safe railway environment for passengers and station employees by reducing crime and disorder and help increase public confidence. This is especially the case at stations that are currently unstaffed.

Providing opportunities for better connectivity to the rail network, for example through the re-opening or development of new rail stations, recognises the aspirations for more people to be able to easily access the rail network. This includes improving accessibility to the rail network between Stafford and Stoke-on-Trent.

Objective RSG5 recognises that in order to be able to successfully deliver value for money solutions, innovative and

alternative ways will need to be sought. The County Council is already successfully working in partnership with the rail industry, stakeholders and the North Staffordshire Community Rail Partnership to deliver the Kidsgrove Transport Hub.

### How should these objectives be realised?

The County Council will continue to support and work in partnership with the rail industry regarding improvements to rail stations in Staffordshire. Improvements to stations that are located outside of Staffordshire may also bring potential wider benefits to the county. For example, capacity improvements at a rail station located outside Staffordshire may mean that an aspiration to extend a service from Staffordshire would be able to be accommodated. In addition, many of Staffordshire's residents also use rail stations that are located outside of the county. For these reasons the County Council will support station improvements that may bring wider benefits to Staffordshire.

The County Council will also continue to work closely with Network Rail and Government to ensure Staffordshire's aspirations for its rail stations are recognised within their Long Term Planning Process. This will help to ensure

that Staffordshire’s stations are planned for and fit for purpose in the long term. Stations are being considered within individual route studies.

Identifying innovative and alternative solutions to deliver improvements to Staffordshire’s rail stations is essential if funding is to be maximised and value for money achieved. The County Council recognises the benefits from community rail partnerships and sees the North Staffordshire CRP as an example of good practice which it would like to emulate elsewhere. Such stations that may benefit from a community rail partnership approach include Stone, Codsall, Bilbrook and rail stations along the Chase Line.

The County Council is also working in partnership on proposals for rail devolution in the North and also in the West Midlands. In the West Midlands, Staffordshire is working in partnership with 13 other local transport authorities and its

proposals will include the examination of alternative rail station delivery models.

The County Council will continue to work closely with Station Facility Operators to identify improvements and take advantage of relevant national and local funding opportunities wherever possible. The County Council will also work to ensure that projects that do receive funding are successfully delivered. The County Council is currently working closely with partners including East Midlands Trains, Network Rail and North Staffordshire CRP to deliver the regeneration project at Kidsgrove Rail Station.

Finally, if the County Council is to achieve its aspirations for rail stations in Staffordshire, continued collaboration is essential and the County Council will continue to build upon existing relationships and build new ones to maximise rail station investment.

**What are the current timescales for action and collaboration?**

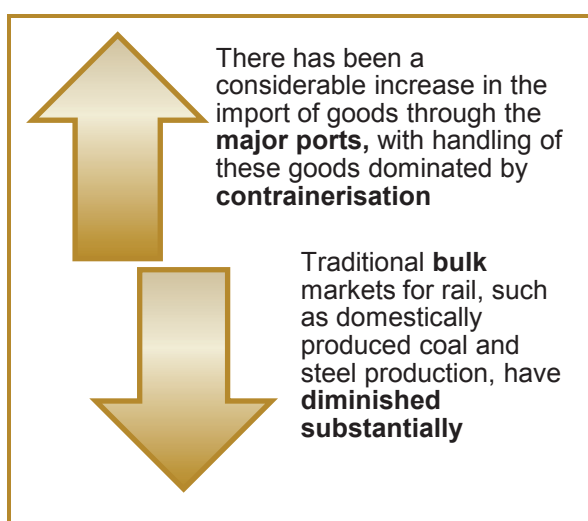
Short Term: 2014-2019	Medium Term: 2020-2030	Long Term: Beyond 2030
Work with the rail industry and partners to establish consistent standards for rail stations in Staffordshire.	Work with partners and the rail industry to encourage business/ community use of unused station buildings to breathe vitality back into Staffordshire’s stations.	Continue to work closely with the rail industry, including Network Rail and the TOCs to review and identify opportunities for improvement to rail stations.
Support Network Rail in its Long Term Planning Process – currently focusing on Route Studies.	Support the rail industry and partners in identifying future suitable access to the rail network, e.g. through the re-opening of stations or the development of new stations where there is a clear business case and scope for those stations to be served by at least an hourly train service.	
Work with the rail industry, Government and partners to ensure wherever possible that Staffordshire’s rail stations are accessible, have suitable waiting facilities and other appropriate amenities.		
Continue to work actively with partners on the proposals for rail devolution in the North and West Midlands and any other such proposals in the future.		
Work with the rail industry and stakeholders to influence the quality of rail stations in Staffordshire through the re-franchising process.		
Work with the rail industry towards all rail stations in Staffordshire being awarded ‘secure stations’ accreditation.		
Work with the rail industry and partners to identify innovative and alternative ways for improving the quality of Staffordshire’s rail stations, e.g. through community rail partnerships		
Work with the rail industry and partners to identify and take advantage of any funding opportunities that improve Staffordshire’s station offer, e.g. through Access for All, Local Growth Fund and NSIP.		

## 6. Rail Freight

### What is happening now?

Rail freight plays a crucial role in the UK economy and, since privatisation in the 1990s, has grown significantly. Network Rail's Freight Market Study shows that the amount of freight moved by rail, measured in tonne kilometres, has grown at around 2.5% per annum. It recognises that Britain has become an economy which imports a wide range of goods, much of which comes through the major ports.

Rail freight has performed well during the recent recession, with a continued increase between 2009 and 2012.



The WCML, passing through Staffordshire, is a busy mixed use railway, handling a large number of freight movements each day, most of which pass through the county en route to destinations elsewhere. The Birmingham to Derby corridor is the other key route within Staffordshire for rail freight flows. With trains to terminals such as Hams Hall, Birch Coppice, Crewe Basford Hall and Kingsbury (all of which are located outside Staffordshire but are nonetheless important sources of freight close to the county) using this part of the network, it puts a strain on the capacity of the route in Staffordshire. The largest generator of rail freight traffic in the county in recent years

is Rugeley Power Station, which is served by freight trains from a number of UK ports. Figure 12 shows the key rail freight routes and terminals that affect Staffordshire.

### What is expected to happen in the future?

The Market Study includes demand forecasts on a 10, 20 and 30 year planning horizon, with forecasts by sector provided for 2023, 2033 and 2043. Network Rail acknowledges forecasting freight demand is complex and can often be based on broad global and national trends in the economy, where costs of transport on the national railway network may not be the primary driver of industrial decision making.

The expected change per annum in the overall rail freight market, in tonne kilometres, to 2043. This mainly reflects growth in the intermodal and biomass sectors but takes account of a long-term decline in coal traffic.

**+2.9%**  
*per annum*

### What are the objectives for rail freight?

Rail freight is more environmentally friendly than moving goods by road. Per tonne conveyed, rail freight produces 76% less carbon dioxide than road freight, with each freight train potentially taking 60 HGVs off the road network. The County Council advocates supporting existing rail and freight flows and encouraging new ones where they can provide a clear benefit to the county or the wider regional economy. The County Council's objectives are identified in Figure 12.

Figure 12: Key Rail Freight Network and Terminals

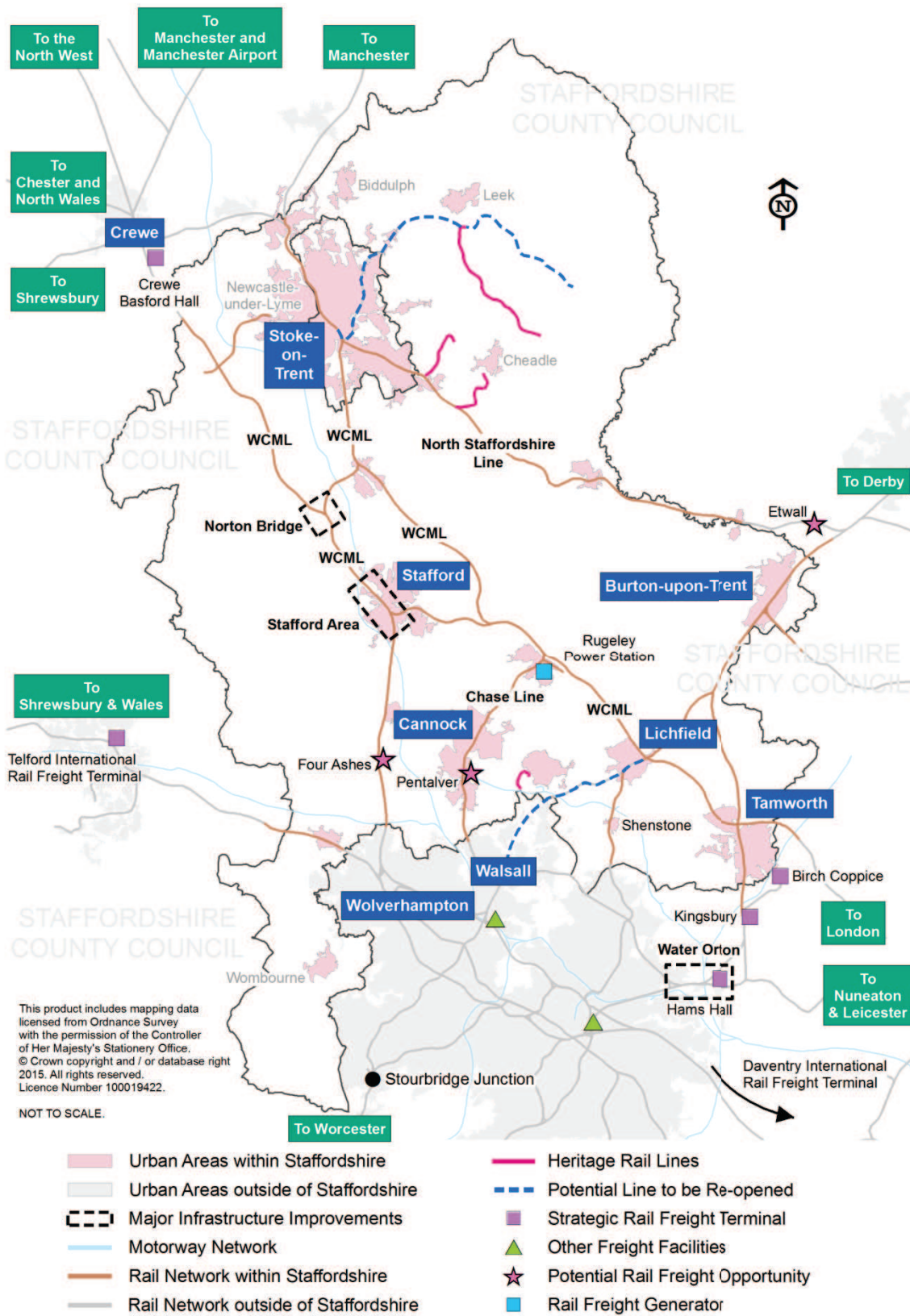
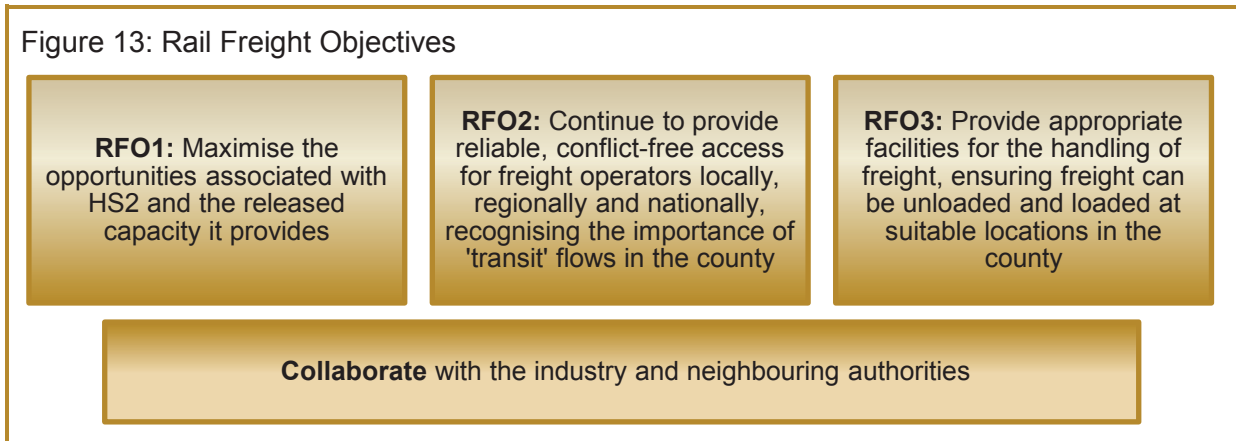


Figure 13: Rail Freight Objectives



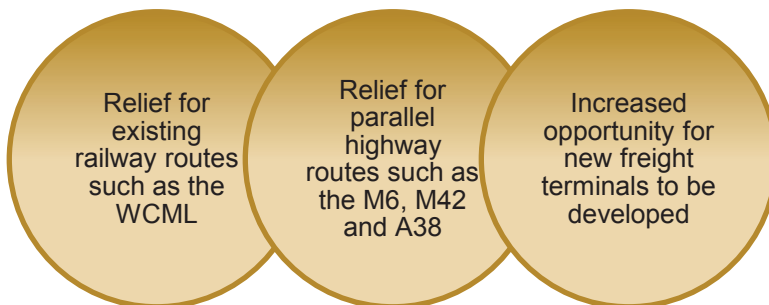
**How should these objectives be realised?**

**RFO1: Maximise the opportunities associated with HS2 and the released capacity it provides**

Whilst the County Council does not support the HS2 project it is committed to working to mitigate the impact of HS2, whilst trying to secure the best deal for Staffordshire and its communities. This includes ensuring economic growth.

In broad terms, the transfer of fast services such as those operated by Virgin Trains, to the high speed railway offers opportunities for rail freight not only in Staffordshire but in counties along the whole length of the WCML and beyond.

The western arm of the Y-shaped network has opportunity to provide additional capacity for freight services to run on the WCML, which will in turn reduce the stress on the parallel M6 Motorway (and M6 Toll) through the county, which carries a large number of HGVs. The eastern arm of the Y-shaped network could offer some capacity relief for the busy railway



between Birmingham and Derby and reduce stress on the M42 and A38 corridors. HS2 could provide the opportunity for more new rail freight terminals to be located in or close to the county on the classic network.

According to the rail freight industry, in rail freight terms alone, the best option in terms of route and phasing would be for HS2 Phase One (as outlined in the initial preferred route) to extend as far north as Crewe, as outlined in the Sir David Higgins Report – Rebalancing Britain. This would offer some immediate relief for the section of the WCML through Staffordshire for freight services. Discussion with the Rail Freight Group suggests that if HS2 Phase One were to extend only as far north as Handsacre Junction (in line with the original proposal by HS2 Ltd), then the intervening period between Phase One and the full Y-shaped network being developed may cause problems for rail freight, in that there would be significant competition for track capacity on the WCML north of Lichfield.

Taking account of Staffordshire's passenger service aspirations outlined earlier, the rail industry's optimum outcome would, therefore, see Phase One extend further north to a proposed interchange station at Crewe but with retention of the chord at Handsacre Junction.

A new industry planning group, led by Network Rail, has been launched to consider optimal uses for track capacity on the classic network, including the WCML through Staffordshire. The County Council is involved in these discussions to ensure that Staffordshire’s aspirations are met.

**RFO2: Continue to provide reliable, conflict-free access for freight operators locally, regionally and nationally, recognising the importance of ‘transit’ flows in the county**

The County Council supports measures to improve the throughput of rail freight

across Staffordshire and the wider West Midlands. When considering improvements, the benefit to the railway is across Staffordshire and the wider West Midlands often cumulative, in that one project may strengthen the business case for an improvement elsewhere, and so on, requiring an ‘holistic approach’. It is for this reason that many of the improvements outlined below relate to the wider West Midlands area and beyond. The County Council strongly supports the Government’s ongoing investment in the Strategic Freight Network, which includes a number of routes through Staffordshire.

	Improvement	Importance to Staffordshire
Within Staffordshire	Norton Bridge Flyover and Stafford Area Improvements	The Norton Bridge Flyover (for completion by 2017) will provide capacity for additional services to run on the WCML by removing a major of conflict which currently exists. Other improvements include the raising of the speed limit on the slow lines (now 100mph) and upgrades to the signalling in the Stafford area and provision of a new loop for use by freight trains.
	Chase Line Upgrade	The upgrade of this route (for completion by December 2017), including electrification and line speed increases, provides another fully electrified route for freight between the Birmingham/Walsall area and the WCML, opening up new operating possibilities. Rugeley Power Station is located just off this route. The upgrade of this route is very important for Staffordshire.
	Electrification	A switch from diesel to electric traction for freight operation can bring about either accelerated services or the possibility for longer/heavier services, or a combination of these. The Birmingham to Derby Railway, passing through the east of the county, is likely to be electrified as part of the wider Cross Country electrification; a scheme we strongly support.
Regional/National	Water Orton Area Improvements	The strategically important railway in this area is heavily trafficked and there is a number of conflicting movements. HS2 may offer some relief, but even then, there would be a large number of trains in the area. Upgrade works were included in the Government’s High Level Output Strategy (HLOS) but have now not been included in the plans for the current Control Period (2014–2019). We continue to support this scheme and the need for it to be introduced as soon as possible, preferably in or prior to CP6 (2019–2024).
	Stourbridge to Lichfield	Centro has proposed the development of a West Midlands Strategic Freight Corridor from Stourbridge through to Lichfield, via Walsall, some of which is already used by freight trains. This would act as a new corridor for freight through the West Midlands and Staffordshire, offering capacity relief at a number of locations. We share Centro’s aspiration for developing the route in this way.
	Electric Spine	This project will see the route between the West Midlands and Southampton electrified. The benefit of this project to Staffordshire is that some freight services which currently pass along the WCML may be suitable to switch to electric haulage, providing clear environmental benefits but also greater capacity for the railway, allowing longer or faster trains to be operated. Electrification between Felixstowe and Nuneaton would provide similar opportunities for Staffordshire and the WCML in the county. We support wider electrification schemes such as these, allowing better use of available capacity.

**RFO3: Provide appropriate facilities for the handling of freight, ensuring freight can be unloaded and loaded at suitable locations in the county**

The largest generator of existing rail freight in Staffordshire is Rugeley Power Station, but its future is uncertain as current indications suggest that the Power Station will not be switching to biomass. The County Council’s priority is, therefore, to ensure that rail continues to be a preferred solution for the movement of freight to and from this facility, particularly as the bulk products necessary, such as coal, oil and gypsum, are especially suited to rail. It is also important to ensure that access charges do not compromise the economic case for rail freight at the site. In response to concern expressed by the Power Station regarding increasing difficulties in matching port and train paths to meet the desired train arrival profile at the site, it is important to ensure that capacity on the network is maintained.

The County Council supports the continued development and success of the Strategic Freight Interchanges in the West Midlands, including Hams Hall

(Warwickshire), Birch Coppice (Warwickshire), Telford International (Shropshire), Daventry (Northamptonshire) and Crewe Basford Hall (Cheshire). Another important site is Lawley Street, close to Birmingham City Centre.

A study commissioned by a number of local authorities has confirmed that there is a ‘mis-match’ in the West Midlands between supply and demand. The implications for the West Midlands will be

*“There is a mis-match in the West Midlands between supply and demand” (URS, 2012)*

an inability to attract investment and an inability to compete with other areas, including the East

Midlands and North West. For this reason, Staffordshire will need to support suitable developments as opportunities arise. The County Council are aware of and support in principle the following, subject to robust business cases being developed by promoters.

<p><b>Pentalver (Cannock)</b></p>	<p>Already a road-based logistics centre, this site is seeking a rail connection to the Chase Line and a GRIP2 study with Network Rail has been completed. We support the movement of goods to and from Cannock by rail and will work closely with Cannock Chase Council in enabling this facility to be developed.</p>
<p><b>Kilbride (Four Ashes)</b></p>	<p>This is a brand new site just off the railway between Wolverhampton and Stafford. The plans for this site are not as advanced as those for Cannock. A study by consultant URS suggests there could be considerable job creation associated with this new site. There is likely to be scope to reduce HGV movements on the M6 Motorway.</p>
<p><b>Moorland &amp; City Railway (Cauldon Lowe)</b></p>	<p>A possible new source of rail freight is that proposed by the Moorland &amp; City Railway. The first phase of the proposal is the reopening of the line from Cauldon Lowe to Stoke-on-Trent, to allow the transporting of cement and aggregates from Lafarge/Tarmac sites at Cauldon Lowe. We support this development in principle, provided the benefits can be proven in a business case. The railway also has aspirations for new passenger train services to destinations such as Leek.</p>
<p><b>Etwall (Derbyshire)</b></p>	<p>This is another new intermodal facility planned to be located close to Derby, adjacent to the Stoke-on-Trent to Derby Railway. Provided it does not adversely impact services operating into Staffordshire, we support this aspiration on the basis that it should remove HGV trips from the wider region’s highway network. Gauge clearance and re-signalling works are being undertaken on the North Staffordshire Line to enable more trains and larger freight wagons to be operated.</p>



**What are the timescales for action and collaboration?**

The actions have been categorised into the short, medium and long term. Some of the actions are ongoing and span all of these time periods.

Short Term: 2014-2019	Medium Term: 2020-2030	Long Term: Beyond 2030
Ensure that the chord is retained at Handsacre Junction and contained within the Hybrid Bill upon Royal Assent.	Continue to ensure that the emerging timetable for the classic network offers the considerable opportunities which rail freight deserves, including the necessary access to existing and potential terminal facilities.	As the high speed railway moves towards Phase 2, ensure that rail freight continues to be central to any discussion released capacity and its use on the classic network.
Work with the Industry Planning Group to ensure the best use of released capacity on the WCML post HS2 Phases 1 & 2.		
Support interventions already planned such as the Norton Bridge Flyover (completion 2017) and Chase Line Upgrade.	Lobby for improvements at Water Orton, which will have wider benefits for a number of routes in Staffordshire.	Continue to identify pinch points on the network which may inhibit the development of rail freight in the longer term.
Work with the industry as a whole to deliver the best outcomes for Staffordshire, ensuring that released capacity on the classic network can be used for rail freight.		
Support electrification of the wider rail network, including the Cross Country network which includes the network between Birmingham and Derby.		
Work with scheme promoters and freight operating companies to support credible opportunities for increasing flows of rail freight, particularly when there will be determinable reductions in highway goods movements as a result. The County Council will also work collaboratively with neighbouring authorities to ensure that their rail freight aspirations can be achieved, for example the new site at Etwall, Derbyshire, and the numerous freight facilities in the West Midlands.		

## 7. Making It Happen

The County Council has limited influence over the delivery of rail improvements and, therefore, it will be necessary to continue to build relationships and work in partnership with the rail industry, local stakeholders, Network Rail, Government and other partners to deliver the objectives contained within this strategy.

Staffordshire County Council is already engaged in a number of key workstreams and projects. These include:

- Network Rail's Long Term Planning Process.
- Network Rail's West Coast Strategic Studies.
- The North Staffordshire Community Rail Partnership.
- Funding service enhancements on the Chase Line.
- Delivering Kidsgrove Rail Station Interchange.
- Midlands Connect.
- Electrification and line speed enhancements on the Chase Line.
- Access for All at Lichfield Trent Valley Rail Station.
- Continuing to support local stakeholders affected by the HS2 project whilst maximising economic benefits.
- Preparing and submitting funding bids.

The County Council is also a member of both Rail North Ltd and West Midlands Rail who are each respectively working towards the devolution of rail services in the North of England and in the West Midlands. Further information regarding the individual devolution propositions is available from the following websites:

[www.railnorth.org](http://www.railnorth.org) and  
[www.westmidlands.com](http://www.westmidlands.com)

The County Council, therefore, whilst having limited resources to deliver rail improvements brings together this fragmented industry acting as the voice of Staffordshire, lobbying and influencing wherever possible and appropriate. The County Council is also committed to maximising any funding opportunities that become available to invest in rail improvements for Staffordshire.

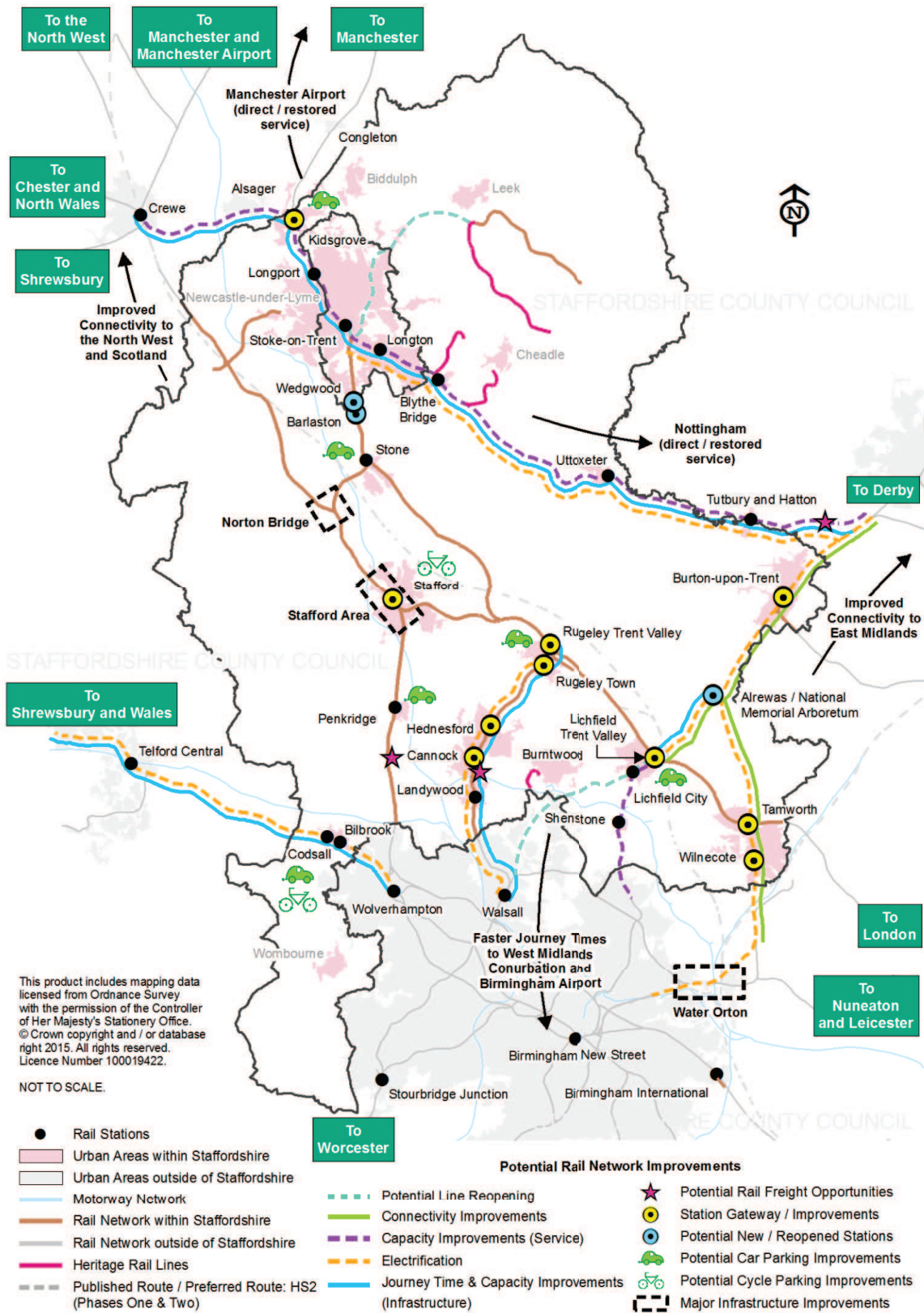
To be able to do this effectively it is essential for the County Council to be able to clearly articulate Staffordshire's priorities for investment which must be meaningful and deliver the objectives of this Strategy.

This Chapter, therefore, identifies priorities for rail investment under the following headings: infrastructure, passenger services, rail stations and rail freight (pages 33-38) whilst categorising them into short (2014-2019), medium (2020-2030) and long term (beyond 2030) priorities for delivery. This Chapter also identifies:

- why investment in a particular priority is required;
- how each priority will be delivered;
- the improvements that each priority will realise; and
- which of the objectives each priority achieves.

Figure 14 on the next page brings together all of these priorities for investment into an overarching diagram.

Figure 14: Priorities for Rail Investment in Staffordshire



# INFRASTRUCTURE

What are the opportunities and where could they be introduced?	What improvements will these bring and why are they required?	How will the improvements be delivered?	Which objectives do they work towards?	When can we expect delivery? (Short (2014-2019), Medium (2020-2030) or Long Term (Beyond 2030))																																
<p>The County Council supports the electrification of a number of routes (allowing electric trains to be operated):</p> <ul style="list-style-type: none"> <li>➤ Cross-Country network (including Birmingham to Derby Line)</li> <li>➤ Chase Line</li> <li>➤ Wolverhampton to Shrewsbury Line</li> <li>➤ North Staffordshire (Crewe to Derby) Line</li> <li>➤ Lichfield Trent Valley to Wychnor Junction</li> <li>➤ Electric Spine (electrifying between Southampton and Nuneaton / Milton Keynes) – to facilitate electrically hauled freight to and from the port</li> </ul>	<p>Electrification can facilitate:</p> <ul style="list-style-type: none"> <li>➤ Reduced journey times.</li> <li>➤ Increased reliability of rolling stock and journeys.</li> <li>➤ Reduced impacts on the environment.</li> <li>➤ Additional station stops to be added, supporting our aspirations for greater calls at some locations in the county.</li> </ul> <p>There are also a number of benefits for rail freight, including facilitating longer and faster (or a combination of the two) services to be operated.</p>	<p>The County Council will work with the rail industry through the long term planning process to ensure that these schemes are included in future business plans.</p> <p>The County Council will also work with partners and stakeholders for example through Midlands Connect to lobby relevant bodies and Central Government.</p>	<p>PR2 PR3 PR4 HS2-3 RF01 RF02</p>	<table border="1"> <thead> <tr> <th></th> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Cross-Country network</td> <td></td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Chase Line</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Wolverhampton to Shrewsbury Line</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>North Staffordshire Line</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Lichfield Trent Valley to Wychnor Junction</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Electric Spine</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Short	Medium	Long	Cross-Country network		✓	✓	Chase Line	✓			Wolverhampton to Shrewsbury Line		✓		North Staffordshire Line		✓		Lichfield Trent Valley to Wychnor Junction		✓		Electric Spine	✓	✓	✓				
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<p>The County Council supports the increase of capacity/line speeds and re-signalling on a number of routes or at specific locations:</p> <ul style="list-style-type: none"> <li>➤ North Staffordshire Line</li> <li>➤ Chase Line</li> <li>➤ Lichfield Trent Valley to Wychnor Junction</li> <li>➤ Wolverhampton to Shrewsbury Line</li> <li>➤ Stafford area – including the Norton Bridge Flyover currently being constructed</li> <li>➤ Water Orton area</li> </ul>	<p>The improvements can allow for:</p> <ul style="list-style-type: none"> <li>➤ Reduced journey times, giving rise to considerable economic benefits for the West Midlands area.</li> <li>➤ Increased frequencies of service (and additional flexibility in regard to stopping patterns).</li> <li>➤ Increased reliability of services, particularly where constraints or bottlenecks on the network are removed.</li> </ul>	<p>As above, the County Council will work with the industry to ensure these schemes are included in future business plans; lobbying with partners and stakeholders where appropriate.</p>	<p>PR1 PR2 PR3 HS2-2 HS2-3 RF01 RF02 RR03</p>	<table border="1"> <thead> <tr> <th></th> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>North Staffordshire Line</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Chase Line</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Cross City Line (south of Lichfield)</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Lichfield Trent Valley to Wychnor Junction</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Wolverhampton to Shrewsbury Line</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Stafford area (including Norton Bridge)</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Water Orton area</td> <td></td> <td>✓</td> <td></td> </tr> </tbody> </table>		Short	Medium	Long	North Staffordshire Line	✓			Chase Line	✓			Cross City Line (south of Lichfield)		✓		Lichfield Trent Valley to Wychnor Junction		✓		Wolverhampton to Shrewsbury Line		✓		Stafford area (including Norton Bridge)	✓			Water Orton area		✓	
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<p>The County Council will seek to maximise any potential opportunities associated with HS2, both from the high speed railway and also any released capacity on the classic network through:</p> <ul style="list-style-type: none"> <li>➤ Provision of a junction between HS2 and WCML at Handsacre Junction</li> <li>➤ Engineering works to support classic compatible running through Staffordshire</li> <li>➤ Infrastructure improvements to improve connectivity to both HS2 hub stations and HS2 classic compatible stations such as Stafford and potentially Stoke-on-Trent</li> </ul>	<ul style="list-style-type: none"> <li>➤ The provision of a junction between HS2 and the WCML at Handsacre Junction will enable classic compatible services to be operated in Staffordshire – for example serving Stafford.</li> <li>➤ Other infrastructure improvements may be required to ensure that classic compatible services can be operated through Staffordshire. Such as removing potential conflicts with existing services patterns at locations such as Colwich Junction.</li> <li>➤ Infrastructure improvements may be required to provide good access from existing stations into either the stations served by classic compatible HS2 services or the HS2 hub stations.</li> </ul>	<p>The County Council will work with HS2 Ltd, along with the Industry Planning Group, Network Rail and Central Government to facilitate the best possible outcome for Staffordshire, both in terms of classic compatible HS2 services and improved service provision on the classic network.</p>	<p>HS2-1 HS2-2 HS2-3 HS2-4 PR1 PR2 PR3 PR5 RF01 RSG4</p>	<table border="1"> <thead> <tr> <th></th> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Handsacre junction</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Supporting infrastructure works</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table> <p>*It is difficult at this stage to pinpoint exact timescales for the works associated with HS2 and hence they are all shown as covering the short, medium and long term</p>		Short	Medium	Long	Handsacre junction	✓	✓	✓	Supporting infrastructure works	✓	✓	✓																				
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<p>Provided that there are robust business cases, the County Council supports in principle the re-opening of the following routes to permit freight trains to operate:</p> <ul style="list-style-type: none"> <li>➤ Moorland and City Railways route for freight between Cauldon Lowe and Stoke-on-Trent</li> <li>➤ Stourbridge to Walsall / Lichfield route for freight</li> </ul>	<ul style="list-style-type: none"> <li>➤ Moorland and City Railways proposes to introduce freight services between quarries at Cauldon Lowe and the national railway network at Stoke-on-Trent. This would serve to reduce the strain on the highway network leading to considerable environmental benefits over road haulage.</li> <li>➤ The Stourbridge to Walsall / Lichfield route is a strategically important proposal to allow for increased freight capacity across the West Midlands. Specifically, the scheme is intrinsically linked with the provision of new passenger services on the Birmingham to Derby Line (see next table for details).</li> </ul>	<p>The County Council will support in principle Moorland and City Railways proposal to develop freight services provided the benefits can be proven in a robust business case.</p> <p>The County Council supports the development of the strategically important Stourbridge to Walsall / Lichfield route, given the considerable opportunities for stations in Staffordshire. The County Council will collaborate with neighbouring local authorities regarding this scheme.</p>	<p>PR1 RF01 RF02 RF03</p>	<table border="1"> <thead> <tr> <th></th> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Moorland and City Railways (Freight)</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Stourbridge to Walsall / Lichfield (Freight)</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Short	Medium	Long	Moorland and City Railways (Freight)	✓	✓		Stourbridge to Walsall / Lichfield (Freight)	✓	✓	✓																				
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## PASSENGER SERVICES

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<p>The County Council supports the introduction of large strategic schemes on the railway network which will bring considerable benefits to Staffordshire, including</p> <ul style="list-style-type: none"> <li>➤ The Northern Hub in Manchester</li> <li>➤ East-West Rail</li> <li>➤ Crossrail</li> </ul>	<p>The benefits to Staffordshire vary by scheme:</p> <ul style="list-style-type: none"> <li>➤ The Northern Hub – the scheme provides a step change in the level of capacity in the Manchester area and given the large number of journeys made from Staffordshire into Manchester, the scheme could offer significant benefits for the region.</li> <li>➤ East-West Rail – the new railway may offer faster journeys for both passengers and freight to and from the South of England, through avoiding the need to travel via the Birmingham area.</li> <li>➤ Crossrail – whilst this scheme is a considerable distance from Staffordshire, it may offer faster journeys into central London if Crossrail incorporates WCML suburban services in the future.</li> </ul>	<p>All three of these large schemes are already underway and hence are marked as short term in the delivery column. The County Council will support the delivery of these schemes and provide support for similar opportunities / changes of national importance in the future.</p>	<p>PR2 PR3 PR4 HS2-3 RF01 RF02</p>	<table border="1"> <thead> <tr> <th></th> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Northern Hub</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>East-West Rail</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Crossrail</td> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>		Short	Medium	Long	Northern Hub	✓			East-West Rail	✓			Crossrail	✓										
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<p>The County Council supports the introduction of electric train services on routes which are electrified. This is particularly topical given the considerable increase in the size of the electrified route network which is planned.</p> <p>A clear example would be the introduction of electric trains to operate on the Chase Line between Rugeley Trent Valley and the Birmingham area, upon completion of the Chase Line upgrade (which includes electrification and line speed increases).</p>	<p>There are many different benefits to running electric rolling stock over diesel rolling stock. The key benefits were outlined in the infrastructure table, but in general terms, electric rolling stock provides the opportunity for faster, more environmentally friendly journeys. The greater acceleration and deceleration of electric rolling stock can allow for more trains to be operated on a route, and can facilitate increased numbers of station calls.</p> <p>As more of the national railway network becomes electrified, the opportunities for using electric traction for longer journeys will increase significantly.</p>	<p>The County Council will work closely with the train operating companies to ensure that where possible, rolling stock is matched to the route it is being operated on. We do appreciate the complexity of this issue however and the large number of parties involved, particularly at a time when a large number of rolling stock cascades are occurring nationally.</p>	<p>PR1 PR2 PR3 PR4</p>	<table border="1"> <thead> <tr> <th></th> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Chase Line</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Other similar opportunities as they arise</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Short	Medium	Long	Chase Line	✓			Other similar opportunities as they arise	✓	✓	✓												
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<p>The County Council supports increased service frequencies at certain locations where more frequent services would give rise to considerable economic benefits. These include:</p> <ul style="list-style-type: none"> <li>➤ The North Staffordshire Line</li> <li>➤ The provision of additional stops for long-distance services at Tamworth and Burton-upon-Trent</li> <li>➤ Chase Line</li> <li>➤ Shrewsbury to Birmingham Line</li> <li>➤ Connections to Birmingham Airport</li> </ul>	<ul style="list-style-type: none"> <li>➤ The North Staffordshire Line is currently served by hourly services only, but there are significant overcrowding issues at certain times of the day. We support any improvement of services on this route which could include the provision of 'semi-fast' services in addition to the hourly stopping services, plus provision of earlier and later trains.</li> <li>➤ Tamworth and Burton-upon-Trent are currently served by long-distances between Nottingham and Birmingham / Cardiff, but only by services every other hour to and from the North-East of England, which limits long-distance opportunities or necessitates a change of train at Derby. Note the opportunity below for new services to operate on the Birmingham to Derby Line.</li> <li>➤ The Chase Line is currently served hourly off-peak on Mondays to Fridays between Walsall and Rugeley Trent Valley, but services run half-hourly on a Saturday. We would support a half-hourly service operating off-peak at all times Monday to Saturday which would also offer improved connections from Stafford to stations on the Chase Line.</li> <li>➤ The Shrewsbury to Birmingham Line is currently served by an hourly fast service operated by Arriva Trains Wales and an hourly stopping service operated by London Midland calling at Codsall and Bilbrook (half-hourly in the peak period). We would support any improvements to service frequencies and calls at intermediate stations to improve connections to the West Midlands, Telford and Shropshire.</li> <li>➤ Staffordshire currently has only 1 train per hour direct to Birmingham Airport. We would support the introduction of other direct services from Staffordshire to Birmingham Airport.</li> </ul>	<p>All such changes to services will require close working between the County Council and the Train Operating Companies.</p>	<p>PR1 PR2 PR3 PR5 HS2-4</p>	<table border="1"> <thead> <tr> <th></th> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>North Staffordshire Line</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Tamworth / Burton additional stops</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Chase Line</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Shrewsbury to Birmingham Line</td> <td></td> <td></td> <td>✓</td> </tr> <tr> <td>Connections to Birmingham Airport</td> <td></td> <td></td> <td>✓</td> </tr> </tbody> </table>		Short	Medium	Long	North Staffordshire Line	✓	✓		Tamworth / Burton additional stops	✓	✓		Chase Line	✓	✓		Shrewsbury to Birmingham Line			✓	Connections to Birmingham Airport			✓
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## PASSENGER SERVICES

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<p>The County Council supports the introduction of new service types where there are clear benefits to the area, including:</p> <ul style="list-style-type: none"> <li>➤ Direct services to Manchester Airport</li> <li>➤ New suburban services on the Birmingham to Derby Line, serving Tamworth and possibly Burton-upon-Trent</li> <li>➤ New services linking Lichfield Trent Valley and Burton-upon-Trent</li> <li>➤ Direct services on the Chase Line to Stafford and beyond</li> <li>➤ Direct services from the North Staffordshire Line to Nottingham</li> <li>➤ Improved connectivity to the North West and Scotland</li> </ul>	<ul style="list-style-type: none"> <li>➤ There are currently no direct trains between any railway station in Staffordshire and Manchester Airport. This could be achieved through the extension of services which currently terminate at Crewe, for example the London Midland service from London Euston or the East Midlands Trains service from Derby.</li> <li>➤ New services on the Birmingham to Derby Line, possibly serving new stations in North-East Birmingham (for example, Fort Dunlop), would enable more frequent journeys into the West Midlands Conurbation and greater connectivity within Staffordshire. If services continue beyond Birmingham (for example, to Worcester), then new 'through' journey opportunities may be created.</li> <li>➤ New links from Lichfield to Burton (and beyond) utilising an existing rail line would offer greater connectivity from Staffordshire to the East Midlands.</li> <li>➤ Extending services on the Chase Line from Rugeley through to Stafford and potentially beyond will offer improved connectivity for passengers along the Chase Line and restore a through link that was lost a few years ago. With the electrification of the Chase Line there could be options to extend services further north from Stafford offering new journey opportunities.</li> <li>➤ Providing through trains from the North Staffordshire line to Nottingham will offer greater connectivity from this line to the East Midlands and restore a link which was lost a number of years ago.</li> <li>➤ Other than Manchester and Liverpool, Staffordshire has poor connectivity to the rest of the North West and Scotland. We would like to see better connectivity to services north of Crewe to Warrington, Preston and Scotland.</li> </ul>	<p>As above, changes of this nature require close working between the County Council and the Train Operating Companies.</p>	<p>PR1 PR2 PR5</p>	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Term</th> </tr> <tr> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Direct service to Manchester Airport</td> <td></td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Birmingham to Derby Line new services</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Lichfield to Burton services</td> <td></td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Chase Line service extensions</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>North Staffs Line Nottingham extension</td> <td></td> <td>✓</td> <td>✓</td> </tr> <tr> <td>North West Connectivity</td> <td></td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Term			Short	Medium	Long	Direct service to Manchester Airport		✓	✓	Birmingham to Derby Line new services	✓			Lichfield to Burton services		✓	✓	Chase Line service extensions	✓	✓		North Staffs Line Nottingham extension		✓	✓	North West Connectivity		✓	✓
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<p>It is essential that potential opportunities associated with HS2, are maximised through ensuring that there are:</p> <ul style="list-style-type: none"> <li>➤ Classic compatible services serving Staffordshire stations</li> <li>➤ Robust and appropriate plans for use of freed up capacity on the classic network in Staffordshire</li> </ul>	<ul style="list-style-type: none"> <li>➤ With the provision of a junction between WCML and HS2 at Handsacre Junction (see infrastructure table), there is scope for classic compatible services to operate onto WCML routes through Staffordshire and serve Stafford and Stoke-on-Trent, for example, giving significantly reduced journey times to London.</li> <li>➤ There are many possible uses of freed up capacity on the classic network in the county, includes a variety of new service opportunities. One example would be new 'through' services on the Chase Line to Stafford and beyond.</li> </ul>	<p>The County Council will work with HS2 Ltd, along with the Industry Planning Group, Network Rail and Central Government to facilitate the best possible outcome for Staffordshire, both in terms of classic compatible HS2 services and improved services on the classic network to connect to HS2.</p>	<p>HS2-1 HS2-2 HS2-3 HS2-4</p>	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Term</th> </tr> <tr> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Classic compatible services</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Best use of the classic network</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Term			Short	Medium	Long	Classic compatible services	✓	✓	✓	Best use of the classic network	✓	✓	✓																
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<p>The County Council supports the introduction of additional units on some lines to help alleviate the problems of overcrowding at certain times, including the:</p> <ul style="list-style-type: none"> <li>➤ North Staffordshire Line</li> <li>➤ Cross-City Line</li> <li>➤ Birmingham to Shrewsbury Line</li> <li>➤ Chase Line</li> </ul>	<ul style="list-style-type: none"> <li>➤ The majority of services on the North Staffordshire Line are currently operated using single carriage units. Overcrowding occurs regularly at both the Derby and Stoke-on-Trent ends of the route and will only get worse with more demand for travel to places such as the Sixth Form College in Stoke and Staffordshire University increases.</li> <li>➤ The Cross-City line is operated with a mixture of 3-car and 6-car units, demand for the service is such that more 6-car units are required to cope with the levels of demand.</li> <li>➤ The Birmingham to Shrewsbury Line is operated by the mixture of 2-car, 3-car and at peak times 4-car units. There is overcrowding at peak times on these services, partly as some of these services also call at local stations between Birmingham and Wolverhampton. Longer trains are required although platform lengths could be an issue at some stations.</li> <li>➤ The Chase Line services are operated by a mixture of train lengths but these services are regularly overcrowded at peak times, consistent train lengths are required for these services which will be delivered through electrification.</li> </ul>	<p>As above, changes of this nature require close working between the County Council and the Train Operating Companies.</p>	<p>PR4</p>	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Term</th> </tr> <tr> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>North Staffordshire Line</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Cross-City Line</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Birmingham to Shrewsbury Line</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Chase Line</td> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>		Term			Short	Medium	Long	North Staffordshire Line		✓		Cross-City Line		✓		Birmingham to Shrewsbury Line		✓		Chase Line	✓										
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## RAIL STATIONS

What are the opportunities and where could they be introduced?

What improvements will these bring and why are they required?

How will the improvements be delivered?

Which objectives do they work towards?

When can we expect delivery?  
(Short (2014-2019), Medium (2020-2030) or Long Term (Beyond 2030))

<p>The County Council supports investment and improvements to rail stations within Staffordshire and those stations located outside of Staffordshire that will bring wider benefits to the county for example through Access for All and National Station Improvement Programme. Such Stations include:</p> <ul style="list-style-type: none"> <li>➤ Kidsgrove</li> <li>➤ Lichfield Trent Valley</li> <li>➤ Lichfield City</li> <li>➤ Stafford</li> <li>➤ Stone</li> <li>➤ Cannock</li> <li>➤ Hednesford</li> <li>➤ Penkridge</li> <li>➤ Rugeley Trent Valley</li> <li>➤ Rugeley Town</li> <li>➤ Penkridge</li> <li>➤ Codsall</li> <li>➤ Burton-upon-Trent</li> <li>➤ Tamworth</li> <li>➤ Wilnecote</li> </ul>	<p>Station improvements can enable:</p> <ul style="list-style-type: none"> <li>➤ Increased car-parking can encourage car users to use rail for their main journey especially where there is limited car-parking or capacity issues. This reduces congestion on the road network and enhances the environment for other users.</li> <li>➤ Increased station capacity where necessary will accommodate future growth in rail demand.</li> <li>➤ A station being made fully accessible enables all passengers regardless of their mobility levels to use the rail network to travel. This increases the connectivity opportunities available to an individual.</li> <li>➤ New station buildings or refurbishment ensures that outdated facilities are made fit for purpose for today's passengers thereby making a positive contribution to a passengers' journey experience and bringing economic, social and environmental benefits.</li> <li>➤ Increased attractiveness of public transport through the provision of high quality interchange opportunities and network integration.</li> <li>➤ Maximise the opportunity to reduce car usage to access the rail network by improving station facilities and access for pedestrians and cyclists for example through DfT's HS2 National Cycleway Feasibility Study.</li> <li>➤ Improving general station quality, passenger waiting facilities, safety and security together with the provision of consistent and high quality passenger information provides a positive contribution to a passengers' journey experience.</li> <li>➤ Provision of additional rail network capacity for example through longer platforms, allows longer trains to serve stations to accommodate current demand and predicted future growth in rail usage.</li> </ul>	<p>The County Council will work with the rail industry through the long term planning process to ensure that Staffordshire's gateway schemes are included in future business plans.</p> <p>The County Council will work in partnership with Network Rail, Station Facility Operators and stakeholders to identify improvements and take advantage of relevant national and local funding opportunities.</p> <p>The County Council will work with partners to identify innovative and alternative solutions to deliver improvements to Staffordshire's rail stations for example through community rail partnerships, future re-franchising and rail devolution.</p>	<p>RSG1 RSG2 RSG3 RSG5 RSG6</p>	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Term</th> </tr> <tr> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr><td>Kidsgrove Rail Station</td><td>✓</td><td></td><td></td></tr> <tr><td>Lichfield Trent Valley Rail Station</td><td>✓</td><td>✓</td><td></td></tr> <tr><td>Lichfield City Rail Station</td><td>✓</td><td>✓</td><td></td></tr> <tr><td>Stafford Rail Station</td><td></td><td>✓</td><td>✓</td></tr> <tr><td>Stone Rail Station</td><td></td><td>✓</td><td>✓</td></tr> <tr><td>Cannock Rail Station</td><td>✓</td><td>✓</td><td></td></tr> <tr><td>Hednesford Rail Station</td><td>✓</td><td>✓</td><td></td></tr> <tr><td>Penkridge Rail Station</td><td></td><td>✓</td><td></td></tr> <tr><td>Rugeley Trent Valley Rail Station</td><td>✓</td><td>✓</td><td>✓</td></tr> <tr><td>Rugeley Town Rail Station</td><td>✓</td><td>✓</td><td></td></tr> <tr><td>Codsall Rail Station</td><td>✓</td><td>✓</td><td></td></tr> <tr><td>Burton-upon-Trent Rail Station</td><td>✓</td><td>✓</td><td></td></tr> <tr><td>Tamworth Rail Station</td><td>✓</td><td>✓</td><td></td></tr> <tr><td>Wilnecote Rail Station</td><td></td><td>✓</td><td></td></tr> </tbody> </table>		Term			Short	Medium	Long	Kidsgrove Rail Station	✓			Lichfield Trent Valley Rail Station	✓	✓		Lichfield City Rail Station	✓	✓		Stafford Rail Station		✓	✓	Stone Rail Station		✓	✓	Cannock Rail Station	✓	✓		Hednesford Rail Station	✓	✓		Penkridge Rail Station		✓		Rugeley Trent Valley Rail Station	✓	✓	✓	Rugeley Town Rail Station	✓	✓		Codsall Rail Station	✓	✓		Burton-upon-Trent Rail Station	✓	✓		Tamworth Rail Station	✓	✓		Wilnecote Rail Station		✓	
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<p>The County Council will continue to support the North Staffordshire Community Rail Partnership (CRP) and will support where appropriate the expansion of such partnerships for example at:</p> <ul style="list-style-type: none"> <li>➤ Bilbrook Station</li> <li>➤ Codsall Station</li> <li>➤ Stations along the Chase Line</li> <li>➤ Stone</li> <li>➤ Burton upon Trent</li> <li>➤ Penkridge</li> </ul> <p>This list is not exhaustive and there are other stations within Staffordshire where this may also be appropriate.</p>	<p>Community Rail Partnerships are demonstrated to deliver:</p> <ul style="list-style-type: none"> <li>➤ An improved and more attractive station environment.</li> <li>➤ A safer and more secure station.</li> <li>➤ A more attractive station.</li> <li>➤ Increased numbers of passengers using the station.</li> <li>➤ Increased station investment.</li> <li>➤ Local promotion of the train services for work, education and leisure.</li> <li>➤ Increased local community involvement (including businesses and schools) and ownership of a station.</li> <li>➤ Innovative projects to improve the route for passengers.</li> <li>➤ Increased volunteer support and station 'adoption' from the local community.</li> <li>➤ The development of station improvement projects to improve the travel experience.</li> </ul>	<p>The County Council will continue to work in partnership and support the North Staffordshire Community Rail Partnership.</p> <p>The County Council will work with partners, the rail industry and local communities where there is support for the development of community rail partnerships and station 'adoption'.</p> <p>The County Council will work with partners through future re-franchising processes and rail devolution to take forward the concept of community rail partnerships and station 'adoption' where appropriate.</p>	<p>RSG1 RSG2 RSG3 RSG5</p>	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Term</th> </tr> <tr> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr><td>North Staffordshire CRP</td><td>✓</td><td>✓</td><td>✓</td></tr> <tr><td>Bilbrook Rail Station</td><td></td><td>✓</td><td>✓</td></tr> <tr><td>Codsall Rail Station</td><td></td><td>✓</td><td>✓</td></tr> <tr><td>Stations along Chase Line</td><td></td><td>✓</td><td>✓</td></tr> <tr><td>Stone Rail Station</td><td></td><td>✓</td><td>✓</td></tr> <tr><td>Burton-upon-Trent Rail Station</td><td>✓</td><td>✓</td><td>✓</td></tr> <tr><td>Penkridge Rail Station</td><td></td><td>✓</td><td>✓</td></tr> </tbody> </table>		Term			Short	Medium	Long	North Staffordshire CRP	✓	✓	✓	Bilbrook Rail Station		✓	✓	Codsall Rail Station		✓	✓	Stations along Chase Line		✓	✓	Stone Rail Station		✓	✓	Burton-upon-Trent Rail Station	✓	✓	✓	Penkridge Rail Station		✓	✓																												
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<p>The County Council will support the re-opening or development of new rail stations where there is a robust business case. For example at:</p> <ul style="list-style-type: none"> <li>➤ Barlaston and/or Wedgwood</li> <li>➤ Alrewas/National Memorial Arboretum</li> </ul> <p>The opportunity to deliver new stations is closely aligned to other rail opportunities and wider policy areas such as local development plans.</p>	<p>Providing opportunities for better connectivity to the rail network, located where people need them are a fundamental factor in the success of the rail network and essential for maximising connectivity between areas of housing, employment and leisure.</p>	<p>The County Council will work with the rail industry through the long term planning process to ensure that Staffordshire's aspirations are included in future business plans</p> <p>The County Council will work with partners, the rail industry and Network Rail to identify opportunities that enable existing stations not currently served by rail services to be served in the future.</p> <p>The County Council will continue to work in partnership with Local Planning Authorities to ensure that the development of new stations is considered as part of an areas local plan process.</p>	<p>RSG4 RSG5 RSG3 RSG2 RSG1</p>	<table border="1"> <thead> <tr> <th></th> <th colspan="3">Term</th> </tr> <tr> <th></th> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Barlaston and/or Wedgwood</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Alrewas/National Memorial Arboretum</td> <td></td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Term				Short	Medium	Long	Barlaston and/or Wedgwood	✓	✓		Alrewas/National Memorial Arboretum		✓	✓
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RAIL FREIGHT SERVICES																											
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<p>The County Council recognises the importance of 'through' rail freight flows in the County and, therefore, supports schemes which maintain or increase the level of capacity, such as the:</p> <ul style="list-style-type: none"> <li>➤ Stafford Area improvements</li> <li>➤ Electric Spine</li> <li>➤ Water Orton area improvements</li> <li>➤ Strategic Freight Network</li> </ul>	<p>Rail freight is more environmentally friendly than moving goods by road. Per tonne conveyed, rail freight produces 76% less carbon dioxide than road freight. The County Council strongly supports a shift from road to rail freight to reduce the level of impact on Staffordshire's highway network.</p> <p>The Stafford Area improvement scheme will facilitate an extra path each hour on the WCML for freight services, in part by the removal of a point of conflict at Norton Bridge Junction.</p> <p>The Electric Spine provides a newly electrified route between the Southampton area and the WCML, providing new opportunities for freight trains to be electrically hauled.</p> <p>The Water Orton area is a considerable bottleneck in both passenger and freight terms, and the constraints here may impede the potential of rail freight facilities such as Hams Hall and Birch Coppice.</p>	<p>The County Council will work with the rail industry through the long term planning process to ensure that these schemes are included in future business plans</p> <p>The County Council will also work with partners and stakeholders, including through Midlands Connect to lobby and influence relevant bodies.</p>	RF02	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Term</th> </tr> <tr> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Stafford Area improvements</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Electric Spine</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Water Orton area</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Strategic Freight Network</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Term			Short	Medium	Long	Stafford Area improvements	✓			Electric Spine	✓	✓	✓	Water Orton area		✓		Strategic Freight Network	✓	✓	✓
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<p>The County Council supports the development of new rail freight terminals in Staffordshire. The authority is aware of proposals / aspirations for the following locations:</p> <ul style="list-style-type: none"> <li>➤ Pentalver (intermodal)</li> <li>➤ Four Ashes (intermodal)</li> <li>➤ Moorland and City Railways (quarry at Cauldon Lowe)</li> </ul>	<p>A study commissioned by a number of local authorities in the West Midlands showed that there is a 'mis-match' between supply and demand in the West Midlands regarding intermodal capacity. This underlines the need to support the development of new facilities and initiatives which will remove freight vehicles from the highway network (whilst appreciating that there may be local increases in traffic).</p> <p>The County Council supports Moorland and City Railways proposal in principle, subject to a robust business case demonstrating clear benefits.</p>	<p>The County Council will work with scheme promoters and Freight Operating Companies to support credible opportunities for increasing flows of rail freight.</p> <p>The County Council will also work collaboratively with neighbouring authorities to ensure that their rail freight aspirations can be achieved, provided that there are no detrimental impacts on the level of service which could be provided in Staffordshire.</p>	RF03	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Term</th> </tr> <tr> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Pentalver</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Four Ashes</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Moorland and City Railway</td> <td>✓</td> <td>✓</td> <td></td> </tr> </tbody> </table> <p>Further details on the timescales associated with these developments were provided earlier in the rail strategy</p>		Term			Short	Medium	Long	Pentalver	✓	✓		Four Ashes	✓	✓		Moorland and City Railway	✓	✓					
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<p>HS2 provides an opportunity for rail freight.</p> <p>The exact nature of the phasing of the project will have an impact. The optimum outcome according to the rail freight industry would be for Phase 1 to extend as far north as Crewe (but with a junction maintained at Handsacre to enable classic compatible high speed services to run).</p> <p>Regardless of the phasing, it is important that the County Council seeks to maximise the opportunity associated with released capacity on the classic network.</p>	<p>With the removal of fast services to HS2, there should be a huge benefit to freight services, in providing new capacity on the classic network. This could apply to a number of routes on the classic network, including the WCML (the western arm of the Y-network will run broadly parallel to this) and the Birmingham to Derby Line (running broadly parallel with the M42 and A38 corridors).</p> <p>Dialogue with the Rail Freight Group suggests that if Phase 1 were to extend only as far north as Handsacre Junction, then the intervening period between Phase 1 and the full Y-shaped network may cause problems for freight. Therefore, the best outcome for the rail freight industry would be for Phase 1 to be extended to Crewe.</p>	<p>The County Council will work with HS2 Ltd, along with the Industry Planning Group, Network Rail and Central Government to facilitate the best possible outcome for Staffordshire. However, there may be difficulties during the intervening period between Phase One and Two if Phase One extends only as far as Handsacre Junction.</p>	RF01	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Term</th> </tr> <tr> <th>Short</th> <th>Medium</th> <th>Long</th> </tr> </thead> <tbody> <tr> <td>Handsacre Junction</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Classic network</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Term			Short	Medium	Long	Handsacre Junction	✓	✓	✓	Classic network	✓	✓	✓								
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## Contact us

If you have queries or comments on the Staffordshire Rail Strategy, Please contact:

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If you would like this document in another language or format (e.g. large text), please contact us on 0300 111 8000 or email [transport.planning@staffordshire.gov.uk](mailto:transport.planning@staffordshire.gov.uk)





Local Members Interest
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N/A
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## Prosperous Staffordshire Select Committee – 1<sup>st</sup> June 2015

### The Economy of Staffordshire

#### Recommendations

1. That the Select Committee note the progress and performance of the Staffordshire Economy as set out in the attached presentation.
2. That the Select Committee comment on and give recommendations to the approach set out in the report, and considers aspects for further scrutiny.

#### Report of Mark Winnington, Cabinet Member for Economy, Environment and Transport

##### Summary

Staffordshire's economy has experienced significant changes over the past 4 years.

The County Council continues to work hard to improve the economy through its own work, and working in partnership to meet the aims of our priority outcome – ***“that Staffordshire's people are able to access more good jobs and the benefits of economic growth”***

Progress has been on the whole positive, nevertheless, there is still work to do. Our ambitious Economic Growth Programme is underpinned by our understanding of the Staffordshire economy, which we enable the most efficient use of collective resources, and narrowing of the gap between the best performing and lower performing parts of the local economy.

#### Background

1. In common with many parts of Britain, Staffordshire's economy has changed substantially over recent years. The recent economic restructuring of Staffordshire has been significantly exacerbated by the recession of the late 2000's which has led to a fundamental shift away from public sector employment growth and a renewed focus on strengthening employment in the private sector.
2. Although Staffordshire had maintained a strong manufacturing base, part of this base was characterised by a reliance on sectors which were particularly vulnerable to the recession, as well as a dominance of public sector employment in several locations. Additionally, because of Staffordshire's close ties with surrounding areas which were also vulnerable to the recession (such as Stoke-on-Trent, Walsall and Wolverhampton) Staffordshire experienced a rapid increase in Job Seekers Allowance (JSA) claimants , peaking at 20,555 claimants in April 2009 (3.8% of the working age population).

3. Since April 2009, there have been general improvements to JSA and other benefit claimant rates, with JSA claimant rates in Staffordshire at 5,579 (1.0%) in March 2015. The decrease in JSA claimants has happened much more quickly than for the West Midlands Region and Great Britain as a whole.
4. The improving economic position of Staffordshire has been achieved in parallel with a targeted approach by Staffordshire County Council to focus on improving the area's economic prosperity, with the view that improved economic outcomes will underpin and lead to improved health and wellbeing, people feeling safer and happier, and improvements to the education and skills base of the population.
5. In refining the County Council's approach and way of working, Cabinet agreed the following vision for Staffordshire:

**“A connected Staffordshire where everyone has the opportunity to prosper, be healthy and happy”**

6. In addition, the County Council agreed three priority population outcomes, that the people of Staffordshire will be able to:
  - Access more good jobs and the benefits of economic growth
  - Be healthier, happier and more independent
  - Feel safer, happier and more supported
7. In working to create the right conditions for growth, the County Council has therefore focused on prosperity as its number one priority and looked for opportunities to improve prosperity wherever possible.
8. In partnership we have been successful in winning external funding through the Government's City Deal and Growth Deal, which alongside employment sites identified in the Strategic Economic Plan for Stoke-on-Trent will have the potential to create around 27,000 jobs in the area.
9. In order to gain a better understanding of the Staffordshire economy, and in particular, the extent to which the area is benefiting from more and better jobs, in-depth analysis was undertaken and presented to Informal Cabinet to update on progress against the “Right for Business” elements of the Staffordshire County Council Business Plan.
10. A presentation summarising progress against delivering ‘more and better jobs’ was given to Informal Cabinet on 4<sup>th</sup> February 2015, and a copy of this is attached as Appendix 1.
11. In summary the presentation highlights several key performance areas:

**Creating more jobs in Staffordshire** – the total number of jobs in Staffordshire has now recovered to pre-recession levels (from a low of 365,000 jobs in 2011 to 374,000 employee jobs in 2013)

**JSA rates** – have declined from a peak of 20,555 claimants in April 2009 (3.8%) to a current rate of 1.0% (March 2015). Although claimant rates vary by geographical area, all of Staffordshire's districts record a rate below the national average for JSA claimants.

**Successful employment sites** – Staffordshire is home to a number of successful employment sites which have been a factor in driving economic growth. Keele Business Park is a good example where of the 900 jobs on the site, every job is held by a resident of Staffordshire or Stoke-on-Trent.

**A balanced economy** – the growth of private sector employment in Staffordshire between 2011 and 2013 has been more rapid than the Great Britain average. The decrease in public sector employment in this period (-8,700 jobs) is compared to a growth in private sector employment (+13,100 jobs)

**Changing employment** – Manufacturing, Health and Retail are the dominant sectors in Staffordshire's economic base accounting for almost 106,000 jobs between them in 2013. Since 2011 the strongest employment growth has been experienced in the wholesale, business administration and support services and retail sectors. Although the share of employment in the top three occupation classifications is below England averages, the increase in Staffordshire between 2011 and 2013 has been more rapid than for England.

**Better jobs** – Wage levels in Staffordshire have increased between 2008 and 2014, although they remain below the national average.

**Alignment to wellbeing agenda** – there is strong evidence to suggest that a move towards prevention and early intervention is fundamental to reducing the demands for more resource intensive health and care services. Improved prosperity, including tackling unemployment and underemployment, alongside our work in making Staffordshire a Great Place to Live will all be important elements in making Staffordshire's people healthier, more independent and happier within their communities.

12. The performance set out in the presentation and above has been achieved against a context of economic recovery following the recession. Staffordshire County Council has strong ambitions to continue the momentum of economic growth into the future through the ambitious Economic Growth Programme which

captures Capital regeneration, The City and Growth Deals, the emerging European Funding Programme and other job creation activities.

13. The total value of the Economic Growth Programme up to 2020 amounts to approximately £720m, and will create around 24,000 jobs. The results of the programme are already starting to be felt with recent investment commitments at Redhill Business Park, and the construction of the IC 5 Business Centre at Keele due to break ground in May 2015. Through our successful bid into the Government's Single Local Growth Fund, during 2015/16 we will also see the delivery of infrastructure to open up employment sites at Bericote Four Ashes, Lichfield Park and Meaford, which between them should create around 4,400 jobs.

## **Conclusion**

14. The improving nature of Staffordshire's economy is an ongoing story, and the performance information included in this report is now showing the results of hard work over recent years, and our commitment to improving the prosperity of Staffordshire. It is important that we continue to monitor the performance of the economy, and the views of the Prosperous Staffordshire Select Committee are welcomed in helping to shape future performance reporting, leading to improved economic conditions for the future.

## **Appendix:**

Appendix 1 –Presentation – “Right for Business – More and Better Jobs”

## **Contact Officer:**

Name and Job Title: Jonathan Vining, Economic Growth Programme Manager

Telephone no: 01785 277353

E mail: [jonathan.vining@staffordshire.gov.uk](mailto:jonathan.vining@staffordshire.gov.uk)



Local Members' Interest

## **Prosperous Staffordshire Select Committee – 1 June 2015**

### **Work Programme Planning 2015-16**

#### **Recommendation/s**

1. That the Prosperous Staffordshire Select Committee review the draft work programme for 2015-16 and advise on content (see Appendix 1);

That the Committee consider identifying Members who would be willing to participate in a Working Group on Infrastructure+;

That the Committee consider identifying a Member who would be willing to participate in the Emotional Health and Wellbeing Working Group (see Appendix 2).

#### **Report of the Scrutiny and Support Manager**

### **Summary**

#### **What is the Select Committee being asked to do and why?**

2. The scrutiny structures have been designed to ensure effective accountability for the delivery against the Council's key outcomes set out in the County Council's Strategic Plan 2014-18, Leading for a Connected Staffordshire – Our Vision for 2014-18. Three priority outcomes have been identified. "The people of Staffordshire will:

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

3. The Prosperous Staffordshire Select Committee is responsible for scrutinising:

- Education, learning and skills
- Prosperity and economic growth
- Highways infrastructure and connectivity

and is aligned to the following commissioning priorities:

- Ready for Life
- Right for Business
- Enjoying Life

4. The Council has identified 14 priorities for 2015-16. The Committee has responsibility for holding the relevant Cabinet Member to account in regard to delivering the following priorities from this list:

- Modelling the future learning and skills infrastructure and our new relationship with schools
- Delivering the economic growth programme
- Delivery skills for employment and growth, working with the Education Trust
- Agreeing Staffordshire model for early intervention and prevention (cross cutting)

5. The Select Committee is encouraged to identify issues that reflect these priorities and/or are a priority for local people and communities. If a matter is a recurring issue for the people you, as Councillors, represent, the likelihood is that it is something that the Committee should consider. The more relevant the issue is to local communities then the greater the likelihood of engaging those communities in the scrutiny process and of producing outcomes that will be visible to those communities you represent. Last year Members considered the Infrastructure+ contract with Amey. Members were asked how they would like to scrutinise the governance of this partnership going forward and it was agreed that a Working Group be set up in June 2015 to consider this. Membership of this Working Group is now sought.

6. Members are encouraged to propose issues that could be included for consideration in the work programme. The work programme is a dynamic document and is reviewed at every meeting of the Committee to ensure that its contents are still relevant and will add value to what the Council and partners are doing.

7. Members are invited to comment on the attached draft Work Programme (Appendix 1).

8. Members are invited to nominate a representative to participate in the Emotional Health and Wellbeing Working Group (see Appendix 2).

## **Report**

### **Background**

#### **Remit and Membership of the Prosperous Staffordshire Select Committee**

9. The Committee will lead on ensuring effective accountability of the impact of learning and skills and an effective highways and transport network on ensuring sustainable economic prosperity within the county. The Committee has statutory education co-optees on the Committee representing parent/governors (elected by all parent/governors in Staffordshire schools) and the Lichfield Diocese and the Archdiocese of Birmingham.

#### **Developing the Work Programme**

10. In developing the work programme Members are encouraged to consider the following questions:

Is the matter a concern to local people? (You may wish to reflect on topics raised with you when canvassing).

Is the issue an identified priority for the County Council or partners?

Does the issue relate to an area of service with a trend in weak performance? For example, has this issue been identified by external auditors or inspectors?

What difference could scrutiny make?

What would happen if you did not look at this issue?

11. Members are encouraged to raise issues at any point during the year. This can be done by:

Completing the proposal form for work programme items (on line <http://www.staffordshire.gov.uk/yourcouncil/decisionmakingcouncil/roleofscrutiny/GetInvolved.aspx>;

Hard copies of the form are available on request;

Talking to the Select Committee Chair/Vice Chair or Scrutiny and Support Manager/Officer;

Raising items under the 'Work Programme' item on the meeting agenda; or

Councillor Call for Action.

The simplest method is to raise the issue at the Select Committee meeting. The Work Programme is not 'set in stone' and should be seen as a dynamic document that changes to reflect emerging priorities. However, it is important to plan for the next two/three meetings to ensure that reports are prepared and Members/Officers can be invited to attend and have the dates of meetings in their diaries.

12. Whilst it is for the Committee to determine what they do and do not want to include in the work programme, there are some issues carried over from last year that the Committee may want to complete. The draft Work Programme attached as Appendix 1 to this report also includes items from the current Forward Plan; items that the Committee is asked to scrutinise on an annual basis and some new items that have been proposed for inclusion by the Cabinet Member and/or Senior Officers on which the Committee views are sought prior to a decision being taken.

13. From time to time representation from this Committee is requested by the Chairs of other Committees. Attached as Appendix 2 is a current request from the Chair of Healthy Staffordshire Select Committee for a member of this Committee to join a Working Group on Emotional Wellbeing and Mental Health.

### **Method of Scrutiny**

14. Once Members have identified the matters they wish to scrutinise, consideration should be given to scoping the subject in more detail including the timing and method of scrutiny to be used. Support in this process will be given by the Scrutiny and Support Manager and/or Scrutiny and Support Officer. Members may wish to:

Consider an item at a single meeting;

Consider an item over a series of meetings;  
Allocate the work to a small working group of Members to investigate the issue over a period of 2-3 months (this may involve visits to see how services are working in practice);  
Undertake an Inquiry Day (or days);  
Undertake joint scrutiny with members of another Select Committee;  
Invite expert witnesses to give their views;  
Seeking the views of service users/carers and/or the general public (public calls for evidence).

### **Reviewing the Work Programme**

15. There will be an opportunity to review the Work Programme at every meeting. The Chair/Vice Chair and shadow Cabinet leads meet informally with the Cabinet Members on a termly basis to review the Work Programme and to evaluate outcomes delivered by scrutiny and identify emerging priorities to enable longer term planning of scrutiny activity ('triangulation meetings').

### **Member Training and Development**

16. Training and development sessions will be organised for Members as required. Members are invited to make any suggestions for development with the Chair, Scrutiny and Support Manager or Julie Roberts, Member Development Officer.

### **Link to Strategic Plan**

17. The remits of the Council's Select Committees link to the strategic priorities set out in the Staffordshire County Council's Strategic Plan 2014-2018, Leading for a Connected Staffordshire – Our Vision for 2014-2018. Work programmes should link to community priorities or strategic outcomes if they are to deliver noticeable outcomes for local communities and the organisation.

### **Link to Other Overview and Scrutiny Activity**

18. Select Committees are encouraged to identify whether any of the issues for their work programmes are 'cross cutting' and would benefit from joint working. In such cases joint working groups with Members from the relevant Select Committees can be set up.

### **Equalities and Legal Implications**

19. The County Council has a responsibility to undertake adequate Equality Impact Assessments to ensure services do not have a negative impact on any one section of the community and the scrutiny committees have a role in ensuring that this responsibility is fulfilled, particularly in regard to health impact. Scrutiny as a function must also comply with the relevant legislation. When considering work programme items, especially when undertaking reviews of policy, the scrutiny committees must always consider whether their recommendations may impact differently on various individuals/sections of the community.

The Select Committees will be updated as necessary on any matters affecting their operation that relate to legislation, regulations, and the County Council's Constitution.

## **Resource and Value for Money Implications**

20. Work programmes which are effectively prioritised will ensure that scrutiny activity is focused where it can be of greatest benefit.

## **Risk Implications**

21. The key aspects of risk management in regard to scrutiny work programmes are:

- ensuring that there are clear outcomes from the scrutiny process that impact positively upon the people and communities of Staffordshire and link to corporate priorities; and
- that there is adequate capacity for the select committees to complete the work that has been agreed.

## **Climate Change Implications**

22. The Committee will need to consider the implications for climate change of any recommendations it makes in relation to those issues included on the work programme. The Committee should also consider the implications of the scrutiny methods it decides to utilise – for example, travelling for best practice visits.

## **Contact Officer:**

Name: Tina Randall, Scrutiny and Support Manager  
Telephone No.: 01785 276148  
Address/e-mail: tina.randall@staffordshire.gov.uk

## **Appendices/Background papers**

Appendix 1 - Draft Work Programme

Appendix 2 – Letter from Chair of Healthy Staffordshire Select Committee





## **Prosperous Staffordshire Select Committee Work Programme 2015/16**

This document sets out the work programme for the Prosperous Staffordshire Select Committee for 2015/16. The Prosperous Staffordshire Select Committee is responsible for scrutiny of highways infrastructure and connectivity, education, learning and skills. As such the statutory education co-optees will sit on this committee. The Council has three priority outcomes. This Committee is aligned to the outcome: The people of Staffordshire will be able to access more good jobs and feel the benefits of economic growth.

We review our work programme at every meeting. Sometimes we change it - if something important comes up during the year that we think we should investigate as a priority. Our work results in recommendations for the County Council and other organisations about how what they do can be improved, for the benefit of the people and communities of Staffordshire.

### **County Councillor Brian Edwards**

Chairman of the Prosperous Staffordshire Select Committee

If you would like to know more about our work programme, please get in touch with Tina Randall, Scrutiny and Support Manager, 01785 276148 or by emailing [tina.randall@staffordshire.gov.uk](mailto:tina.randall@staffordshire.gov.uk)

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
<p>Economy of Staffordshire Cabinet Member: Mark Winnington Lead Officer: Darryl Eyers/ Steve Burrows</p>	<p>1 June 2015</p>	<p><b>Great Place to Live</b> Create the right conditions to attract and grow business in Staffordshire</p>	<p>To consider the detail of the Cabinet's "deep dive" into the economy of Staffordshire and consider what aspects should lead to further scrutiny.</p> <p><i>(New item suggested by the Cabinet Member at 5/2/2015 Triangulation)</i></p>	
<p>Libraries in a Connected Staffordshire: Part 4 Mobile and Travelling Library Review Cabinet Member: Mike Lawrence Lead Officer: Janene Cox/Catherine Mann</p>	<p>1 June 2015</p>	<p><b>Great Place to Live</b> Support the improvement and development of shared resources such as utilities, highways and technology.</p>	<p>To consider the review of the mobile and travelling library service in Staffordshire.</p> <p><i>(Part of the wider Library review last considered by PSSC on 23 January 2015)</i></p>	
<p>Rail Strategy Cabinet Member: Mark Winnington Lead officer: Clive Thomson/Clare Horton</p>	<p>1 June 2015</p>	<p><b>Great Place to Live</b> Support the improvement and development of shared resources such as utilities, highways and technology.</p>	<p>Monitoring progress of delivery</p> <p><i>(Carry over from 2014/15 Work Programme)</i></p>	
<p>Minerals Local Plan Cabinet Member: Mark Winnington Lead Officer: Matthew Griffin</p>	<p>24 July 2015</p>	<p><b>Great Place to Live</b> Use and maintain our built and natural environment to improve health and wellbeing and strengthen community assets.</p>	<p>To consider the next draft of the Minerals Local Plan, as part of the consultation, following the Planning meeting of 4 June 2015.</p> <p><i>(Last considered by the PSSC on 24 April 2014)</i></p>	
<p>Adult and Community</p>	<p>24 July 2015</p>	<p><b>Ready for Life</b></p>	<p>New item</p>	



Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Learning Strategy Cabinet Member: Ben Adams Lead Officer: Tony Baines/Theresa McKenna		Focus on school improvement and providing access to a good education		
Staffordshire Learning Infrastructure Forecast  Cabinet Member: Ben Adams Lead Officer: Andrew Marsden Refer to previous consideration of School Organisation and Capital On 6 March 2015)	24 July 2015	<b>Ready for Life</b> Focus on school improvement and providing access to a good education.	The Select Committee have previously looked at school organisation, school places and the development of academies. A further update on the SLIF including locality plans was requested to be brought to the Committee in summer 2015.  <i>(This was last considered on 6 March 2015).</i>	
Education Support Services –Commissioning and Contract Performance Cabinet Member: Ben Adams Lead officer: Ian H Benson	tbc	<b>Ready for Life</b> Focus on school improvement and providing access to a good education.	Monitoring progress of contract with Entrust to ensure that it is delivering intended outcomes.  <i>(Previously considered on 5 September 2014)</i>	
Pupil Premium Plus Policy Cabinet Member: Ben Adams Lead Officer: Sarah Rivers	tbc (not before October 2015)	<b>Ready for Life</b> Focus on school improvement and providing access to a good education	One of the recommendation of the Working Group on Children Missing Out On Education was for the Select Committee to receive an account from the Virtual Headteacher of how effective the mechanisms had been in operating the	

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
			Pupil Premium Plus Policy  <i>(The Working Group report was considered by PSSC on 18 December 2014)</i>	
Bradwell Lane Cabinet Member: Mark Winnington Lead Officer: Richard Harris	tbc	<b>Included on the work programme as part of the Petition Scheme process</b>	A petition with over 2,500 signatures requesting traffic calming measures at Bradwell Lane, Newcastle had been presented by Mrs Emma Meadon at the 25 July Select Committee. This issue will be considered again once the Coroners' report on the fatal accident that prompted the petition has been received.	
Sustainability in Staffordshire Cabinet Member: Mark Winnington Lead Officer: Darryl Eyers	tbc	<b>Great Place to Live</b> Create the right conditions to attract and grow business in Staffordshire	To consider the sustainability work taking place county wide  <i>(New item suggested by the Cabinet Member at 5/2/2015 Triangulation)</i>	
Strategic Economic Plan Cabinet Member: Mark Winnington Lead Officer: Darryl Eyers	tbc	<b>Great Place to Live</b> Create the right conditions to attract and grow business in Staffordshire.	At their meeting of 5 September 2014 Members scrutinised progress on the European Growth Deal submission and agreed to look at the best way to scrutinise the 8 projects, and whether joint scrutiny with Stoke-on-Trent City Council would be	

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
			appropriate.	
The Growth Fund Cabinet Member: Mark Winnington Lead Officer: Darryl Eyers	tbc	<b>Great Place to Live</b> Create the right conditions to attract and grow business in Staffordshire	To consider the development of the Growth fund projects.  <i>(Last considered by PSSC on 5 September 2014)</i>	
Countryside Estate Management Review Cabinet Member: Mark Winnington Lead officer: Ian Wykes	tbc	<b>Great Place to Live</b> Use and maintain our built and natural environment to improve health and wellbeing and strengthen community assets. <b>Enjoying Life</b> Strengthen public confidence in the county as a great place to live with lots of opportunities to enjoy life.	Members requested a further update.  <i>( Last considered by PSSC on 18 December 2014)</i>	Members requested a workshop be held in late August/early September 2015.
Impact of SEND reforms Cabinet Member – Ben Adams Lead Officer – Nichola Glover-Edge	tbc, possibly September 2015	<b>Ready for Life</b> Focus on school improvement and providing access to a good education.	To consider the impact of the SEND reforms for Staffordshire children.  <i>(Carried over from the 2014/15 Work Programme)</i>	
The Education Trust Cabinet Member: Ben Adams Lead Officers: Darryl Eyers, Tony Baines & Anna Halliday	tbc, suggested late summer 2015	<b>Ready for Life</b> Focus on school improvement and providing access to a good education.	Considering the development of the Trust's work and the impact it has made to date.	
School Improvement	tbc, suggested	<b>Ready for Life</b>	Consideration of possible	

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Cabinet Member: Ben Adams Lead Officer: Anna Halliday	July/September 2015	Focus on school improvement and providing access to a good education.	changes to the management of school improvement and the action plan for school improvement  <i>(Last considered by PSSC on 5 September 2014)</i>	
A 50 Growth Corridor Cabinet Member: Mark Winnington Lead Officer: Steve Burrows	tbc	<b>Great Place to Live</b> Create the right conditions to attract and grow business in Staffordshire	To update the Committee on proposals to undertake a major improvement to the A50 in Uttoxeter.  <i>(last considered by PSSC on 7 March 2014)</i>	
School Attainment in Staffordshire Cabinet Member: Ben Adams Lead Officer: Anna Halliday	tbc – January 2016	<b>Ready for Life</b> Focus on school improvement and providing access to a good education.	Annual item to brief members on attainment in Staffordshire schools.	
<b>Working Groups</b>				
Infrastructure + Working Group Cabinet Member: Mark Winnington Lead Officer: Ian Turner	tbc	<b>Great Place to Live</b> Support the improvement and development of shared resources such as utilities, highways and technology.	Following their 6 March consideration of Infrastructure + Members agreed to set up a working group in June/July to advice on how they wish to scrutinise the governance of the Infrastructure + contract.	
Emotional Wellbeing and Mental Health Services Working Group Cabinet Member: Alan White	This Working Group will start at beginning June 2015	<b>Living Well</b> Enable positive behaviour and support those who need it most, support independence at	The Healthy Staffordshire Select Committee have set up a working group to look at the issue of emotional wellbeing and mental health	

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Lead Officers: Denise Tolson and Dawn Jennens		all ages and for those with disabilities or illness.	services following their consideration of strategies on these issues. Because of the crosscutting nature of these issues their Chairman has invited a member of PSSC to join the Group.	
<b>Briefing notes/updates and referrals</b>				
Superfast Staffordshire (Broadband) Lead Officer: Paul Chatwin		<b>Great Place to Live</b> Support the improvement and development of shared resources such as utilities, highways and technology. and Create the right conditions to attract and grow business in Staffordshire	At their October 2014 meeting Members requested a further update in six month's time.	

<p><b>Membership</b></p> <p>Brian Edwards (Chairman)  Marty Tittley (Vice-Chairman)  George Adamson  Ann Beech  Len Bloomer  Maureen Compton  Tim Corbett  Geoff Martin</p>	<p><b>Calendar of Committee Meetings</b>  (at 10.00 am and at County Buildings, Martin Street, Stafford ST16 2LH unless otherwise stated)</p> <p>1 June 2015, 10.00 am  24 July 2015, 10.00 am  4 September 2015, 10.00 am  15 October 2015, 10.00 am  17 December 2015, 10.00 am  22 January 2016, 10.00 am</p>
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Geoff Morrison  
Sheree Peale  
Rev. Preb. Michael Metcalf (Co-optee)  
Paul Woodhead (Co-optee)  
Candice Yeomans (Co-optee)

4 March 2016, 10.00 am

**County Councillor Kath Perry**  
**Chair**  
**Healthy Staffordshire Select Committee**

c/o Member and Democratic Services  
Wedgwood Building  
Tipping Street  
Stafford ST16 2DH

Please ask for: Nick Pountney  
Telephone: (01785) 276153  
Email

[nicholas.pountney@staffordshire.gov.uk](mailto:nicholas.pountney@staffordshire.gov.uk)

Chair, Prosperous Staffordshire Select Committee  
c/o Member and Democratic Services  
Wedgwood Building  
Tipping Street  
Stafford ST16 2DH

**My Ref:** NP/KP/JFCAMHS/140415

**Date:** 14 April 2015

Dear Chair

**Healthy Staffordshire Select Committee – Child and Adolescent Mental Health Services**

Thank you for your letter in relation to the above issue and the concerns raised by your Committee during investigations.

As part of their Work Programme for 2014/15, the Healthy Staffordshire Select Committee have considered both the Achieving Excellence for Mental Health, Health and Wellbeing Strategy and Final Draft Strategy for Emotional Wellbeing and Mental Health of Children and Young People.

In both cases the Committee supported the Strategies but wished to ensure the implementation achieved the desired outcomes. As a result it was agreed that the implementation of the strategies would be the subject of consideration by a Working Group.

The Working Group is in the process of being set up and I will ensure the concerns raised in your letter are included in their investigations. In addition I have agreed that I will ask yourself and the Chair of the Prosperous Staffordshire Select Committee to

nominate a member of your respective Committees to take part in the Group in light of the cross cutting issues.

I trust the above is to your satisfaction

Yours sincerely

Councillor Kath Perry  
Chair  
Healthy Staffordshire Select Committee

