



South Staffordshire Council

Infrastructure Delivery Plan

2018



Further information can be found at
www.sstaffs.gov.uk



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1. Introduction

- 1.1 Engagement with Councillors and local communities has revealed that infrastructure provision and the effects of new development on existing services and facilities is a key issue for South Staffordshire and our residents. Managing Growth is identified as one of the key themes in the Council's Efficiency and Income Plan 2017-20, which recognises the importance of balancing opportunities for growth with protecting our communities. We know that we need to plan for additional housing and employment provision through the next Local Plan, and therefore we will need to ensure that the required infrastructure is delivered alongside this. The purpose of this Infrastructure Delivery Plan (IDP) is to identify what is needed to deliver planned growth **sustainably, effectively and at the right time** in South Staffordshire.
- 1.2 The Council will work with partners and stakeholders to gain an understanding of what infrastructure projects are already planned in the district and where there are existing deficiencies. The Council will also work closely with infrastructure and service providers throughout preparation of the new Local Plan in order to understand where existing infrastructure can accommodate additional growth, and where infrastructure deficiencies are most acute. This will help inform where new development should be located, as well as what specific projects will be needed as a direct result of providing new housing and employment sites. Whilst often viewed solely as a planning document, the IDP will also draw on and influence the investment strategies and programmes within the local authority and other organisations in the area wherever possible.
- 1.3 The final IDP will be produced alongside the 'submission' version of the Local Plan which will be submitted to the Secretary of State for examination in 2021.

What is infrastructure?

Infrastructure is a broad term to define all the requirements that are needed to make places function efficiently and effectively. Infrastructure can range from large physical infrastructure such as roads and utilities, social infrastructure like health and education facilities, through to Green Infrastructure such as open spaces and allotments.

2. Understanding and planning for infrastructure needs

How the IDP sits alongside the Local Plan

- 2.1 Developing an IDP is an iterative process, with the document being updated as infrastructure requirements to support growth emerge through preparation of the Local Plan. As such, this IDP is a 'live document' that will be updated regularly as new information is provided by infrastructure providers and as options for growth are refined through the Local Plan.
- 2.2 A new IDP will be published at each consultation stage of plan making to set out what infrastructure is required for the development identified in that plan.
- 2.3 At the start of the Local Plan process, the role of this IDP is to identify the district's 'baseline' infrastructure requirements. This will include:
 - A summary of current infrastructure provision
 - Infrastructure projects underway or scheduled
 - Known infrastructure deficiencies
- 2.4 A consultation with infrastructure and service providers took place from December 2017 to January 2018. The information from this consultation is presented in the schedule of infrastructure projects (Appendix A).
- 2.5 Each subsequent iteration of the Local Plan and the corresponding stage of the IDP is summarised in the IDP timeline in Chapter 3. Consultation on the IDP with infrastructure and service providers, developers, residents and other stakeholders will take place alongside consultation on the various iterations of the Local Plan to ensure the IDP reflects the most up to date situation from the infrastructure providers' perspective.

Working with Members

- 2.6 Early engagement with local Members on the direction of the new Local Plan has revealed concerns about the adequacy of infrastructure in the District, with a sense that population growth and cuts to services is putting an undue strain on local infrastructure and services.
- 2.7 Members know first-hand the pressures that their communities are facing and therefore it is important that we harness their knowledge when identifying the key infrastructure priorities. Regular Member engagement sessions will therefore be held throughout preparation of the Local Plan, including specific sessions on infrastructure, to explore how different options for growth may help to tackle identified infrastructure issues.
- 2.8 Appendix B sets out infrastructure concerns – that whilst not in infrastructure providers current plans – have been raised by local members or residents, and therefore will need further investigation. As the IDP is a live document, as new infrastructure concerns are raised these will be added to Appendix B and further investigation of the issue with infrastructure providers will be undertaken and the outcome of discussions reflected in future iterations of this IDP.

Working with other teams

- 2.9 Although essential to support the Local Plan, the IDP is also a corporate document that cuts across a number of teams within the Council. As an example, Leisure Services will have a clear role in helping to understand the existing condition of the leisure centres and whether new development is likely to create a need for new facilities or improvements to existing ones. Adopting a 'One Team One Council' approach, a Local Plans Steering Group has been established within the authority, to enable other teams to feed directly into the IDP, where appropriate.

Working with infrastructure providers and partners

- 2.10 Partnership working with providers is essential in order to understand the cost, source of funding, timescales and responsibilities for delivery of required infrastructure. Working closely with providers will also highlight:
- The locations where the existing infrastructure has 'head room' capacity to accommodate additional growth and the level of growth that would represent a 'tipping point'
 - What essential infrastructure is needed to support growth proposals
 - What evidence has been produced to support the need for identified infrastructure projects
- 2.11 Gaining information from infrastructure providers and partners can prove challenging. Some providers, such as utility providers, tend to be reactive in terms of providing infrastructure, only providing it where their modelling shows there is a lack of capacity and where they have sufficient confidence that the new development requiring the connection will be built. In other instances, infrastructure needs may be identified but not made public due to commercial sensitivities.
- 2.12 Staffordshire County Council is a particularly important partner with responsibility for key areas of infrastructure such as highways, education and flood risk. The Council already enjoys a strong relationship with the County Council who have provided information to identify the 'baseline'. It is proposed that 'round robin' face to face meetings with the individual teams will take place as the plan progresses to understand the infrastructure capacity and needs for varying growth scenarios.
- 2.13 There may also be opportunities for joint evidence gathering between the two authorities as the Local Plan progresses in order to understand infrastructure capacity issues. For example, it may be necessary for highway modelling to be commissioned to identify if there is adequate highway capacity to absorb varying levels of development in specific locations.
- 2.14 The Council also has a formal partnership with Staffordshire County Council, known as the District Deal, to deliver a variety of Economic Growth, Skills and Health priorities, all important aspects of the current and future physical and social infrastructure of the District. As the Local Plan Review progresses and the levels of housing and economic growth in the District become clearer, this partnership will be critical to how we deliver the strategic, social and environmental infrastructure required to support future inclusive growth in South Staffordshire. As this work progresses it can then be formalised into this Plan to support the delivery of the new Local Plan.

Evidence base

2.15 In addition to potential joint evidence gathering with SCC, the Council will need to produce a suite of evidence based documents to support and justify decisions in the Local Plan, including decisions on infrastructure requirements. This will include:

- Rural Services and Facilities Audit
- Playing Pitch and Sports Facilities Audit
- Open Space Audit
- Economic Development Needs Assessment (EDNA)
- Strategic Housing Market Assessment (SHMA)
- Retail and Town Centres Uses Assessment
- Viability Study

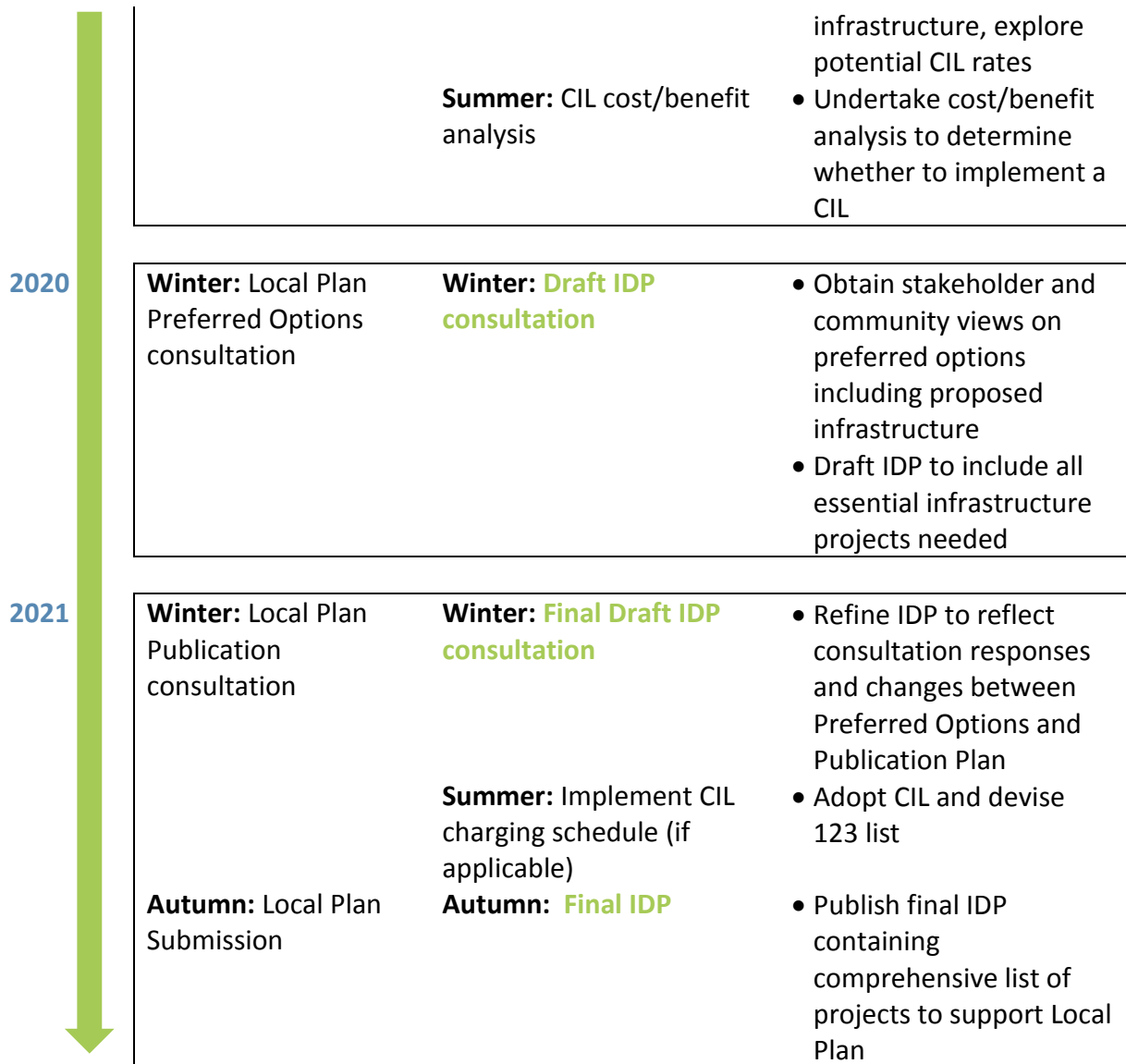
What is the Viability Study?

The Viability Study will test growth proposals including the proposed infrastructure needed to support the development. Abnormal costs associated with a development, such as costly remediation works, may reduce the scope to deliver much needed infrastructure. The Viability Study will determine, in broad terms, if the proposed infrastructure is feasible in financial terms, and therefore whether the proposals and policies in the plan are deliverable. It will also assess whether there is scope for a Community Infrastructure Levy (CIL) to be charged on new developments coming forward through the Local Plan (see Chapter 5).

3. IDP timeline

Key Objective:
By the end of 2021, have a final IDP in place to accompany the ‘submission’ Local Plan, which identifies the key infrastructure to support the growth proposed, including wherever possible, the source of funding, delivery partners and timescales for delivery.

	Local Plan Milestones	IDP Development	Outcomes
2018	<p>Spring: Initial Member engagement</p> <p>Autumn: Local Plan Issues and Options consultation</p>	<p>Spring: ‘round robin’ with SCC officers</p> <p>Autumn: Initial IDP consultation</p>	<ul style="list-style-type: none"> • Identify initial favoured options for growth, understand Members specific infrastructure concerns • Gain initial understanding of infrastructure implications of the options for growth to be consulted on • Obtain community and stakeholder views on growth options and the infrastructure implications. • Confirm Infrastructure ‘baseline’
2019	<p>Winter: Member engagement sessions</p>	<p>Spring: Infrastructure and Service providers’ workshop</p> <p>Spring: Undertake Viability Study</p>	<ul style="list-style-type: none"> • Discussion of consultation responses, preferred policy choices, and how these could address identified infrastructure issues. Also identify remaining ‘gaps’. • Explore if proposed preferred site options raise any issues or create new infrastructure needs • Test preferred growth and policy options, including associated



4. Current provision

Physical Infrastructure

Highways

- The north of the District is crossed by the M6 and M54 motorways and is the location of the terminus of the M6 Toll motorway.
- The A449 provides a north south corridor through the District linking into Stafford and the West Midlands and is designated as trunk road between the A5 and M54, as well as a link southwards into Worcestershire.
- The A5, A41, A454 and A458 provide east-west links into the West Midlands and the A5 is designated a trunk road to the east of the A449.
- The M6, M6 toll, M54, A449 (between the M54 and A5) and the A5 (east of the A449) form the Strategic Road Network (SRN) in the district with Highways England responsible for their maintenance and highway improvements.
- The remainder of the highway network (with the exception of private roads) is the responsibility of Staffordshire County Council.
- Staffordshire County Council have produced a draft Integrated Transport Strategy for South Staffordshire (October 2017) providing key information on issues such as roads requiring essential structural maintenance, road safety and other local transport issues (see Appendix A).

Public transport

- With the exception of some of the larger villages, public transport in South Staffordshire is generally poor, with links between north and south of the district particularly lacking.
- All rail stations and local services in South Staffordshire are managed and provided by West Midlands Railway. Stations are located at Codsall, Bilbrook, Landywood and Penkridge, with lines running to Shrewsbury, Birmingham, Stafford and Wolverhampton. Residents in the South of the District are also likely to directly access rail stations within the West Midlands conurbation such as Stourbridge Junction or Wolverhampton.
- Over 90% of the bus network is provided on a commercial basis by private bus operators, including National Express West Midlands, Arriva, Select Bus and Diamond Bus.
- In more rural parts of the district, bus services are poor, with a greater reliance on publicly resourced bookable bus services, particularly targeting individuals with mobility difficulties and other health issues.

Cycle paths and footways

- Staffordshire County Council is responsible for the maintenance of Public Rights of Way including key routes such as the Staffordshire Way. Parish Councils have the power to maintain footpaths or bridleways in their area but this does not remove responsibility from the County Council.
- General issues on the network include poor surfacing, overgrown vegetation and a lack of signage.

- The extensive network of canals in the district including sections of the Staffordshire and Worcestershire Canal, Shropshire Union Canal and Stourbridge Canal provides important pedestrian and cycle links.

Car parking

- There are varying levels of parking provision in the main and local service villages, with inadequate parking often highlighted by residents as a key deficiency
- A specific need for new long stay parking has been identified to serve Codsall railway station with a planning application for a car park submitted by Codsall Parish Council and approved in March 2017; although this has yet to be implemented.
- Staffordshire County Council's ITS has also identified parking issues for Brewood village centre
- The SAD has included a new car park within the planning requirements for the housing allocation site at Cheslyn Hay, to provide additional parking for Cheslyn Hay High School and leisure centre.

Utilities (electricity and gas)

- National Grid has six high voltage overhead lines within South Staffordshire Council's administrative area forming an essential part of the electricity transmission network in England and Wales.
- Western Power Distribution owns and operates the local electricity distribution network in South Staffordshire.
- National Grid also owns and operates the gas transmission system and owns four of the UK's gas distribution networks, including a high number of gas distribution apparatus within the Council's administrative area.

Drainage (water and sewers)

- Severn Trent Water (STW) is the statutory sewage and water body for the district.
- Most new development sites having a road constructed will need a new water main which will then need connecting to the existing network - STW offer to do this or the developer can decide to use an accredited Self Lay Provider (SLP).
- Most new developments that are having new roads constructed also require new sewer construction which will need to be designed by the developer. STW will adopt these, subject to a legal agreement, provided they are designed to current industry standards and following an inspection.
- STW currently have no planned improvement works currently underway in South Staffordshire.
- South Staffs Water also operates in South Staffordshire supplying drinking water to parts of the district.

Flood risk mitigation

- Staffordshire County Council, as the Lead Local Flood Authority (LLFA), is required to produce a Local Flood Risk Management Strategy (LFRMS). This assesses the risk of flooding in the county and identifies where funding can be sourced to manage that risk.
- Funding for day to day work is allocated by the Department for Food and Rural Affairs (Defra) based on the individual risk each local authority faces.

- The amount of central government funding that individual schemes attract is based on the benefits of a scheme (mainly based on the number of residential properties protected) and the amount of funding secured from 'other' sources, including public and private funds.
- The LFRMS identified Brewood as one of the top 10 'rural' areas and Perton as one of the top 10 'urban' areas with properties at risk from surface water and small watercourses in Staffordshire.

Minerals and Waste

- Staffordshire County Council is the minerals and waste authority responsible for implementing the Staffordshire and Stoke-on-Trent Joint Waste Local Plan 2010-2026 and the Minerals Local Plan 2015-2030.
- The largest waste facility in the District is an Energy Recovery Facility located at Four Ashes. This was developed through a partnership between Staffordshire County Council and the facility operators Veolia.

Broadband and telecommunications

- The Superfast Staffordshire project is a partnership between Staffordshire County Council, Broadband Delivery UK (BDUK) and BT, which will bring superfast broadband to 96% of homes and businesses across Staffordshire, and provide access to superfast speeds of over 24Mbps by 2018.
- Public funding is focused on bringing faster broadband services to areas of the county that are not expected to receive private investment i.e. rural locations outside the commercial roll-out area.

Social Infrastructure

Education

- Staffordshire County Council is the Local Education Authority (LEA) and has a statutory responsibility to ensure that there are sufficient school places for children in the area
- There are a number of academies in the District who can decide whether or not to expand, however the LEA will seek to negotiate and agree with all schools to grow voluntarily if there is a need in the area
- Most residential developments will generate the need for additional school places and therefore a financial contribution to fund these will often be sought by the LEA secured through a Section 106 agreement. In most cases, additional school places can be created within existing classes, or sometimes there is scope to extend the school to create new classrooms. Where there is agreement between the LEA and an academy for it to extend, then the LEA will provide the Section 106 monies to the academy to provide the additional pupil places. Where none of the LEA schools can expand in an area, or none of the academies are able (or willing) to extend, then great weight against the residential proposal should be given, unless the scale of the residential proposal (and the Section 106 monies from it) is sufficient to fund a new school.
- Most parts of the district operate on the two tier system (i.e. primary and secondary schools), whilst others have 3 tiers (e.g. Codsall, Perton, Bilbrook, Pattingham and Brewood which operate first, middle and high schools)

- Dependent on the amount of new development within a school catchment area, there may be a need to provide new schools where expansion of existing ones is not possible. Typically, development(s) of 750 homes and upwards may generate the need for a new primary school, and development(s) of 5000 homes generate a need for a new secondary school.

Health

- All Main Service Villages and some Local Service Villages have GP practices. However, higher order health needs of residents, such as hospitals, are provided through facilities in neighbouring towns and cities.
- 3 Clinical Commissioning Groups (CCGs) (South East Staffordshire and Seisdon Peninsula, Stafford and Surrounds, and Cannock Chase) operate in the district and these are responsible for commissioning certain health services.
- The CCGs, NHS England, GPs and other partner organisations have a role in reviewing the NHS estate in the district including identifying where facilities are no longer 'fit for purpose' and ensuring the estate is utilised efficiently to its fullest potential. Relocating to new practices can present a number of challenges including the lack of suitable alternative sites and funding.
- Staffordshire County Council is responsible for social care, with a wide range of needs present locally from the very young to the elderly. There is an ever expanding need to integrate care with an emphasis on more joined up services.
- The Staffordshire Health and Wellbeing Board (HAWB) brings together local authorities, the NHS, public health, adult social care and children's services, including elected representatives and Local Healthwatch to plan how best to meet the needs of the population and tackle local inequalities in health. The Staffordshire HAWB has a duty to produce a Health and Wellbeing Strategy with the emerging strategy covering 2018-2023.

Retail

- All of the district's Main and Local Service villages have local shops. The level of provision varies from village to village with some of the Main Services Villages such as Codsall, Penkridge, Perton and Wombourne having supermarkets.
- Residents' higher order retail needs are largely served by neighbouring towns and cities.
- Through the Local Plan review a Rural Services and Facilities Audit will be undertaken to consider existing levels of service provision in our village centres. Following this, a Retail Study will be commissioned to consider if there is a need to allocate additional retail through the new Local Plan.

Emergency services

- Staffordshire Police, Staffordshire Fire and West Midlands Ambulance Service make up the emergency services operating in South Staffordshire.
- Over recent years new infrastructure for the emergency services has been developed in the district including new fire stations at Bilbrook, Penkridge and Kinver.
- Alongside Wombourne and Brewood fire stations, these make up the five community fire stations operating in the district.
- A number of police stations have closed in recent years in Codsall and Kinver; however stations remain at Wombourne and Gailey.

Leisure and Wellbeing

- There are currently 4 leisure centres in South Staffordshire at Penkridge, Codsall, Cheslyn Hay and Wombourne which are managed and maintained by South Staffordshire Council. There are also numerous private sports facilities and clubs covering a wide range of sports from rugby to crown green bowling.
- A new Sports and Playing Pitch Audit will be undertaken to determine if new development proposals, changes in demographics and the deteriorating condition of existing facilities will result in a need for additional sports and leisure provision in specific locations.

Community hubs/centres

- Across South Staffordshire there is a strong network of community hubs/centres that frequently double up as Parish Council offices/village halls and are often a focal point for community events in villages. The Local Plan has a role in facilitating the enhancement of such facilities and allocate new community centres where required.
- It is likely that developments in excess of 1,500 homes could deliver a facility of this kind such as a community centre
- Library services are provided by SCC with a total of 8 libraries in the District at Brewood, Cheslyn Hay, Codsall, Great Wyrley, Kinver, Penkridge, Perton and Wombourne
- Proposals for more self-service technology, greater use of volunteers and community managed libraries form part of a SCC consultation (running until 1 April 2018) on the continued transformation of its library services, including exploring a proposal to transfer the day to day management of Penkridge library to become a Community Managed and delivered Library. Kinver and Brewood libraries are existing Community Managed Libraries.

Green Infrastructure

Open space and designated environmental assets

- The rural nature of South Staffordshire means that there is an abundance of open space within our villages and in the surrounding countryside which are well connected by a network of public footpaths.
- There are a number of designated environmental assets, such as Kinver Edge Site of Special Scientific Interest (SSSI) and parts of Cannock Chase Area of Outstanding Natural Beauty (AONB).
- The Council is in the Cannock Chase Special Area of Conservation (SAC) Partnership that seeks to implement measures to mitigate adverse impacts from new residential properties on the SAC, arising from recreational pressures. Monies are currently being collected within 8km of the SAC
- A refreshed Open Space Audit will be undertaken to re-examine the quality and value of existing public open space and identify where additional provision is needed.

Allotments

- A desire for sustainable living has seen an increased demand for allotments which are often managed by the Parish Council.
- There are a number of existing allotments located throughout the District in the following locations:
 - Newgate Allotments, Pattingham
 - Sandy Lane Allotments, Codsall
 - Watery Lane Allotments, Codsall
 - Allotments off Pendleford Mill Lane, Bilbrook
 - Allotments to the rear of Chambley Green housing, Bilbrook
 - Wolgarston Way Allotments, Penkridge
 - Francis Green Lane Allotments, Penkridge
 - Pinfold Lane allotments, Cheslyn Hay
 - Boundary Lane Allotments, off Boundary Way, Lower Penn
 - Ball Lane Allotments, Coven Heath
 - Allotments, Swindon Road, Swindon
- New allotments have been proposed through the Council's Site Allocations Document at Perton, Wombourne and Great Wyrley.
- The Local Plan review will consider if any further allotment provision is needed, informed by discussions with Parish Councils.

Canals and Rivers

- A number of canals run through the district, most notably the Staffordshire and Worcestershire Canal and Shropshire Union Canal. The River Penk also runs through the District.
- Engagement with the Canal and River Trust throughout Local Plan preparation will assist in identifying any infrastructure needs relating to canals and rivers, although it is acknowledged that the Local Plan may have limited scope to address these.

5. Delivery mechanisms

- 5.1 Delivering infrastructure can be very challenging due to competing pressures and the often high cost associated with projects. With public sector resources being limited, there is a need for private sector input to deliver infrastructure. Often this can only be obtained where the infrastructure is necessary to make the development acceptable in planning terms, and where it is possible to secure provision through relevant planning obligations and conditions. New development will need to be supported by new infrastructure where there is an evidenced need, and this will need to be at the cost of the developer. Development will not be proposed through the Local Plan unless it has been robustly demonstrated that the development will provide or facilitate the necessary infrastructure.

Section 106/Section 278 agreements

- 5.2 Developer contributions have a significant role to play in infrastructure delivery, such as site related highways, sustainable transport improvements and the provision of open space. The Council will seek to be proactive and use its planning powers, particularly Section 106 Agreements and Planning Conditions, as necessary to deliver infrastructure.
- 5.3 These agreements are commitments from developers to fund projects which will meet the needs created by their development. In line with the National Planning Policy Framework (NPPF), developer contributions must be:
- necessary to make the development acceptable in planning terms
 - directly related to the development
 - fairly and reasonably related in scale and kind to the development

Community Infrastructure Levy (CIL)

- 5.4 The Council does not have a CIL; however the decision on whether to implement a CIL will be taken as the Local Plan progresses.

What is CIL?

It is a roof tax on certain types and sizes of new development. A CIL viability study identifies which types and sizes can realistically afford to pay the levy. Any monies collected through CIL are then spent on local infrastructure priorities detailed on the authority's CIL '123 list'.

- 5.5 CIL has the advantage, unlike through Section 106 or 278 agreements, of allowing the Council to collect monies towards infrastructure priorities that may not be directly related to new developments, but have been identified as a local issue.
- 5.6 The Council's decision on whether to implement a CIL charge will be informed by the Viability Study. This will determine the level of charge for each development type, and may depend upon the strategy for growth that is pursued. For example, it may be that new settlements or urban extensions need to be CIL exempt due to their significant upfront infrastructure costs, and therefore this may be a factor when analysing the benefits of implementing a CIL charge.

- 5.7 It is well publicised that CIL has not been operating as effectively as the government had hoped. A national CIL review panel was commissioned by government, with their findings published early 2017 and new regulations expected later in 2018. The outcome of this will therefore have a bearing on whether a CIL is pursued in South Staffordshire. The decision on whether the Council will pursue CIL can be made in 2019 once the preferred growth strategy for the Local Plan has been determined, and following a cost benefit analysis and viability assessment in order to understand what CIL could achieve.

Public sector funding

- 5.8 Infrastructure will also be delivered directly by providers, where priorities have been identified in their business plans. Sometimes these providers may be private businesses that offer a public service and are required to reinvest their revenue in capital infrastructure projects, such as Severn Trent Water. Other providers may be arms-length Government organisations such as the Environment Agency that obtain their funding direct from central Government.
- 5.9 Other funding may be available for infrastructure through grant funding, although it is acknowledged that competition for accessing funding streams has increased over recent years. Current grant funding programmes offered by the Government include:
- **One Public Estate** - funding for Councils to work with public sector partners to take a strategic approach to asset management in order to get more out of collective assets
 - **Planning Delivery Fund** - funding to support ambitious authorities in areas of high housing need to plan for new homes and infrastructure with an emphasis on supporting joint working, high quality design and innovation
 - **Housing Infrastructure Fund** – the first round of funding focused on a ‘Marginal Viability Fund’ to provide the final or missing piece of infrastructure funding to get additional sites allocated or existing sites unblocked quickly, and a ‘Forward Fund’ for a small number of strategic and high-impact infrastructure projects
- 5.10 In addition to the above, there may be future opportunities to access Local Enterprise Partnership (LEP) Growth Deal funding through working with Staffordshire County Council and the Stoke and Staffordshire LEP, as well as other sources such as National Lottery funding.
- 5.11 The Council successfully bid for One Public Estate funding in 2017 and has been working with partners to appraise development options that would see a more efficient use of local assets - including South Staffordshire Council’s offices in Codsall - and facilitate the delivery of new community infrastructure.

Appendix A - Baseline infrastructure projects

State of readiness	
	Programmed with funding available
	Feasibility work completed and/or Infrastructure allocated in Local Plan
	No preferred design, funding or business case approved

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Physical Infrastructure							
Highways	Improvements to Gailey Island	Highways England	Not known	SCC S106 contribution (from i54 South Staffordshire development) Full funding or a delivery mechanism still to be agreed.	1-5 years	If the WMI proposal comes forward then this will have implications for the Gailey island	
Highways	M54/M6/M6 toll link road	Highways England	TBC	Highways England;	End of construction Spring 2024	Preferred route set to be published early 2018. Application for Development Consent Order required.	
Highways	ROF Featherstone access road	SCC	£14.4 – 19m	SCC; Developer contribution	By 2025, in line with M54/M6/M6 toll link road	Timescales may be impacted by the M54/M6 M6 toll link road	
Highways	M6 Managed Motorways scheme - junction 13 to 15	Highways England	Not known	Highways England funded.	By 2022	Junction 10a to 13 Smart Motorway is now operational.	
Highways	Road improvement scheme to support Bericote Four Ashes	SCC	£5.7m	S106	early 2018	Final Road Safety Audits are being completed	
Highways	Potential junction improvements at White Hill/Meddins Lane and Meddins Lane/Enville Road, Kinver	SCC/developer	Not known	S106	None identified	Potential improvements should be considered by the developers of identified housing sites	
Highways	Vehicle Activated Signs will be implemented on A463 Wodehouse Lane	SCC	Not known	SCC	2018	Identified in Draft District Transport Strategy: October 2017	

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Highways	Potential Vehicle Activated Signs to be implemented at Ounsdale Road/Station Road junction, Wombourne	SCC	Not known	SCC	None identified	Identified in Draft District Transport Strategy: October 2017	
Highways	Potential Vehicle Activated Signs to be implemented at Cannock Road/New Road junction, Featherstone.	SCC	Not known	SCC	None identified	Identified in Draft District Transport Strategy: October 2017	
Highways	Potential HGV parking and routing issues relating to the WMI proposal	SCC/Developers	Not known	Section 106	None identified	Identified in Draft District Transport Strategy: October 2017	
Highways	Provision of electric charging points on-street and on public car parks.	SCC/Developers	Not known	SCC to seek to take advantage of grants and bidding opportunities	None identified	Identified in Draft District Transport Strategy: October 2017	
Highways	Delivery on a through road from Pendeford Mill Lane to Lane Green Road, Bilbrook	SCC/Developers	Not known	On site secured through Section 106	From 2022	Identified in the SAD to be delivered alongside safeguarded land.	
Highways	Delivery on a through road from Keepers Lane to Wergs Hall Road, Codsall	SCC/Developers	Not known	On site secured through Section 106	From 2022	Identified in the SAD to be delivered alongside safeguarded land.	
Highways	Improvements to the A41 Holyhead Road, Heath House Lane, Wrottesley Park Road junction	SCC	Not known	Section 106	From 2019	This is subject to an impact assessment to be provided by the SAD allocation site for Perton. This will determine an appropriate scheme of mitigation.	
Highways	Improvements to Beggars Bush Lane	SCC/Developer	Not known	Section 106	From 2019	Identified in the SAD to be delivered in conjunction with allocation site at Beggars Bush lane and agreed with SCC highways	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Public Transport	Earlier and later trains and a half hourly off peak service for Landywood	West Midland Railways	Not known	Investment from West Midland Railways	0-5 years	Identified in Draft District Transport Strategy: October 2017	
Public Transport	All day half hourly service for Codsall station on Shrewsbury Line	West Midland Railways	Not known	Investment from West Midland Railways	0-5 years	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Hourly Sunday service for Codsall/Bilbrook stations on Shrewsbury Line	West Midland Railways	Not known	Investment from West Midland Railways	0-5 years	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Direct services from Landywood to south of Birmingham	West Midland Railways	Not known	Investment from West Midland Railways	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Direct services on the Chase Line to Stafford and beyond	West Midland Railways	Not known	Investment from West Midland Railways	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	All day half hourly service for Bilbrook station on Shrewsbury Line	West Midland Railways	Not known	Investment from West Midland Railways	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Electrification of the Walsall to Rugeley line	Network Rail	Not known	Network Rail	2017/18	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Electrification of the Shrewsbury line, with re-signalling and increased line speed	Network Rail	Not known	Network Rail	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Codsall, Bilbrook stations may require platform lengthening	West Midlands Railways/Network Rail	Not known	West Midlands Railway where value for money can be demonstrated.	None identified	Options for platform lengthening identified in National Rail West Midlands and Chilterns Route Study - August 2017.	

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Public Transport	Improved wayfinding and signage from Codsall and signage from Codsall and Bilbrook railway stations, including to i54.	SCC	Not known	SCC, Section 106	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Roadside stop improvements serving bus service 54 from Stafford to Wolverhampton adjacent to the strategic employment sites along the A449	SCC	Not known	Section 106	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Roadside stop improvements serving bus service 256 Wombourne - Stourbridge	SCC	Not known	SCC	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Roadside stop improvements serving bus service 255 Wolverhampton – Wombourne - Merry Hill centre	SCC	Not known	SCC	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Roadside stop improvements serving bus service 5 Codsall - Wolverhampton	SCC	Not known	SCC	None identified	Identified in Draft District Transport Strategy: October 2017	
Public Transport	Stops within Huntington to complete the route to Walsall (Service 1)	SCC	Not known	SCC	None identified	Identified in Draft District Transport Strategy: October 2017	
Cycle paths and footways	Northern railway walk between Penkridge and Huntington	SCC, landowners	Not known	Section 106	None identified	A small portion of the walk has been implemented as part of the Lyne Hill development	
Cycle paths and footways	Lichfield and Hatherton Canal Heritage Towpath Trail	Lichfield & Hatherton Canals Restoration Trust	Not known	Section 106	None identified		
Car Parking	Car park for Codsall rail station	Codsall Parish Council, West Midlands Railways?	Not known	Section 106	0-5 years	Codsall Parish council have permission for a temporary car park	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Car parking	30 space Car Park at Cheslyn Hay to serve schools/leisure centre at Saredon Road, to include 30 mph limit	Developer	Not known	On site secured through Section 106	0-5 years	Allocated in the Site Allocation Document.	
Water resources and drainage	Improvements to the water mains infrastructure and waste water treatment works at Penkridge	Severn Trent Water (STW)	Not known	STW	None identified	STW confirmed that the are unlikely to commit sewerage infrastructure until detailed plans have been submitted and they have modelled the additional capacity	
Water resources and drainage	Improvements to the waste water treatment works at Codsall	Severn Trent Water (STW)	Not known	STW	None identified	STW confirmed that the are unlikely to commit sewerage infrastructure until detailed plans have been submitted and they have modelled the additional capacity	
Water resources and drainage	Improvements to the waste water treatment works at Wombourne	Severn Trent Water (STW)	Not known	STW	None identified	STW confirmed that the are unlikely to commit sewerage infrastructure until detailed plans have been submitted and they have modelled the additional capacity	
Water resources and drainage	Known sewer capacity constraints at Sandy Lane, Codsall.	Severn Trent Water (STW)	Not known	STW	None identified	Feasibility work is ongoing to alleviate this risk.	
Flood risk mitigation	Flood remediation works at Heathbank Drive/Teddesley Way/A34, Huntington,	SCC	£142k	From Flood Defence Grant-In-Aid (FDGiA) and Local Levy	Phase 1: 2017/18 Phase 2 2018/19	Works split into 2 phases: Phase 1: Property level resilience for 16 properties Phase 2: Potential upstream works	
Flood risk mitigation	Flood remediation works at Waterhead Brook, Coven	SCC & Wolverhampton City Council	£60k	£30k form Local Levy; £38 from Flood Defence Grant-In-Aid (FDGiA).	None identified	Business case due April 2019. Project that aims to provide an assessment of flood risk to properties in Greeanres Way and Waterhead Brook and to	

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						see if there is a flood defence scheme can be provided	
Flood risk mitigation	Lower Penn Flood Alleviation Scheme	SCC	Not known	SCC, potential grant funding	None identified		
Flood risk mitigation	Perton Surface Water Flood Alleviation Scheme	SCC	Not known	SCC, potential grant funding	None identified		
Flood risk mitigation	Sutherland Road, Cheslyn Hay	SCC	Not known	SCC, potential grant funding	None identified		
Broadband and telecommunications	Deliver superfast broadband to an additional 15,100 businesses and residents across South Staffordshire	SCC, BT	£32 million across Staffordshire	SCC, BT, BDUK		By the end of 2018 approximately 92% of premises in the District will have access to superfast broadband, providing speeds over 24Mbps.	
Social Infrastructure							
Education	New primary school to be delivered on safeguarded land for Codsall or Bilbrook	SCC	Not known	On site provision secured through S106 agreement	2022 onwards	Identified in the SAD to come forward on the safeguarded land at Bilbrook or Codsall	
Health	Relocation of Russell House GP Practice, Codsall	CCG, NHS England, SCC, SSDC	TBC	SSDC	3 years	Project approval Gate Review scheduled June 2018.	
Emergency Services	Expand existing Police custody building at Watling House, Gailey; or develop a new single police custody building in the south of the County.	Staffordshire Police	Expand Watling House - £2.5m; New single custody site - £7m	Police funding and developer contributions	Subject to funding, expansion of Watling House 1-2 years; New single custody site 2-3 years	Expansion of Watling House would require an additional 9 cells to the existing 16 cell facility; new single custody site would need a 25 cell	
Sport, leisure and play facilities	Refurbishment of public and changing areas at Cheslyn Hay Leisure Centre	SCC	Not known	SSDC Capital spending,	1-5 years	Costings and feasibility work is currently underway	
Sport, leisure and	Refurbishment of public and	SCC	Not known	SSDC Capital spending,	1-5 years	Costings and feasibility work is	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
play facilities	changing areas at Wombourne Leisure Centre					currently underway	
Sport, leisure and play facilities	New swimming pool at Penkridge	SCC	£1.5 -2 million	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-5 years; 6-10 years	Aim to complete feasibility work within the next 5 years	
Sport, leisure and play facilities	Refurbishment of Penkridge Centre	SCC	£1.5 million	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-5 years; 6-10 years	Aim to complete feasibility work within the next 5 years	
Sport, leisure and play facilities	New 3G playing pitch at Wombourne	SCC	Not known	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-5 years; 6-10 years	Aim to complete feasibility work within the next 5 years	
Sport, leisure and play facilities	Investment in improved tennis facilities at Cheslyn Hay, Penkridge and Codsall Leisure centres.	SCC	Not known	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-5 years; 6-10 years	Aim to complete feasibility work within the next 5 years	
Sport, leisure and play facilities	Creation of functional training area at Codsall, Wombourne and Cheslyn Hay Leisure Centre	SCC	Not known	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-5 years; 6-10 years	Aim to complete feasibility work within the next 5 years	
Sport, leisure and play facilities	New playing pitch and changing rooms, bmx track or skate park, Malayan Way, Featherstone	Developer	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD to come forward on the Brinsford Lodge allocation site for Featherstone	
Green infrastructure							
Open space and designated environmental assets	Ongoing management of Shoal Hill Common Local Nature Reserve (LNR)	SSDC; Shoal Hill Common Joint Committee	Not known	SSDC existing budgets	Ongoing	Potential to extend the LNR to include the restored Shoal Hill Quarry	
Open space and designated environmental assets	Ongoing management of Barnfield Sandbeds Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		
Open space and designated environmental	Ongoing management of Baggeridge Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
assets							
Open space and designated environmental assets	Ongoing management of Wombrook Walk Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		
Open space and designated environmental assets	Green infrastructure plan for West Midlands Interchange	Developer	Not known	On site provision secured through S106 agreement	5-15 years	Subject to the WMI project being consented by the Secretary of State for Transport Pre applications discussions are ongoing between the developer and the Development Management and Streetscene teams	
Open space and designated environmental assets	Landscape buffer between ROF Featherstone employment site and Featherstone village	Developers	Not known	On site provision secured through S106 agreement	From 2019	Identified in the SAD as part of the ROF Featherstone masterplan	
Allotments	New allotments at Malayan Way, Featherstone	Developer, Parish Council	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD to come forward on the allocation site for Featherstone	
Allotments	New allotments at Streets Lane , Great Wyrley	Developer, Parish Council	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD to come forward on the Landywood Lane allocation site for Great Wyrley	
Allotments	New allotments at Wrottesley Park Road, Perton	Developer, Parish Council	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD to come forward on the allocation site for Perton	
Allotments	New allotments at Beggars Bush Lane, Wombourne	Developer, Parish Council	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD to come forward on one of the allocation sites for Wombourne	
Canals and rivers	Restoration of the Hatherton Canal	Lichfield and Hatherton Canals	£44.1 million	Grant funding, Lichfield and	1-15 years	Long term ambition for the restoration of the canal.	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
		Restoration Trust		Hatherton Canals Restoration Trust			
Canals and rivers	New signage enhancing the visitor welcome for the canal network in and around Penkridge, Kinver, Wombourne and Swindon	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canals and rivers	Improvements to towpaths through Penkridge	Canal and River Trust	£285k	Canal and River Trust, Grant funding	None identified	Between bridge 82 Otherton Lock and 83a Cross Key bridge Wolgarlston Way; Pathway over bridge 83	
Canal and rivers	Improvements to towpaths at Wheaton Aston	Canal and River Trust	£300k	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Towpath access and resurfacing at Brewood to improve route to school and visitor facilities	Canal and River Trust	£400k	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Improvements around Forsters Bridge 68 Staffordshire and Worcestershire Canal (Wobaston Road)	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Potential accessibility improvements along the Staffordshire and Worcestershire Canal between Castlecroft Bridge and Dimmingsdale Bridge (Lower Penn).	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Stourbridge canal improvements to towpath access and signage southwards along the Stourton Junction	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Improved connections via canal towpath between A449 and i54	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canals and rivers	Improvements to facilities at Bratch Locks	Canal and River Trust	£40k	Canal and River Trust, Grant funding	None identified		
Canals and rivers	Improvements to pathway around Gailey reservoir including Public	Canal and River Trust	£100k	Canal and River Trust, Grant funding	None identified		

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
	Rights of Way						
Canals and rivers	Improvements to conserve Gailey reservoir pump building	Canal and River Trust	£50k	Canal and River Trust, Grant funding	None identified		

Appendix B – Other infrastructure concerns requiring further investigation

Category	Infrastructure concerns	Key stakeholders	Next steps	Outcomes
Highways	Strategic Highway capacity concerns at: <ul style="list-style-type: none"> M6 Junction 11 /12, A460 A449 A5. 	<ul style="list-style-type: none"> Highways England Staffordshire County Council Ward Members 	Arrange Duty to Cooperate meeting with Highways England and SCC to understand assessments done to date on road capacity and what further work is required. Meeting arranged for 11/09/18	
Highways	Local road capacity concerns at: <ul style="list-style-type: none"> Potters cross junction, Kinver Pendeford Mill Lane/Bilbrook Road/Duck Lane/Lane Green Road junction, Bilbrook Suckling Green Lane, Codsall A41 junction, Perton Saredon Road, Cheslyn Hay 	<ul style="list-style-type: none"> Staffordshire County Council Ward Members 	Liaise with SCC as part of the ‘round robin’ session to understand assessments done to date on road capacity and what further work is required. Meeting arranged for 11/09/18	
Public Transport	Poor bus services between Brewood and Wolverhampton, Telford and Stafford	<ul style="list-style-type: none"> Arriva Select Staffordshire County Council Ward Members 	Liaise with SCC as part of the ‘round robin’ session to gain their understanding on bus service provision. Meeting arranged for 11/09/18 Potential follow up meeting with the bus providers to understand the commercial viability of different bus routes.	
Parking	Parking concerns in village centres, particularly at: <ul style="list-style-type: none"> Bilbrook Brewood Cheslyn Hay Codsall Featherstone Great Wyrley Kinver 	<ul style="list-style-type: none"> Staffordshire County Council Parish Council’s Ward Members 	Liaise with SCC as part of the ‘round robin’ session to gain their understanding of parking issues in village centres. Understand where funding for new parking could be sourced and consider if new development could facilitate new parking provision. Meeting arranged for 11/09/18	
Water resources and drainage	Concerns on sewer capacity in Cheslyn Hay	<ul style="list-style-type: none"> Severn Trent Ward Members 	Engage with Severn Trent Water to understand what the issues are and what works are programmed. Understand if there is scope for	

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			improvements. Meeting arranged for 26/09/18	
Health	<p>Concerns on GP, health/medical centre capacity in village centres, particularly at:</p> <ul style="list-style-type: none"> • Moss Grove Surgery, Kinver • Penkridge Medical Practice, Pinfold Lane, Penkridge • Tamar Medical Centre, Perton • Pattingham, following closure of Claverley Medical Practice (Pattingham surgery) • Brewood Medical Centre, Brewood 	<ul style="list-style-type: none"> • Clinical Commissioning Groups (CCGs) • NHS England • GPs • Ward Members 	<p>Meeting with CCGs to understand patient enrolment levels for all GP Surgery's in the District. Understand where capacity is currently an issue and where new development (depending on the levels of growth proposed) could result in capacity issues. Meeting 12/03/18</p>	<p>CCGs confirmed that Russell House Surgery (Codsall) building is not fit for purpose and relocation is being considered through the One Public Estate project.</p> <p>CCGs Estates Team has identified the need for improvements to Great Wyrley Health Centre – details of what is required to be confirmed with the CCG.</p> <p>CCGs confirmed that based on the current population none of the practices have quality (capacity) issues with all practices below the optimum 10,000 practice population. Some recruitment and retention issues persist although . Further discussions with CCGs will be required when specific growth scenarios are tested to see if this triggers the need for new, or improvements to existing, facilities</p>
Education	Lack of capacity for schools to take local children	<ul style="list-style-type: none"> • Staffordshire County Council • Ward Members 	<p>Liaise with SCC as part of the 'round robin' session to gain an understanding of where there may be school capacity issues that would facilitate an extension to exiting school or a new school. Understand where new development (depending on the levels of growth proposed) could result in school capacity issues. Meeting arranged for 11/09/18</p>	
Community facilities	Need for a new village hall at Wedges Mills to replace the existing	<ul style="list-style-type: none"> • Saredon Parish Council • Ward Members 	Research grant funding options	

