



Department  
for Transport

ATKINS

# Local Sustainable Transport Fund Case Study Evaluation – Impact of Sustainable Transport Measures on Town Centres

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TELFORD CASE STUDY MAPS AND PHOTOS

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Department for Transport

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# Notice

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## Document history

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# 1. Location of scheme elements

Figures 1 to 3 show the location of key elements of the LSTF measures.

**Figure 1. Location of Box Road changes**

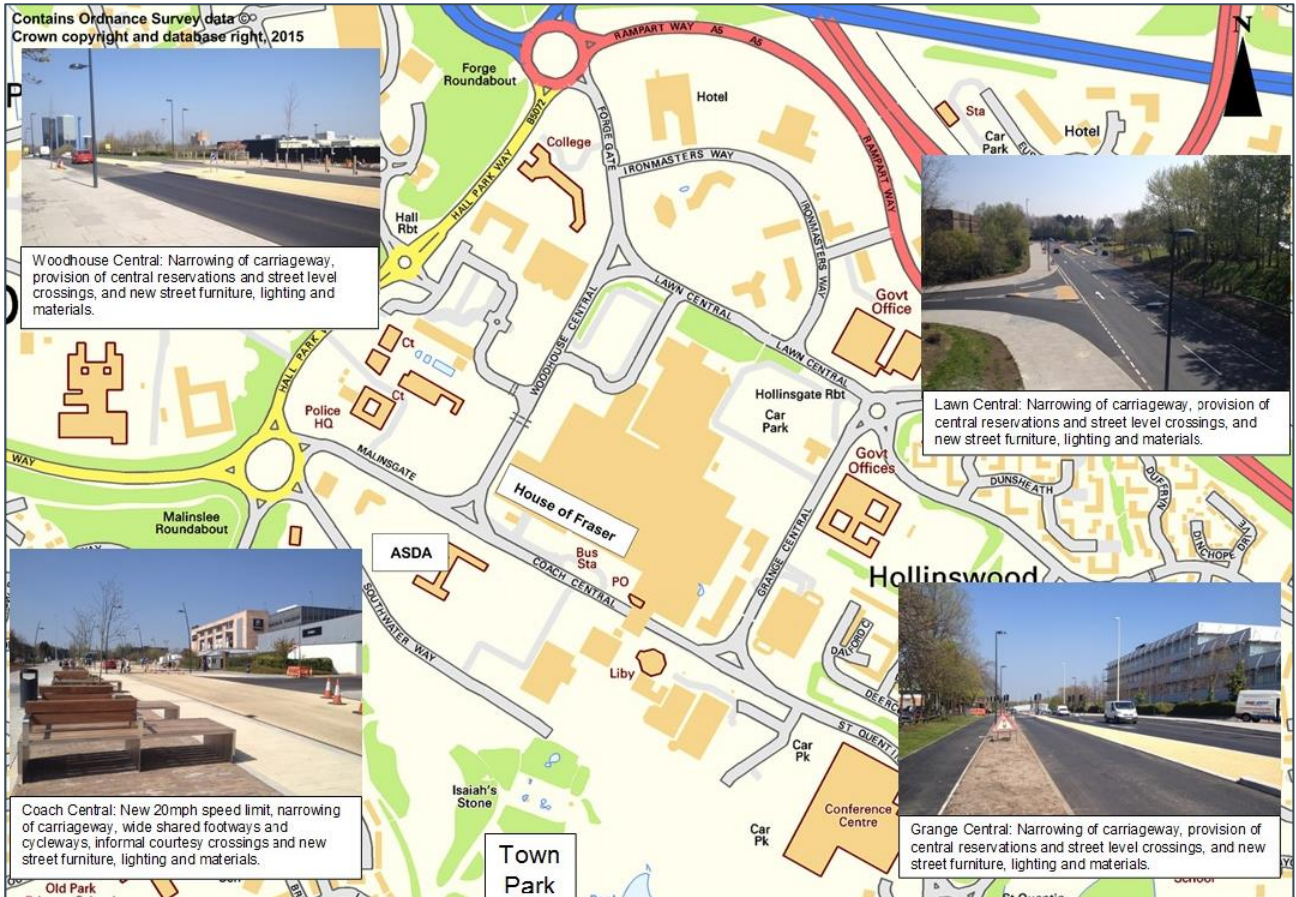
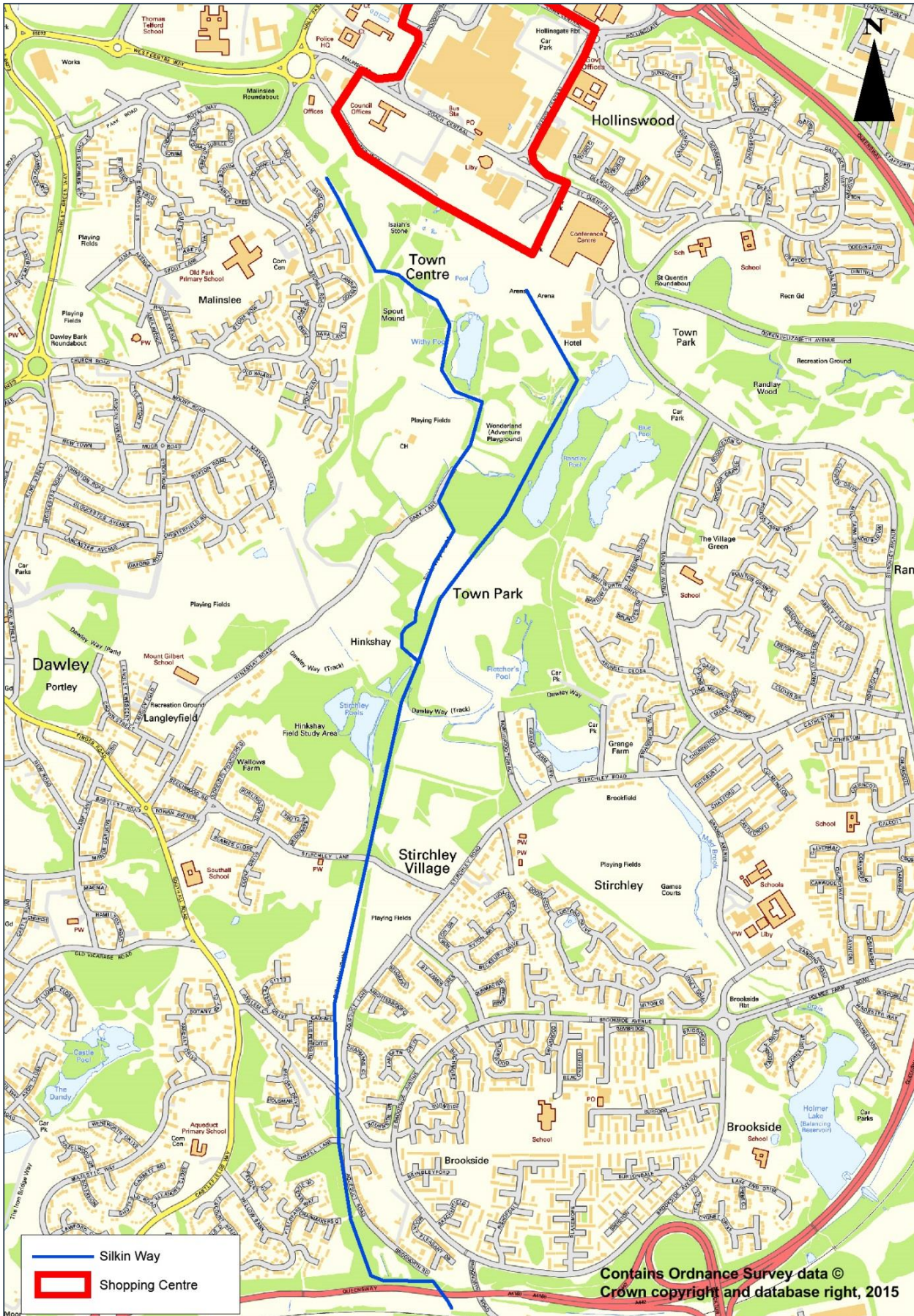


Figure 2. Location of walking and cycling route from rail station to the town centre



Figure 3. Location of Silkin Way Multi-User Route upgrade



## 2. Before and after photos

Before and after photos are presented below for the Box Road Scheme and capital elements of the Key Components Package, illustrating the changes which the LSTF programme has delivered on the ground.

*Note – the ‘after’ photos were undertaken in early April. Some traffic management was still in place and some landscaping / decorative finish work was still being completed.*



Figure 4. Coach Central – Before LSTF investment (February 2013)



Coach Central - Looking south east along Coach Central towards St Quentin Gate



Coach Central - Bus Station entrance



Coach Central - Entrance/Exit to Yellow Beech Multistorey car park

**Figure 5. Coach Central Shared Space – After LSTF investment (April 2015)**



*Coach Central - Looking south east along Coach Central towards St Quentin Gate*



*Coach Central - Looking north west along Coach Central towards Woodhouse Central*



*Coach Central - Looking north west along Coach Central towards Woodhouse Central – Shared space with courtesy crossings; new lighting, street furniture and landscaping.*

**Figure 6. Woodhouse Central – Before LSTF investment (February 2013)**



*Looking north towards the junction Coach Central/Woodhouse Central*



*Looking south along Woodhouse Central towards Coach Central – entrance/exit to the cinema shown on right hand side*



*Looking north along Woodhouse Central towards Lawn Central*

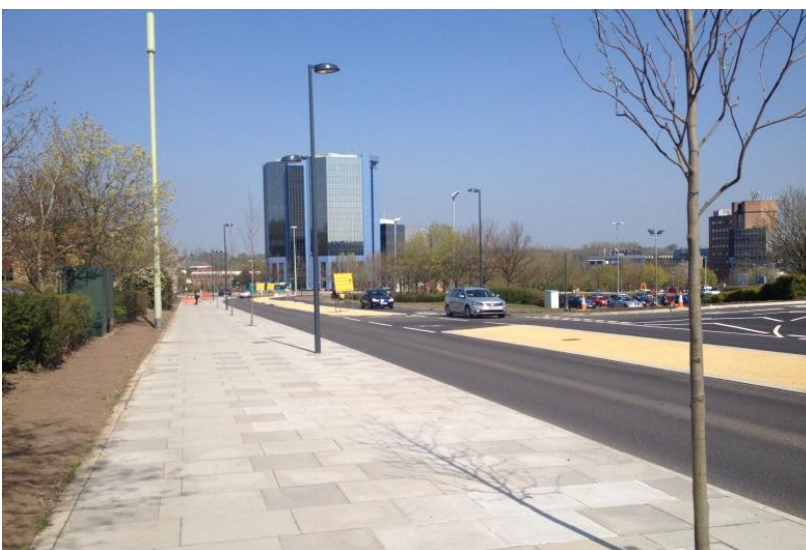
**Figure 7. Woodhouse Central – After LSTF investment (April 2015)**



*Looking north from Coach Central / Woodhouse Central junction (new roundabout) – Highway capacity reduced from three to two lanes. Wide central reservation provided to make it easier to cross. Shared space principles applied in terms of low kerbs and courtesy crossings. Wide shared cycle / footways provided adjacent to traffic on outside of Box Road. New lighting.*



*Looking north along Woodhouse Central towards Lawn Central. New at grade crossing between Lime Green Car Park, Cinema, Offices and Courts and the Shopping Centre. Provides an alternative option to the existing underpass.*



*Looking north along Woodhouse Central towards Lawn Central*

**Figure 8. Lawn Central and Grange Central – Before LSTF investment (February 2013)**



*Looking west along Lawn Central towards Woodhouse Central/Forge Gate –pedestrian footbridge to town centre*



*Looking north along Grange Central beneath pedestrian footbridge access to Cherry Pink Multi-story car park*



*Hollingsgate Roundabout junction with Lawn Central, looking south towards Grange Central*

**Figure 9. Lawn Central – After LSTF investment (April 2015)**



*Looking west along Lawn Central – pedestrian footbridge to town centre*



*Looking east along Lawn Central towards Grange Central*



*Looking west along Lawn Central towards Woodhouse Central – Highway capacity reduced from three to two lanes. Wide central reservation provided to make it easier to cross. Shared space principles in terms of low kerbs and courtesy crossings not applied on Lawn Central due to volume of traffic. Wide shared cycle / footways provided adjacent to traffic on outside of Box Road. New lighting.*

**Figure 10. Grange Central – After LSTF investment (April 2015)**



*Looking north along Grange Central towards Lawn Central – Highway capacity reduced from three to two lanes. Wide central reservation provided to make it easier to cross. Shared space principles in terms of low kerbs and courtesy crossings applied to lesser extent on Grange Central due to volume of traffic. Wide shared cycle / footways provided adjacent to traffic on outside of Box Road. New lighting.*



*Looking south along Grange Central beneath pedestrian footbridge access to Cherry Pink Multi-story car park*

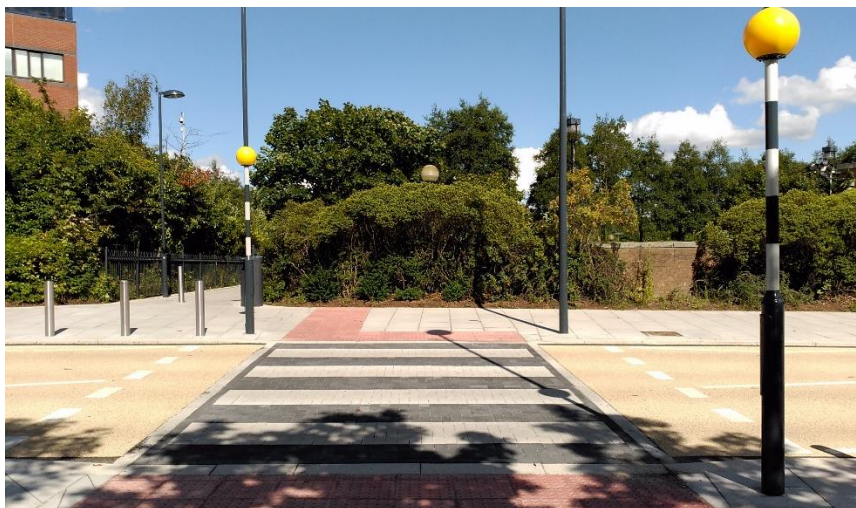


*Looking north along Grange Central. Shared cycleway forms part of NCN55.*

Figure 11. Key Component Package: Walking and cycling route from rail station to town centre



*Before LSTF investment  
(Feb 2013)*



*Post LSTF investment  
(August 2015). New  
crossing and walkway  
entrance (replacing the  
gateway shown above).*



*Post LSTF investment (April  
2015). Application of shared  
space principles on Ironmasters  
Way – low kerbs and level  
courtesy crossing.*



*Post LSTF investment (April and August 2015). New paving and landscaping to create a more open and attractive route. Removal of dated signage.*

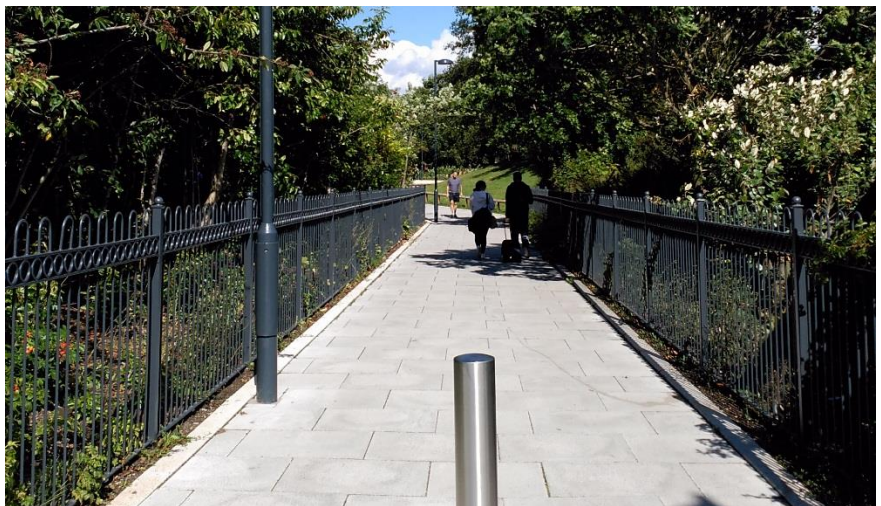


Figure 12. Key Component Package: Cycle Hub in Town Park (April 2015)



**Figure 13. Key Component Package: Silkkin Way Multi User Route (August 2015)**



*Post LSTF investment (August 2015). Toucan Crossing at Telford International Conference Centre.*



*Post LSTF investment (August 2015). Silkkin Way connection at Southwater.*



*Post LSTF investment (August 2015). Route through Town Park.*



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