



Staffordshire



JOINT STRATEGIC TRANSPORT STATEMENT

A COLLABORATIVE TRANSPORT VISION
FOR STAFFORDSHIRE COUNTY COUNCIL
AND STOKE-ON-TRENT CITY COUNCIL



Staffordshire
County Council



City of
Stoke-on-Trent



INTRODUCTION

This statement outlines the shared intent of Stoke-on-Trent City Council and Staffordshire County Council to address strategic transport challenges that will unlock sustainable economic growth, improve access to jobs, contribute to decarbonisation, improve public health and enhance the quality of life for residents.

In advance of any future devolution deal, this document reflects our shared transport priorities and cross-boundary strategies underpinning our joined-up approach towards delivering a forward-thinking integrated transport system for Staffordshire and Stoke-on-Trent that feeds into our respective Local Transport Plans. There will be the opportunity to review our Joint Statement once the Integrated National Transport Strategy is published.

Staffordshire and Stoke-on-Trent are at the heart of the national transport network. It is imperative that we enhance multi-modal connectivity within our area so that our economy continues to grow and remains strong, enabling the delivery of the Government's five missions.

Any development of future national infrastructure will inevitably have an impact on the regional economy. If an alternative scheme to HS2 Phase 2a is resurrected, we would expect upfront partnership working with Government to ensure the diverse needs of our residents and businesses are met.

Councillor Alan White

Leader of Staffordshire County Council

Councillor Jane Ashworth

Leader of Stoke-on-Trent City Council

OUR VISION AND GUIDING PRINCIPLES ALIGN WITH THE GOVERNMENT'S FIVE MISSIONS THAT WILL



KICKSTART ECONOMIC GROWTH



MAKE BRITAIN A CLEAN ENERGY SUPERPOWER



TAKE BACK OUR STREETS



BREAK DOWN BARRIERS TO OPPORTUNITY



BUILD AN NHS FIT FOR THE FUTURE



A WELL-FUNCTIONING TRANSPORT NETWORK IN STAFFORDSHIRE AND STOKE-ON-TRENT IS CRITICAL TO UNLOCKING GREATER CONNECTIVITY BETWEEN THE MIDLANDS AND THE NORTH OF ENGLAND.

OUR PROPOSED TRANSPORT PRIORITIES AND INTERVENTIONS PUT PEOPLE FIRST AND ALIGN WITH THE DEPARTMENT FOR TRANSPORT'S FIVE PRIORITIES OF:

- Transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality
- Improving bus services and growing usage across the country
- Better integrating transport networks
- Delivering greener transport
- Improving performance on the railways and driving forward rail reform

The Ministry of Housing, Communities and Local Government has updated the National Planning Policy Framework to get Britain building again, to build new homes, create jobs and deliver new and improved infrastructure. Our Joint Statement and Local Transport Plans will provide the transport direction for emerging Local Plans. We support a commitment to delivering homes in sustainable places where there are genuine transport choices for all residents that are served by diverse and accessible community services and facilities.



COMMON VISION AND GUIDING PRINCIPLES

Our joint vision is an efficient and accessible net-zero transport system that supports sustainable economic prosperity, healthy, inclusive and safe communities, and excellent quality of life. By focusing together on creating a net-zero carbon future, we aim to make our transport networks resilient, adaptable, and inclusive.

The Guiding Principles for our partnership include:



COLLABORATION

Working together, and with others to assure policy and project alignment, maximising their impact across council boundaries.



HEALTH AND WELLBEING

Enhancing road safety, reducing air pollution, and promoting active lifestyles through inclusive well-designed and well-managed transport infrastructure.



ECONOMIC GROWTH

Supporting regional development by ensuring that transport links facilitate new homes, and access to jobs, education, leisure and healthcare services.



DECARBONISATION AND SUSTAINABILITY

Promoting low-emission and zero-emission vehicles, expanding public transport, and encouraging active travel (walking, cycling).



REGIONAL CONTEXT

Our strategic location with access to major national routes such as the M6, A50 and the West Coast Main Line (WCML) emphasises our importance for UK freight, industry and employment, bringing local economic benefits, alongside extra through traffic.

Staffordshire and Stoke-on-Trent are home to a growing population and economy. Our combined population is 1,134,473 and jointly we have the highest number of households compared with all other local authorities in the West and East Midlands, together with high ownership of cars and vans. Our heavy reliance on private vehicles is resulting in delays on key corridors.

Furthermore, there are considerable health and opportunity inequalities across the city and parts of the county. We have ambitious plans for inclusive growth and recognise that an accessible integrated transport system is a key enabler to supporting healthy communities, population wellbeing and business success.

Transport networks and operations ignore administrative borders, so closer collaboration of both councils is essential to optimise outcomes for Staffordshire, especially in and around northern Staffordshire; an area that we recognise as a fluid, dynamic transport ecosystem that evolves in response to shifting demand and other influencing factors over time.



Figure 1 shows how our strategic transport network provides links to our neighbouring authorities. It highlights where the rail network runs parallel to our strategic and major road networks, offering strong potential for modal shift from road to rail, and network resilience. This is particularly evident for north to east and north to south movements, between northern Staffordshire and Derbyshire, and northern Staffordshire and the West Midlands conurbation. Conversely, it identifies the lack of east to west public transport connections.

FIGURE 1:
WIDER CONTEXT MAP



The West Coast Main Line (WCML) is one of the busiest rail lines in the UK, serving a mix of local, regional and longer distance passenger and freight services, as well as functioning as a nationally significant diversion route. Some of the most seriously constrained sections of the rail network are within Staffordshire and Stoke-on-Trent and the cancellation of HS2 north of Birmingham presents huge challenges for our strategic transport network, particularly for the WCML and the Birmingham to Derby Line.

Substantial interventions will be required to ensure that our rail network provides an acceptable sustainable transport choice for the residents of Staffordshire and Stoke-on-Trent, alongside meeting national transport priorities. An integrated transport system requires strong local rail services, high-speed rail services connecting to London and freight capacity linking to our new rail freight interchange.

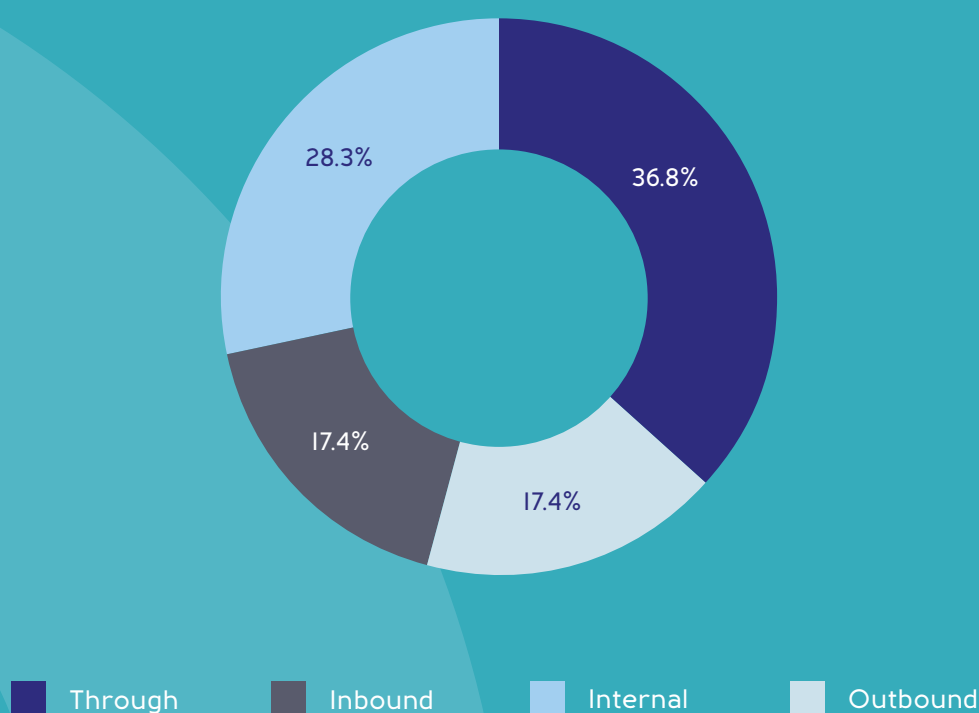
Stronger multi-modal network resilience planning will be required across our roads and railways in response to the impact of climate change and the need to minimise travel disruption within our key corridors.

Our strategic road network that is managed by National Highways, needs to provide for our long-distance traffic and road freight movements. Primarily, our Major Road Network, managed by local highway authorities, needs to support expeditious travel for our residents and businesses, but it also needs to perform as an essential diversion route when there are planned and unplanned events on the strategic road network and rail network.

The Staffordshire and Stoke-on-Trent area faces distinct challenges in reducing greenhouse gas emissions from the transport network due to its size and location at the heart of the UK. There are high levels of car dependency, high volumes of through-traffic and significant cross-boundary movements.

Through-traffic that has no origin or destination in Staffordshire and Stoke-on-Trent generates around 37% of carbon emissions on our highway network, as shown in Figure 2 (Midlands Connect 2019 Baseline Carbon Tool).

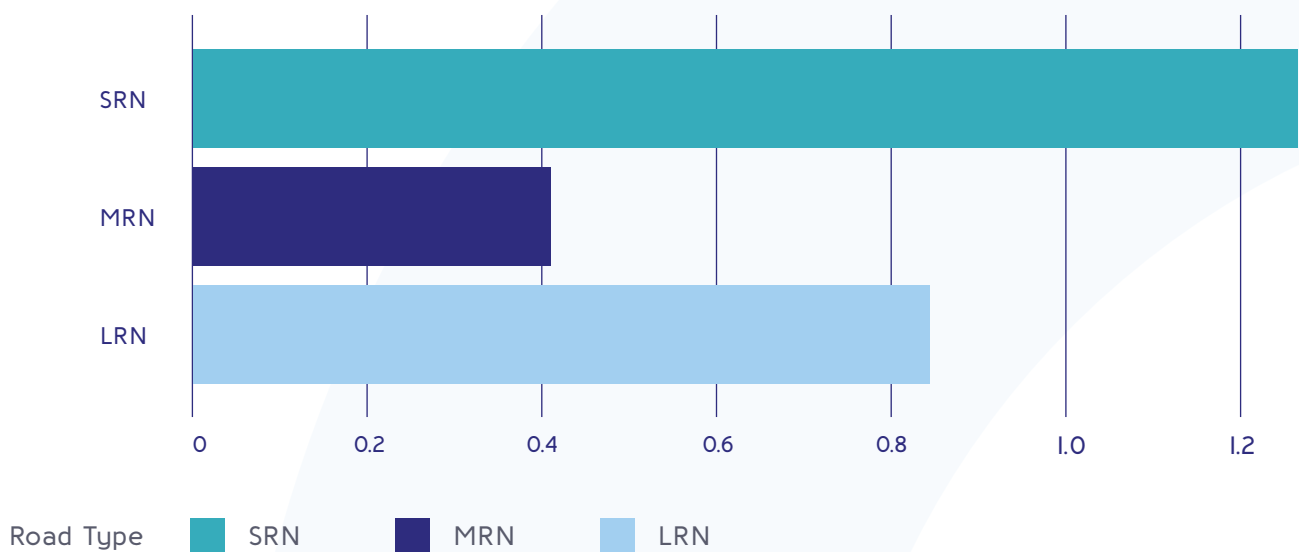
FIGURE 2:
STAFFORDSHIRE AND STOKE-ON-TRENT CARBON EMISSION GENERATED BY TRIP GENESIS
(MIDLANDS CONNECT 2019 BASELINE CARBON TOOL)



Excluding through trips, our residents and businesses emit around 40% of carbon from trips under 10 miles, 30% from trips 10-25 miles and 30% from trips over 25 miles. We see lower emissions in our larger towns and much higher emissions in our rural areas where people have fewer sustainable travel options and need to travel further.

The proportion of carbon generated by all traffic (including through traffic) on the Strategic Road Network (SRN), Major Road Network (MRN) and local road network (LRN) is summarised in Figure 3.

FIGURE 3:
STAFFORDSHIRE AND STOKE-ON-TRENT CARBON EMISSION GENERATED BY ALL TRAFFIC BY ROAD TYPE (MIDLANDS CONNECT 2019 BASELINE CARBON TOOL)



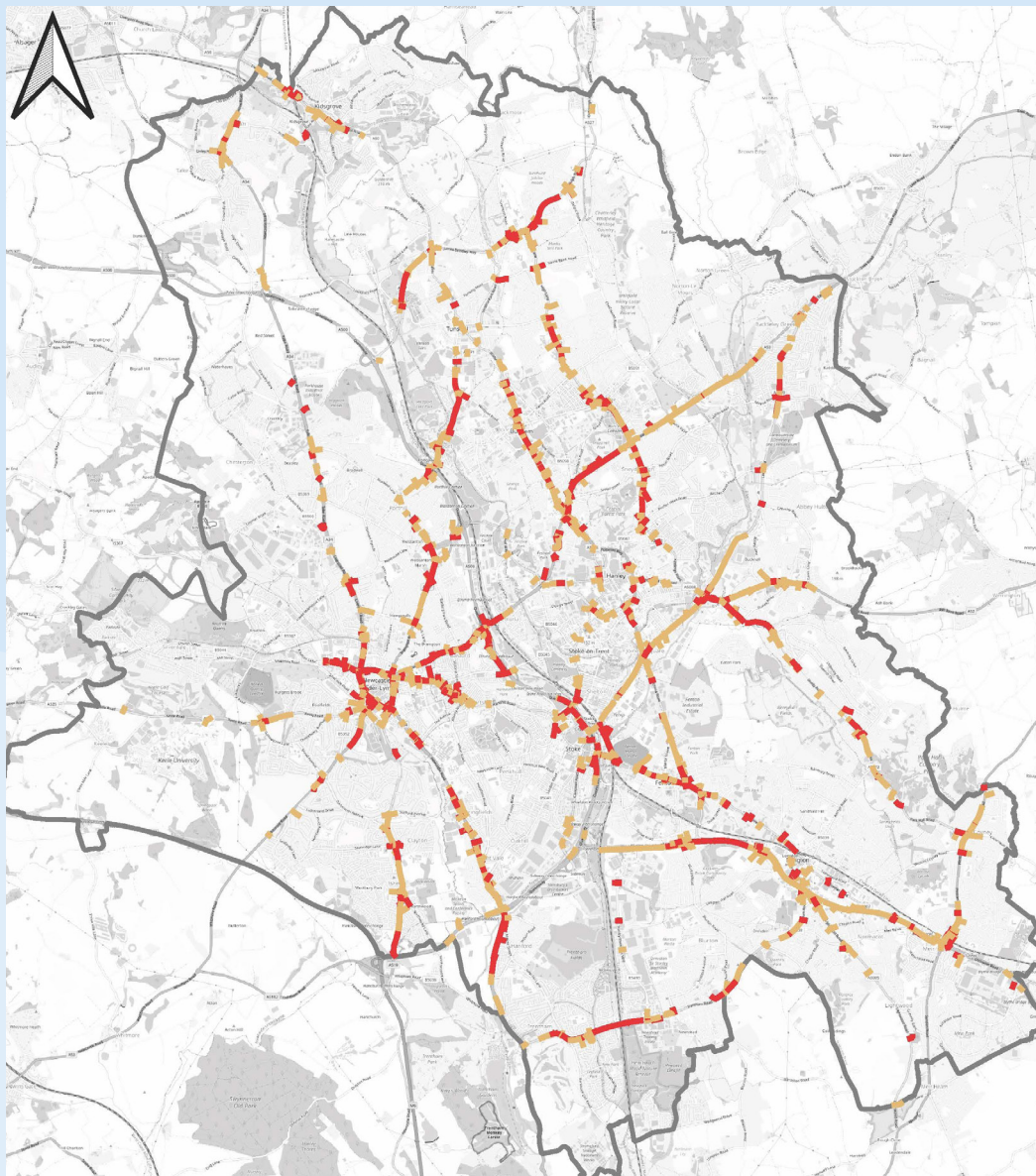
Satnav data was used in 2023 to identify delays on our urban transport network throughout Staffordshire and Stoke-on-Trent. Figure 4 shows that during September/October 2023, significant delays were experienced on our local, major and strategic network within the urban area of Stoke-on-Trent and Newcastle-under-Lyme.

The orange lines indicate where the travel time can be twice as long as the time taken in free flow conditions, and the red indicates where the travel time can be three times as long.

Similar levels of delays are experienced in our other main urban areas of Cannock, Burton upon Trent, Tamworth, Stafford and Lichfield. A combined solution of reducing the need to travel by car, switching to more sustainable travel modes and improving the efficiency of the highway network is required to ensure that traffic delays do not inhibit economic growth.

FIGURE 4:
TRAFFIC DELAYS IN STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME
(SEPT/OCT 2023 AM PEAK HOUR)

Normalised Delay (%) — 101 – 199% — Over 200% — Urban Area Boundary



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0 1 2 km

On average across the region, almost one in five households have no access to a private vehicle. This figure rises to more than one in three in some communities, with many more people also having limited access to a private vehicle. **Residents without a car often rely on bus services to access jobs, services and facilities, and bus use is higher amongst younger**

residents, mainly travelling to education. 48% of bus services operate cross-boundary with 12 out of 22 bus depots located within neighbouring authorities. 67% of services are inter-urban or run between settlements. Figure 5 shows our bus network and the extent of cross boundary connections with neighbouring authorities.

FIGURE 5:
STAFFORDSHIRE AND STOKE-ON-TRENT'S BUS NETWORK

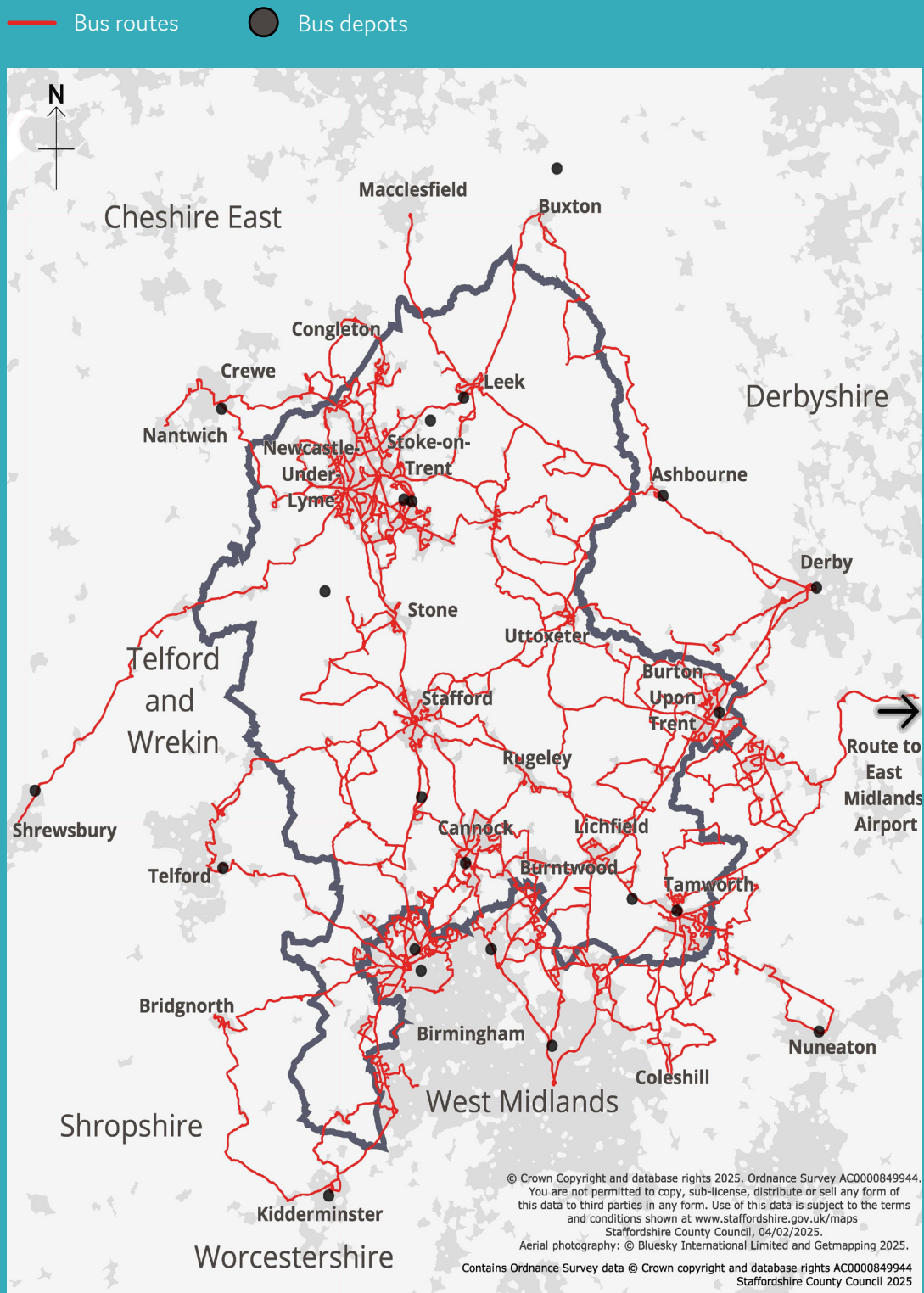
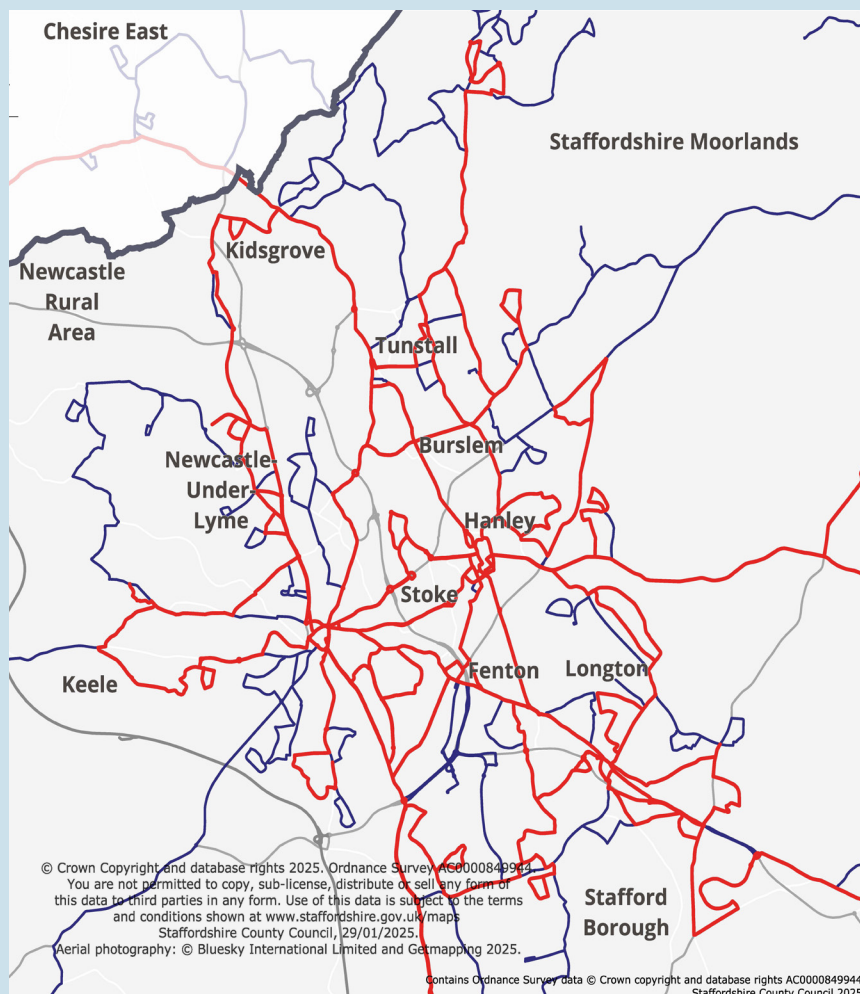


Figure 6 shows the extent of our bus network within the Stoke-on-Trent and Newcastle-under-Lyme urban areas.

FIGURE 6:
STOKE-ON-TRENT AND NEWCASTLE-UNDER-LYME BUS NETWORK

— 30 minutes or more frequency — Less than 30 minutes frequency — County Boundary



Data correct as of January 2025

Scale: 1:99999



Trends in public transport use are provided in Figure 7, showing a significant decline in bus and rail use. The decline happened during Covid and the figures, particularly for bus travel, have struggled to return to pre-Covid levels.

FIGURE 7A: BOARDINGS AT RAIL STATIONS IN STAFFORDSHIRE AND STOKE-ON-TRENT (OFFICE OF RAIL AND ROAD DATA)

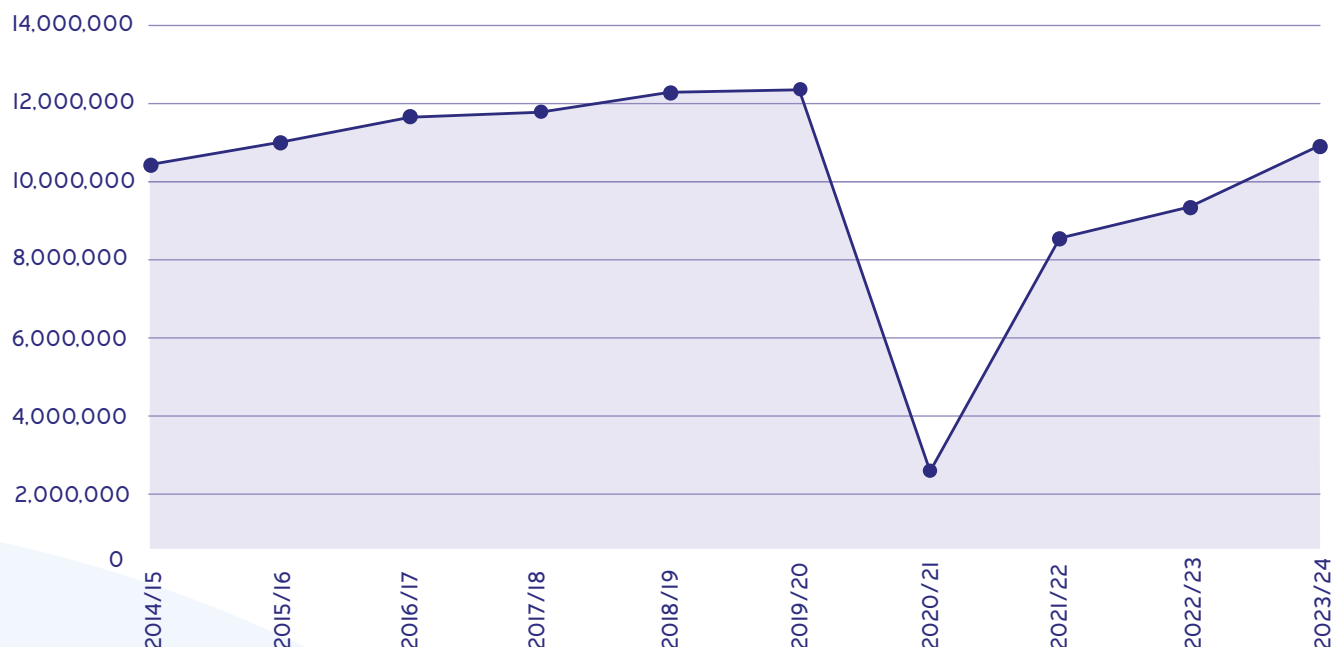
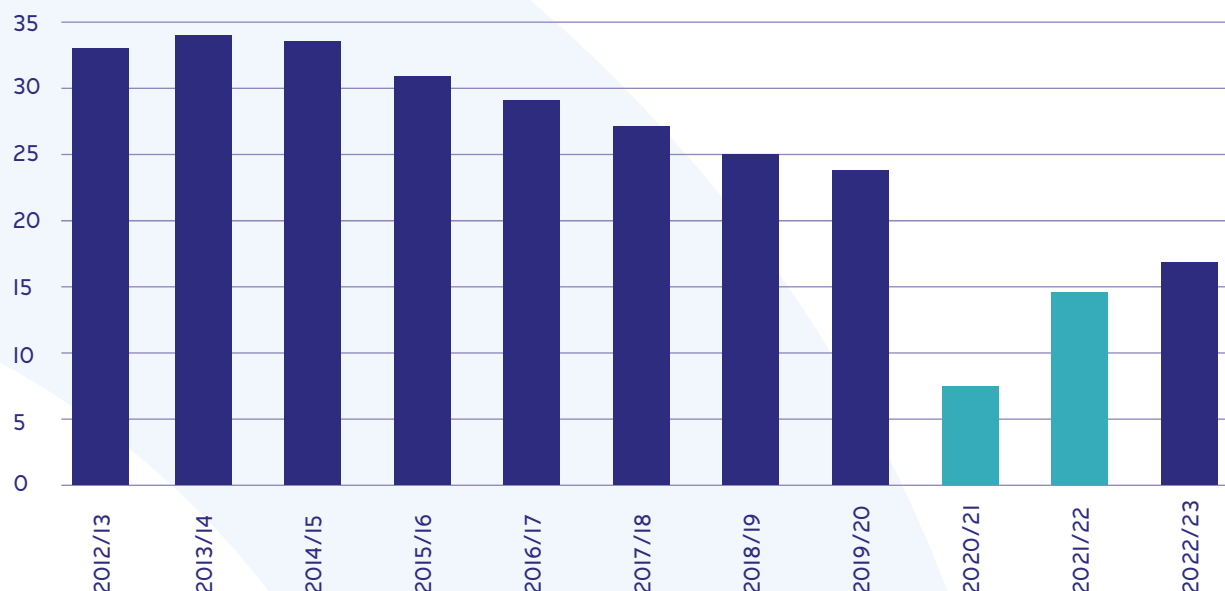


FIGURE 7B: STAFFORDSHIRE ANNUAL BUS PASSENGER JOURNEYS IN STAFFORDSHIRE, 2012/2013 TO 2022/23. (MILLIONS)



According to Census 2021 journey to work data for Staffordshire and Stoke-on-Trent, an average of 66% of residents work within their District/City boundary. This ranges from 56% for South Staffordshire District, up to 75% for Stafford Borough. Overall self-containment for Staffordshire and Stoke-on-Trent, including internal movements between District, Boroughs and Stoke-on-Trent is 84%. This indicates that we have strong functional economic areas.

When looking within our region, we can see strong movement between areas, particularly Stoke-on-Trent, Newcastle-under-Lyme and Staffordshire Moorlands. Although we are relatively self-contained, we do have strong movements in and out of the area to the East and South, including:

- East Staffordshire with Derbyshire
- Lichfield, Cannock, Tamworth and South Staffordshire District/Boroughs with the West Midlands conurbation.
- Tamworth with Warwickshire

Based on this analysis, Figure 8 identifies our four Strategic Transport Intervention Areas, focusing on a:

- Northern Cross-Boundary Transport Package
- Southern Cross-Boundary Transport Package
- North to East Multi-Modal Transport Corridor
- North to South Multi-Modal Transport Corridor

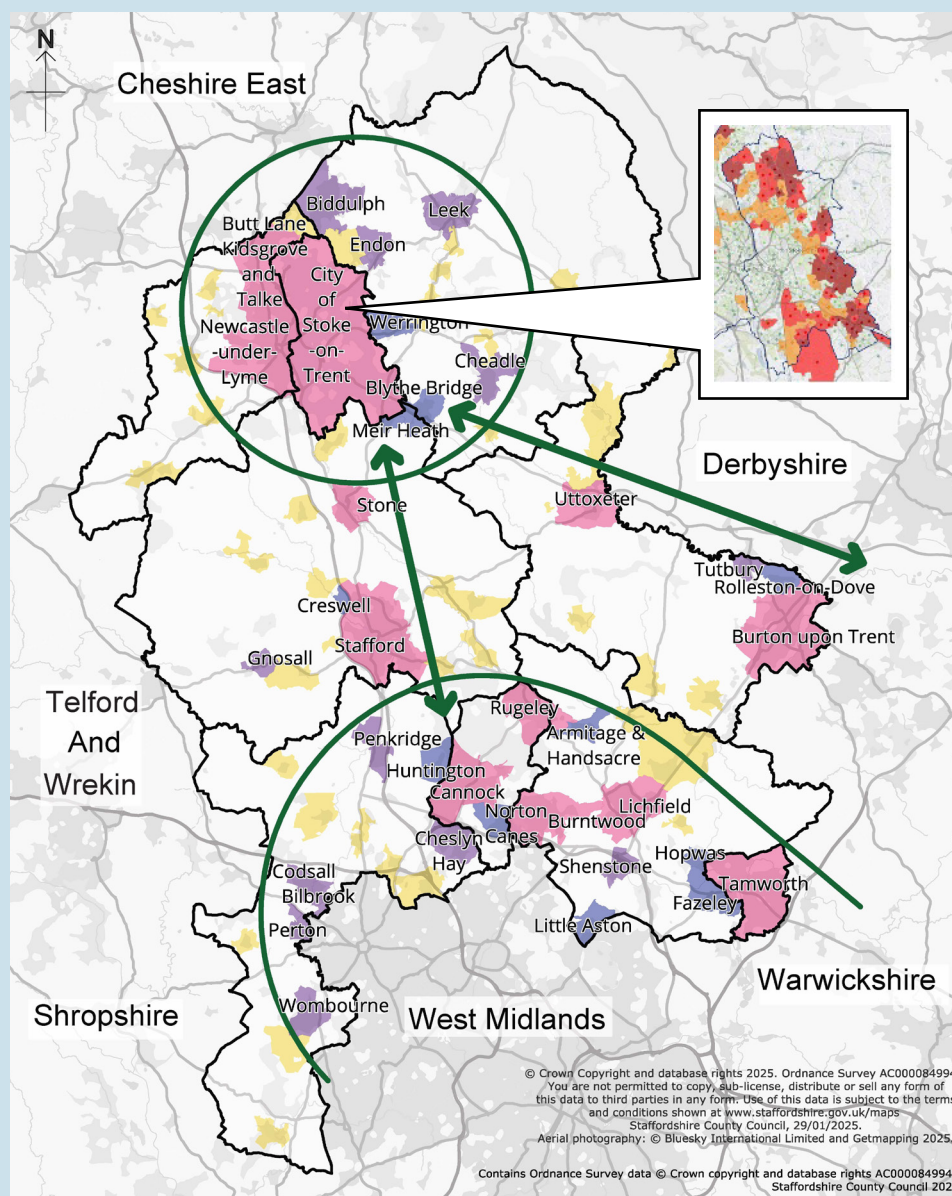


FIGURE 8:
STRATEGIC TRANSPORT
INTERVENTION AREAS

- Settlements with all travel options available and close proximity to facilities
- Settlements adjacent to those with all travel options and facilities
- Settlements on key transport corridors with some facilities
- Settlements with bus services and limited proximity to facilities
- Cross Boundary Transport Package Areas
- Strategic Transport Corridors

Scale: 1:399999

Figure 8 shows the types of settlements within these intervention areas, including their potential reliance on nearby settlements and capability to achieve sustainable travel. For Stoke-on-Trent and other major towns, the holistic classification of the urban area masks a spectrum of transport provision and deprivation at ward level as shown in the callout.



SHARED TRANSPORT PRIORITIES

To respond to our transport challenges, there will be a collaborative effort between Stoke-on-Trent City Council and Staffordshire County Council. We will focus on five shared transport priorities that align with our Common Vision and Guiding Principles, our respective Local Transport Plans, the Department for Transport's five priorities and the Government's five missions to rebuild Britain. They will be delivered alongside major projects required within our four Strategic Transport Intervention Areas.



ZERO EMISSION INFRASTRUCTURE

We are committed to addressing whole life carbon including user emissions and embodied carbon, helping to **'Make Britain a clean energy superpower'**. Key actions will include:

- Supporting the decarbonisation of bus and taxi fleets.
- Commercial strategic and local zero emission fuelling stations including electric, hydrogen and biofuels.
- Residential electric vehicle charging facilities, including public and private charging opportunities for those without off-street parking.
- Addressing carbon in the construction and maintenance of highway infrastructure.



IMPROVING PUBLIC TRANSPORT

An accessible and integrated public transport system is crucial for connecting communities, supporting economic growth corridors, delivering new homes, reducing congestion and lowering emissions. Improving public transport will enable more people to have access to jobs and skills. This will help to **'Kickstart economic growth'** and **'Break down barriers to opportunity'**. Our joint initiatives will include:

- A joined-up approach to growing bus patronage in line with our Bus Service Improvement Plans.
- Regional integrated public transport ticketing and information systems.
- Enhancing service hours of operation and accessibility to encourage greater use of public transport.
- Increasing rail capacity and improved local and longer distance services for Staffordshire and Stoke-on-Trent, enabling modal shift from road to rail and network resilience.



ROAD NETWORK RESILIENCE, EFFICIENCY AND SAFETY

Our strategic and major road network plays a key role in the country's economic vitality. By enabling freight movement and providing strong opportunities for growing the logistics sector, we will help to **'Kickstart economic growth'**. Our shared goals for the SRN and MRN include:

- Managing traffic flows by improving the operational efficiency and reliability of the SRN and MRN using solutions that meet economic growth, climate adaptation and carbon reduction targets.
- Tackling safety and maintenance issues on the SRN to reduce reliance on the MRN as diversion routes.
- Prioritising road safety through better design, education, and enforcement, particularly in areas with high accident rates.
- Maintaining and enhancing key road corridors to improve reliability for all users, including freight.
- Delivery of strategic freight parking and refuelling hubs.
- Ensuring that strategic road and rail corridors do not create severance for nearby local communities.



ACTIVE TRAVEL AND HEALTH

Encouraging walking, wheeling and cycling is a key part of both councils' strategies to promote healthier lifestyles and **'Take back our streets'** by making them more people friendly. We are committed to ensuring walking and cycling is the best choice for shorter journeys, preventing premature deaths from physical inactivity helping to **'Build an NHS fit for the future'**. To achieve this, we will:

- Create less car dependent functioning communities.
- Deliver new housing in locations that enable walking, wheeling and cycling.
- Develop safe and pleasant walking, wheeling and cycling routes, particularly linking residential areas to healthcare, employment and education hubs, and deliver School Streets.
- Promote active travel as an affordable, healthy alternative to car use, with an emphasis on integrating walking, wheeling and cycling with public transport.
- Develop area cycle networks within urban areas making cycling a viable option for more journeys.



DIGITAL CONNECTIVITY AND MODERNISATION

Leveraging new technologies to improve access to digital connectivity, reduce congestion through traffic management and improve the transport user experience will be prioritised to help **'Kickstart economic growth'**. We will:

- Provide reliable digital connectivity for residents and businesses
- Invest in smart traffic management systems to optimise traffic flow, improve safety and reduce congestion.
- Enhance digital solutions that improve real-time information to road users, journey planning and safety.
- Explore opportunities for 5G connectivity to support more efficient transport operations and services.
- Improve the transparency of data between transport providers to enable cross modal network resilience planning.

STRATEGIC TRANSPORT INTERVENTION AREAS

Large-scale interventions are central to our Joint Strategic Transport Statement. These interventions, which require substantial investment and long-term planning, will transform the region's integrated transport network, making it fit for the future.

The interventions will align with our five shared transport priorities of: Zero Emission Infrastructure, Improving Public Transport, Road Network Efficiency

and Safety, Active Travel and Health, and Digital Connectivity and Modernisation. All four Intervention areas deliver projects that will contribute to the five missions to rebuild Britain. **They focus on accessible integrated multi-modal transport solutions that put people at the heart of our transport system, enabling equal access to opportunities.**

NORTHERN CROSS BOUNDARY TRANSPORT PACKAGE

The Northern Cross Boundary Transport Package focuses on enhancing connectivity between Newcastle-under-Lyme, Stoke-on-Trent and Staffordshire Moorlands. The three local authority areas rely on each other for jobs and local services. Table 1 summarises the key interventions within this Transport Package.

Table 1: Northern Cross Boundary Transport Package

PROJECT	BENEFITS
North Staffordshire Bus Rapid Transit	<p>Making buses faster, more reliable, more frequent and run at the right times and are seen as safe, clean and welcoming will make them a viable alternative to private transport.</p> <p>Delivery of a Bus Rapid Transit network, through an enhanced road management system which privileges bus services so passengers move quickly across the city, with minimal delay can become the backbone of North Staffordshire's public transport network, significantly improving public transport connectivity between key urban centres and by extension deliver multiple benefits for human health, the environment and the local economy.</p>
MRN A52 and A53 multi-modal Access for All corridors	<p>Improving East to West connectivity between Newcastle-under-Lyme, Stoke-on-Trent and Staffordshire Moorlands. The multi-modal Access for All corridors will deliver zero emission buses, an improved walking and cycling environment for communities along the routes, technology to improve the flow of traffic, alongside major structural maintenance and bridge renewal schemes.</p>
Rail station improvements	<p>Enhancing the capacity and accessibility of Stoke-on-Trent rail station, Kidsgrove rail station, and other local stations, with the potential for new rail stations at Meir and Etruria. This will provide more effective transport hubs, with improved bus/rail/pedestrian/cycling connectivity.</p>

PROJECT	BENEFITS
Mobility Hubs	Improving accessibility to services particularly for areas of deprivation and low car ownership. Mobility Hubs will provide a transport alternative particularly where population levels do not support a fixed bus service. A pilot Hub is planned at Keele University.
Improved cycling network and people friendly streets	Delivery of a connected cycle network segregated from other traffic, where possible making use of our extensive canal network in partnership with the Canals and Rivers Trust. People friendly streets will be prioritised in towns and local communities.
M6 Junction 15 Upgrade	Improving efficiency and safety at this important junction which serves as a key link between local and national networks.
EV Charging Infrastructure Network	We will co-ordinate and facilitate the provision of an equitable distribution of charge-points predominantly for residential use, as well as kickstarting the zero-emission bus industry.
Newport Lane bus only Link Road, Stoke-on-Trent	This Bus Service Improvement Plan project will deliver a bus only link over the Trent and Mersey Canal better connecting North Staffordshire communities with business and employment opportunities in Etruria Valley, part of the Ceramic Valley Enterprise Zone covering 3.3m sq. ft of commercial space across six key sites along the A500 corridor.



SOUTHERN CROSS BOUNDARY TRANSPORT PACKAGE

The Southern Cross Boundary Transport Package focuses on enhancing connectivity between Staffordshire and the West Midlands conurbation. South Staffordshire, Lichfield, Cannock, Tamworth and the West Midlands conurbation rely on each other for jobs and services. South Staffordshire has a strong dependence on the conurbation and there is also a strong connection between Tamworth and Warwickshire. Table 2 summarises the key interventions within this Transport Package.

Table 2: Southern Cross Boundary Transport Package

PROJECT	BENEFITS
M54 - M6 Link Road	Provision of a new strategic link road between the M54 and M6 north. The project will help to accommodate strategic employment sites, relieve local roads and settlements of long-distance through traffic and improve network resilience.
West Midlands Rail Freight Interchange – rail freight capacity and access to jobs	<p>Maximising the strategic benefits that will be achieved from transferring strategic road freight journeys onto rail by providing sufficient capacity on the WCML.</p> <p>This will be alongside delivering transport improvements to connect nearby residents to new job opportunities and mitigating the additional freight movements forecasted on the local network within Staffordshire.</p>
Connectivity to the A5 and A38 Strategic Road Network	Improving the operational efficiency and safety of junctions along the A5 and A38 at Muckley Corner, Swinfen roundabout and Hilliard's Cross and enhance local connectivity to the A38 through the replacement of the A513 Chetwynd Bridge.
Cross boundary public transport connectivity	Enhanced bus and rail connectivity between South Staffordshire, Tamworth, and Lichfield District, Cannock District and the West Midlands, benefiting the decarbonisation agenda.
Capacity and service improvements on the Birmingham to Derby rail line, beyond HS2 Phase 1	Rail capacity improvements are required beyond HS2 Phase 1 to ensure that improved local rail services are provided for Staffordshire, particularly Tamworth and Burton upon Trent, alongside proposals to increase high speed services to Nottingham.
Cross boundary active travel connectivity	Cross boundary walking, wheeling and cycling connections between South Staffordshire and the West Midlands conurbation, making use of our disused rail lines and canal network.
Creation of sustainable settlements	Supporting strong functional economic towns within Southern Staffordshire by improving the efficiency of the highway network, enhancing the sustainable transport network and ensuring active travel is the best choice for short journeys.



NORTH TO EAST MULTI-MODAL TRANSPORT CORRIDOR

The North to East Multi-Modal Transport Corridor focuses on enhancing connectivity between Stoke-on-Trent, East Staffordshire and Derbyshire. East Staffordshire and Derbyshire local authority areas particularly rely on each other for jobs and local services. Table 3 summarises the key interventions along this corridor.

Table 3: North to East Multi-modal Transport Corridor

PROJECT	BENEFITS
Fifty500 Economic Growth Project	Transport improvements to support the growth in sustainable jobs along the A50, including JCB's contribution to growth in the hydrogen industry helping to make Britain a clean energy superpower. Measures include optimising the flow of traffic and improving safety at the A500/A50 Sideway, A50 Blythe Bridge and A50 Uttoxeter (McDonalds Roundabout) junctions.
A50 Structural Maintenance	Delivery of structural maintenance improvements on the A50 to minimise the need for abnormal loads to use the local road network.
Rail capacity and service improvements	Rail capacity and service improvements to encourage a modal shift away from the A50 and provision of sustainable access to jobs along the A50 corridor, benefiting the Fifty500 Project and decarbonisation agenda. This will be alongside enhancements to rail stations, improving sustainable travel choices for the residents of Uttoxeter and Burton upon Trent.
MRN A511 and A5121 multi-modal Access for All corridors	The multi-modal Access for All corridors through Burton upon Trent will deliver, zero emission buses, an improved walking and cycling environment for communities along the route, junction improvements and technology to improve the flow of traffic.
Burton to Swadlincote Active Travel connectivity	A key cross boundary active travel link between Staffordshire and South Derbyshire along the National Cycle network managed by Sustrans.
Creation of sustainable settlements	Supporting strong functional economic towns along the corridor by improving the efficiency of the highway network, enhancing the sustainable transport network and ensuring active travel is the best choice for short journeys.





NORTH TO SOUTH MULTI-MODAL TRANSPORT CORRIDOR

The North to South Multi-Modal Transport Corridor focuses on enhancing connectivity between northern Staffordshire (including Stoke-on-Trent), southern Staffordshire and the West Midlands conurbation along the nationally significant M6 and West Coast Main Line corridor that cuts through Staffordshire. Table 4 summarises the key interventions along this corridor.

Table 4: North to South Multi-modal Transport Corridor

PROJECT	BENEFITS
A34 MRN multi-modal Access for All Corridor	The A34 runs the length of Staffordshire, performing an important diversion route for the M6. It serves competing needs, particularly through the settlements of Newcastle, Stone, Stafford and Cannock. The multi-modal Access for All corridor will deliver zero emission buses, an improved walking and cycling environment for communities along the route and technology to improve the flow of traffic.
Wolverhampton to Stafford multi-modal Green Innovation Corridor	Multi-modal transport interventions on the M6, A449 MRN and WCML that support green growth and manufacturing within a proposed Economic Growth Zone between Wolverhampton and Stafford. This will support i54 where Jaguar Land Rover are investing in its Electric Propulsion Manufacturing Centre.
Substantial capacity and service improvements on the West Coast Main Line following HS2 Phase 2A cancellation	Upfront partnership working with Government is required to realise substantial intervention on the WCML to resolve serious capacity constraints following cancellation of HS2 Phase 2A. Increased capacity on the WCML will enable more services to stop at stations in Staffordshire and Stoke-on-Trent, increasing the potential modal shift from the SRN and MRN, particularly the M6, A34, A449 and A51, benefiting the decarbonisation agenda.
Stafford Rail Station Gateway Project	Enhancing the capacity and accessibility of Stafford rail station to support economic growth proposals and encourage modal shift from road to rail along this strategic north-south corridor.
A34, A518 and A449 MRN structural maintenance and bridge replacement programme	Major bridge renewal schemes are required on the MRN through Stafford on the A449, which is an M6 Diversion Route, and A518 that connects to the MRN and Stafford rail station. Significant bridge structural works are also required on the A34 Walsall Road at Cannock. All substandard bridges are on abnormal load routes and form part of the MRN resilient network.
M6 safety and reliability	Improving safety and journey time reliability along the M6 through Staffordshire and linking to Stoke-on-Trent. The delivery of structural maintenance schemes on the M6 is required to minimise the need for abnormal loads to use the local road network.

DELIVERY AND GOVERNANCE

The Staffordshire and Stoke-on-Trent Leaders' Board comprises all ten local authorities and has been established to collaborate and collectively respond to national issues. Transport is one of the Board's key joint priorities. To ensure our success, we will establish a robust governance structure that connects to the Leaders' Board, and we will hold regular meetings between transport leads from both councils. This will enable the sharing of data, coordination of project timelines, and the identification of opportunities for joint planning, procurement and resource sharing.

Our councils, including districts and boroughs, already have a strong history of working together to reap community benefits, and these partnerships will continue. The Staffordshire Resilience Forum; Prevent, Protect and Prepare Boards; Staffordshire Safer Roads Partnership; North Staffordshire Community Rail Partnership; the Civil Parking Enforcement joint services and initiatives such as the cross boundary all-operator unified smart ticketing all help to make life better for our residents.

We will work closely with key stakeholders, including local businesses, transport operators and government agencies, to ensure our projects are aligned with broader regional and national transport strategies. Strong links with National Highways, the Great British Railways Transition Team (GBRTT) and West Midlands Rail Executive (WMRE) will be required to deliver the

required improvement on the strategic road network and rail network.

Midlands Connect will enable collaborative working at the sub-national level and provide a resource for local authorities in the Midlands through the Centre of Excellence, for example the Decarbonisation Tool and Alternative Refuelling Sites for Freight Tool. They have also developed research and tools to ensure there is a multi-modal, cross-border and corridor approach to delivering future network resilience. Midlands Connect will support the delivery of electric vehicle infrastructure, integrated ticketing and the Centre of Excellence will help to close the gap in local authority transport evidence bases.

There will continue to be a strong connection between local transport authorities and local planning authorities within Staffordshire to improve land use and transport integration. Councils within Staffordshire and Stoke-on-Trent support the strengthening of the National Planning Policy Framework with its commitment to delivering housing growth in the right locations where there are genuine sustainable transport choices, alongside access to good quality local services and facilities, and place making. Developers in Staffordshire and Stoke-on-Trent will be required to provide essential sustainable transport infrastructure that supports the five shared transport priorities of this Joint Strategic Transport Statement.



SUMMARY

Our Joint Strategic Transport Statement reaffirms the role that Stoke-on-Trent City Council and Staffordshire County Council will commit to in creating a sustainable, inclusive, and future-ready transport system for our area.

We would like close partnership working with Government to ensure that the new Integrated National Transport Strategy supports the needs of Staffordshire and Stoke-on-Trent. We need to deliver solutions that work for diverse places and diverse people, ensuring businesses and communities have the capability, opportunity and motivation to contribute towards the delivery of our Common Vision.

By aligning our priorities, appropriately pooling our resources, and working together in partnership with key stakeholders, businesses and the community, we will ensure that the region's transport network supports sustainable economic growth, improves health and wellbeing, and enhances the quality of life for all our residents.

We look forward to continued collaboration and are confident that together, we can build a transport system that meets the needs of today while preparing for the challenges and opportunities of tomorrow.

