Staffordshire County Council

Cannock Chase District

Transport Data Report 2025

Contents

1. Introduction

Staffordshire County Council (SCC) is preparing a new Local Transport Plan (LTP) for Staffordshire with the vision of creating:

> "An integrated and efficient transport system that delivers economic prosperity, creates healthy and safe communities, and improves the environment."

An extensive evidence base has been drawn together to help identify baseline travel patterns on Staffordshire's highway and transport network. The data will be used alongside stakeholder engagement to inform the policies and programmes to be included in the LTP.

The data has been compiled at a District/Borough level and is presented in eight Transport Data Reports. Interpretation of the data will help to inform the transport mitigation measures to be included within District/Borough Integrated Transport Strategies.

The Connectivity Strategy Team at SCC has an ongoing commitment to the continued development of a strong transport evidence base and as new data becomes available the Transport Data Reports will be revised and re-published. It is the intention that all transport data analysed by SCC is shared with Local Planning Authorities to support the development of emerging Local Plans, as well as the LTP.

If you require further information about the data provided in this report, please email ltp@staffordshire.gov.uk.

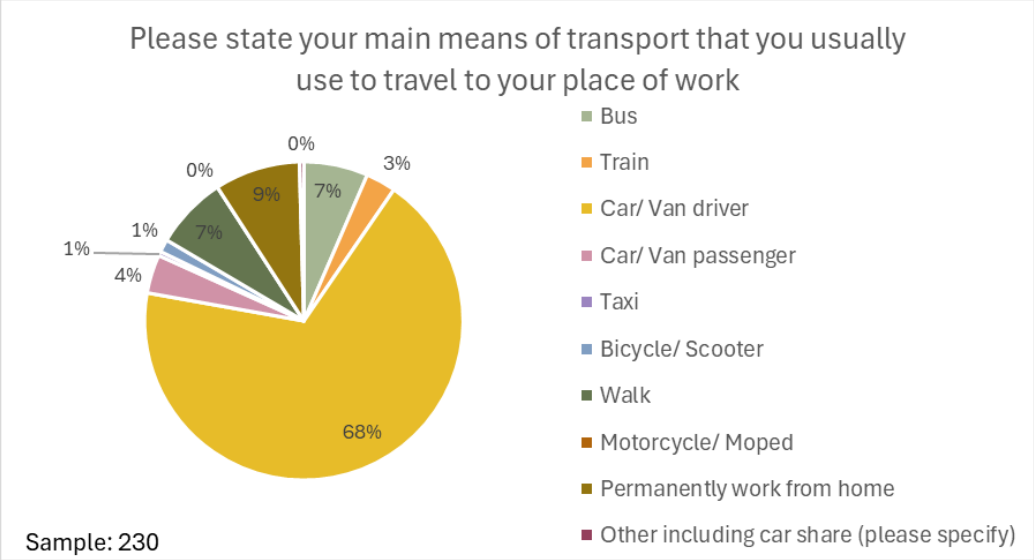
2. Staffordshire Household Travel Survey 2023

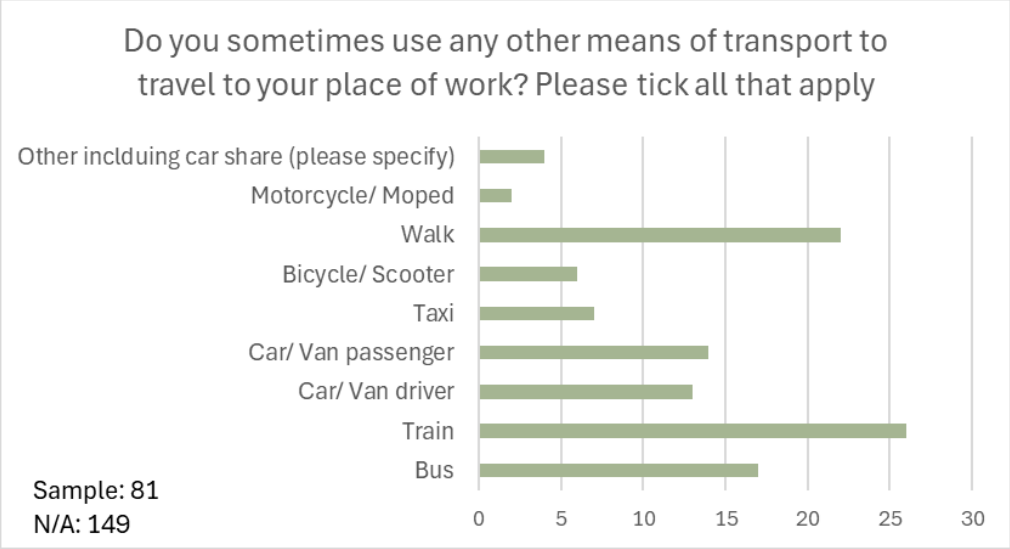
SCC conducted a household travel survey to understand the travel behaviours of people living in Staffordshire. It was live between Monday 19th June and Sunday 16th July 2023 and accessible online at letstalkstaffordshire.gov.uk. The survey asked about modes of travel to different destinations, distance of travel, the fuel type of vehicles and considerations such as health and wellbeing.

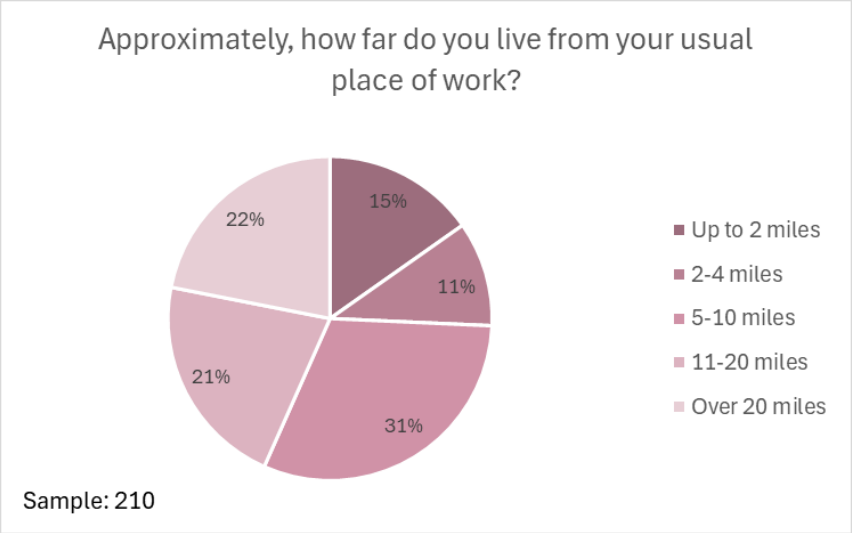
The survey received 2472 responses from Staffordshire residents in all eight districts. This sample is statistically representative of Staffordshire and provided good distribution across the districts as well as a rural/urban split that closely matches reality. Older residents and females are slightly overrepresented as respondents to the survey, but it is understood that this is common.

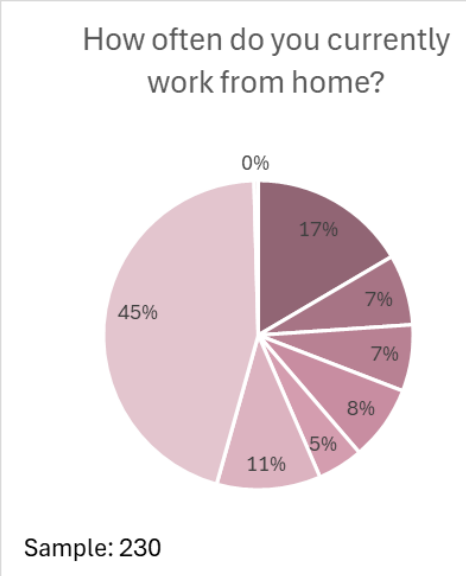
Cannock Chase data is shown below:

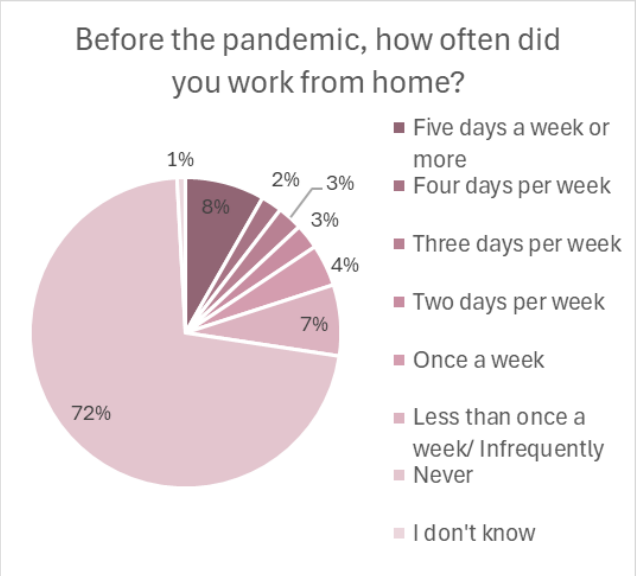
Travel to work:



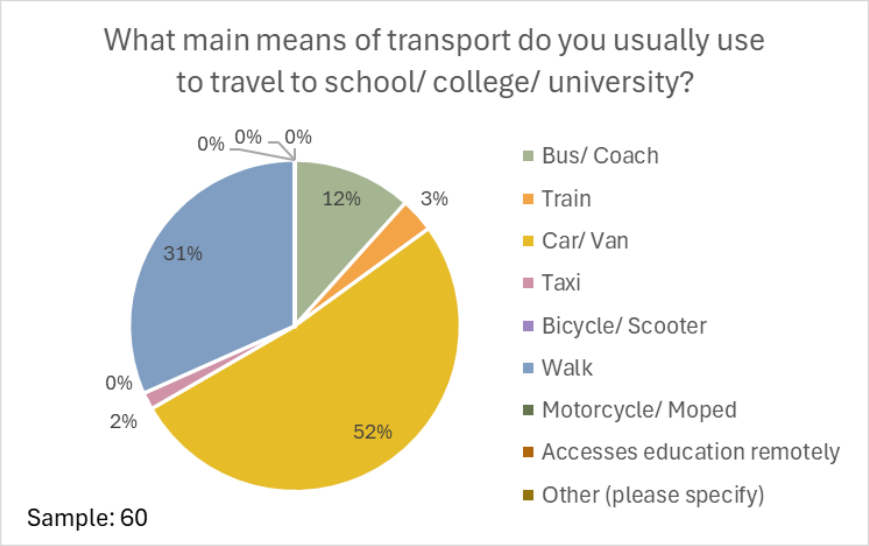


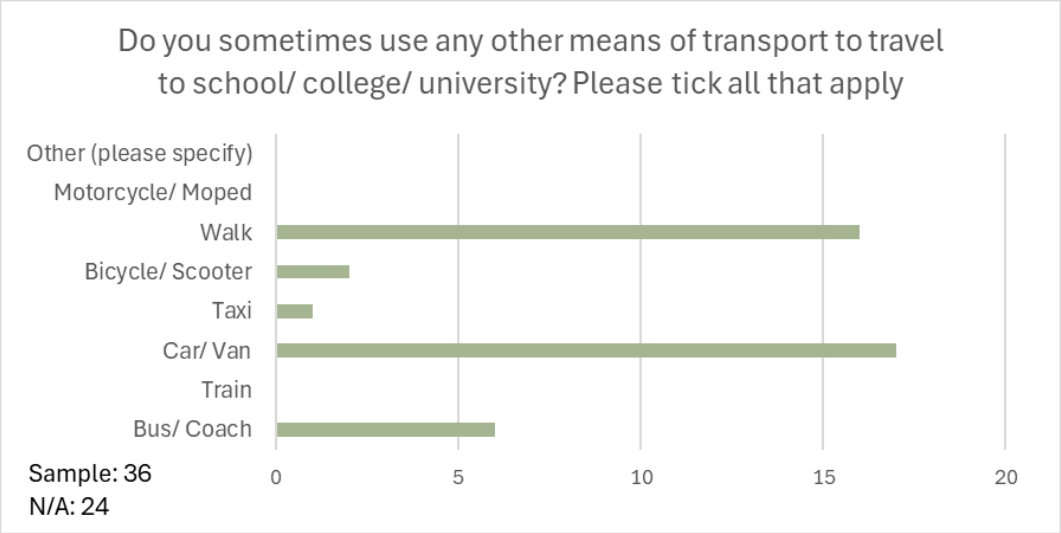




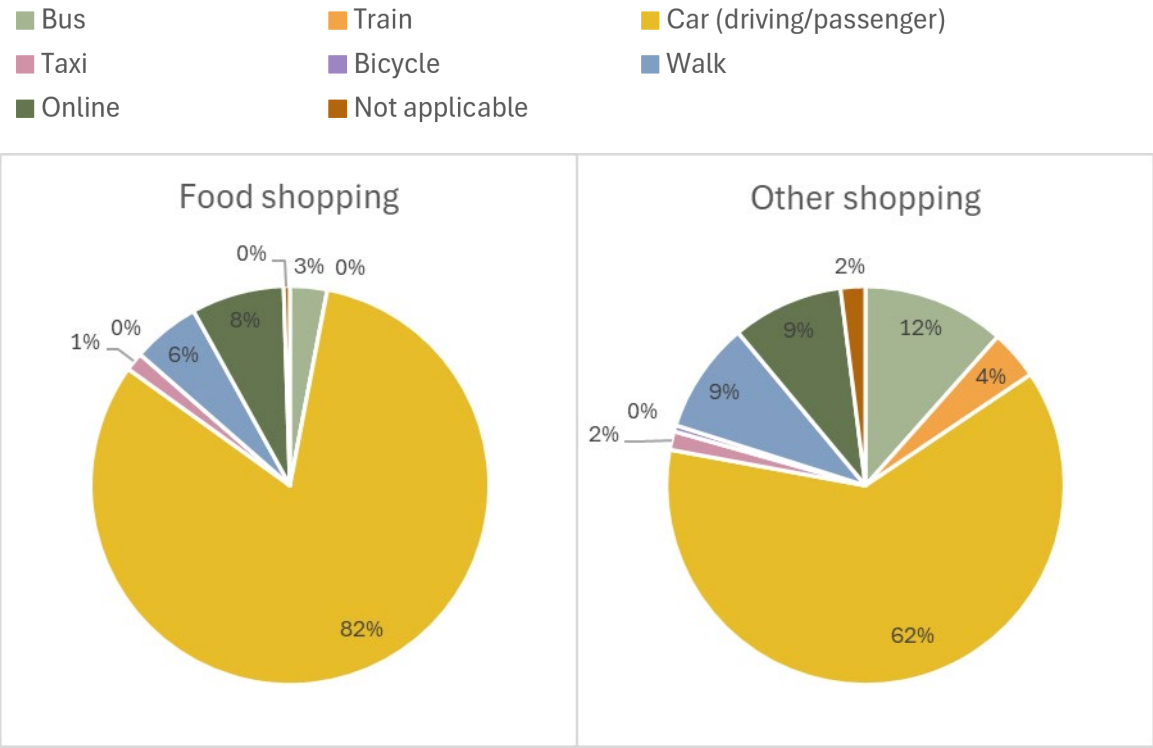


Travel to education:

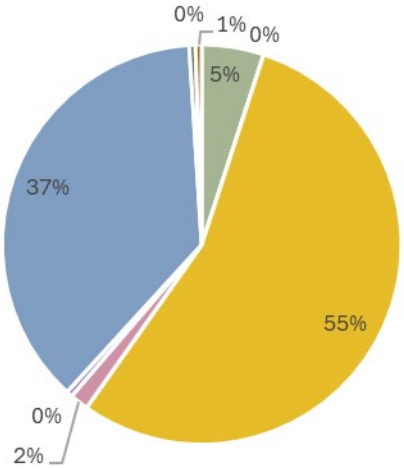




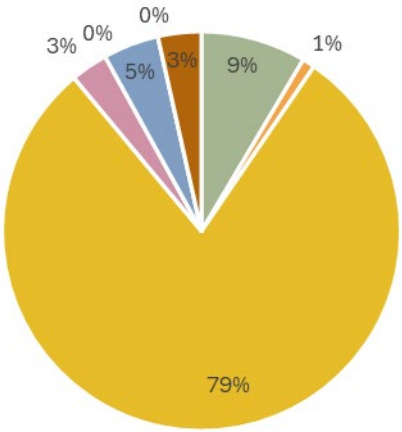
What method of transport do you use for the following types of journeys?



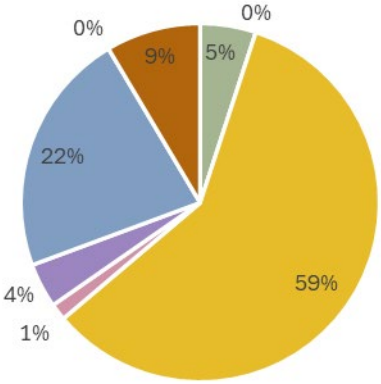
GP appointment



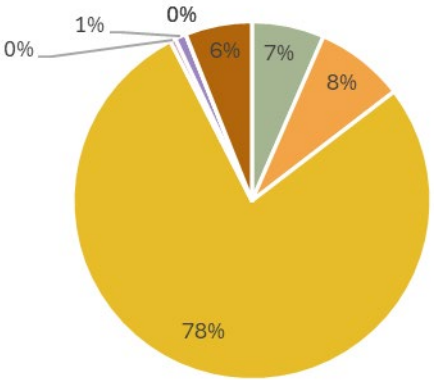
Hospital appointment



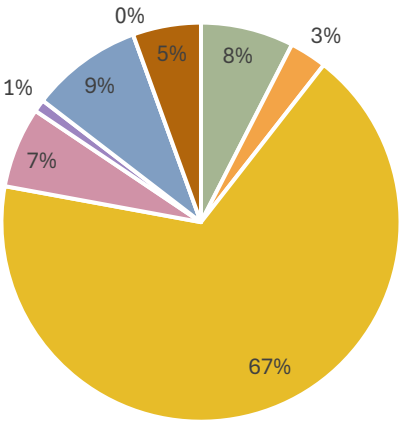
Leisure destinations within your home town



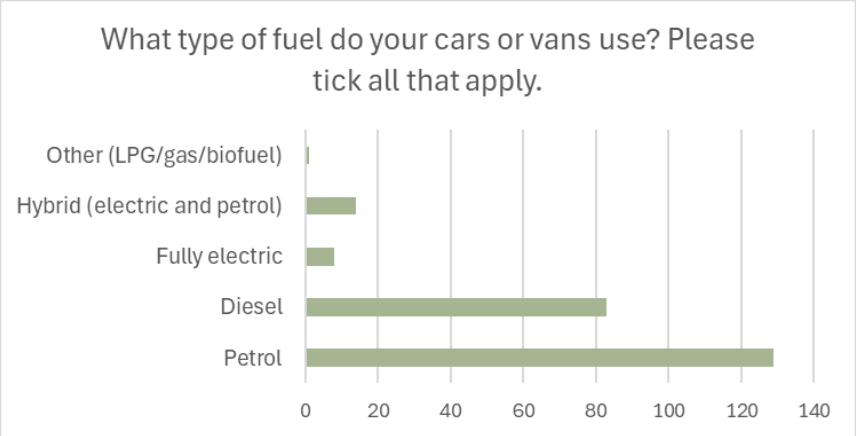
Leisure destinations outside your home town



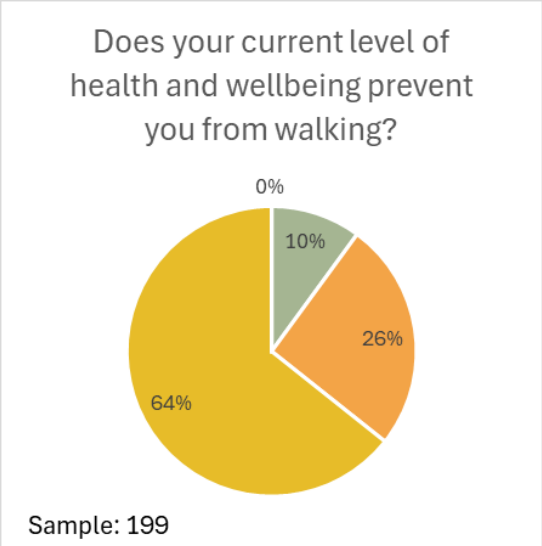
Socialising

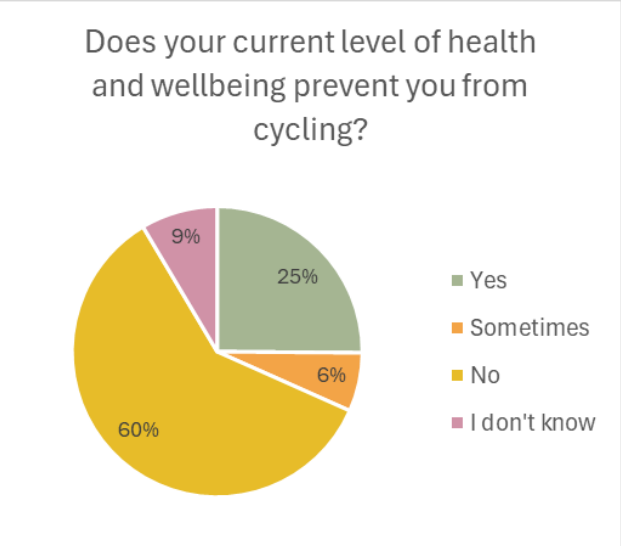


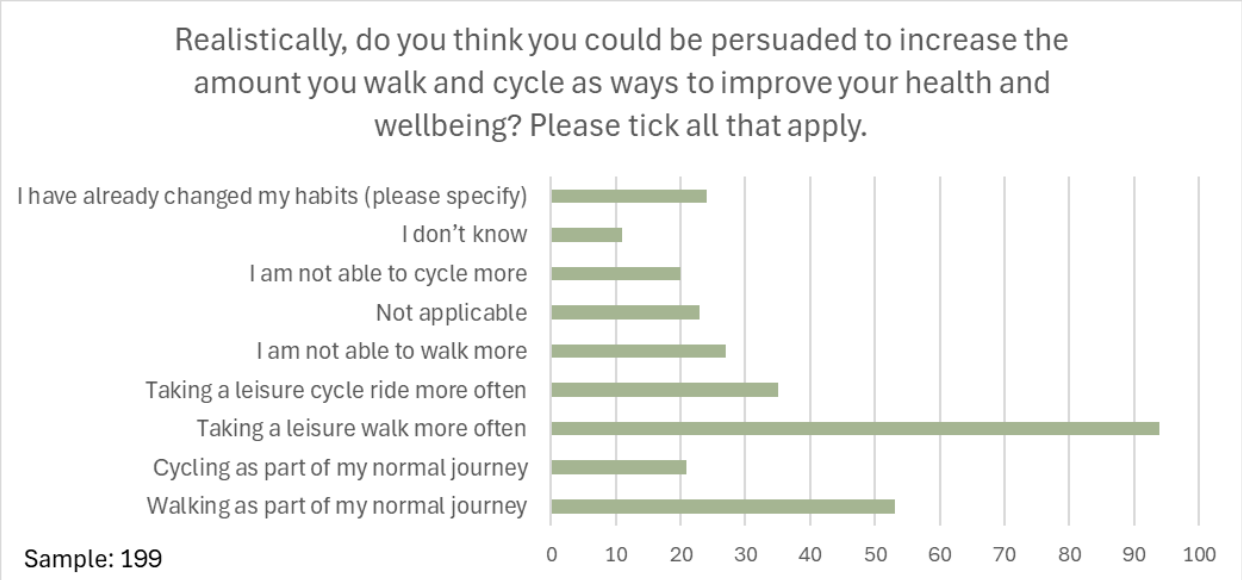
Fuel type:



Health and wellbeing:





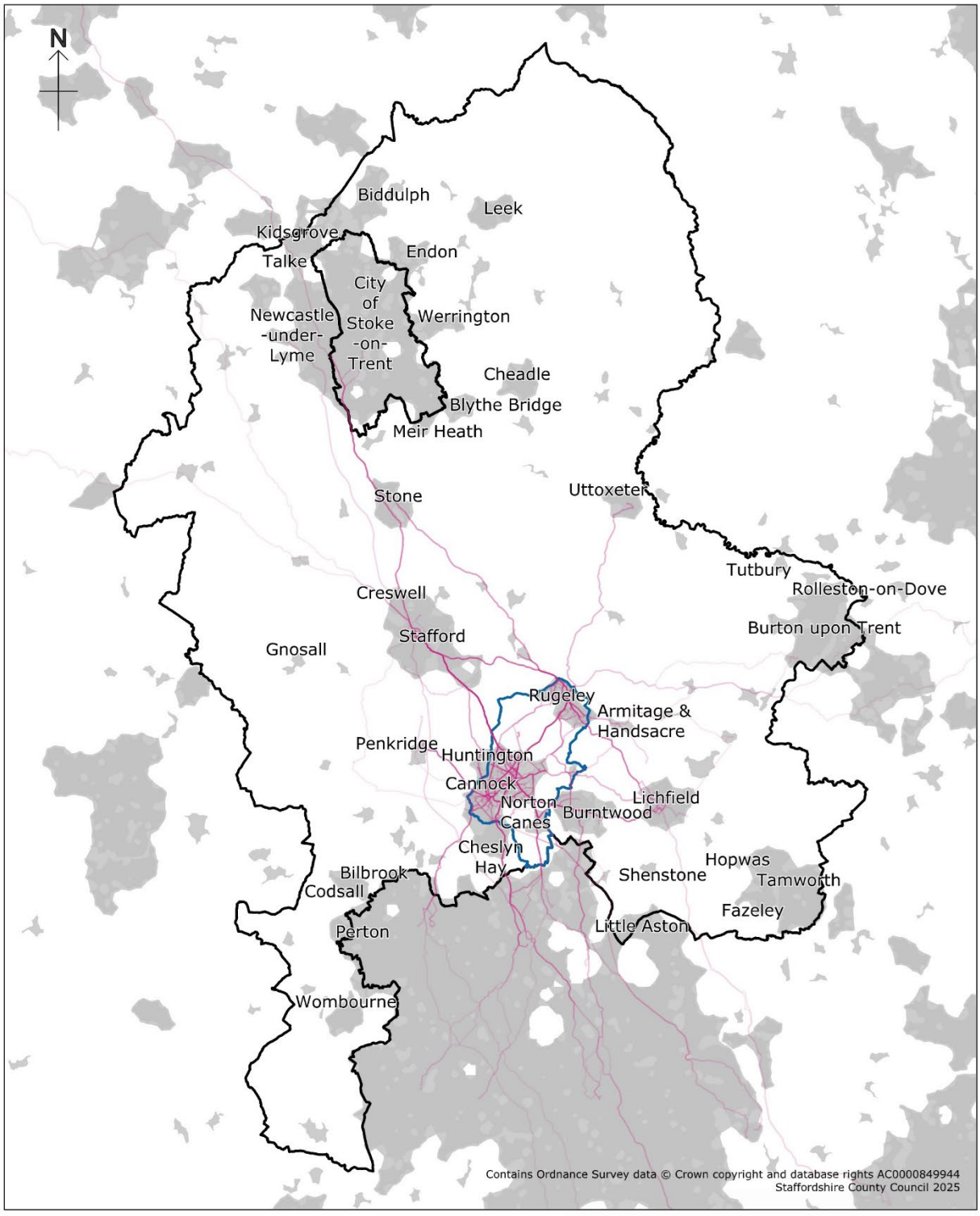


The survey also included a one-day travel diary in which respondents recorded all the journeys they had made the day before completing the survey.

Trip Rate:

On average, Cannock Chase residents made 2.2 trips per day.

Trips from one-day travel diary by district of residence:



Staffordshire County boundary

Cannock Chase District boundary

Cannock Chase District residents' trips - stronger colour represents more trips

Urban areas

Scale: 1:400000

Staffordshire County Council

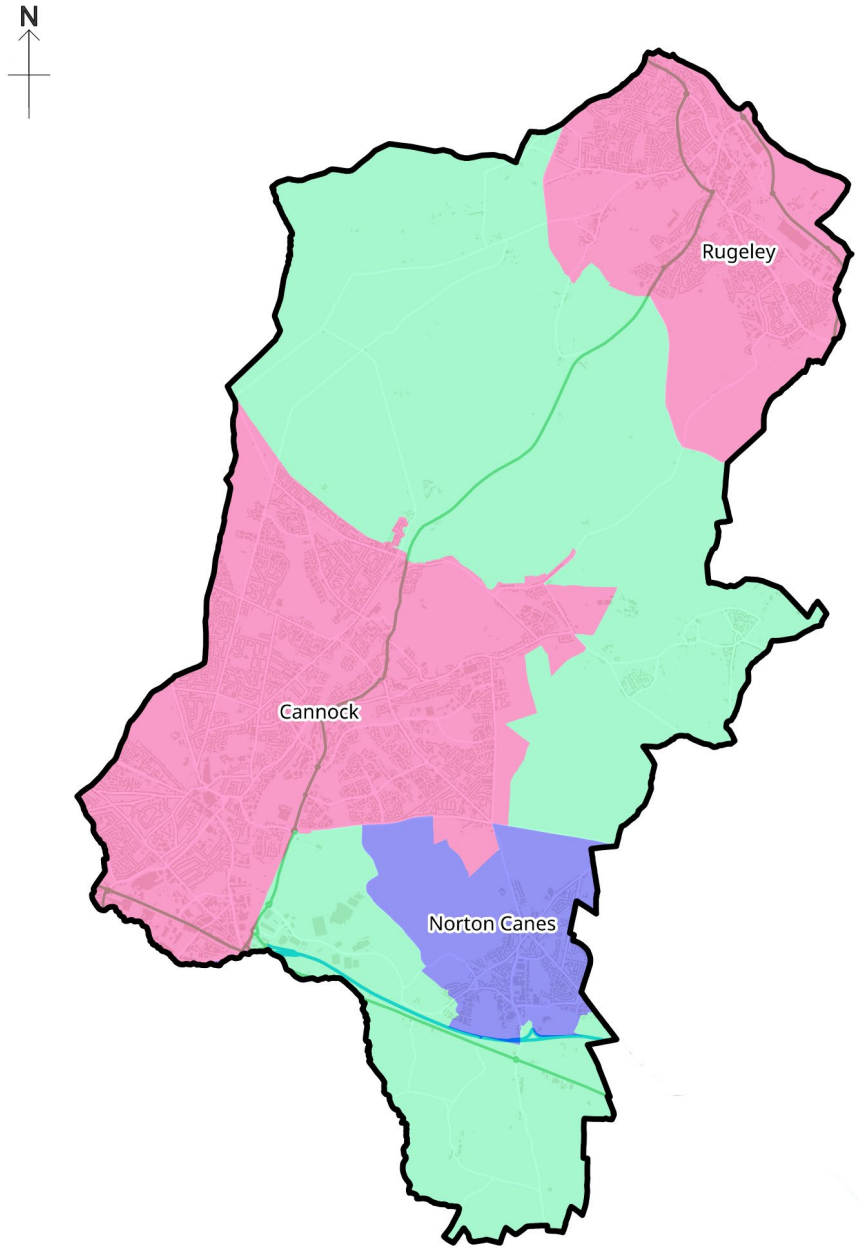
Cannock Chase

3. Capability to Achieve Suitable Travel

SCC has developed a settlement hierarchy covering the whole County called Capability to Achieve Suitable Travel (CAST). Five different types of places have been identified which will require different types of interventions to achieve the LTP objectives.

- **Type 1: Settlements with travel options available and close proximity to facilities**
- Settlements with good transport infrastructure; frequent bus services (for Staffordshire), good access to a rail station, a wide range of services and facilities within walk/ cycle distance, employment opportunities available within the settlement, excellent road connections – A-roads through the settlement and motorway junctions/ trunk road within the settlement boundary or within easy reach.
- **Type 2: Settlements adjacent to those with travel options and facilities**
- Settlements separate to type 1 settlements but adjacent, so they benefit from the outer edge of the type 1 bus services and access to services and facilities, but these are likely to only be within cyclable distance. Connected to the type 1 settlement via A-roads – which facilitates the bus services and shorter cycle travel times.
- **Type 3: Settlements on key transport corridors with some facilities**
- Settlements are physically remote from type 1 settlements but connected via A-roads, B-road routes of local importance or rail corridors. Therefore, they benefit from naturally being on the route of inter-urban bus services and/ or have inter-urban rail stations providing connectivity to a range of services and facilities not available within the settlement. The settlement itself has some day-to-day services and facilities such as a local shop, school and GP surgery.
- **Type 4: Settlements with bus services and limited proximity to facilities**
- Settlements may be away from main roads and/ or on average have access to an hourly bus service. Residents have long journey times via all modes to connect to a wide range of services and facilities. Walking, wheeling and cycling is attractive within the settlement but connections out of the settlement may not have facilities for walking and wheeling. Bus services are less frequent due to distance of route and number of settlements needed to be included in a route for a route to be commercial; services may be provided by the LA and therefore under threat from future funding limitations. Very limited employment opportunities within walk/ cycle distance. Limited services and facilities are available within the settlement and therefore access to a wide range of services and facilities requires travel outside the settlement. Better bus services may be balanced against very limited facilities within the settlement.
- **Type 5: Settlements with very limited transport infrastructure and remote from facilities**
- Settlements are away from main roads and have the longest journey times via all modes to connect to a wide range of services and facilities. Unlikely there will be any bus services or services and facilities within the settlement meaning the settlement relies on travel/ digital connectivity to meet day to day needs such as shopping, education and employment. Infrequent bus services may be present and are provided by the LA and therefore under threat from future funding limitations.

Capability to Achieve Suitable Travel



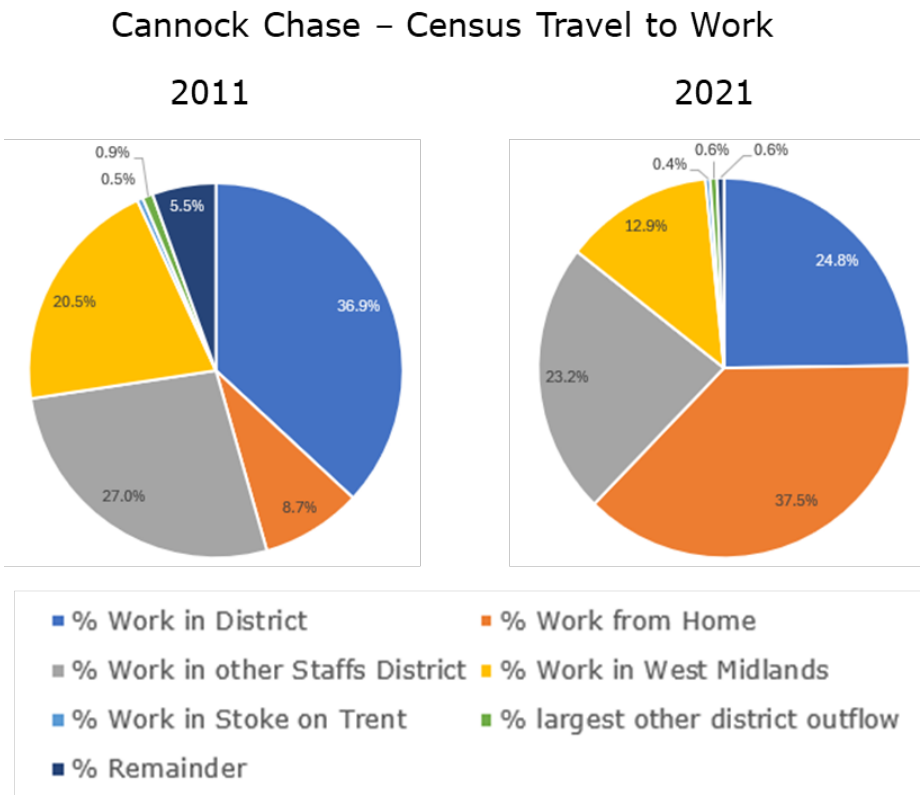
Scale: 1:70000

1. Settlements with travel options available and close proximity to facilities
2. Settlements adjacent to those with travel options and facilities
3. Settlements on key transport corridors with some facilities
4. Settlements with bus services and limited proximity to facilities
5. Settlements with very limited transport infrastructure and remote from facilities

4. Employment destinations (Census 2011 and 2021)

Census data includes the work location of people who were employed at the time of the Census. Information is available for the whole population and is therefore a crucial source of information of commuting travel patterns. Data for both the 2021 and 2011 Censuses is provided because the following limitations apply to the 2021 data. On Census Day, 21 March 2021:

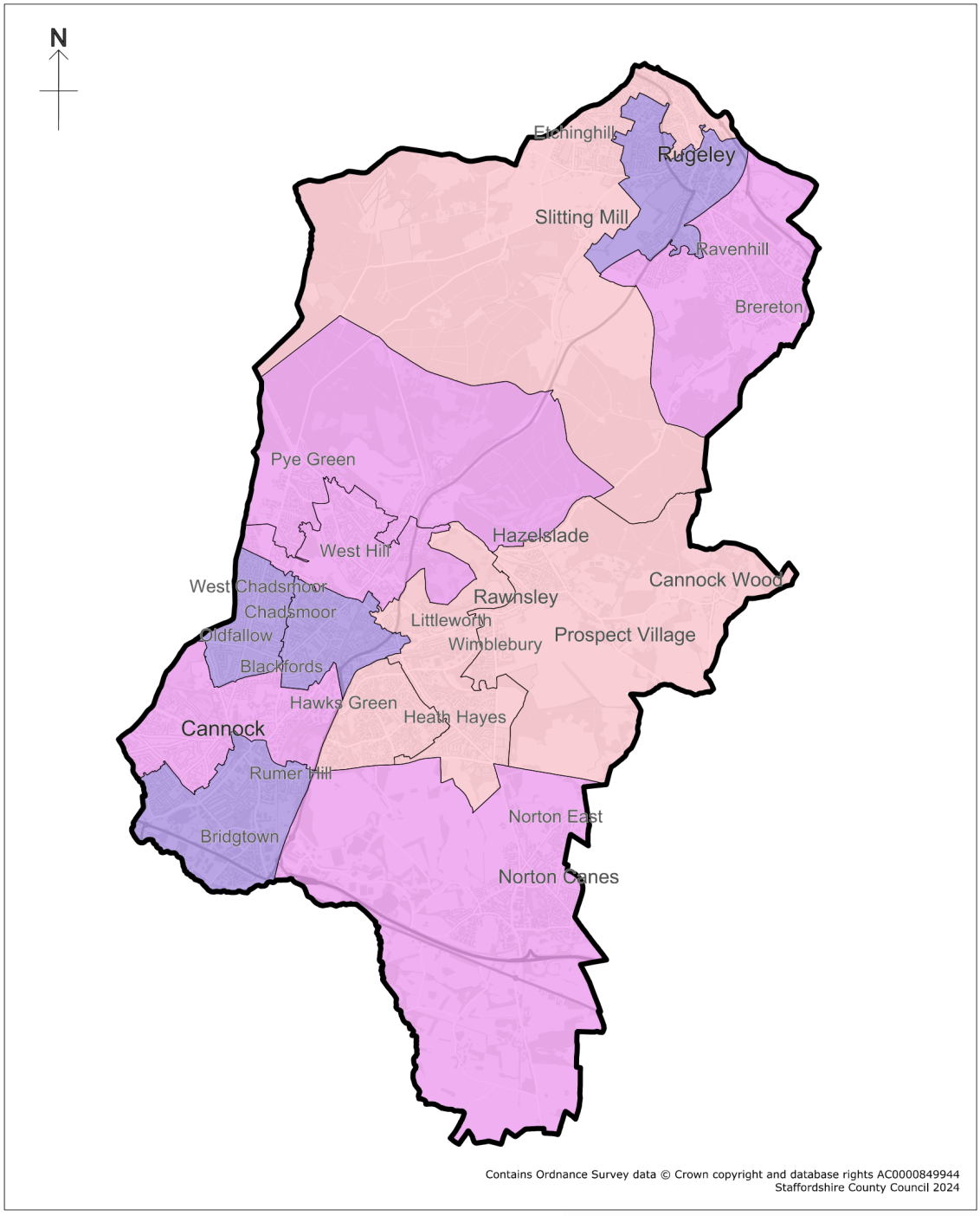
- a nationwide lockdown was still in place, with government guidance requiring people to work from home wherever possible. Therefore, work from home is likely to be more prevalent than it would have otherwise been.
- people being supported by furlough were instructed to identify as temporarily away from work and would therefore not be included within this data. The numbers of people in work will differ between 2011 and 2021.



After the other districts in Staffordshire and the West Midlands Metropolitan area, travel to Telford & Wrekin is the largest other district outflow in both the 2011 and 2021 Censuses, although the percentage overall is very small.

5. Car ownership (Census 2011 and 2021)

The Census collects information about household ownership of cars and vans. The proportion of households that do not have access to a car or van is shown for 2011 and 2021 Census to enable comparison over time. Higher levels of non-car ownership are shown in purple.

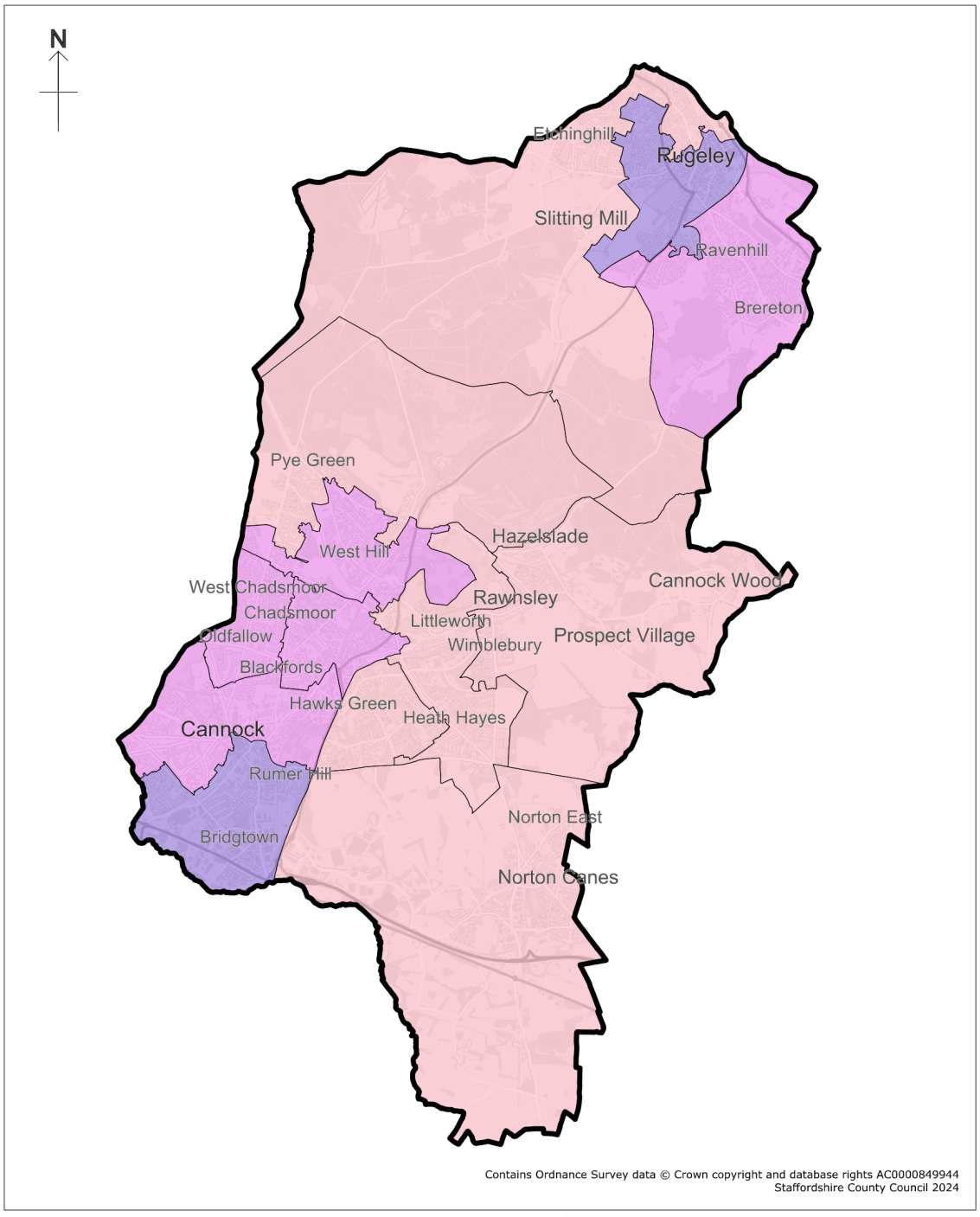


5%-15%
15%-25%
25%-35%
35%+

Scale: 1:70000

Staffordshire County Council

2011 Census Car Ownership: Households Without a Car



5%-15%
15%-25%
25%-35%
35%+

Scale: 1:70000

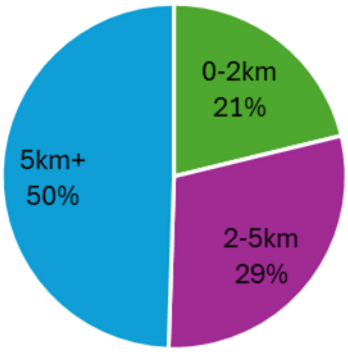
Staffordshire County Council

2021 Census Car Ownership: Households Without a Car

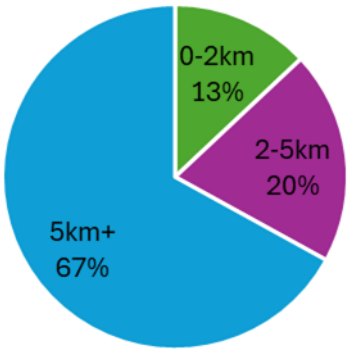
6. Short Vehicular Journeys

TomTom data for type 1 settlements was interrogated to identify shorter journeys made by vehicles. Data for the whole of 2024 was utilised, and this represents a sample of all journeys made during this period. The percentage of journeys up to 2km and 2km to 5km is crucial to enable determination of trips that are within a comfortable walk and cycle distance, respectively. The proportion of short journeys using the network, whether the trip starts or ends in the settlement or just passes through is shown, as well as the proportion of short journeys that start within the settlement. Short journeys that start within the settlements could potentially switch to active modes with the appropriate support.

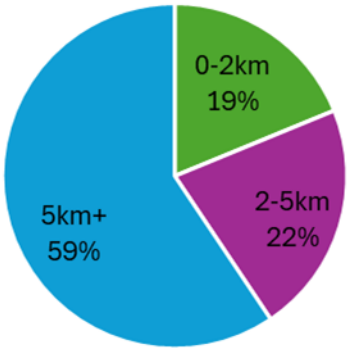
The length of vehicular journeys starting in Cannock



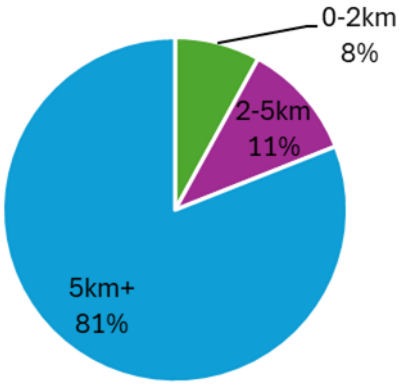
The length of vehicular journeys using Cannock's network



The length of vehicular journeys starting in Rugeley



The length of vehicular journeys using Rugeley's network



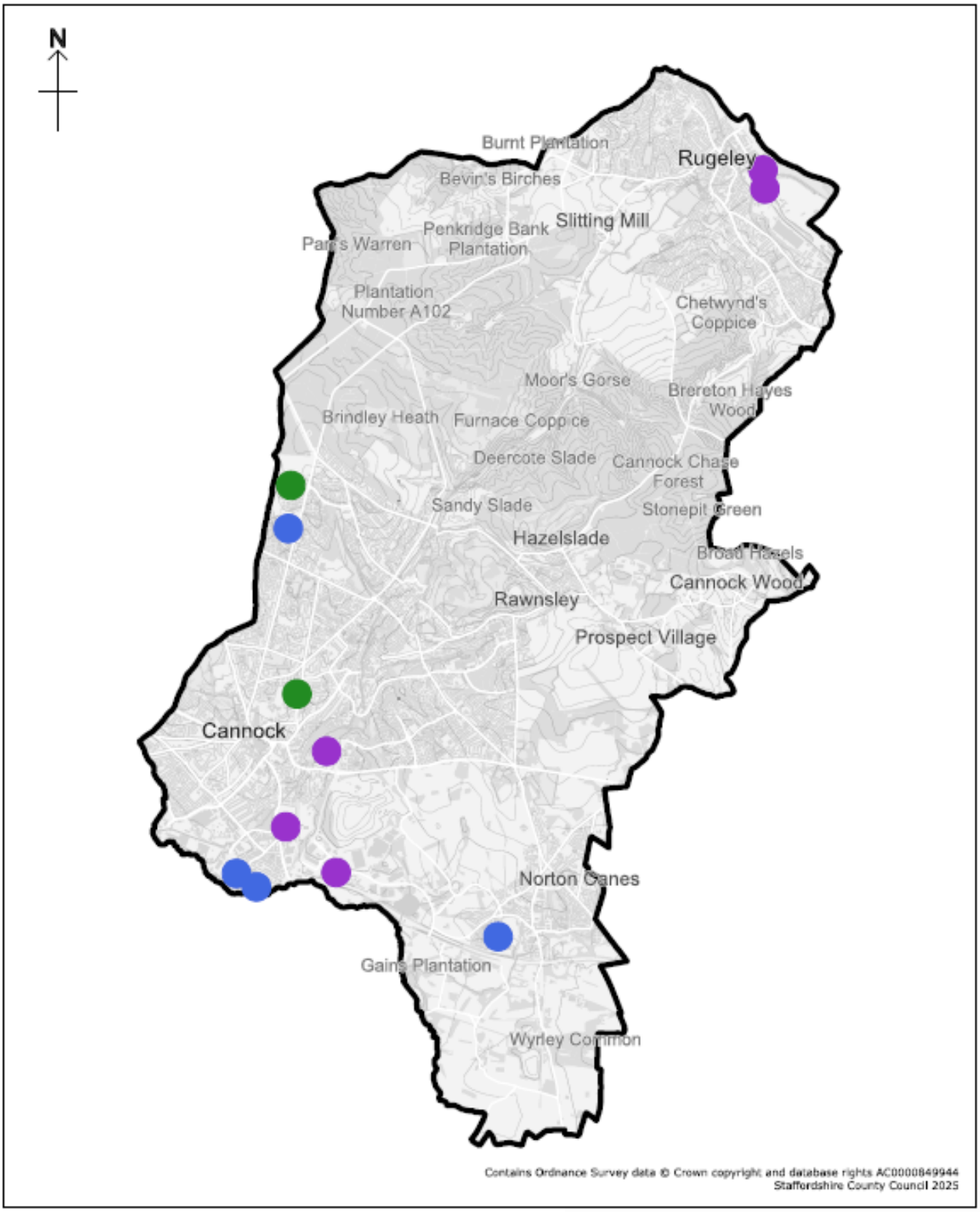
7. Travel Plan monitoring locations

Travel plans are required if a proposed new development is likely to have a traffic impact that necessitates the production of a transport assessment. Staffordshire collects developer contributions to facilitate monitoring of the travel plans to ensure the developers deliver appropriate initiatives to minimise trips by car.

Travel plans must be based on the forecast trips included in the transport assessment and must contain a commitment to undertake traffic counts as part of the monitoring regime. The journey to school is a key trip and Staffordshire will now also collect a contribution to delivering a school travel plan where the development requires either a new school or a school expansion.

Travel plans will contain measures to encourage suitable travel choices, measurable targets and a management and survey strategy that is appropriate for the development. All journeys generated by the proposed development should be included.

The plan shows the locations of the current travel plans that require monitoring at this time.



Type of travel plan

- Employment
- Residential
- Mixed

District boundary

Scale: 1:70000

Staffordshire County Council

Travel Plan Monitoring

in Cannock Chase District

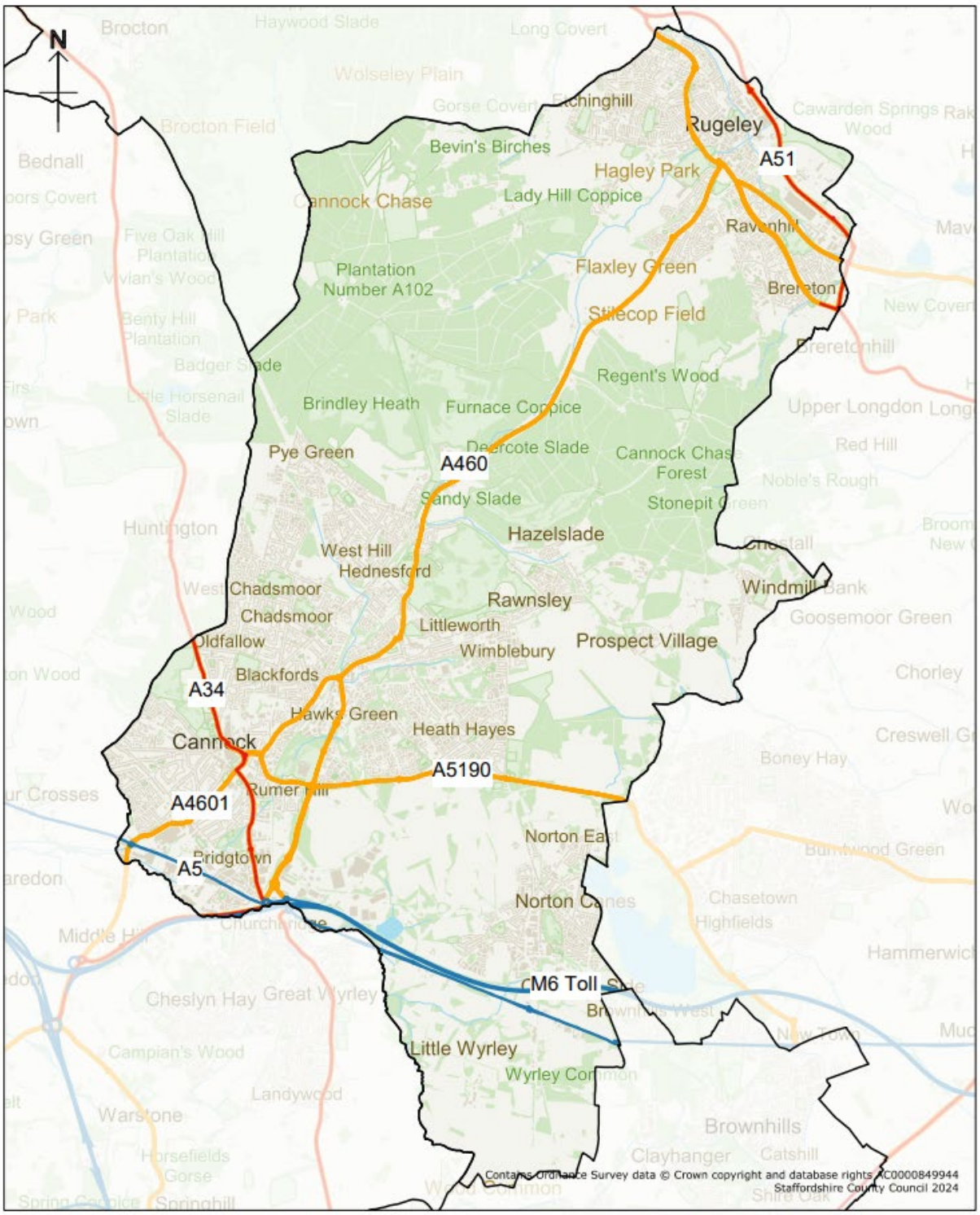
8. Strategic and Major Road Network

The Strategic Highway Network is managed by National Highways and comprises motorways and trunk roads. The only exception is M6 Toll which is privately managed.

The Major Road Network (MRN) was developed by the Department for Transport in consultation with Local Authorities and represents the most heavily trafficked roads that are the responsibility of Local Authorities. The MRN is defined as

- roads with a high total flow;
- a high percentage of heavy good vehicles;
- routes that provide an essential resilience function to motorways or trunk roads; or
- routes that make strategic connections.

Data from TomTom has been used to look at the origins and destinations of trips on the A5 in Cannock Chase near Churchbridge. 71% of origins and destinations are in Cannock Chase, Lichfield or South Staffordshire, 14% are in the rest of Staffordshire and 15% are outside of Staffordshire (data from 2023).



Strategic Highway Network

Major Road Network

A Roads

Staffordshire County Council

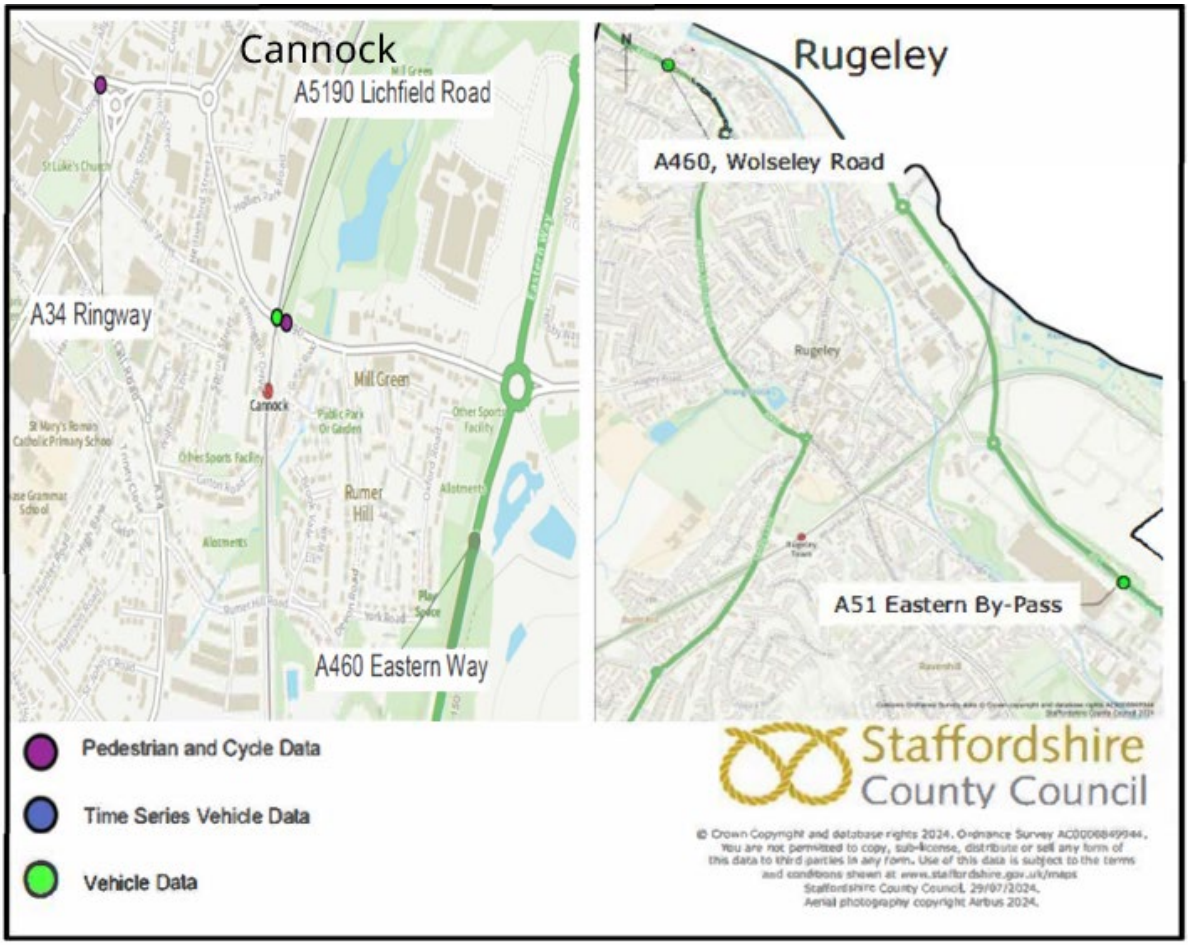
Cannock Chase Road Network

Scale: 1:65000

9. Traffic volumes

Staffordshire has an extensive library of traffic count data. Guidance advises that data up to five years old is appropriate to use, however, COVID-19 and the associated change in work patterns limits useful data to September 2021 onwards. Permanent traffic count equipment sits underneath the road surface and provides volumetric data continuously. Where data is available it has been extracted for 2011 onwards. Other traffic count data is collected as and when required. The library was interrogated to identify relevant data.

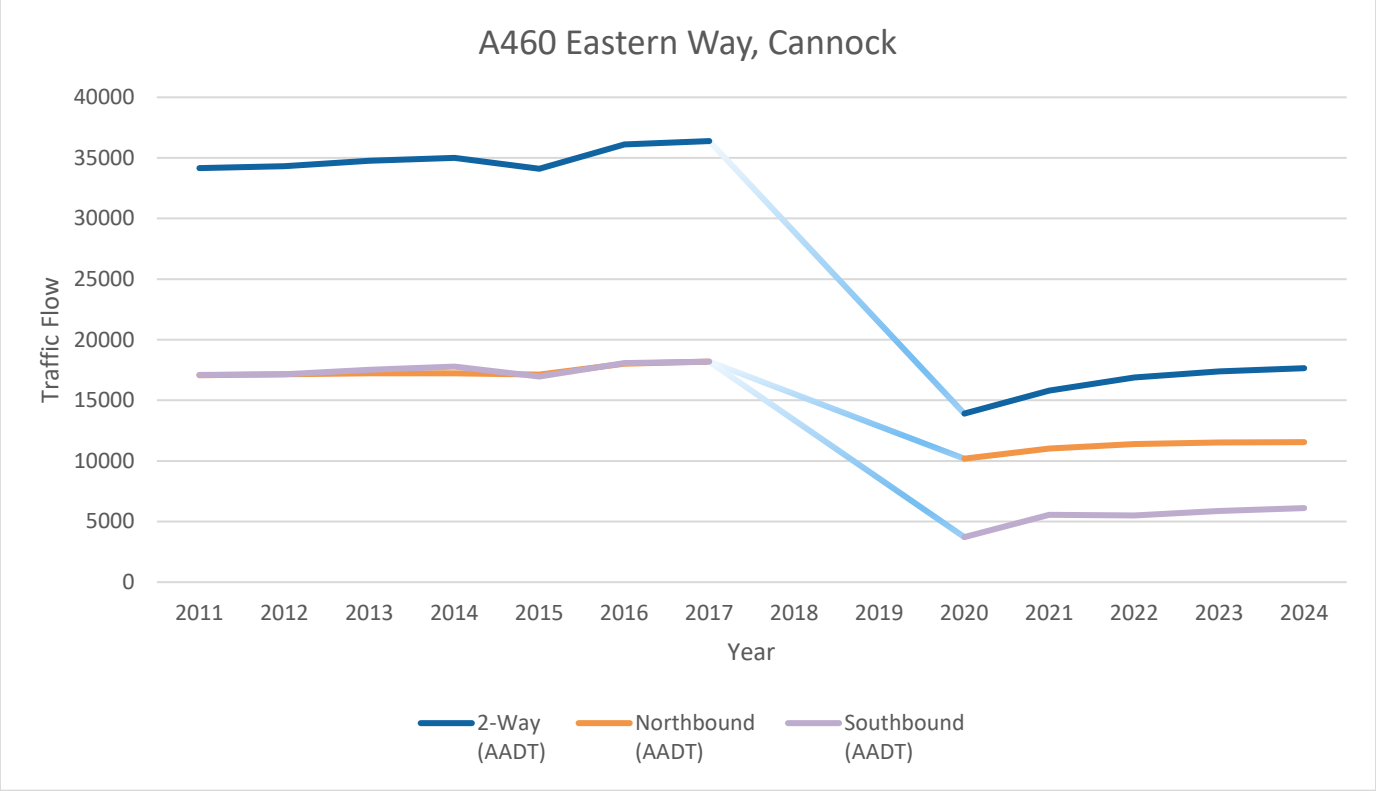
Staffordshire has invested in permanent pedestrian and cycle count data to support recent investment in infrastructure. Sensors are trained to identify pedestrians and cyclists separately.



Long Term Traffic Trends

To analyse long term traffic trends, SCC's permanent traffic count data has been interrogated, extracting the Annual Average Daily Traffic (AADT) (7-day average) data. Trends between the last published LTP in 2011 and 2024 have been considered. Covid restrictions were in place from 2020, with most locations witnessing a significant drop in traffic flows during this time.

A460 Eastern Way, Cannock

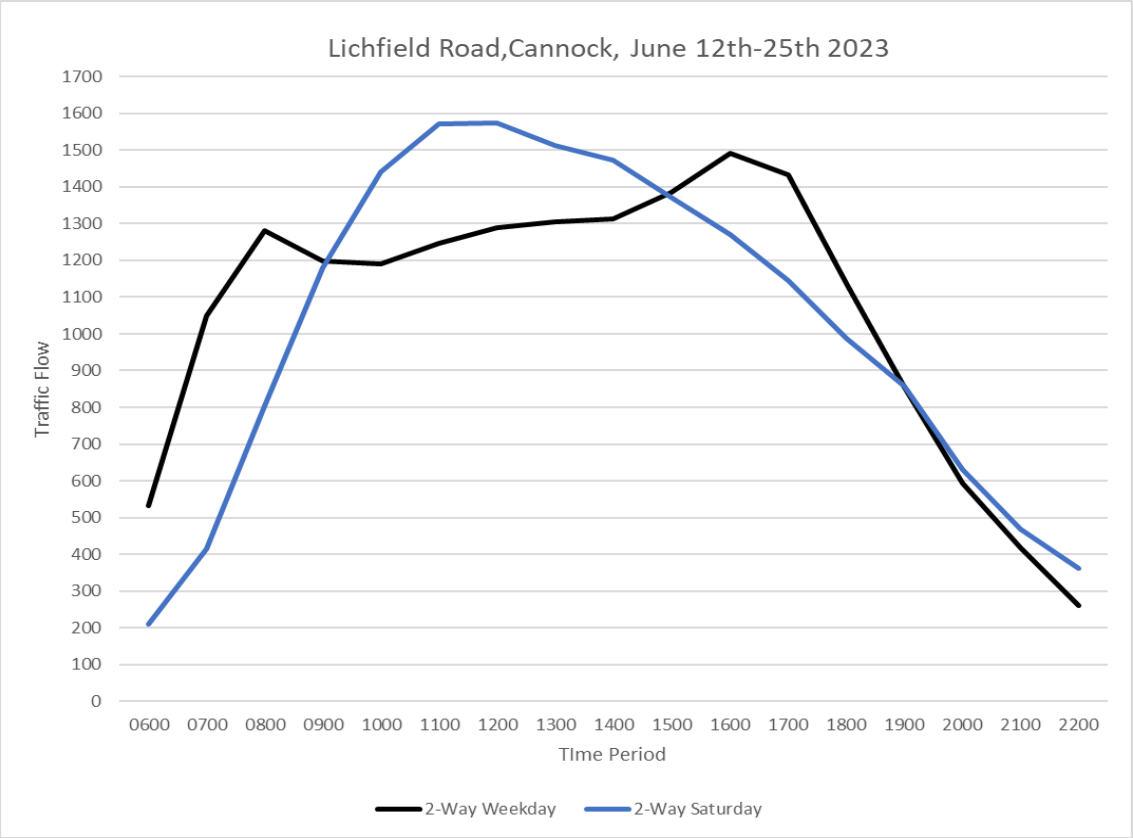


Daily Traffic Trends

Week-long traffic counts have been analysed in Cannock and Rugeley to show how traffic levels vary throughout the day. The results are provided below.

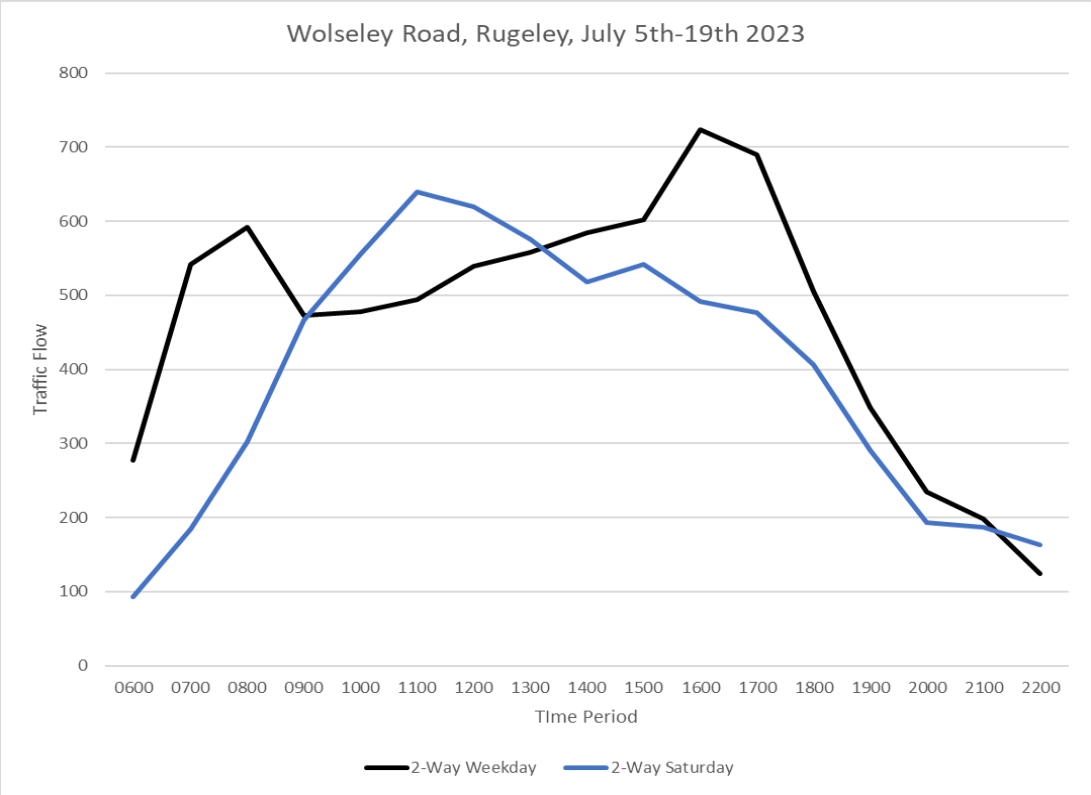
A5190 Lichfield Road, Cannock, VIVACITY Permanent Counter

Survey Dates: 12th - 25th June 2023



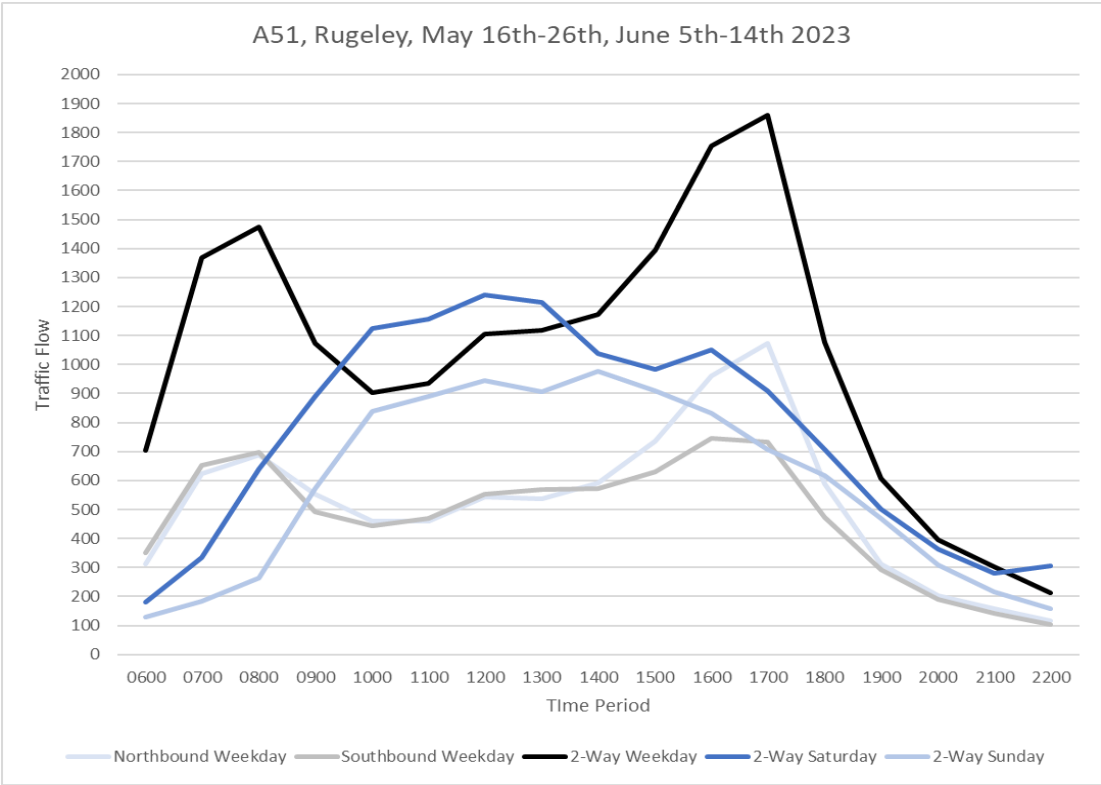
A460, Wolseley Road, Rugeley

Survey Dates: 5th - 19th July 2023



A51, Rugeley, Eastern By-Pass

Survey Dates: 16th - 26th May, 5th - 14th June 2023



10. Traffic Delays

By using TomTom data, SCC has been able to analyse journeys made during the AM and PM peaks on weekdays in September and October 2025 to identify areas of delay on the highway network. The dataset is a sample of journeys made as data is collected from TomTom navigation systems, built in navigation systems using TomTom data and Apple Maps.

It is not possible to clean the data of time periods impacted by temporary traffic management associated with the delivery of highway schemes or utility companies for example.

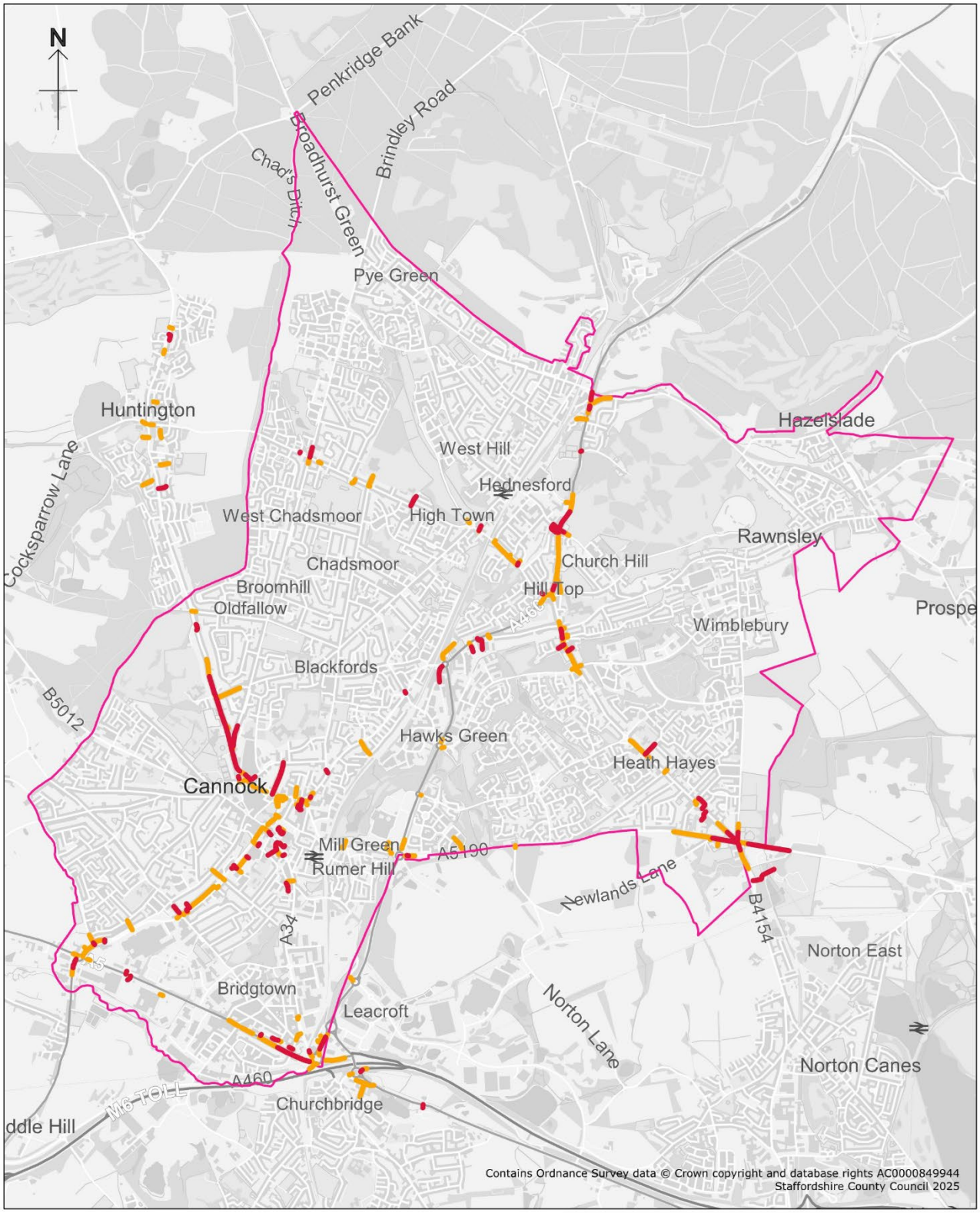
Data was analysed for key routes in each CAST type 1 settlement and for the MRN in Cannock Chase District.

Please note that the study area includes A5(T) between Longford Island and Churchbridge.

Normalised delays = delay/ free-flow travel time

- Delay = AM peak (0800 to 0900) travel time – free-flow travel time and PM peak (1700 to 1800) travel time – free-flow travel time
- Free-flow travel time is approximated by nighttime travel (0000-0600)
- Delay is expressed as a ratio of free-flow travel time to allow comparison across links of different lengths

The plans show normalised delay in bands of 100 – 199% and 200%+. Normalised delays of 100% represent journeys that are twice as long during the peak hour compared to free flow travel conditions. For example, a peak hour journey time with 100% normalised delay would take 10 minutes, compared to an uncongested time of 5 minutes. Delays of 200% would mean a peak hour journey time of 15 minutes would have taken 5 minutes on uncongested roads.



Travel time can be double free flow time

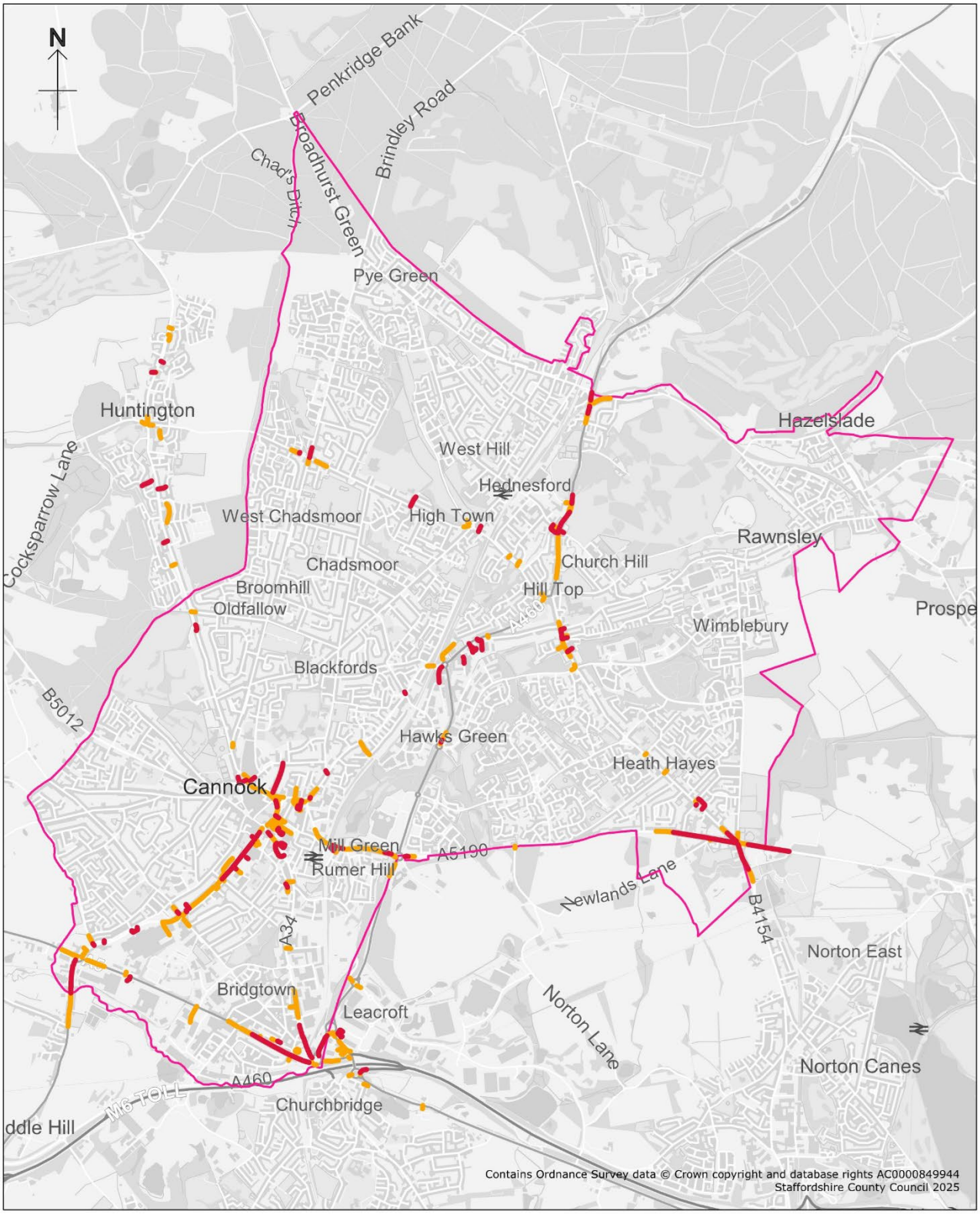
Travel time can be triple free flow time

Settlement boundary

Staffordshire County Council

Cannock 2025 AM Peak Traffic Delays

Scale: 1:37000



Travel time can be double free flow time

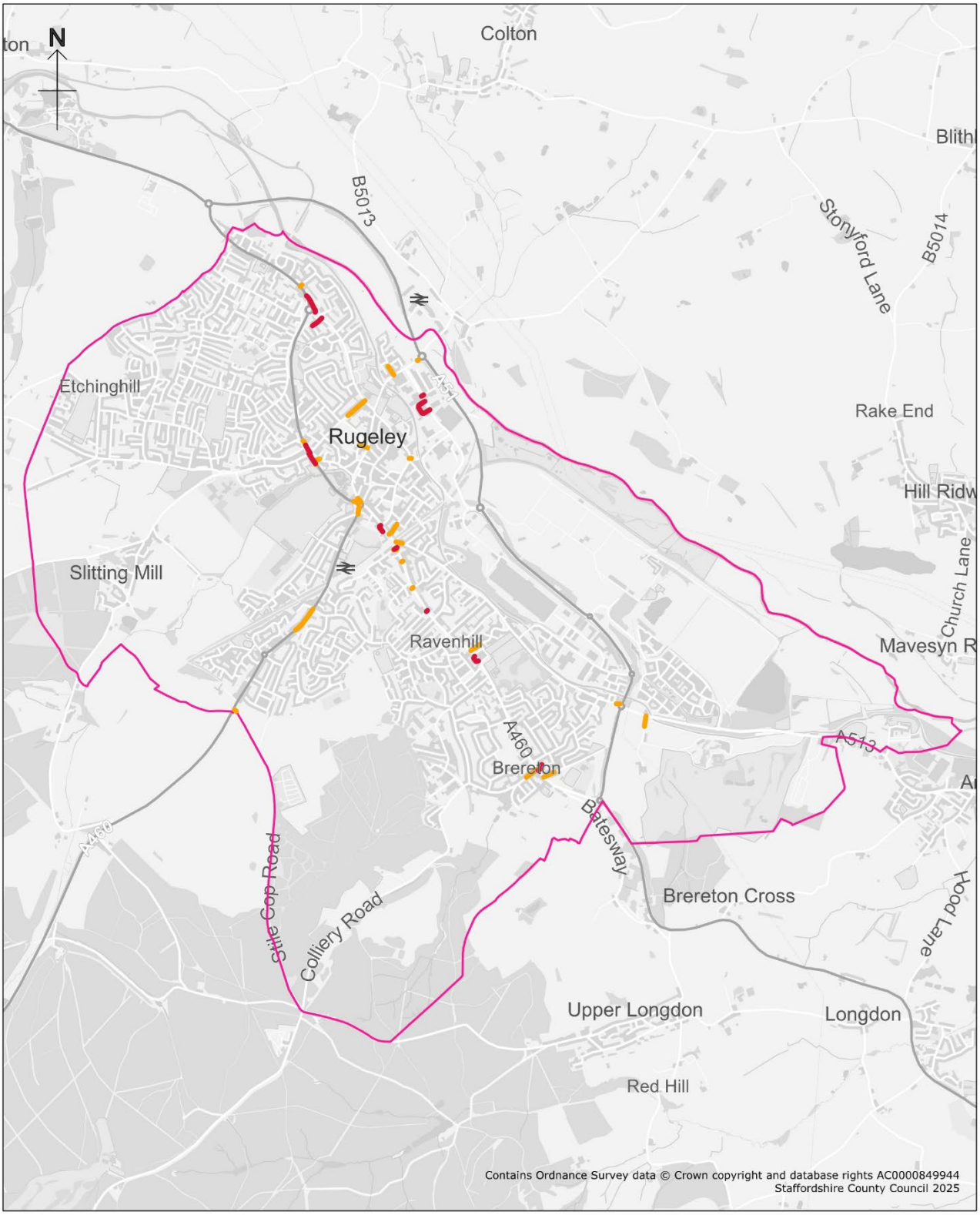
Travel time can be triple free flow time

Settlement boundary

Staffordshire County Council

Cannock 2025 PM Peak Traffic Delays

Scale: 1:37000



Travel time can be double free flow time

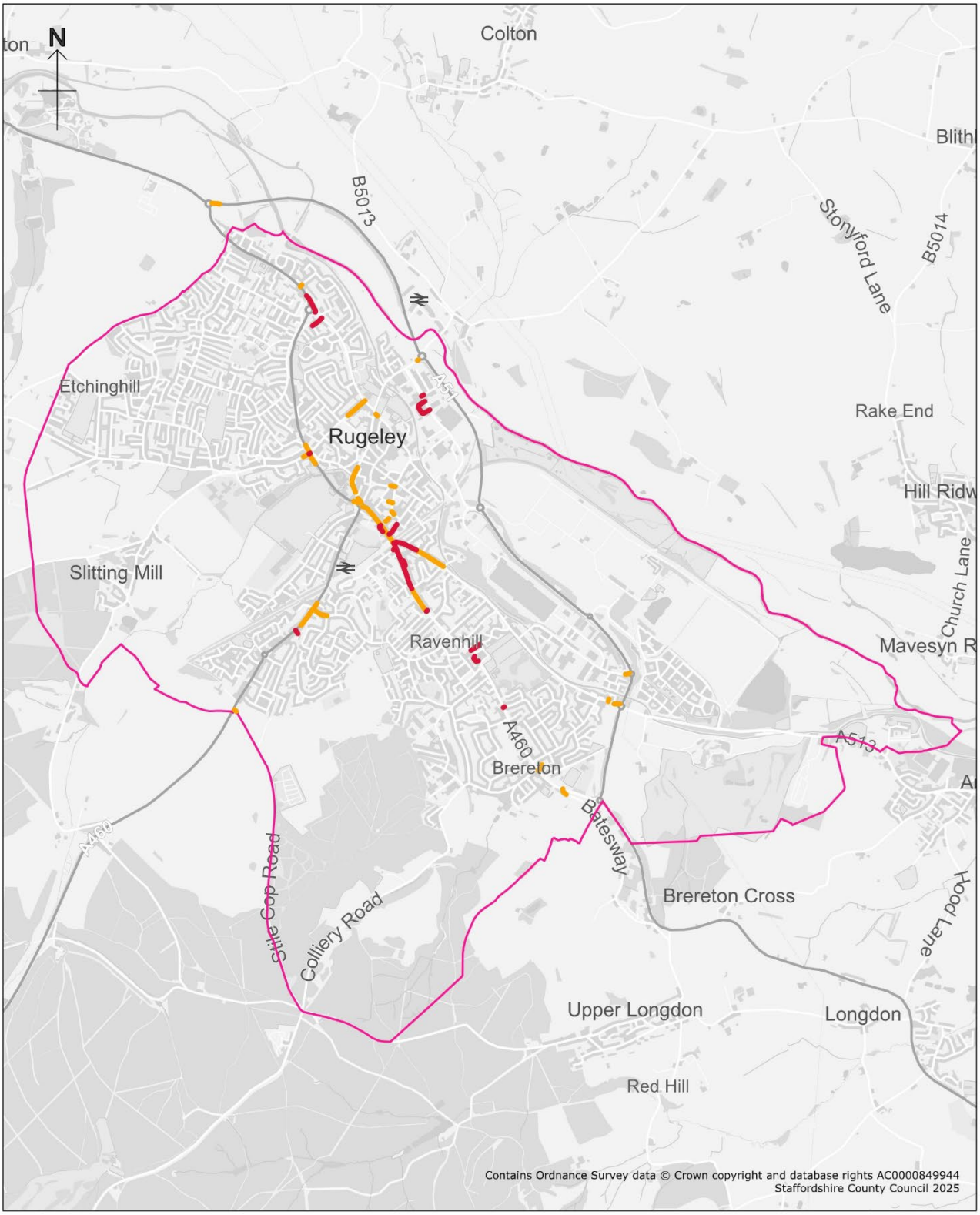
Travel time can be triple free flow time

Settlement boundary

Staffordshire County Council

Rugeley 2025 AM Peak Traffic Delays

Scale: 1:32000



Travel time can be double free flow time

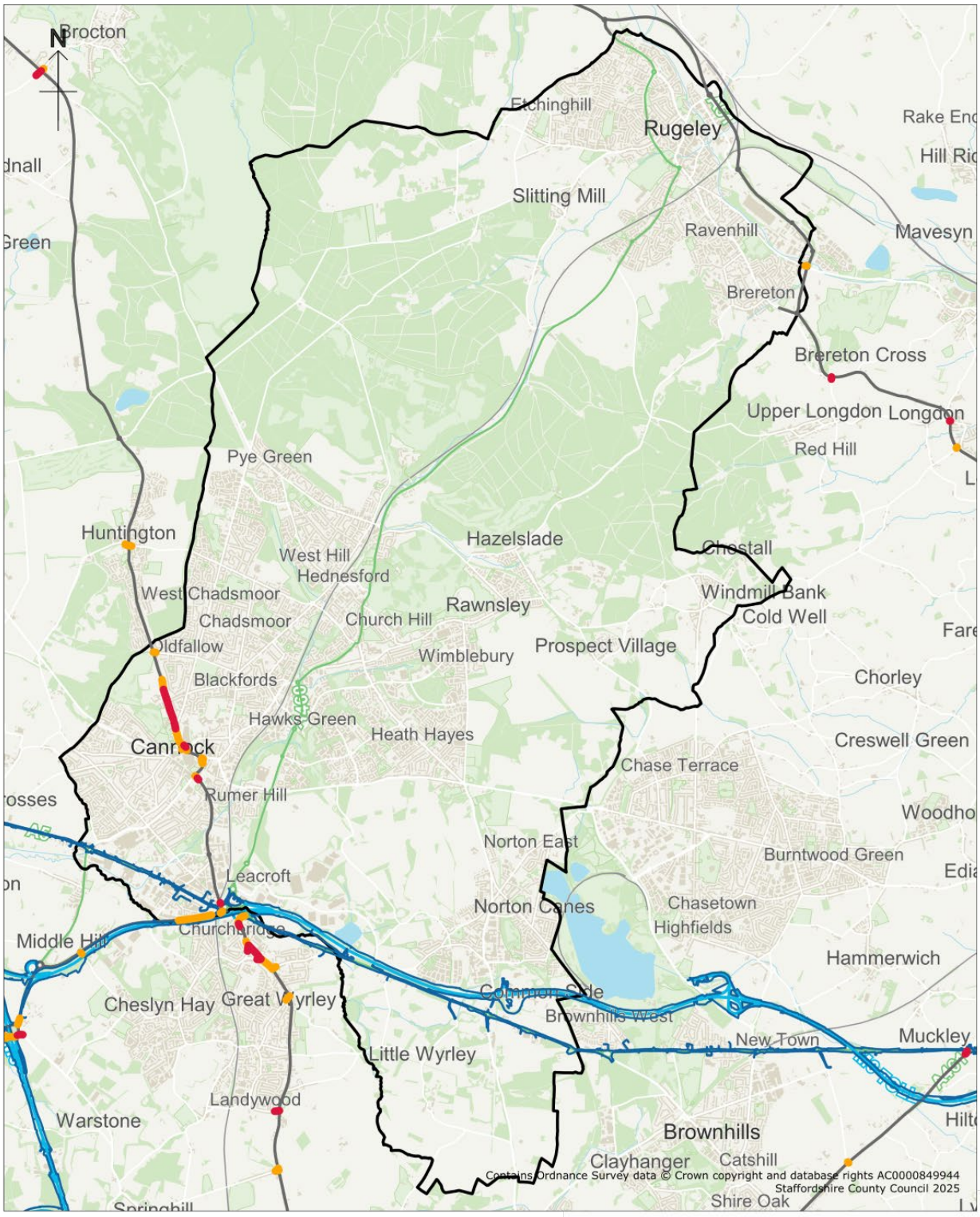
Travel time can be triple free flow time

Settlement boundary

Staffordshire County Council

Rugeley 2025 PM Peak Traffic Delays

Scale: 1:32000



Travel time can be double free flow time

Travel time can be triple free flow time

District boundary

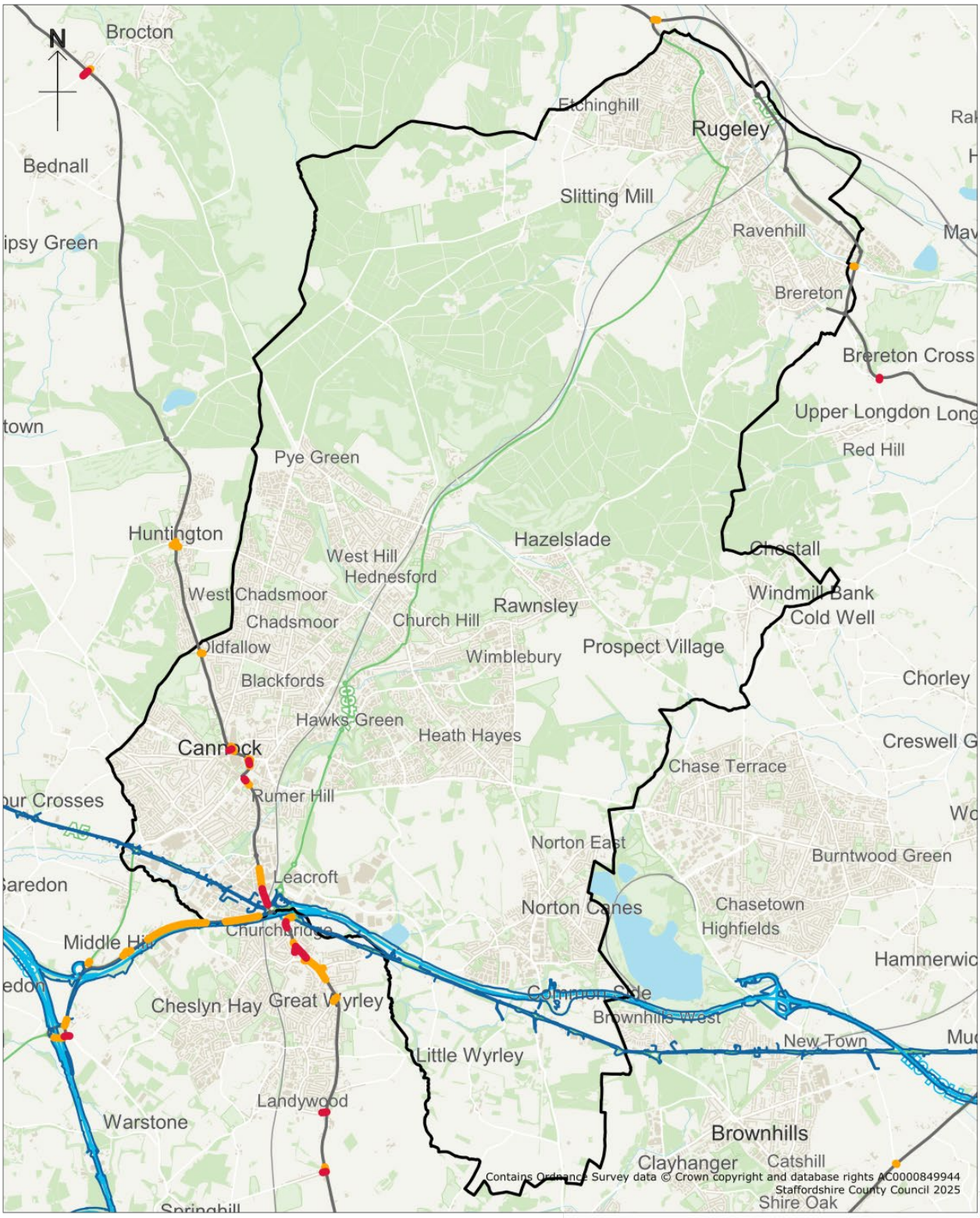
Major Road Network

Strategic Highway Network

Scale: 1:65000

Staffordshire County Council

Cannock Chase District MRN 2025 AM Peak Traffic Delays



Travel time can be double free flow time

Travel time can be triple free flow time

District boundary

Major Road Network

Strategic Highway Network

Scale: 1:65000

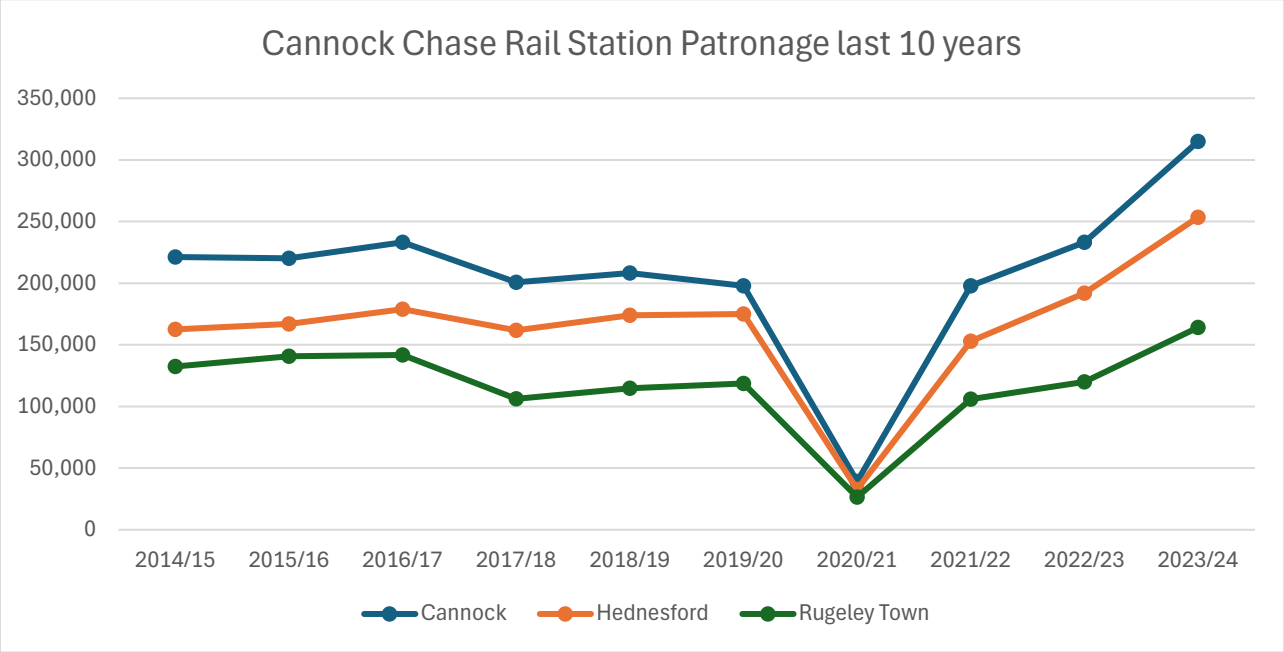
Staffordshire County Council

Cannock Chase District MRN 2025 PM Peak Traffic Delays

11. Rail station footfall 2024

The station patronage data is based on the Estimates of Station usage data produced annually by the Office of Rail and Road (ORR). The data estimates the total number of people travelling to or from a station based on ticket sales. This is derived from LENNON, the rail industry's ticketing and revenue system together with some local ticketing data. Adjustments are made for things like season tickets to improve accuracy of the estimates. From 2022/23, the data has been adjusted to take account of split ticketing and the better allocation of journeys to London Termini. The data cannot take account of journeys made without a ticket as it is based purely on tickets sold.

The Estimates of Station Usage data can now be used to identify individual station to station flows and we have identified the top 10 flows by tickets sold from each of the stations in Staffordshire. The 2023/24 data covers the period from 1st April 2023 to 31st March 2024. 2024/25 data is expected to be available in late 2025. The three stations in Cannock Chase are Cannock, Hednesford and Rugeley Town.

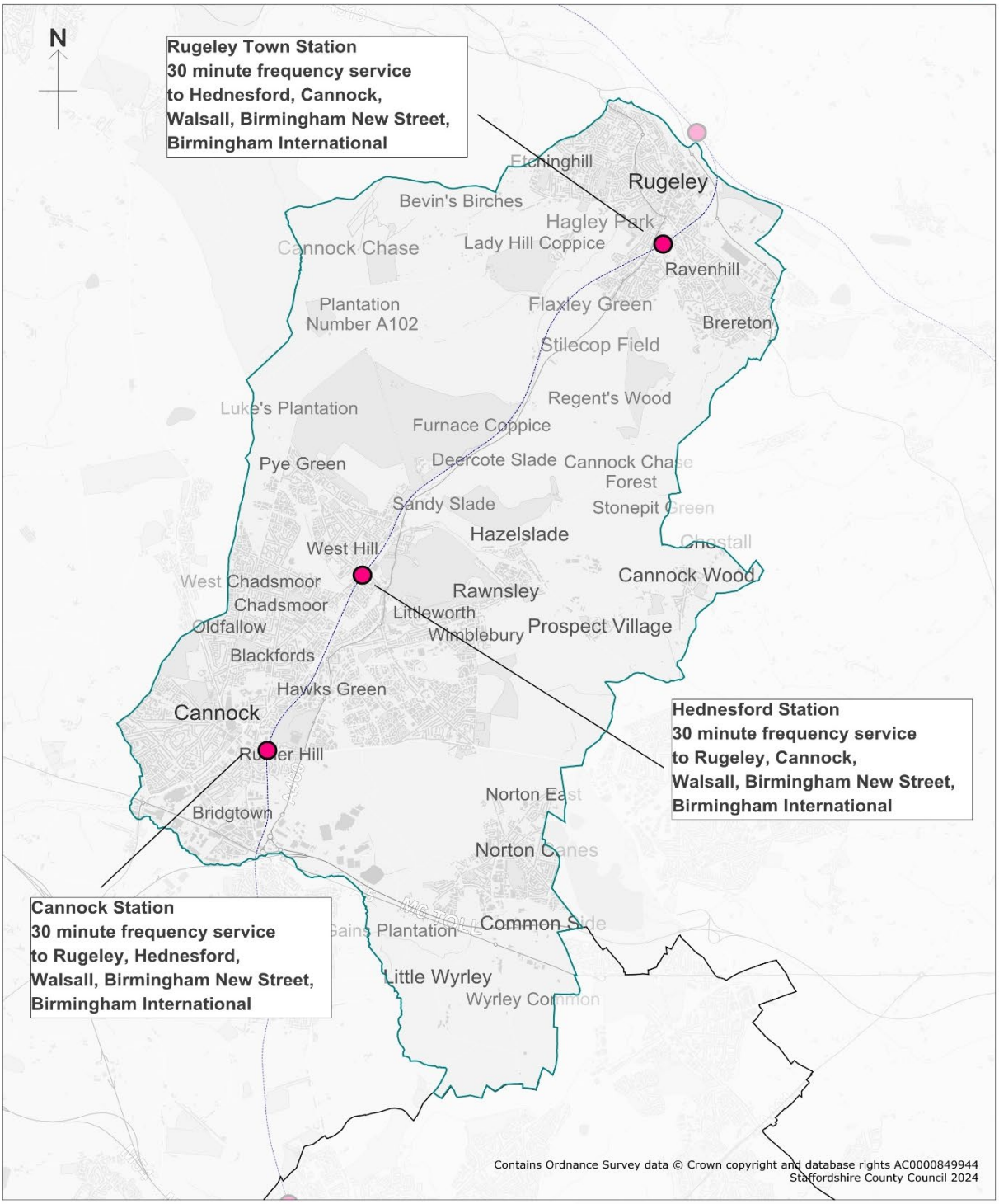


Top 10 rail destinations									
Station	Cannock			Hednesford			Rugeley Town		
Rank	Station name	No.of journeys	% of Total	Station name	No.of journeys	% of Total	Station name	No.of journeys	% of Total
1	Birmingham New Street	82,088	52.12%	Birmingham New Street	77,852	61.41%	Birmingham New Street	43,862	53.45%
2	Walsall	16,452	10.45%	Walsall	9,600	7.57%	Cannock	8,372	10.20%
3	Rugeley Town	8,372	5.32%	Rugeley Town	4,539	3.58%	Walsall	6,902	8.41%
4	Birmingham International	4,788	3.04%	Birmingham International	4,226	3.33%	Hednesford	4,539	5.53%
5	London Euston	3,385	2.15%	London Euston	3,583	2.83%	Birmingham International	2,924	3.56%
6	Hednesford	3,100	1.97%	Cannock	3,100	2.45%	Stafford	2,547	3.10%
7	Tame Bridge Parkway	2,913	1.85%	Stafford	2,334	1.84%	London Euston	1,970	2.40%
8	Landywood	2,590	1.64%	University (Birmingham)	2,314	1.83%	Bloxwich	845	1.03%
9	Bloxwich	2,472	1.57%	Landywood	2,152	1.70%	University (Birmingham)	785	0.96%
10	University (Birmingham)	2,424	1.54%	Bloxwich	1,458	1.15%	Landywood	772	0.94%

Station	Level of Accessibility					
	Patronage 2023 / 24	Inclusive Access	Cycle Access to station	Access to bus services	Overall Access score (out of 7)	Comment
Cannock	314,972	N	3	2	5	Ramps are too steep
Hednesford	253,538	Y	1	2	4	
Rugeley Town	164,120	N	2	2	4	Stepped footbridge between platforms

12. Rail services 2025

Rail services in Cannock Chase are provided by West Midlands Trains. The Chase Line operates between Rugeley, Birmingham and Birmingham International with a 30 minute frequency Monday to Saturday and a 60 minute service on Sunday. The plan below shows a summary of these services, valid for October 2025.



District Boundary

County Boundary

Railway Line

Railway Station

Scale: 1:75000

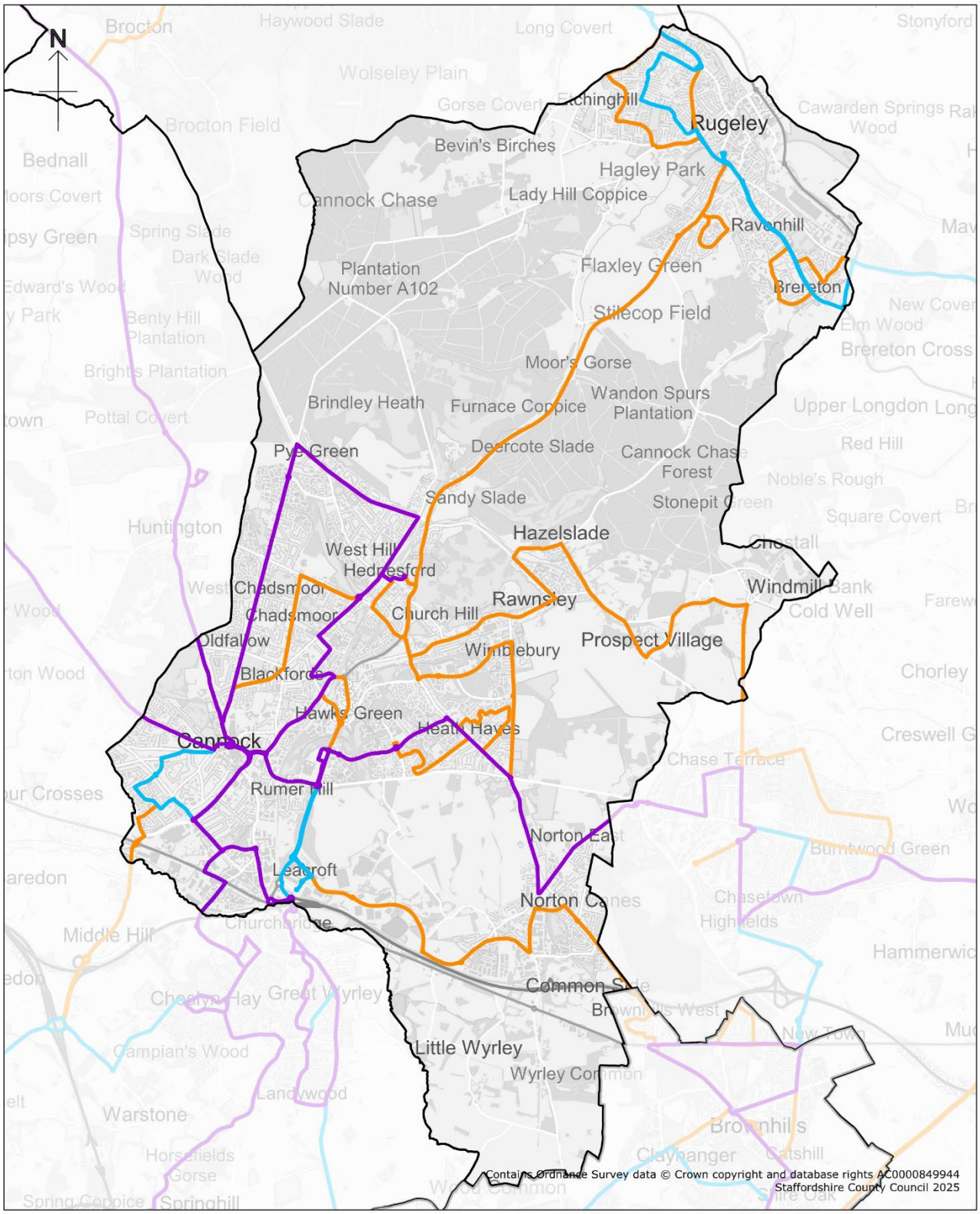
Staffordshire County Council

Rail Services in Cannock Chase District - Frequencies and stations served

Station	Station Facilities					
	Staffed	Ticket Office	Ticket Machine	Waiting Shelter	Waiting Room	Cycle Parking
Cannock	N	N	Y	Y	N	Y
Hednesford	N	N	Y	Y	N	N
Rugeley Town	N	N	Y	Y	N	N

13. Commercial and subsidised bus network

The majority of services in Staffordshire are operated commercially. Where this is not possible services may be supported by Local Authority investment. This includes cross boundary services procured by neighbouring Local Authorities. Services may also be supported by developer S106 funds to mitigate the transport impact of their developments. Information is accurate for October 2025.



Commercial

Part Subsidised

Subsidised

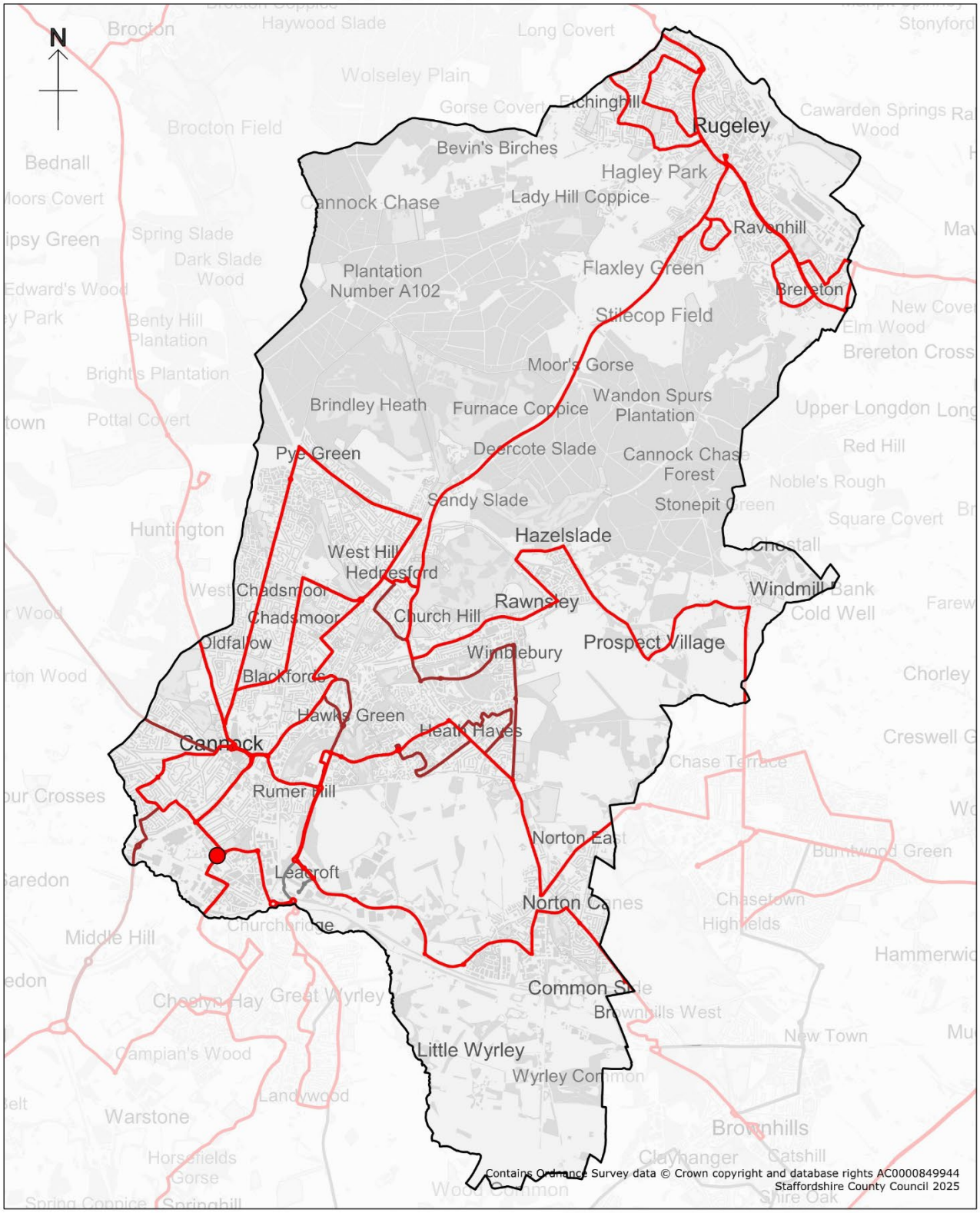
Staffordshire County Council

Cannock Chase Bus Services

Scale: 1:65000

14. Bus routes by operator

There are 20 bus operators that provide services within Staffordshire. The operators of services are shown below along with the depot location if it is local. Information is accurate for October 2025.



NXWM
Select Bus
Chaserider

Bus depots

Scale: 1:65000

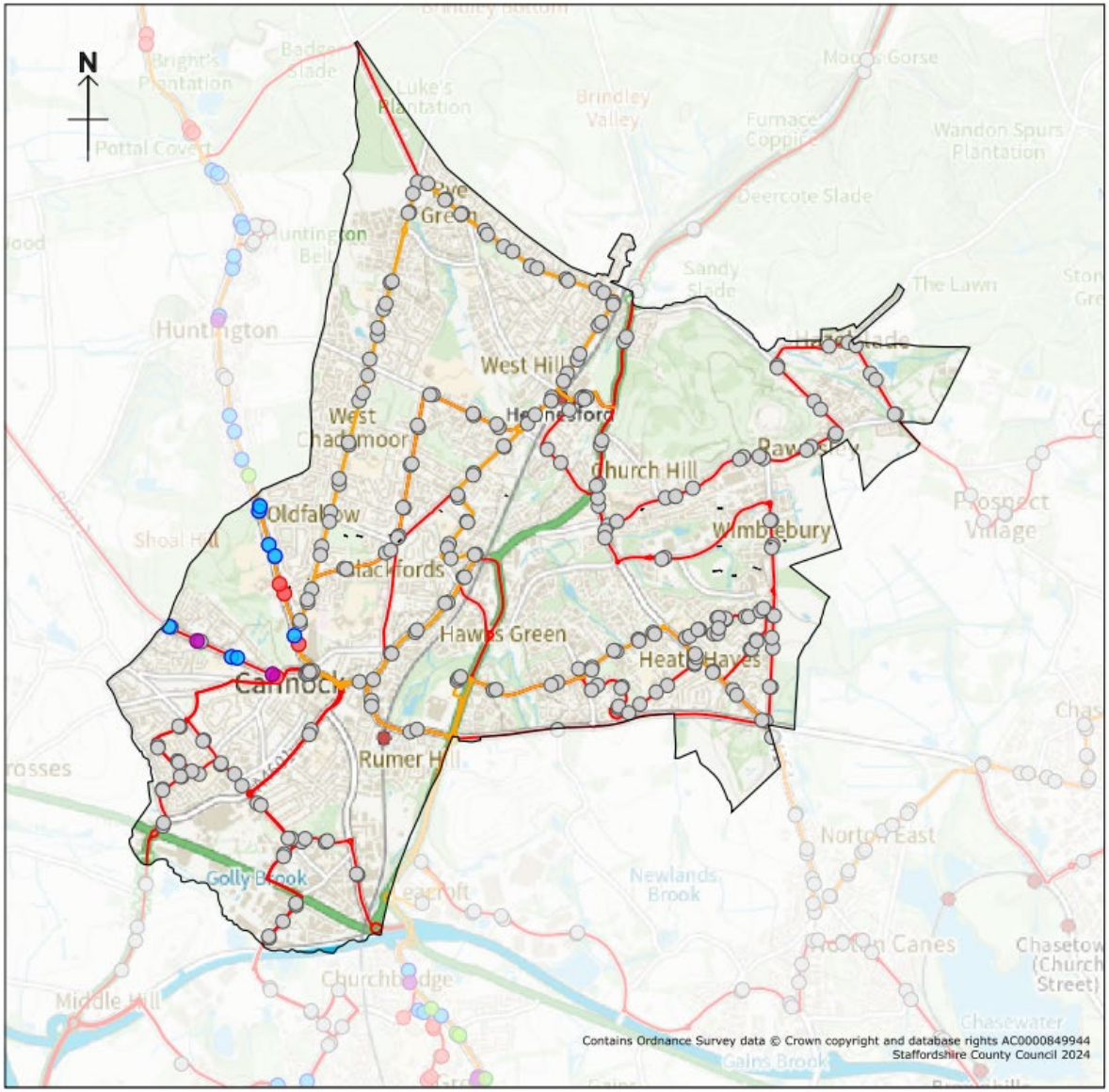
Staffordshire County Council

Cannock Chase Bus Routes Oct25

15. Bus stop accessibility

Staffordshire has begun to survey all active bus stops and the results for the first 2,000 stops are already available. The survey is progressing to minimise additional mileage for engineers and therefore surveys are undertaken when aligned with other workstreams. The accessibility of stops has been assessed in terms of whether a dropped kerb and level boarding are present.

Staffordshire County Council



Staffordshire County Council

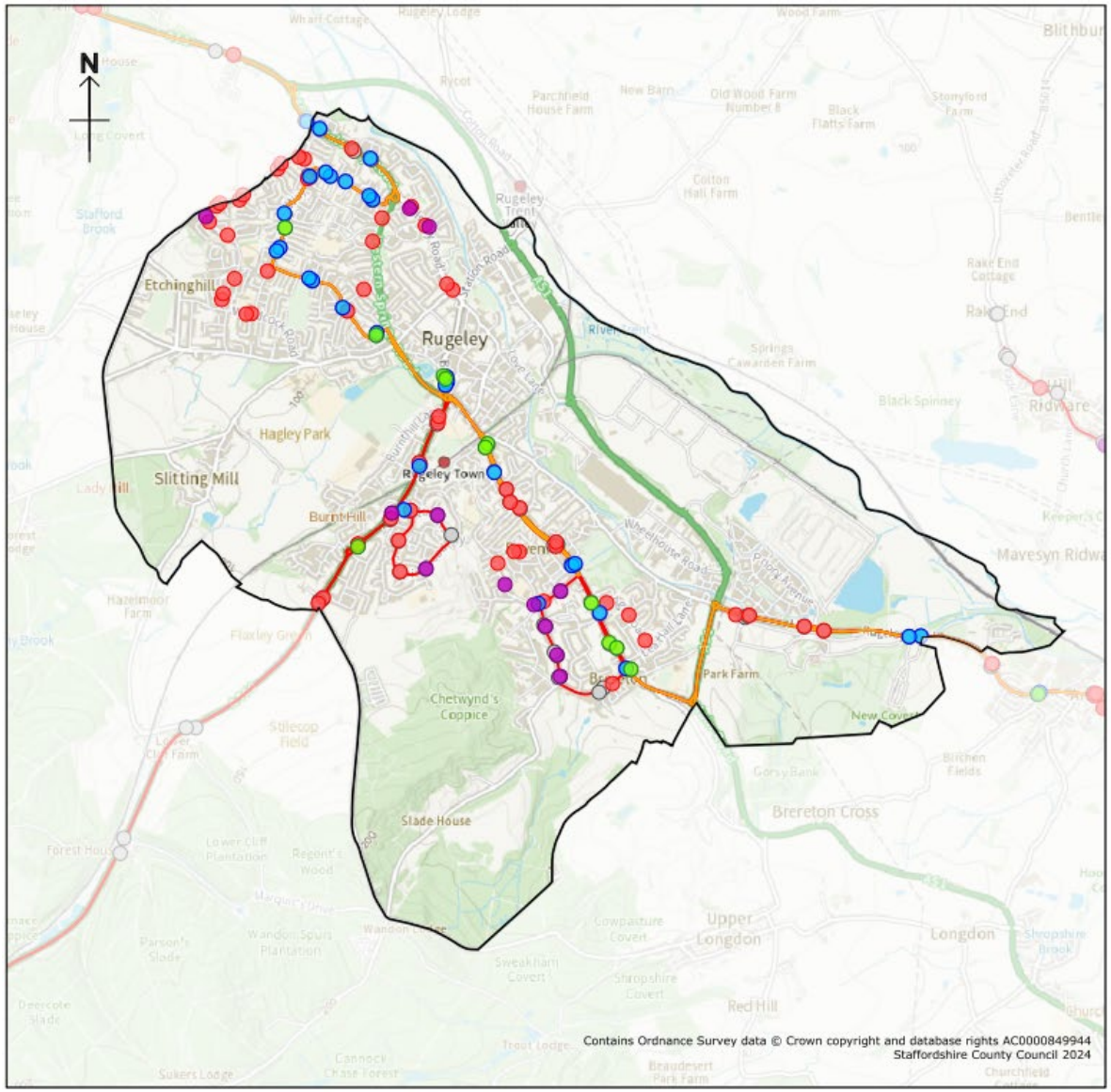
Accessibility Status of Bus Stops in Cannock

- 30 Minute or Less Frequency Buses
- 30 Minute or More Frequency Buses
- Tier 1 Settlements
- Bus Stops with a Pedestrian Access Dropped Kerb, and a Raised Platform
- Bus Stops with No Pedestrian Access Dropped Kerb, and No Raised Platform
- Bus Stops with a Pedestrian Access Dropped Kerb, and No Raised Platform
- Bus Stops with No Pedestrian Access Dropped Kerb, and a Raised Platform
- Bus Stops yet to be Surveyed

Bus Stop Density = 13 Stops Per Km2

Scale: 1:70000

Staffordshire County Council



Staffordshire County Council

Accessibility status of Bus Stops in Rugeley

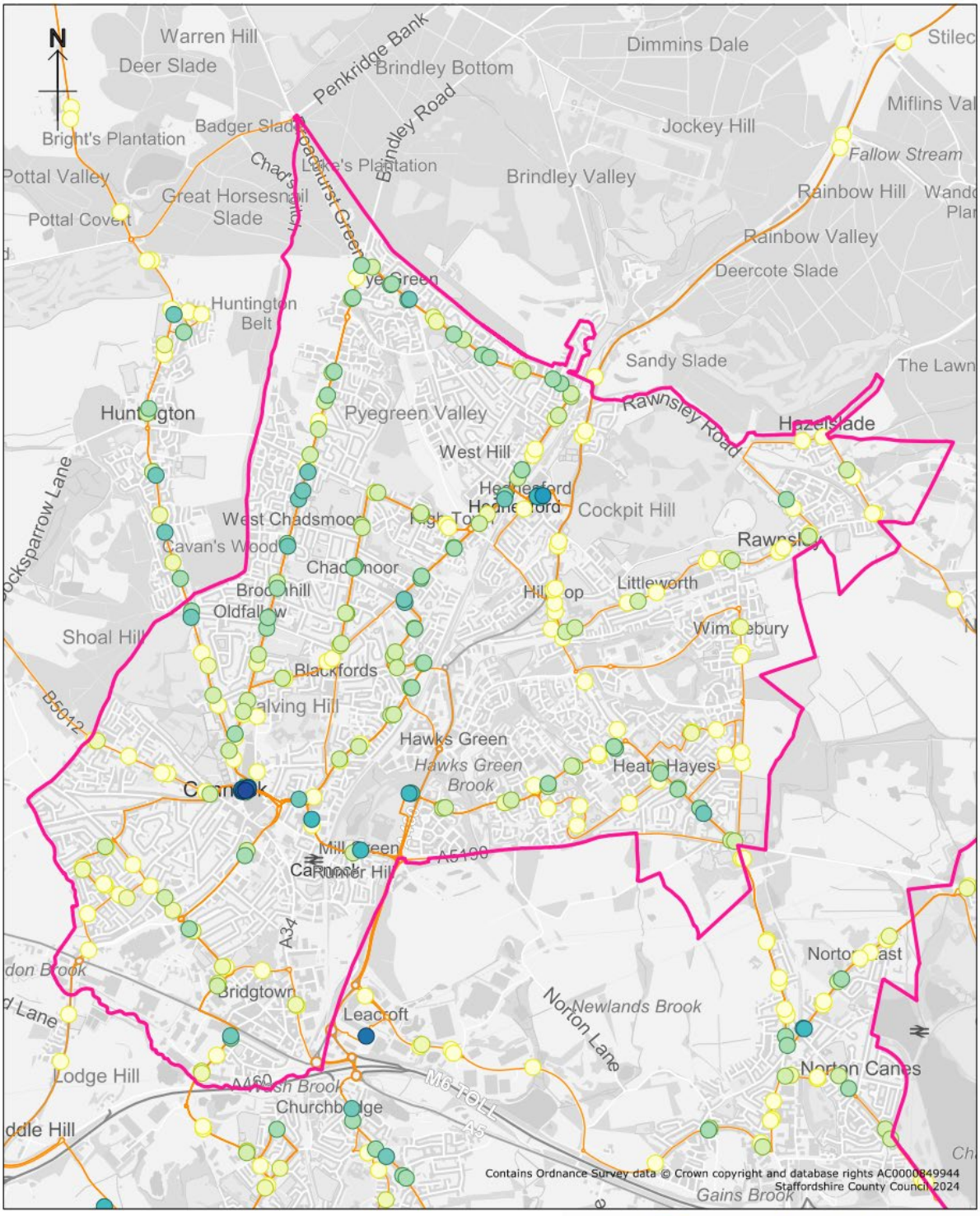
- 30 Minute or Less Frequency Buses
- 30 Minute or More Frequency Buses
- Tier 1 Settlements
- Bus Stops with a Pedestrian Access Dropped Kerb, and a Raised Platform
- Bus Stops with No Pedestrian Access Dropped Kerb, and No Raised Platform
- Bus Stops with a Pedestrian Access Dropped Kerb, and No Raised Platform
- Bus Stops with No Pedestrian Access Dropped Kerb, and a Raised Platform
- Bus Stops yet to be Surveyed

Bus Stop Density = 5 Stops Per Km2

Scale: 1:55000

16. Bus stop patronage (Sept 2023)

Patronage data was requested from all operators at a granular level for September 2023 and the majority were able to provide the requested information. Boarding numbers for stops were then aggregated for all services acknowledging that the data is commercially sensitive. Stops with the highest levels of patronage are shown in blue.



Passengers

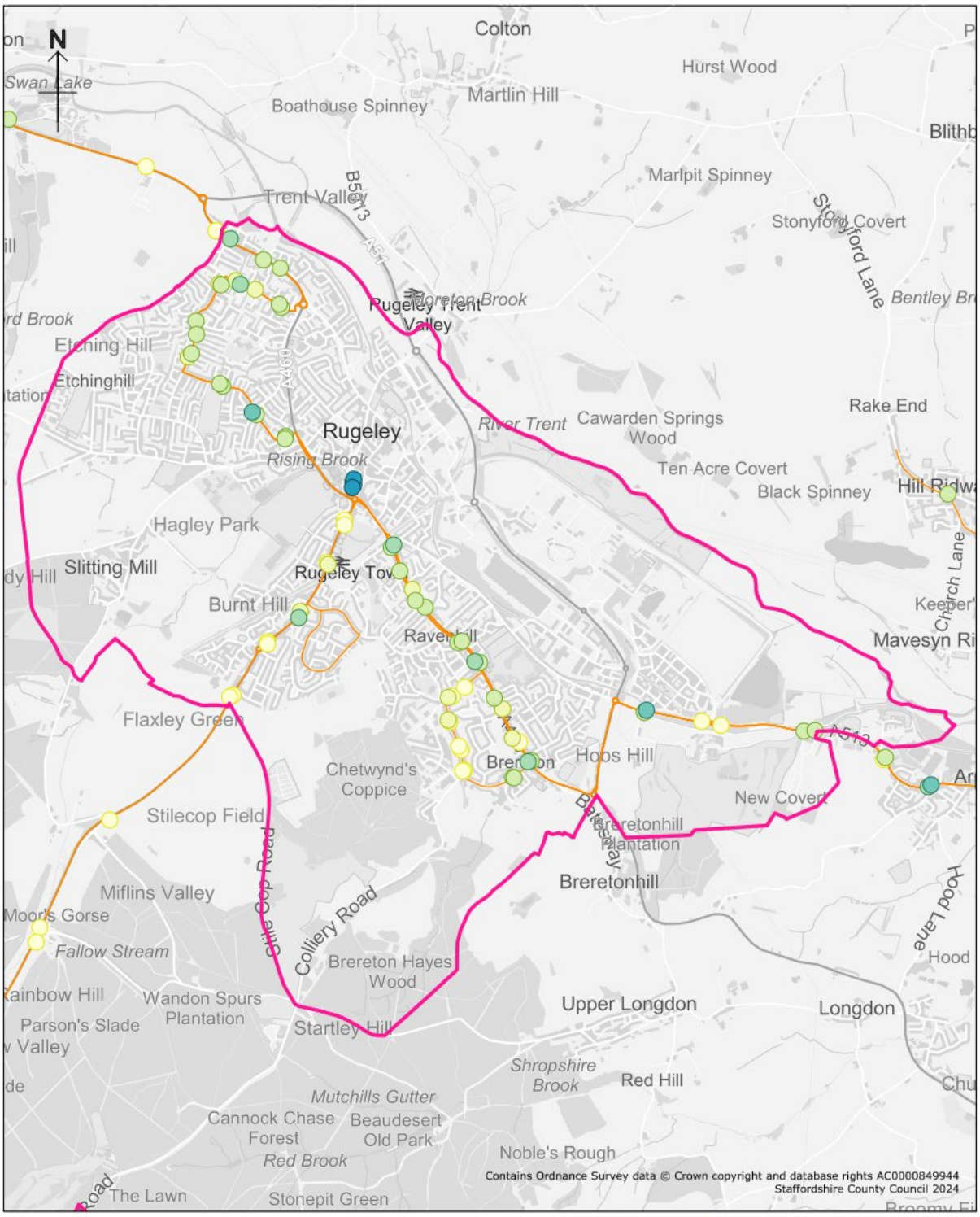
Lower
Higher

Lower
Higher
>= 10000

Scale: 1:37000

Staffordshire County Council

Cannock Bus Stop Patronage September 2023



Passengers

Lower
Higher

Lower
Higher
>= 10000

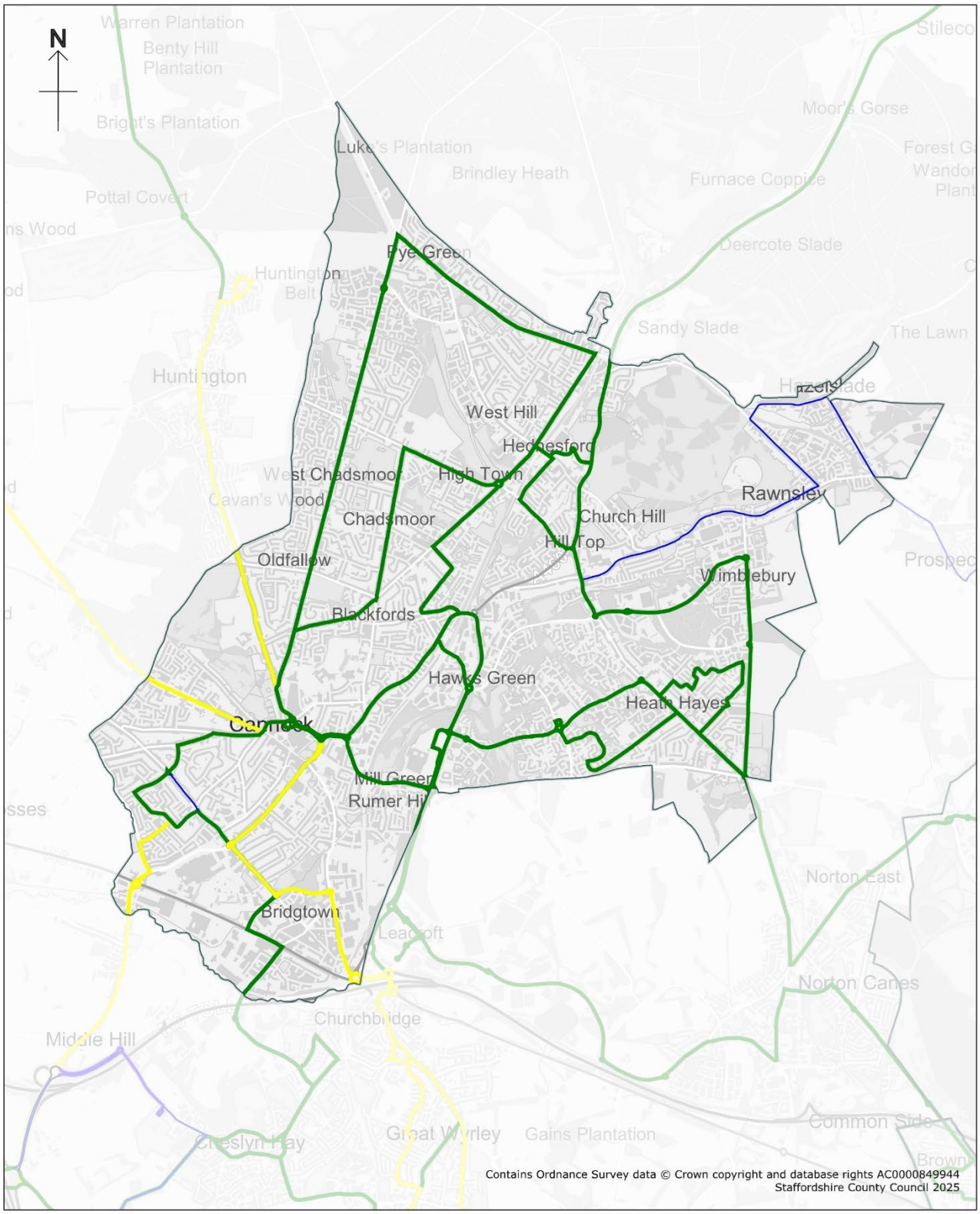
Scale: 1:32000

Staffordshire County Council

Rugeley Bus Stop Patronage September 2023

17. Bus reliability (Sept 2025)

The Department for Transport's Bus Open Data Service (BODS) provides data including timetable and reliability information. A few of our operators do not currently contribute towards this dataset due to costs. We estimate that approximately two-thirds of services are included within this dataset. Reliability data was extracted for September 2025 and was analysed to identify services operating within a window of 1 minute early and up to 5 minutes 59 seconds late, which are considered to be on time. Services outside of this window are unreliable. The percentage of journeys for each service across the month that were either reliable or unreliable is shown.



Less than 60% on-time

Between 60-80% on-time due to early running

Between 60-80% on-time

More than 80% on-time

Settlement Boundary

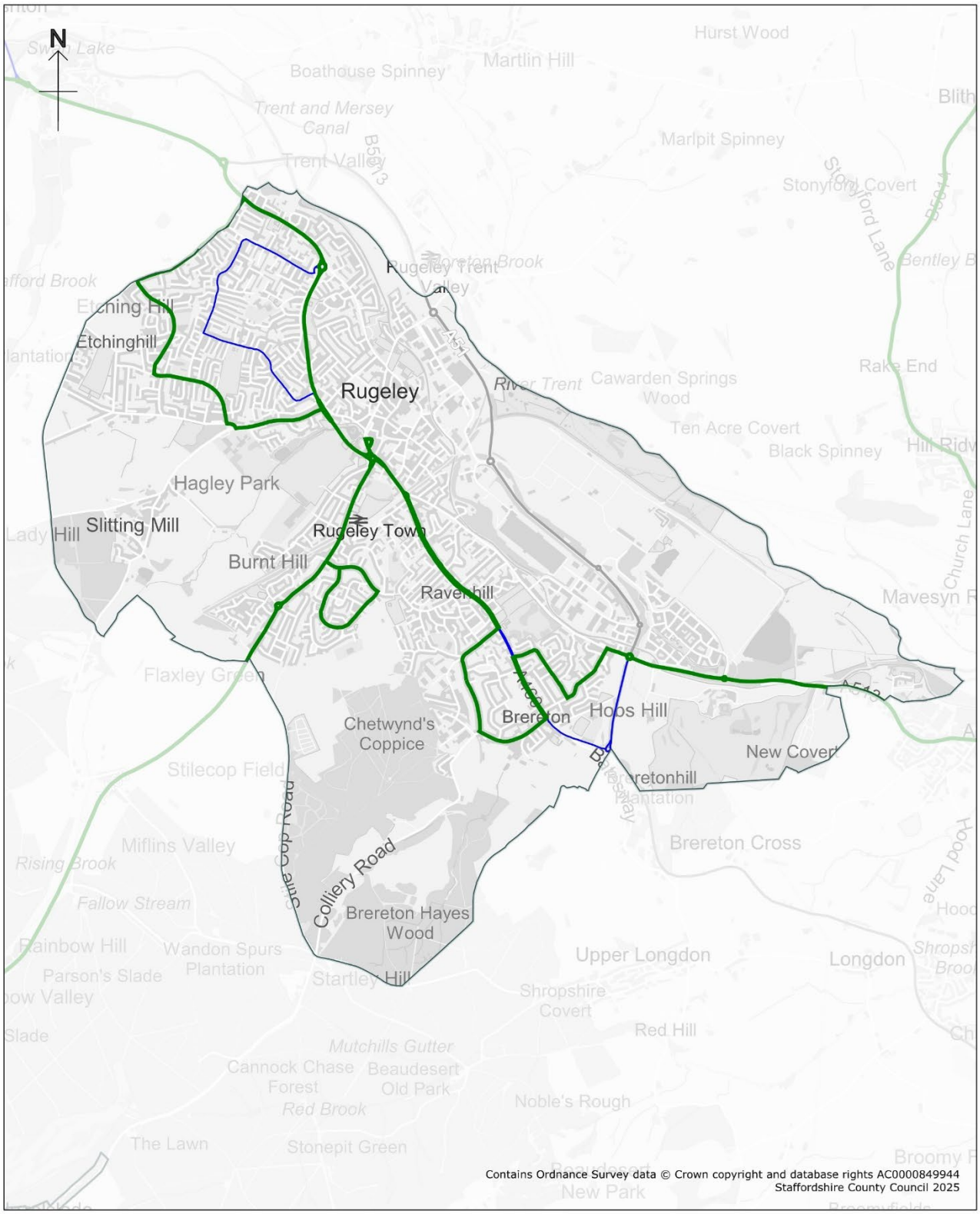
Data unavailable

Scale: 1:40000

Source: DfT BODs data
Septemeber 2025

Staffordshire County Council

Bus Reliability Cannock



Less than 60% on-time

Between 60-80% on-time due to early running

Between 60-80% on-time

More than 80% on-time

Settlement Boundary

Data unavailable

Scale: 1:32500

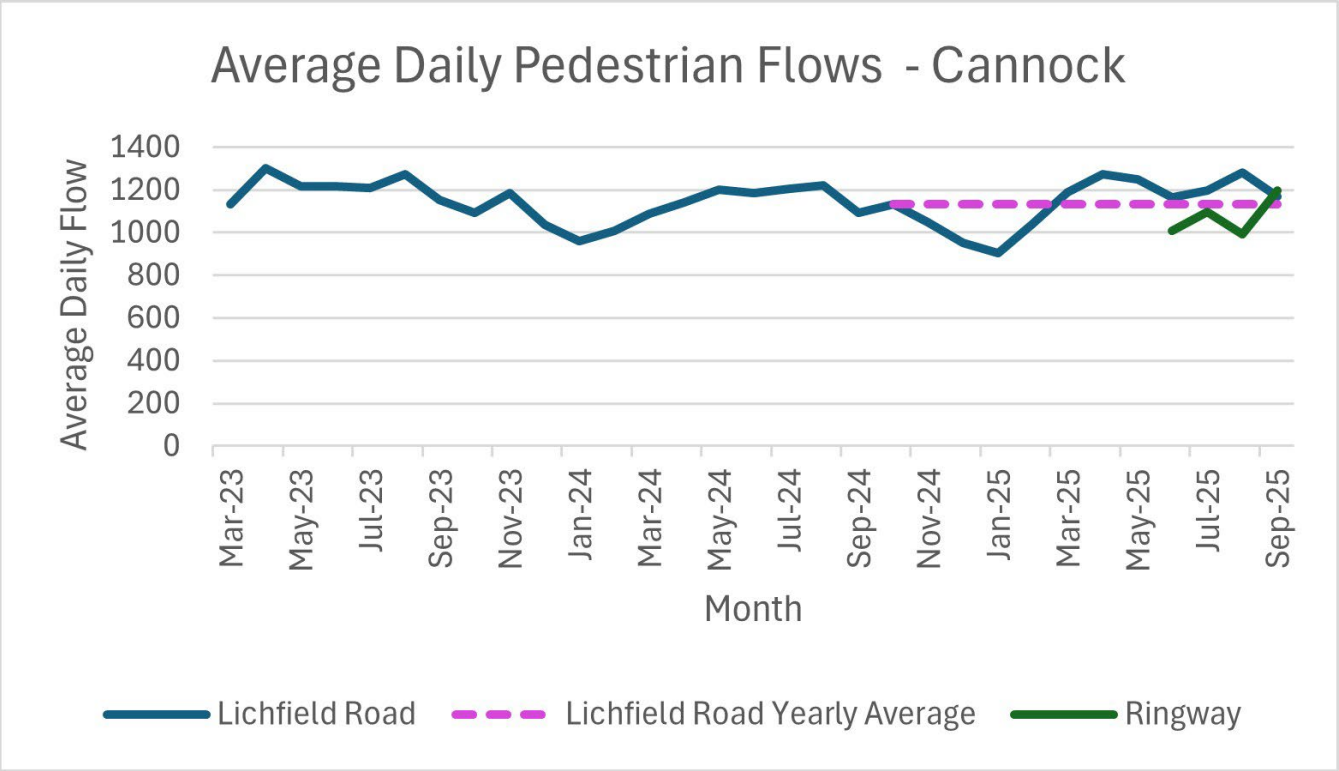
Source: DfT BODs data
Septemeber 2025

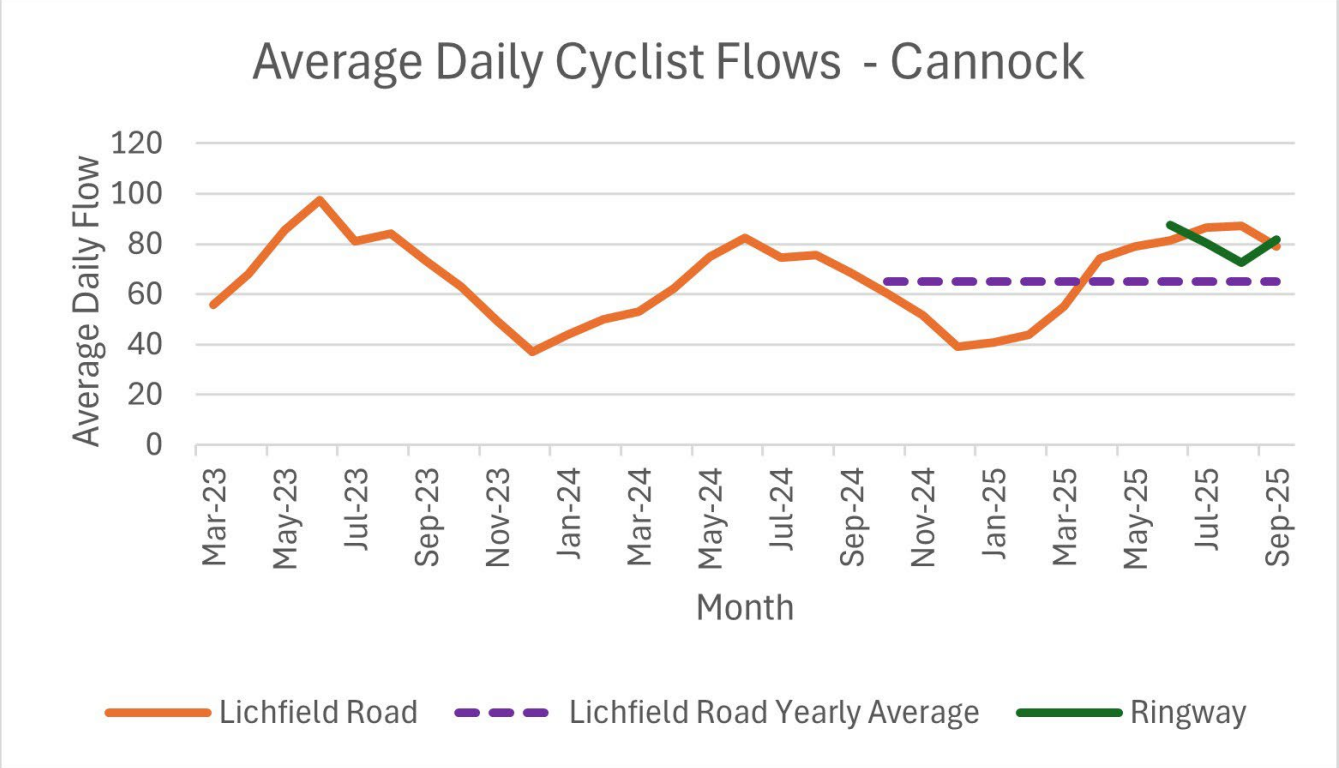
Staffordshire County Council

Bus Reliability Rugeley

18. Pedestrian and cycling data

To analyse walking and cycling levels SCC's permanent active travel sensors have been interrogated, extracting average daily walking and cycling flows each month. The dates which have been included vary due to differing dates of sensor instalment or the implementation of Active Travel Schemes affecting data collection.





19. Walking Audits

Staffordshire's published LCWIP includes walking audits for the town and city centres of the six largest settlements. These were conducted in 2019 prior to the publication of LTN 1/20 active travel infrastructure guidance and are available online: Walking and cycling - Staffordshire County Council

These will be reviewed as part of the LTP. Smaller settlements have been considered as part of the geographical expansion of the LCWIP.

In Spring 2023, Walk Wheel Cycle Trust carried out walking audits in Norton Canes and Rugeley, using the WRAT (Walking Route Audit Tool). The purpose was to identify the issues most in need of improvement from the perspective of infrastructure, in five categories: attractiveness, comfort, directness, safety, coherence. The audit routes had been determined using data modelled by the Connectivity Strategy team, considering local trip generators such as schools and local centres with shops and services. For each route, we listed the issues with the highest priority for intervention.

The audits used a technical method to objectively assess infrastructure; as a complement to this, in May 2024 Walk Wheel Cycle Trust carried out engagement in Norton Canes, Rugeley and Brereton libraries and online, asking people who use (or do not use) these routes in their daily lives to share their actual experiences and travel behaviour. The questions that we set out to explore in the engagement were:

- Are these routes important for local residents? Do they think others are (more) important to the community?
- Where do they walk/wheel, and to which destinations?
- Why do they walk/wheel?
- If they don't walk/wheel in the local area, why not? What are the barriers for them?
- What do they think of the current infrastructure? What is good and what could be improved?

Through interactive maps, a survey and conversations with people about walking and wheeling, various quantitative, qualitative and geospatial data were collected and analysed.

Norton Canes

A summary of the findings of the walking audit were published on SCC's Let's Talk Transport website.

From the engagement data, some key themes emerged, which highlighted the most important issues that require improvement:

1. The state of pavements:

a. Uneven surface, poor maintenance
b. Too narrow, including obstruction by overgrown vegetation
c. Parking of cars on pavements – obstruction and damage caused
d. More/better dropped kerbs needed – particularly for people who use a mobility aid or pushchair

2. More/better signage needed
3. Difficult to cross busy roads
4. Personal safety
5. People like green and blue spaces – walking/wheeling away from roads and therefore not near traffic (noise, pollution, danger), surrounded by nature.

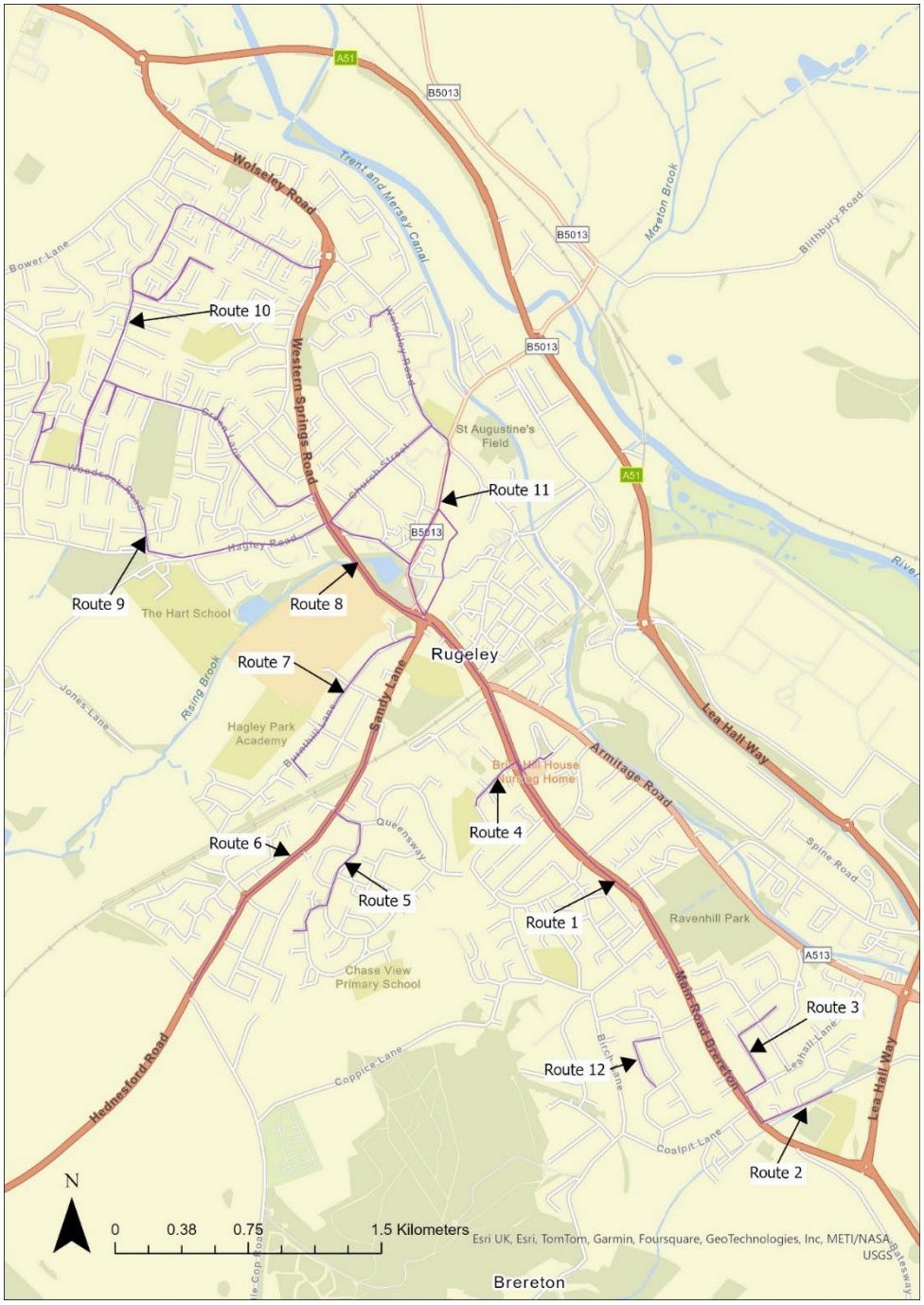
Map of walking routes that were scored using the WRAT in Burntwood and Norton Canes, Produced by Walk Wheel Cycle Trust 2024

Rugeley

A summary of the findings of the walking audit was published on SCC's Let's Talk Transport website.

From the engagement data, some key themes emerged, which highlighted the most important issues that require improvement:

1. The state of pavements:
    a. Uneven surface, poor maintenance
    b. Too narrow, including obstruction by overgrown vegetation
    c. Parking of cars on pavements – obstruction and damage caused
    d. More/better dropped kerbs needed – particularly for people who use a mobility aid or pushchair
    e. Poor drainage
2. More/better signage needed
3. Difficult to cross busy roads
4. People like green and blue spaces – walking/wheeling away from roads and therefore not near traffic (noise, pollution, danger), surrounded by nature.

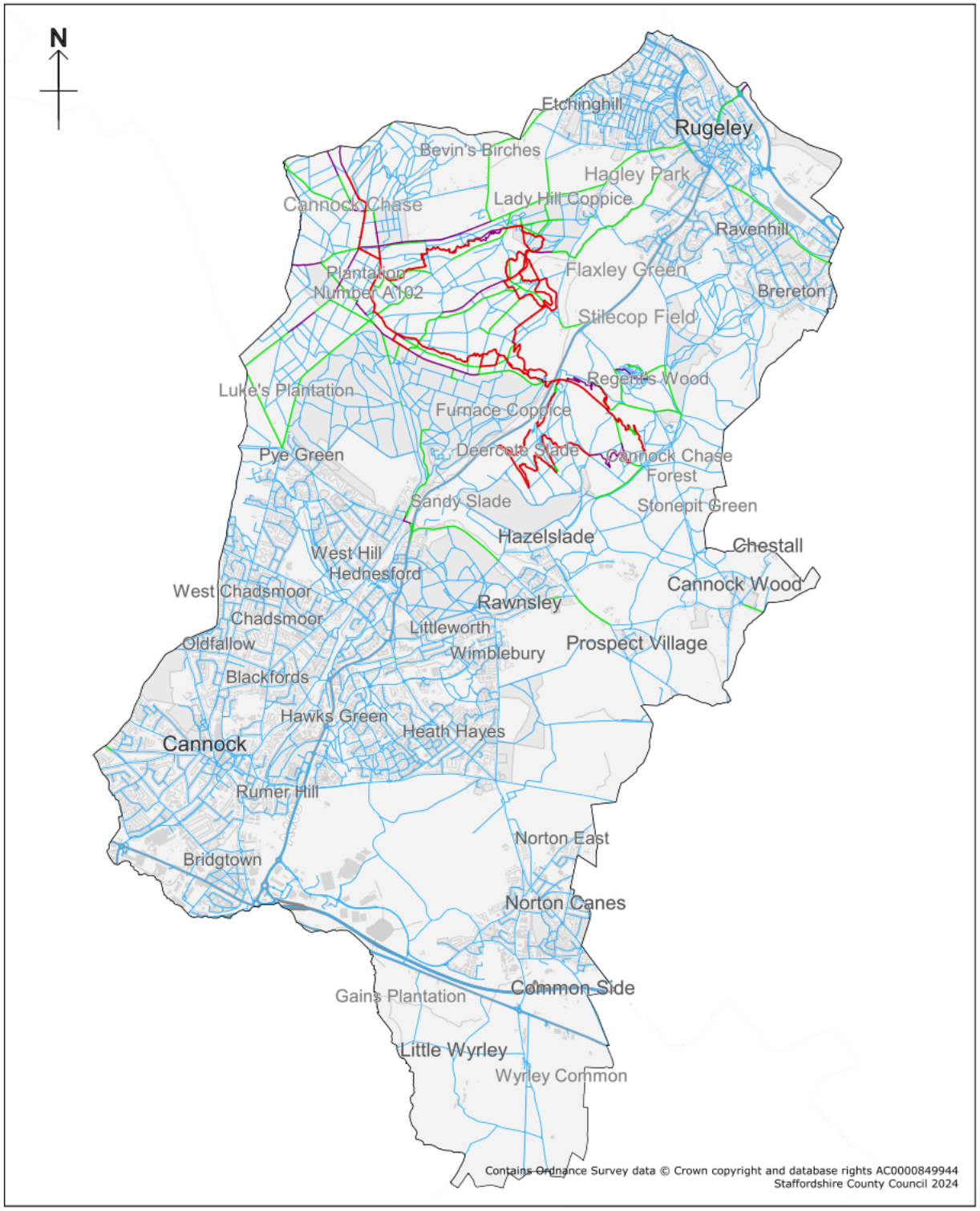


Map of walking routes that were scored using the WRAT in Rugeley, Produced by Walk Wheel Cycle Trust 2024

20. Cycling levels (Strava)

Staffordshire has acquired Strava data which produces heatmaps demonstrating the level of cycling which occurred on routes across the county during 2022. The data is shown in statistical quartiles of the number in the observations of the data.

Strava data is taken from rides that are uploaded or shared to the platform by users. The rides uploaded will consist of commuting, leisure cycling and other cycling activities such as sportives, time trials or other events. It has been noted that data is recorded along some inappropriate routes which may be due to the Strava app continuing to operate beyond the finish of the cycle trip.



Total Annual Journeys

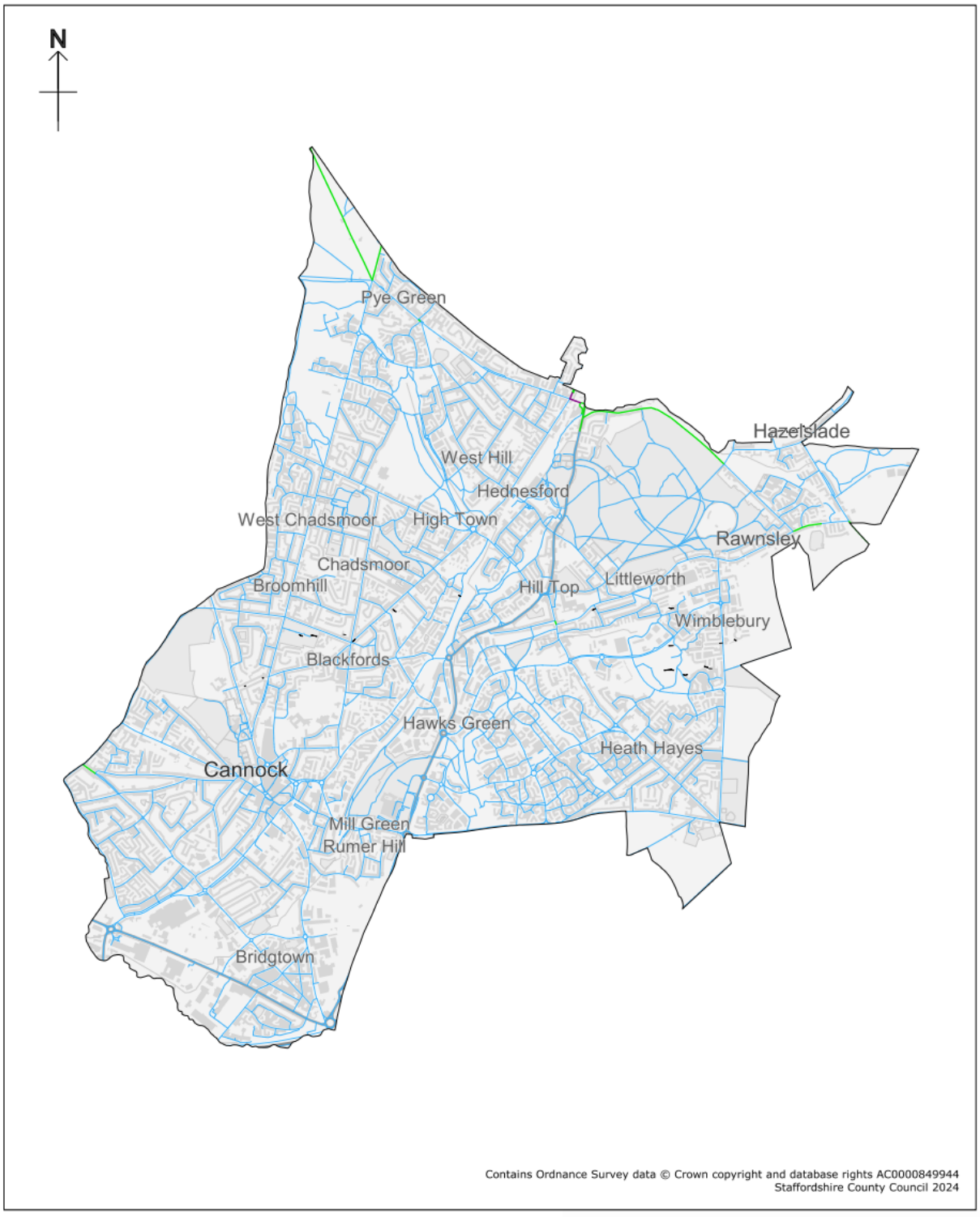
- 5-4579
- 4580-9157
- 9158-13735
- Over 13736

The data used is taken directly from Strava

Staffordshire County Council

2022 Strava Cycle Journeys in Cannock Chase District

Scale: 1:65000



Total Annual Journeys

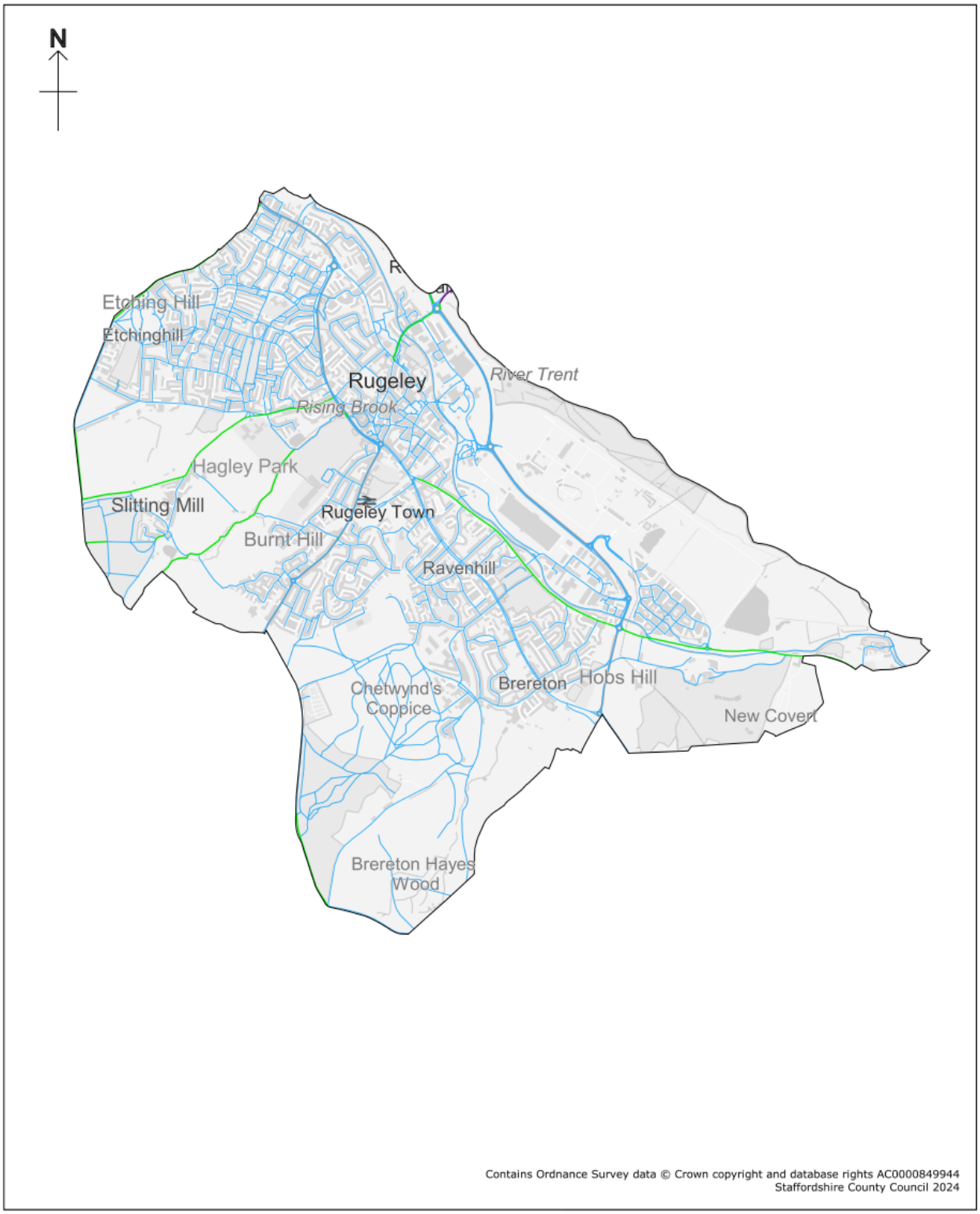
- 5-4579
- 4580-9157
- 9158-13735
- Over 13736

The data used is taken directly from Strava

Staffordshire County Council

2022 Strava Cycle Journeys in Cannock

Scale: 1:40000



Total Annual Journeys

- 5-4579
- 4580-9157
- 9158-13735
- Over 13736

The data used is taken directly from Strava

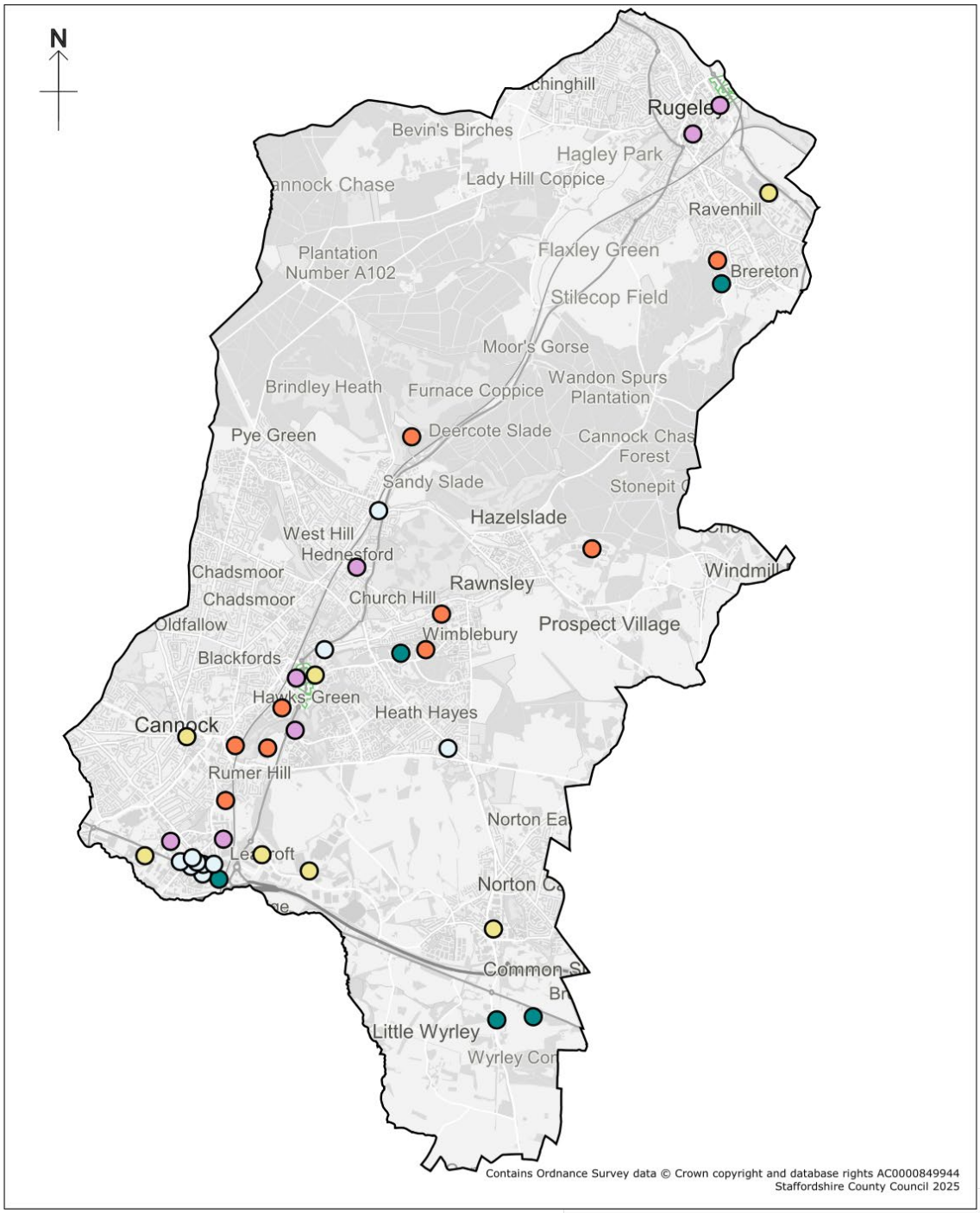
Staffordshire County Council

2022 Strava Cycle Journeys in Rugeley

Scale: 1:35000

21. Key Employers

The Inter-Departmental Business Register (IDBR) 2024 enables the identification of key employment opportunities locally based on the number of jobs at businesses.



Number of Employees

- 3273 or above
- 1098 to 3272
- 490 to 1097
- 250 to 489
- 89 to 249
- 3 to 88

Scale: 1:65000

Staffordshire County Council

Employment Destinations

22. Accessibility to Town Centres

Accessibility planning software has been used to assess walk, cycle, and public transport access to town centres within our Type 1 settlements. The software utilises Staffordshire's Road network, along with bus and rail timetables, to calculate access levels. These calculations reflect travel within:

- a 20-minute walk,
- a 20-minute cycle,
- and a 30-minute public transport journey (including walking time), based on weekday travel between 08:00 and 09:00.

This contours of which can be seen on the maps below.

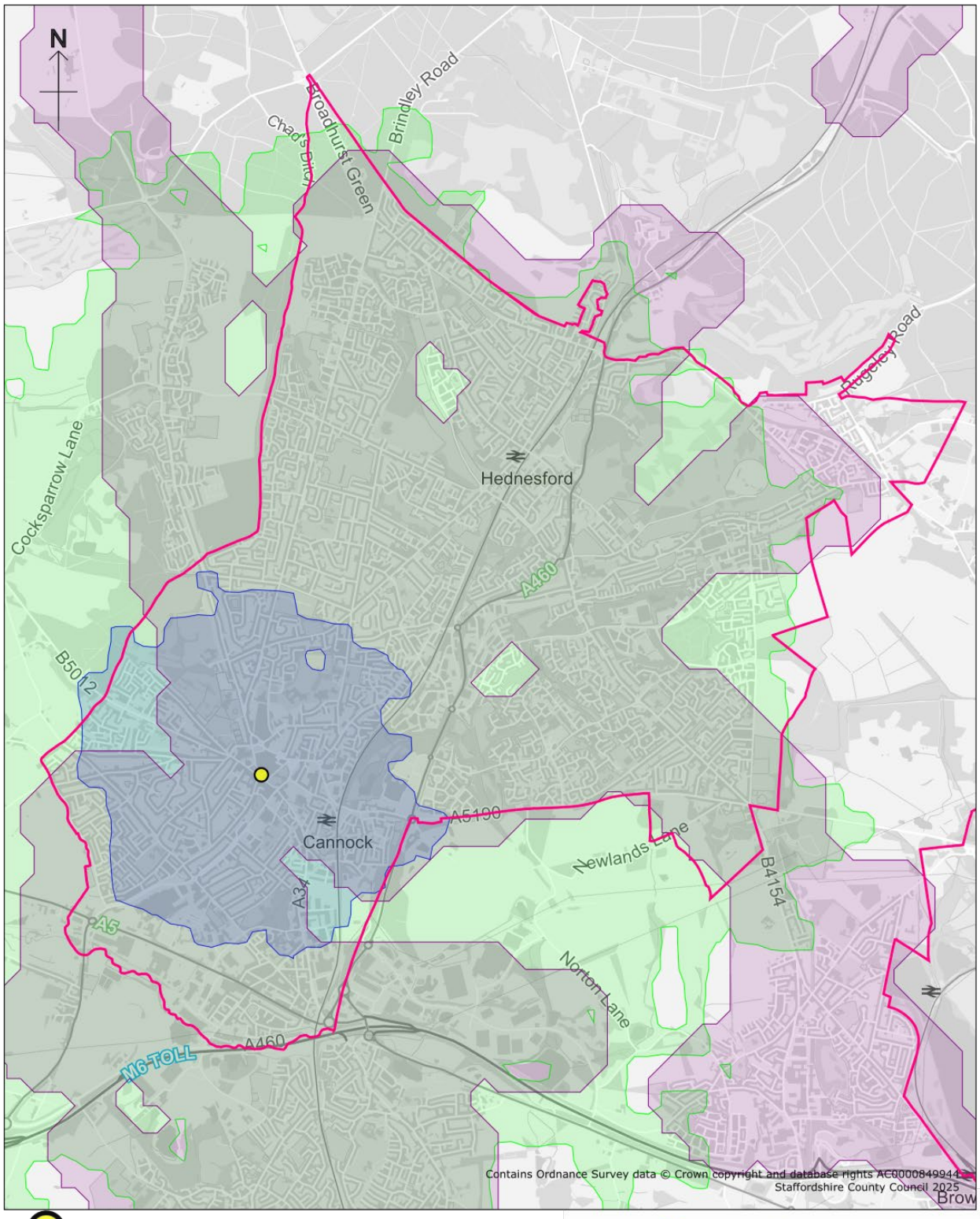
The resulting tables show the percentage of the population in CAST settlements that can access town centres via each mode of transport.

Number of residents that live within a 20-minute walk or 20-minute cycle ride from the town centre, 2025

Town centre	Population	Percentage - Walking	Percentage - Cycling
Cannock	65,683	26%	98%
Rugeley	26,655	56%	100%

Residents who live within 30-minutes bus travel time to the town centre, 2025

Town centre	Population	Percentage
Cannock	65,683	94%
Rugeley	26,655	95%



Town Centre

Within 30 minutes of Public Transport

Within 20 Minutes of Cycling

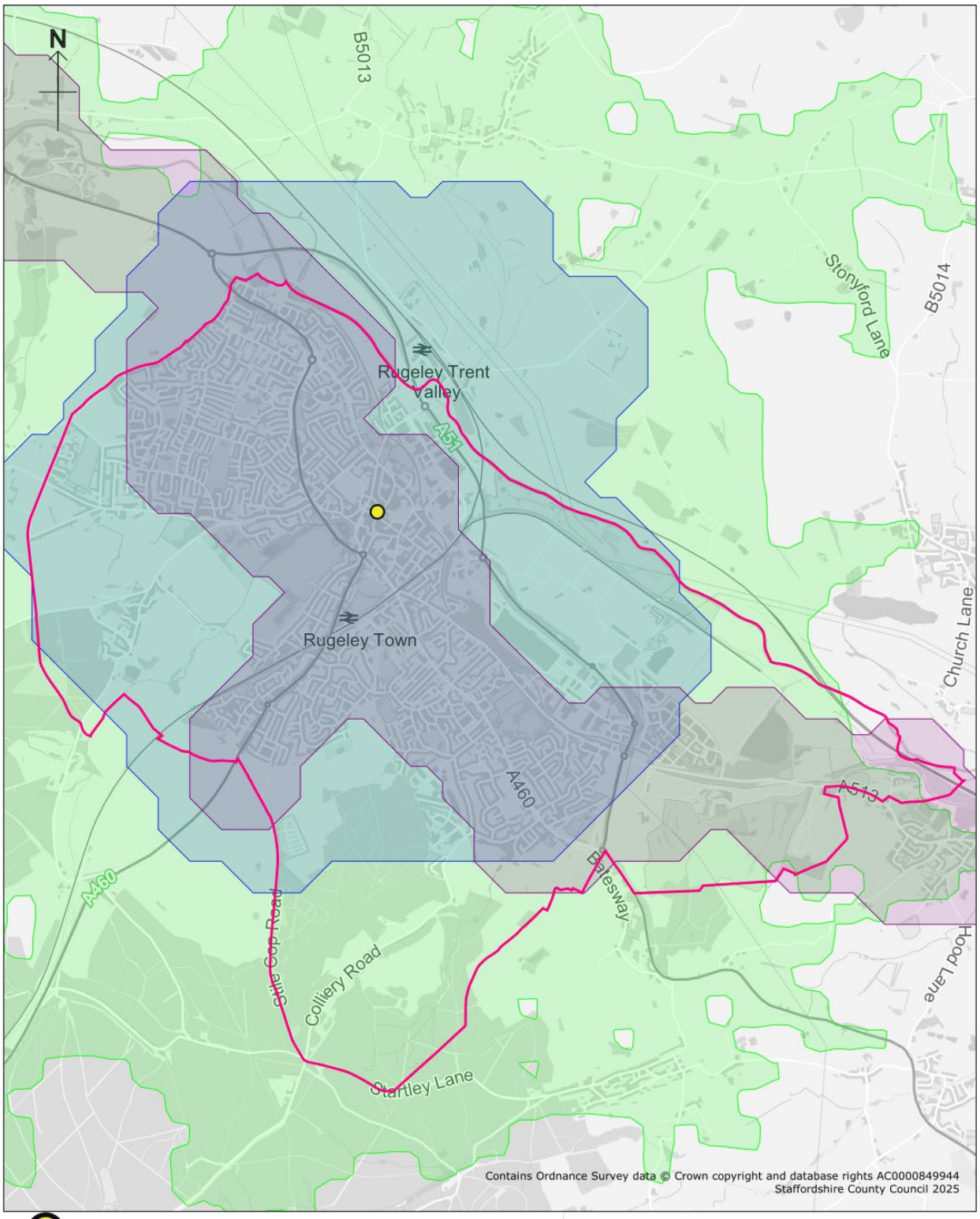
Within 20 Minutes of Walking

Tier 1 Settlement Boundary

Scale: 1:37000

Staffordshire County Council

Access to Cannock Town Centre by Methods of Transport



Town Centre

Within 30 minutes of Public Transport

Within 20 Minutes of Cycling

Within 20 Minutes of Walking

Tier 1 Settlement Boundary

Scale: 1:32000

Staffordshire County Council

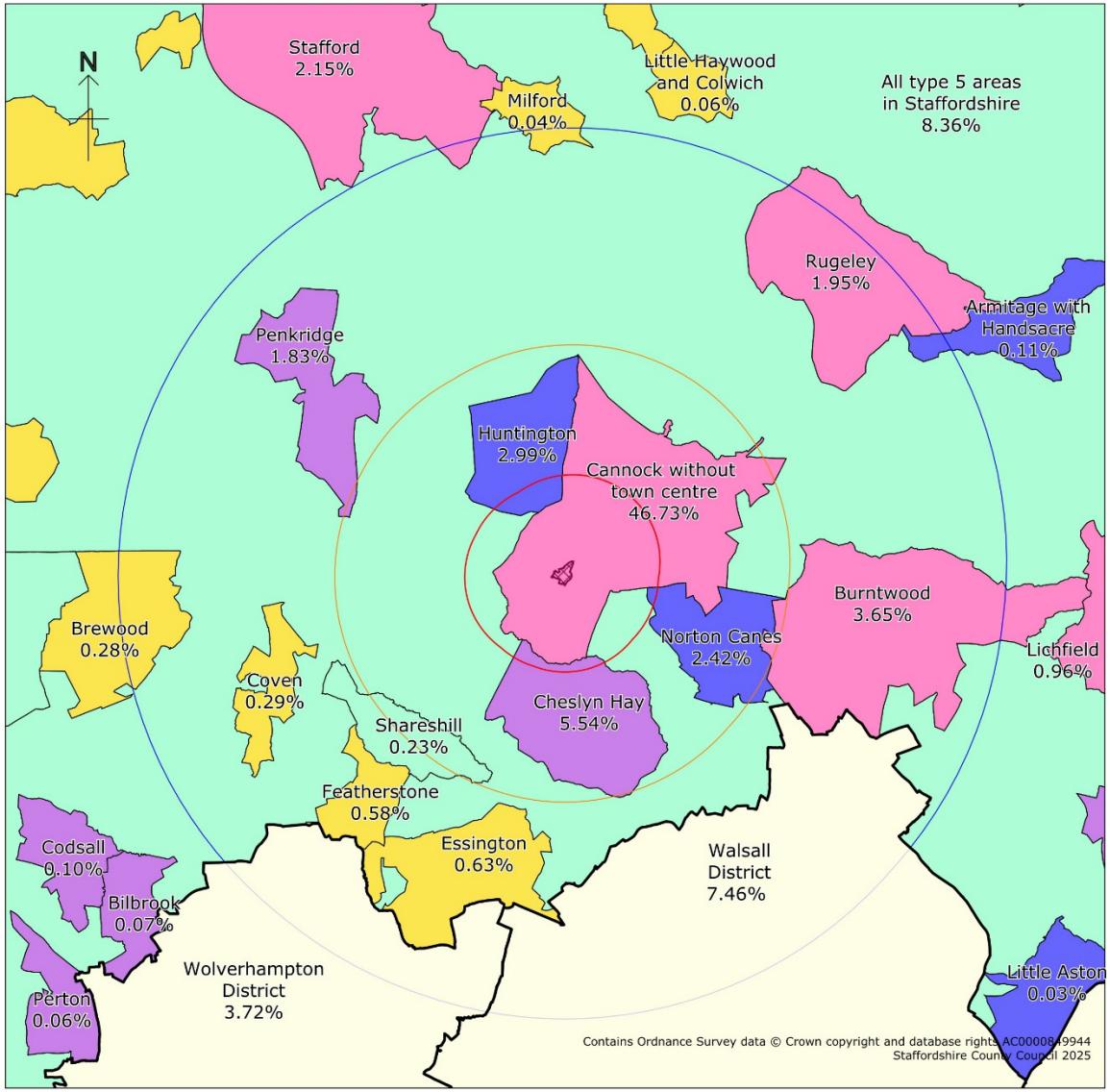
Access to Rugeley Town Centre by Methods of Transport

Vehicular journeys to town centres

TomTom analysis has been conducted to determine where vehicular journeys start and end. Using the CAST settlements (Capability to achieve suitable transport) we can analyse where journeys from one CAST area (or wider county) end their trip. These settlements are used as origin points and the town centre areas used as destination points.

Staffordshire County Council

Cannock



Staffordshire County Council

1. Settlements with all travel options available and close proximity to facilities

2. Settlements adjacent to those with all travel options and facilities

3. Settlements on key transport corridors with some facilities

4. Settlements with bus services and limited proximity to facilities

5. Settlements with very limited transport infrastructure and remote from facilities

2km buffer

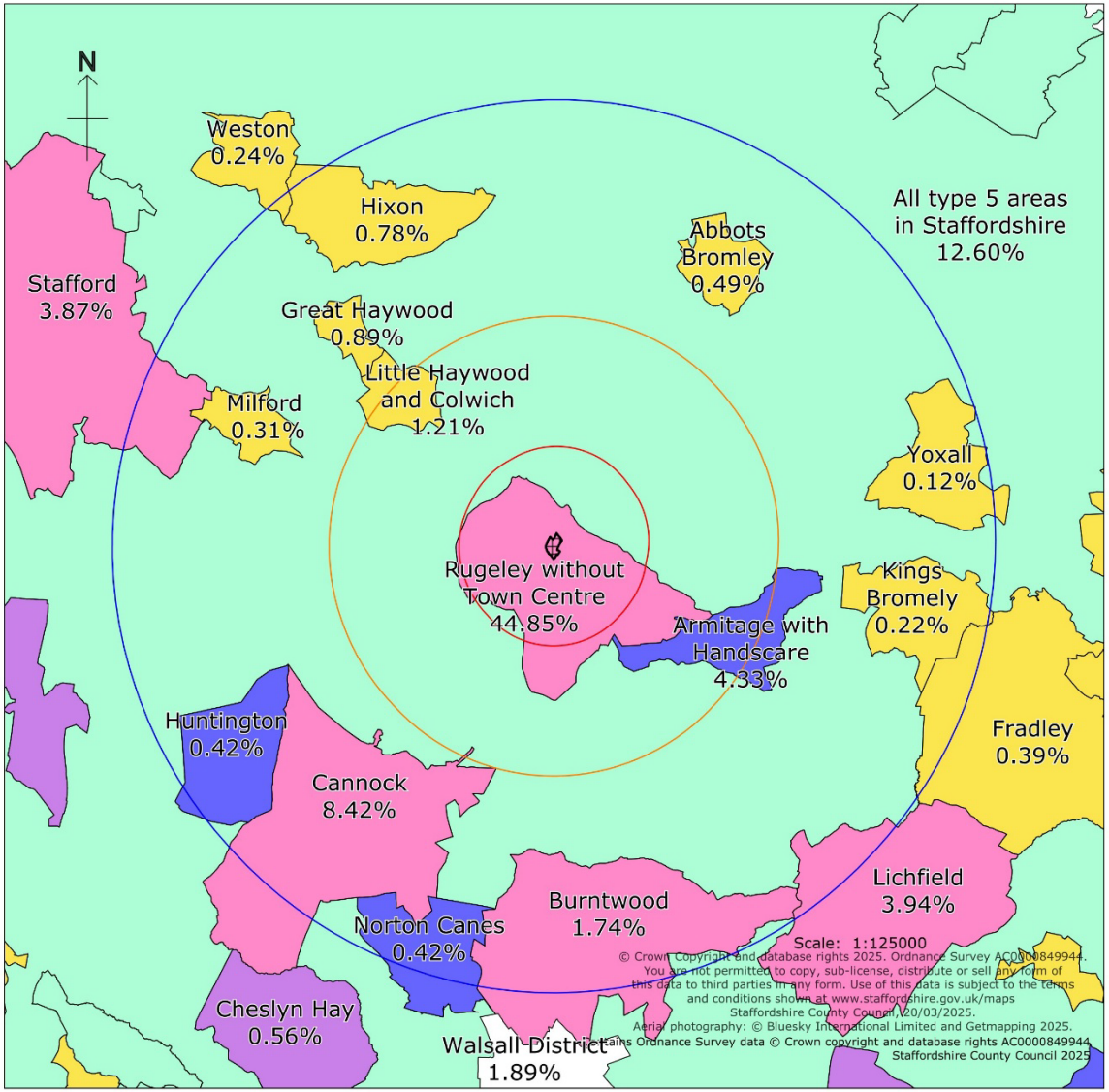
5km buffer

10km buffer

Scale: 1:125000

Staffordshire County Council

Rugeley



Staffordshire County Council

1. Settlements with all travel options available and close proximity to facilities
2. Settlements adjacent to those with all travel options and facilities
3. Settlements on key transport corridors with some facilities
4. Settlements with bus services and limited proximity to facilities
5. Settlements with very limited transport infrastructure and remote from facilities

2km buffer

5km buffer

10km buffer

Staffordshire County Council

For more information please contact:

Connectivity and Sustainability
Transport and the Connected County
Staffordshire County Council
No. 1 Staffordshire Place
Stafford
ST16 2LP

Tel: 0300 111 8000
Email: transport.planning@staffordshire.gov.uk

If you would like this information in large print, Braille, audio tape/disc, British Sign Language, or any other language, please contact us on 0300 111 8000 or email transport.planning@staffordshire.gov.uk