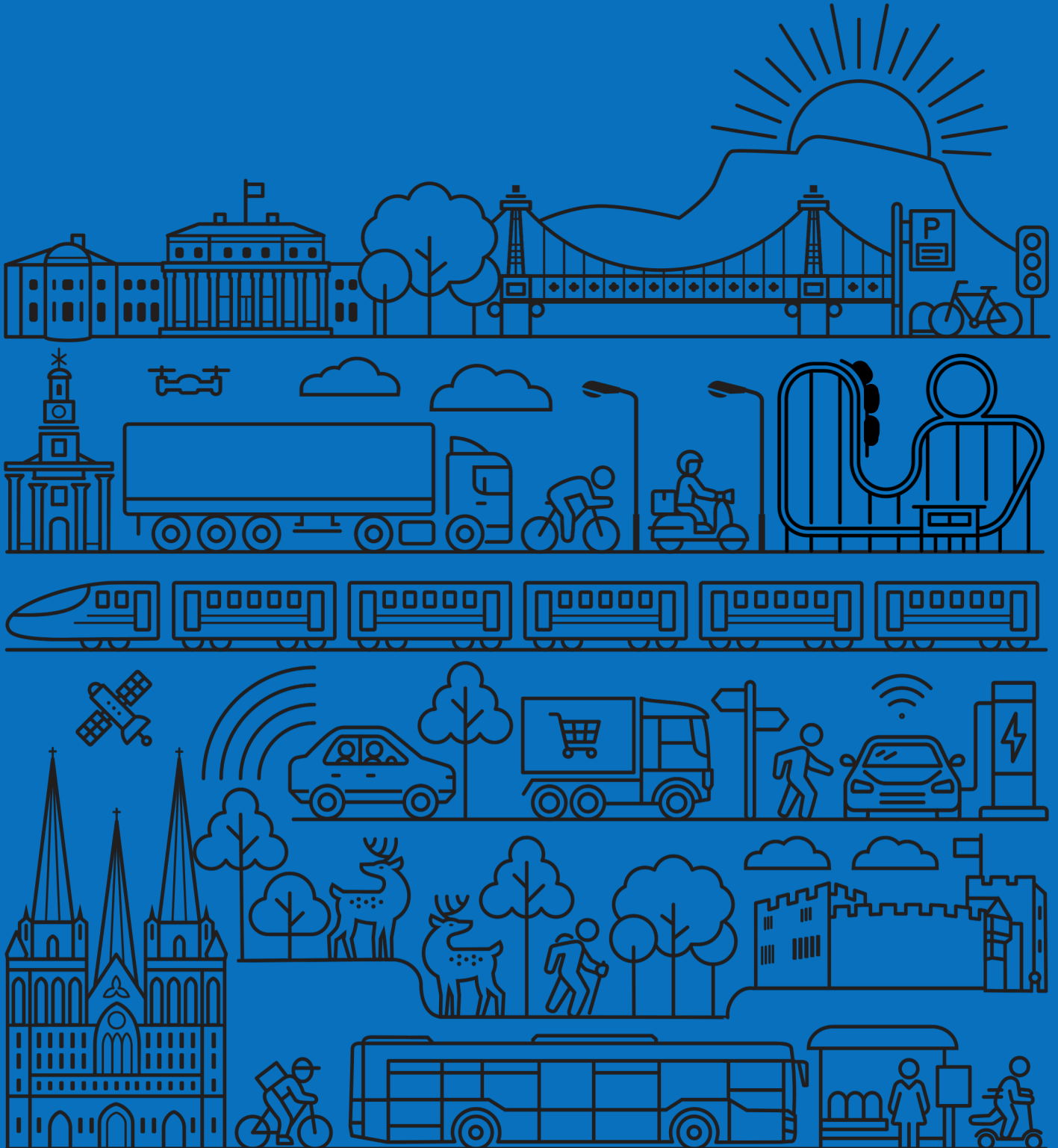


# STAFFORDSHIRE

# Draft Local Transport Plan

## 2025

## Executive Summary



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# 1. Introduction

This is our final draft version of Staffordshire’s new Local Transport Plan (LTP), prior to producing our publication version.

It provides the strategic outline business case for investment, setting out our vision for the county’s road and transport network, and our asks of National Government and stakeholders. It includes our five-year investment ask and longer-term objectives.

The LTP is positioned as a criterion for future devolution agreements. It will help to define our future key route network; provide a basis for our formal partnerships with National Highways and Great British Railways; and inform the transport priorities for our future Local Growth Plan and Spatial Development Strategy.

# 2. Policy Context

The LTP’s vision and strategic objectives are set out in Figure 1, along with their links to other plans and strategies prepared by the council. Table 1 details how the LTP will contribute towards these plans and strategies.

Figure 1: Linkages between the LTP and wider council strategies and plans



Table 1: LTP's contribution towards the delivery of wider council plans and strategies

Other County Council Strategies	LTP's Contribution
Staffordshire Health and Wellbeing Strategy, 2022	Increasing levels of walking and cycling will support the Staffordshire Health and Wellbeing Board's priorities of healthy ageing, good mental health and healthy weight.
Staffordshire Economic Strategy, 2023	Better transport connectivity supports the regeneration of our town centres, and enables people to benefit from better paid, local jobs, and aspirations for the A50/A500, A38 and A449 corridors.
A Place to Prosper, Invest in Staffordshire, 2023	Better transport connectivity supports the promotion of strategic development sites, the visitor economy, and access to learning, particularly for those without a car.
Visitor Economy Action Plan for Staffordshire, 2023	Improved access to key tourist destinations will contribute to economic growth, supporting the quality of our tourism offer.
Staffordshire Employment and Skills Strategy, 2023	Better access to education, training and employment opportunities will benefit people, communities, and the economy. The LTP supports economic and social inclusion by making access to these opportunities easier, which can lead to increased employment rates, higher incomes, and improved quality of life.
Enhancing Nature, Staffordshire's Natural Environment Strategy, 2024	The LTP plays a crucial role in protecting and enhancing our natural environment, both now and for future generations. When delivering the LTP it is vital that opportunities to enhance the environment are maximised and any negative impacts are minimised or mitigation measures put in place.
Staffordshire Communities Strategy, 2024	Better transport connectivity fosters social inclusion by enabling access to essential services, employment, education, and social opportunities. Whilst transport and roads can negatively impact public health (e.g. air and noise pollution), they can also promote physical activity and reduce health inequalities.
Staffordshire Digital Innovation Strategy, 2024	Increasing use and integration of digital technologies, data, and connectivity into how the local road network is managed, will improve safety, efficiency, and the overall customer experience.

Sitting beneath the LTP are more detailed, theme-based strategies, including the Highway Infrastructure Asset Management Plan, the Traffic and Network Management Plan, the Local Cycling and Walking Infrastructure Plan, and the Bus Service Improvement Plan.

The LTP explains how we align with National Government's five strategic priorities that relate to transport, which are:

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

### **3. Engagement and Consultation**

Comprehensive and wide-ranging engagement activities took place during 2023 and 2024. This helped us to understand the views of our residents, businesses and stakeholders. A summary of the activities and our responses to the feedback we received can be viewed in Appendix 1.1.

In 2025, we consulted residents, businesses and stakeholders on our draft LTP. This final version of the LTP recognises the outcome of this exercise. Appendix 1.2 sets out the results of the public consultation and highlights the changes that have been made to the LTP to reflect the feedback we received.

We have consulted on our Integrated Impact Assessment that was developed alongside the LTP. It comprises a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA); Health Impact Assessment (HIA); Community Impact Assessment (CIA); and Equality Impact Assessment (EqIA).

### **4. Transport Evidence Base**

An extensive evidence base was established to identify baseline travel patterns in Staffordshire by all modes of transport. The main datasets used were:

- 2023 Staffordshire Household Travel Survey, showing why, how and when people travel.
- 2024/25 Vehicle Satnav data, showing how far and where people are travelling to and where this is resulting in traffic delays.
- 2025 Accessibility analysis, showing journey times to services and facilities by different modes of transport.
- 2021 Census, showing car ownership and the journey to work.
- 2024 Traffic volume data, showing trends and peak travel times at key locations.
- 2024/25 Public transport patronage and reliability.
- 2022 Carriageway condition surveys.
- 2024 Bus stop audits.

## 5. Scheme Delivery

Five Delivery Principles have been established to ensure that the choices made on which schemes deliver have a sound business case, add value, contribute to social good, and protect the natural and built environment. We will target our spend where it delivers the greatest outcomes measured by our Key Performance Indicators. The Delivery Principles are:

1. Enable People to Make the Right Travel Choice
2. Create Vibrant, Prosperous and Attractive Places
3. Create Healthy, Safe and Inclusive Communities
4. Enhance the Natural Environment
5. Adopt an Infrastructure-light Approach

Scheme delivery will be:

- **Time-Specific:** we need to deliver schemes at the right time to ensure a whole-road, whole-asset approach to scheduling planned works, fixing as much as we can in one go to reduce disruption and repeat visits.
- **People-Specific:** we will make improvements for the people who need it the most, and for those who will benefit the most from greater travel choice.
- **Place-Specific:** we will choose the right location to deliver a scheme to ensure that we are achieving the greatest benefits in the most cost-effective manner.

## 6. Public Transport

The Public Transport chapter describes the issues and proposed solutions related to passenger rail travel, rail freight, bus travel and other public travel options. The four theme objectives are:

**Objective 1:** Ensure multi-modal connectivity for all, to, from and within rail stations.

**Objective 2:** Improve rail passenger and freight services.

**Objective 3:** Deliver high-quality bus services that are reliable, accessible and easy to use.

**Objective 4:** Provide other public travel options where frequent bus services are not available.

### Our asks of National Government

- Our five-year investment ask for public transport is **£22,250,000** capital and **£80,875,000** revenue funding (2025 estimates).

### Some of our asks of stakeholders

- West Midlands Rail Executive, Train Operating Companies and Great British Railway to improve access to rail stations and their facilities, introduce integrated ticketing, and enhance capacity and service quality.
- Bus operators to work collaboratively through the Bus Enhanced Partnership to grow patronage.

## Our Commitments

- Undertake a Bus Network Review that recommends the changes required to our bus services to enable growth in passengers.
- Explore the options for bus franchising.
- Review procurement arrangements and bus contracts, placing greater emphasis on achieving bus patronage growth.
- Undertake bus passenger surveys and create a bus user forum.
- Work with Midlands Connect on integrated ticketing.
- Support local communities to develop community transport schemes.
- Work with key stakeholders to make taxi and private hire vehicle standards higher and more consistent for users.
- Explore opportunities for shared travel schemes, such as car clubs and e-bike hire.

## 7. The Road Network

The Road Network chapter describes the issues related to maintaining the local road network and managing the movement of people and goods. The four theme objectives are:

**Objective 5:** Improve the safety and efficiency of the Strategic Road Network to deliver a positive impact on the local road network.

**Objective 6:** Improve the safety, efficiency and journey time reliability of the local road network.

**Objective 7:** Deliver a whole-life asset management approach to improve the condition of the local road network.

**Objective 8:** Support the efficient movement of freight whilst minimising the adverse impacts it can have on local roads and communities.

### Our asks of National Government

- Our five-year investment ask for the road network is **£685,882,000** capital and **£178,939,000** revenue funding (2025 estimates).
- A consistent approach to funding over the next 10 years to enable us to deliver a more efficient service with better condition outcomes.
- A collaborative approach with logistics operators, businesses and local communities to help to minimise the negative impacts of freight and the logistics sector.

### Some of our asks of stakeholders

- National Highways to ensure that the Strategic Road Network meets the needs of Staffordshire residents and businesses and unlocks national connectivity.
- Local planning authorities to consider the needs of goods vehicles (and their drivers) in new employment developments.



## Our Commitments

### Road Safety

- Work with the Safer Roads Partnership to publish a new data-led Road Safety Strategy that focuses on safe roads, safe road users and safe vehicles.
- Embed the principles of the 'Safe Systems' approach across all our works on the road network.
- Use digital technology to identify road safety issues and risk locations.
- Apply the Highway Code's 'Hierarchy of Road Users' to decision-making that places those road users most at risk in the event of a collision at the top of the hierarchy
- Consider preparing a policy on pavement parking.

### Managing the Movement of People

- Seek new powers to enforce moving traffic offences.
- Seek new powers to operate a Lane Rental Scheme.
- When we have possession of the network we will complete as much work as possible across the assets in that location.
- Improve communications on roadworks with residents and businesses.
- Consider options that will aid control and management of works on the highway

### Road Maintenance

- Improve the accuracy of our network inventory.
- Deliver a maintenance programme that adds life to our road network and seeks to minimise rates of deterioration over time.
- Consider options for penalising poor reinstatement of carriageway and footways following street works and incentivise good practice.
- Integrate road maintenance and improvement programmes.
- Adopt a risk-based approach to the replacement and potential removal of guard rail and similar assets.
- Consider the appropriate management of highway assets of environmental and historic value in planned maintenance programmes.
- Continue regular inspections and preventative maintenance to minimise flooding problems on our resilient network.

### Freight

- Work with local planning authorities to plan for secure overnight parking, driver welfare facilities and consider trials for urban-fringe freight consolidation hubs via the Local Plan process.



## 8. Inclusive and Active Communities

The Inclusive and Active Communities chapter describes the economic, social, and environmental benefits of walking, wheeling and cycling. The three theme objectives are:

**Objective 9:** Ensure the road network provides facilities that make walking, wheeling and cycling convenient and safe for all.

**Objective 10:** Increase the use of the Public Rights of Way network.

**Objective 11:** Deliver promotional activities that complement our active travel infrastructure.

### Our asks of National Government

- Our five-year investment ask for inclusive and active communities is **£43,850,000** capital and **£19,850,000** revenue funding (2025 estimates).
- Update the national Cycling, Walking Investment Plan (CWIP).
- Revise guidance, legislation and standards relating to Public Rights of Way.

### Some of our asks of stakeholders

- Partners, such as Walk Wheel Cycle Trust, Canal and River Trust and local planning authorities, to work collaboratively to increase levels of walking, wheeling and cycling.

### Our Commitments

#### Walking, Wheeling and Cycling Infrastructure

- Update Staffordshire's LCWIP to cover the whole of the county.
- Apply Active Travel England toolkits when designing walking and cycling schemes.
- Establish a process for engaging with under-represented groups on highway and transport schemes
- Adhere to LTN 1/20 design guidance as much as possible when designing walking and cycling schemes.
- Use the LCWIP to secure developer contributions and support funding applications.
- Seek new powers to enforce moving traffic offences to enable the delivery of School Streets.
- Focus investment on better maintaining existing assets, rather than installing new assets.
- Review our policy relating to waiting times at crossings to give greater priority to pedestrians.

#### Public Rights of Way Network

- Update the Public Rights of Way Improvement Plan focusing on improving the experience of all users, including those with reduced mobility.
- Complete a conditional review of Public Rights of Way path and associated assets and furniture.

### Promoting Active Travel

- Engage in national campaigns such as Walking Month and The Big Walk and Wheel.
- Work with businesses who want to develop their own travel plans.
- Develop our communications and publicity around active travel and inclusive transport.

## 9. Land Use and Transport Planning

The Land Use and Transport Planning chapter in the LTP describes how greater integration between land-use and transport planning will deliver improved economic, social, and environmental benefits for Staffordshire. The three theme objectives are:

**Objective 12:** Integrate land-use planning and transport infrastructure, and ensure development is located where there are, or will be, travel choices.

**Objective 13:** Ensure decisions made on the location and design of new development sites, provide high quality connectivity by active travel and public transport.

**Objective 14:** Provide high quality active travel and public transport connectivity when reshaping and revitalising our town centres.

### Our asks of National Government

- Our five-year investment ask for our town centre revitalisation programme is **£143,000,000** capital and **£250,000** revenue funding (2025 estimates).
- Guidance on the new 'vision-led' approach to transport planning.
- Guidance on Travel Plan and Transport Assessment good practice.

### Some of our asks of stakeholders

- Local planning authorities to ensure that land use planning decisions align with the LTP.
- Put into practice our new Residential Highway Design Code and ensure other Planning Design Codes are aligned.
- Local planning authorities and other key stakeholders to take a lead role in promoting a positive vision for our town centres.

### Our Commitments

- Provide infrastructure that supports the delivery of adopted Local Plans in Lichfield, Stafford, Newcastle-under-Lyme and Burton upon Trent.
- Provide transport planning advice to LPAs on emerging Local Plans.
- Continue to protect highway routes that are in line with the strategic objectives of the LTP.
- Recognise the objectives of the LTP when considering highway and transport responses to planning applications.
- Put into practice the new Residential Highway Design Code.

- Consider recommending that planning consent is refused if evidence suggests that a proposed development could lock-in car dependency.
- Ensure Transport Assessments use available local transport data.
- Produce annual Travel Plan delivery reports and use them to inform transport policy, strategy development and future land use planning decisions

## 10. Digital Connectivity

The Digital Connectivity chapter describes how the harnessing of data, technology and connectivity will give the Council, its stakeholders, and the public, the choice not to travel, and improve how the local road network is operated and used. The two theme objectives are:

**Objective 15:** Improve digital connectivity to give people the option not to travel and improve the way the road and transport networks operate.

**Objective 16:** Improve data sharing with partners to enhance the efficient and safe operation of the local road network.

### Our asks of National Government

- Review the way the telecoms sector operates and provide infrastructure to avoid the need for multiple operators installing different fibre in the same street. This causes significant damage to the road network and temporary disruption to digital connectivity.
- Reform the General Data Protection Regulation (GDPR) regime to allow public bodies to share data with organisations that follow the rules of the UK Digital Identity and Attributes Trust Framework.

### Some of our asks of stakeholders

- All partners to optimise the use of digital technology and data sharing between transport providers.
- Roll out gigabit broadband coverage across all areas of the county and increase levels of full-fibre connectivity.
- Roll out 5G mobile coverage and address the remaining 4G 'not-spots' and hard-to-reach premises.

### Our Commitments

- Keep track of the current digital connectivity status of the county and push for faster implementation of high-speed internet and 5G mobile technology (including Fixed Wireless Access), focusing on areas that are hard to reach.
- Consider entering open access agreements, which would allow mobile network operators to utilise our street assets to increase their networks' capacity.
- Consider installing ducting for the use of fibre cabling during the construction or upgrading of the road and footway networks.
- Introduce improvements to make digital support services more accessible and effective.

- Regularly review and identify groups at risk of digital exclusion and work with them, and stakeholders, to meet evolving needs.
- Explore social tariffs for lower-income areas, to enable more people to access broadband services.
- Work with Midlands Connect to ensure that data sharing between all transport providers becomes standard practice.
- Strengthen the use of digital information and data sharing across highway and transport teams within the Council.

## 11. Low Emission Vehicles

The Low Emission Vehicle chapter describes how transport impacts on the natural environment and what support will be provided to those residents and businesses who want to use low emission vehicles. The two theme objectives are.

**Objective 17:** Facilitate the transition to low emission vehicles amongst residents and businesses by focusing on off-road charging locations.

**Objective 18:** Support the bus industry by enabling investment in low emission buses and charging infrastructure.

### Our asks of National Government

- Our five-year investment ask to support the transition to low emission buses is **£12,500,000** capital funding (2025 estimates).
- Commit to investing in the Fifty500 Midlands Growth Corridor.
- Develop a strategy to accelerate the adoption of alternative fuels.

### Some of our asks of stakeholders

- Midlands Connect to lead on identifying options to support the uptake of low emission freight vehicles.
- Distribution Network Operators to ensure an appropriate and equitable distribution, and affordability of charge points across the county.
- Local planning authorities to deliver the National Government mandate that all new homes and buildings have vehicle charging points.
- Bus operators to agree to a refreshed Enhanced Partnership agreement to ensure Staffordshire's bus fleet is contributing to National Government targets.
- Bus operators to provide investment in their electric bus fleet.

### Our Commitments

- Publish a new Public Electric Vehicle Charging Infrastructure Strategy.
- Deliver community charging projects as part of the National Government LEVI programme, focusing on the needs of Staffordshire.
- Review our current fleet and plan for the transition to low emission vehicles where it delivers value for money.
- Review our property assets (including highway depots, enterprise parks and schools) as potential locations for electric vehicle charge points.

- Review our procurement contracts to set minimum standards for the emissions of our suppliers' vehicles, ensuring value for money.

## 12. Investment Ask

The asks in Table 2 represent indicative forecasts of the level of investment that the council is expecting to need to make progress towards achieving the LTP objectives. With lower levels of investment, the LTP's outcomes will take longer to achieve. Scheme investment programmes will be developed and approved as resources become available.

Table 2: Five Year Investment Ask, 2026/27 - 2030/31

Theme Objective	Output	Investment Ask £'000	
		Capital	Revenue
Public Transport			
<b>Objective 1:</b> Ensure multi-modal connectivity for all, to, from and within rail stations.	Improved accessibility to Tamworth, Stafford, Uttoxeter, Hednesford and Shenstone rail stations.	6,400	1,050
<b>Objective 3:</b> Deliver high-quality bus services that are reliable, accessible and easy to use.	Subsidised bus services, fare promotions, young person’s travel card, real-time information, bus stop upgrades and access to bus stops improved.	9,850	79,325
<b>Objective 4:</b> Provide other public travel options where frequent bus services are not available.	Taxi vouchers, Keele University Mobility Hub, Rural Mobility Hub pilot.	6,000	500
Sub-total		22,250	80,875
The Road Network			
<b>Objective 6:</b> Improve the safety, efficiency and journey time reliability of the local road network.	Major Road Network access for all corridors, road safety schemes, street lighting, traffic signals, traffic monitoring, digital traffic management, gain powers to enforce moving traffic offences and reduce the impact of temporary roadworks through a lane rental scheme.	123,400	79,000
<b>Objective 7:</b> Deliver a whole-life asset management approach to improve the condition of the local road network.	Carriageway and footway structural and preventative maintenance, bridge structural maintenance (inc. Chetwynd Bridge), drainage replacement, retaining walls and embankments maintenance, signs and road markings, routine/minor and reactive	562,482	99,939

	maintenance, bus stop maintenance.		
<b>Sub-total</b>		<b>685,882</b>	<b>178,939</b>
<b>Active and Inclusive Communities</b>			
<b>Objective 9:</b> Ensure the road network provides facilities that make walking, wheeling and cycling convenient and safe for all.	Cycle and walking networks in Stafford, Burton, Newcastle, Cannock, Tamworth and Lichfield, National Cycle Network and Canal towpaths, South Staffs rural network, footway maintenance and improvements, cycle network maintenance and permeability, School Streets, Healthy Streets, cycle parking.	33,850	6,600
<b>Objective 10:</b> Increase the use of the Public Rights of Way network.	Path network and green spaces improvement and maintenance, community paths initiative, structures maintenance programme.	10,000	3,000
<b>Objective 11:</b> Deliver promotional activities that complement our active travel infrastructure.	Social prescribing <sup>1</sup> , Bikeability for families, young people and adults, behaviour change research and marketing.	0	10,250
<b>Sub-total</b>		<b>43,850</b>	<b>19,850</b>
<b>Land Use and Transport Planning</b>			
<b>Objective 14:</b> Provide the active and public transport offer when reshaping and revitalising our town centres.	Town centre revitalisation programmes in Stafford, Burton, Tamworth, Lichfield, Cannock, Newcastle, Rugeley, Burntwood, Uttoxeter, Stone, Kidsgrove. Support for our smaller town centres	14,300	250
<b>Sub-total</b>		<b>14,300</b>	<b>250</b>
<b>Low Emission Vehicles</b>			
<b>Objective 18:</b> Support the bus industry by enabling investment in low emission buses and charging infrastructure.	Low emission buses on busiest bus corridors through air quality management areas, focusing on the north of the county.	12,500	0
<b>Sub-total</b>		<b>12,500</b>	<b>0</b>
<b>Total Investment Ask</b>		<b>778,782</b>	<b>279,914</b>
		<b>1,058,696</b>	

<sup>1</sup> Social prescribing is helping patients to improve their health, wellbeing and social welfare by connecting them to community services.

## 13. Monitoring and Evaluation

We will be repeating our Household Travel Survey in 2031 to see whether habits and opinions have changed. Success will be dependent on receiving the funding asks of National Government and commitment from partners and stakeholders.

Each year we will monitor progress towards achieving the LTP's objectives and every five years, we will review the whole document. The success of the LTP will be measured using the following key performance indicators that have been identified for all of the theme objective:

1. Number of DDA compliant rail stations
2. Number of passengers using rail stations
3. Number of new rail services
4. Number of rail services cut
5. Number of bus passenger journeys
6. Percentage of people satisfied with local bus services
7. Percentage of households within 400 metres of an hourly service
8. Percentage of buses running on time
9. Percentage of home-to-school taxis that are single occupancy
10. Number and coverage of community transport schemes
11. Number of schemes committed in the Road Investment Strategy (RIS)
12. Number of Air Quality Management Areas (AQMAs)
13. Number and severity of road traffic collisions
14. Levels of traffic delays in our main settlements
15. Percentage of LED traffic signals
16. Percentage of LED street lighting
17. Percentage of local roads in good/very good condition
18. Percentage of people satisfied with the condition of roads
19. Percentage of bridges that are in good/very good condition
20. Percentage of people satisfied with routes taken by heavy goods vehicles
21. Growth in active travel at monitored sites
22. Number of active travel schemes in the Capital Programme
23. Number of School Streets
24. Percentage of people satisfied with the Rights of Way network
25. Number of Walking Buses
26. Number of participants in the INTO (Inspiring New Travel Options) Scheme
27. Percentage of new housing allocations within urban areas
28. Number of travel plans meeting their agreed targets
29. Length of new and improved active travel routes in town centres
30. Number of bus stop upgrades in town centres
31. Percentage of premises with access to Gigabit / full fibre broadband
32. 5G coverage
33. Number of forward programmes shared by road and transport operators, and utility companies
34. Number of zero emission vehicles registered



35. Number of publicly available electric vehicle sockets
36. Number of zero emission buses
37. Number of bus depots with charging infrastructure