

STAFFORDSHIRE Local Transport Plan 2026

Protected Highway Routes Assessment



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1. Introduction

The Council has completed a review of 10 road alignments that we declare on local land searches but are not currently protected for legal reasons or to support planning, highway or transport policy. We have completed a preliminary assessment of the following routes to inform the decision whether to continue their protection, in line with the objectives of this Local Transport Plan.

2. Cheadle Bypass (A521 to A522)



Figure 1: Cheadle Bypass Route

Assessment against current policy

A bypass between the A521 and A522 west of Cheadle town centre would not have a significant impact on reducing traffic flows within the town centre itself and is not expected to be identified as a requirement to deliver development proposed in the Adopted Local Plan (2014 - 2033). However, it would be desirable to safeguard a route through the proposed development area to improve site access and the opportunity to provide active travel infrastructure. The link would need to be designed to provide the required capacity for a through route and should not negatively impact existing transport infrastructure, including a disused railway line.

Value for money

The proposed bypass would only provide value for money if it came forward as an access road for significant new housing or employment growth in Cheadle and therefore be funded via developer contributions.

Analysis of current trip patterns using SatNav data for 2024 shows that there is no justification for a bypass in terms of relieving traffic levels in Cheadle. There are no current journeys that would benefit from using the proposed bypass. Only around 1-2% of trips on either the A522 or A521 would potentially benefit from its construction, therefore the costs of the scheme are likely to outweigh its transport benefits.

Deliverability

The route could potentially be delivered as part of site access infrastructure serving new development as part of Cheadle's proposed housing allocation via the Adopted Local Plan (2014-2033). Given the reason for its potential construction, it should not be considered a bypass but rather an access road to a significant area of development facilitating Cheadle's housing needs.

Environmental impact

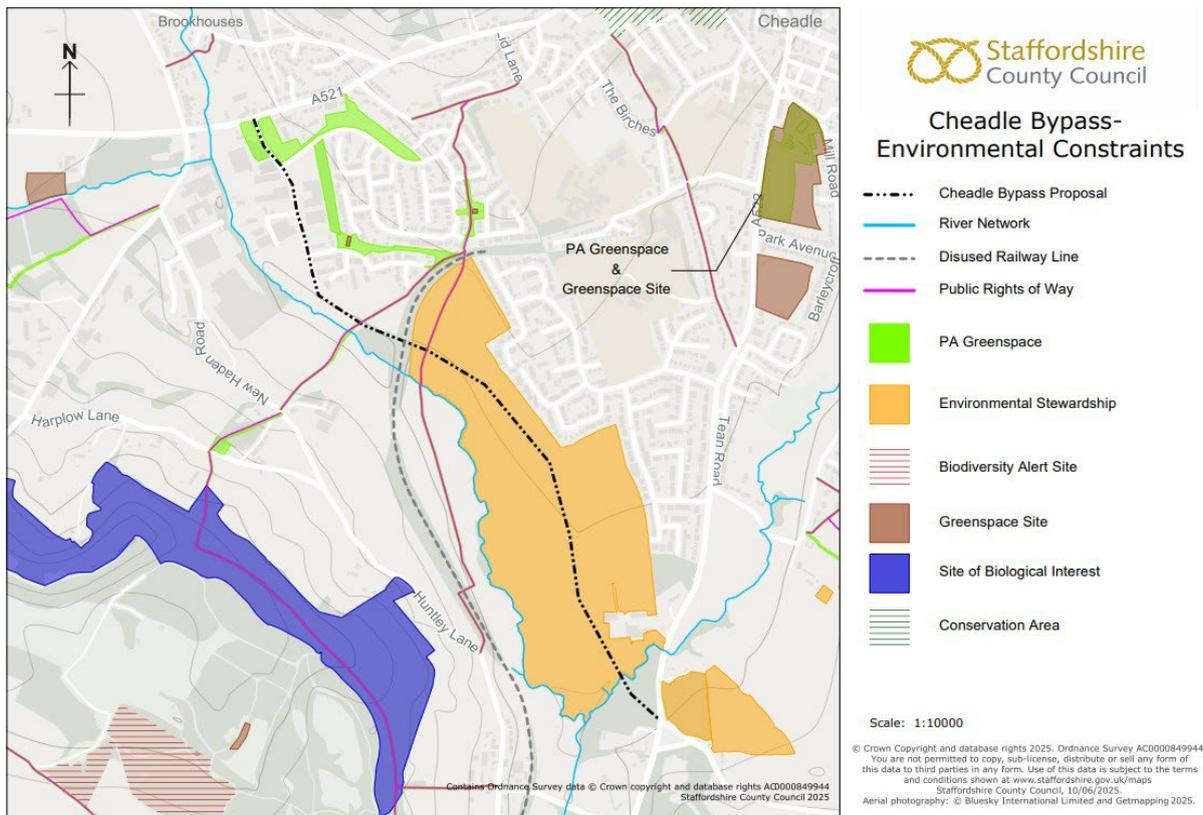


Figure 2: Cheadle Bypass Environmental Constraints

The proposed alignment crosses a significant area of environmental stewardship which refers to the responsible use and protection of the natural environment through conservation, ensuring the health of ecosystems for current and future generations. It also crosses an area of publicly accessible greenspace which may present some delivery complications. The alignment also crosses a disused rail line and sections of the public rights of way network, these links should be retained where possible to support connectivity.

The crossing of the river network at the southern end may also present additional complications in terms of environmental implications, design and construction.

It is important to recognise the whole-life impact of construction and management of a new road and its impact on the natural environment.

If this scheme is progressed, infrastructure for walking, cycling and public transport should be incorporated within the design to support active travel and complement existing local facilities and should not negatively impact the existing transport network, including the disused railway line.

Engagement with County Councillors

The local councillor is supportive of the scheme, and a representation was made by Staffordshire Moorlands District Council for delivery of the scheme as part of the LTP engagement process.

3. Cornhill Link Road, Leek

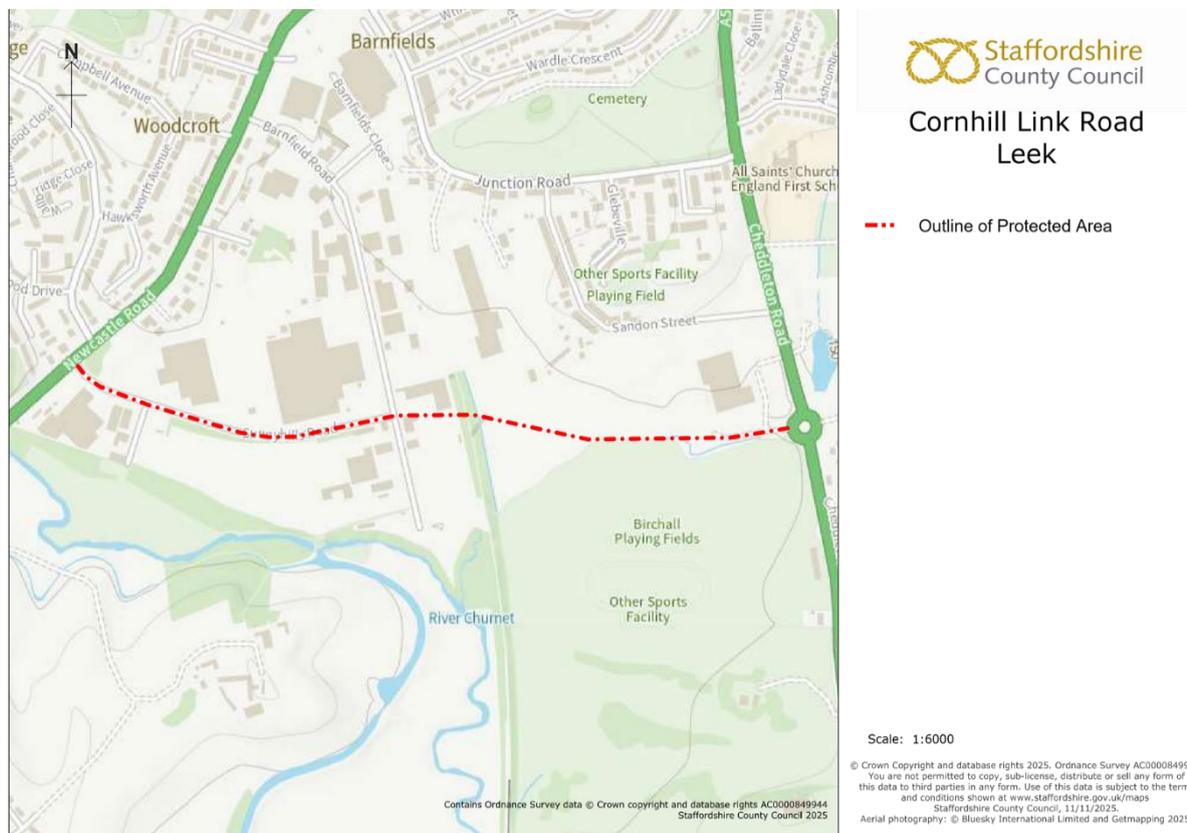


Figure 3: Cornhill Link Road Route

Assessment against current policy

A link road between the A520 and A53 is not considered to be required to mitigate the traffic impact of development proposed for Leek in the Adopted Local Plan 2020 although it would provide improved access to development sites in the south of the town and Barnfield Industrial Estate and provide an alternative route to Junction Road. The County Council would therefore support safeguarding the route as a long-term aspiration to allow phased provision in association with new development.

Resolution of planning applications for development

In 2024, the County Council was of the opinion that, in the event of the land being developed in accordance with a Planning Permission, an area of land should be reserved for the link road to the A520 from Sunnyhills Road. This should be until the date that the Link Road Land is transferred to the County Council or the date that written notice is given to the Owner jointly by the District Council and the County Council that the Link Road Land is no longer required (whichever is earlier).

Value for money

The proposed bypass would only provide value for money if it came forward as an access road for significant new housing or employment growth in the south of Leek since the costs of delivery would be significant and likely to outweigh the transport benefits derived from the scheme.

Analysis of current trip patterns using SatNav data for 2024 shows that there is no justification for a bypass in terms of relieving traffic levels in Leek and it is considered unlikely to relieve peak period traffic congestion experienced in the town centre. It would only provide some traffic relief to Junction Road and serve as an access and distributor road for future development.

Junction Road is currently used by a significant amount of traffic as a cut through between the A52 and A53. There are no significant road safety concerns, there are three personal injury collisions from the last 3 years, all involving slight injury and not involving any vulnerable road users.

Deliverability

The scheme has been identified as a priority to facilitate development by Staffordshire Moorlands District Council, but deliverability of the scheme would also be influenced by negotiations with private landowners, Sport England, Staffordshire Moorlands District Council, Moorlands and City Railways Limited and Churnet Valley Railway.

The scheme could be delivered as part of access works to proposed development sites in the Barnfields Industrial Estate area of Leek identified in the Adopted Local Plan (2014-2033) and funding would be dependent on contributions from development.

Environmental impact

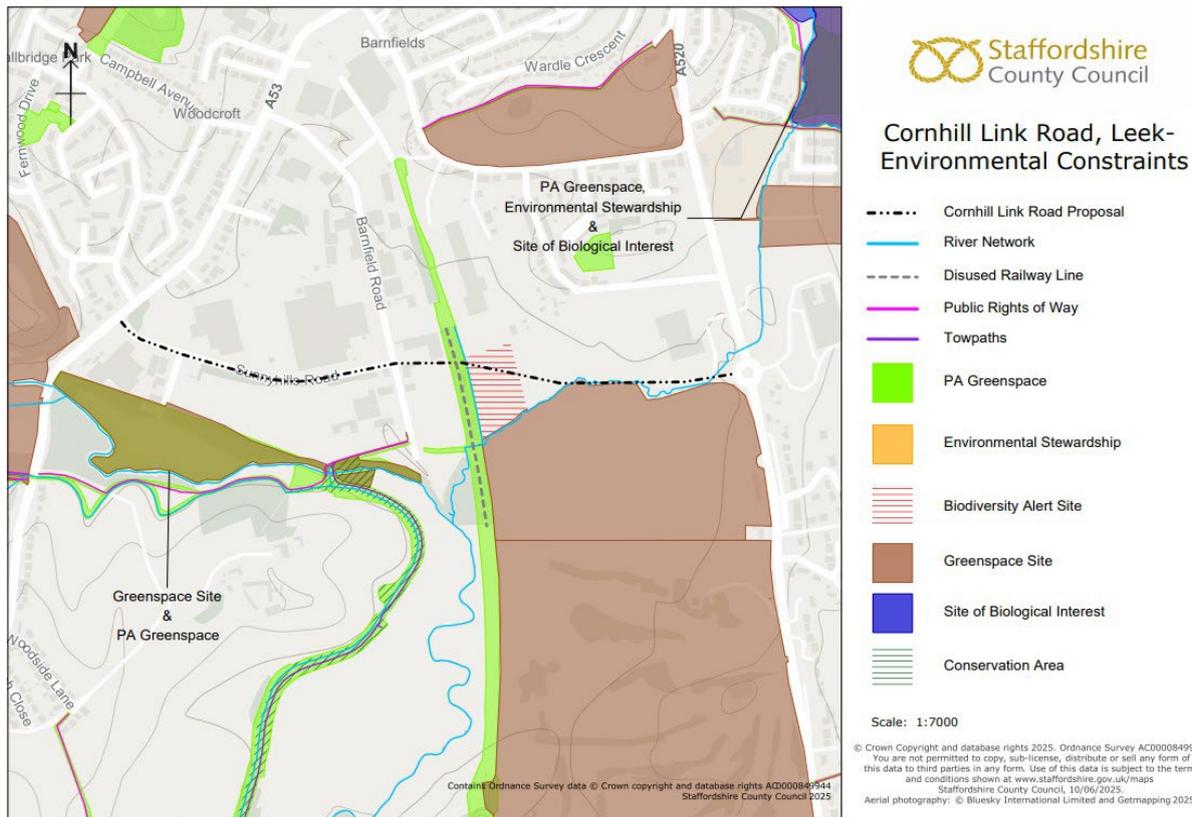


Figure 4: Cornhill Link Road Environmental Constraints

The proposed alignment crosses a disused railway line, an area of publicly accessible greenspace and a biodiversity alert site, as well as bordering a large greenspace site to the south of the route. Biodiversity Alert Sites have some nature conservation value and have the potential to be of 'substantive nature conservation value' through appropriate management. This may present some complications to delivery.

It will be important to recognise the whole-life impact of construction and management of the scheme and the associated environmental impacts.

Infrastructure for walking, cycling and public transport should be incorporated within the scheme design to support active travel and complement existing local facilities.

Engagement with County Councillors

The local councillor is supportive, and a representation was made by Staffordshire Moorlands District Council for delivery of the bypass and associated public transport and active travel infrastructure as part of the LTP engagement process.

4. Ashbourne Road realignment, Mayfield (B5032)

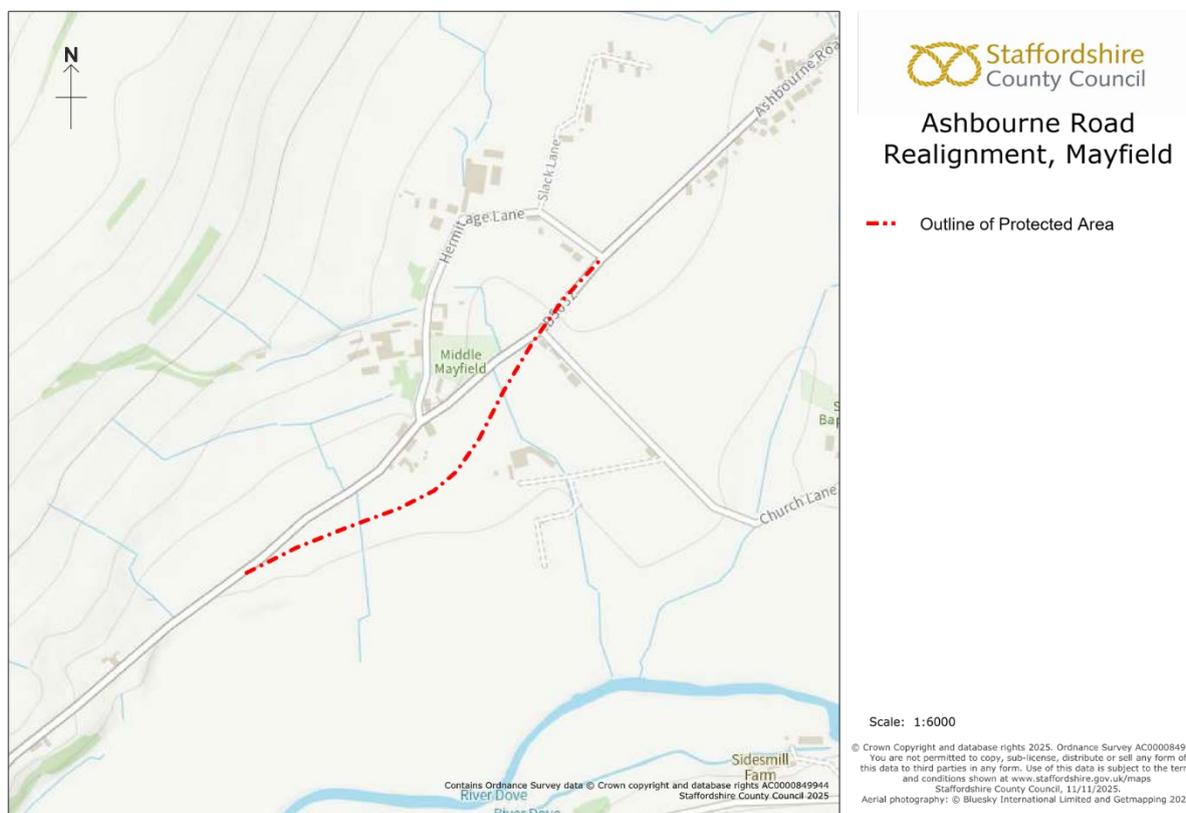


Figure 5: Ashbourne Road Realignment Route

Assessment against current policy

The realignment of Ashbourne Road would not reduce through traffic in the village of Mayfield and is not identified as a priority in the East Staffordshire Borough Council Local Plan 2012-2031. The Local Plan identifies a small development requirement of 20 new dwellings for the village up to 2031.

Value for money

The lack of policy support, traffic management or road safety benefits of providing this realignment as well as the potential costs of obtaining private land and the design and construction of the scheme mean it is likely that the costs will significantly outweigh the potential transport benefits of the scheme.

Analysis of personal injury collisions from the last three years has indicated no clusters of collisions with two single vehicle slight injury collisions, neither involving vulnerable road users.

Deliverability

The realignment would incur significant costs in terms of design, civil works and potential land requirements. The alignment would be likely to require sections of land not currently within the highway boundary, and there may be significant land ownership and cost issues as a result negatively impacting on the deliverability of the project.

There is no significant proposed local development which could offer the opportunity to fund the scheme and no other funding mechanisms are currently identified.

Environmental impact

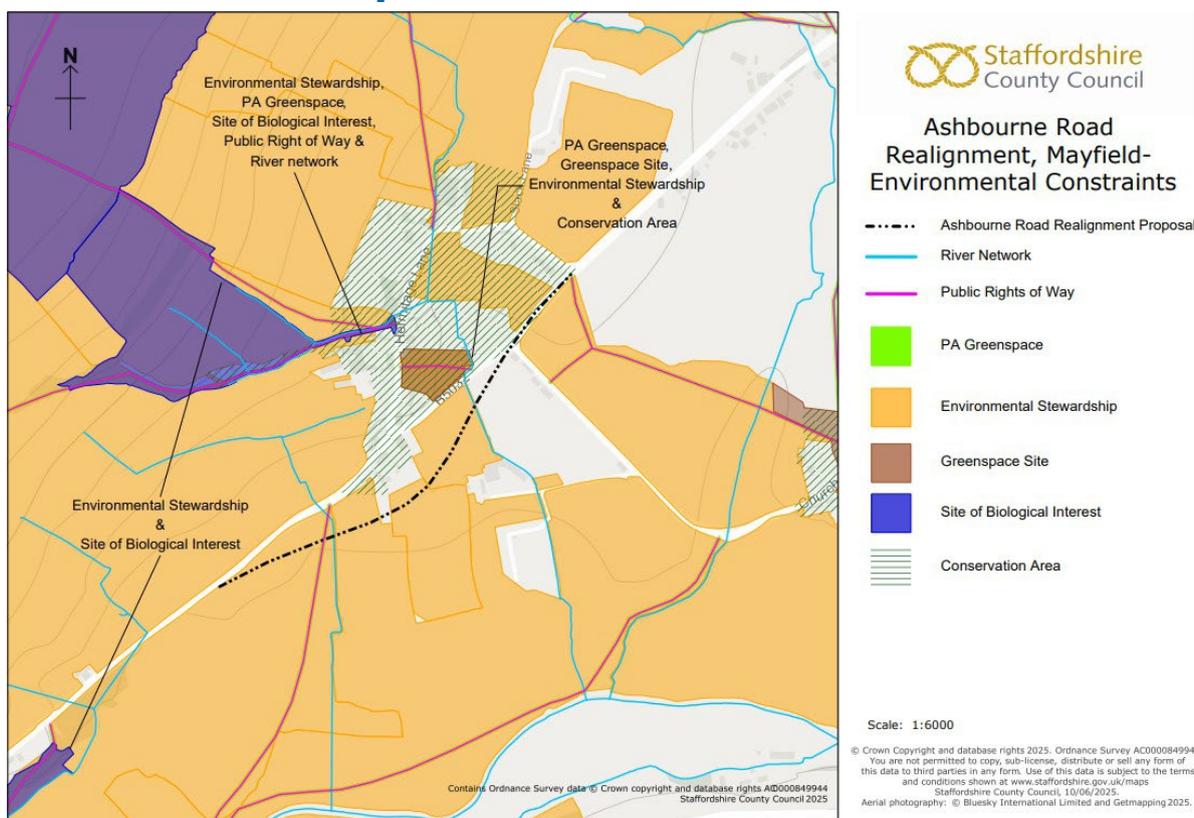


Figure 6: Ashbourne Road Realignment Environmental Constraints

The potential alignment avoids a conservation area to the north-west but crosses areas of environmental stewardship for around two thirds of its route. These areas are subject to responsible use and protection of the natural environment through active participation in conservation efforts.

It is important to recognise the whole-life impact of construction and management of the scheme and associated environmental impacts.

If this scheme is to be progressed it should provide infrastructure supporting active travel and offer appropriate connections to the existing local transport network.

Engagement with County Councillors

There has been no recent engagement from elected representatives in relation to this proposal and it has no current policy support.

5. Newpool Road realignment, Biddulph

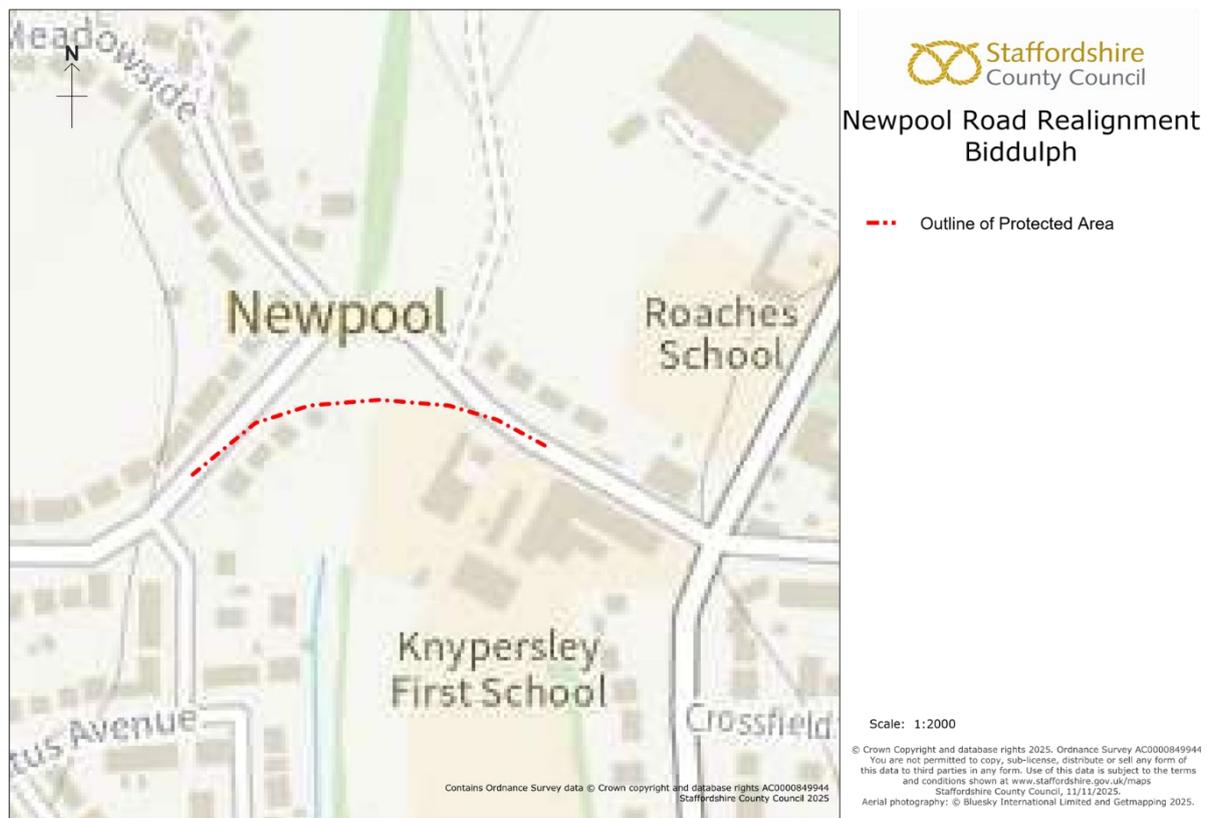


Figure 7: Newpool Road Realignment Route

Assessment against current policy

This realignment of Newpool Road is intended to take traffic away from a sharp bend and junction with Meadowside. It is not identified within the Staffordshire Moorlands adopted Local Plan 2020 and there is no current policy support for the scheme. The realignment would cross part of the Biddulph Valley Way which is part of the National Cycle Network (NCN 55) and possibly disrupt this active travel route.

Value for money

The realignment would be likely to incur significant costs, especially as parts of the route are outside of the adopted highway boundary, and therefore private land may be required.

Analysis of personal injury collisions has identified no injury collisions over the last three years at this location. There are therefore no current road safety issues on Newpool Road at this location or at the junction with Meadowside, and no local development proposals are identified as benefitting from the scheme. It therefore offers little in terms of value for money. The potential severance or re-routing of NCN 55 is also considered a negative outcome in terms of connectivity and active travel.

It is considered that the considerable costs of delivering the scheme are likely to outweigh the limited transport benefits of its completion.

Deliverability

The majority of the scheme could be delivered within the extents of the adopted highway, however some private land may be required, incurring additional costs and offering significant risks to delivery. The potential to negatively affect the route of the Biddulph Valley Way as an active travel corridor may also make delivery more complex.

There are no identified funding opportunities for this scheme, and no significant development is currently planned at this location.

Environmental impact

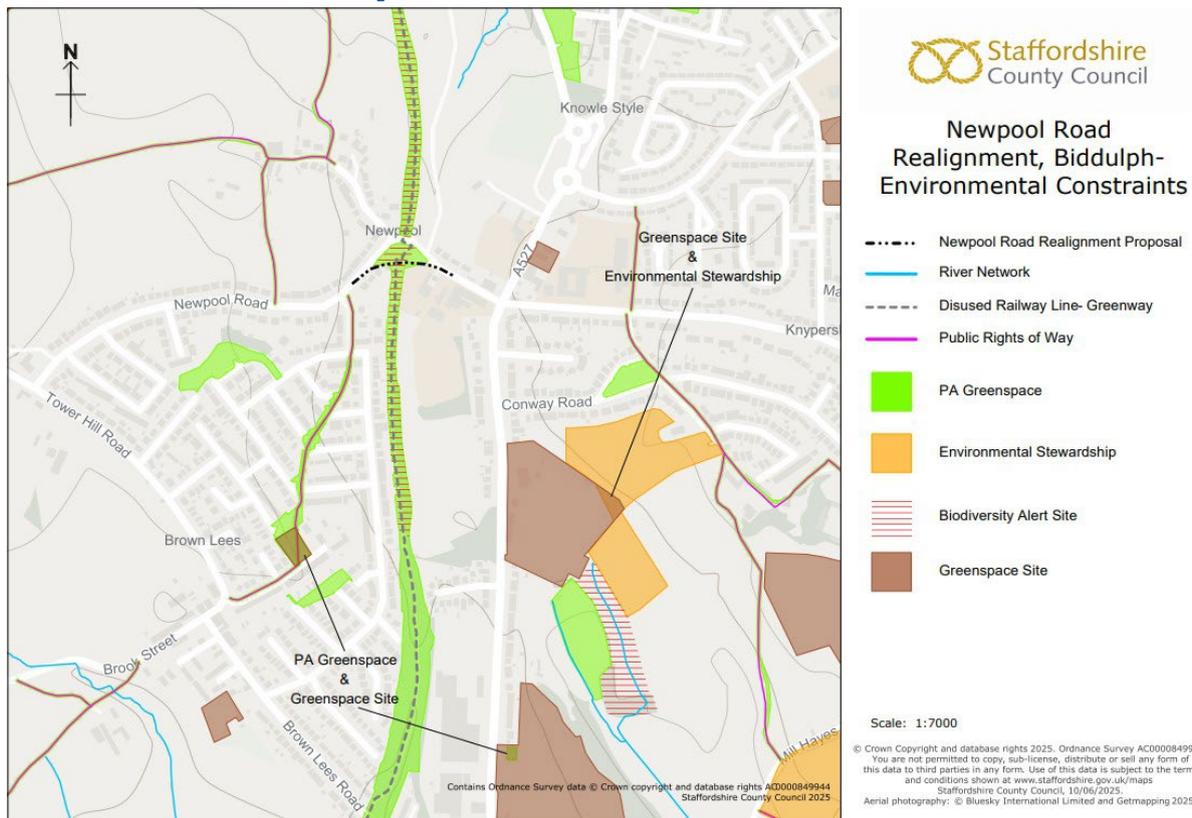


Figure 8: Newpool Road Realignment Environmental Constraints

The proposed alignment crosses a disused railway line, now part of the Biddulph Valley Way, an area of publicly accessible greenspace and a biodiversity alert site. Biodiversity Alert Sites have some nature conservation value and have the potential to be of 'substantive nature conservation value' through appropriate management. This may present some complications to delivery.

It is also important to recognise the whole-life impact of construction and management of the scheme.

Resolution of planning applications for development

There are currently no development plans at this location, and it is likely that we would object to a planning application on this alignment due to its negative impact on the Biddulph Valley Way and the local active travel network.

Engagement with County Councillors

There is currently no local political support for the scheme.

6. A520 Cellarhead crossroads realignment, Werrington



Figure 9: A520 Cellarhead crossroads Realignment Route

Assessment against current policy

There is an Air Quality Management Area at this location identified by Staffordshire Moorlands District Council (SMDC) although this is currently undergoing the revocation process. This realignment has not been identified as a potential intervention in the March 2025 Air Quality Action Plan (AQAP) to reduce air quality issues at Cellarhead.

Value for money

The provision of this realignment would reduce the incidence of idling vehicles adjacent to properties on the southern leg of the junction and would potentially improve air quality issues whilst also reducing traffic queues and delays.

A trial of traffic signal modifications demonstrated no achievable air quality improvements at the junction although it has been suggested that specialist modelling has the potential to identify improvements in the future and this remains a priority in the AQAP.

The cost of delivering this realignment scheme would be significant and may outweigh the air quality and transport benefits. However, this would require further analysis to understand the likely impacts on improving air quality.

Deliverability

The complete link is no longer considered deliverable, as a small-scale housing development has been delivered on the south-eastern quadrant of the junction utilising the proposed road alignment and constraining its delivery. However, the northern section remains an option for delivery. This section may offer traffic capacity benefits and may reduce idling times in the vicinity of properties on the northern leg of the junction, although impacts on improving air quality remain unconfirmed.

There is no identified mechanism for delivery of the northern section of the scheme and no current further local development proposals that could support its construction.

Environmental impact

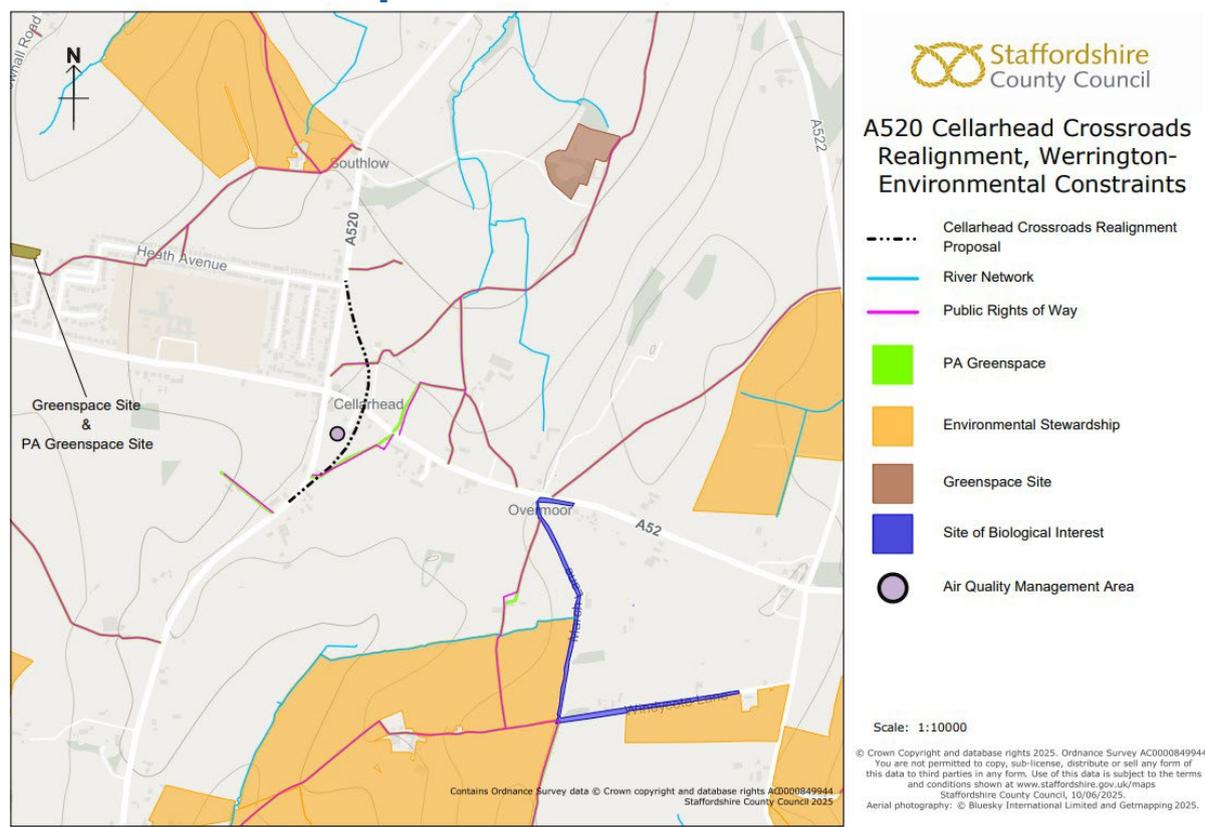


Figure 10: A520 Cellarhead crossroads Realignment Environmental Constraints

The plan above shows that the alignment does not cross any identified environmentally sensitive areas, however it does dissect some public rights of way which will need to be maintained for their connectivity benefits.

The delivery of the full link would potentially offer some minor air quality benefits however this is no longer possible. The construction of the northern section has not been tested and so impacts on air quality remain unclear.

Construction of the northern section would require land take across a field adjacent to the A52 Kingsley Road which is likely to result in negative environmental impacts.

The provision of the link road or any section of it are not identified within SMDC's AQAP.

It is also important to recognise the whole-life impact of construction and management of a link road.

Resolution of planning applications for development

The construction of a small-scale residential development in the south-eastern quadrant of the junction indicates that planning consent has been given on the line of the protected route by SMDC and the construction of the link road is not included within the AQAP.

Engagement with County Councillors

There is a requirement to improve air quality at this location and SMDC's AQAP will require support from elected members, however we have not received direct representations at this stage, and this scheme is not specifically listed within the AQAP as the southern section is now undeliverable.

7. Winchester Road extension, Hednesford



Figure 11: Winchester Road Extension Route

Assessment against current policy

There is no policy support for the protection of this route in the Cannock Chase District Adopted Local Plan 2014 or the Local Transport Plan. The northern section of the scheme adjoining Cannock Road is now undeliverable as new housing has been constructed across the currently proposed alignment. Consideration of whether the northern section could join Stafford Lane to the west of the railway line has indicated that it would be unlikely to be deliverable within the space available to the design standards required.

However, there are existing walking routes between Winchester Road and Stafford Lane which could be upgraded to facilitate active travel in the area and promote local connectivity. To the eastern side of the railway line runs the Cannock Chase Heritage Trail, providing opportunities to walk and cycle between Cannock, Hednesford and Rugeley.

Value for money

The scheme is now considered undeliverable due to completed residential development at the northern end and lack of physical space for delivery.

Deliverability

The scheme is now considered undeliverable due to completed development, accessed from Cannock Road, and lack of physical space for delivery on an alternate alignment linking to Stafford Lane.

Environmental impact

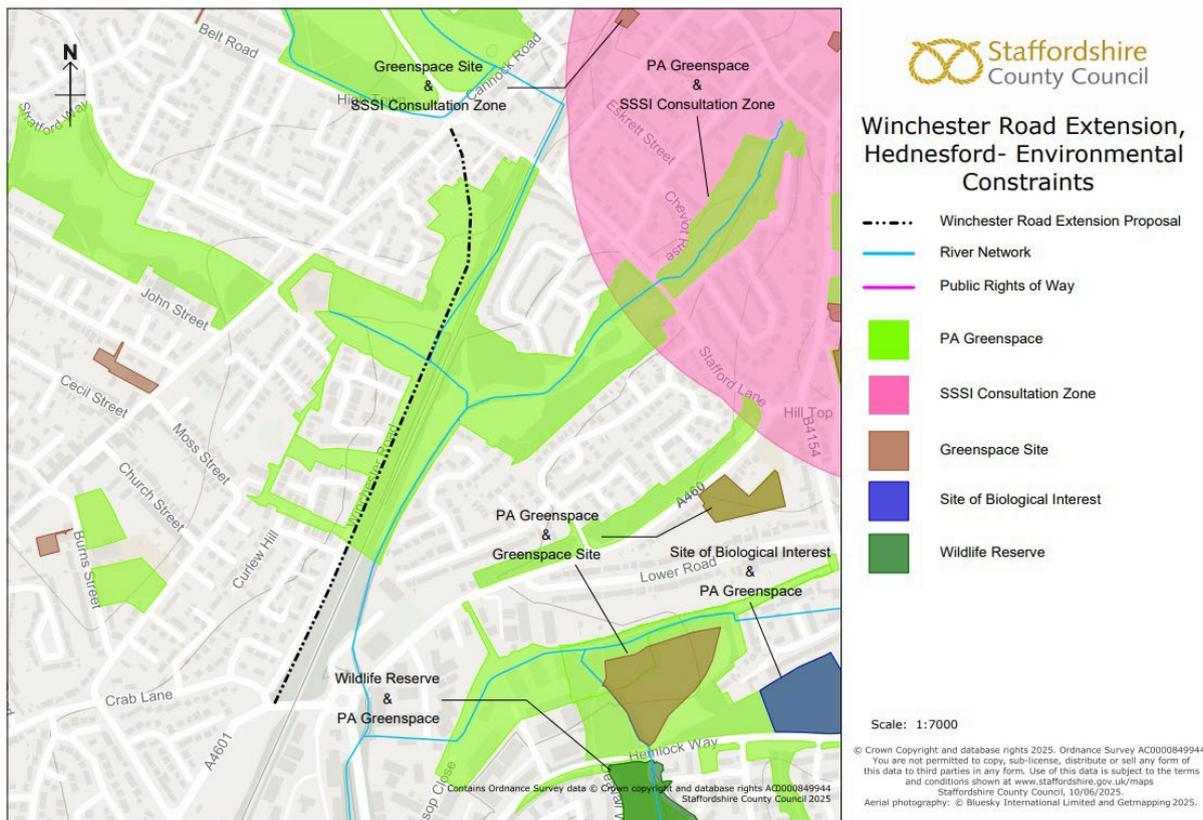


Figure 12: Winchester Road Extension Environmental Constraints

The plan above shows that the proposed alignment crosses a significant area of publicly accessible greenspace which may complicate delivery to some extent. The alignment has some potential to offer environmental benefits to the local network including air quality although remains in close proximity to residential properties at its southern end and it is also important to consider the whole-life impact of construction and management of any new road scheme.

The construction of an alternative active travel link would provide infrastructure in support of local connectivity.

Resolution of planning applications for development

A new development has been delivered, making the northern section of the route undeliverable on its proposed alignment and there is not enough space to deliver a new road with LTN 1/20 standard provision linking to Stafford Lane.

Engagement with County Councillors

There is no evidence of recent local political support for this scheme. Communication with CCDC has indicated no current internal support for progressing this road scheme.

8. A515 Yoxall bypass

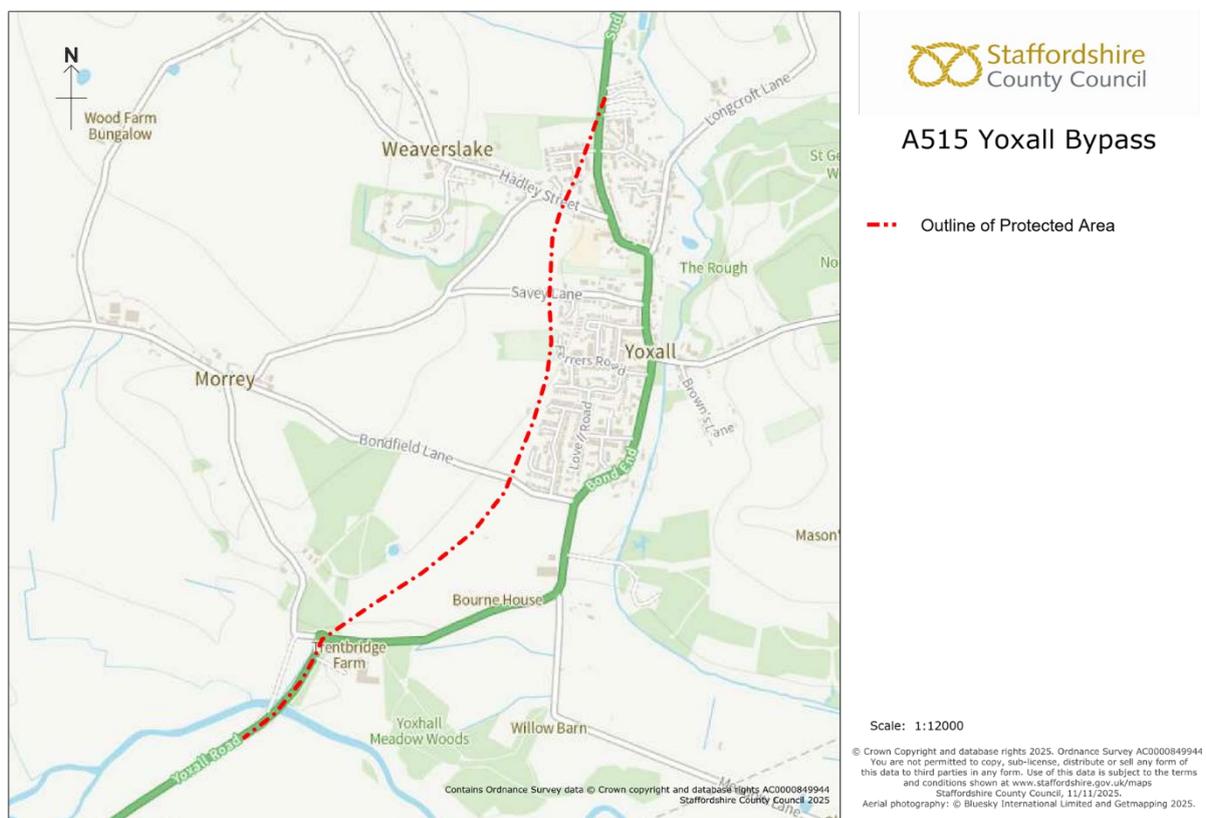


Figure 13: A515 Yoxall Bypass Route

Assessment against current policy

The East Staffordshire Adopted Local Plan 2012-2031 does not identify any significant development in Yoxall village. A new small-scale housing development has been delivered severing the northern end of the proposed bypass alignment. There is no current transport case for the implementation of the bypass, although it may have positive environmental impacts on the A515 through the village.

Recent traffic management interventions on the A515 and its sideroad junctions have reduced HGV through movements significantly along this route and in turn reduced environmental impacts of heavy traffic through Yoxall.

Value for money

Given that there are no significant development proposals within the village this scheme would be likely to require public funding to facilitate delivery and offer few traffic or road safety benefits, it is therefore considered to offer low value for money.

Deliverability

Given the proposed alignment of the bypass, delivery would be heavily influenced by potentially multiple landowners. As mentioned, the northern section has now been severed by the construction of a small-scale housing development and would need to be reconfigured, although options for realignment appear to be at a premium.

Environmental impact

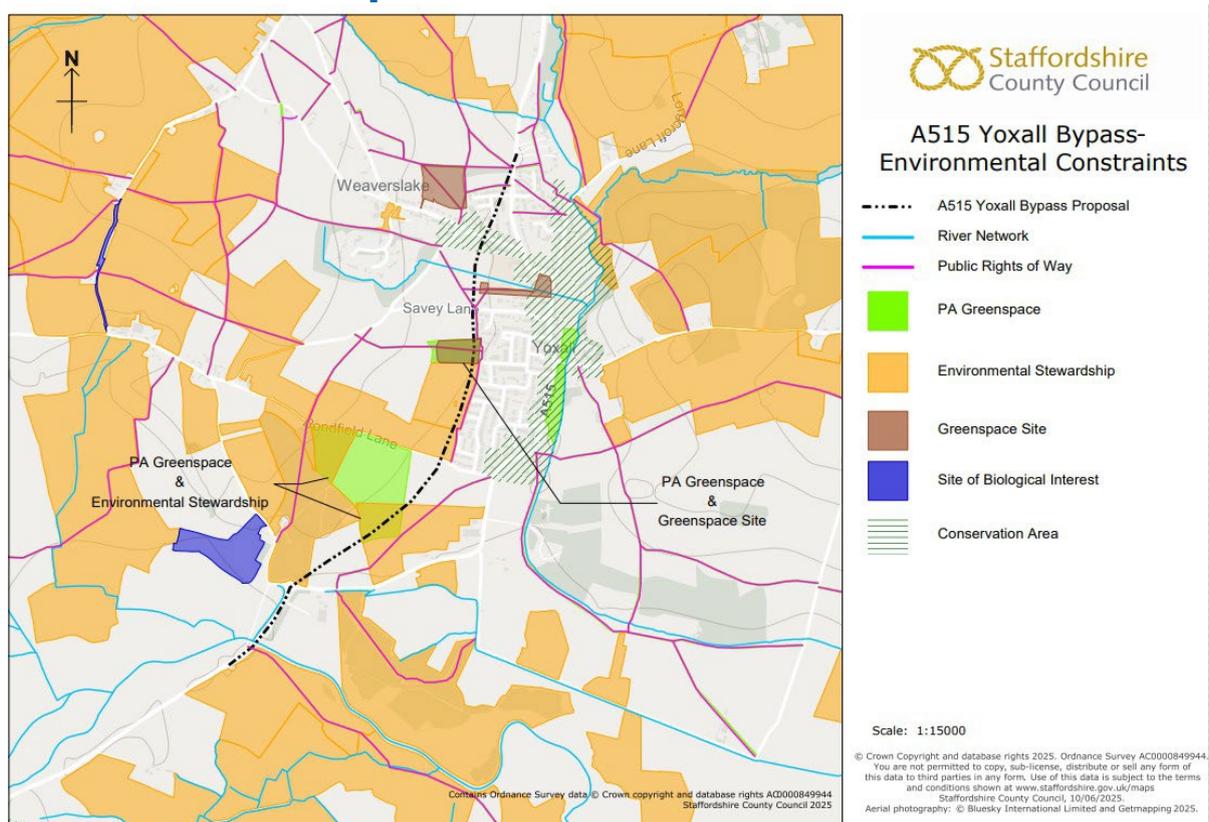


Figure 14: A515 Yoxall Bypass Environmental Constraints

The construction of the route may offer some environmental benefits in the village, including air quality, but these have not been tested and therefore remain unclear.

Construction of the route would require significant land take on the western edge of the village, which is likely to result in negative environmental impacts. The proposed alignment runs through a conservation area at its northern end and areas of greenspace which introduce additional complications to potential delivery. Connectivity of public rights of way would need to be maintained where possible.

It is also important to understand the whole-life impact of construction and management of such a scheme.

If this scheme is progressed in an alternative form, infrastructure for walking, cycling and public transport should be incorporated within the scheme design to support active travel and complement existing local facilities.

Resolution of planning applications for development

The alignment has been built across, making the link undeliverable in its proposed form and there are no current significant development proposals for Yoxall village.

Engagement with County Councillors

There have been no recent enquiries or support from local elected members.

9. Amington link road, Tamworth

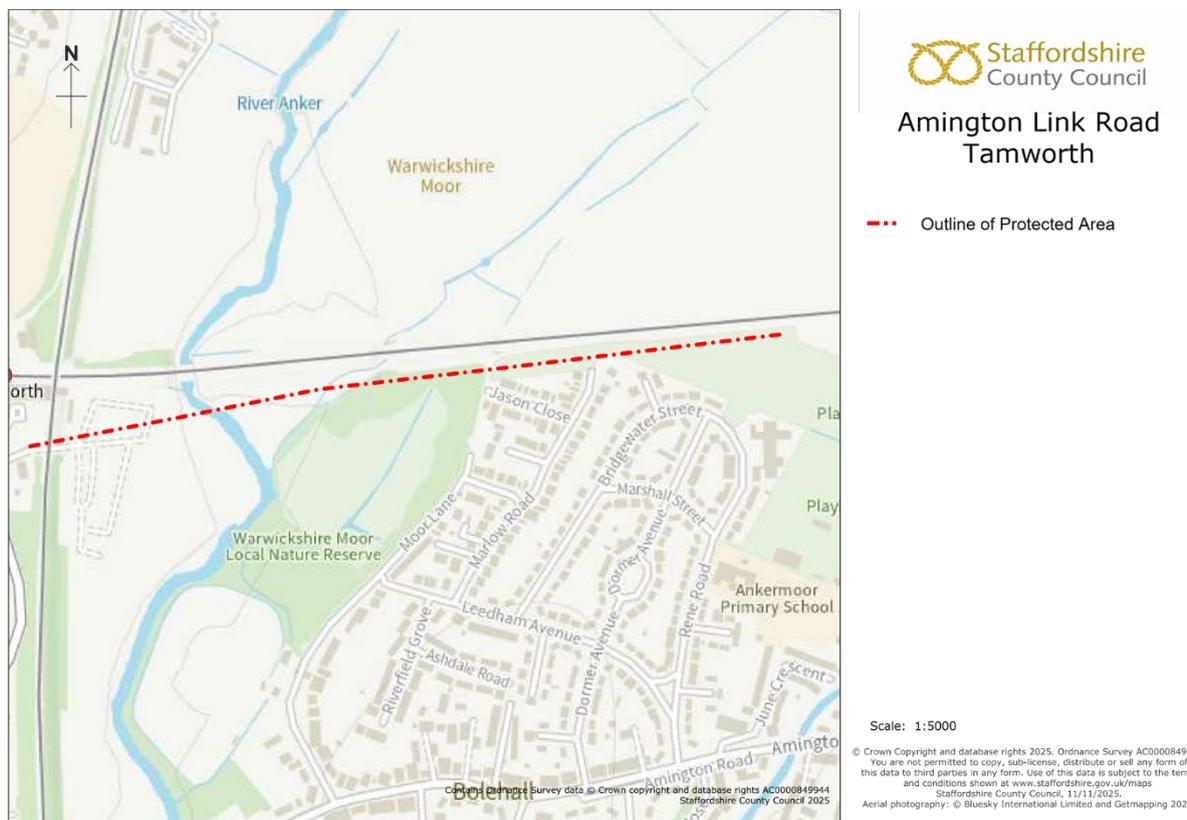


Figure 15: Amington Link Road Route

Assessment against current policy

The Amington Link Road is not identified within the adopted Tamworth Borough Council (TBC) Local Plan 2006-2031 and conversations with Tamworth Borough Council indicate that it is unlikely to be included in their new Local Plan running to 2043.

However, TBC has indicated that it would support consideration of use of the general alignment of the link road for provision of an active travel connection. This would offer a segregated alternative to using Amington Road.

Value for money

Such a scheme would be likely to require significant funding, and no resources have currently been identified. There are no local development proposals that could offer financial backing for provision of a link road and no public sector resources available for its delivery.

The consideration of an active travel route could offer a positive value for money if there were options for funding from external sources.

Deliverability

The deliverability of the link road in its current form is complicated by the presence of the Stationfields static caravan site at its western end, thus reducing deliverability significantly.

There may be opportunities to deliver a non-motorised vehicle connection on the identified link alignment, adjacent to the rail line running from the western end of Brindley Drive through to Stationfields, although there may be complications at the Stationfields end. There are some existing stoned routes to the north of Moor Lane which have the potential to be linked through to a new crossing of the River Anker north-east of the caravan park. There may be issues with land ownership in these areas which would require further investigation, as they are not part of the adopted highway network, this may add significant risks to scheme delivery.

Environmental impact

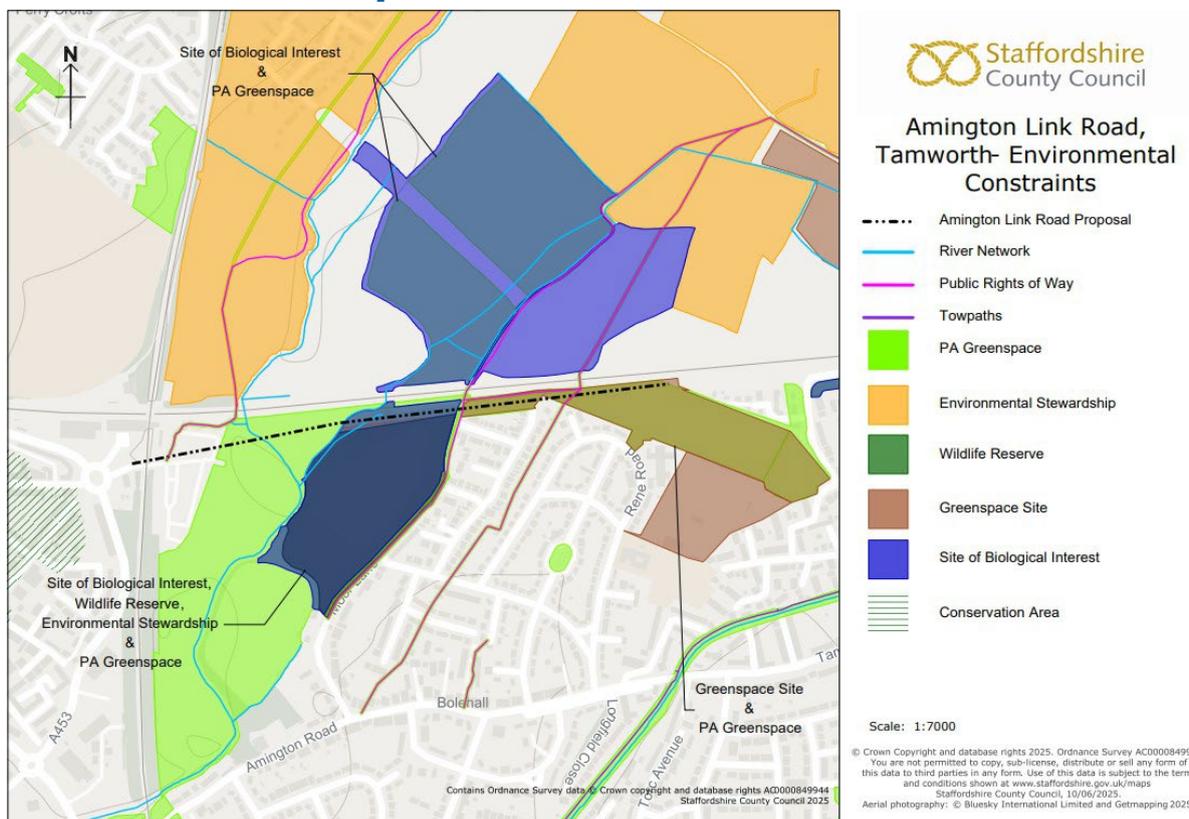


Figure 16: Amington Link Road Environmental Constraints

The above plan shows that the alignment runs through areas of publicly accessible greenspace, a Site of Biological Interest, a wildlife reserve and an area of environmental stewardship which could present some significant complications to delivery. An environmentally sensitive approach would therefore be required in terms of design and construction should this route be progressed. Public rights of way connections would need to be maintained where feasible to encourage active travel.

It is important to recognise the whole-life impact of construction and management of a link road, and it is likely that the delivery of an active travel route would be less invasive in terms of its impact on the natural environment.

Engagement with County Councillors

There has been no recent support for the provision of a link road at this location from local elected members, however TBC has identified in principle support for consideration of an active travel link in this location.

10. A51 Dosthill bypass, Tamworth



Figure 17: Dosthill Bypass Route

Assessment against current policy

The Dosthill Bypass is not identified within the adopted Tamworth Borough Council (TBC) Local Plan 2006-2031 and conversations with Tamworth Borough Council indicate that it is not going to be included in their new Local Plan running to 2043.

However, TBC has indicated that the route could be used for walking and cycling only which would have less impact on local residents and offer a segregated alternative to High Street, Dosthill for active travel.

Value for money

There is no planned local development which could assist in the delivery of the bypass, and no current public funding is earmarked for the scheme which would only be deliverable at significant cost. It is therefore likely to offer poor value for money.

The provision of a formalised, segregated walk/cycle facility on this alignment could offer benefits in terms of providing an alternative route for vulnerable users to the heavily trafficked High Street, Dosthill, potentially offering some value for money.

Analysis of personal injury collisions from the last three years has shown one slight personal injury collision on the High Street/Hedging Lane route involving a car injuring two pedestrians at a signalised crossing point. Therefore, the provision of a new bypass is likely to achieve little from a road safety perspective. However, the fact that the one collision identified did involve vulnerable road users, perhaps reinforces the support for consideration of an active travel link, bypassing High Street, Dosthill.

Deliverability

There is no current policy support for provision of this link. We have no current evidence of the development of a business case or identification of funding options for delivery of this scheme, and it is likely that it would require significant local contributions, generally comprising developer contributions which are not currently identified.

There is evidence of the route already being utilised by walkers and cyclists to some extent, and further formalising of the route may support increased usage. There may be some land-ownership issues, however further investigation will be required presenting significant risks to delivery.

Environmental impact

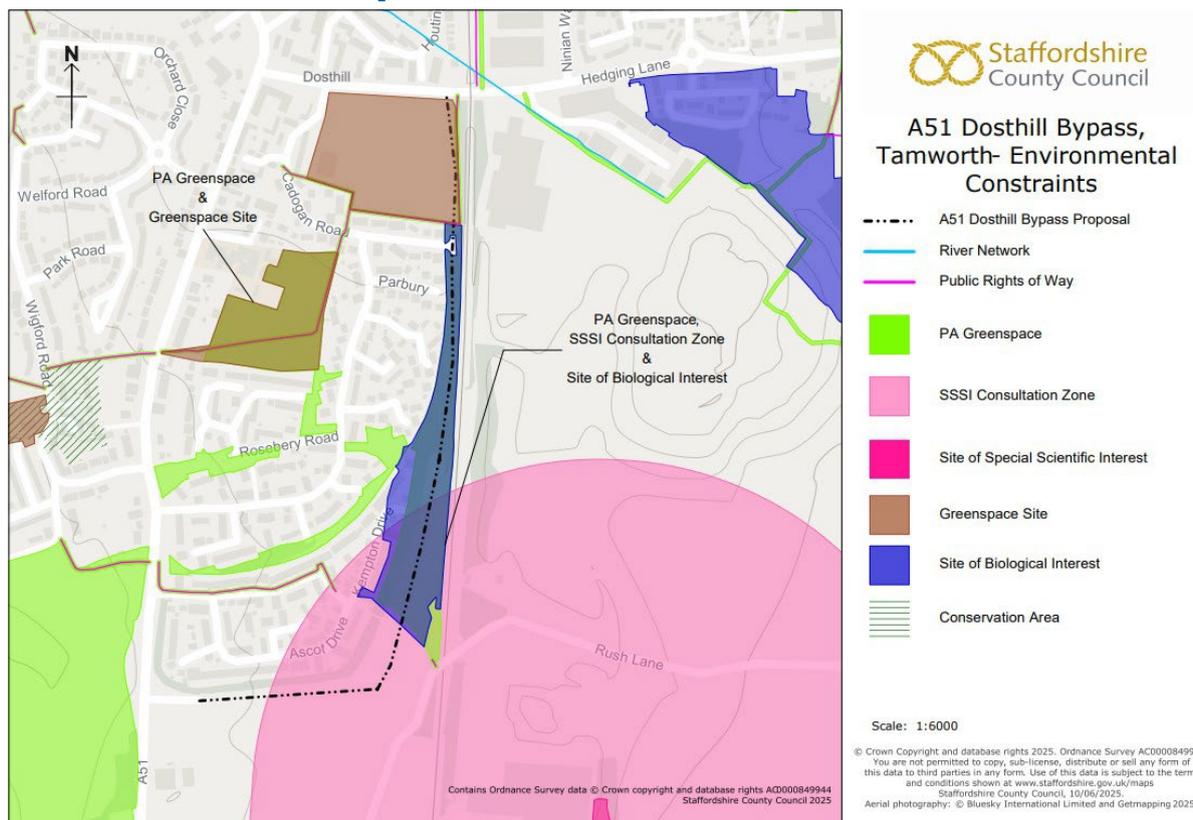


Figure 18: Dosthill Bypass Environmental Constraints

The above plan shows that the alignment runs through a site of biological interest and is within the Site of Special Scientific Interest consultation zone, as well as crossing areas of publicly accessible greenspace. These would likely complicate future delivery of the scheme and would require environmentally sensitive design and construction.

Given the scale of the proposal, it is important to recognise the whole-life impact of its construction and management, and it is likely that the delivery of an active travel route would be less invasive in terms of its impact on the local environment.

Engagement with County Councillors

There has been no recent elected member support for the bypass. There may be a reputational risk of continuing route protection which may then be challenged.

11. Stafford southern bypass (A34 to A449)

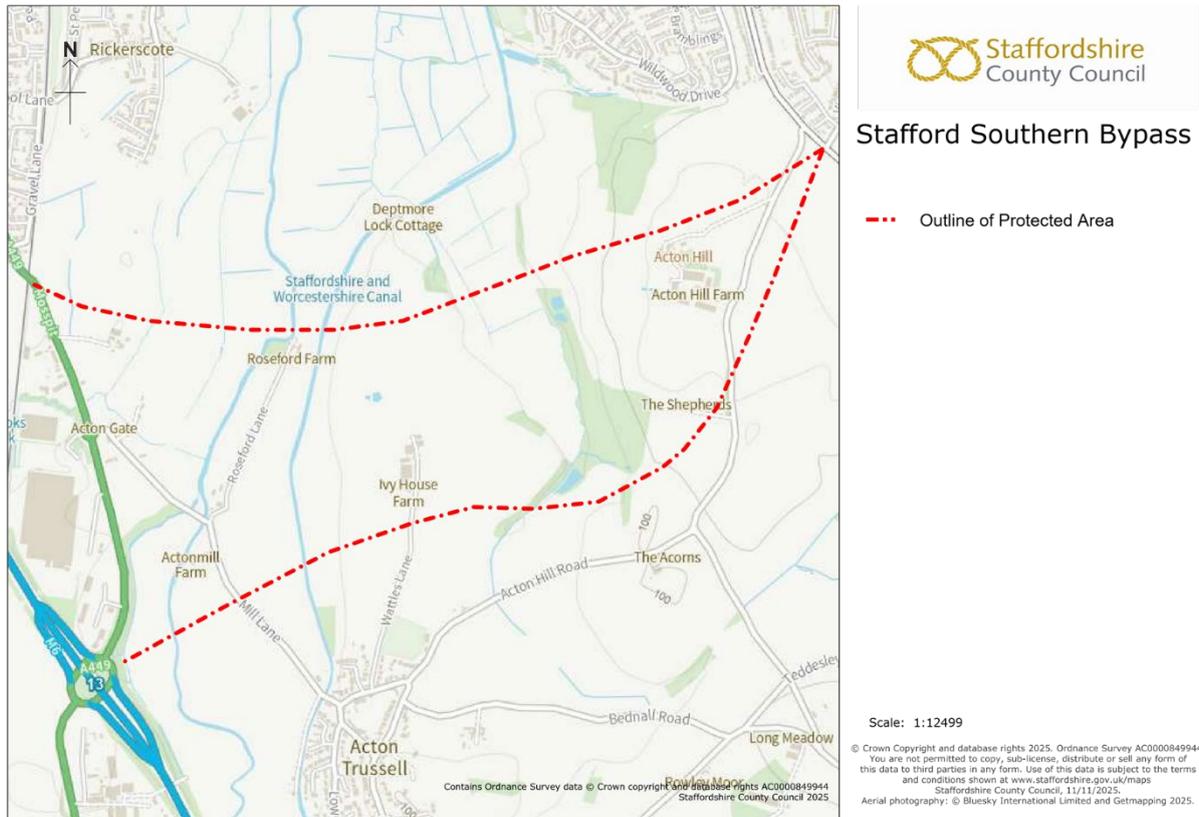


Figure 19: Stafford Southern Bypass Route

Assessment against current policy

There is currently no policy support for these alignments. They are not identified within the Stafford Borough Council Local Plan 2011-2031 (adopted summer 2014) or the South Staffordshire District Council Publication Plan 2024 (examined summer 2025). The only development in proximity to these alignments and identified within current planning documents is a small-scale proposal for 81 dwellings at Weeping Cross, Stafford, west of the A34, adjoining the Stafford Borough boundary, and a proposal for 268 dwellings at Ashflats, adjacent to the A449 in the south of Stafford.

Neither of these proposals mention the provision or requirement for a Stafford southern bypass, and neither would be able to justify its provision in transport impact mitigation terms.

The proposals have not been included within any recent Integrated Transport Strategies for Stafford Borough and are not included within the current Local Transport Plan.

Value for money

Given the significant length of both route options, the requirement for private land, the lack of development reliant on the scheme and the likely ecological and environmental impacts of its provision, the costs are likely to be very significant and offer little in terms of housing or employment growth, traffic capacity or road safety benefits, making them low value for money.

Deliverability

Given the cost, lack of support from local development and wide range of likely negative impacts, as well as the requirement for substantial private land, there are significant risks to the deliverability of this scheme.

Environmental impact

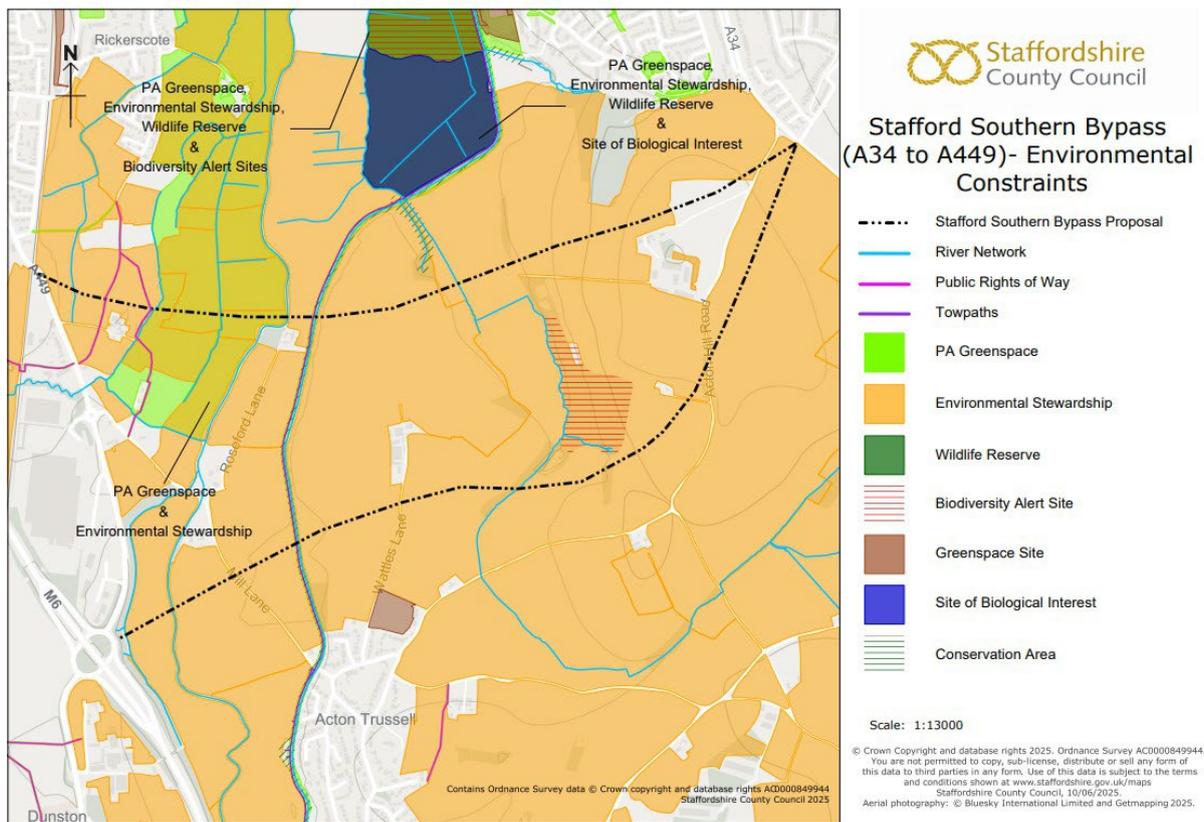


Figure 20: Stafford Southern Bypass Environmental Constraints

The above plan shows both routes crossing significant areas of environmental stewardship as well as the river network which may complicate delivery and increase costs. The northern alignment also crosses an area of publicly accessible greenspace, a wildlife reserve and a biodiversity alert site. Biodiversity Alert Sites have some nature conservation value and have the potential to be of 'substantive nature conservation value' through appropriate management. These factors may significantly complicate delivery and an environmentally sensitive approach is recommended when developing future proposals.

Given the scale of these proposals, it is important to recognise the whole-life impact of construction and management of a new road.

Resolution of planning applications for development

There are no significant development proposals impacting on this scheme or supporting its provision. Should development proposals come forward which are refused based on these protected route alignments we would be at risk of having costs awarded against the council at planning appeal by both developers and the Local Planning Authority.

Engagement with County Councillors

We have not received any recent political interest in the provision of this scheme. There may be a reputational risk of continuing route protection which may then be challenged. We have no current evidence of the development of a business case or identification of funding options for delivery of this scheme, and it is likely that it would require significant local contributions, generally comprising developer contributions which are not currently identified.