

Local Transport Plan Executive Summary 2026



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Foreword

Our road and transport networks are an enabler of economic growth, social interaction, positive health and wellbeing outcomes, and environmental improvement.

This plan considers the practical actions that we can take to improve connectivity within Staffordshire and provide genuine travel options as widely as possible.

Through this plan, we want to increase the travel options available to residents and businesses, allowing them to make informed decisions regarding how, when, where, and if, they travel. We are committed to making it easier for people to walk, cycle, and use public transport, alongside private cars, because having different travel options is key to a modern, multi-modal transport system.

We recognise the freedoms and opportunities that cars can provide. Most of us use a car and, for many people, they would struggle to get around the county without one. This plan aims to deliver economically sustainable, safe and environmentally aligned choices.

Increasing levels of digital connectivity within the county will enable people to access certain jobs and services, without the need to physically travel.

At the same time, by investing in digital technologies, we can help our roads flow more smoothly, with fewer queues.

Town centres, residential areas, and local communities need to be vibrant places to live, work, and visit. We want better connectivity between and within our towns and we want to see more children walking, wheeling and cycling to school.

For Staffordshire to prosper, our transport infrastructure must connect people to jobs, and businesses to markets. This plan is our strategic vision for our transport network; it will transform how we manage, maintain and improve our transport system, ensuring it is well-planned and invested in so that it runs effectively and congestion is minimised.

This is an ambitious plan that we cannot deliver alone. It requires commitments from key stakeholders and National Government. This plan will be continually monitored and updated to ensure the most appropriate, cost-effective and beneficial interventions are delivered.



Councillor Andrew Mynors
Cabinet Lead for Connectivity



Councillor Peter Mason
Cabinet Lead for Highways



1

Introduction

This is the Executive Summary of Staffordshire's new Local Transport Plan (LTP).

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 (2025/26 - 2030/31) and longer-term objectives.

The LTP will form a central part of any future devolution agreement. It helps 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 the diagram to the right, along with their links to other plans and strategies prepared by the council.

LTP Vision

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

LTP Strategic Objectives

Deliver a whole-systems approach to transport and road management that grows the economy.

Deliver safe, well maintained local roads, footways and cycleways that create a sense of place and healthy communities.

Improve physical and virtual connectivity, whilst addressing inequalities.

Improve air quality and the natural and built environment.

Other County Council Strategies

Staffordshire Economic Strategy
Visitor Economy Plan for Staffordshire
Staffordshire Employment and Skills Strategy
A Place to Prosper, We are Staffordshire

Staffordshire Health and Wellbeing Strategy
Staffordshire Communities Strategy

Staffordshire Digital Innovation Strategy

Enhancing Nature, Staffordshire's Natural Environment Strategy

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 took place during 2023 and 2024. This helped us understand the views of residents, businesses and stakeholders.

A summary of our engagement activities and the responses to the feedback we received can be viewed in Appendix 1.1 of the main document.

In the autumn of 2025, we undertook public consultation on our draft LTP. Appendix 1.2 of the main document sets out the results of this and highlights the changes that were made to the LTP to reflect the feedback we received.

We have also consulted on our Integrated Impact Assessment that was developed alongside the LTP and which can be found in Appendix 1.3 of the main document. It is a thorough review, looking at the impact of the LTP on environmental, health, community, and equality factors. It seeks to avoid any negative impacts and maximise the positive ones.



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 data, showing car ownership and mode used for 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 Delivery Principles

Five Delivery Principles have been established to ensure schemes that get delivered have a sound business case, add value, contribute to social good, and improve the natural and built environment. We will target spend where it delivers the greatest impact and these will be measured by 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 will 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

We want to expand the availability and strengthen the offer of public transport services in the county, putting user needs first. Our 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).

Our key asks of stakeholders

- West Midlands Rail Executive, Train Operating Companies and Great British Railways to improve access to rail stations and other facilities, introduce integrated ticketing, and enhance capacity and service quality.
- Bus operators to work collaboratively through the Bus Enhanced Partnership to grow patronage.
- See the main document for more asks of stakeholders.

Our commitments

- Undertake a Bus Network Review that recommends the changes required to enable patronage growth.
- 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 neighbouring authorities 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

We want to improve how local roads are maintained and managed, making them safer, reducing the negative effects on communities and businesses, and limiting their environmental impact. Our 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 minimise the negative impacts of freight and the logistics sector.

Our key 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.
- See the main document for more asks of stakeholders.



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 so those road users most at risk in the event of a collision are placed at the top of the hierarchy.
- Consider preparing a policy on pavement parking.

Movement of people

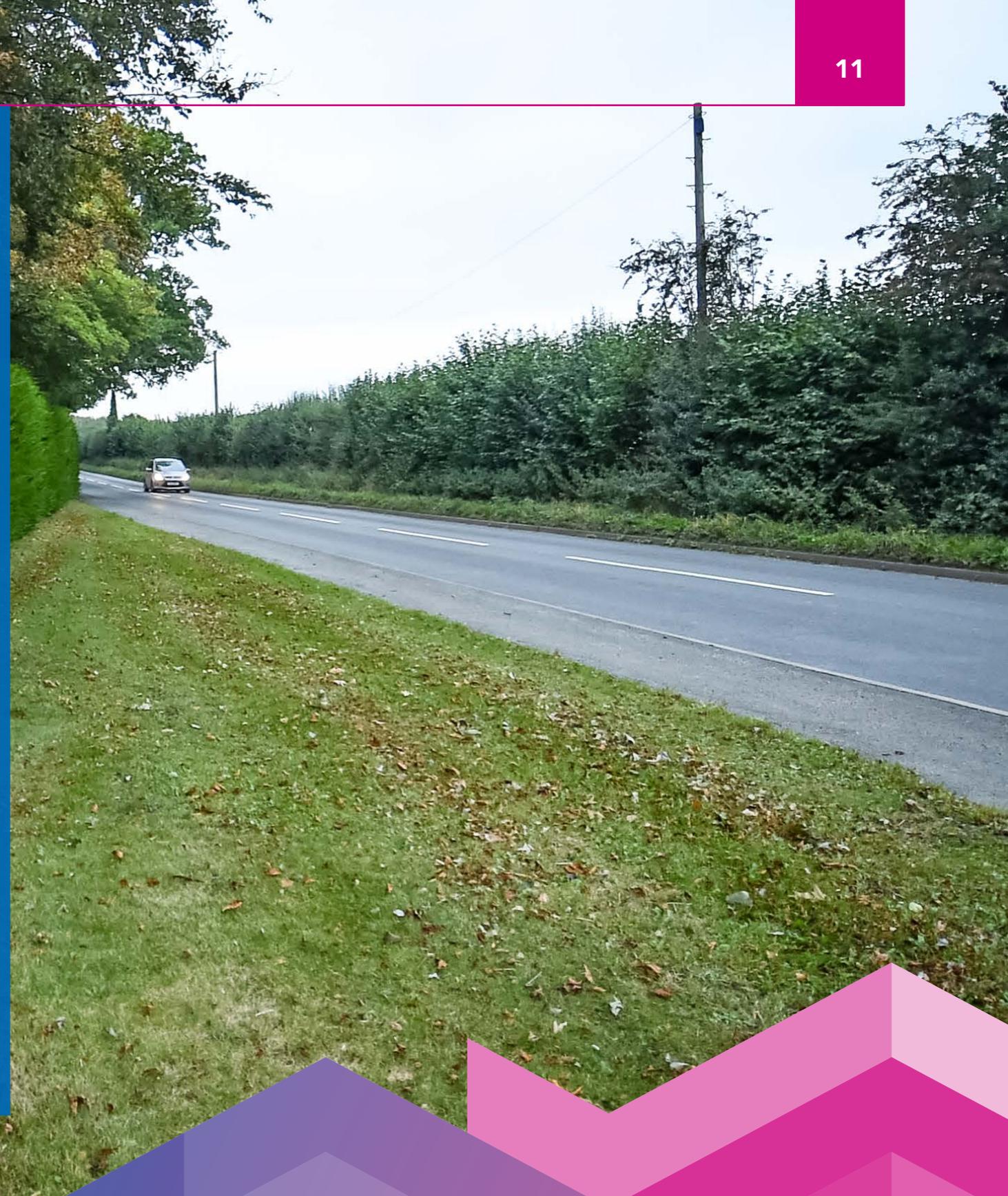
- Seek new powers to enforce moving traffic offences.
- Seek new powers to operate a Lane Rental Scheme.
- When we have possession of the network we will complete as much work as possible across the assets in that location.
- Improve communications on roadworks with residents and businesses.
- Consider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

Movement of freight

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



8

Inclusive and Active Communities

For most of our residents, we want walking, wheeling¹ or cycling to be a viable travel choice. This will improve the health of our county, as well as generate positive economic, social, and environmental outcomes. Our 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.

¹ Wheeling includes people who use wheelchairs and mobility scooters who may not identify with walking.

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 Cycling and Walking Investment Strategy (CWIS).
- Revise guidance, legislation and standards relating to Public Rights of Way.

Our key 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.
- See the main document for more asks of stakeholders.



Our commitments

Walking, wheeling and cycling infrastructure

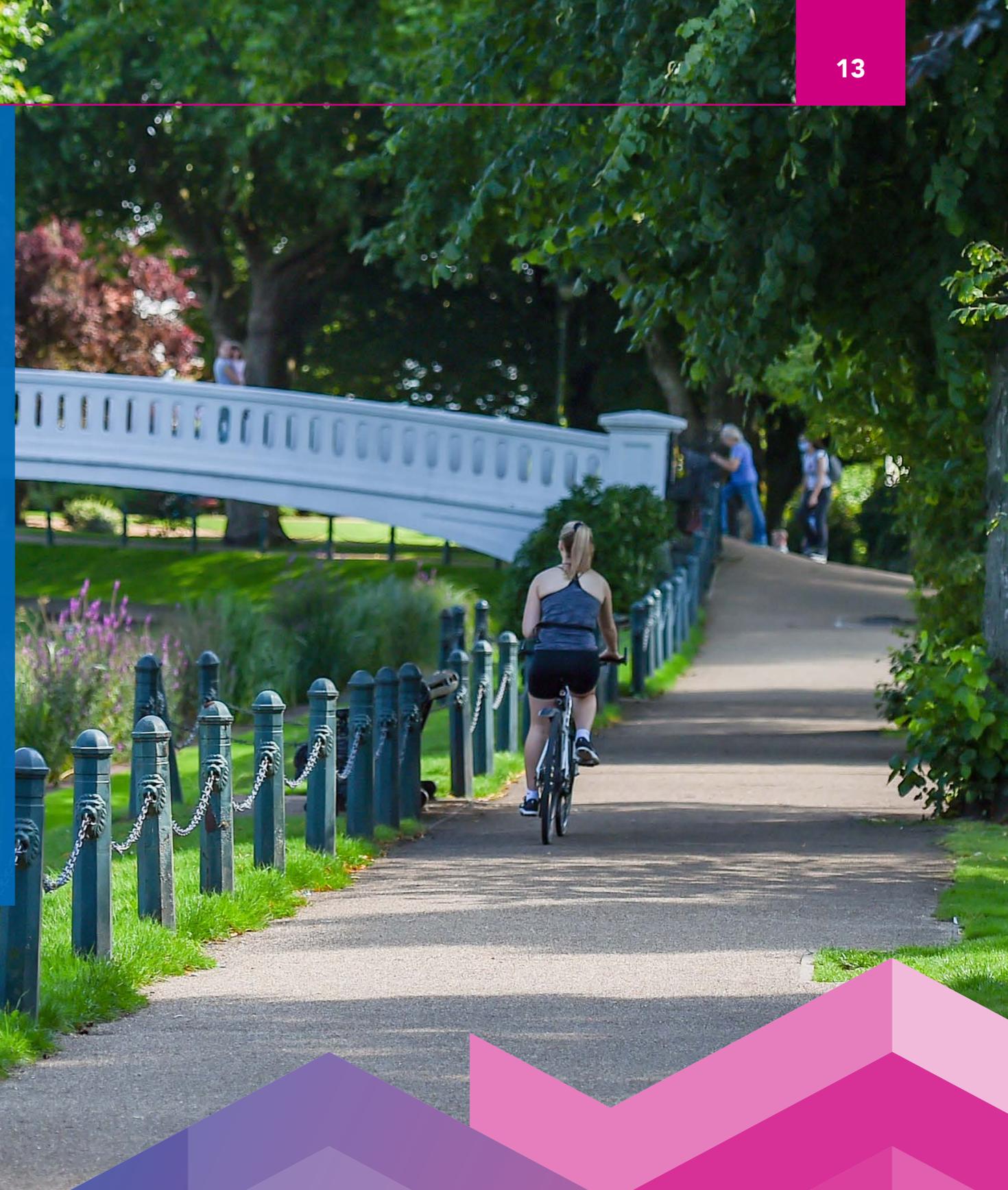
- Update Staffordshire's Local Cycling and Walking Infrastructure Plan (LCWIP) to cover the whole of the county.
- Apply Active Travel England toolkits when designing walking and cycling schemes.
- Adhere to Local Transport Note 1/20 design guidance as much as possible when designing walking and cycling 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 paths and associated assets and furniture.

Active travel promotion

- 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

We want to better integrate land-use and transport planning, which will result in people-centred design and vibrant communities. Our 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 **£14,300,000** 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.

Our key asks of stakeholders

- Local planning authorities to ensure that land use planning decisions align with the LTP.
- Put into practice our forthcoming 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.
- See the main document for more asks of stakeholders.

Our commitments

- Provide infrastructure that supports the delivery of Local Plans in Lichfield, Stafford, Newcastle-under-Lyme and Burton upon Trent.
- Provide transport planning advice to local planning authorities 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 forthcoming Residential Highway Design Code.
- Consider recommending that planning consent is refused if evidence suggests that a proposed development could lock-in car dependency.
- Work with all transport providers to ensure data sharing becomes standard practice.
- Produce annual Travel Plan delivery reports and use them to inform transport policy, strategy development and future land use planning decisions.



10 Digital Connectivity

By embracing technology and harnessing data, we want to give people the choice not to travel, and to prioritise safety and efficiency in how local roads run. Our 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.

Our key 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.
- See the main document for more asks of stakeholders.

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 all transport providers to ensure data sharing becomes standard practice.
- Strengthen the use of digital information and data sharing across highway and transport teams within the council.



11

Low Emission Vehicles

Whilst much of the shift to low emission vehicles depends on national-level action, we will respond where local demand arises by considering public charging points in off-street locations. Our 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.

Our key asks of stakeholders

- Distribution Network Operators to ensure an appropriate and equitable distribution, and affordability of charging 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 provide investment in their electric bus fleet.
- Bus operators to agree to a refreshed Enhanced Partnership agreement to ensure Staffordshire's bus fleet is contributing to National Government targets.

- See the main document for more asks of stakeholders.

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 as potential locations for electric vehicle charging points.
- Review our procurement contracts to set minimum standards for the emissions of our suppliers' vehicles, ensuring value for money.



12 Investment Asks

The asks in the tables that follow represent our estimates regarding how much investment is needed to make progress towards achieving the LTP's vision*. With lower levels of investment, the LTP's outcomes will take longer to achieve. Scheme investment programmes will be developed and progressed as resources become available.

Theme Objective	Output	Investment Ask £'000	
		Capital	Revenue
Public Transport			
Objective 1 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
Objective 3 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
Objective 4 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

Theme Objective	Output	Investment Ask £'000	
		Capital	Revenue
The Road Network			
Objective 6 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
Objective 7 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 maintenance, and bus stop maintenance.	562,482	99,939
Sub-total		685,882	178,939

* Based on current information.

Theme Objective	Output	Investment Ask £'000	
		Capital	Revenue
Active and Inclusive Communities			
Objective 9 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, and cycle parking.	33,850	6,600
Objective 10 Increase the use of the Public Rights of Way network.	Path network and green spaces improvement and maintenance, community paths initiative, and structures maintenance programme.	10,000	3,000
Objective 11 Deliver promotional activities that complement our active travel infrastructure.	Social prescribing, Bikeability for families, young people and adults, and behaviour change research and marketing.	0	10,250
Sub-total		43,850	19,850

Theme Objective	Output	Investment Ask £'000	
		Capital	Revenue
Land Use and Transport Planning			
Objective 14 Provide high quality active travel and public transport connectivity 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
Sub-total		14,300	250
Low Emission Vehicles			
Objective 18 Support the bus industry by enabling investment in low emission buses and charging infrastructure.	Low emission buses on the busiest bus corridors through air quality management areas, focusing on the north of the county.	12,500	0
Sub-total		12,500	0
Total Investment Ask		778,782	279,914
Total Investment Ask		1,058,696	

13 Monitoring and Evaluation

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 the theme objectives:

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 in our main settlements
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 (based on available datasets)
35. Number of publicly available electric vehicle sockets
36. Number of zero emission buses
37. Number of bus depots with charging infrastructure

