

REPORT

Lichfield District Transport and Movement Study

Stage 1 – Baseline Review

Client: Lichfield District Council

Reference: PC8297-ITP-RP-TP-0001

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1 Introduction

1.1 Overview

ITP, part of Haskoning, has been commissioned by Lichfield District Council (LDC) to prepare a Strategic Transport and Movement Study in advance of the preparation of a future local plan for Lichfield District.

This study considers, at a strategic level, the transport and movement opportunities relevant to the future sustainable residential and commercial growth of the district. It does not seek to replace future detailed technical work that will be required to support local plan examination once greater certainty is reached over likely site allocations. It does, however, present an important opportunity for strategic transport planning that can guide the emerging Local Plan and help to assist site promoters in understanding how they can play their part in delivering sustainable growth.

1.2 Context

The current development plan for Lichfield consists of the Local Plan Strategy 2008-2029 (adopted 2015) and the Local Plan Allocations 2008-2029 (adopted 2019). In May 2026, Lichfield District Council made the decision to move to the new 30-month local plan regime, formally commencing in November 2026. ITP was already committed at this point to undertake a supporting study. The scope has therefore been adjusted to reflect the changing context.

The study is now focussed on supporting transport infrastructure at three potential new settlements, alongside Lichfield and Burntwood. It does not confirm the inclusion of any site within a future Local Plan but instead considers a holistic package of potential supporting transport infrastructure. This approach is intended to provide the following outcomes:

- To enable the future preparation of a local plan to be led by a clear and integrated transport vision, supporting the delivery of new homes in accessible and sustainable locations.
- To provide a robust foundation for future site allocations and planning policies, identifying the scale and nature of transport interventions required and supporting a fair and proportionate distribution of infrastructure costs across development sites. To give site promoters early visibility of potential transport interventions, allowing these to be factored into masterplanning, design development and viability assessments from the outset.

This Stage 1 report focuses on establishing a strategic, vision-led framework to guide sustainable growth, ensuring that transport infrastructure is planned proactively and in a coordinated manner alongside future development.

A baseline transport exercise has been undertaken, highlighting current transport conditions, identifying challenges and opportunities for growth in the district from a transport perspective. Stage 2 of the commission will look at key locations for development and the associated opportunities for potential interventions required for the sustainable delivery of housing.

1.3 Structure

Following this introduction, this report is structured as follows:

- **Chapter 2** – Policy Review
- **Chapter 3** – Transport Conditions



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- **Chapter 4** – Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis
- **Chapter 5** – Vision and Good Growth Principles
- **Chapter 6** – Conclusions and Next Steps



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2 Policy Framework

This section reviews and presents relevant national, regional, county, and local policies for development and transport within the district. These provide a baseline understanding of the policy context surrounding the relationship between transport and development.

2.1 National

2.1.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was most recently updated in December 2024, with minor amendments in February 2025. Whilst not a transport specific document, it sets out the Government's general requirements for the planning system. It encourages a more sustainable approach to transport within the planning system that reduces reliance on the private car in new development.

In December 2025, consultation for proposed changes to the NPPF was launched, ran through to March 2026. The consultation proposes a number of significant reforms to the planning system, including a strengthened presumption in favour of sustainable development and measures intended to support development in accessible locations, such as land in proximity to railway stations. It also includes wider reforms relating to Green Belt policy (including potential introduction of 'Grey Belt' concepts), climate change, and plan-making processes. As of mid-2026, the final revised NPPF has not yet been published, although it is anticipated later in 2026 following consideration of consultation responses. Chapter 9 of the current NPPF details how planning decisions should promote sustainable transport. The December 2024 update advocates a "vision-led" approach to "identify transport solutions that deliver well-designed, sustainable and popular places". This theme is also strengthened in the consultation draft of the revised NPPF, due to be published later in 2026.

Paragraph 115 of the NPPF establishes key principles for plan-making by requiring that local plans and strategic policies ensure that "*sustainable transport modes are prioritised*", that "*safe and suitable access can be achieved for all users*", and that transport considerations are embedded within high quality design frameworks, including alignment with the National Design Guide and National Model Design Code. In this context, plan-making should ensure that site allocations and policies are informed by a clear understanding of transport impacts, and that any potential effects on network capacity and congestion are identified and mitigated at a strategic level.

Paragraph 116 provides an important framework for transport evidence underpinning Local Plans. It emphasises that development should only be constrained on highways grounds where there would be an "*unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*" For plan-making, this requires local authorities to assess cumulative impacts across allocations and growth scenarios, ensuring that transport evidence proportionately demonstrates whether the scale and distribution of development is deliverable in network terms.

The NPPF goes on to say that policies and site allocations for future development should:

- a) "give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use"
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;



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- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

The NPPF recognises that rural areas have distinct transport challenges and opportunities, and it sets out policies to ensure that transport planning supports sustainable rural development. The framework emphasises that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, including through the conversion of existing buildings and the development of well-designed new buildings.

Transport is seen as a key enabler for rural economic diversification, agricultural businesses, rural tourism, and the retention of accessible local services and community facilities.



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2.2 Regional

Lichfield District Council is not located within a combined authority area, so does not fall directly within the scope of regional planning or transport policy. It is located within the area covered by Midlands Connect, who campaign for better transport planning for the region.

2.2.1 Midlands Connect Transport Strategy

Midlands Connect is the Sub-national Transport Body (STB) for the Midlands region. It is an initiative driven by former Local Enterprise Partnerships and Local Authorities to ensure that the Midlands is positioned to influence future strategic transport funding programmes and coordinate funding across the region. The region includes a majority of the East and West Midlands, including Birmingham, Derby, Leicester, Nottingham, and Wolverhampton.

The Strategic Transport Plan (STP), first published in 2017 and refreshed in 2022, aims to achieve a vision of a 'fairer, greener and stronger Midlands', with three key challenges outlined that strategic transport investment must help to tackle:

Figure 2.1: Midlands Connect Transport Strategy - three key challenges



These key challenges are supported by nine key regional connectivity needs:

1. Improved east-west connectivity
2. Ensuring fast and reliable connections to international gateways
3. A competitive pan-regional rail offer
4. Improving digital connectivity to reduce the need to travel
5. Making our roads more reliable
6. Solving rural transport challenges
7. Better integration between local, regional, and national transport networks
8. Responding to the impacts of Covid-19
9. Decarbonising transport

Lichfield District is situated along the connectivity corridor linking Lincoln, Nottingham, Derby, and Birmingham.



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2.2.2 West Midlands Combined Authority - Local Transport Plan

The West Midlands Combined Authority (WMCA) is a neighbouring Local Transport Authority. As such, understanding policy direction and transport improvements is key given the cross-boundary transport demands, particularly with commuting destinations within Birmingham and the Black Country.

LTP4 ('Movement for Growth') sets out a 20-year strategic transport vision for the West Midlands made up of both a Strategic Transport Plan and a Delivery Plan for 2026. The overarching vision states that:

We will make great progress for a Midlands economic 'Engine for Growth', clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy"

This vision is supported by eight key actions:

- Introduce a fully integrated rail and rapid transit network that connects the main centres with quick, frequent services, and which is connected to wider local bus networks through high quality multi-modal interchanges.
- Increase the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two HS2 stations in central Birmingham and the UK Central Hub.
- Reduce transport's impact on our environment – improving air quality, reducing carbon emissions and improving road safety.
- Use transport improvements to enhance the public realm and attractiveness of our centres
- Ensure that walking and cycling are a safe and attractive option for many journeys, especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel.
- Facilitate the efficient movement of people on transport networks to enable access to education and employment opportunities and health and leisure services.
- Enable businesses to connect to supply chains, key markets and strategic gateways, including Birmingham Airport, through improved strategic connections by road and rail.
- Maintain and develop transport infrastructure and services to ensure they are efficient, resilient, safe and easily accessible for all.

Cross-boundary travel and collaboration is a central theme of the plan, which highlights that over half of all journeys to work cross district lines and therefore require coordinated transport planning across local authority borders. Lichfield is also referenced in multiple regional rail and road network maps, highlighting its role in wider connectivity between the West Midlands and neighbouring areas.

LTP4 is currently being refreshed and replaced with LTP5 'Reimagining Transport in the West Midlands.'

2.2.3 West Midlands Transport Delivery Plan 2026

The West Midlands Transport Delivery Plan sets out infrastructure delivery for 2026, aligning with the LTP4 'Movement for Growth' strategy. The document outlines nearly 200 schemes with £7.3bn across rail, rapid transit, cycling, walking, HS2 and network resilience.

The focus of this document is on improvements within the WMCA area; however, references to Lichfield District include:

- Potential strategic Park and Ride site at Lichfield Trent Valley – supporting rail-based commuting and reducing traffic in urban areas.
- Midlands Rail Hub and electrification projects (Walsall-Rugeley electrification) to improve capacity and connectivity on routes that pass through or near Lichfield on the West Coast Main Line.
- Cross-boundary planning as many workers travel between Lichfield, Birmingham, and the Black Country.

2.3 County

Pending local government reorganisation, Lichfield District currently sits within Staffordshire County Council, under two-tier governance arrangements.

2.3.1 Staffordshire Local Transport Plan (2025)

Staffordshire County Council, as the Local Transport Authority for the Lichfield District, produces an LTP for the county. Adopted in 2025, the current Staffordshire LTP sets out a strategic, long-term plan for transport across the county. It has a vision for:

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

This vision is supported by four strategic objectives:

1. Deliver a whole-systems approach to transport and road management that grows the economy
2. Deliver safe, well maintained local roads, footways, and cycleways that create a sense of place and healthy communities
3. Improve physical and virtual connectivity, whilst addressing inequalities
4. Improve air quality and protect the natural and built environments

The LTP outlines eighteen theme-specific objectives, which are presented in **Table 2.1**.

Table 2.1: Staffordshire LTP key objectives summary

Theme	Objectives	Key Points / Summary
Public Transport	1. Ensure multi-modal connectivity for all, to, from, and within rail stations	• Rail: 8 million passengers/year. Issues include poor east-west connection and station accessibility - Bus: 16 million journeys/year by falling patronage, priorities include reliability, better interchange, simplified fares, and cross boundary services • Other: potential for shared mobility and mobility hubs
	2. Improve rail passenger and freight services	
	3. Deliver high-quality bus services that are reliable, accessible, and easy to use	
	4. Provide other public travel options where frequent bus services are not available	

Highway	5. Improve the safety and efficiency of the Strategic Road Network to deliver a positive impact on the local road network	- SRN issues on M6, A50, A500, A5, A38 suffering from congestion & safety. - Local network: 6,000 km roads; large maintenance backlog; £44.6m/year needed for steady-state maintenance of carriageways. - Freight: Staffordshire is in the Golden Logistics Triangle; issues include congestion and lack of secure lorry parking facilities
	6. Improve the safety, efficiency, and journey time reliability of the local road network	
	7. Deliver a whole-life asset management approach to improve the condition of the local road network	
	8. Support the efficient movement of freight whilst minimising the adverse impacts it can have on local roads, communities and the environment	
Active Travel	9. Ensure the road network provides facilities that make walking, wheeling, and cycling convenient and safe for all	- LCWIP: identifies around 200 schemes with a countywide version due in 2026. - Key issues include network gaps: fragmented cycle routes; poor footway condition; inadequate dropped kerbs, signage, and crossings. - PRoW: 4,524 km but deteriorating in places and create significant maintenance requirements
	10. Increase the use of the Public Rights of Way network	
	11. Deliver promotional activities that complement our active travel infrastructure	
Land use planning	12. Integrate land-use planning and transport infrastructure, and ensure development is located where there are, or will be, travel choices	- Vision-led planning required by NPPF; avoids car-dependent growth. - Large increase in housing targets across all districts. - Focus on accessibility planning, travel plans, and integrating transport early in planning. - Town centre regeneration across Stafford, Burton, Tamworth, Lichfield, etc
	13. Ensure decisions made on the location and design of new development sites provide high quality connectivity by active and public transport	
	14. Provide high quality active and public transport connectivity when reshaping and revitalising our town centres	
Digital Connectivity	15. Improve digital connectivity to give people the option not to travel and improve the way the road and transport networks operate	97% superfast, 86% gigabit, 77% full fibre; 5G at 95.5%. - Digital exclusion is being addressed with adult learning. - Increasing importance of real-time data, MaaS, AI-supported network management.
	16. Improve data sharing with partners to enhance the efficient and safe operation of the local road network	
Low-Emission Vehicles	17. Facilitate the transition to low emission vehicles amongst residents and businesses by focusing on off-road charging locations	- Need for more than 5,000 public EV chargers by 2035, with only 600 installed - Bus operators moving to electric fleets from 2025/26
	18. Support the bus industry by enabling investment in low emission buses and charging infrastructure	

Table 2.2 Error! Reference source not found. summarises schemes within the Lichfield District area. These include those proposed, currently in feasibility discussions, and those that are aspirational.

Table 2.2: Key transport schemes in Lichfield District

Mode	Scheme proposals and investment aspirations
Rail	- Lichfield Trent Valley and City station access improvements. - Feasibility for Lichfield–Burton passenger services - Cross-City Line extension to Burton - Further work on impact of HS2 cancellation (in conjunction with Midlands Connect), looking at capacity - Lichfield to Burton passenger line reopening and new station at Alrewas / the National Memorial Arboretum



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Project related

Bus	• Full redevelopment of Lichfield Bus Station. • Upgraded stops (raised kerbs, shelters, lighting, RTPI). • Improved bus-rail interchanges. • Strengthened cross-boundary corridors (Walsall/Birmingham/Tamworth).
Active Travel	• Priority cycle & walking network upgrades connecting city centre, north and southeast Lichfield. • Better links to Lichfield City Station. • Canal towpath upgrades near Lichfield, Fradley, Fazeley. • Closing cycling network gaps and improving junction permeability.
Road Network	• Major A38/A5 junction improvements: Swinfen, Hilliard's Cross, Muckley Corner. • Trent Valley Roundabout improvement. • Monitoring of Lichfield Southern Bypass outcomes. • Road alignments under reassessment (A51 Dosthill Bypass).
Freight	• Freight access improvements at A38 Hilliard's Cross. • WCML freight constraints through Lichfield Trent Valley

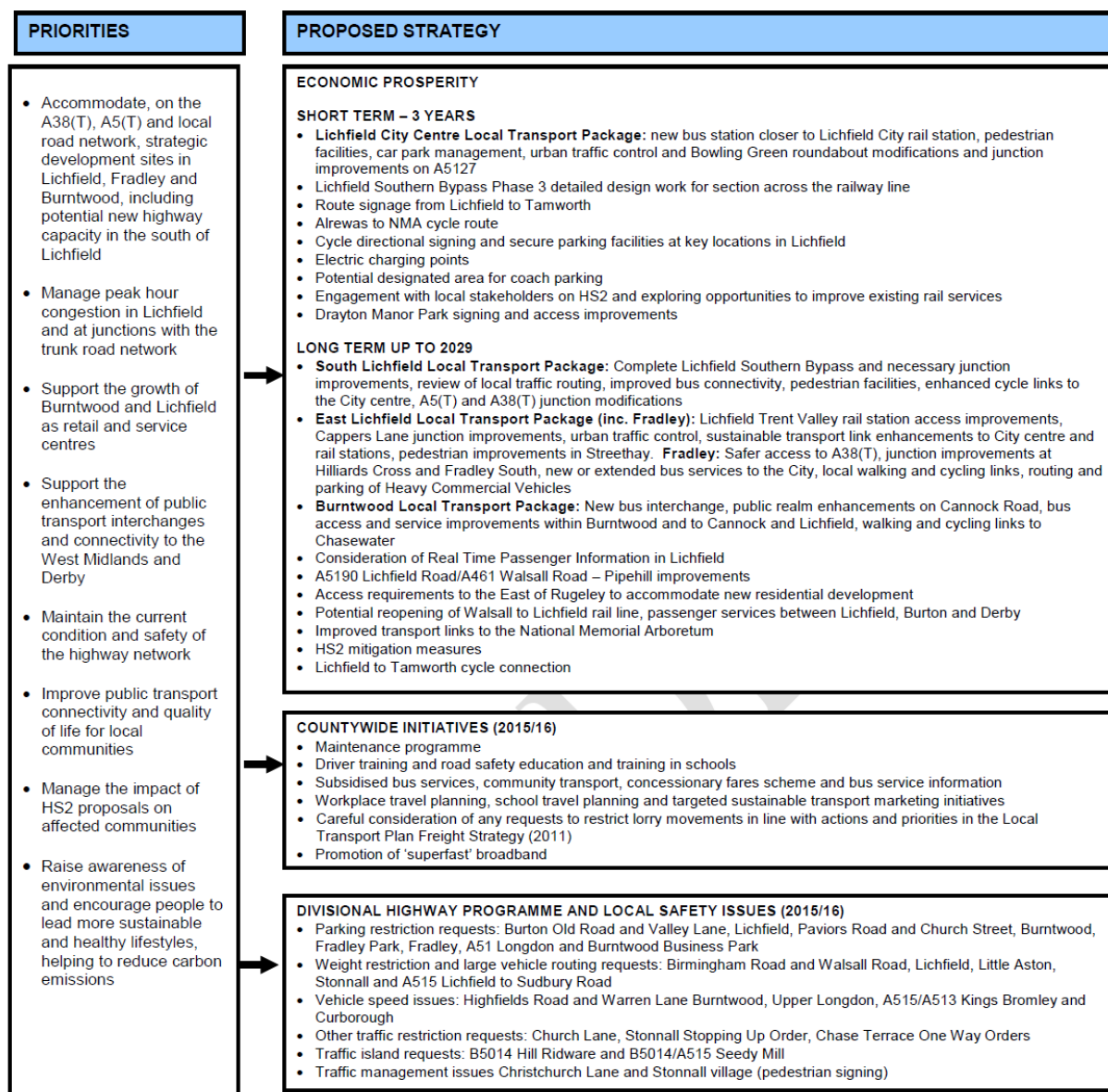
2.3.2 Integrated Transport Strategy - Lichfield District (2015-2029)

Staffordshire County Council has developed Integrated Transport Strategies for the eight districts and boroughs in Staffordshire to help prioritise expenditure on transport improvements.

The strategy works towards the vision of '*A Connected Staffordshire: where everyone has the opportunity to prosper, be healthy and happy*'

The proposed priorities focus on all modes of transport with delivery primarily through transport packages of improvements. These are presented in Error! Reference source not found.**Figure 2.2.**

Figure 2.2: Lichfield ITS key priorities and proposed strategy



2.3.3 Lichfield District LTP Data Report

As part of work towards the Staffordshire LTP, a large evidence base was gathered, which included a focus on each District. The LTP provides a Lichfield District specific data report which covers baseline travel patterns in the district, aiming to inform transport mitigation measures. This baseline work is reflected in later stages of this report.

2.3.4 Staffordshire Rail Strategy (2016)

The Staffordshire Rail Strategy (2016) provides a long-term vision for improving rail services, connectivity, stations and freight movement across the county. This has a vision to create:

“A well-connected, modern, safe, affordable, reliable, attractive and low carbon rail network that allows businesses, people and goods to connect efficiently and effectively with each other, whilst playing a central role in supporting the economic growth of Staffordshire”

Key issues identified within the strategy include:

- Poor connectivity from Staffordshire to East Midlands – hourly services or indirect services with changes.
- Poor connectivity to Manchester Airport – no direct services.
- Reduced frequency at Trent Valley stations due to increased frequency on the West Coast Mainline.
- Routes are generally two-track only, with the exception of the West Coast Mainline.

Key improvements in Staffordshire and relevant to the Lichfield District include:

- The introduction of additional rolling stock on the Cross City Line and Chase Line to alleviate problems of overcrowding.
- The introduction of earlier and later services together with increase Sunday services on the Cross City Line and Chase Line.
- New Services linking Lichfield Trent Valley and Burton upon Trent/Derby including necessary and relevant infrastructure such as electrification, capacity/speed improvements and re-signalling between Lichfield Trent Valley and Wychnor Junction.
- Improved ticketing experiences for passengers.
- New direct services on the Chase Line to Stafford and beyond.
- Investment in existing stations including Lichfield City, Lichfield Trent Valley and Rugeley Trent Valley together with the opening of new stations where there is a robust and clear business case.

The strategy also discusses the importance of the interface and supporting the delivery of HS2 in the region. However, the strategy was published prior to the cancellation of Phases 2a and 2b of HS2 which continued the line past Handsacre in Lichfield. As such some of the benefits and improvements are no longer applicable. The impacts of this are reflected in the recent 2025 Staffordshire LTP:

- Potential capacity constraints on the West Coast Mainline – impacting ability to improve rail services and freight travel.
- Impact on the potential to provide services on the Lichfield to Burton upon Trent Line due to capacity constraints.

2.3.5 Staffordshire Bus Service Improvement Plan (2024-2050)

The Staffordshire Bus Service Improvement Plan (BSIP) covers the period 2024 to 2050 and sets out a plan for improving bus services across Staffordshire. The BSIP supports the Staffordshire LTP, which has a vision aligning with the LTP:

“A sustainable bus network and more people choosing to travel by bus as their preferred form of transport”



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This vision is supported by eight objectives to guide improvements:

1. Buses take people where they want to go, at a time that is right for them.
2. Bus journeys are expeditious and run on-time.
3. Bus fares are simple to understand and cheaper than car travel.
4. Ticketing is seamless between bus services and integrated across transport modes.
5. Bus passengers have a strong voice and influence regarding how the bus network runs.
6. Bus infrastructure is accessible, safe, and well-maintained.
7. Bus information is widely available, in various formats, and accessible to all users.
8. Buses are accessible, zero emission, with high-quality on-board environments.

Key features of the current bus network in Staffordshire:

- Over 200 bus services, of which around 60% are commercially operated and 40% subsidised
- Two demand responsive services – Moorlands Connect and Border Car
- The majority of the busiest routes are cross boundary
- 4,049 bus stops – many lacking adequate accessibility features and information
- Reliability issues with only about two-thirds of services running on time

One of the major focuses of the BSIP is improvements to Lichfield City Centre bus station, either relocating or redeveloping as part of the Birmingham Road regeneration. This includes improving integration with rail, providing modern and accessible facilities and improved waiting areas.

Other improvements in the Lichfield area include:

- Delivering virtual bus priority on Birmingham Road
- Information totems installed in Lichfield town centre
- Continued delivery of electric buses (County-Wide)
- Bus Passenger Charter (County-Wide)
- Roll out of RTPI and bus stop upgrades (County-Wide)

2.3.6 Staffordshire Local Cycling and Walking Infrastructure Plan (2021-2031)

The Staffordshire Local Cycling and Walking Infrastructure Plan (LCWIP) was published in 2021 to guide strategic planning for walking and cycling whilst boosting their usage. The LCWIP has a vision to:

“Increase people’s connectivity through cycling and walking to employment, education and leisure, leading to positive changes in modal shift, enabling people to lead safer, healthier and more independent lives”

The LCWIP focuses on six main urban areas across Staffordshire. These account for 46% of the total Staffordshire population and are compact settlements of a size which can support journey distances made by walking and cycling. Lichfield is the only settlement included within ITP’s study area.

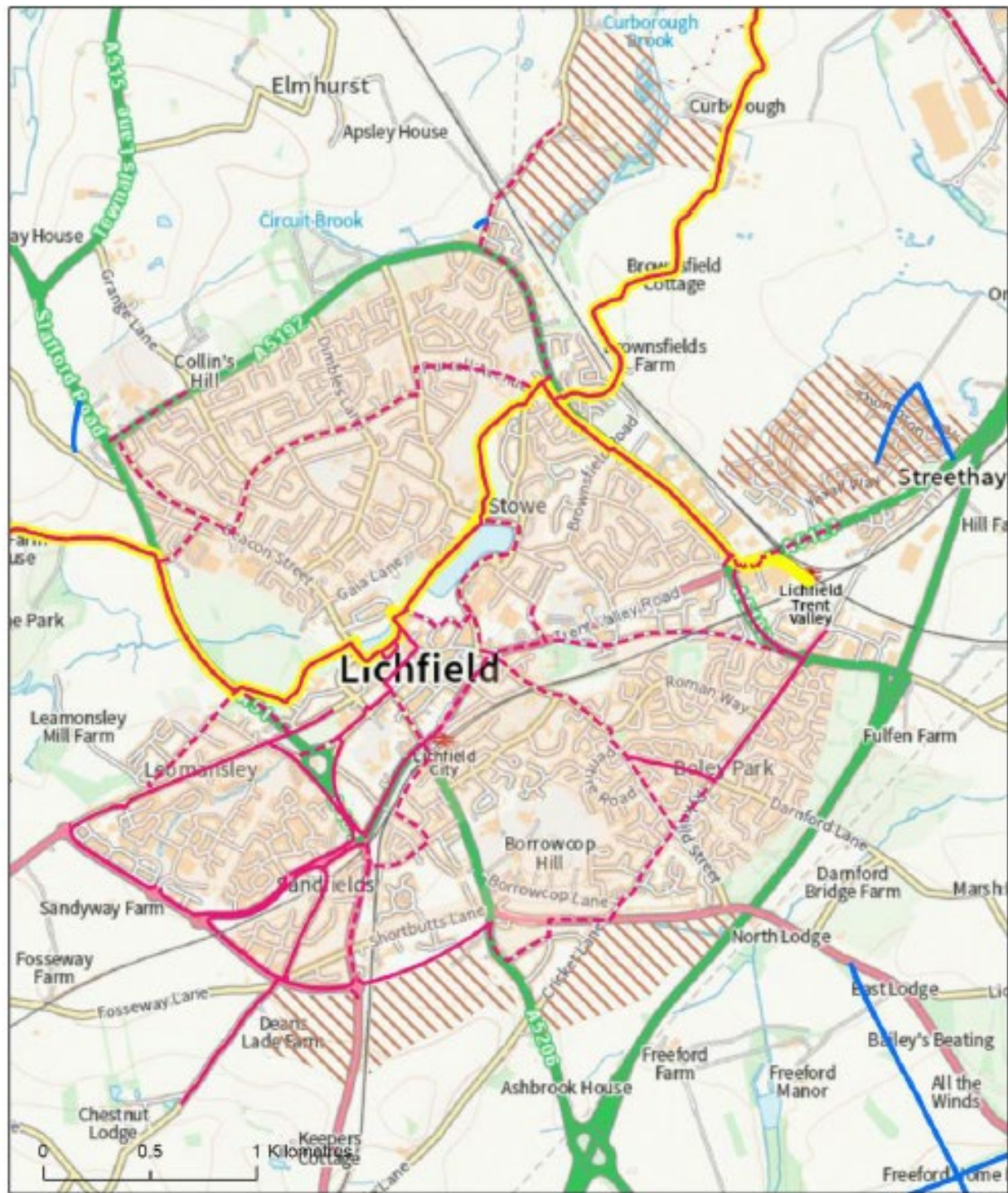
The aim for Lichfield is to ensure walking and cycling investment supports economic growth and helps to transform the city environment. It will do this by providing high quality sustainable transport corridors

linking to the two rail stations (Lichfield City and Lichfield Trent Valley) and to Strategic Housing Development Locations. Proposed improvements are listed in **Table 2.3** and shown in **Figure 2.3**.

Table 2.3: Lichfield LCWIP proposals

Location	Information
Cycling Schemes	
Broad Lane, Lichfield	Quiet way treatment and signage improvements
Friary Road	Maintenance of existing cycle facilities
Eastern Avenue (near The Friary School)	Shared use on the north side and incorporate cycle provision at crossings. A new shared use footway/ cycleway is required on the north side of Eastern Avenue to support existing journeys.
Curborough Road / St Chads Road	A quiet way treatment to highlight the cycle route further and other options, such as filtered permeability by controlling vehicle access with one-way streets.
Greenhill / George Lane	Alternative signed route from Rotten Row into the City Centre and avoiding Greenhill. Options include utilising the proposed cycle route improvements along Birmingham Road to sign a route from Rotten Row into the city centre and avoiding Greenhill.
Walking Schemes	
St John's Street	Footway maintenance, speed reduction measures, improved pedestrian crossing provision, and narrowing of junctions

Figure 2.3: Potential Lichfield Cycle Network (extract from SCC LCWIP, 2021)



2.4 District

2.4.1 Local Plan Strategy 2008-2029 (adopted 2015)

The current LDC Local Plan Strategy was adopted in February 2015 and set out how the district was to grow and change between 2008 and 2029, covering housing, employment, environment, transport, infrastructure, and settlement-specific policies. The purpose of presenting this information is to understand the previous direction of travel, since it will become superseded by the forthcoming local plan review.

The Local Plan recognises the district's two main settlements – the city of Lichfield (Tier 1) and the town of Burntwood (Tier 2). These are surrounded by several villages and settlements within more rural areas of the district. Some of these abut urban areas outside of the authority boundary, including neighbourhoods around Rugeley, which lies within neighbouring Cannock Chase District.

The Plan has fifteen strategic priorities including relating to a wide range of topics including sustainable transport, healthy lifestyles, economic prosperity. Key transport related priorities are highlighted in **Table 2.4**. The purpose of this review is to recognise the context for the next local plan, at which point current specific policies will be superseded.

Table 2.4: Key transport related Local Plan strategic priorities

Strategic Priority	Aims
1: Sustainable Communities	To consolidate the sustainability of the existing urban settlements of Lichfield and Burntwood as the District's principal service centres, together with key rural settlements and to ensure that the development of new homes contribute to the creation of balanced and sustainable communities by being located in appropriate settlements and by containing or contributing towards a mix of land uses, facilities and infrastructure appropriate to their location.
3: Climate Change	To create a District where development meets the needs of our communities whilst minimising its impact on the environment and helping the District to mitigate and adapt to the adverse effects of climate change.
5: Sustainable Transport	To reduce the need for people to travel by directing most growth towards existing sustainable urban and rural settlements and by increasing the opportunities for travel using sustainable forms of transport by securing improvements to public transport, walking and cycling infrastructure
9: Centres	To create a prestigious strategic city centre serving Lichfield City and beyond, an enlarged town centre at Burntwood and a vibrant network of district and local centres that stimulate economic activity, enhance the public realm and provide residents' needs at accessible locations.
11: Healthy and Safe Lifestyle	To create an environment that promotes and supports healthy choices. To improve outdoor and indoor leisure and cultural facilities available to those who live and work in and visit the District and to ensure a high standard of community safety, promoting healthier living and reducing inequalities in health and well-being.
15: High Quality Development	To deliver high quality development which focuses residential, community and commercial facilities within the most sustainable locations whilst protecting and enhancing the quality and character of the existing built and natural environments

Chapter 7 of the Local Plan introduces the sustainable transport objectives for development, seeking to:

- Reduce the need to travel.
- Widen travel choices and make travel by sustainable means of transport more attractive than the private car.
- Improve road safety.
- Reduce the impact of travel upon the environment, in particular reducing carbon emissions that contribute to climate change and not contributing to unacceptable air quality levels.

This includes recommendations for sustainable transport improvements within the district, including proposals for:

- Improvements at Lichfield Trent Valley Station – rail connectivity and accessibility
- Improvements to Lichfield City station and bus station
- Protection of future rail opportunities – safeguarding of Walsall-Lichfield line and extensions to the Cross-City line
- Improved walking and cycling facilities within urban areas – particularly in Lichfield and Burntwood
- Reducing the relative isolation of rural communities through public transport improvements

This section also highlights improvements that will be required for the road network associated with development growth:

- Completion of necessary highway schemes to tackle areas of congestion and to increase highway safety, including the completion of the Lichfield Southern Bypass and schemes identified at Fradley.
- Improvements to junctions on the A38 and A5 Strategic Road Network (SRN)

2.4.2 Local Plan Allocations 2008-2029 (adopted 2019)

The Lichfield District Local Plan Allocations document (adopted in 2019) set out the detailed sites and infrastructure needed to deliver the growth established in the Local Plan Strategy. It allocated land for housing, employment, mixed-use development, transport infrastructure, green space and community facilities across Lichfield, Burntwood, key rural settlements and other rural areas.

A key theme running throughout the document is sustainable transport, including safeguarded road corridors, major junction improvements, sustainable travel, and integration of new development with walking, cycling, bus and rail networks.

This document sets out three District-wide transport policies:

1. **Policy ST3: Road Line Safeguarding** - Safeguards land for the **Lichfield Southern Bypass**, creating a new route between Tamworth Road/London Road and the A5127 Birmingham Road, enabling cross-city movement without entering the centre
2. **Policy ST4: Road & Junction Improvements, Lichfield City** – Safeguards land for seven major junctions to address congestion, safety, capacity and support economic growth
3. **Policy ST5: Road & Junction Improvements, Fradley** – safeguards improvements to the A38 at Hilliard's Cross and Fradley South, to reduce capacity and safety issues

Alongside District-wide policies, this document outlined specific policies for each area of the district including in Lichfield City, Burntwood, North of Tamworth, East of Rugeley and other rural settlements.

Overall, the Local Plan set out several key themes that relate to transport:

- **Reducing congestion** through bypass completion and junction improvements.
- **Supporting growth** with upgraded strategic roads (especially A38).
- **Embedding sustainable transport**: walking, cycling, bus accessibility, rail use.
- **Protecting transport corridors** (roads, canals, rail).
- **Integrating new developments** with existing highways and public transport.

- **Mitigating impacts** of major roads and rail lines (noise, safety, amenity).
- **Delivering multi-modal connectivity** across the district to reduce car dependency

Whilst the Local Plan has successfully delivered key elements of strategic highway infrastructure, most notably the Lichfield Southern Bypass, there is clear evidence that a number of the wider transport objectives have only been partially realised. In particular, several junction improvements remain undelivered, key upgrades to the A38 corridor are ongoing, and progress in delivering sustainable transport and modal shift has been limited. As a result, congestion and car dependency remain significant challenges across the District.

2.4.3 Infrastructure Delivery Plan (2021)

The Infrastructure Delivery Plan (IDP) outlines the planned delivery of infrastructure that would support growth in the District during the current Local Plan period (2008-2029).

The most recent version of the IDP is from 2021. This covers all infrastructure in the district, including transport, education, health, utilities, and communication networks. The relevant aspects that concern the existing and planned delivery of transport are:

- Lichfield Southern Bypass – improve access to new housing and remove through traffic in Lichfield (scheme completed)
- Junction improvements – four key schemes which are likely to be over capacity in future years:
 - Sainte Foy Avenue / A5127 / The Friary;
 - A5127 / Eastern Avenue / Cappers Lane / Valley Lane (scheme now completed);
 - St. John Street / A51 / Upper St John Street;
 - A5206 London Road / Shortbutts Lane / Upper St John Street / Tamworth Road (scheme now completed)
- Strategic Road Network mitigations – A38 at Hillards Cross and Fradley village (scheme ongoing)
- Proposed Coach Park and improved distribution of parking in Lichfield City (scheme not delivered yet)
- Delivery of the Staffordshire LCWIP proposals (partially completed, ongoing)
- Delivery of the Staffordshire Rail Strategy proposals (partially completed, ongoing)

2.4.4 Tamworth Strategic Capacity Study

The Tamworth Strategic Capacity Study (2025) commissioned by Tamworth Borough Council (TBC) aims to establish the level of housing growth which could be accommodated within Tamworth Borough, reflecting NPFF changes in housing supply calculations.

The report provides a summary of the current Tamworth transport system with key points including:

- Tamworth has strong bus, rail and walking/cycling accessibility and is well connected to the A5, M42, A38, and M6 Toll.
- The borough experiences peak-hour congestion, rail capacity limits, and severance caused by the A5
- Gungate Corridor (north–south route) is at capacity and a major bottleneck for Tamworth town centre and onward access to the A5

- A5 corridor east of M42 J10 operates at or over capacity with heavy queues, especially at Mile Oak and Stonydelph junctions
- A38 junctions near Lichfield are substandard and experience periodic congestion
- Walking/cycling networks are strong in central Tamworth but very limited in neighbouring rural areas

The study divides Tamworth and its fringes (including Lichfield) into four areas — North, East, South, West. These are then scored in terms of transport capacity and mitigation deliverability for potential development. A summary of this is provided in **Table 2.5**.

Table 2.5: Tamworth Strategic Study Area Assessment

Area	Rating	Rationale
North Area (southern Lichfield District: Wigginton, Comberford, Hopwas)	Red	• Development would be reliant on the already congested Gungate Corridor with limited scope for new road links or junction upgrades • Active Travel is poor and requires major investment to connect new housing and key destinations • Likely requires improvements to the SRN at M42 Junction 11 and on the A38
East Area (includes Birch Coppice, Polesworth fringe)	Amber	• Close to A5 and M42 • Good bus connectivity and access to Tamworth rail station • Strategic infrastructure (M42 J10, A5) at capacity and requires upgrades • Requires targeted investment in sustainable transport and mitigation at key highway junctions (requires cross-boundary support)
South Area (includes Fazeley, Mile Oak, Drayton Bassett)	Amber (Existing) / Green (Mitigation Deliverability)	• Well connected to strategic highways (M42, A5, A38, M6 Toll) and offers access to Tamworth via several local routes • Some local highway congestion points, particularly around Mile Oak and Fazeley, require mitigation • Active travel improvements would also be necessary to ensure connectivity to services and stations.
West Area (includes Hopwas, Dunstall, Whittington fringe)	Amber (Existing) / Green (Mitigation Deliverability)	• Good access to both Tamworth and Lichfield, with proximity to multiple rail stations and some inter-urban bus routes • Active travel provision limited but can feasibly be enhanced along the A51

The study notes several key pressures that will require joint strategic planning with TBC for growth, these include:

- **A5 Corridor Capacity** – A5 east of M42 J10 is over capacity, which impacts traffic movement between Lichfield, Tamworth, M42, and Birmingham.
- **A38 Corridor** – junctions near Lichfield are substandard and frequently congested; growth in Tamworth or North Warwickshire would add pressure
- **Rail network capacity at Lichfield Trent Valley and Tamworth** - HS2 cancellation means more WCML pressure. There is potential for fewer services calling at both Lichfield Trent Valley and Tamworth stations
- **Active travel gaps between Tamworth and Lichfield** – limited safe cycle and walking routes but opportunities exist on A51 corridor, canal towpath and Hopwas-Tamworth corridor



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2.5 Summary

Overall, transport and development planning in Lichfield District is guided by a range of policies and guidelines. A summary of these is provided in **Table 2.6**. Several key themes are evident from this:

- Sustainable transport as the dominant priority across all levels of policy.
- A38/A5 corridor upgrades repeatedly identified as essential for growth and freight.
- Strong emphasis on cross-boundary connectivity with Birmingham, Tamworth, and Walsall.
- Redevelopment of Lichfield centre and the Lichfield Bus Station is key
- Active travel (walking, wheeling, cycling) central to county and district policy.
- Transport is required to support substantial housing and employment growth.
- HS2 Phase 2 cancellation creates ongoing rail capacity uncertainty.



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Project related

Table 2.6: Summary of policy review

Document	Purpose / Focus	Detailed Transport Messages	Detailed Lichfield-Specific Relevance
National Planning Policy Framework (NPPF)	Sets national rules for planning, emphasises sustainable, vision-led development aligned with reducing car-dependency.	• Strengthens the requirement to prioritise walking and cycling over cars. • Requires development to provide safe, inclusive access for all users. • Expands presumption in favour of sustainable development, especially near rail stations. • Introduces 'Grey Belt' reforms for previously underutilised Green Belt areas. • Only promotes refusal of development on highway grounds if impacts are 'severe'.	• Supports intensification of development around Lichfield City and Trent Valley Stations. • Provides a stronger policy basis for car-free or low-car development in Lichfield. • Reinforces the need for high-quality walking, cycling and public transport networks in new developments.
WMCA Local Transport Plan (LTP4 / LTP5)	Regional strategy focused on economic growth, decarbonisation, accessibility and public transport integration.	• Promotes fully integrated rail, rapid transit and bus networks. • Emphasises air quality, reduced congestion and active travel. • Highlights cross-boundary travel needs. • Identifies the need for a modal shift away from car use.	• Recognises Lichfield as a key commuter destination and part of regional rail/bus corridors. • Links improvements at Trent Valley to wider WMCA rapid transit/rail opportunities. • Highlights the need for coordination between Lichfield and Birmingham due to strong inter-district commuting flows.
West Midlands Transport Delivery Plan (2026)	Pipeline of ~200 major schemes across rail, rapid transit, cycling, HS2 integration and resilience.	• Focus on rail electrification, capacity enhancements and bus/rail interchanges. • Includes measures for cleaner transport modes. • Seeks to support region-wide modal shift and congestion reduction.	• Promotes strategic Park & Ride potential at Lichfield Trent Valley. • Benefits Lichfield through electrification schemes (e.g., Walsall–Rugeley). • Supports improvements that ease pressure on WCML and Cross-City services through Lichfield.
Midlands Connect Strategic Transport Plan (2022 refresh)	Sub-national strategy for boosting inter-city links, freight efficiency, digital connectivity and decarbonisation.	• Prioritises east–west rail improvements. • Supports reliability for freight and passenger movement. • Encourages technology-led solutions. • Identifies strategic corridors for growth.	• Lichfield lies on the Birmingham–Derby–Nottingham strategic corridor. • Improvements to this corridor would benefit regional rail flows affecting Lichfield stations. • Freight reliability improvements along A38/A5 corridor directly relevant to Lichfield District.

Project related

Document	Purpose / Focus	Detailed Transport Messages	Detailed Lichfield-Specific Relevance
Staffordshire Local Transport Plan (2025)	Countywide transport strategy covering highways, active travel, buses, rail, freight, digital and EV transition.	• Sets 18 objectives across all modes. • Identifies major highway issues, including congestion hotspots. • Highlights rail capacity risks from HS2 Phase 2 cancellation. • Calls for upgrades on key freight and commuter corridors. • Supports walking and cycling transformation across major settlements.	• Core Lichfield schemes: A38/A5 junction upgrades, Lichfield Bus Station, LCWIP network improvements, Lichfield–Burton rail feasibility. • Emphasises mitigating transport impacts from major housing growth in Lichfield District.
Staffordshire Rail Strategy (2016)	Long-term vision for rail services, capacity, stations and freight prior to HS2 changes.	• Identifies the need for more capacity and better reliability. • Strong focus on Manchester Airport and East Midlands links (now largely outdated). •	• - Focus on Lichfield Trent Valley as a major WCML interchange. - Proposed Lichfield–Burton services with electrification and signalling improvements. - Station investment opportunities at Lichfield City and Trent Valley.
Staffordshire Bus Service Improvement Plan (BSIP 2024–2050)	Long-term plan to expand bus use, improve reliability, and modernise infrastructure.	• Aims for cheaper fares, simpler ticketing, and better on-time performance. • Strong emphasis on accessible infrastructure and high-quality interchanges. • Supports integrated multi-operator ticketing. • Encourages a shift to electric bus fleets.	• - Key scheme: redevelopment/relocation of Lichfield Bus Station. - Additional improvements include bus priority on Birmingham Road and accessible bus stops. - Directly supports Lichfield city centre regeneration plans.
Staffordshire LCWIP (2021–2031)	Prioritised improvement plan for walking and cycling routes.	• Identifies fragmented cycle networks, poor footways and weak crossing provision. • Proposes around 200 new walking/cycling schemes. • Promotes better access to rail and town centres.	• - Provides detailed schemes for Lichfield, incl. Broad Lane, Friary Road, Curborough Road, Eastern Avenue, and towpath links. - Focuses on improving access to both Lichfield train stations and new strategic housing sites.
HS2 Active Travel Opportunities (Phase 1)	Sets out active travel projects deliverable as part of HS2 enabling works.	• Creating new bridleways and improving underpasses. • Enhancing connectivity between settlements and employment sites.	• - Provides walking/cycling upgrades around Whittington Heath, Fradley Distribution Park, Wood End Lane and Trent & Mersey Canal.

Project related

Document	Purpose / Focus	Detailed Transport Messages	Detailed Lichfield-Specific Relevance
Local Plan Strategy (2008–2029)	Adopted plan setting vision, housing targets, and transport strategy.	- Seeks sustainable development aligned with reducing car dependency. - Supports walking, cycling, public transport and rail. - Requires transport mitigation for new housing.	- Protects future rail corridors (e.g., Walsall–Lichfield). - Supports station improvements and bus station upgrades. - Aligns with Southern Bypass and A38 improvements.
Local Plan Allocations (2019)	Detailed allocations and safeguarded infrastructure.	- Safeguards several road schemes and junction improvements. - Supports sustainable transport for new development.	Safeguards Southern Bypass, key A38/A5127 junctions, and Fradley improvements.
Local Plan Review – Issues & Options (2022–2043)	Emerging updated spatial strategy for the District.	- Avoids car-dependent development patterns. - Promotes sustainable transport access for new sites. - Recognises congestion issues on A5/A38.	- Recommends prioritising development near sustainable transport nodes (esp. Lichfield). - Highlights the need for better bus/rail integration for growth.
Infrastructure Delivery Plan (2021)	Identifies infrastructure needed to support growth.	- Outlines transport mitigation and necessary upgrades. - Covers rail, cycling, walking and highways.	Key projects: Southern Bypass, A38 junctions, coach parking, LCWIP delivery.
Integrated Transport Strategy (Lichfield, 2015–2029)	Sets district-specific transport priorities and packages.	- Supports multimodal access. - Prioritises investment through town-centre and growth-area packages.	Focus on accessing Lichfield city centre, rail stations and strategic housing sites.
Tamworth Strategic Capacity Study (2025)	Sets out the strategic capacity for growth in the borough	- Assesses four areas of growth in terms of existing and potential capacity - Emphasises the importance of cross-boundary coordination on housing growth to reduce impacts, particularly on the road network	- Highlights issues at A38 and M42 J10 and 11 being overcapacity - Focus development on the West and South edges of the district

3 Baseline Transport Conditions

This section explores the existing transport conditions within the district, including current provision, connectivity, congestion hotspots and travel patterns to provide a baseline understanding of transport movement within the district. These findings will support the following stages of this report, exploring their implications for development in the three main corridors of growth.

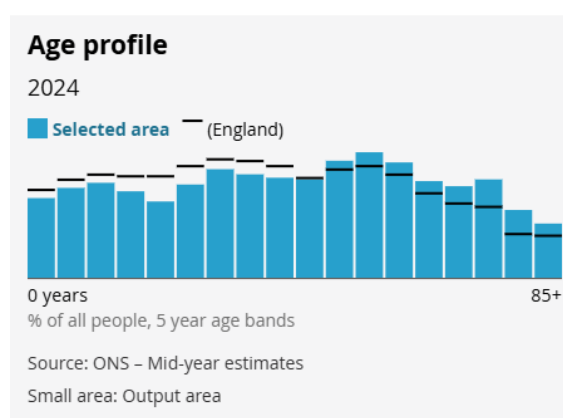
This section utilises the vast evidence base created as part of the Staffordshire Local Transport Plan, which is provided in **Appendix A**.

3.1 Demographics

At the 2021 Census, Lichfield District had a population of 110,000 people (an increase of 5.7% from the previous Census in 2011). There are two main settlements in Lichfield District – Lichfield and Burntwood. These areas, alongside Fradley and Streethay, have seen the largest expansion in recent years.

Lichfield has an older population profile compared to both the West Midlands and England, as shown in **Figure 3.1**. This trend is expected to continue with an ageing population forecast in the future, posing unique challenges for housing, healthcare, and transport provision.

Figure 3.1: Lichfield District age profile (Census 2021)



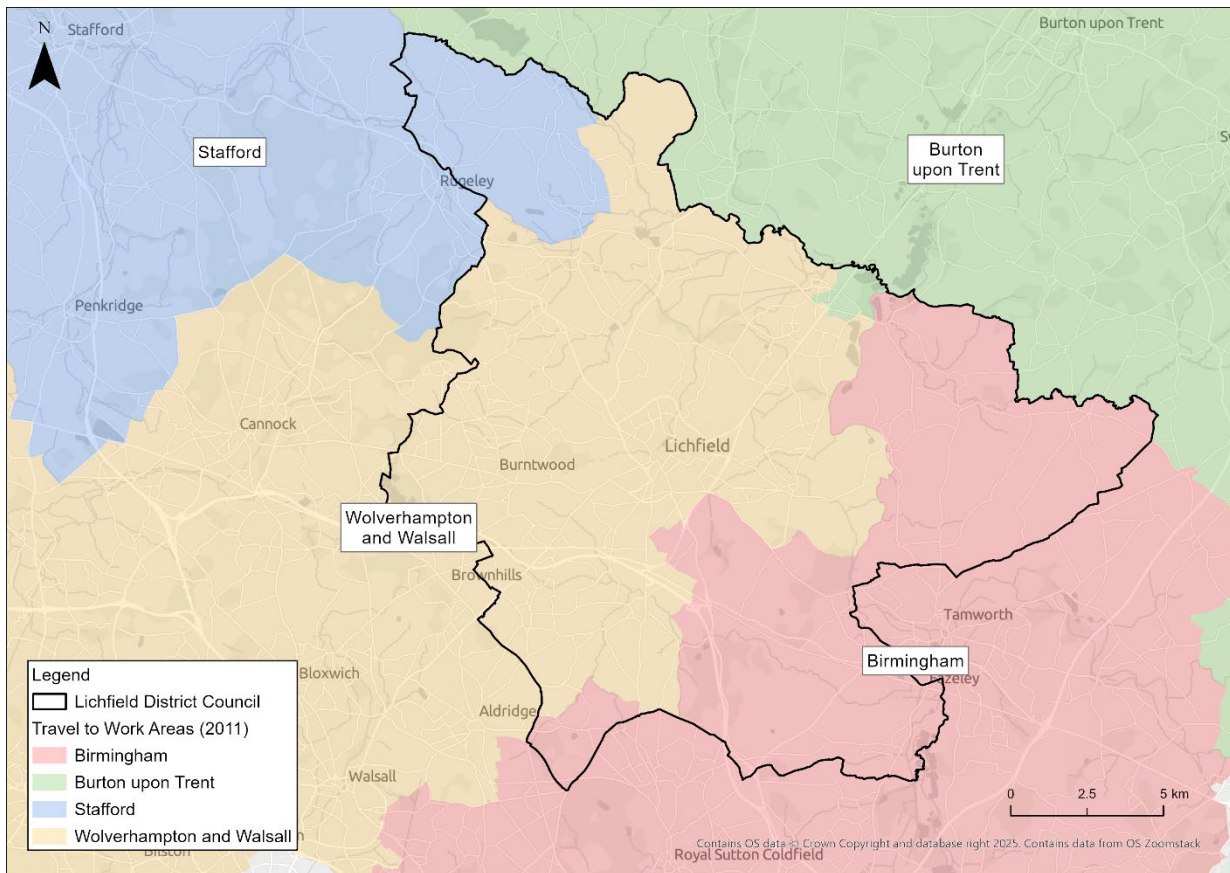
The 2025 Indices of Multiple Deprivation score ranks Lichfield District 241 out of 298 local authorities (with 1 being most deprived), making it amongst the least deprived districts in England. This score measures relative levels of deprivation based on seven domains – income, employment, education, health, crime, living environment and barriers to housing and services. Pockets of deprivation within the district are particularly centred around northern areas of Lichfield and central areas of Burntwood.

Lichfield District is located within Staffordshire, but borders the West Midlands to the south, Derbyshire to the north, Warwickshire to the south-east, and Leicestershire to the east. As such, cross-boundary connections are key.

This is further evident in the split of the district across four different Travel to Work Areas (TTWAs). These are self-contained labour markets and ensure that at least 75% of the local resident workforce works in the area, and 75% of people working in the area also live there. Lichfield District sits within four TTWAs, as shown on **Figure 3.2** overleaf:

- Stafford – north-west of the district, Rugeley area
- Wolverhampton and Walsall – the majority of the district, including Burntwood and Lichfield
- Birmingham – east of the district
- Burton upon Trent – a small area around the north of the district

Figure 3.2: Travel to Work Areas (TTWAs)



Local employment supports services, logistics, manufacturing, tourism, and the professional economy. Tourism plays an important role in the district's economy, with visitor attractions including the historic city of Lichfield, Drayton Manor Park, the National Memorial Arboretum and Chasewater Country Park.

Census data provides information on travel to work patterns, including car ownership, method of travel to work and distance travelled. **Figure 3.3** presents car ownership and distances travelled to work within the district, comparing this to the England national average with **Figure 3.4** overleaf geographically mapping these for households with no access to a car or van.

Figure 3.3: Key Census 2021 travel statistics

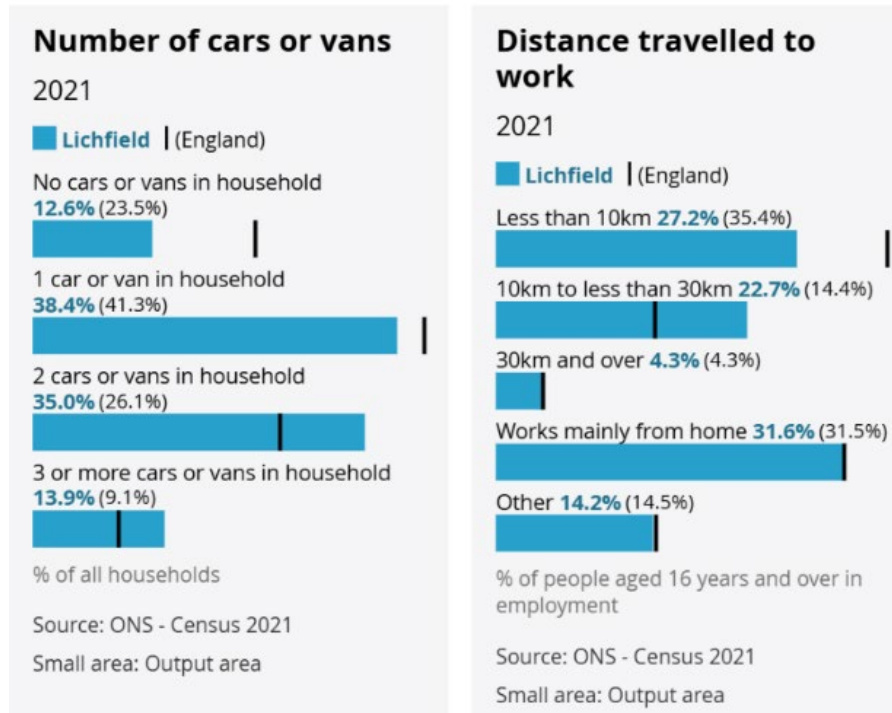
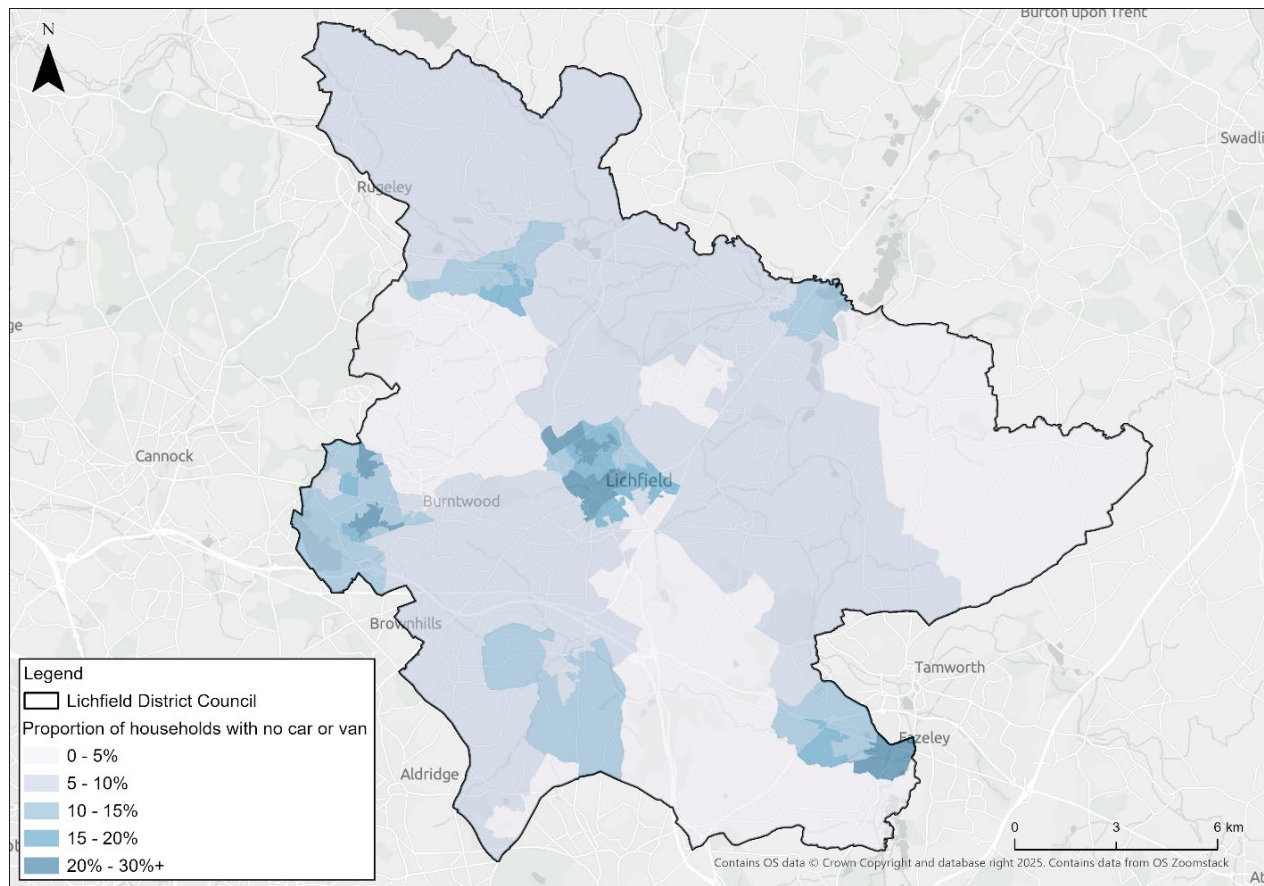


Figure 3.4: Car ownership by LSOA (Census 2021)



Car ownership across the district is generally higher than the national average, with nearly half of all households owning two or more cars (48.9%), compared to 35.2% in England. Similarly, the 2021 Census indicates further distance travelled by residents than the national average, particularly for trips 10 to 30 km.

The lowest levels of car ownership are clustered around Lichfield, west of Burntwood, and in Fazeley. However, the overall trend is high car ownership across the district, with fewer than 12.6% of households not owning a car or van, significantly lower than the England average of 23.5%.

Higher car ownership and further distances travelled to work are reflected in the method of travel to work mode shares presented in **Table 3.1**. These are presented for the 2011 Census, due to the 2021 Census results being affected by travel restrictions related to the COVID-19 pandemic. This restricted travel to work, with more people working from home, potentially altering their mode of travel and only travelling if necessary.

Table 3.1: Method of travel to work (Census 2011¹)

Mode of travel to work	Percentage of trips		
	Lichfield District	Staffordshire	England
Work mainly at or from home	6.7%	5.2%	5.4%
Underground, metro, light rail, tram	0.1%	0.1%	4.1%
Train	3.5%	1.8%	5.3%
Bus, minibus, or coach	2.1%	3.1%	7.5%
Taxi	0.2%	0.4%	0.5%
Motorcycle, scooter, or moped	0.5%	0.7%	0.8%
Driving a car or van	72.0%	71.2%	57.0%
Passenger in a car or van	5.2%	6.1%	5.0%
Bicycle	1.3%	1.8%	3.0%
On foot	7.8%	9.1%	10.7%
Other	0.5%	0.5%	0.6%

Total vehicle trips account for over 72% of mode share, indicating a strong reliance on private car travel. Public transport use (rail and bus combined) is comparatively low, representing just 5.6% of all trips. While active travel modes account for 9.1% of trips, highlighting clear potential to improve existing conditions and further promote walking and cycling as viable travel options.

Travel-to-work mode share trends in Lichfield District broadly align with the Staffordshire County average, although public transport usage, particularly rail, is marginally higher. Despite this, both public transport and active travel mode shares remain notably below national averages, at approximately 17% and 11%, respectively.

At the time of the 2011 Census, home working already exceeded the national average at 6.7%. Given recent shifts in working patterns and reduced reliance on traditional office-based employment, this proportion is likely to have increased since then.

¹ QS701EW – Method of travel to work (Usual residents aged 16 to 74)



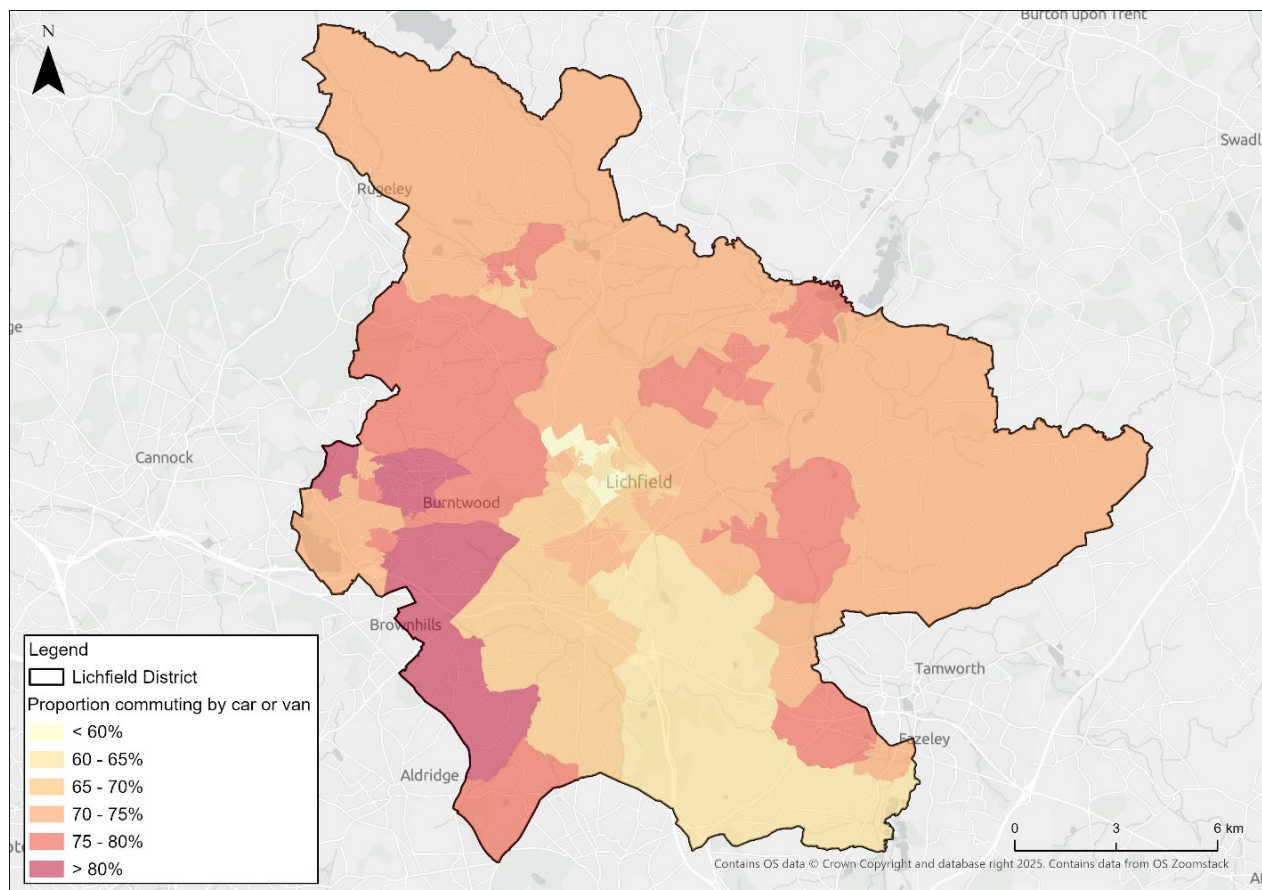
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The geographic variations in commuting to work mode share are presented in **Figure 3.5** and **Figure 3.6** for car or van use and public transport (bus or rail), respectively. As with car ownership, commuting by different modes has clear variations across the district.

As with car ownership, commuting by different modes has clear variations across the district. LSOAs around Burntwood and Brownhills have the highest levels of commuting by car, while commuting by public transport from these areas is among the lowest levels. High public transport usage is concentrated around Lichfield, reflecting the presence of strong rail connectivity and higher frequency bus corridors in this area.

Outside of the main towns and villages, as expected for more rural areas, commuting by car is higher than in the rest of the district, while public transport is lower. Whilst Census travel to work data only covers commuting patterns, high car ownership across the district is likely reflective of high car usage for non-work purposes.

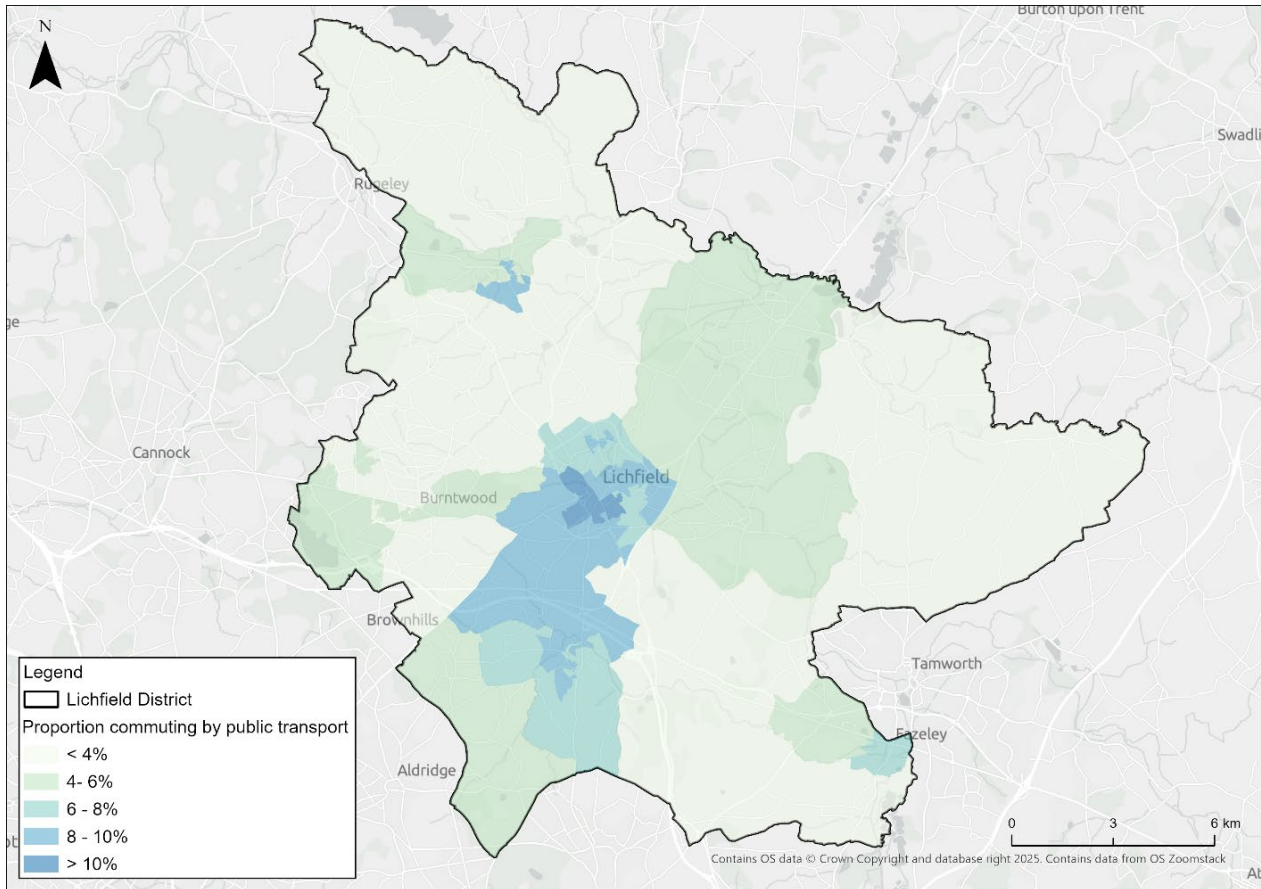
Figure 3.5: Travel to work by car or van (Census 2011, LSOA)





by Haskoning

Figure 3.6: Travel to work by public transport (Census 2011, LSOA)



3.2 Existing Networks

The following sections cover the overall existing active travel, bus, rail, and highway networks, identifying key characteristics and provision. With connectivity analysis following this, providing a summary of connectivity across the district and providing indicative information on overall travel movement using origin-destination data

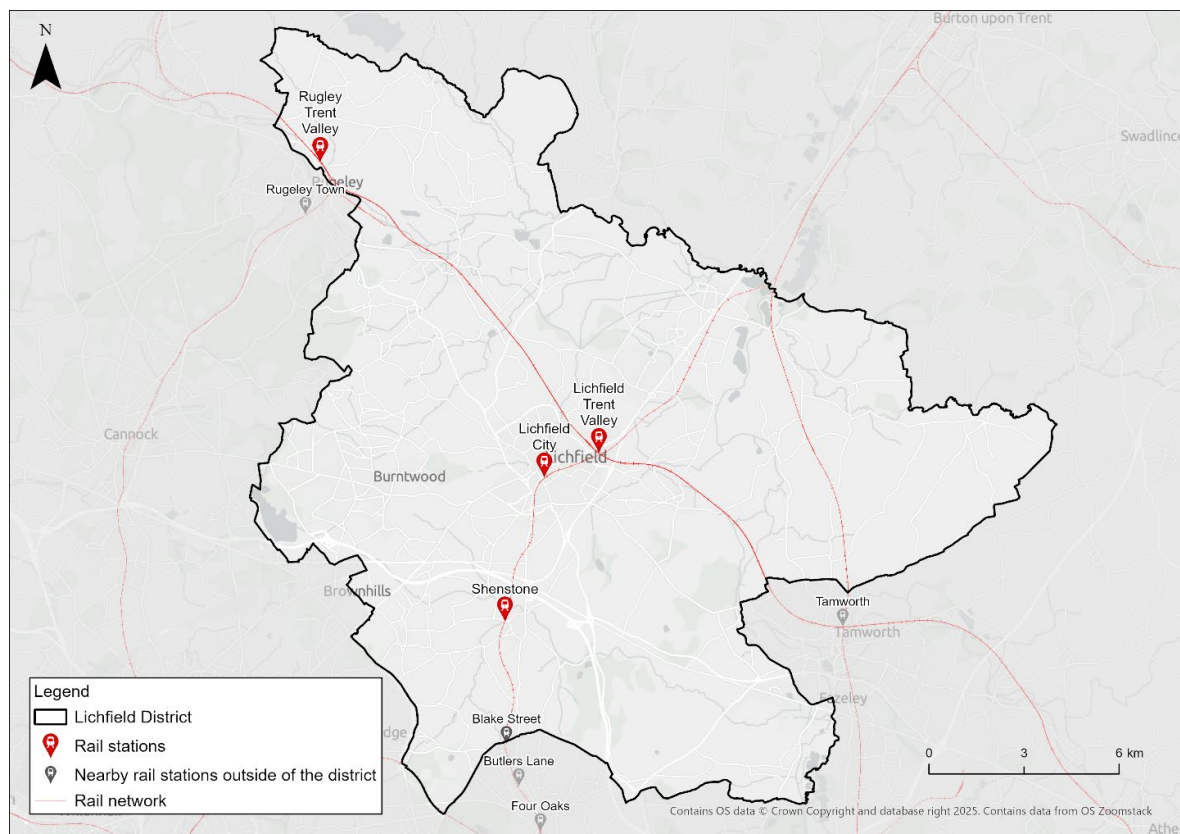
3.2.1 Rail

Lichfield District is served by four rail stations – Lichfield City, Lichfield Trent Valley, Rugeley Trent Valley and Shenstone. Residents are also able to access rail services via four additional rail stations outside of the district boundaries – Rugeley Town, Tamworth, Four Oaks and Blake Street. These stations and the rail lines are shown in **Figure 3.7**.

Stations are served by three rail lines:

- Cross City Line – serves Lichfield City, Shenstone, Blake Street, and Four Oaks stations
- West Coast Mainline (WCML) - serves Lichfield Trent Valley, Rugeley Trent Valley, and Tamworth
- Chase Line – serves Rugeley Trent Valley and Rugeley Town

Figure 3.7: Lichfield district rail network



The Cross City line forms part of the busiest local rail corridor in the West Midlands with a regular weekday service between Lichfield, Birmingham, Bromsgrove and Redditch. The WCML provides a mixture of long-distance, local, and freight services. There is a regular interval service between Crewe and London via Stoke, Stafford, Lichfield, Rugby, and Northampton.

Table 3.2 summarises each of the rail stations within the district, key destinations alongside entry and exit figures for each station, and the main destination or origin using Office for Rail and Road (ORR) data²

Table 3.2: Rail services in the Lichfield district

Station	Line	Key destinations	Entries and exits (2024/25, ORR)	Main origin or destination station (ORR)
Lichfield City	Cross-City Line	Bromsgrove, Birmingham New Street, Lichfield Trent Valley	777,334	Birmingham New Street
Lichfield Trent Valley	West Coast Mainline	London Euston, Bromsgrove, Birmingham New Street, Tamworth, Nuneaton, Crewe, Liverpool Lime Street	887,958	London Euston
Rugeley Trent Valley	West Coast Mainline, Chase Line	London Euston, Birmingham New Street, Birmingham International, Crewe, Stafford, Nuneaton	201,346	London Euston
Shenstone	Cross-City Line	Bromsgrove, Birmingham New Street, Lichfield Trent Valley	149,888	Birmingham New Street
Rugeley Town	Chase Line	Birmingham New Street, Birmingham International, Rugeley Trent Valley	185,286	Birmingham New Street
Tamworth	West Coast Mainline, Cross-Country Line	London Euston, Birmingham New Street, Cardiff Central, Crewe, Stafford, Edinburgh, Liverpool Lime Street, Nottingham, Exeter St Davids	1,240,246	Birmingham New Street
Blake Street	Cross-City Line	Bromsgrove, Birmingham New Street, Lichfield Trent Valley	344,892	Birmingham New Street
Four Oaks	Cross-City Line	Bromsgrove, Birmingham New Street, Lichfield Trent Valley, Redditch	701,024	Birmingham New Street

There are a number of limitations in the current railway network, most notably the lack of passenger services running between Lichfield Trent Valley and Burton-on-Trent, despite the track being in place and regularly used by freight and other non-passenger service trains. Challenges exist in extending the Cross City Line services northwards due to the single high-level platform at Lichfield Trent Valley and the lack of electrification. Additional trains would also likely be required with an increase in route length, and new stations would be required at locations such as Alrewas.

Burntwood is also relatively remote from railway stations, with residents reliant on travelling by bus or car to Lichfield, Shenstone or Cannock to pick up services towards Birmingham.

The former railway line between Lichfield and Walsall is now disused, with only limited sections of track remaining. The trackbed, however, appears to remain largely intact throughout. Significant engineering works would be required to bring this route to modern standards. The route, if re-established, could provide a useful connection to the Black Country.

² ORR Table 1410 – Passenger entries and exists and interchanges by station (April 2024 - March 2025)

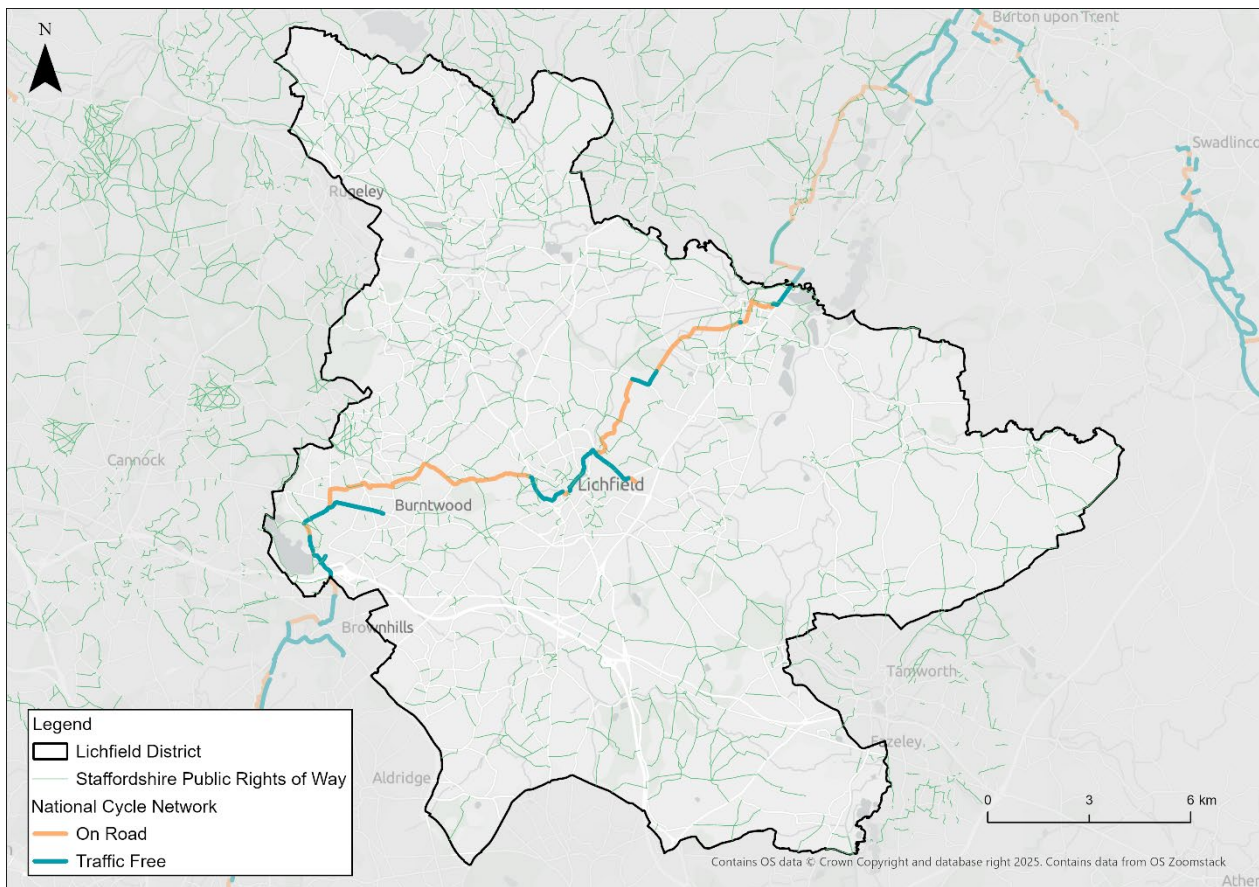
3.2.2 Active Travel

Lichfield District has some designated walking and cycling connections to key destinations within the district and through towards Birmingham, Burton upon Trent, and to the rest of Staffordshire, including adjacent Tamworth and Cannock. Coverage of the local cycle network, Public Rights of Way (PRoW), and the National Cycle Network (NCN) is presented in **Figure 3.8**.

There are over 4,510km of public rights of way in Staffordshire, which provide an opportunity to support leisure walking and cycling journeys. However, the proportion of this network that is available to cyclists is relatively low and fragmented, at just 16%.

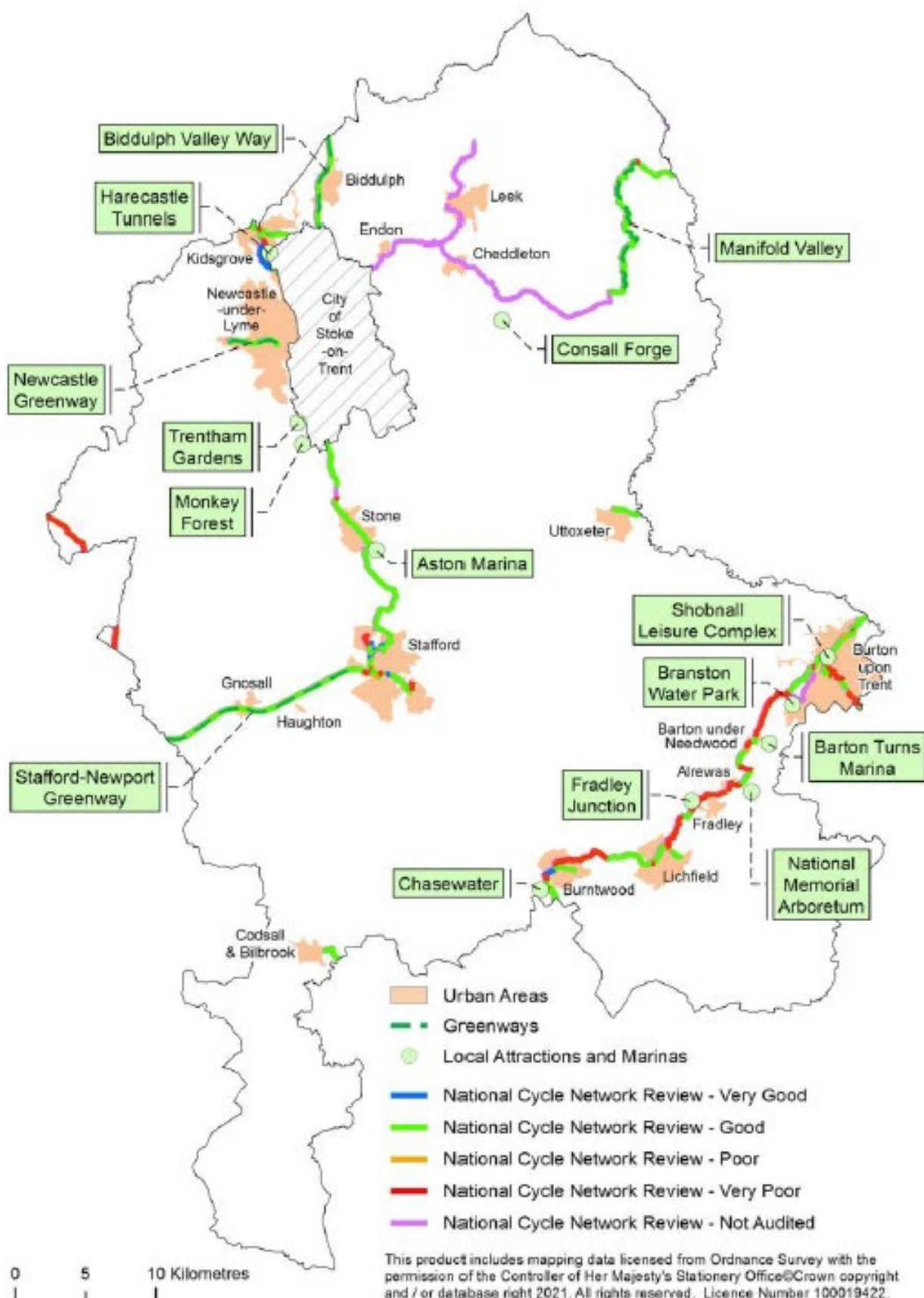
Staffordshire has an extensive canal network connecting settlements and local attractions. The towpath network is managed and maintained by the Canal and River Trust. These routes provide opportunities for traffic free cycling and walking trips whilst supporting their heritage value.

Figure 3.8: Lichfield district active travel network



Audited in 2015 by the Walk, Wheel and Cycle Trust, the NCN in Lichfield was rated with varying quality (see **Figure 3.9**). Sections of the NCN 5 and 54 around urban areas such as Lichfield and Burntwood were rated 'good', whilst connecting sections in more rural areas were generally rated as 'very poor.' This demonstrates a lack of consistency in cycle route provision, undermining the stronger sections of the route.

Figure 3.9: Condition of inter-urban NCN (extract from SCC LCWIP, 2021)





by Haskoning

Strava data provides insights into active travel use for leisure purposes. This fitness tracking app allows users to record their workouts. As part of the LTP evidence base, this data was obtained for Lichfield District, with results shown in **Figure 3.10**. This illustrates total annual cycle journeys, indicating that cycling activity is strongly concentrated around Lichfield city which functions as the main hub, with key radial corridors extending towards Burntwood, Fradley/Alrewas, and Shenstone. The highest levels of usage are focused on a small number of strategic corridors (particularly to the east and south), while the wider rural network experiences relatively low and dispersed activity.

Figure 3.10: Strava cycle journeys (Source: SCC LTP evidence base)



3.2.3 Bus

Bus services in Lichfield District are provided by a range of different operators, including National Express, Arriva, Chaserider, Diamond Bus and Bus Link.

There are several key services across the district which provide an hourly or more frequent service at peak times; the route of these and weekday frequency is presented in **Table 3.3**, whilst Figure 3.11 and Figure 3.12 **Error! Reference source not found.**geographically maps these.

Table 3.3: Key bus services in Lichfield District

Service	Operator	Route	Service Frequency (Weekday AM)
X3	National Express	Birmingham to Lichfield via Aston Expressway, Erdington, Sutton Coldfield, Mere Green & Hill Hook	Half hourly
765 / X65	Arriva Midlands	Lichfield to Tamworth via Hopwas, Whittington and Boley Park	Half hourly
6	National Express	Walsall – Sutton Coldfield via Aldridge, Little Aston & Mere Green	Half hourly
60	Chaserider	Cannock to Lichfield via Chase Terrace & Burntwood	Half hourly
110	Arriva Midlands	Birmingham to Tamworth via Sutton Coldfield	Half hourly
828	Chaserider	Stafford to Lichfield via Great Haywood, Rugeley & Hanscare	Half hourly

More urban parts of the district are well served by frequent daytime bus services linking Lichfield to Stafford, Cannock, Burntwood, Walsall, Tamworth, Burton and Birmingham, as well as the surrounding rural villages such as Alrewas and Fradley. Bus service frequency for a weekday morning period is shown in **Error! Reference source not found.** This indicates clear corridors of higher frequencies, particularly around Lichfield, between Lichfield and Burntwood, and Lichfield and Tamworth.

As is typical for rural areas, bus services outside of key settlements and away from core corridors are more limited.

Some key constraints regarding bus usage, attractiveness for travel, and provision of services include:

- **Limited coverage and frequency** – outside of Lichfield and Burntwood, there is little, if any, provision in the evenings and on Sundays
- **Rural settlement pattern and low population density** – rural areas consist of small villages and dispersed settlements, which makes it difficult to sustain frequent, fixed-route bus services on a commercial basis, requiring subsidy from SCC for service provision
- **Accessibility to bus stops** – initial surveys from the LTP evidence base for Lichfield indicated varying provision of infrastructure at stops, creating barriers to use
- **Bus journey times and reliability** - Buses in and around Lichfield are affected by congestion on key corridors, especially at peak times, leading to reliability problems and longer journey times compared with car travel

The LinkUp on-demand bus service aims to improve transport access for rural villages and areas with limited or no conventional bus services. It operates like a shared minibus rather than a fixed-route bus, with journeys booked in advance rather than following a specific timetable. The service operates across the district at a current cost of £3 per journey.

Figure 3.11: Key bus routes in Lichfield district

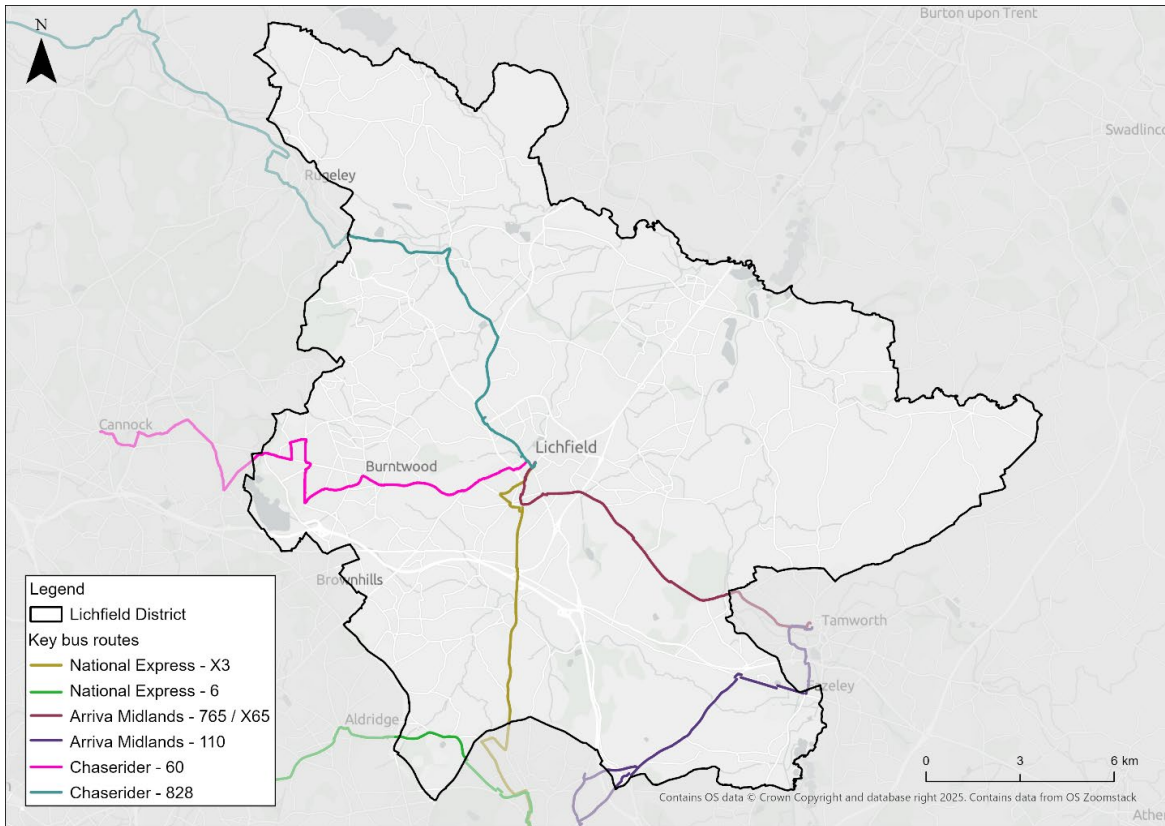
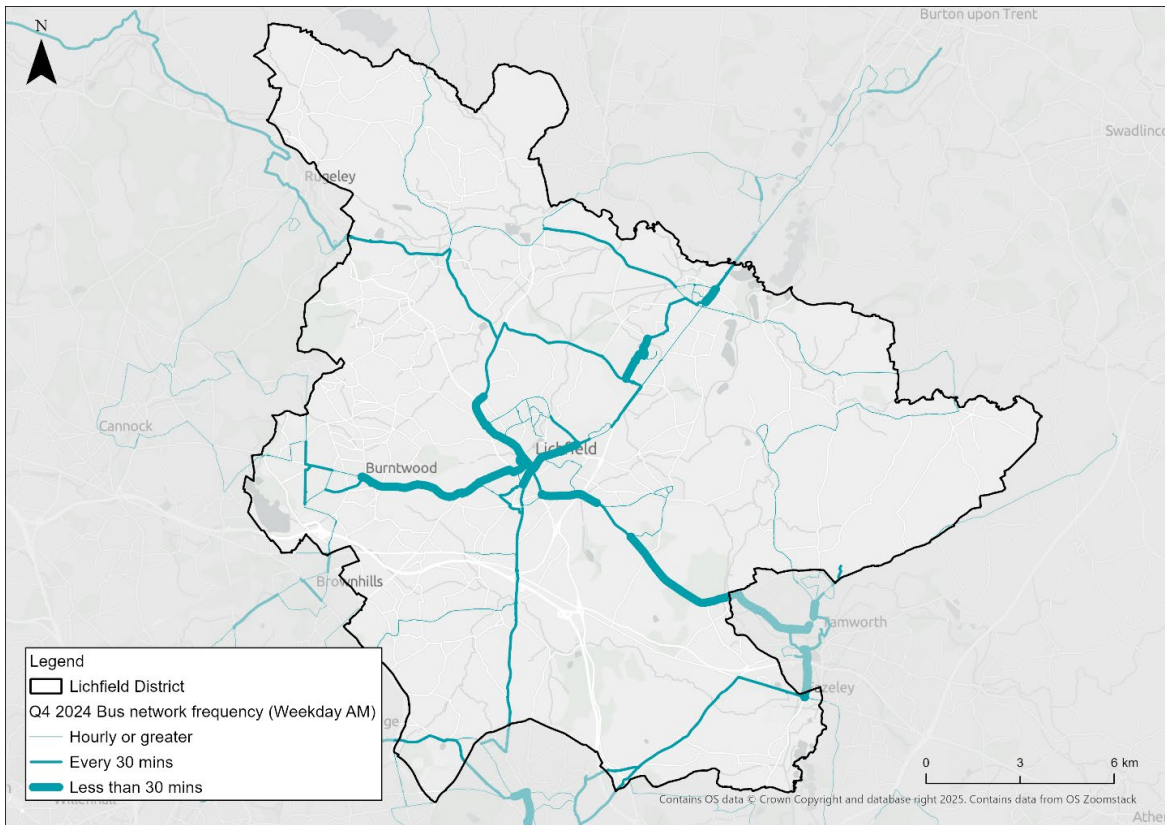


Figure 3.12: Weekday AM bus network frequency (Source: Datacutter)



3.2.4 Highway

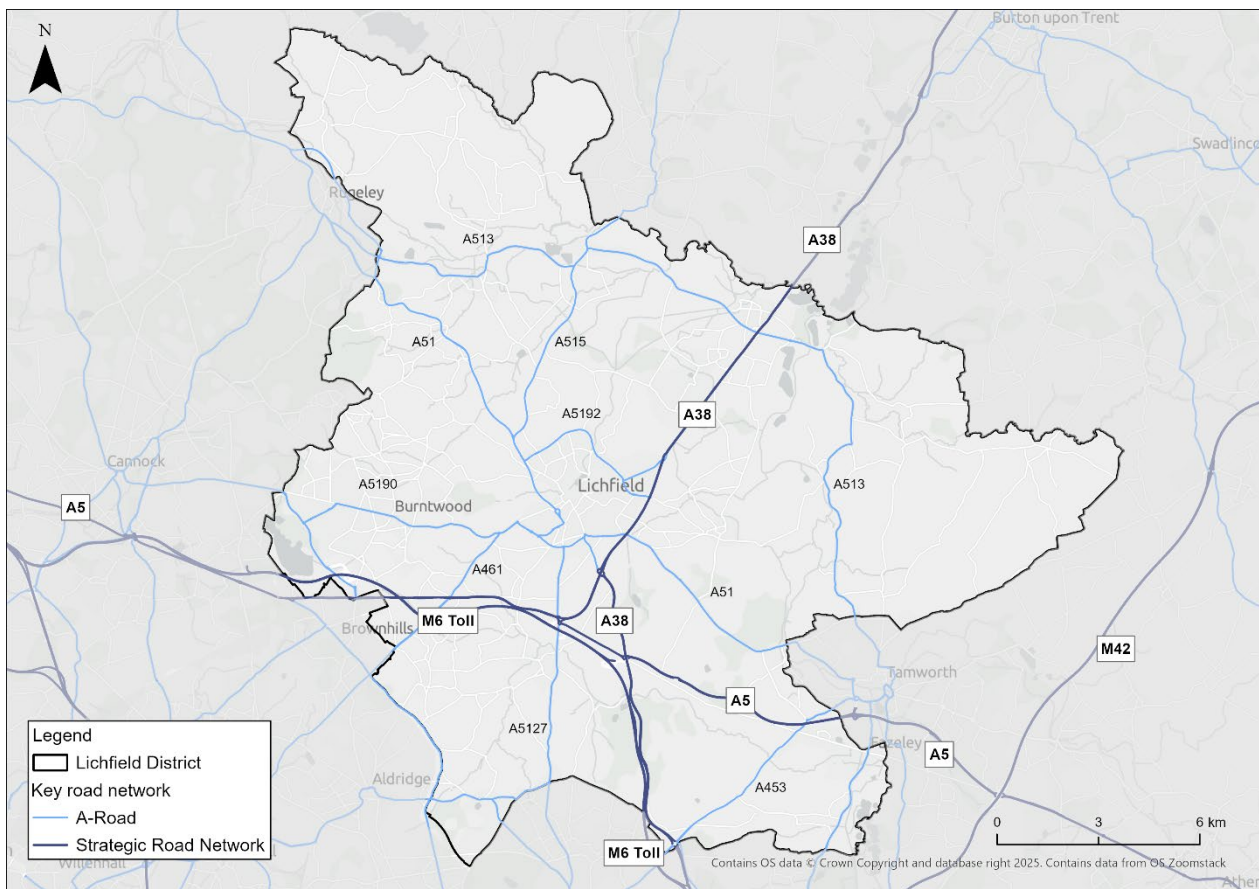
Lichfield District is well served by strategic roads and local routes which provide connections to Birmingham, Leicester, Burton-upon Trent and Stafford as shown in **Figure 3.13**.

The A5, A38, and M6 Toll, part of the strategic road network (SRN), are the main routes within the district. The A38 connects Lichfield with Burton-upon-Trent, Derby and Birmingham, while the A5 connects the District to Cannock and Tamworth along with connections to the wider strategic road network, including the M42. However, both routes experience significant congestion and operational constraints, particularly at key junctions including Swinfen Interchange, Streethay and Hilliard's Cross on the A38, as well as at the A5/M42 junction. These issues are compounded by high traffic flows, including HGV movements, and ongoing infrastructure works, resulting in delays, reduced journey time reliability and limited network resilience.

The M6 Toll crosses the south of the district, with junctions for Burntwood and Lichfield, as well as an interchange with the A38 and A5. The charges levied on this route give it a different characteristic from the remaining SRN, with typically much lower levels of congestion.

The SRN is supported by the main road network including the A51 (Rugeley to Tamworth via Lichfield), A5127 (Lichfield to Birmingham), A515 (Lichfield to Kings Bromley) and A513 (Rugeley to Tamworth via Alrewas).

Figure 3.13: Lichfield key road network

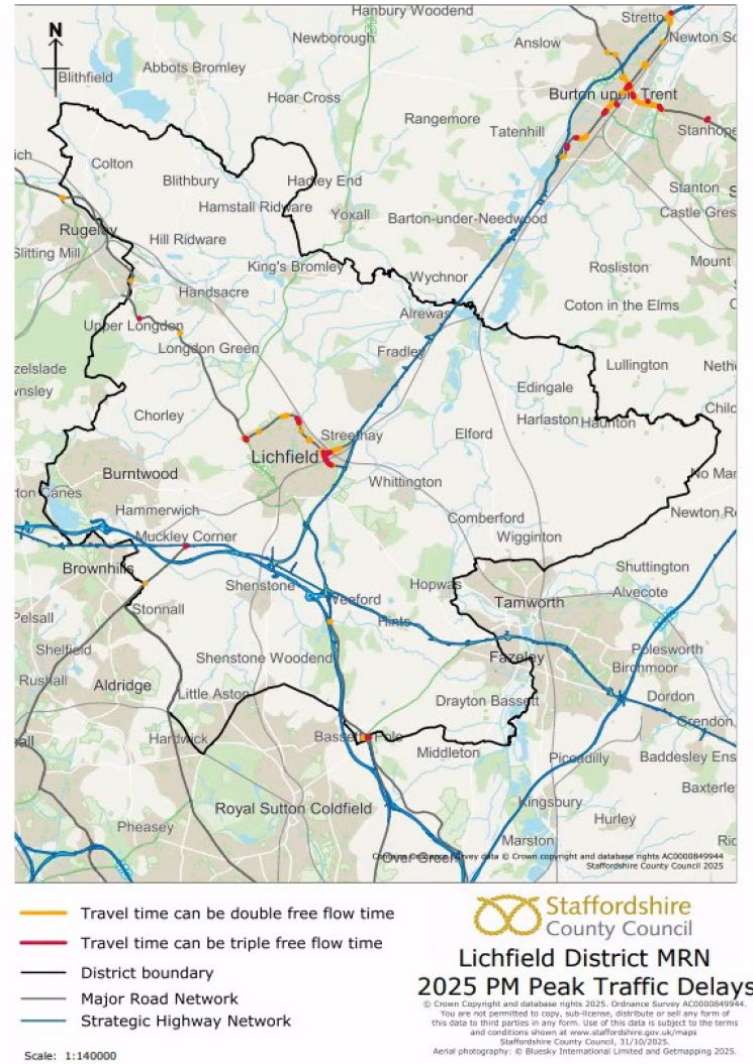
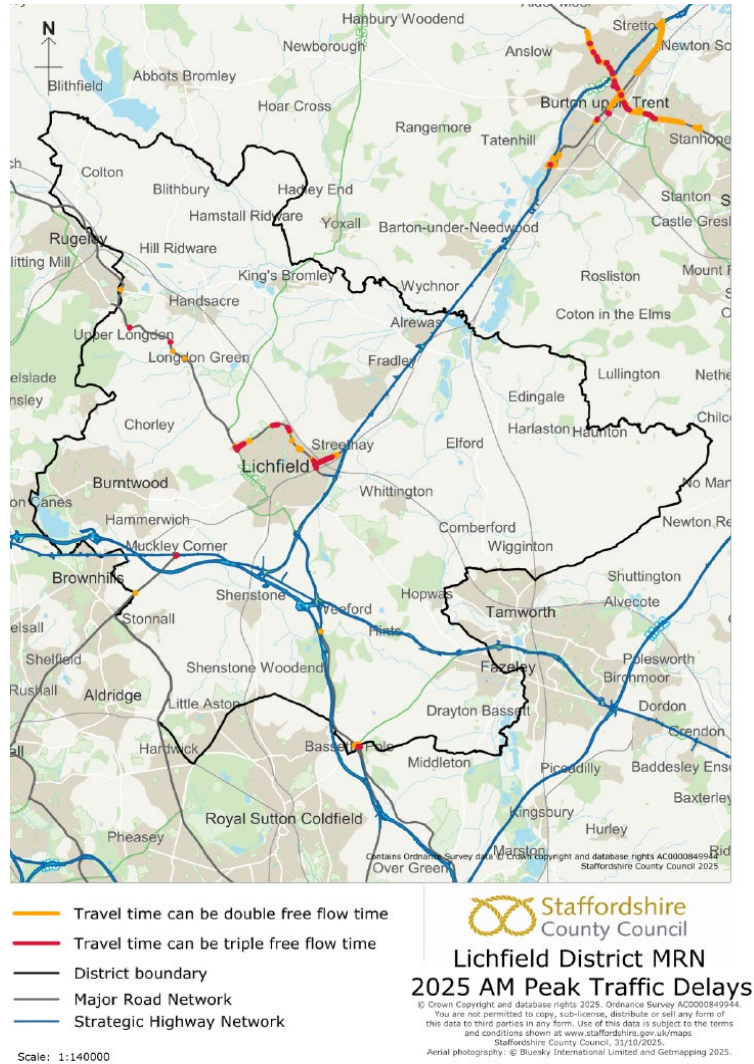


SCC has analysed TomTom data to plot delays on the highway network at the morning and evening peaks. This was undertaken for the major road network (**Figure 3.14**) and for both Lichfield City (**Figure 3.15**) and Burntwood (**Figure 3.16**).



by Haskoning

Figure 3.14: Lichfield District MRN AM and PM peak traffic delays (Source: SCC LTP Lichfield District evidence base)

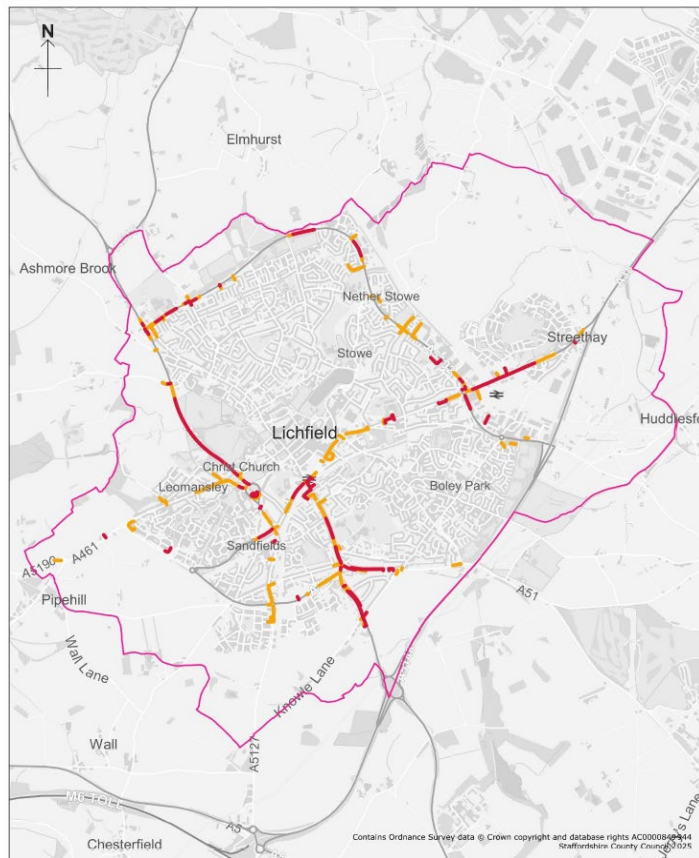




by Haskoning

Project related

Figure 3.15: Lichfield AM and PM peak traffic delays (Source: SCC LTP Lichfield District evidence base)



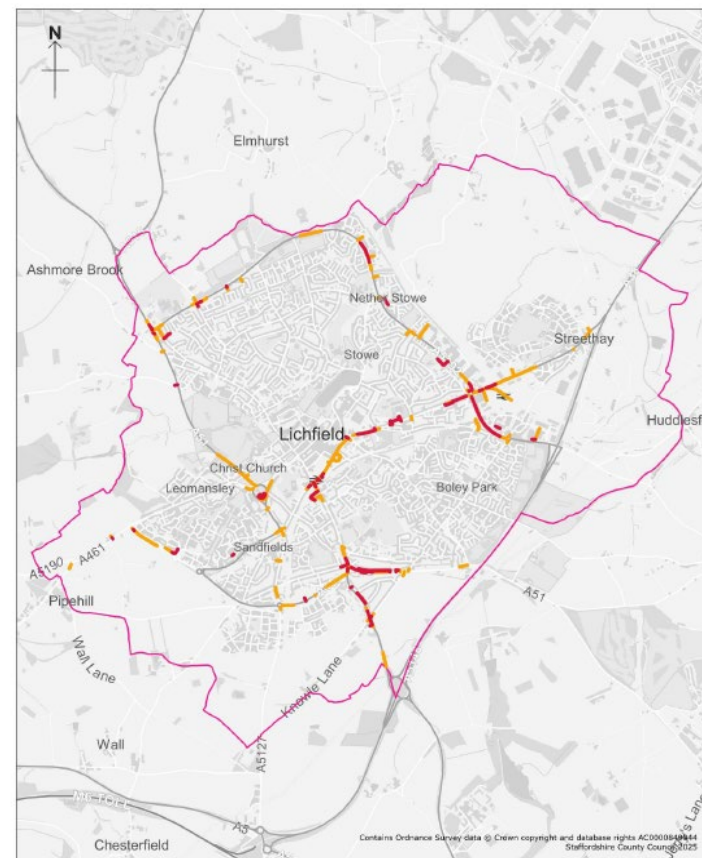
- Travel time can be double free flow time
- Travel time can be triple free flow time
- Settlement boundary



Lichfield 2025 AM Peak Traffic Delays

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Aerial photography: © Blusky International Limited and Getmapping 2025.

Scale: 1:33000



- Travel time can be double free flow time
- Travel time can be triple free flow time
- Settlement boundary



Lichfield 2025 PM Peak Traffic Delays

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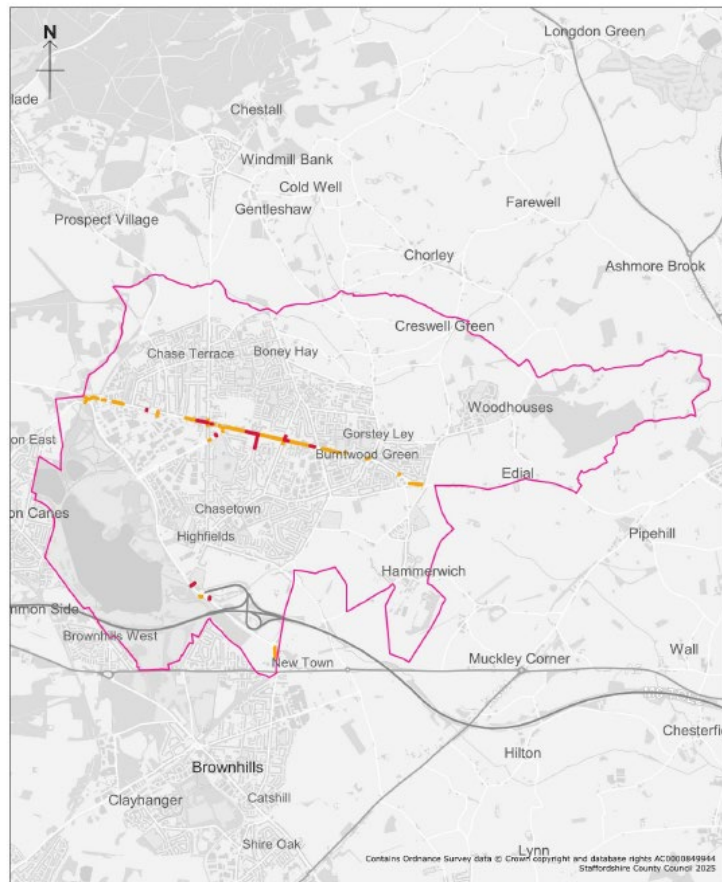
Scale: 1:33000



by Haskoning

Project related

Figure 3.16: Burntwood AM and PM peak traffic delays ((Source: SCC LTP Lichfield District evidence base)

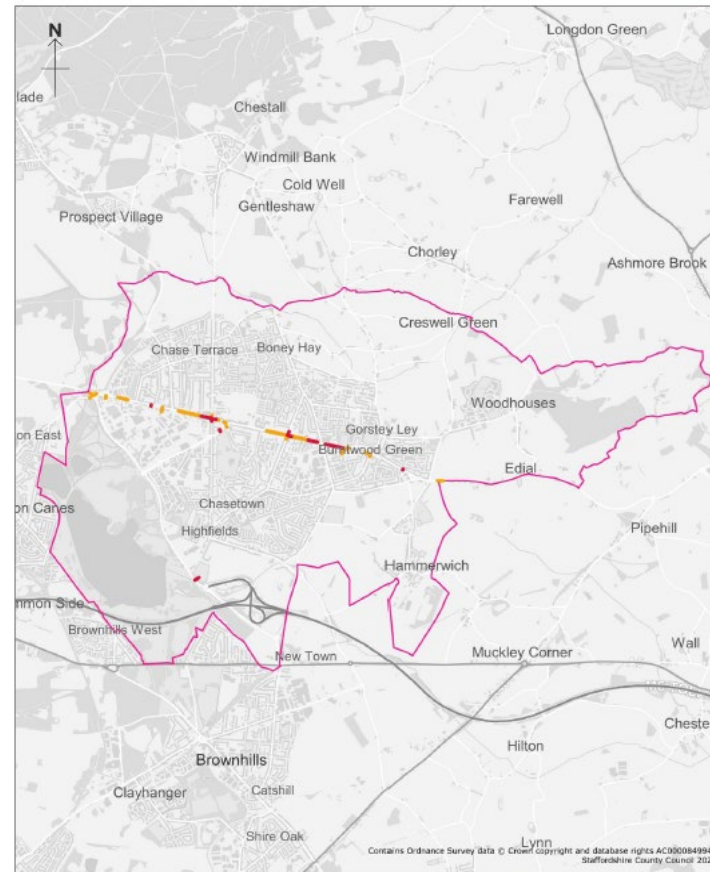


- Travel time can be double free flow time
- Travel time can be triple free flow time
- Settlement boundary

Staffordshire
County Council
**Burntwood 2025 AM
Peak Traffic Delays**

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Scale: 1:42000



- Travel time can be double free flow time
- Travel time can be triple free flow time
- Settlement boundary

Staffordshire
County Council
**Burntwood 2025 PM
Peak Traffic Delays**

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Scale: 1:42000



by Haskoning

Analysis by SCC indicates hotspot areas for delays across the district include:

- A5190 in Burntwood central areas
- A5192 in Lichfield
- Western Bypass Approach onto The Friary Road roundabout, Lichfield
- A5206 (London Road) junction with Tamworth Road, Lichfield
- A5127 (Trent Valley Road) roundabout, Lichfield
- A38 corridor between Streethay, Swinfen and Fradley
- A5 corridor Fazeley, Mile Oak, Weeford, Hammerwich

3.3 Connectivity Analysis

3.3.1 DfT Connectivity Tool

The DfT Connectivity Tool, released in 2025, measures individuals' ability to reach employment, services and social engagements by evaluating the value of destinations and the opportunity to reach the destination using various modes of transport. The NPPF consultation document (released in December 2025) positions the DfT Connectivity Tool as a key tool in assessing the location of potential sites. Scores are provided in 100m square grid areas, with 100 being the most connected area.

The DfT Connectivity Tool has a number of constraints and weaknesses that limit its ability to be used for analysis and policy decisions. The tool provides a 'snapshot' of connectivity at a specific point in time and has not been updated since its release in 2025. As such, the tool may not reflect recently opened or improved infrastructure. The tool also caps travel time at one hour, meaning destinations further than an hour away are not reflected in connectivity; as such, this may exclude regional employment centres.

The tool also does not account for cycle journeys to rail stations, excluding a key multi-modal journey type. Similarly, it does not evaluate the quality, comfort, or safety of routes by different modes; it solely recognises whether the journey is possible. Therefore, in the case of cycling, the tool does not account for terrain and safety or for reliability with public transport services.

To calculate connectivity, it combines:

- data for origin locations with data on destinations - data on shops, services, places of leisure, employment, student numbers, and population
- network infrastructure between these locations - for driving, public transport, and active travel
- willingness to travel - travel behaviour

The tool provides scores for walking, cycling, driving, and public transport individually alongside an overall score. The overall score is based on National Travel Survey (NTS) weightings, excluding driving to represent sustainable modes of transport. The score is comprised of:

- 52% public transport
- 40% walking
- 8% cycling



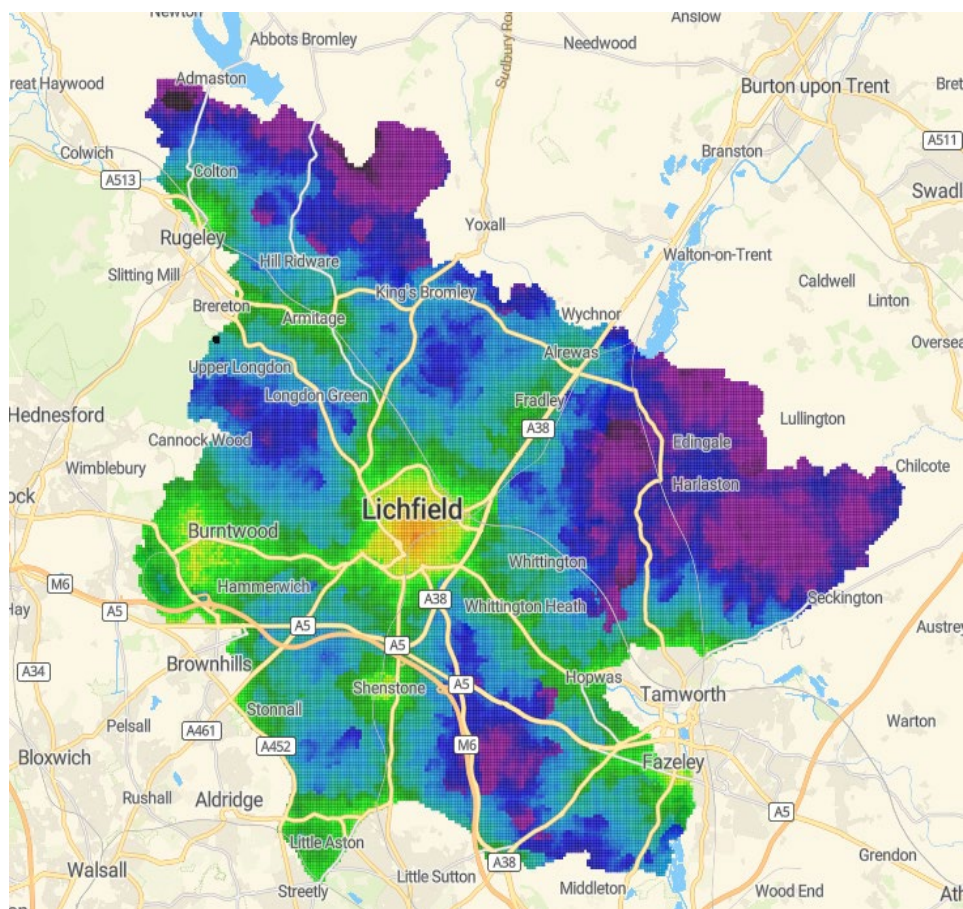
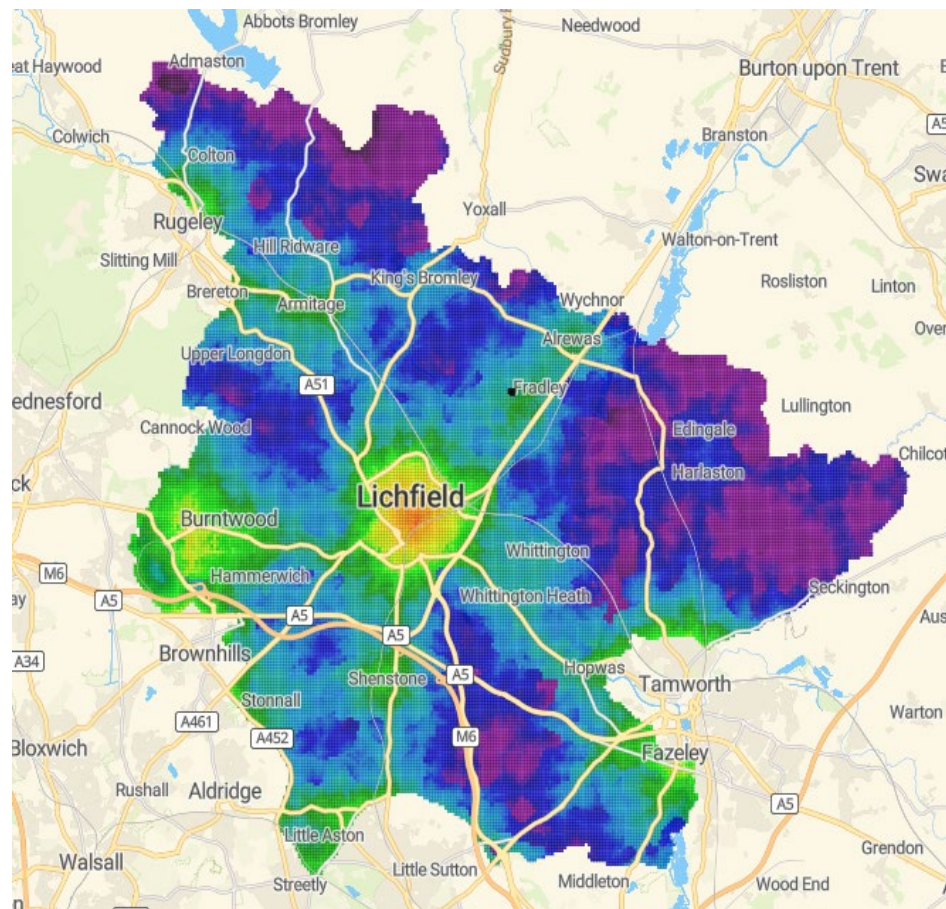
by Haskoning

The overall connectivity score across all destinations for Lichfield District is shown in **Figure 3.17** (left). This indicates the highest levels of connectivity located in Lichfield city, followed by Burntwood. The lowest levels of connectivity are around more rural areas of the District, including Hartlaston, Edingale, Blithbury and Weeford. Pockets of connectivity are located around larger towns and villages, including Shenstone, Fazeley, Fradley, Alrewas and the outskirts of Rugeley.

Similar patterns are seen in **Figure 3.17** (right) for public transport connectivity across all destinations. This indicates clear corridors of public transport accessibility, typically aligning with the existing road network:

- Lichfield - Burntwood
- Lichfield – Fradley / Alrewas
- Lichfield – Tamworth via Whittington and Hopwas
- Lichfield – Aston / Walsall via Shenstone and Little Aston

Figure 3.17: DfT Connectivity Tool - Overall Score (Left), Public Transport (Right)



3.3.2 Staffordshire County Council LTP Analysis

When applying the DfT Connectivity Tool to the Lichfield context, SCC has identified some constraints around the weighting of destinations and the lack of ability to add new destinations to the analysis. This highlights the need for the tool to be accompanied by local knowledge and a more detailed assessment of each site rather than solely using the DfT Connectivity Tool.

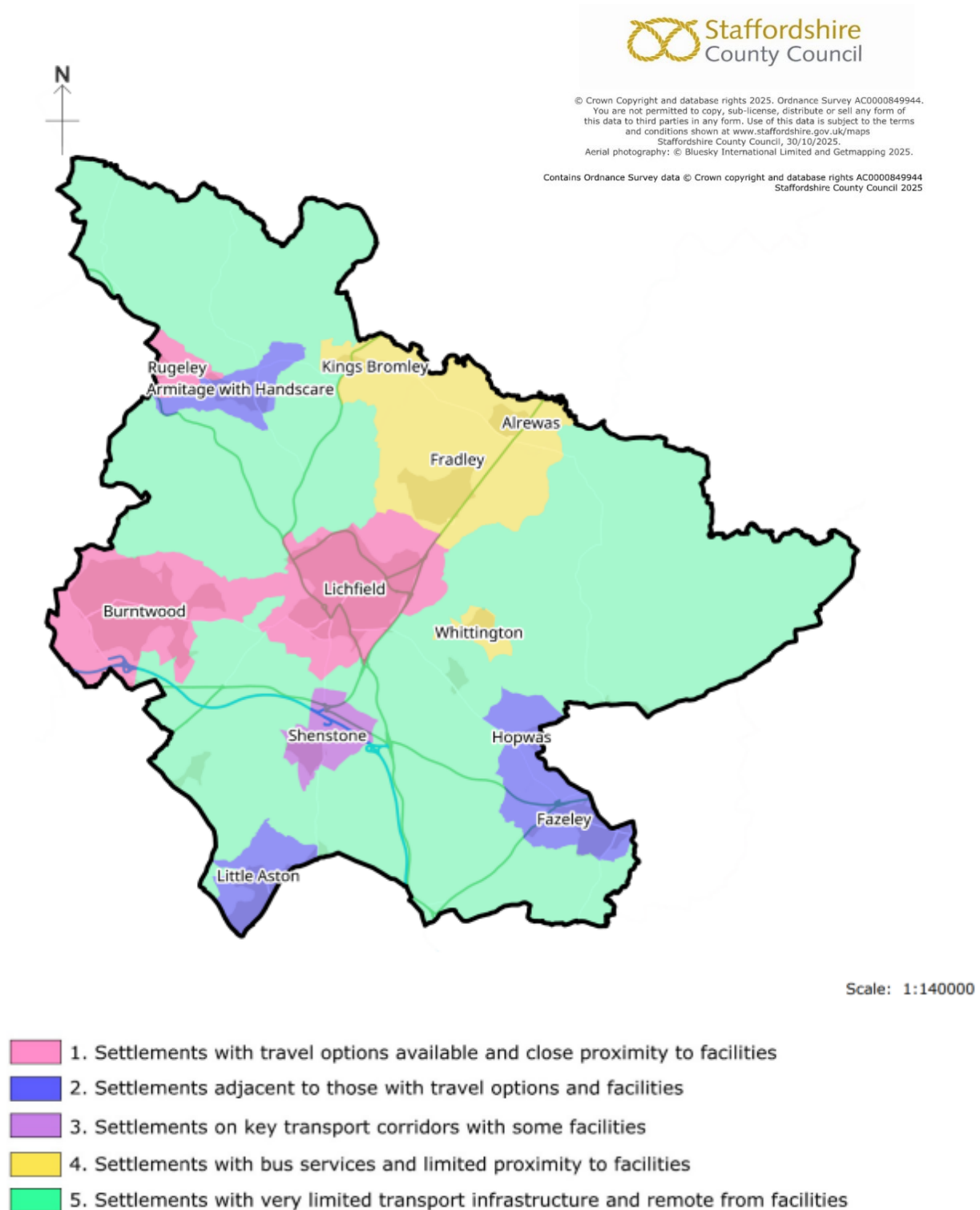
SCC has combined the assessment of connectivity using the DfT Connectivity Tool with local connectivity assessments using TRACC software. This assessment, undertaken as part of the SCC LTP, highlights high-level alignment of connectivity assessments between the two tools.

The Capability to Achieve Suitable Travel (CAST) system categorises places into five categories based on current transport accessibility, with a summary of these shown in **Table 3.4** and mapped geographically in **Figure 3.18**. This categorisation supports the identification of current shortfalls in sites but does not consider the positive impact of potential interventions and how these could transform a site's score.

Table 3.4: SCC CAST categories in Lichfield

CAST Category	Description of Category	Places
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	Lichfield, Burntwood, Rugeley
Type 2: Settlements adjacent to those with travel options and facilities	Settlements are separate from 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 cycling distance. Connected to the type 1 settlement via A-roads – which facilitates the bus services and shorter cycle travel times	Little Aston, Hopwas, Fazeley, Armitage, Handsacre
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.	Shenstone
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 are 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 the distance of route and the 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 are 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.	Fradley, Whittington, Alrewas, Kings Bromley
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 are therefore under threat from future funding limitations.	All remaining areas of Lichfield

Figure 3.18: Capability to Achieve Suitable Travel



SCC also undertook an accessibility assessment of Type 1 settlements to explore specific access via walking, cycling and public transport. This was undertaken for both Lichfield and Burntwood, with the results shown. **Figure 3.19**. This indicates strong active travel and public transport accessibility to town centres, with 91% accessibility by public transport to Lichfield.



by Haskoning

Figure 3.19: Accessibility to Type 1 settlements (Source: SCC LTP evidence base)

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

Town/City centre	Population	Percentage - Walking	Percentage - Cycling
Lichfield	34,168	57%	100%
Burntwood	30,446	65%	100%

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

Town/City centre	Population	Percentage	No. people boarding bus in the town centre
Lichfield	34,168	91%	41,711
Burntwood	30,446	77%	5,806

3.4 Summary

The baseline assessment shows that Lichfield District has a varied transport context shaped by population growth and ageing, high car ownership, strong rail links, and mixed performance in active travel and public transport. Lichfield and Burntwood are the district's main centres of population and movement, supported by strategic road corridors and key stations on the Cross-City Line, West Coast Main Line (WCML) and Chase Line.

Car ownership is well above the national average, and the car dominates travel patterns. In the 2011 Census, 72% of residents travelled to work by car, compared with 57% nationally. Public transport mode share, particularly for bus travel, remains low, while active travel accounts for less than 10% of trips. Although Lichfield benefits from stronger public transport use because of its rail services and more frequent buses, rural areas remain heavily dependent on the private car due to dispersed settlement patterns, limited public transport provision and longer travel distances.

The district benefits from strong rail connectivity, with Lichfield City and Lichfield Trent Valley providing frequent regional and national services. Bus services offer good coverage on key routes linking Lichfield, Burntwood, Tamworth, Cannock and Birmingham, but frequencies and availability fall sharply outside peak periods and in rural areas. Reliability is also affected by congestion on key corridors, particularly the A38, A5, A5190, A5127 and A5192, as well as at major junctions in Lichfield and Burntwood.

Active travel provision combines National Cycle Network routes with local walking and cycling links, but quality is inconsistent. Higher-quality routes are concentrated in and around Lichfield and Burntwood, while many inter-urban links remain poor.

4 SWOT Analysis

This analysis of strengths, weaknesses, opportunities and threats provides a high-level assessment of the transport network across Lichfield District, drawing together the key findings from the policy review and baseline transport conditions.

The analysis informs the development of the future transport strategy by highlighting where targeted interventions and investment will be required to support sustainable growth and improve overall network performance. This will be utilised in conjunction with specific corridor analysis of the key growth areas and new settlements.

Table 4.1: SWOT analysis of Lichfield transport network

Strengths	Weaknesses
- Strong strategic connectivity via the A38, A5 and rail network (Cross-City Line, WCML, Chase Line), linking to Birmingham, London and the wider region. - Established rail offer with key stations at Lichfield City and Lichfield Trent Valley providing frequent regional and national service. - Comprehensive bus network on core corridors, particularly linking Lichfield, Burntwood, Tamworth and Birmingham. - Compact urban form in Lichfield supports walkability and access to services. - Strong policy support for sustainable transport, active travel and integrated land use planning. - Established evidence base and strategies (LTP, LCWIP, BSIP) providing a clear direction for transport improvements. - District located within multiple Travel to Work areas providing employment and travel opportunities across the region.	- High car dependency driven by above-average car ownership and dominant car mode share (72% of commuting trips). - Congestion and capacity constraints on key corridors and junctions, particularly A38, A5, A5190, A5127, Gungate corridor and urban centres. - Lack of a railway station in Burntwood with partial dependence on stations outside of the district. - Limited rural accessibility, with infrequent services, poor evening/Sunday provision and reliance on subsidised routes. - Fragmented and inconsistent active travel network, particularly between settlements. - Bus reliability is affected by congestion and inconsistent infrastructure quality. - Poor east-west connectivity. - An ageing population may increase demand for accessible, inclusive transport options.
Opportunities	Threats
- Potential to achieve modal shift through investment in public transport, active travel and mobility hubs. - Strategic infrastructure upgrades (A38/A5, rail improvements and possible route openings, bus station redevelopment) to support growth. - New settlements and development can embed sustainable transport from the outset. - Strengthening cross-boundary connectivity with Birmingham, Tamworth and the wider Midlands. - Expansion of active travel networks and improved rail/bus integration, including LCWIP schemes, NCN routes and canal towpaths. - Improved bus-rail integration and interchange facilities, particularly at key stations in Lichfield. - Adoption of new mobility solutions such as demand responsive transport, EV infrastructure, and shared mobility.	- Increased congestion and network pressure from planned housing and employment growth. - Rail capacity constraints following the cancellation of HS2 Phase 2 and lack of certainty on timescales for the completion of Phase 1. - Risk of car-dependent development in poorly connected or rural locations. - Funding and viability challenges for public transport, particularly in low-density areas. - Growing cross-boundary pressures on strategic corridors such as the A5, A38 and M42 owned by National Highways. - Delivery risks associated with complex, cross-authority coordination on major schemes.



by Haskoning

4.1 Summary

This report explores the baseline conditions of transport in Lichfield District from the perspective of new development growth.

A review of policy for transport and development planning in Lichfield highlights the importance of prioritising sustainable transport, active travel, and strong cross-boundary connectivity, alongside the need to support significant housing and employment growth.

The baseline transport review highlights that Lichfield District benefits from strong strategic connectivity, particularly by rail, and well-established transport networks focused on Lichfield and Burntwood. However, the area remains highly car-dependent, with low public transport use and variable active travel provision, particularly in rural areas where accessibility challenges are more pronounced.

Using available baseline data, a SWOT analysis of the transport network has been undertaken to highlight key opportunities and constraints for development from a transport perspective. The SWOT analysis demonstrates that while Lichfield benefits from strong connectivity and a supportive policy framework, the transport network is constrained by car dependency, congestion and gaps in sustainable provision. It also highlights that future growth can be supported through targeted, coordinated investment in transport infrastructure to improve accessibility and enable more sustainable travel patterns.

A vision-led approach will be applied to subsequent stages of work, considering how to embed sustainable travel measures and lower car dependency. An overarching vision for the district has been developed and helps to guide what growth aims to look like in the future, with 'good growth' principles providing specific characteristics which development should aim to achieve to realise the overall vision.

4.2 Next Steps

Stage 2 of this commission will focus on the detailed assessment of each of the identified growth areas and specific proposed settlement sites.

This will involve examining transport requirements at both a local and strategic level, considering the impacts of development on the existing network and the infrastructure needed to support sustainable growth.

This stage will draw on available masterplanning and developer information to identify a comprehensive package of interventions, including highway improvements, public transport enhancements and active travel measures.

The outputs of this stage will inform the development of a coordinated transport strategy, ensuring that infrastructure provision aligns with planned growth, supports sustainable travel patterns, and delivers an integrated approach to movement across the District.

Appendix

Appendix A: Staffordshire County Council LTP Analysis

Lichfield District

Transport Data Report 2025



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1. Introduction
2. Staffordshire Household Travel Survey 2023
3. Capability to Achieve Suitable Travel
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5. Car ownership (Census 2011 and 2021)
6. Short Vehicular Journeys
7. Travel Plan monitoring locations
8. Strategic and Major Road Network
9. Traffic volumes
10. Traffic delays
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15. Bus stop accessibility
16. Bus stop patronage (Sept 2023)
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18. Pedestrian and cycling data
19. Walking audits
20. Cycling levels (Strava)
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22. Accessibility to Town/City Centres

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 ltip@staffordshire.gov.uk.



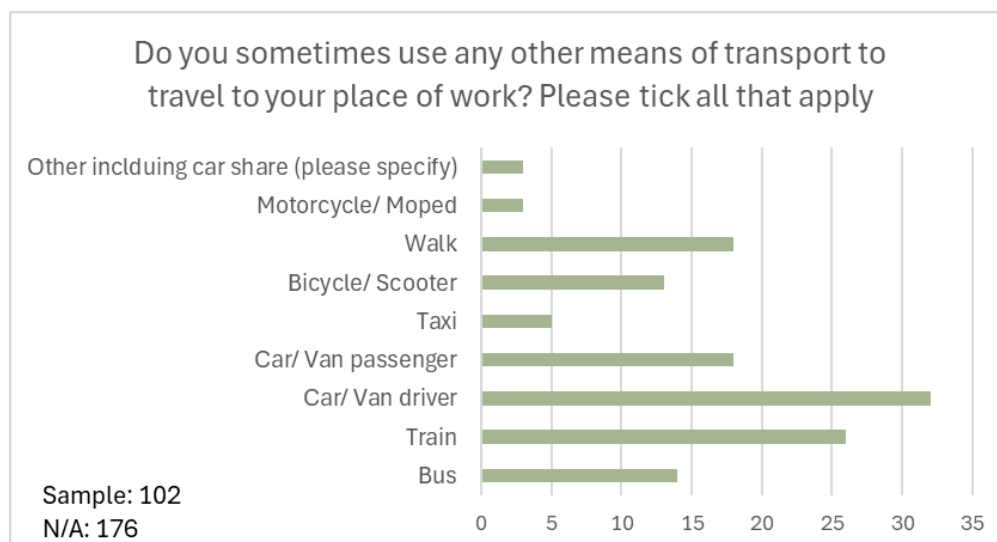
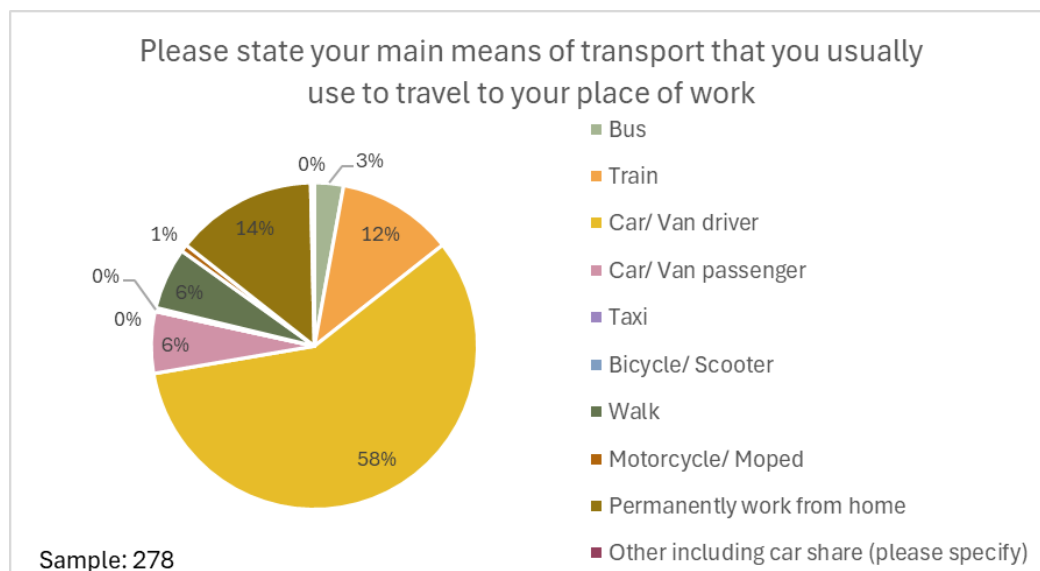
2. Staffordshire Household Travel Survey 2023

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.

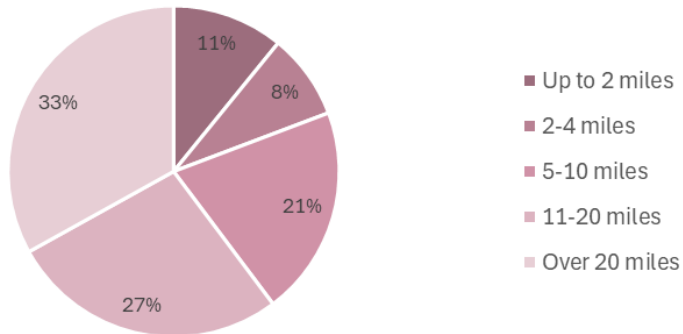
The survey received 2472 responses from Staffordshire residents in all eight districts. This sample is statistically representative of Staffordshire and provided good distribution across the districts as well as a rural/urban split that closely matches reality. Older residents and females are slightly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

Lichfield District data is shown below:

Travel to work:

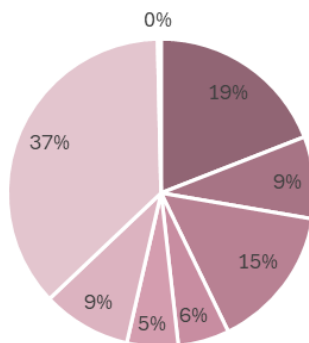


Approximately, how far do you live from your usual place of work?



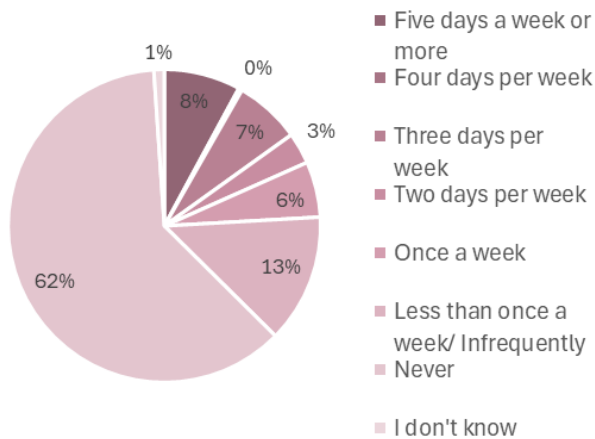
Sample: 239

How often do you currently work from home?



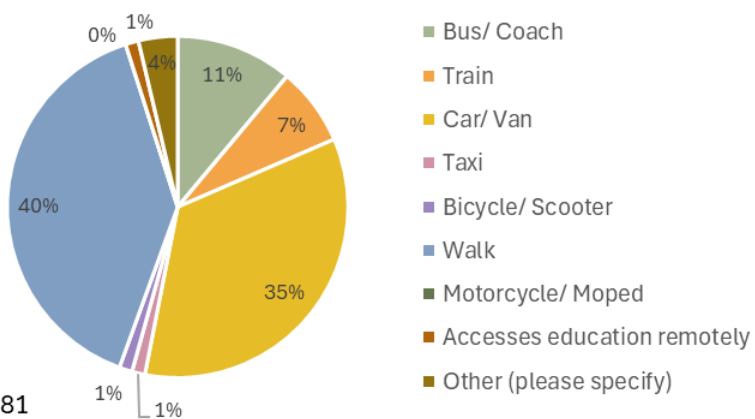
Sample: 278

Before the pandemic, how often did you work from home?

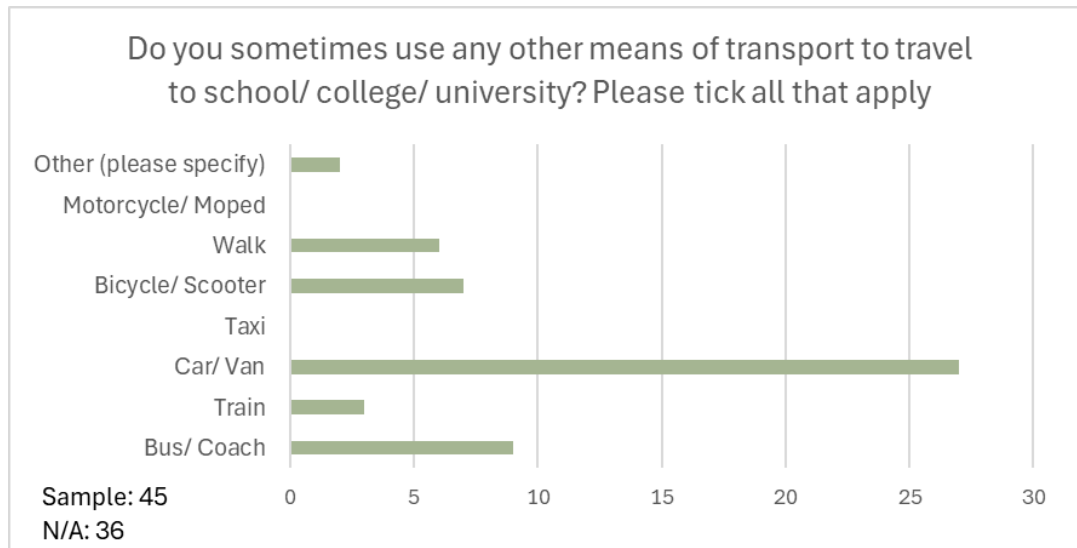


Travel to education:

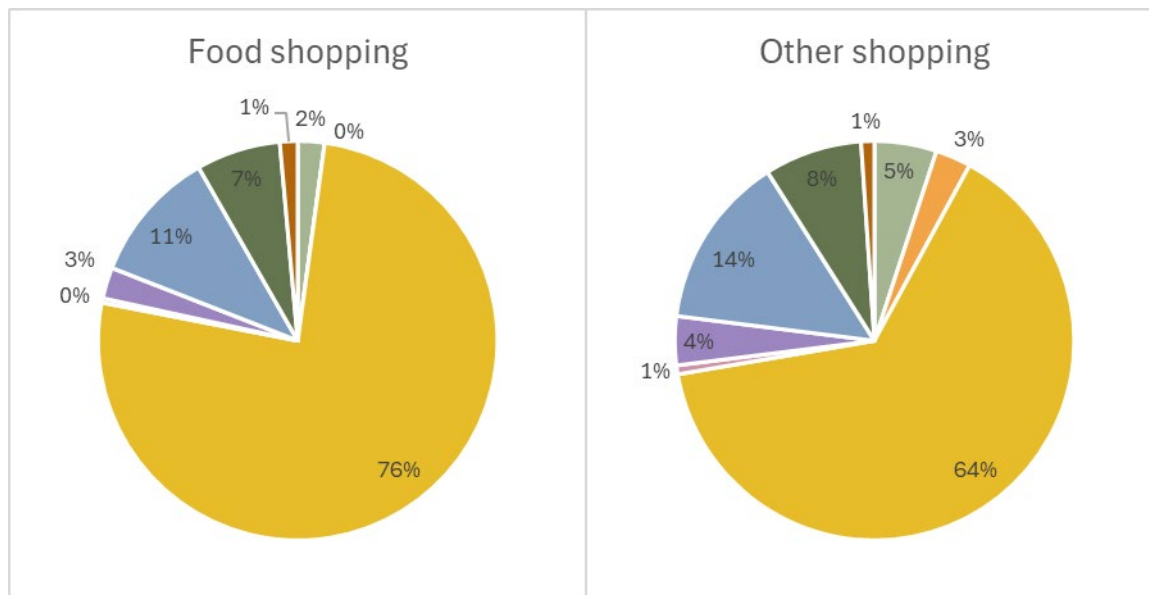
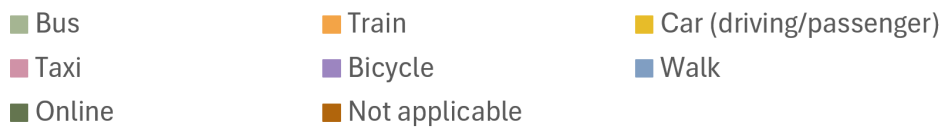
What main means of transport do you usually use to travel to school/ college/ university?



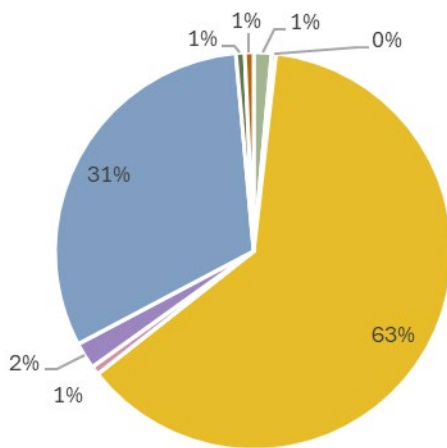
Sample: 81



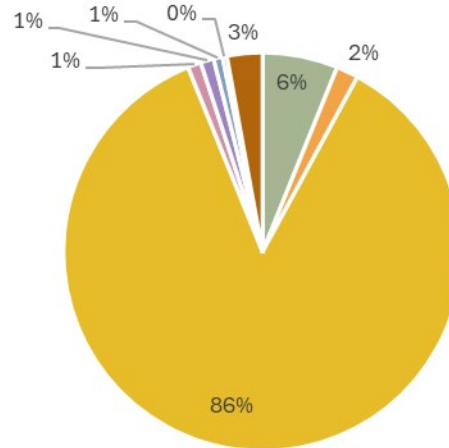
What method of transport do you use for the following types of journeys?



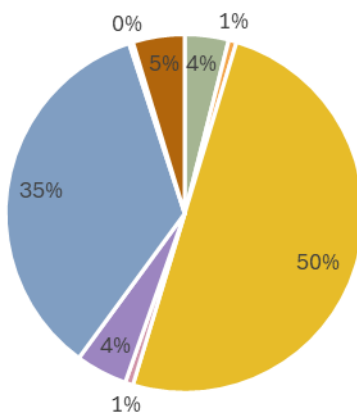
GP appointment



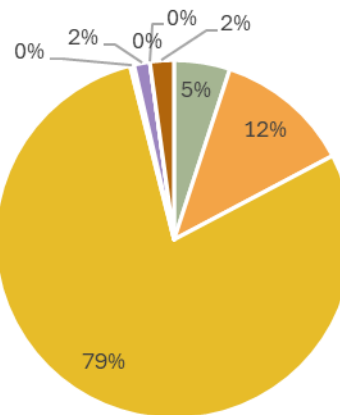
Hospital appointment



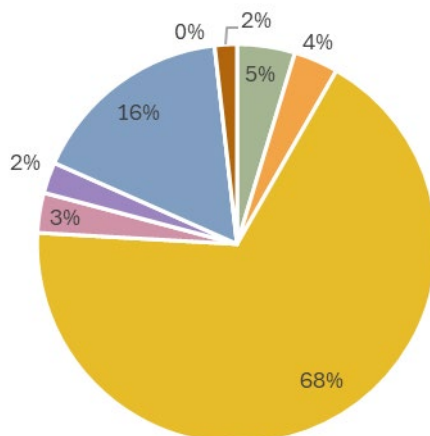
Leisure destinations within your home town



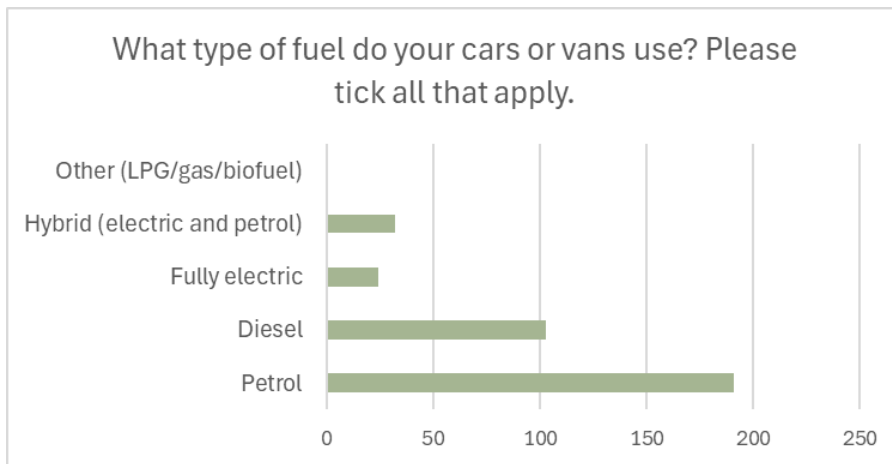
Leisure destinations outside your home town



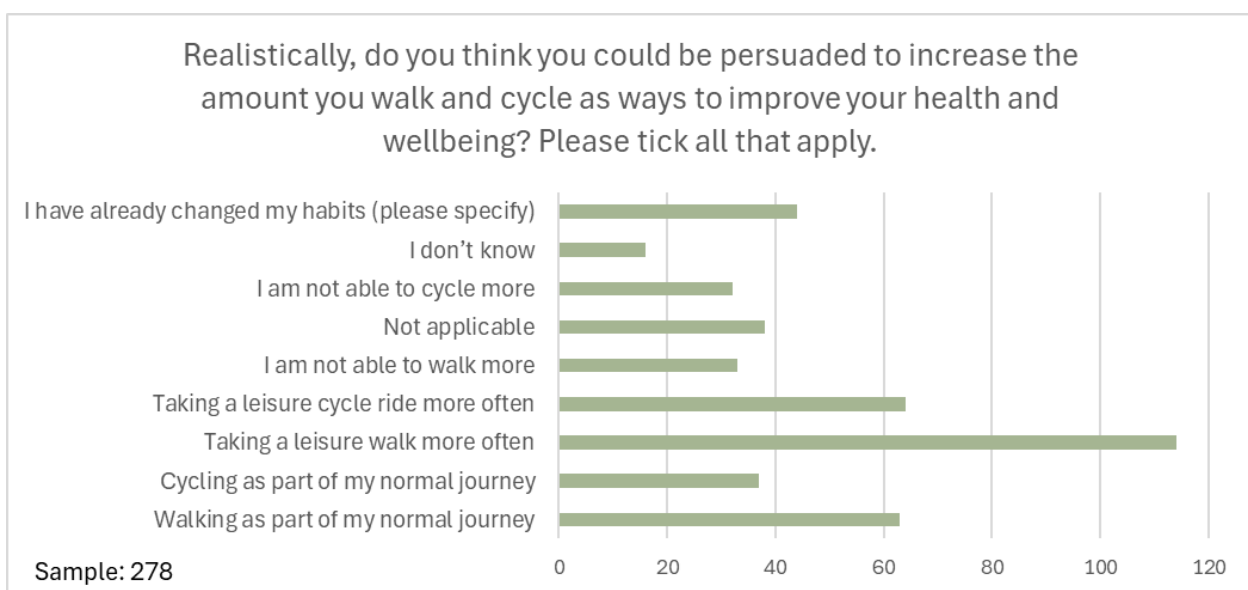
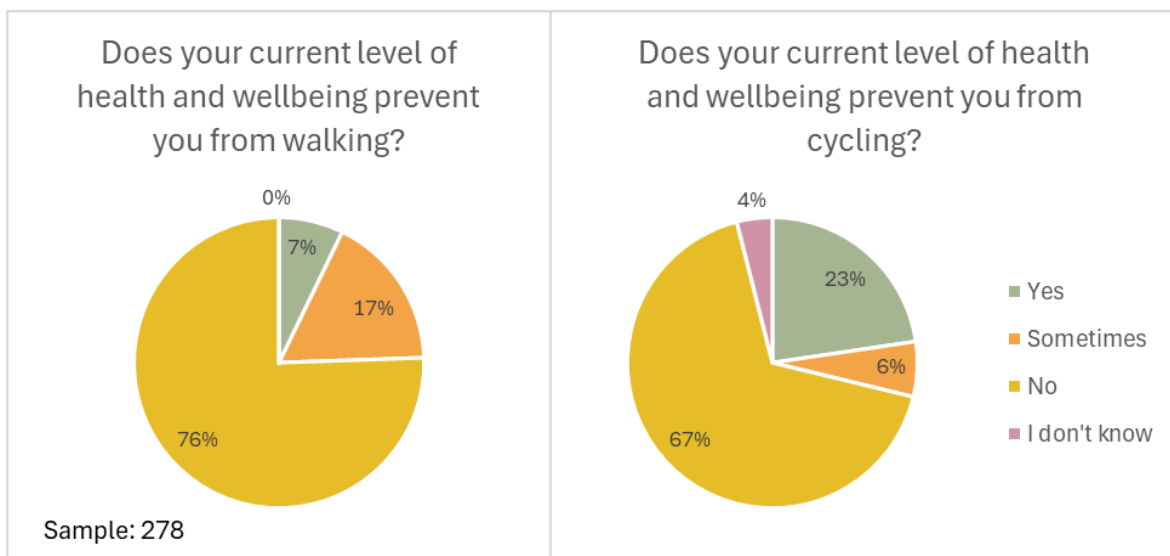
Socialising



Fuel type:



Health and wellbeing:



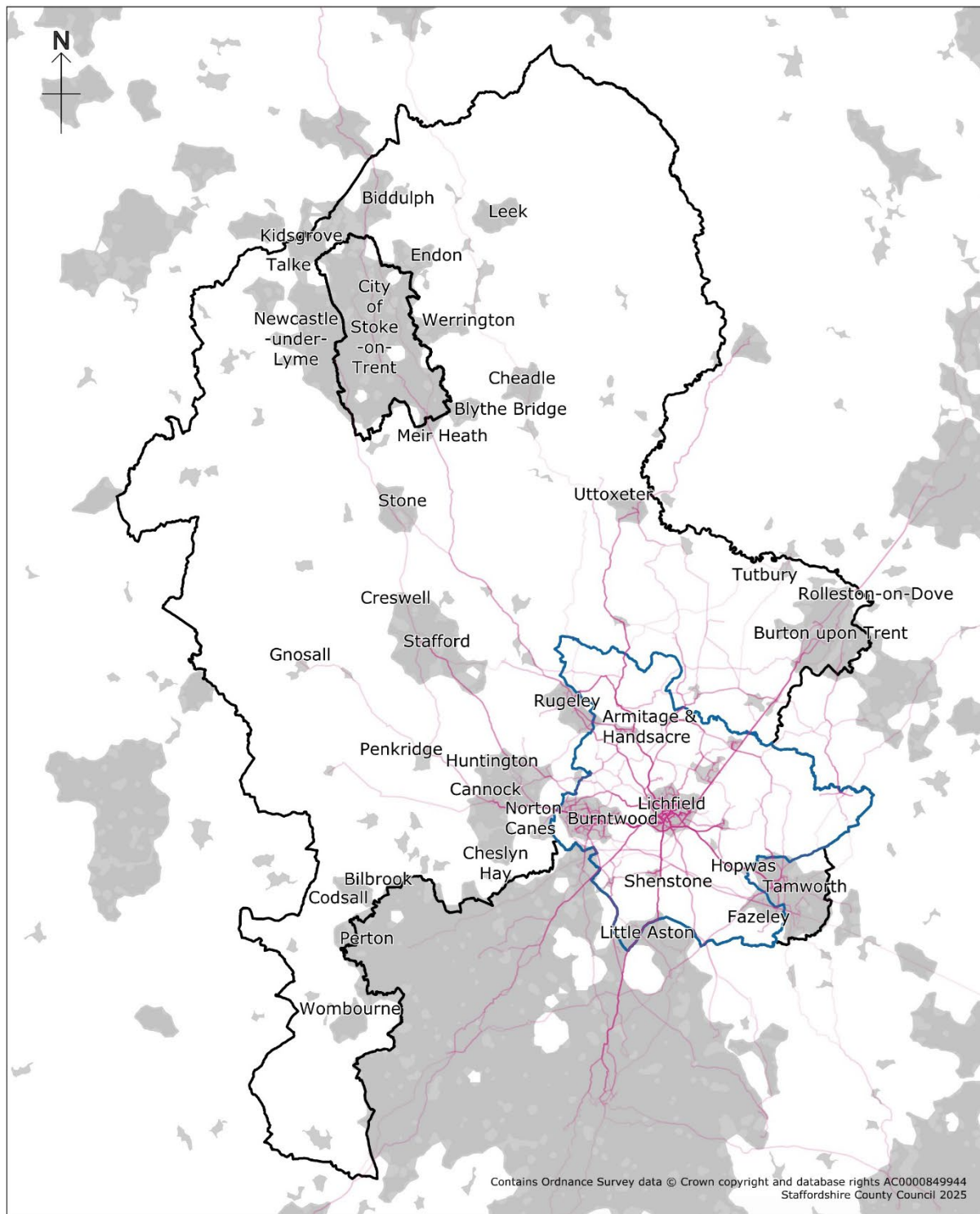
The survey also included a one-day travel diary in which respondents recorded all the journeys they had made the day before completing the survey.

Trip Rate:

On average, Lichfield residents made 2.5 trips per day.



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



- Staffordshire County boundary
- Lichfield District boundary
- Lichfield District residents' trips - stronger colour represents more trips
- Urban areas

Scale: 1:400000



Lichfield

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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.

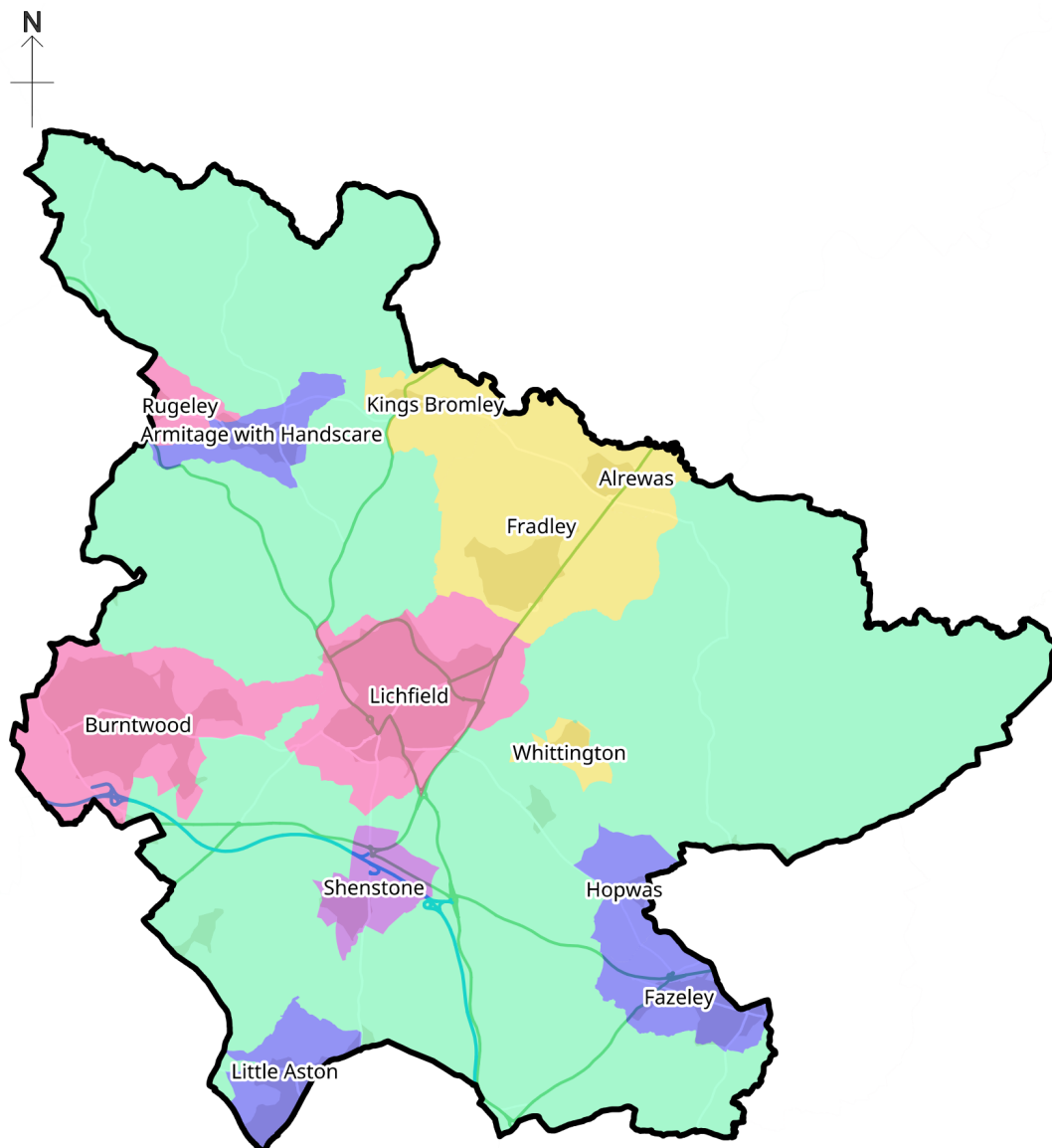


Capability to Achieve Suitable Travel



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Scale: 1:140000

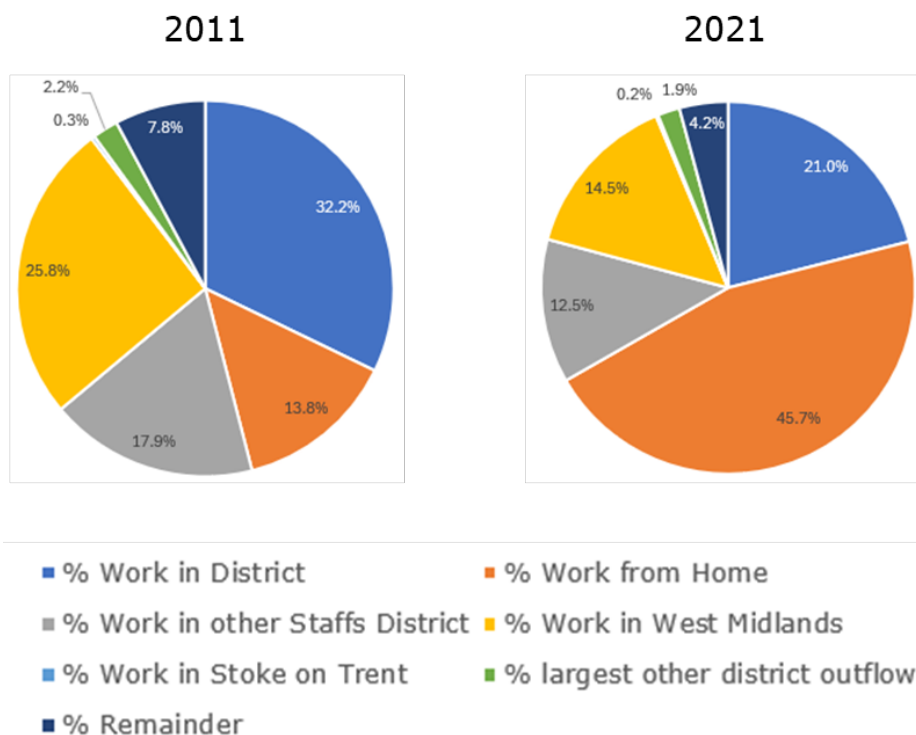
- 1. Settlements with travel options available and close proximity to facilities
- 2. Settlements adjacent to those with travel options and facilities
- 3. Settlements on key transport corridors with some facilities
- 4. Settlements with bus services and limited proximity to facilities
- 5. Settlements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

Lichfield District – Census Travel to Work

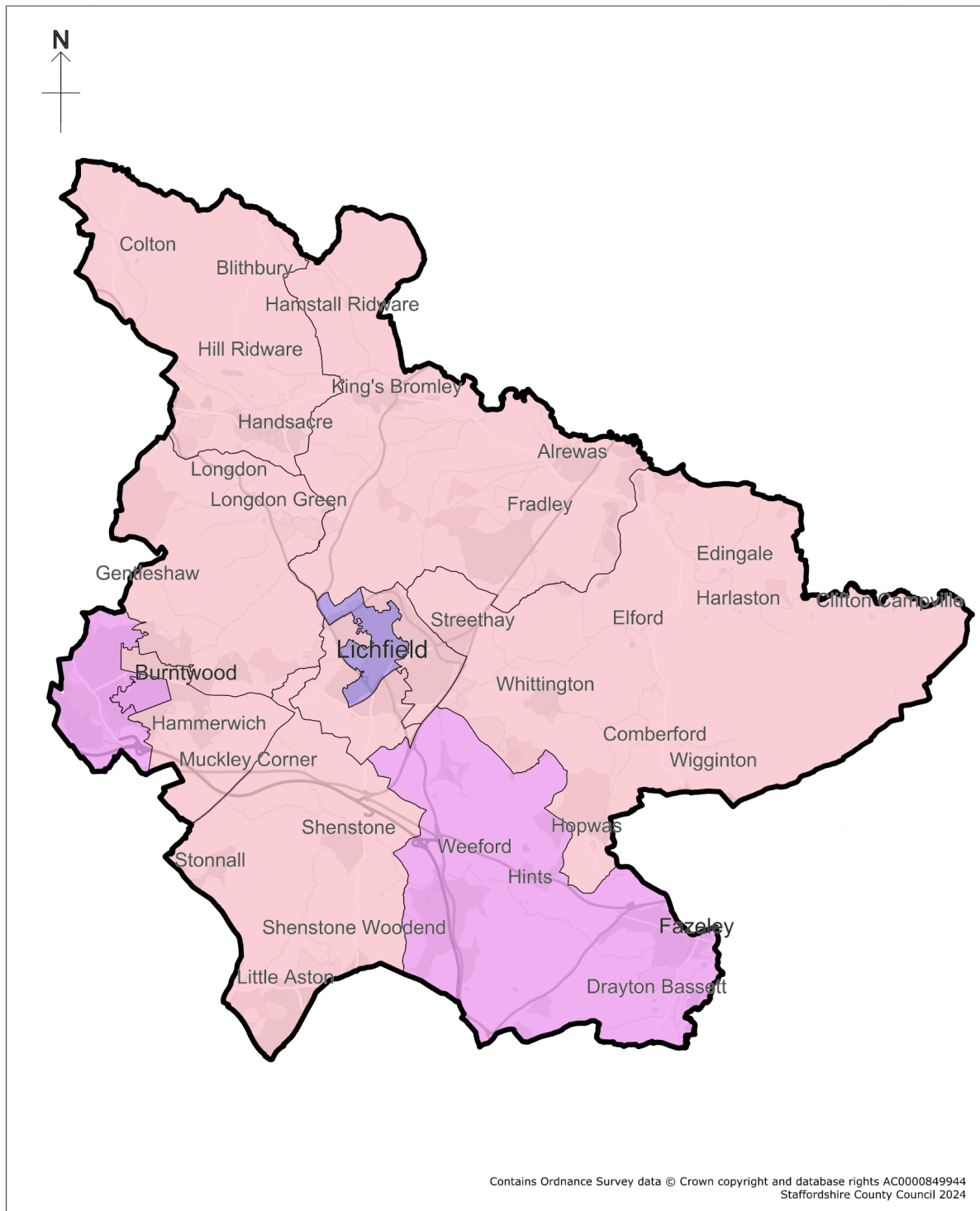


After the other districts in Staffordshire and the West Midlands Metropolitan area, North Warwickshire is the largest outflow from Lichfield District in the 2011 and 2021 Censuses, although the overall percentage is very small.

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.





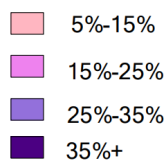
- 5%-15%
- 15%-25%
- 25%-35%
- 35%+

Scale: 1:140000



2011 Census Car Ownership: Households Without a Car

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Scale: 1:140000



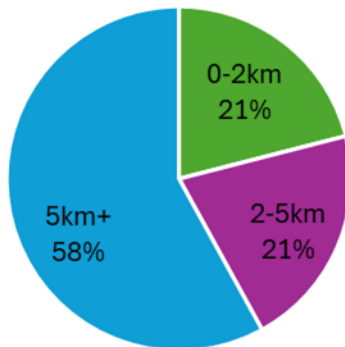
2021 Census Car Ownership: Households Without a Car

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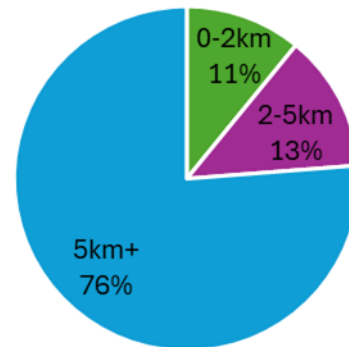
6. Short Vehicular Journeys

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.

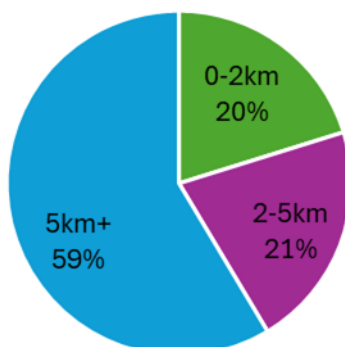
The length of vehicular journeys starting in Lichfield



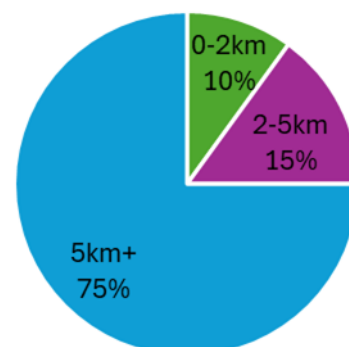
The length of vehicular journeys using Lichfield's network



The length of vehicular journeys starting in Burntwood



The length of vehicular journeys using Burntwood's network



7. Travel Plan monitoring locations

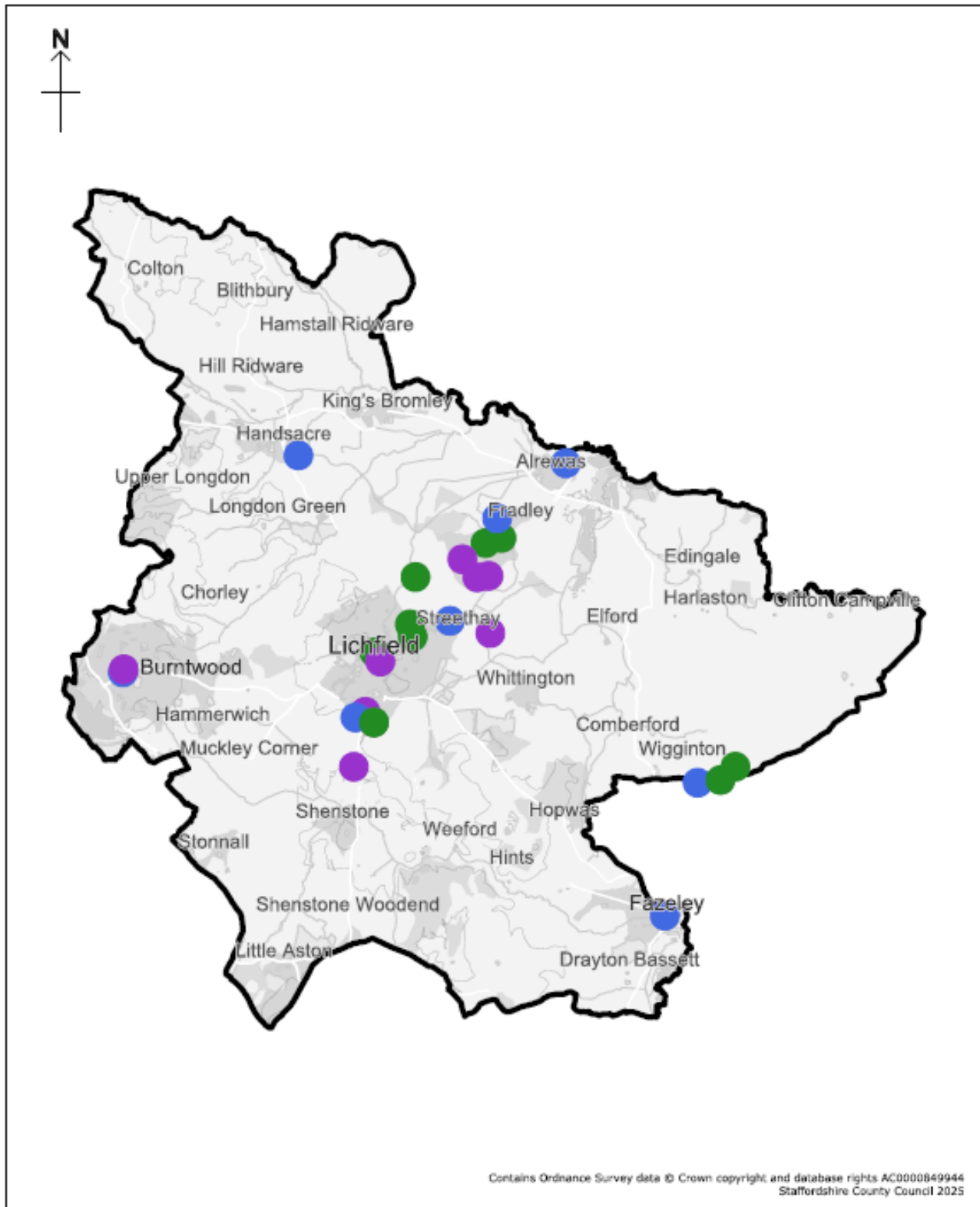
Travel plans are required if a proposed new development is likely to have a traffic impact that necessitates the production of a transport assessment. Staffordshire collects developer contributions to facilitate monitoring of the travel plans to ensure the developers deliver appropriate initiatives to 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: 1:150000

Staffordshire
County Council
Travel Plan Monitoring
in Lichfield District

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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 A38 in Lichfield near Hilliard's Cross. 56% of origins and destinations are in Lichfield or East Staffordshire, 9% are in the rest of Staffordshire and 35% are outside of Staffordshire (data from 2023).





- Strategic Highway Network
- Major Road Network
- A Roads

Scale: 1:140000



Lichfield Road Network

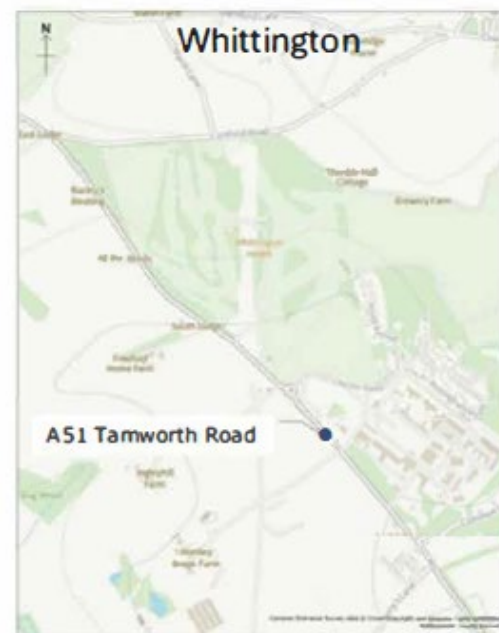
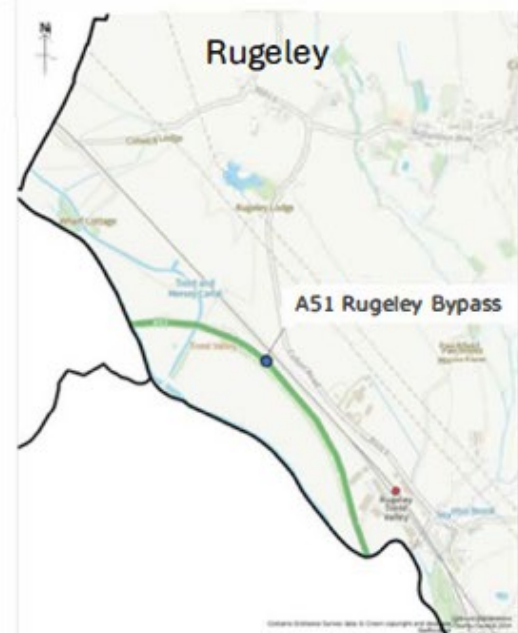
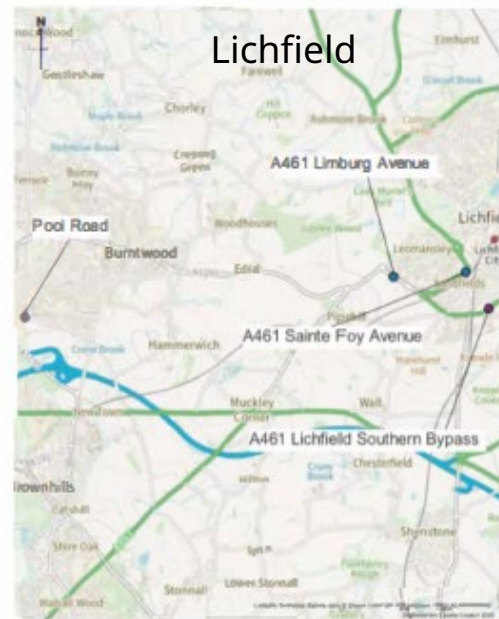
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9. Traffic volumes

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.





- Pedestrian and Cycle Data
- Time Series Vehicle Data
- Vehicle Data

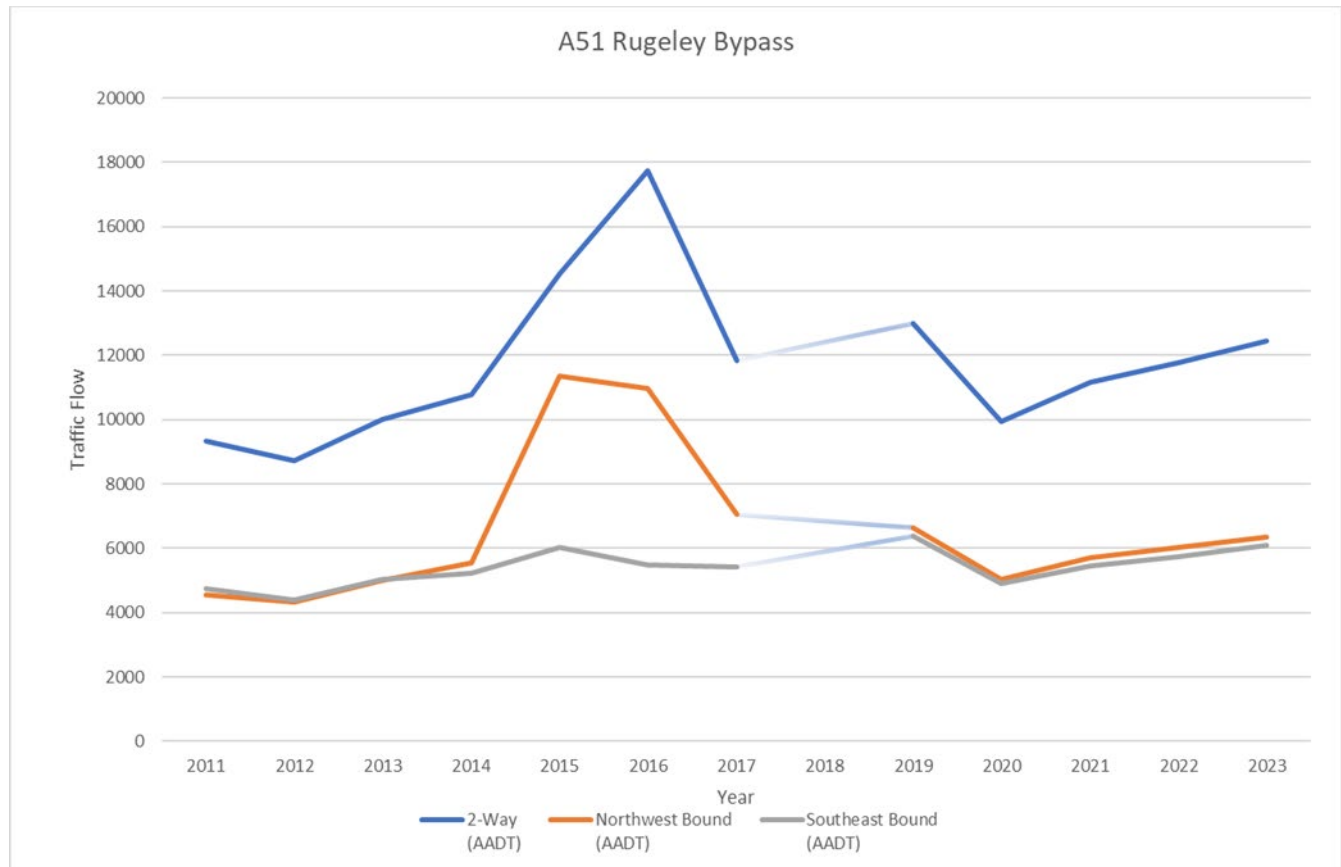


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Long Term Traffic Trends

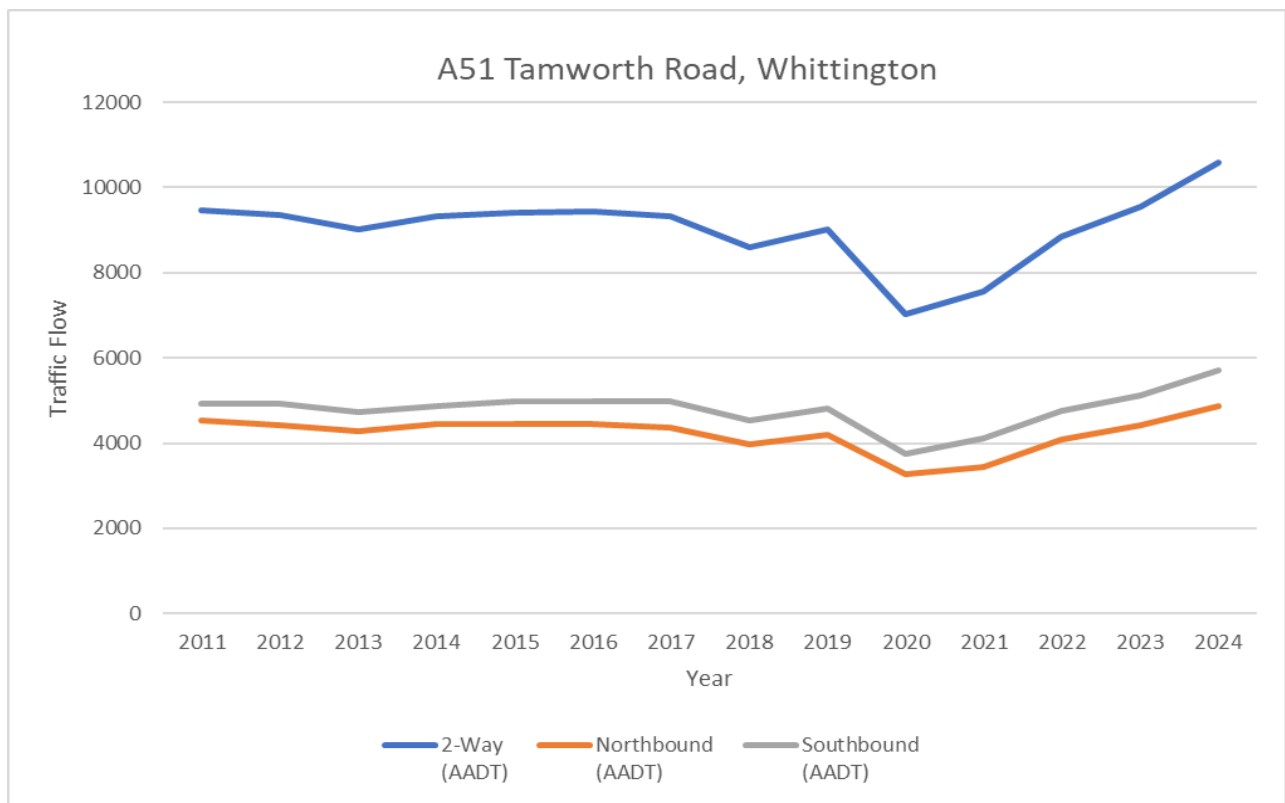
To analyse long term traffic trends, SCC's permanent traffic count data has been interrogated, extracting the Annual Average Daily Traffic (AADT) (7-day average) data. Trends between the last published LTP in 2011 and 2024 have been considered. Covid restrictions were in place from 2020, with most locations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

A51 Rugeley Bypass

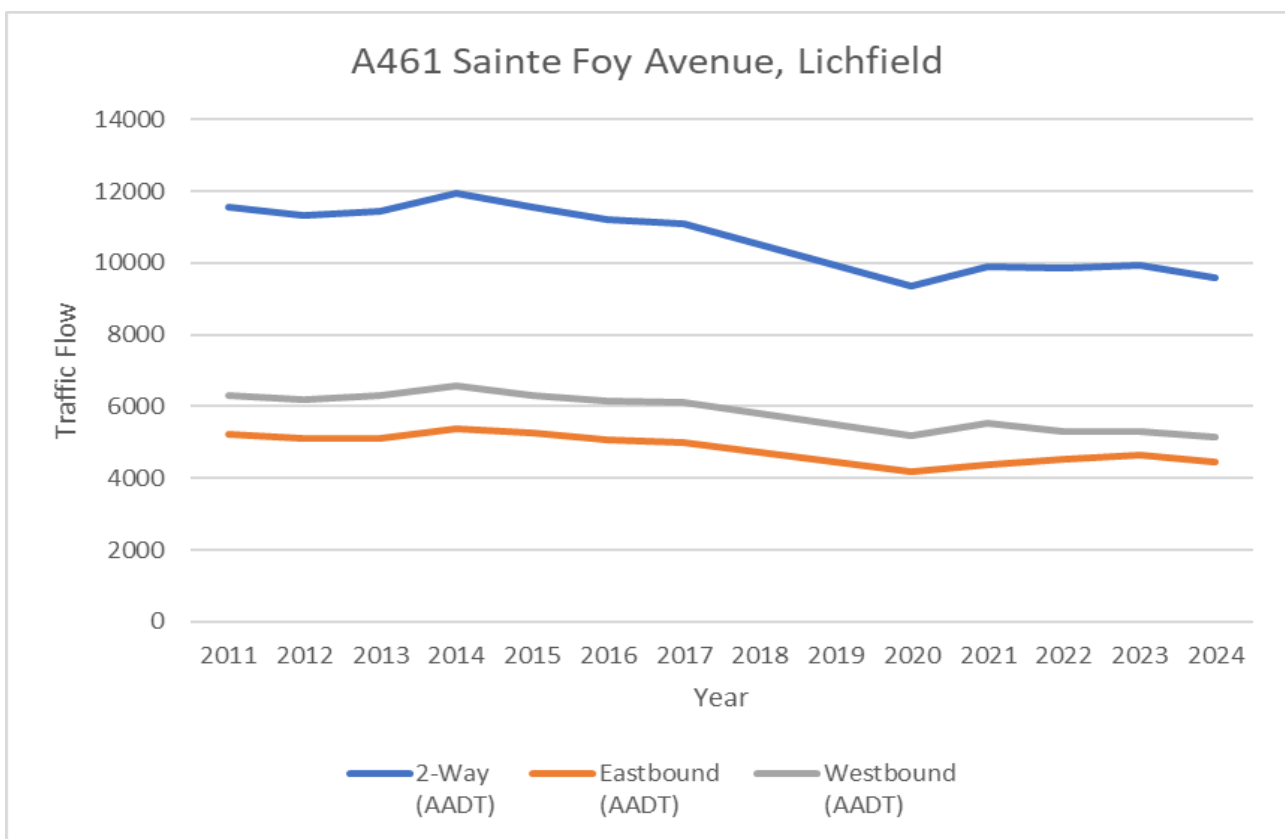


No 2024 data available

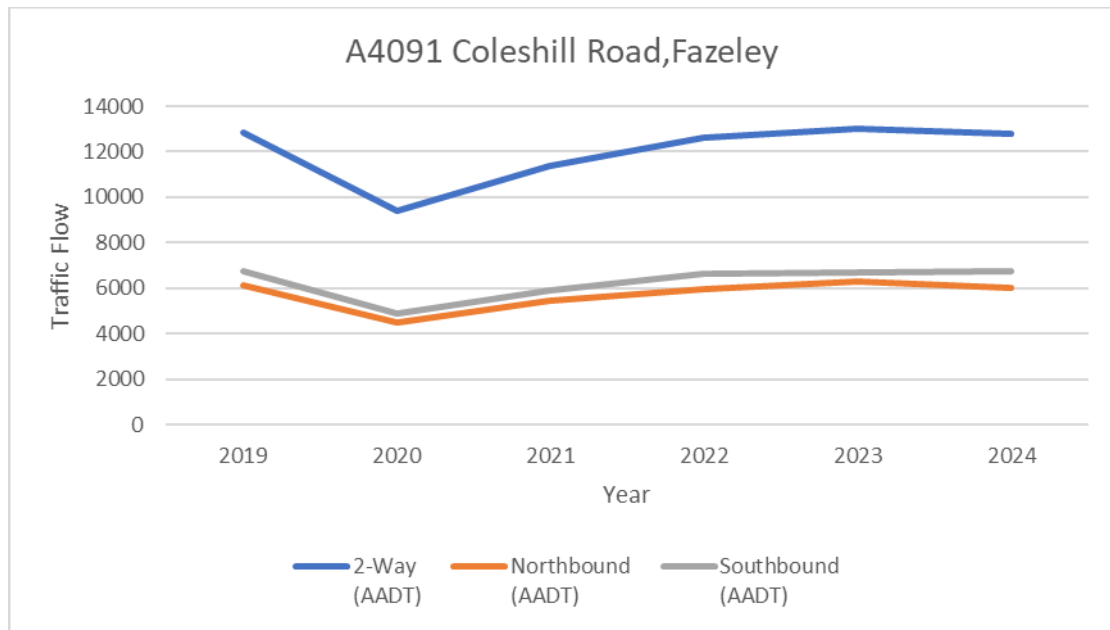
A51 Tamworth Road, Whittington



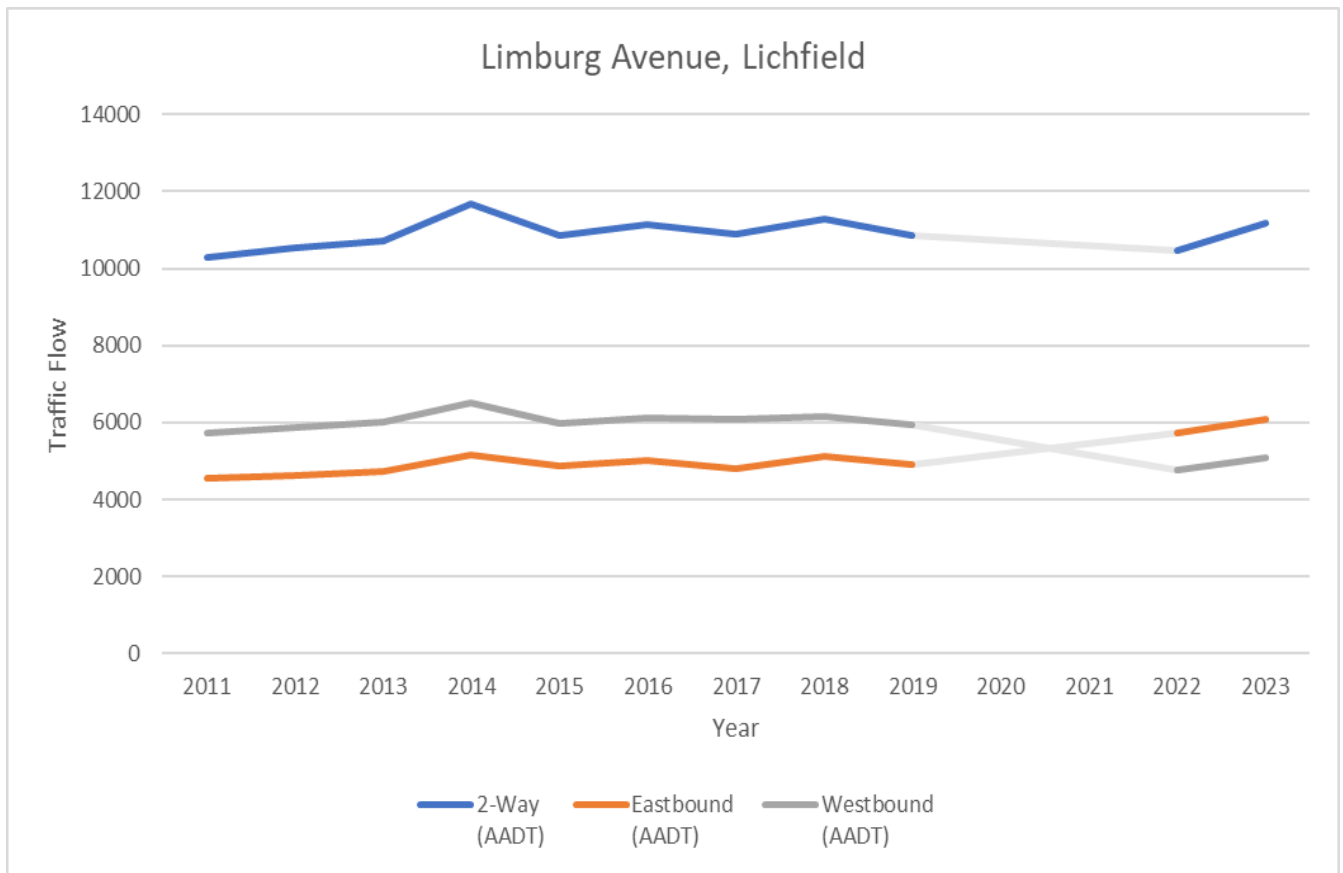
A461 Sainte Foy Avenue, Lichfield



A4091 Coleshill Road, Fazeley



A461 Limburg Avenue, Lichfield

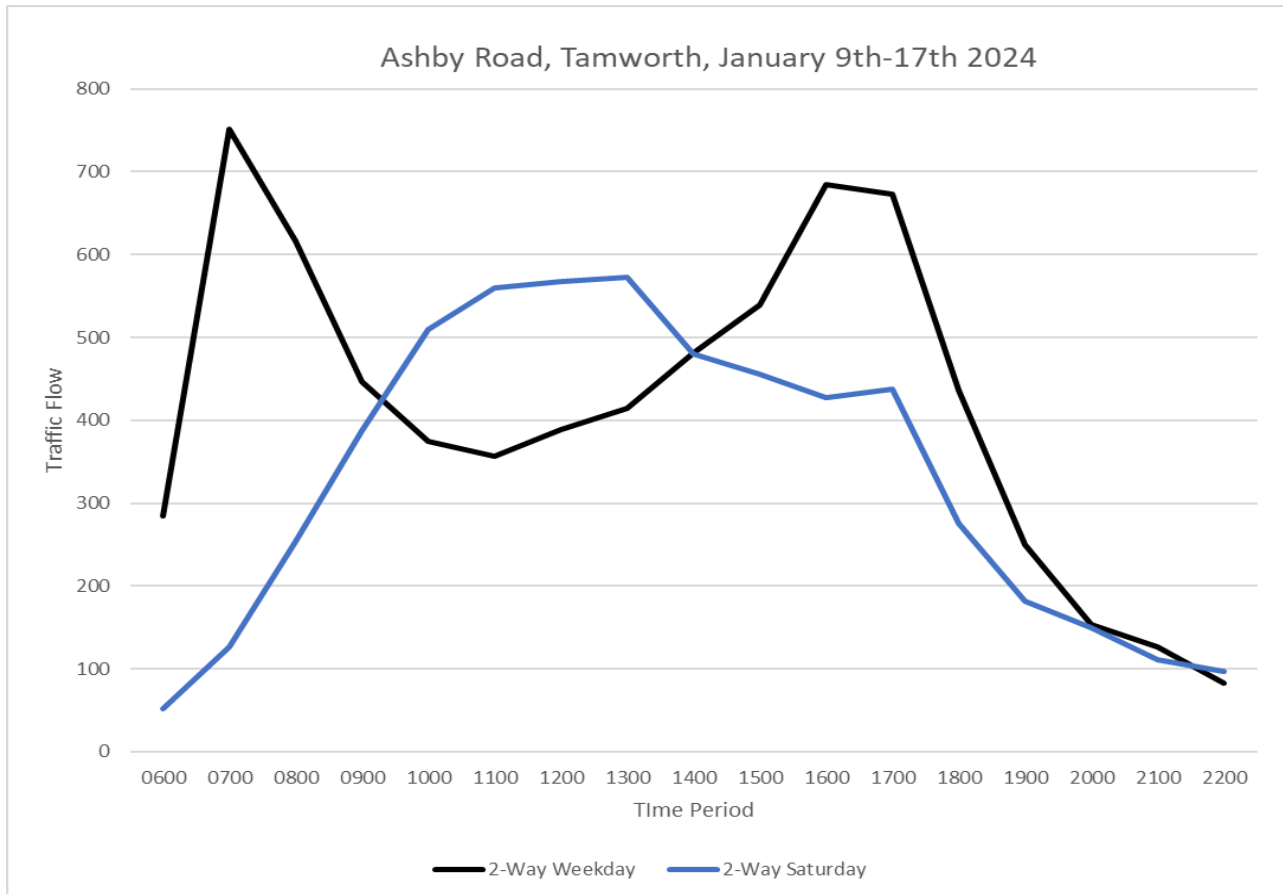


Daily Traffic Trends

Week-long traffic counts have been analysed in several of our settlements to show how traffic levels vary throughout the day. The results are provided below.

Ashby Road, Tamworth

Survey Dates: 9th - 17th January 2024



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.

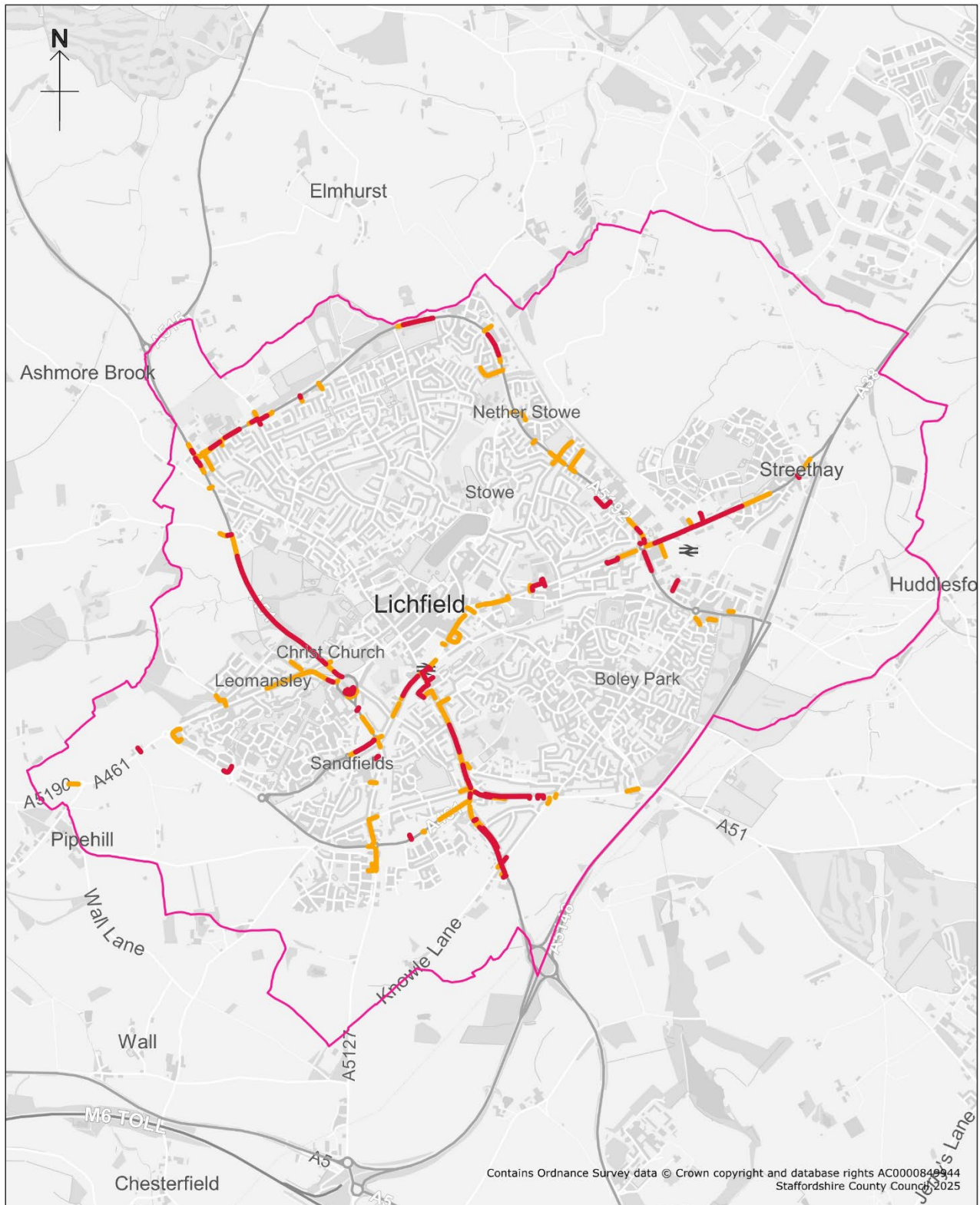
Data was analysed for key routes in each CAST type 1 settlement and for the MRN in Lichfield District.

Please note that the study area excludes A38 and A5(T).

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.



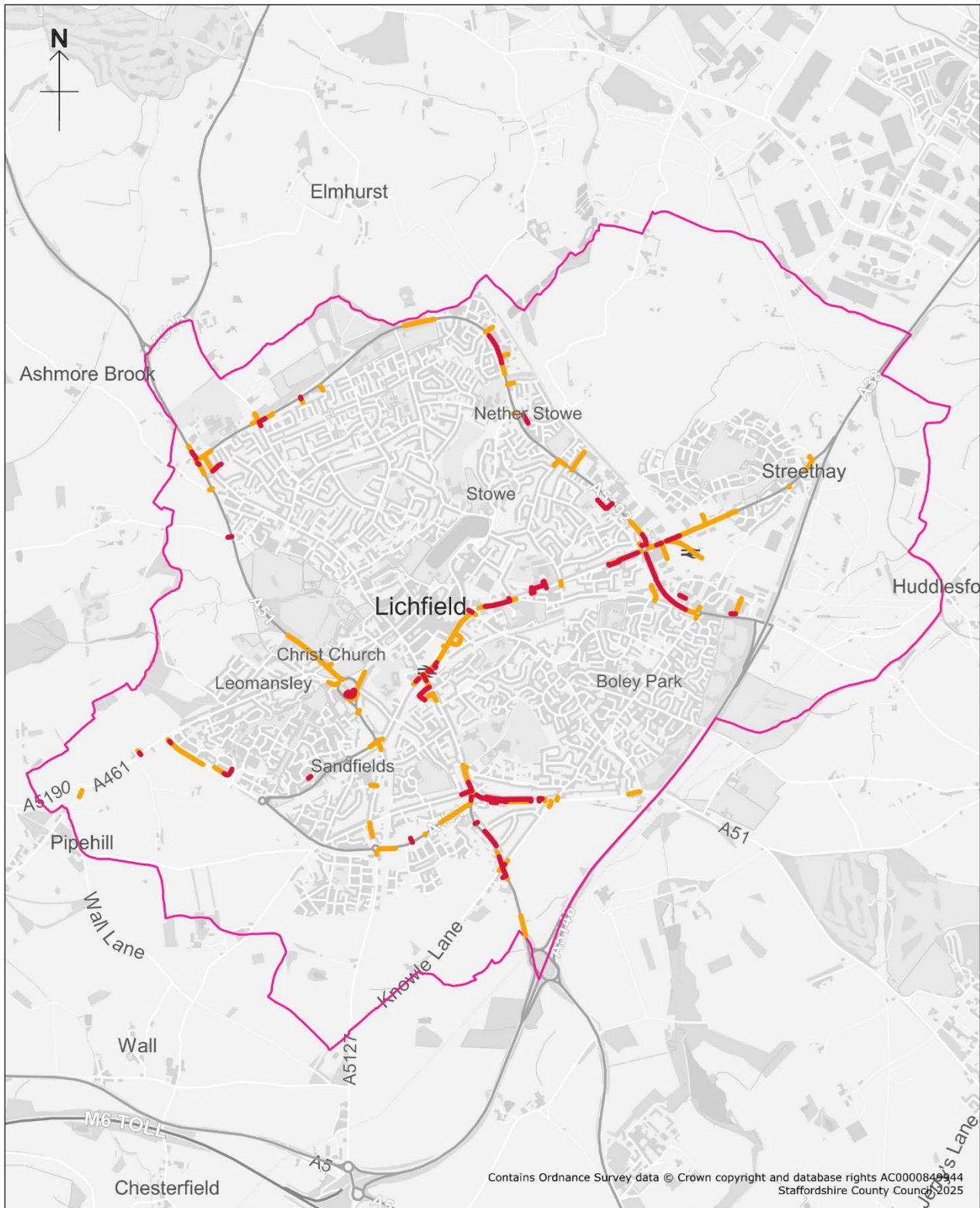
- Travel time can be double free flow time
- Travel time can be triple free flow time
- Settlement boundary

Scale: 1:33000



Lichfield 2025 AM Peak Traffic Delays

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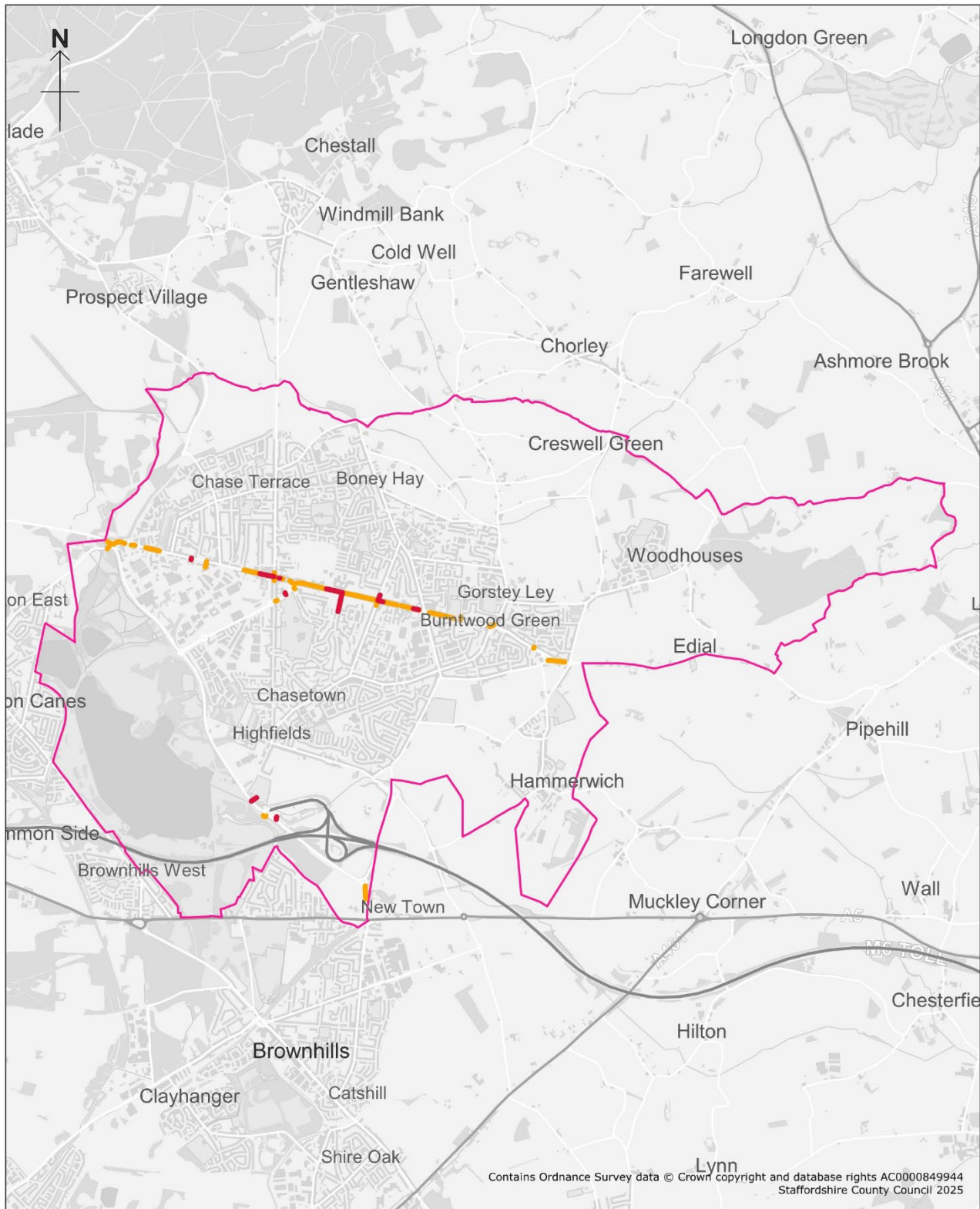
- Travel time can be double free flow time
- Travel time can be triple free flow time
- Settlement boundary

Scale: 1:33000



Lichfield 2025 PM Peak Traffic Delays

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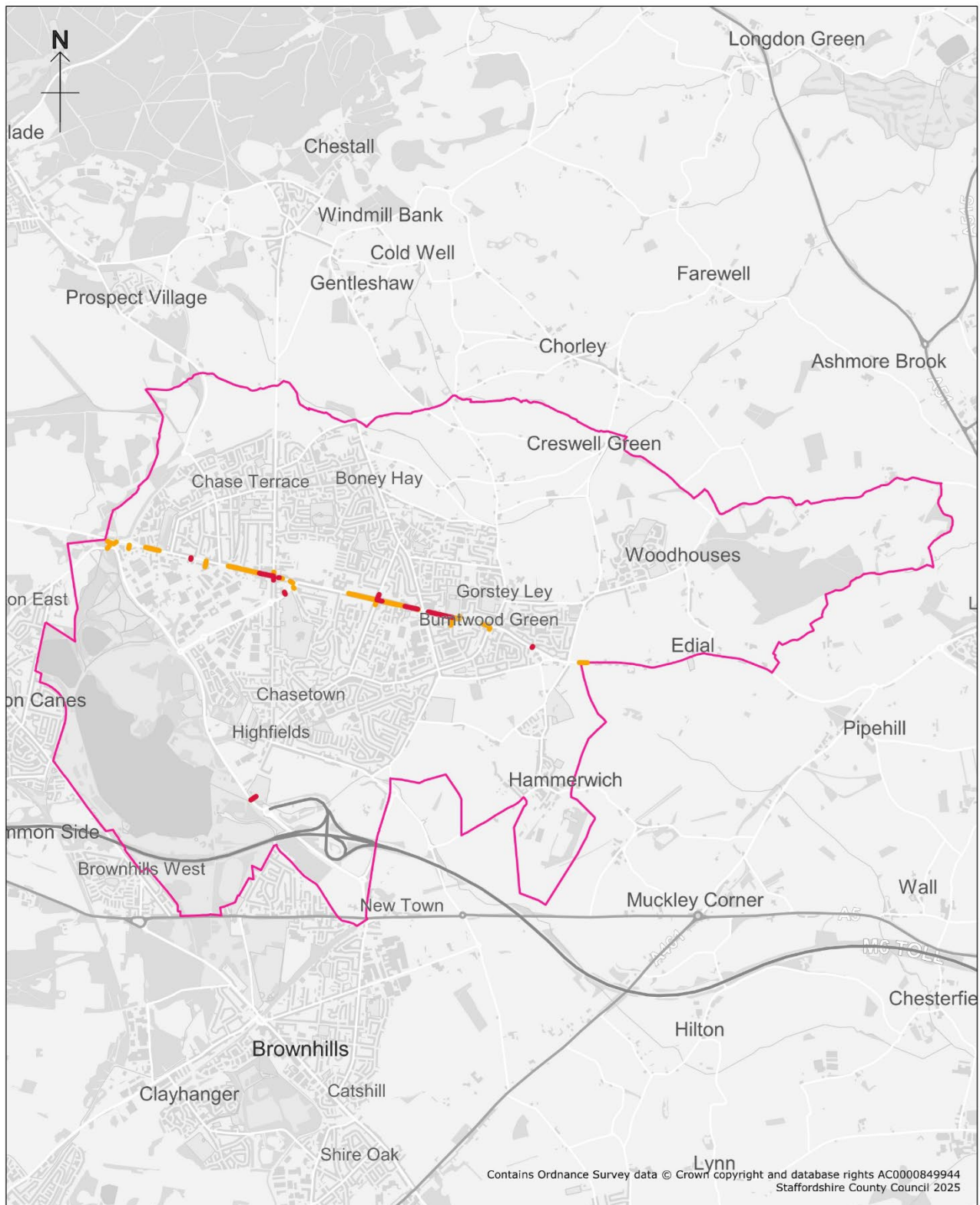
- Travel time can be double free flow time
- Travel time can be triple free flow time
- Settlement boundary

Scale: 1:42000



Burntwood 2025 AM Peak Traffic Delays

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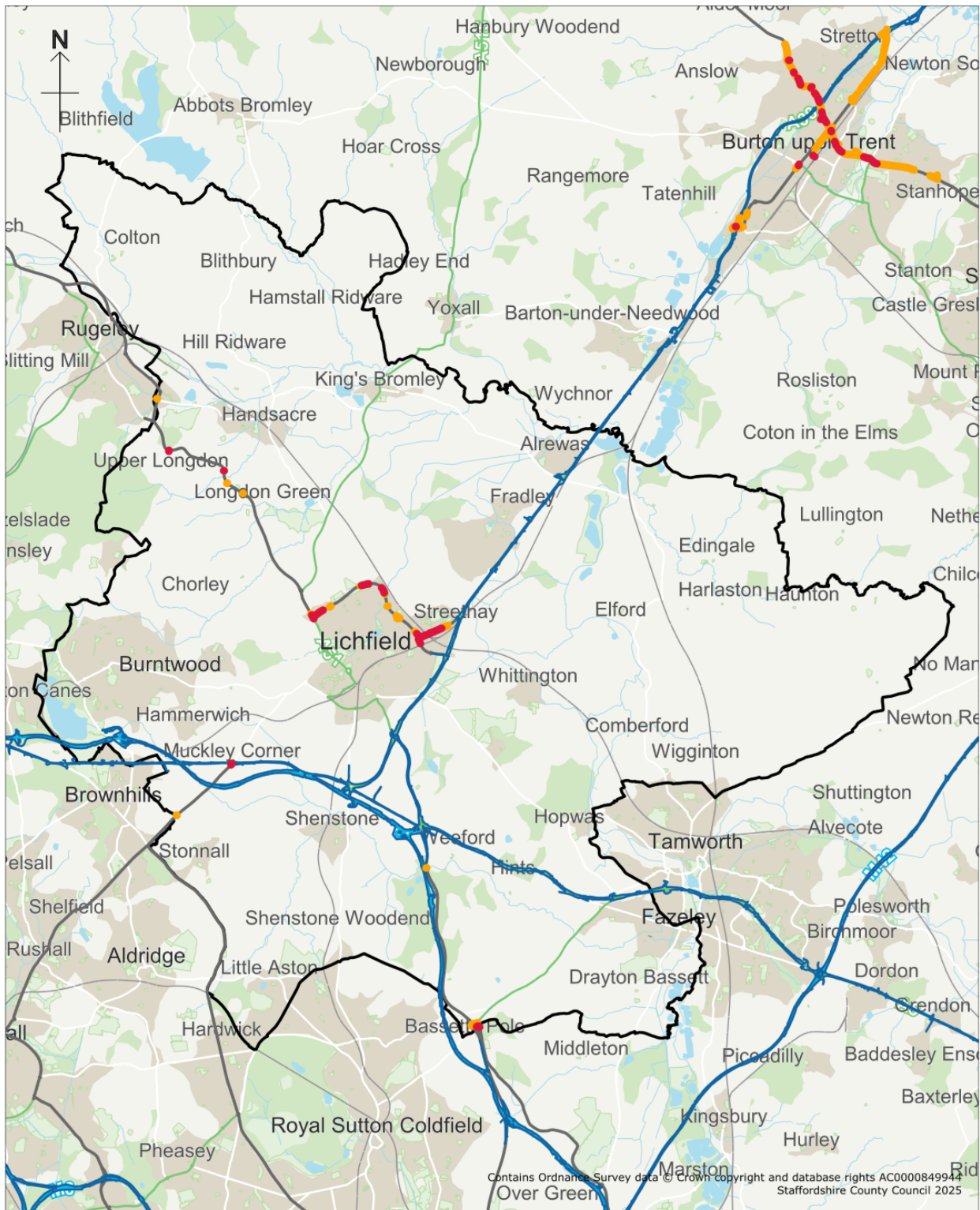
- Travel time can be double free flow time
- Travel time can be triple free flow time
- Settlement boundary

Scale: 1:42000



Burntwood 2025 PM Peak Traffic Delays

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- Travel time can be double free flow time
- Travel time can be triple free flow time
- District boundary
- Major Road Network
- Strategic Highway Network

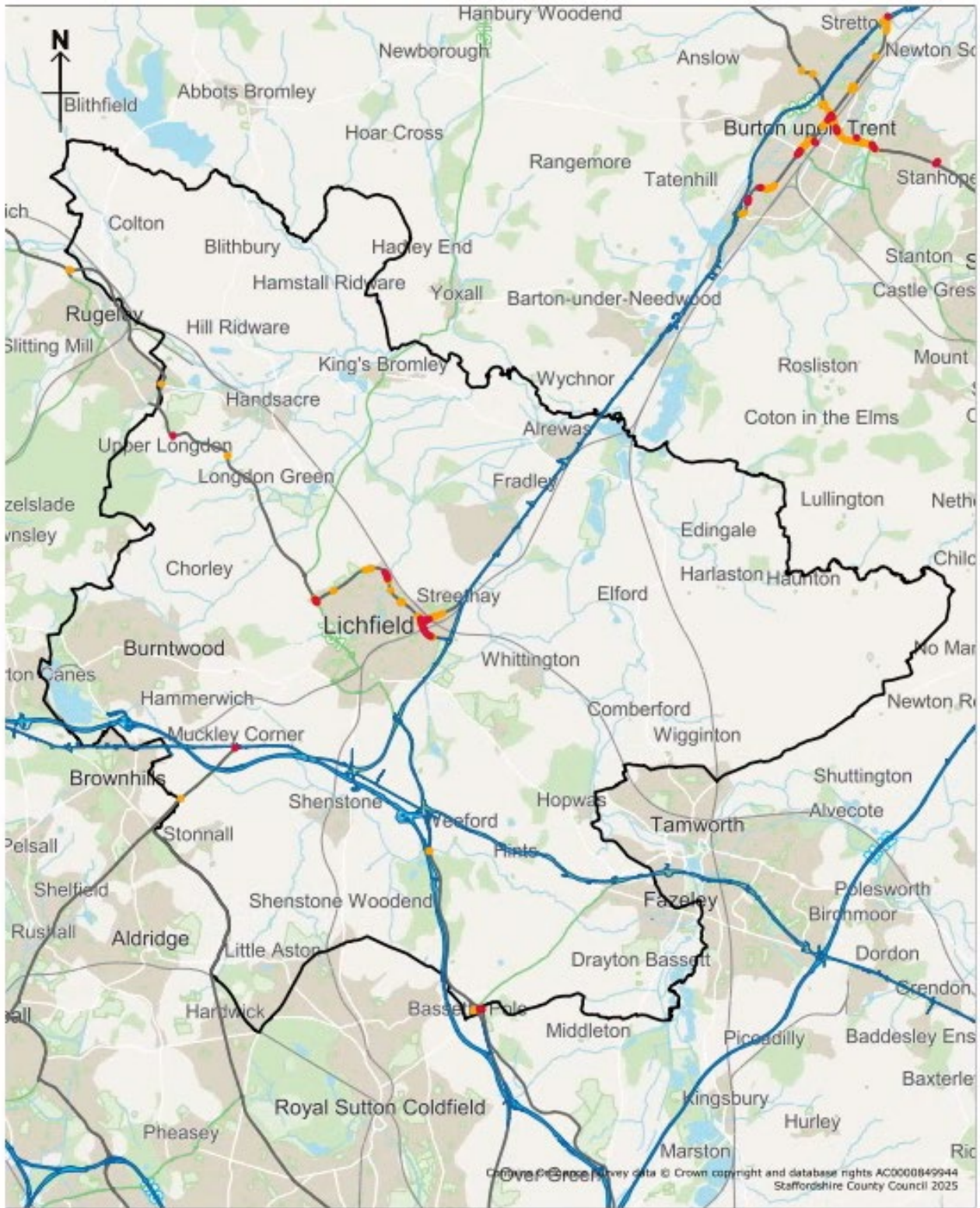
Scale: 1:140000



Lichfield District MRN

2025 AM Peak Traffic Delays

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- 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: 1:140000



Lichfield District MRN
2025 PM Peak Traffic Delays

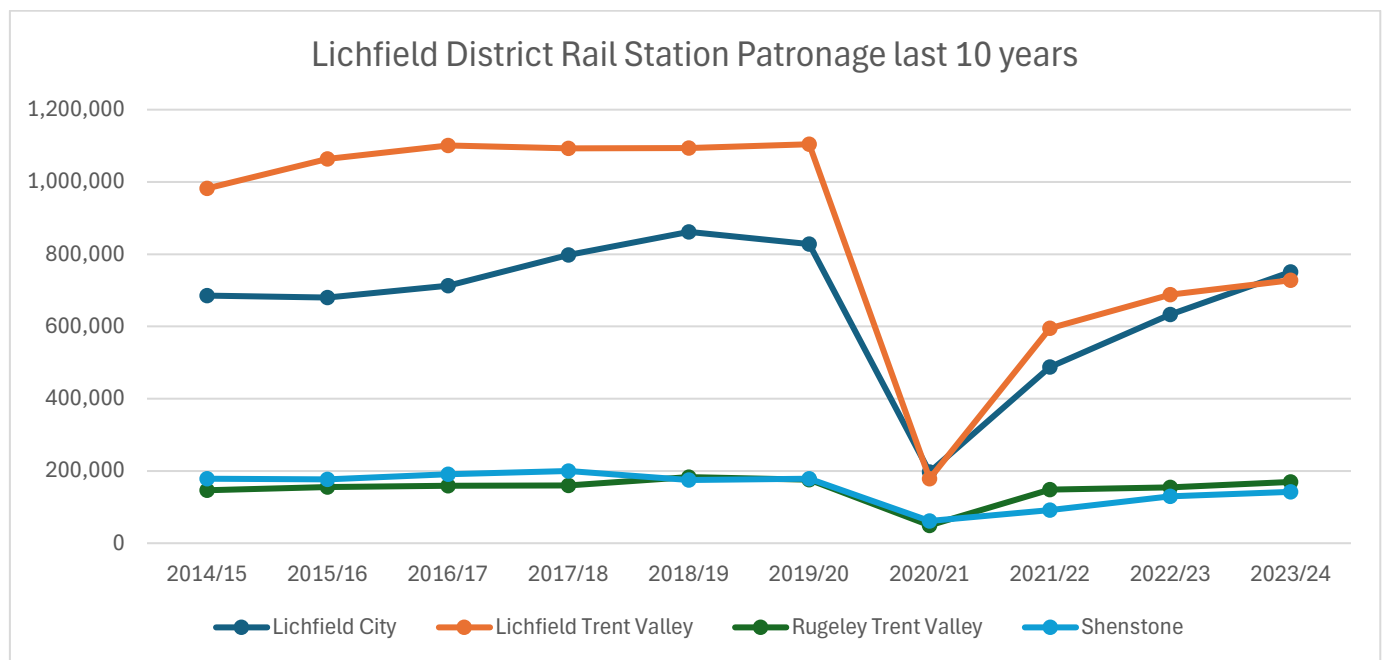
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11. Rail station footfall 2024

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 four stations in Lichfield District are Lichfield City, Lichfield Trent Valley, Rugeley Trent Valley and Shenstone.



Staffordshire County Council

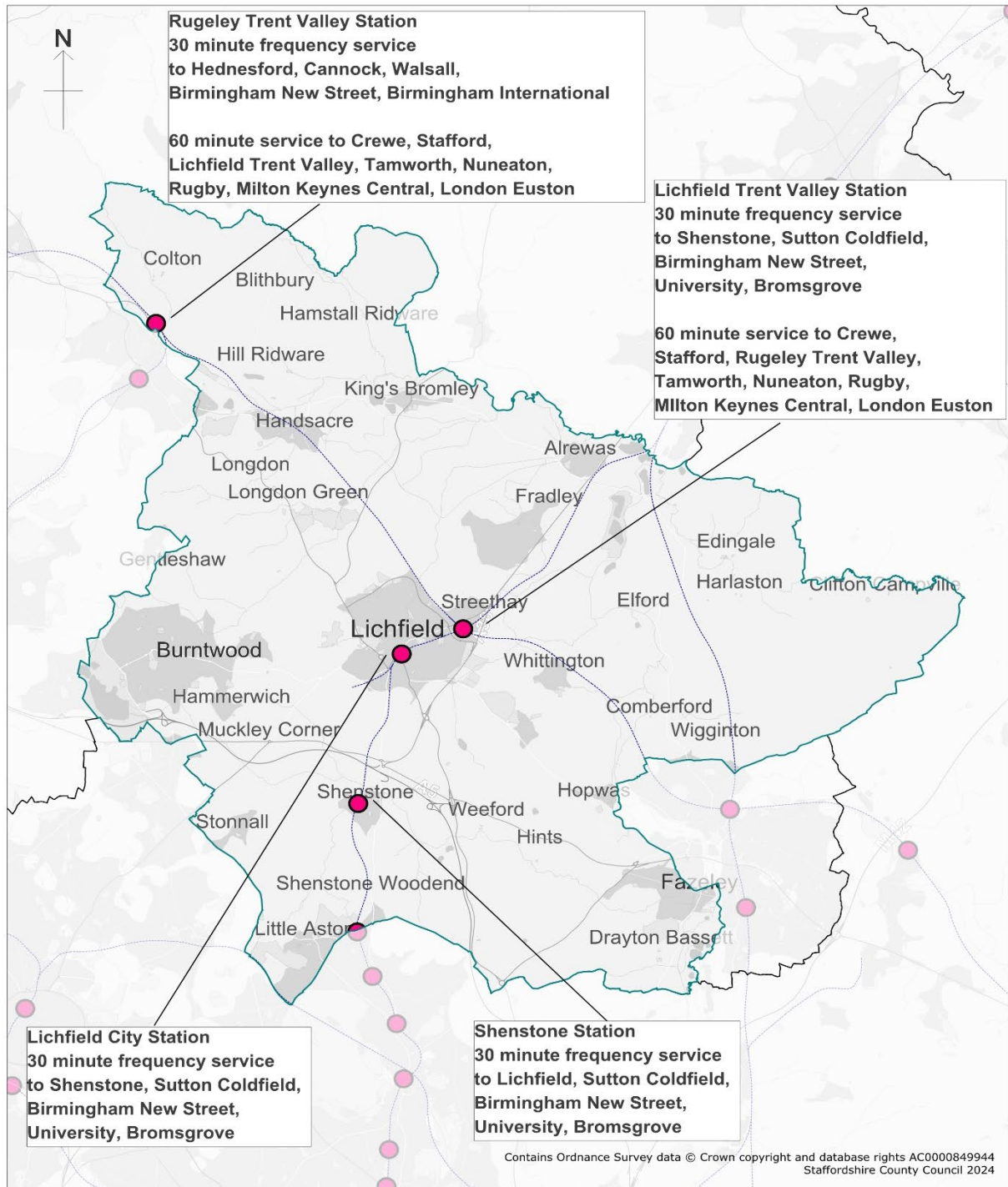
Top 10 rail destinations												
Station	Lichfield City			Lichfield Trent Valley			Rugeley Trent Valley			Shenstone		
Rank	Station name	No.of journeys	% of Total	Station name	No.of journeys	% of Total	Station name	No.of journeys	% of Total	Station name	No.of journeys	% of Total
1	Birmingham New Street	175,311	46.72%	London Euston	140,443	38.61%	London Euston	25,648	30.29%	Lichfield City	26,981	38.01%
2	Sutton Coldfield	27,645	7.27%	Birmingham New Street	108,478	29.82%	Stafford	12,974	15.32%	Birmingham New Street	21,710	30.58%
3	Shenstone	26,981	7.19%	Lichfield City	14,527	3.99%	Birmingham New Street	10,864	12.83%	Birmingham Moor Street	5,315	7.49%
4	Blake Street	16,850	4.49%	Stafford	13,116	3.61%	Tamworth	2,116	2.50%	Birmingham Snow Hill	2,894	4.08%
5	Lichfield Trent Valley	14,527	3.87%	Birmingham Moor Street	6,192	1.70%	Manchester Piccadilly	2,038	2.41%	Sutton Coldfield	2,352	3.31%
6	University (Birmingham)	13,141	3.50%	Sutton Coldfield	5,473	1.50%	Lichfield Trent Valley	1,992	2.35%	University (Birmingham)	1,225	1.73%
7	Wylde Green	11,744	3.13%	Tamworth	4,705	1.29%	Wolverhampton	1,971	2.33%	Five Ways	895	1.26%
8	Four Oaks	7,748	2.06%	Manchester Piccadilly	4,520	1.24%	Birmingham Moor Street	1,971	2.31%	Blake Street	828	1.17%
9	Aston	5,759	1.53%	Wylde Green	3,806	1.05%	Cannock	1,598	1.89%	Erdington	824	1.16%
10	Erdington	5,740	1.53%	Milton Keynes Central	3,569	0.98%	Walsall	1,372	1.62%	Wylde Green	700	0.99%

Station	Level of Accessibility					Comment
	Patronage 2023 / 24	Inclusive Access	Cycle Access to station	Access to bus services	Overall Access score (out of 7)	
Lichfield City	750,518	Y	2	3	6	
Lichfield Trent Valley	727,448	Y	2	2	5	
Rugeley Trent Valley	169,364	N	1	0	2	Stepped footbridge to Northbound / Chase Line platforms
Shenstone	141,974	N	1	1	2	Northbound platform stepped access only. The only practical solution needs to be completed as part of a developme nt proposal adjacent to the site

12. Rail services 2025

Rail services in Lichfield District are provided by West Midlands Trains, London Northwestern Railway and Avanti West Coast. The Cross City line operates between Lichfield Trent Valley, Birmingham and Bromsgrove/ Redditch with a 30 minute frequency Monday to Sunday. Rugeley Trent Valley and Lichfield Trent Valley are served by a 60 minute frequency service between Crewe, Stafford and London Euston. Rugeley Trent Valley is also served by the Chase Line with trains every 30 minutes to Cannock, Walsall and Birmingham. Avanti West Coast operate services every 1 to 3 hours from Lichfield Trent Valley to London Euston, Tamworth, Runcorn and Liverpool Lime Street. There are additional evening calls on Avanti West Coast services at Lichfield Trent Valley for Crewe, Warrington, Wigan, Preston, Chester and North Wales. The plan below shows a summary of these services, valid for October 2025.





- District Boundary
- County Boundary
- Railway Line
- Railway Station

Scale: 1:150000



Rail Stations in Lichfield District - Frequencies and stations served

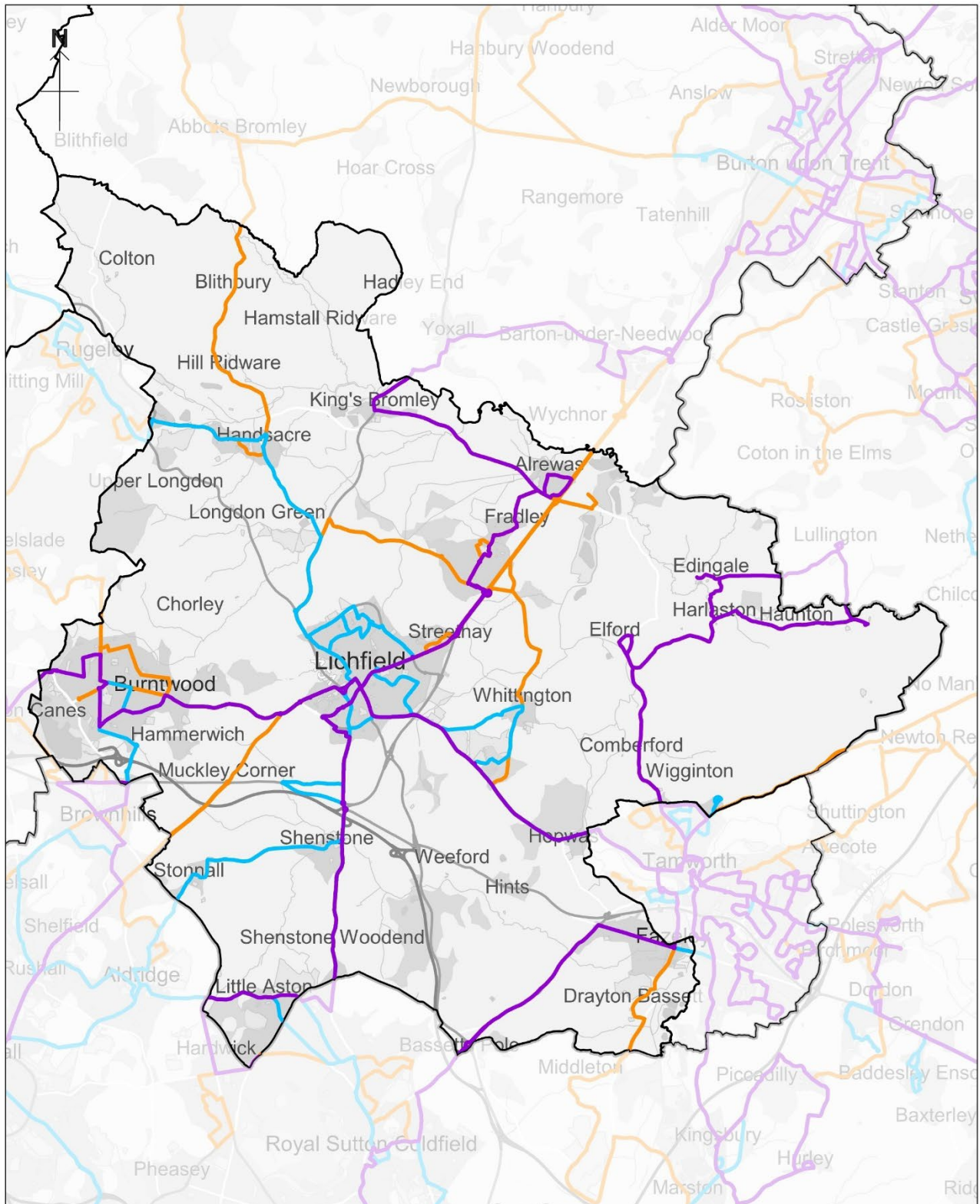
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Station	Station Facilities					
	Staffed	Ticket Office	Ticket Machine	Waiting Shelter	Waiting Room	Cycle Parking
Lichfield City	Y	Y	Y	Y	Y	Y
Lichfield Trent Valley	Y	Y	Y	Y	Y	Y
Rugeley Trent Valley	N	N	Y	Y	N	Y
Shenstone	Y *	Y	Y	Y	Y	N

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

Scale: 1:140000



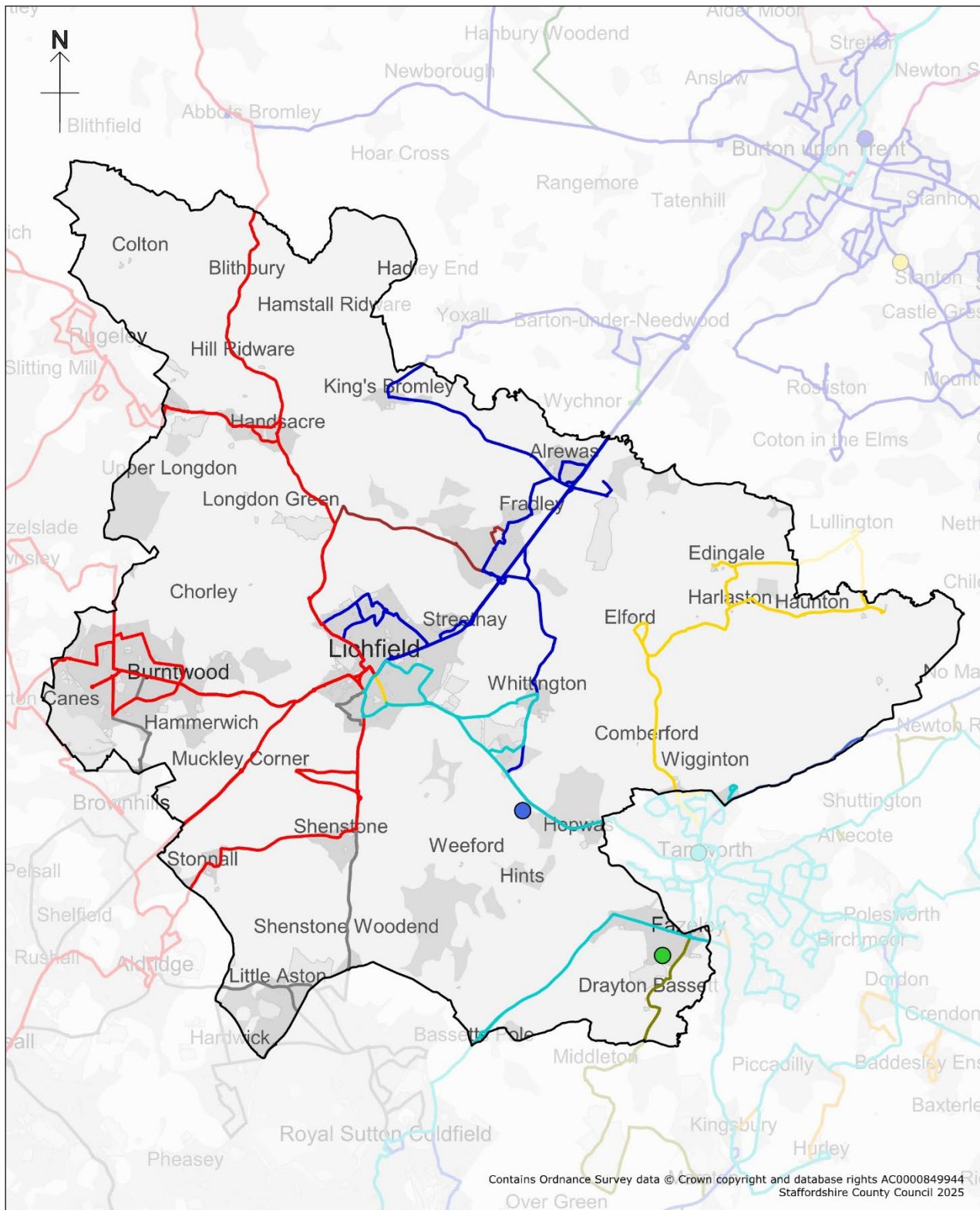
Lichfield Bus Services

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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
-  Arriva
-  Diamond Bus
-  Diamond Bus East Midlands
-  Bus depots

-  Select Bus
-  Chaserider
-  South Staffs Coaches
-  A&M Group
-  Bus Link



Lichfield Bus Routes Oct25

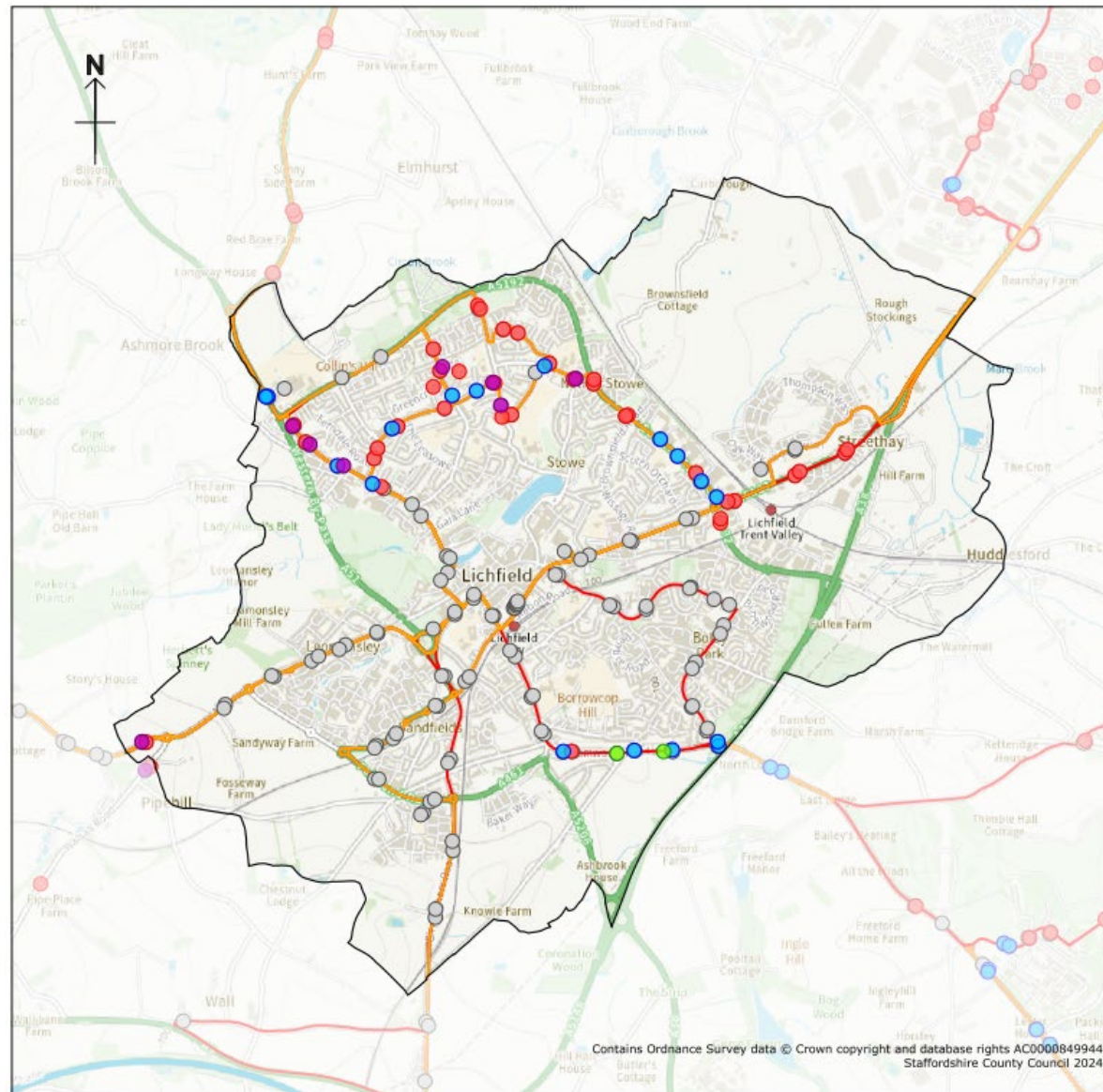
Scale: 1:140000

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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.





Accessibility Status of Bus Stops in Lichfield

- 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 = 8 Stops Per Km2

Scale: 1:60000

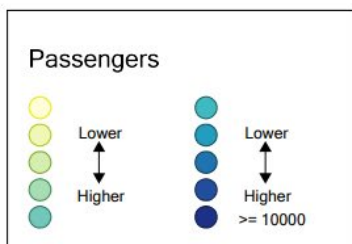
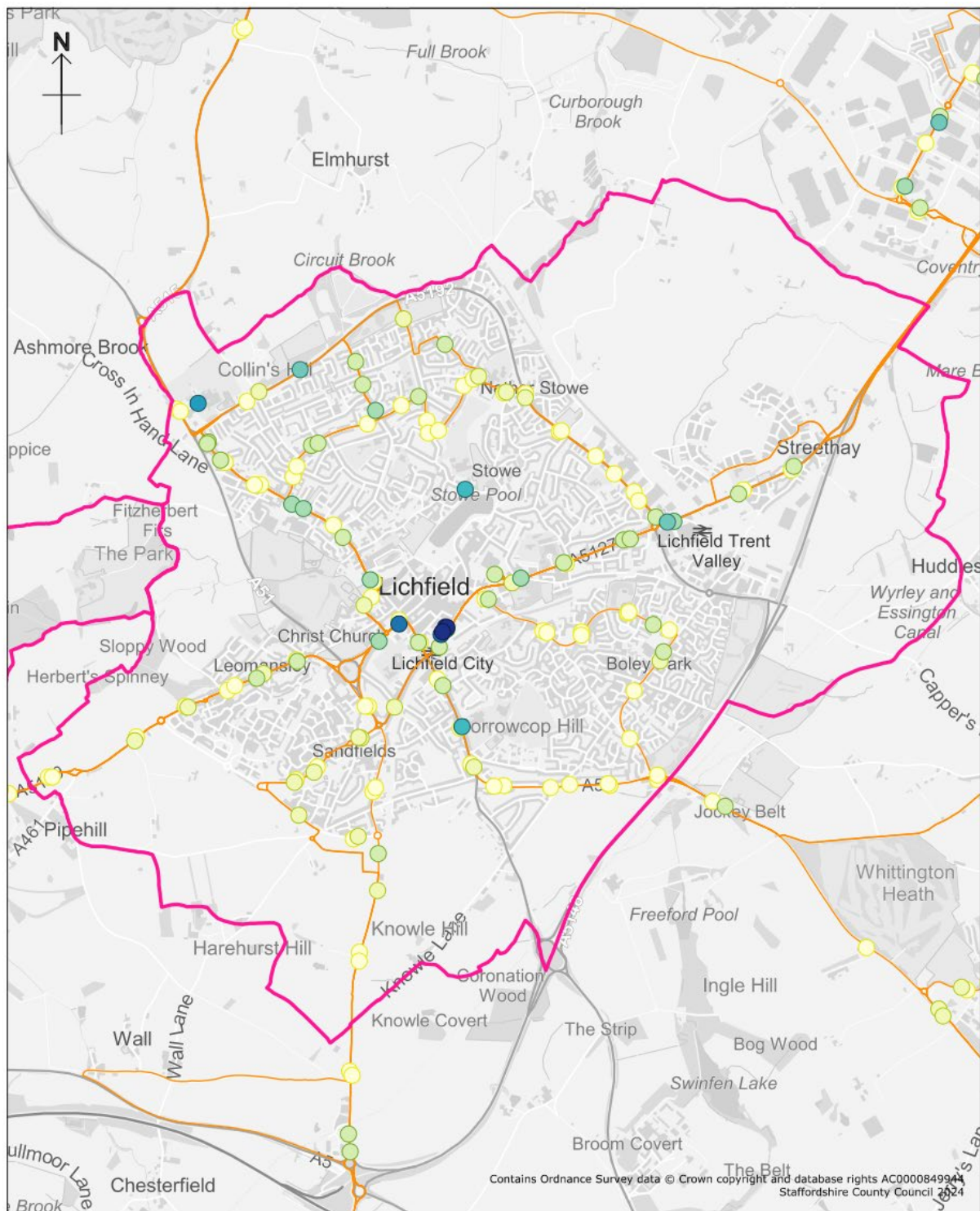
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16. Bus stop patronage (Sept 2023)

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.



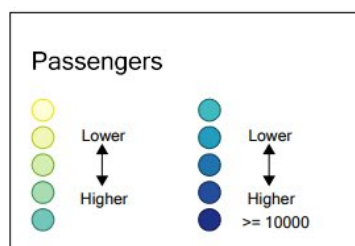
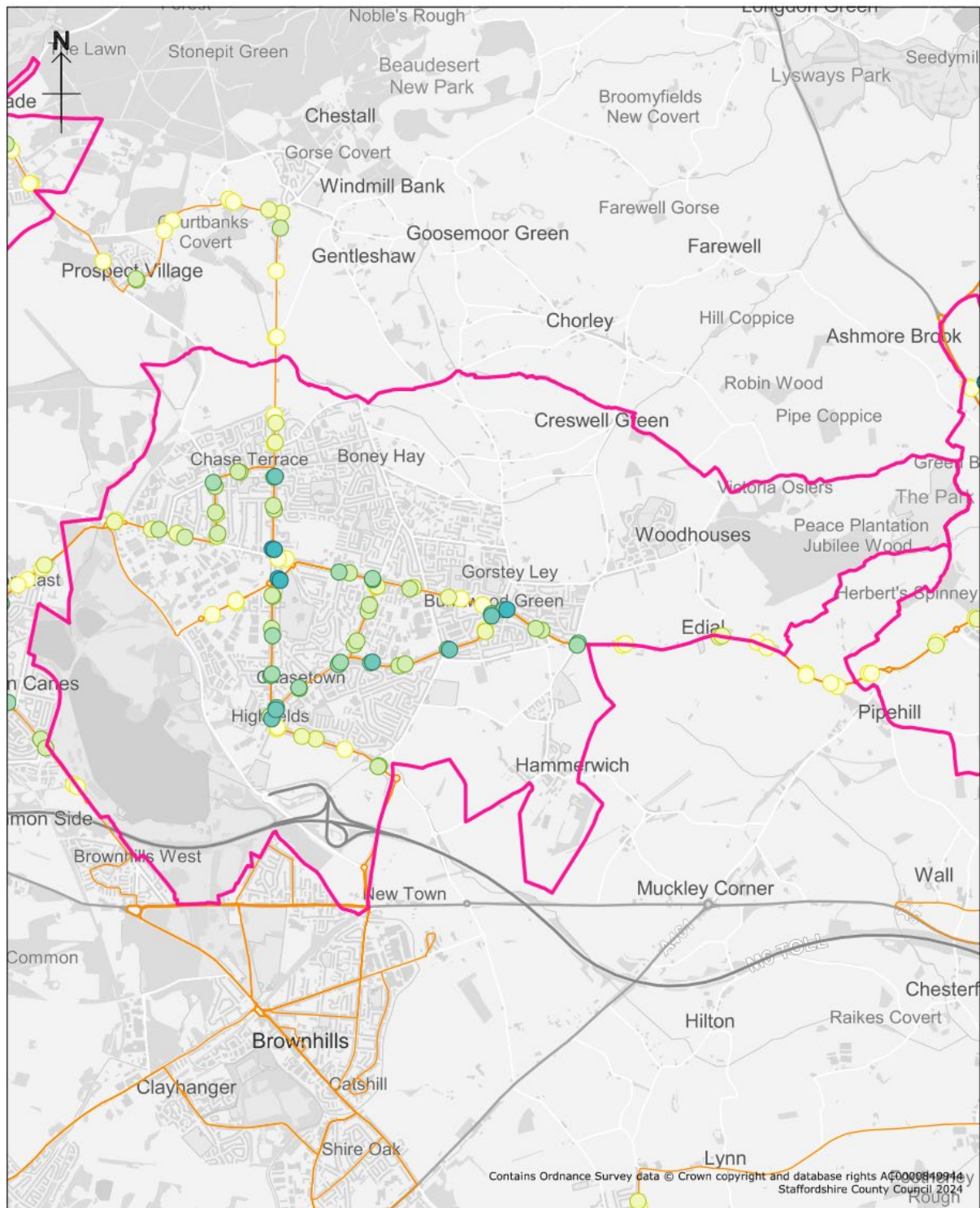


Scale: 1:32000



Lichfield Bus Stop Patronage September 2023

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Scale: 1:41000



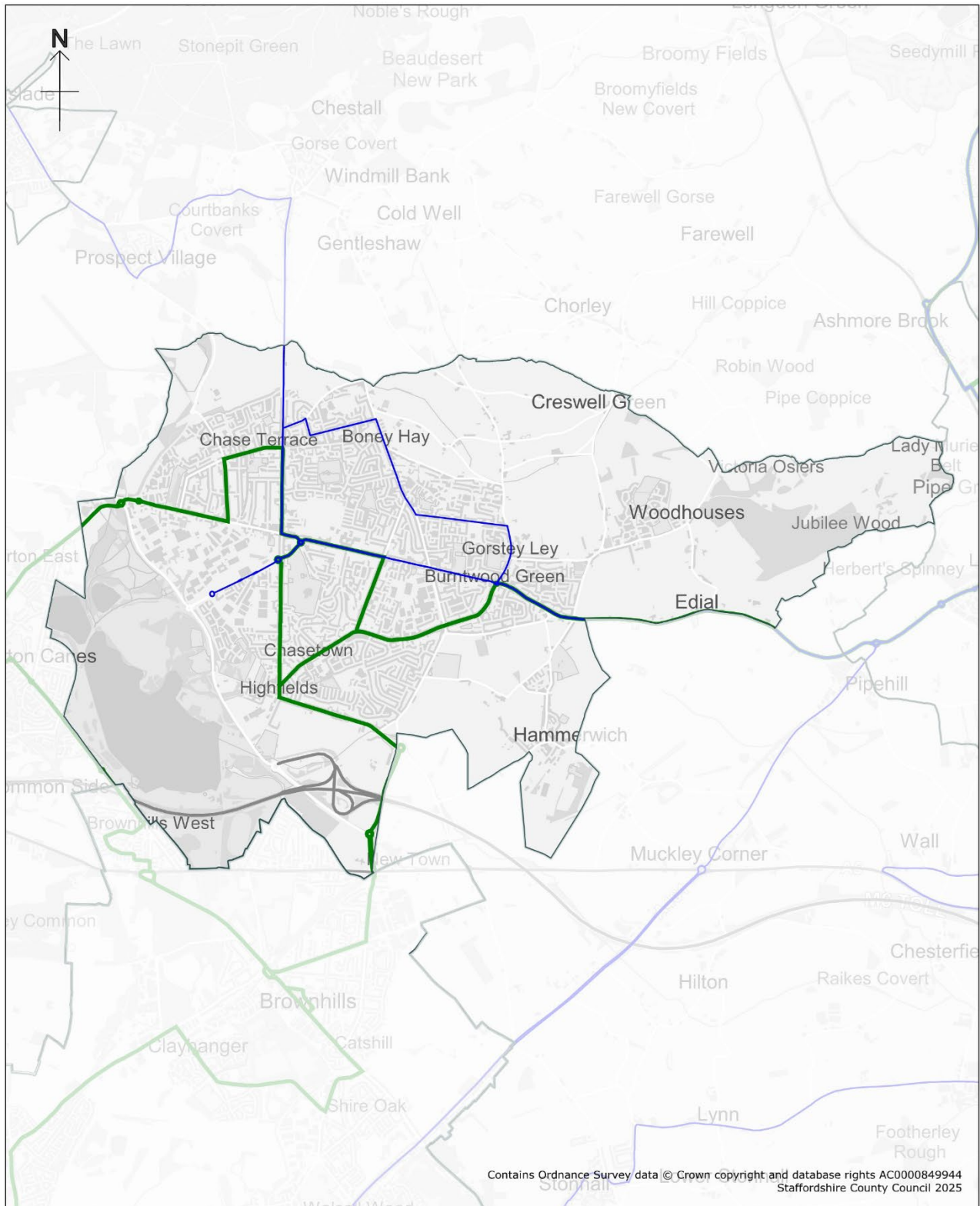
Burntwood Bus Stop Patronage September 2023

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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.





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Staffordshire County Council 2025

- | | | | |
|---|---|---|---------------------|
|  | Less than 60% on-time |  | Settlement Boundary |
|  | Between 60-80% on-time due to early running |  | Data unavailable |
|  | Between 60-80% on-time | | |
|  | More than 80% on-time | | |

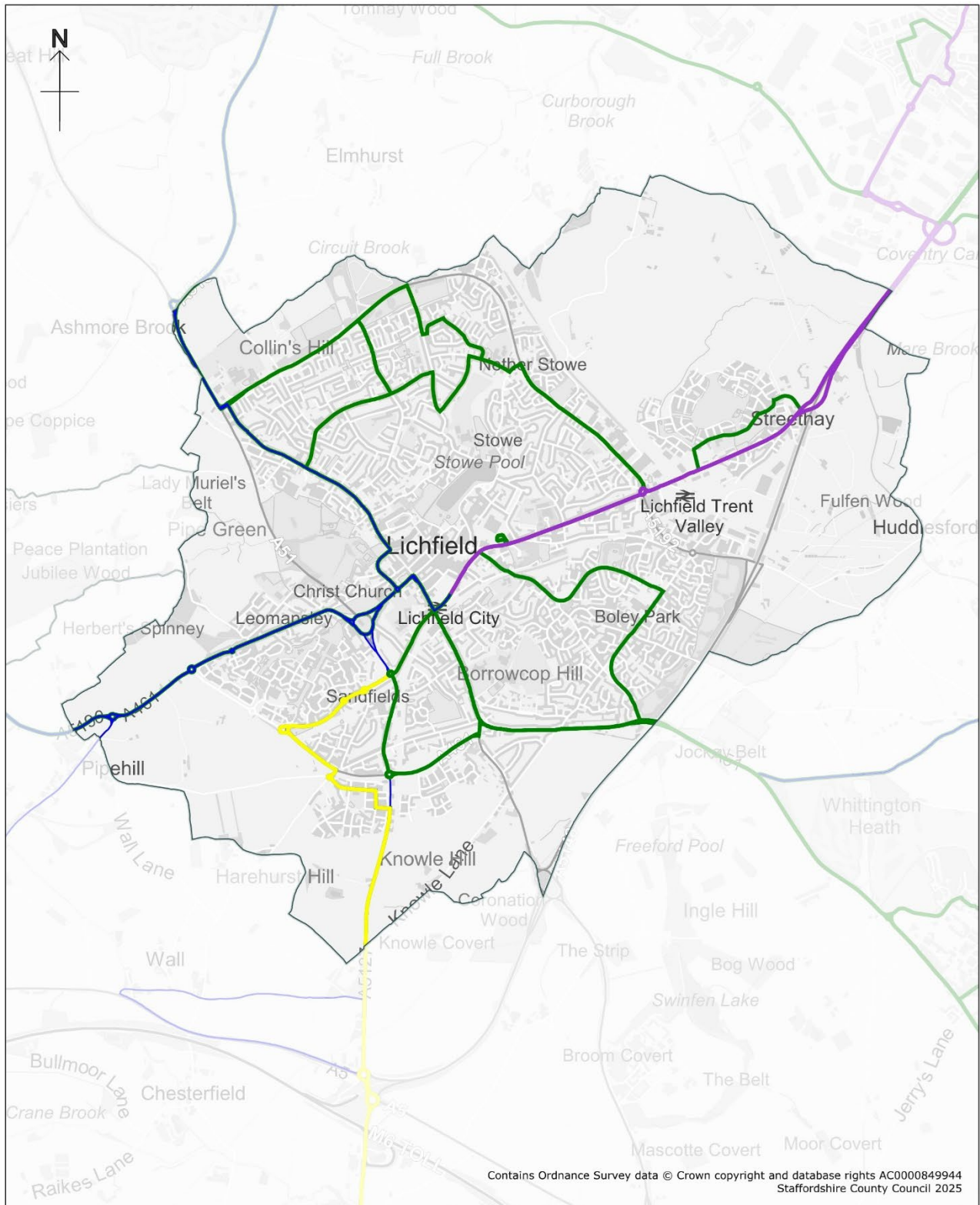
Scale: 1:42500

Source: DfT BODs data
Septemeber 2025



Bus Reliability Burntwood

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- | | | | |
|---|---|---|---------------------|
|  | Less than 60% on-time |  | Settlement Boundary |
|  | Between 60-80% on-time due to early running |  | Data unavailable |
|  | Between 60-80% on-time | | |
|  | More than 80% on-time | | |

Scale 1:35000

Source: DfT BODs data
Septemeber 2025

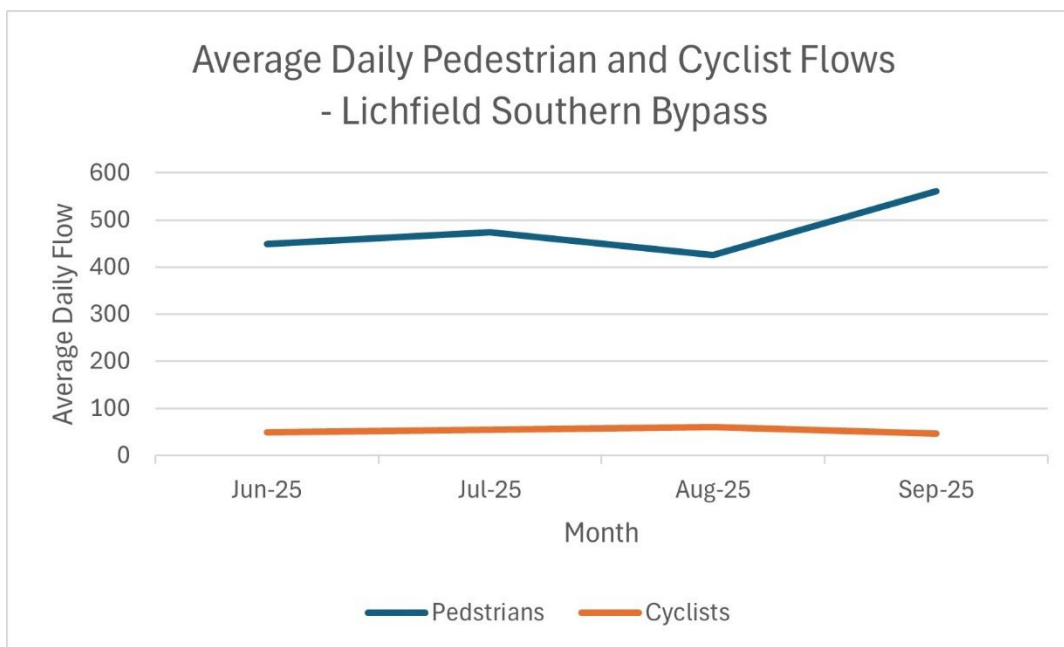
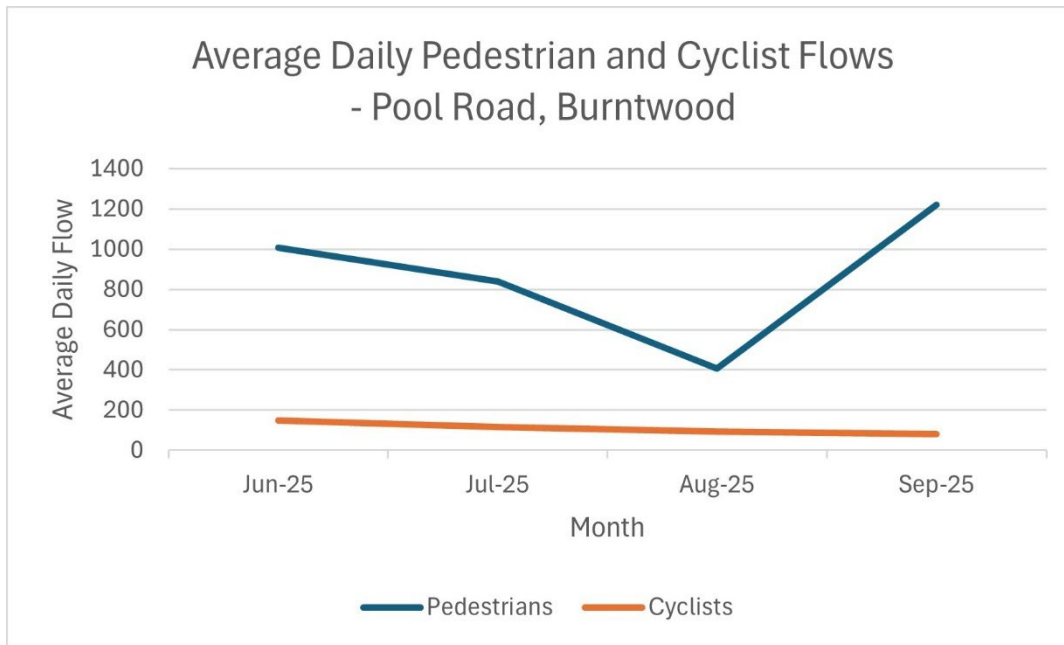


Bus Reliability in Lichfield

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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.

Burntwood

In March 2023, Walk Wheel Cycle Trust carried out a walking audit in Burntwood, 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. A summary of the findings of the walking audit was published on SCC's Let's Talk Transport website.

The audit used a technical method to objectively assess infrastructure; as a complement to this, in May 2024 Walk Wheel Cycle Trust carried out engagement in Burntwood library 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. 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

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

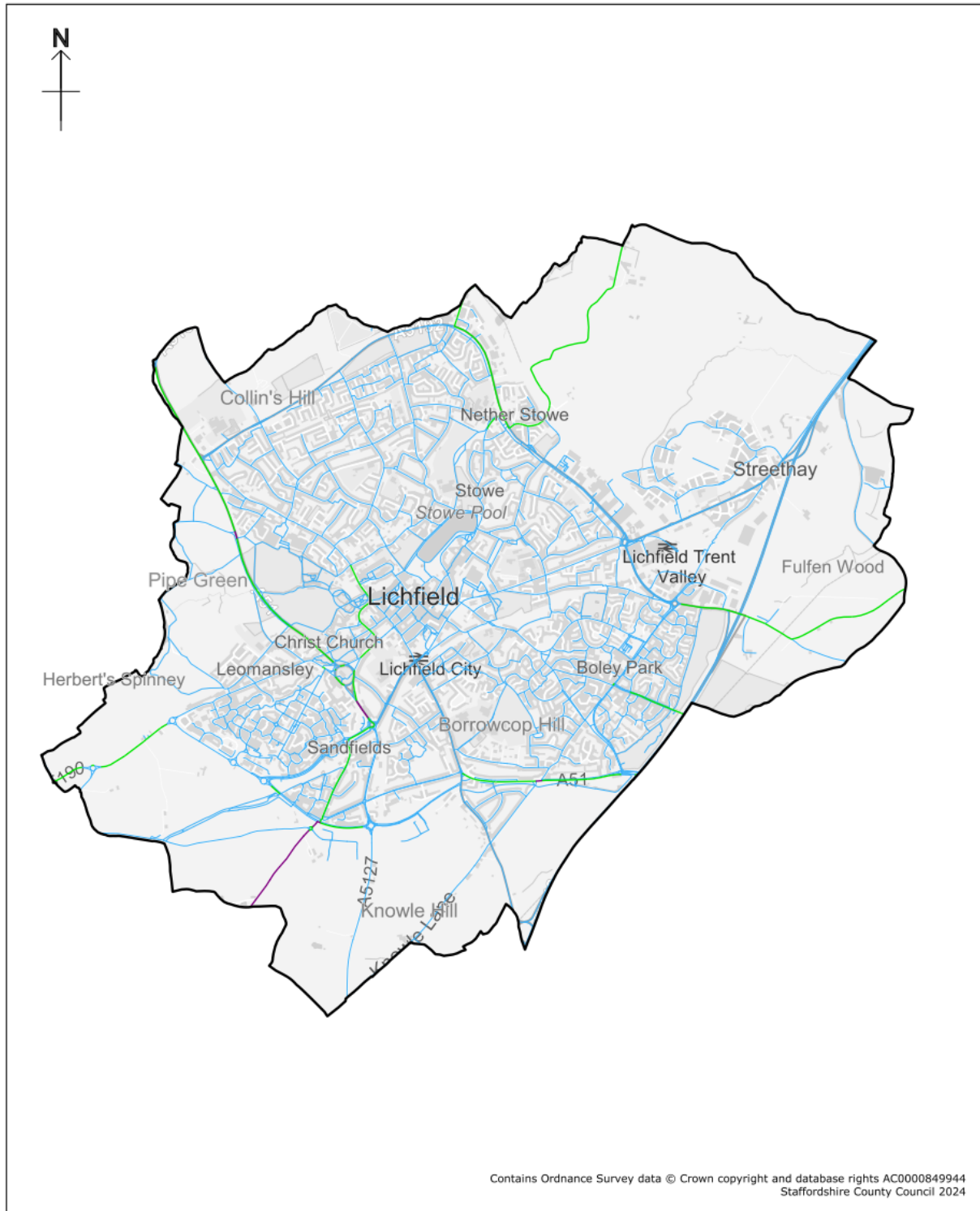
The data used is taken directly from Strava



2022 Strava Cycle Journeys in Lichfield District

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Scale: 1:140000



Total Annual Journeys

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

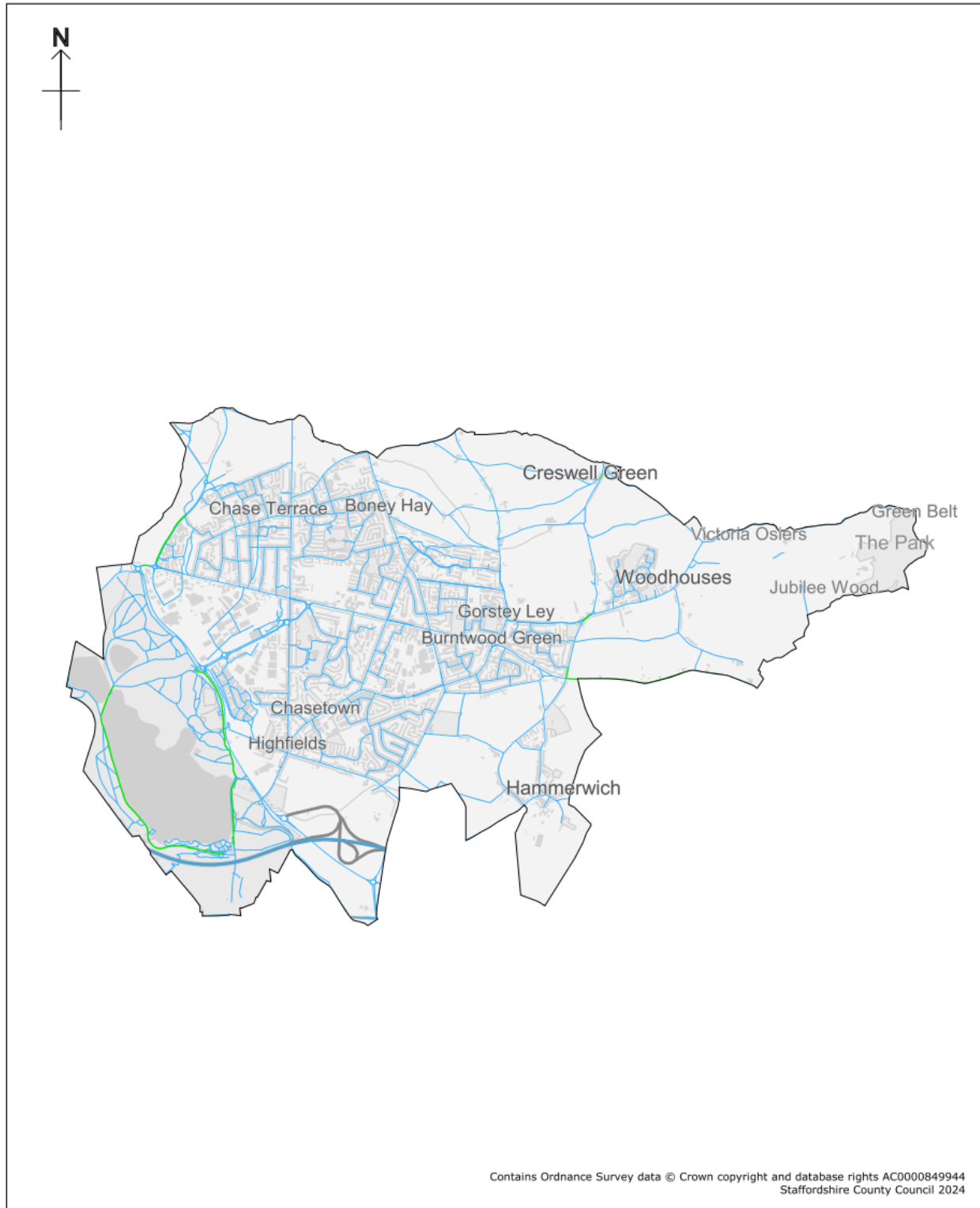
The data used is taken directly from Strava



2022 Strava Cycle Journeys in Lichfield

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Scale: 1:35000



Total Annual Journeys

- 5-4579
- 4580-9157
- 9158-13735
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The data used is taken directly from Strava



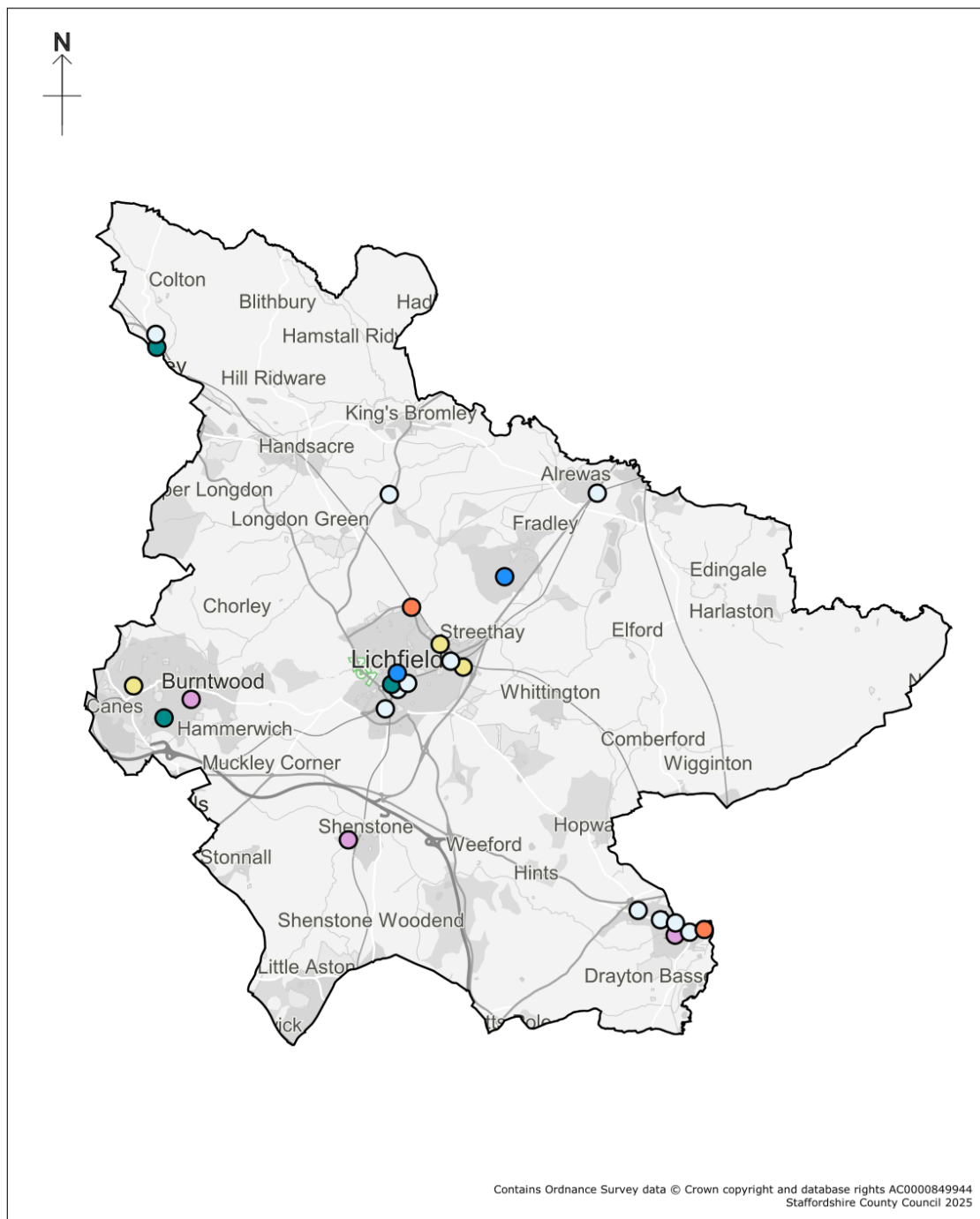
2022 Strava Cycle Journeys in Burntwood

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Scale: 1:45000

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



Scale: 1:150000



Employment Destinations

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22. Accessibility to Town/City Centres

Accessibility planning software has been used to assess walk, cycle, and public transport access to town and city 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.

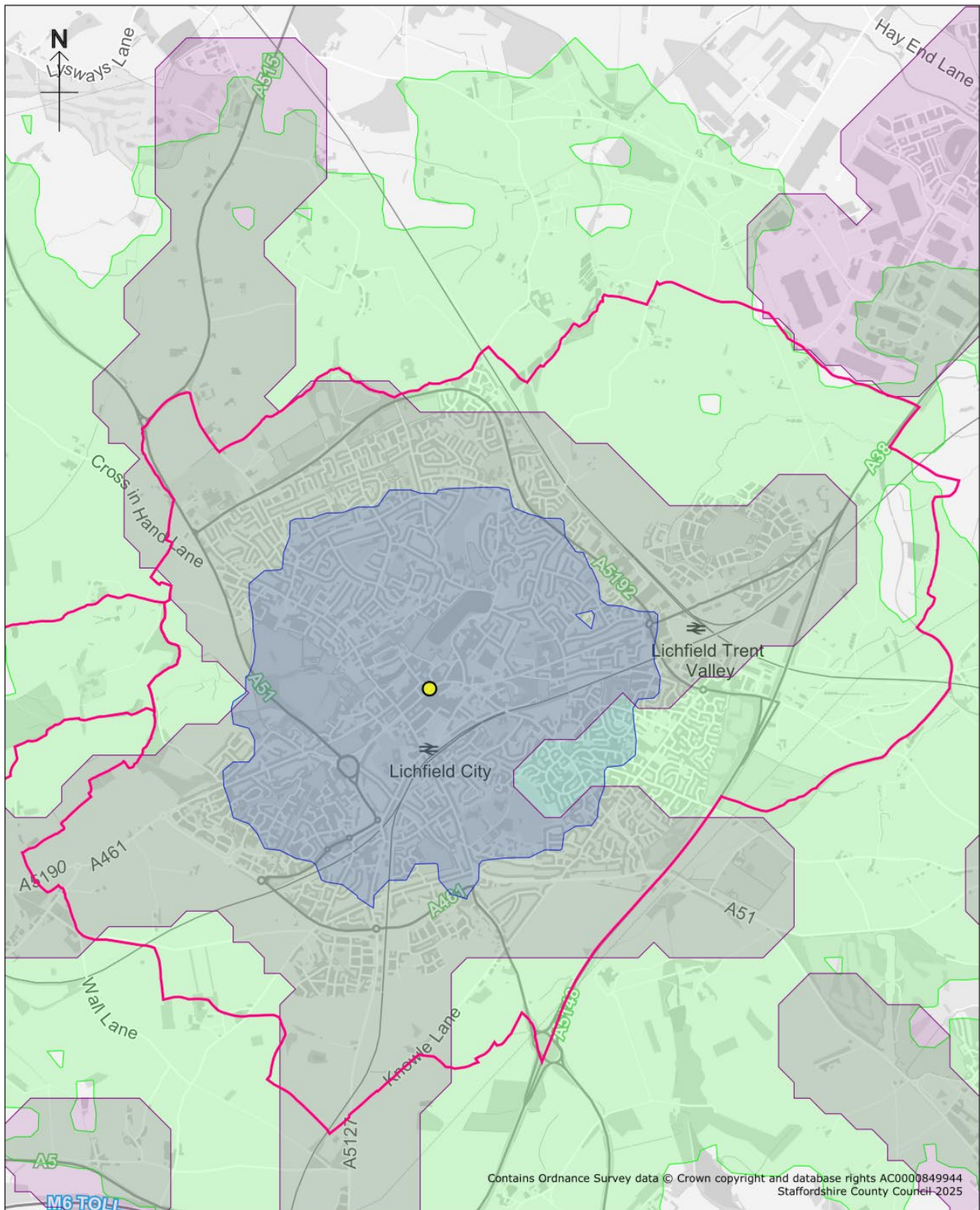
The resulting tables show the percentage of the population in CAST settlements that can access town and city centres via each mode of transport.

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

Town/City centre	Population	Percentage - Walking	Percentage - Cycling
Lichfield	34,168	57%	100%
Burntwood	30,446	65%	100%

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

Town/City centre	Population	Percentage	No. people boarding bus in the town centre
Lichfield	34,168	91%	41,711
Burntwood	30,446	77%	5,806



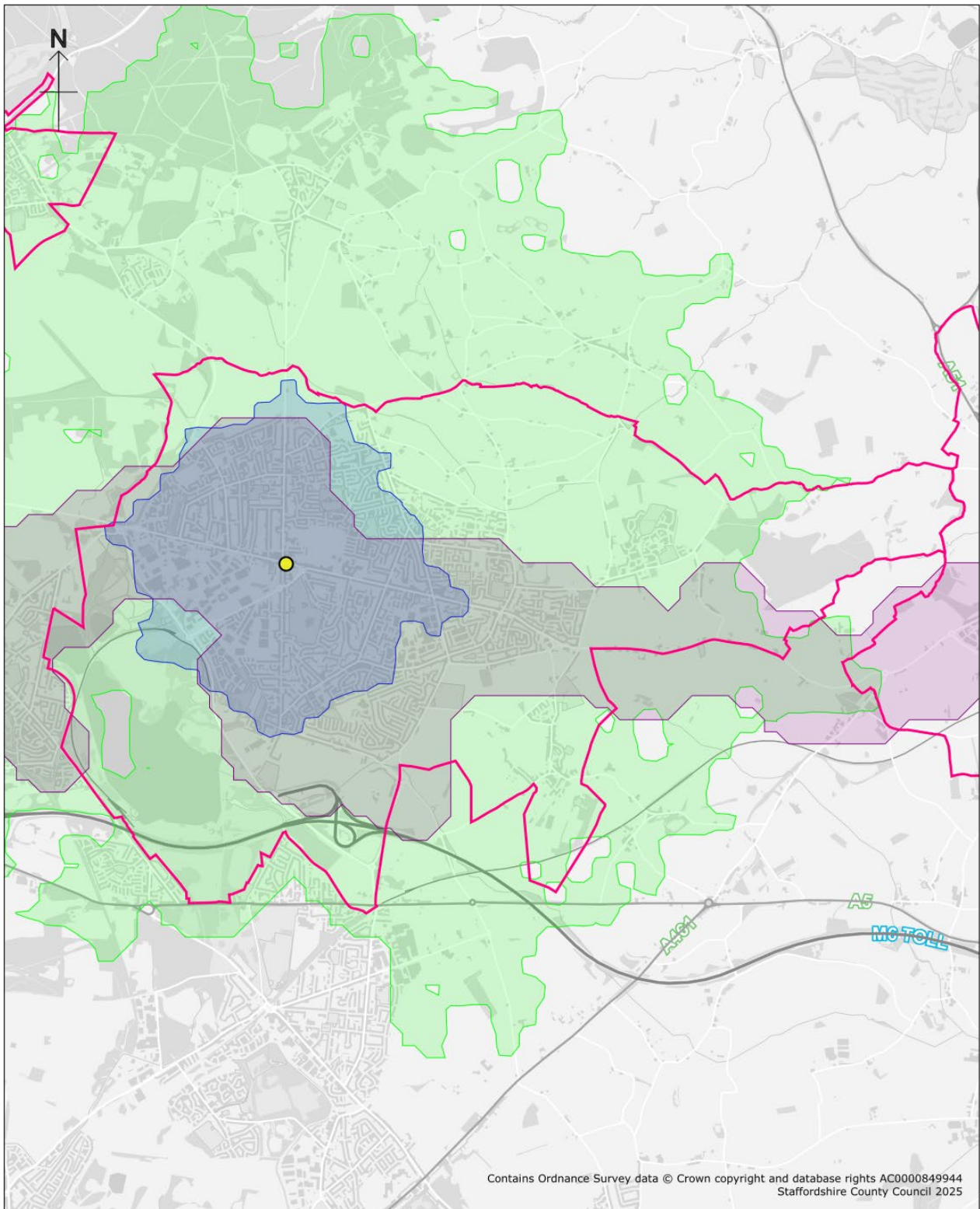
-  Town Centre
-  Within 30 minutes of Public Transport
-  Within 20 Minutes of Cycling
-  Within 20 Minutes of Walking
-  Tier 1 Settlement Boundary

Scale: 1:32500



Access to Lichfield City Centre by Methods of Transport

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-  Town Centre
-  Within 30 minutes of Public Transport
-  Within 20 Minutes of Cycling
-  Within 20 Minutes of Walking
-  Tier 1 Settlement Boundary

Scale: 1:42000



Access to Burntwood Town Centre by Methods of Transport

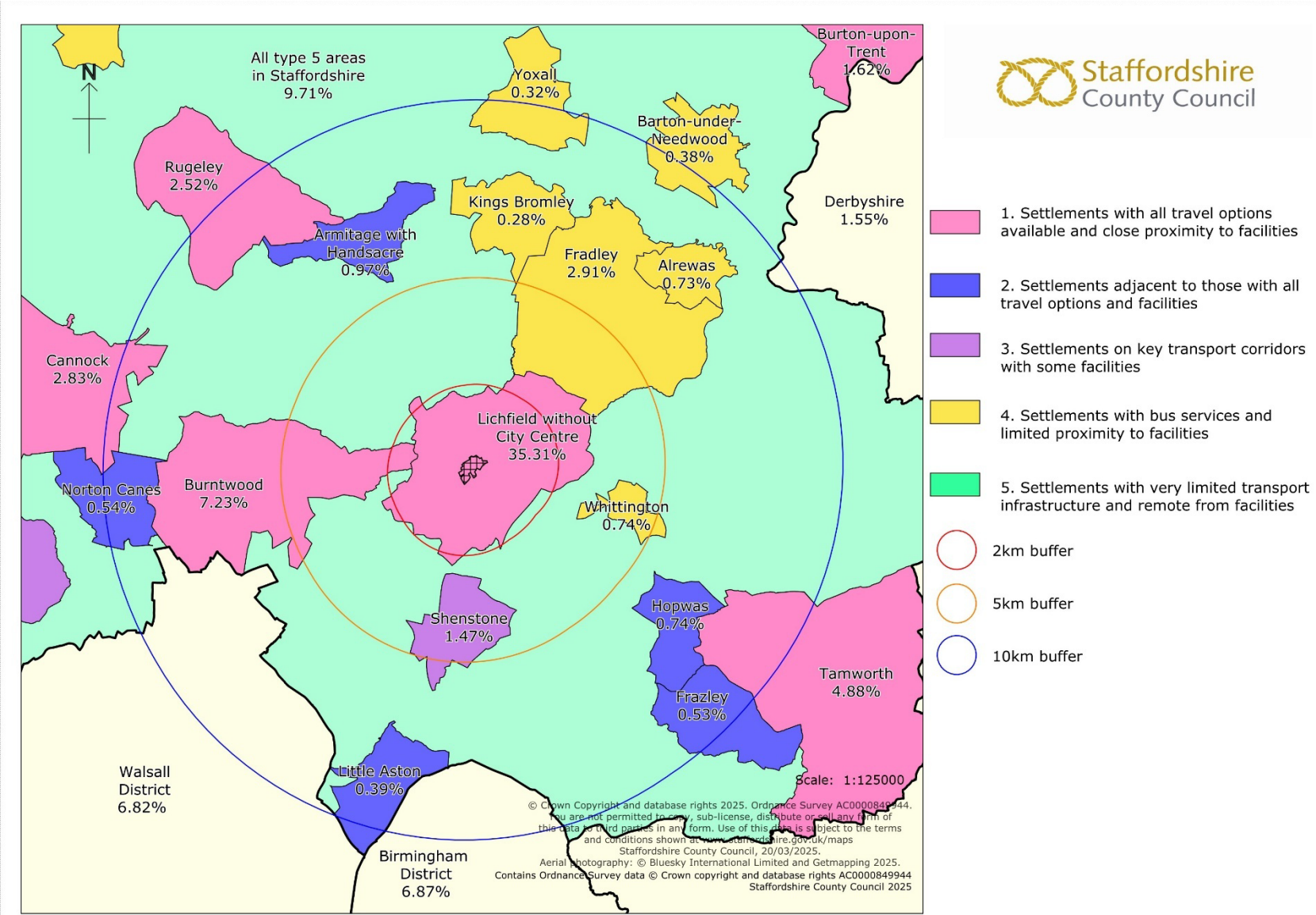
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Vehicular journeys to town/city centres

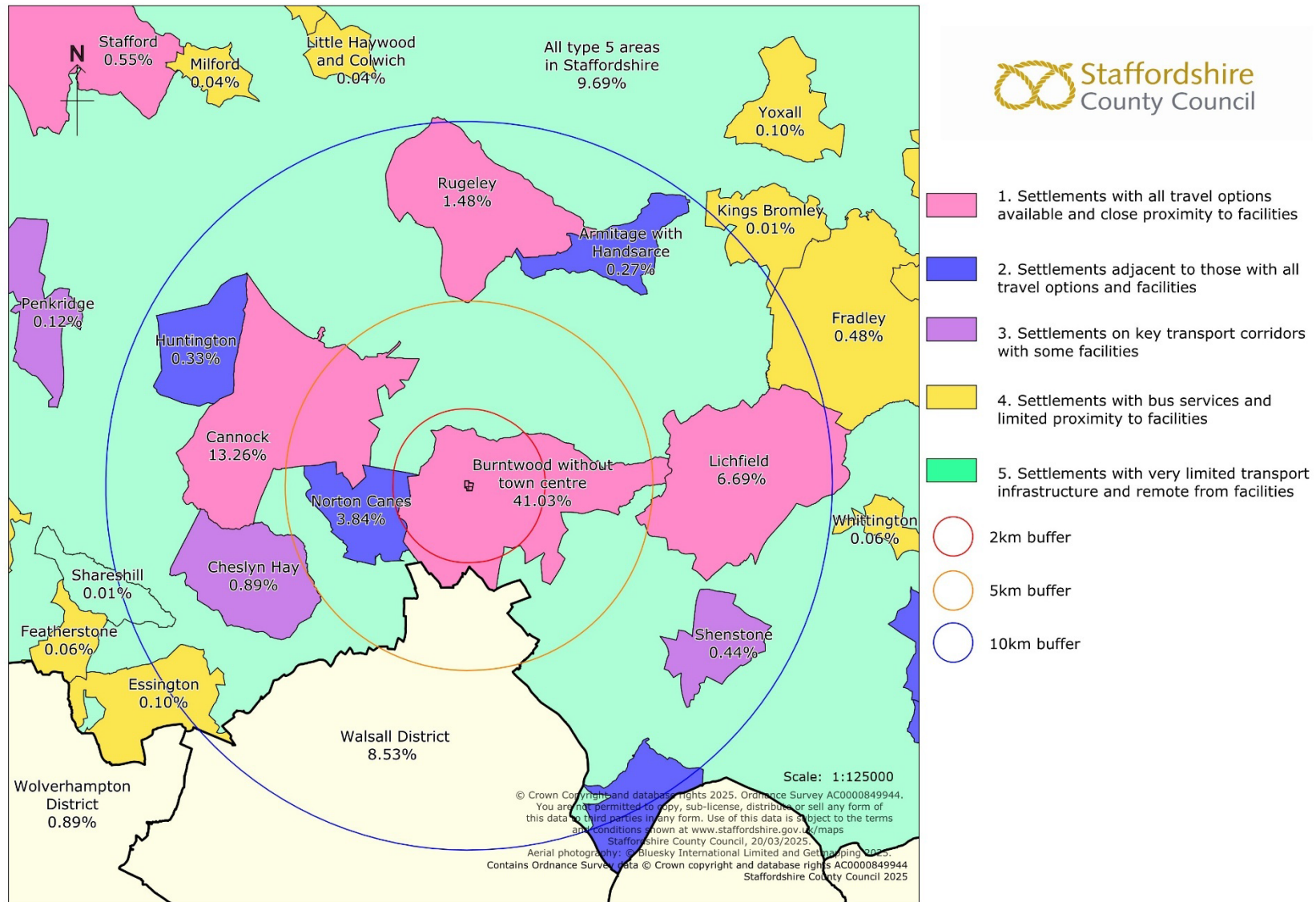
TomTom analysis has been conducted to determine where vehicular journeys start and end. Using the CAST settlements (Capability to achieve suitable transport) we can analyse where journeys from one CAST area (or wider county) end their trip. These settlements are used as origin points and the town centre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



Lichfield



Burntwood



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

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