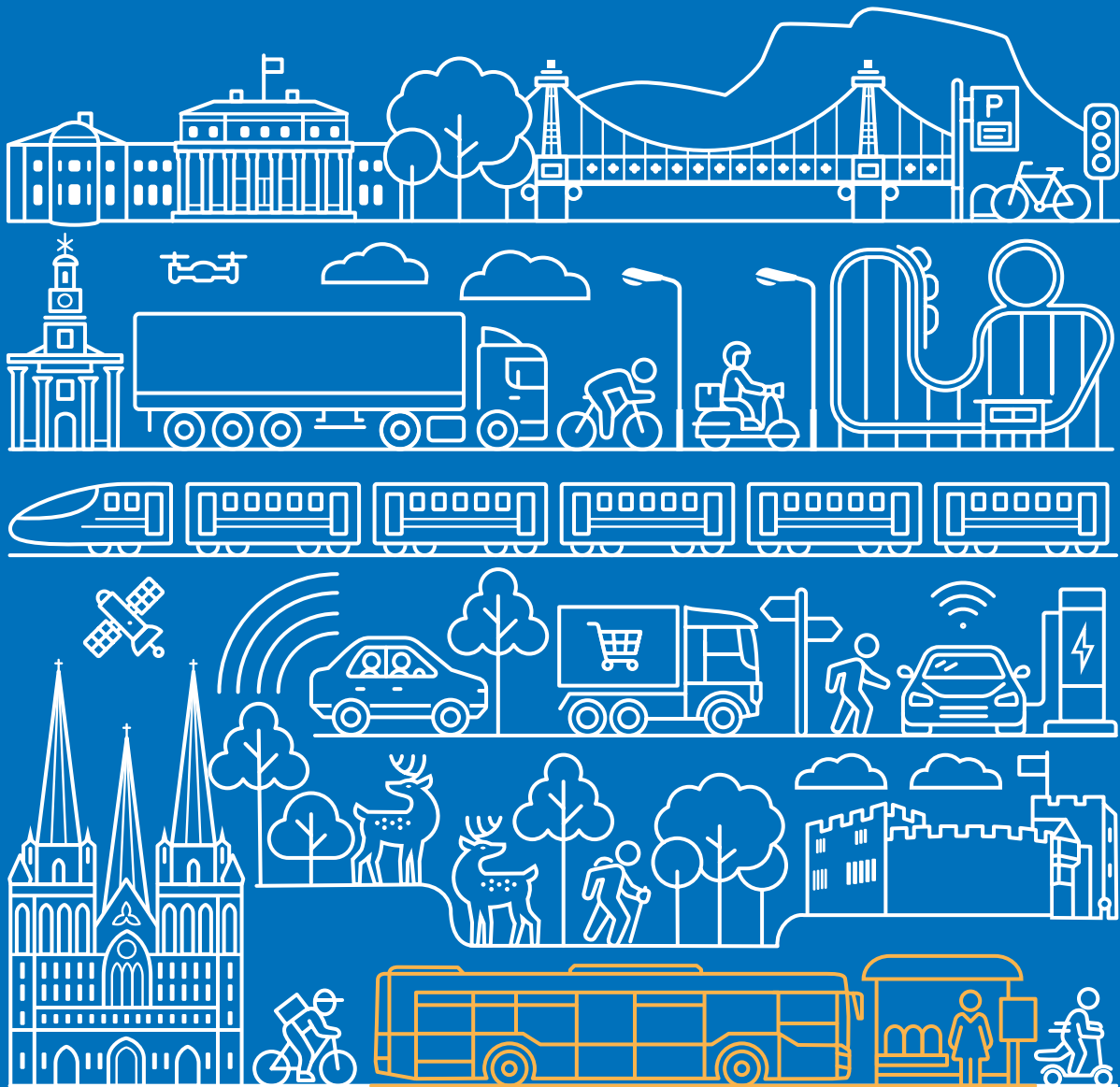


# STAFFORDSHIRE Bus Service Improvement Plan

2024 to 2050

JUNE 2024

## Appendix C



Staffordshire  
County Council

## **Capability to Achieve Sustainable Travel (CAST)**

Lower Layer Super Output Area (LSOA) data was utilised to develop the settlement types and therefore LSOA boundaries form the basis of the plan.

### **Type 1: Settlements with all 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 all 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.

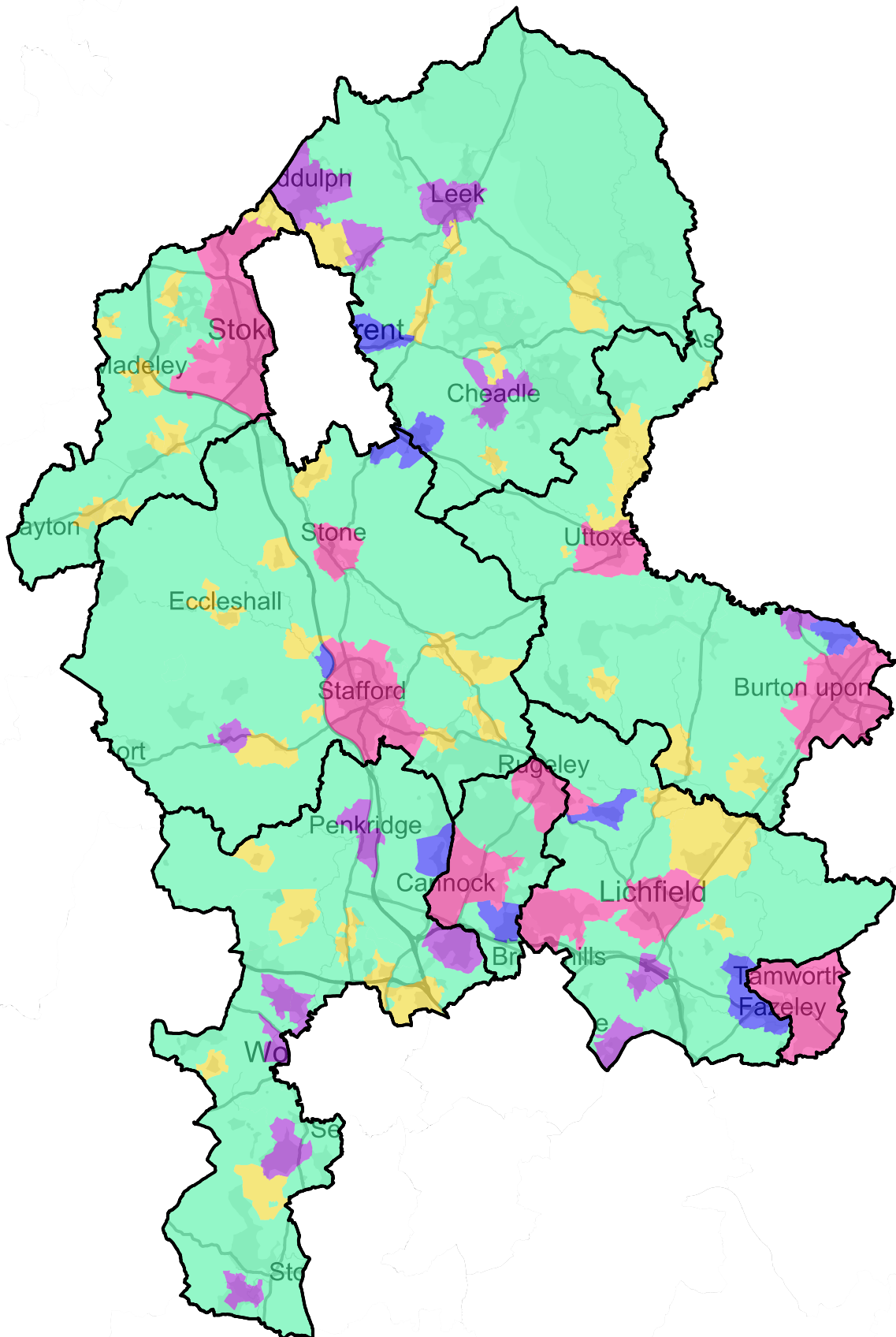
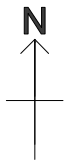
### **Type 4: Settlements with bus services and limited proximity to facilities**

Settlements may be away from main roads and/ or on average have access to an hourly bus services. Residents have the 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 route for 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.



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



## Capability to Achieve Sustainable Travel

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Scale: 1:400000