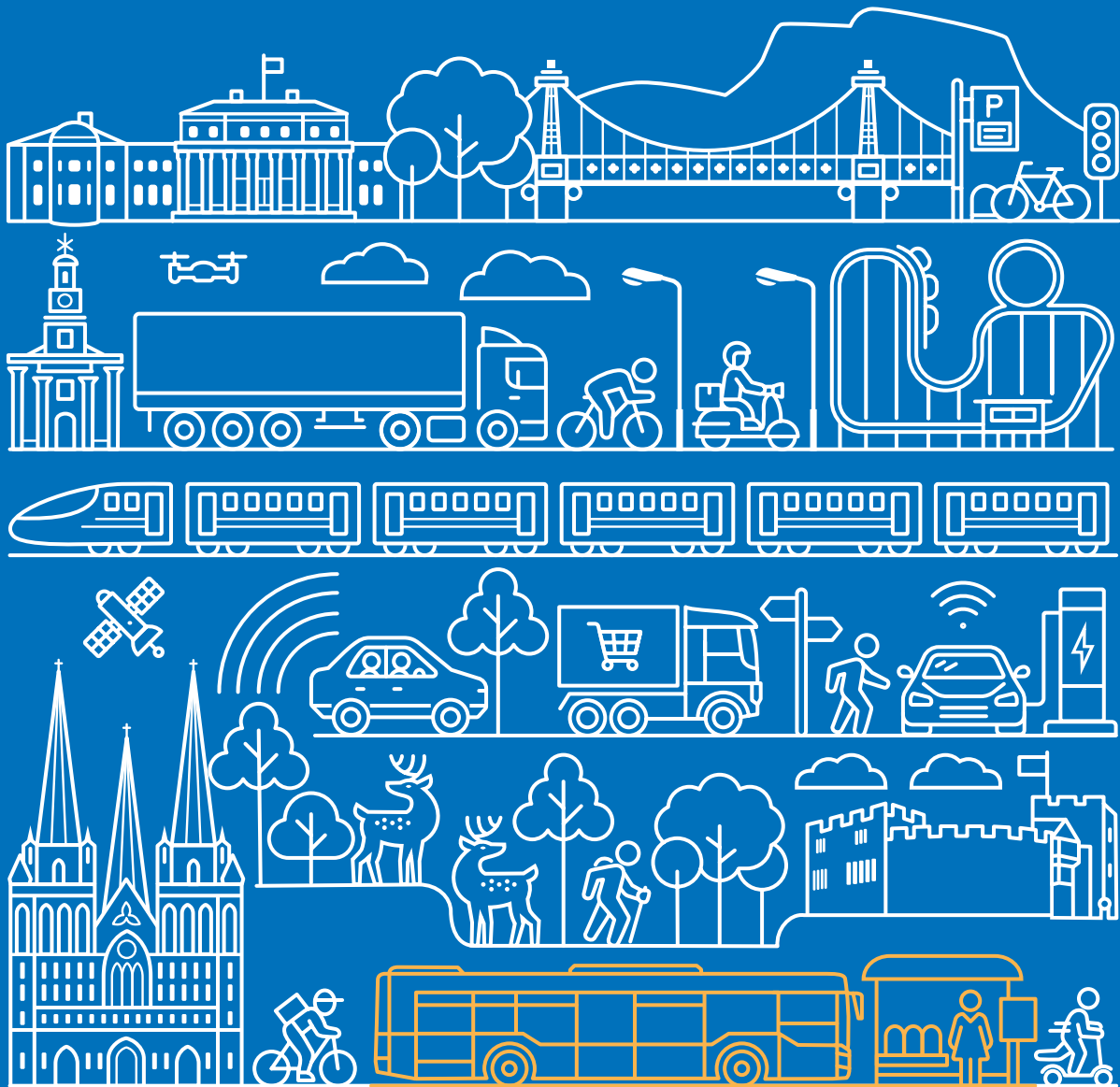


STAFFORDSHIRE Bus Service Improvement Plan









2024 to 2050






JUNE 2024

Appendix F



Bus Stops in Burntwood

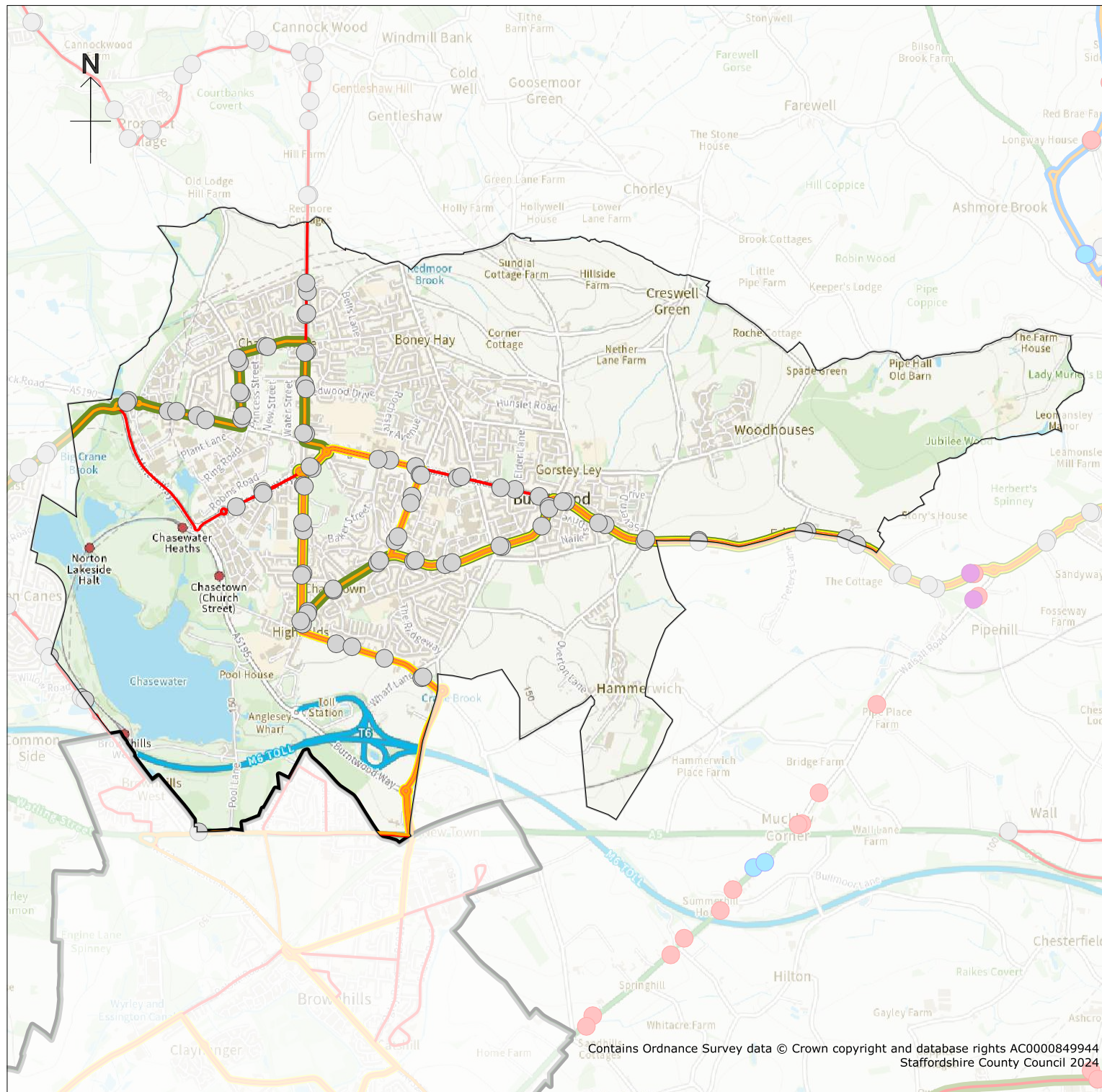
-  Increased Frequency of Bus Route
-  Extended Operating Hours of Bus Route
-  30 Minute or Less Frequency Buses
-  30 Minute or More Frequency Buses
-  Tier 1 Settlements
-  New Bus Routes
-  Extended Route
-  Bus Subsidy Support

-  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

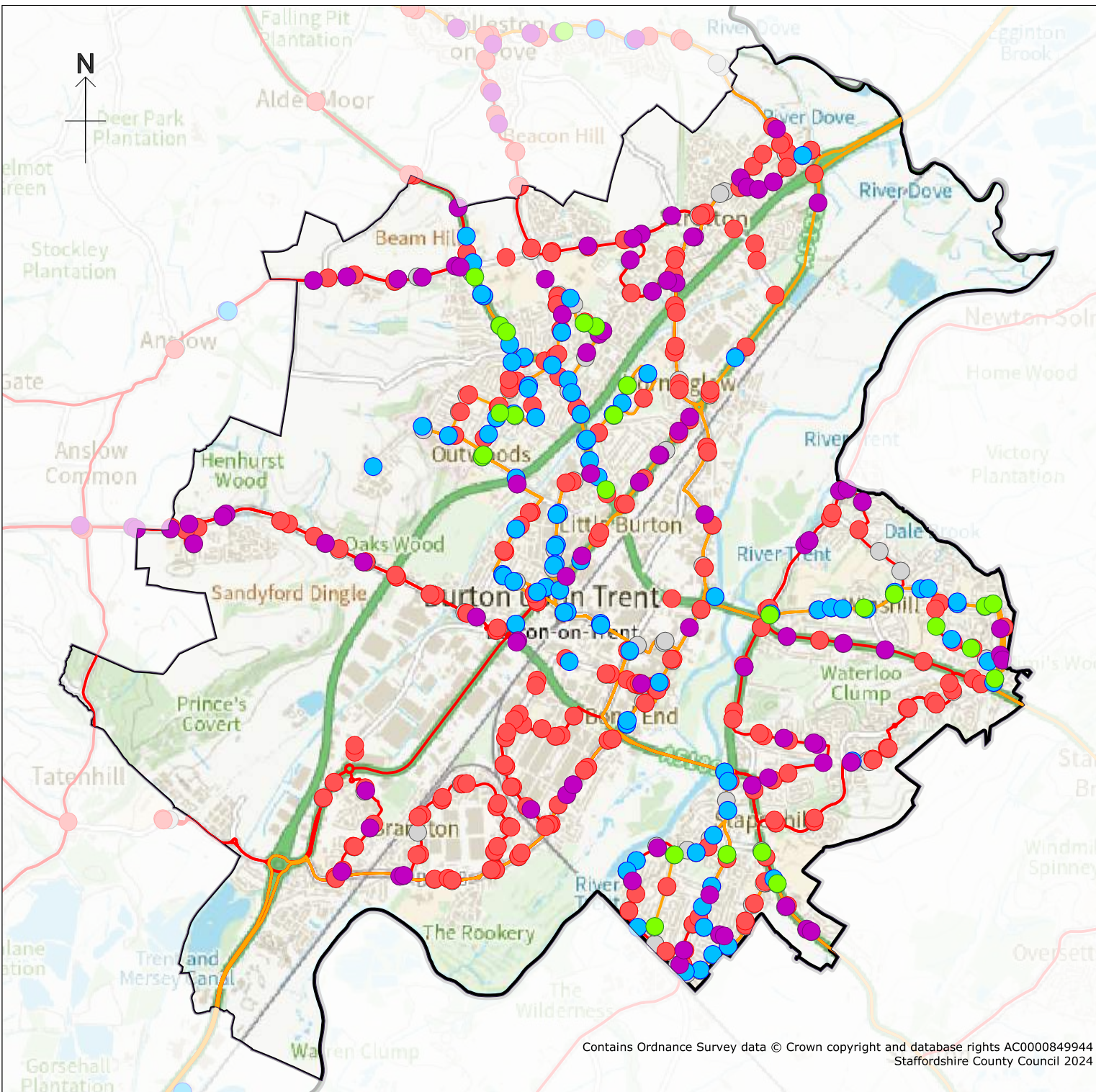
Bus Stop Density = 5 Stops Per Km²














Scale: 1:65000

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Accessibility Status of Bus Stops in Burton-upon-Trent
















-  Increased Frequency of Bus Route
-  Extended Operating Hours of Bus Route
-  30 Minute or Less Frequency Buses
-  30 Minute or More Frequency Buses
-  Tier 1 Settlements
-  New Bus Routes
-  Extended Route
-  Bus Subsidy Support
-  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 = 11 Stops Per Km²

Scale: 1:70000

Accessibility Status of Bus Stops in Cannock

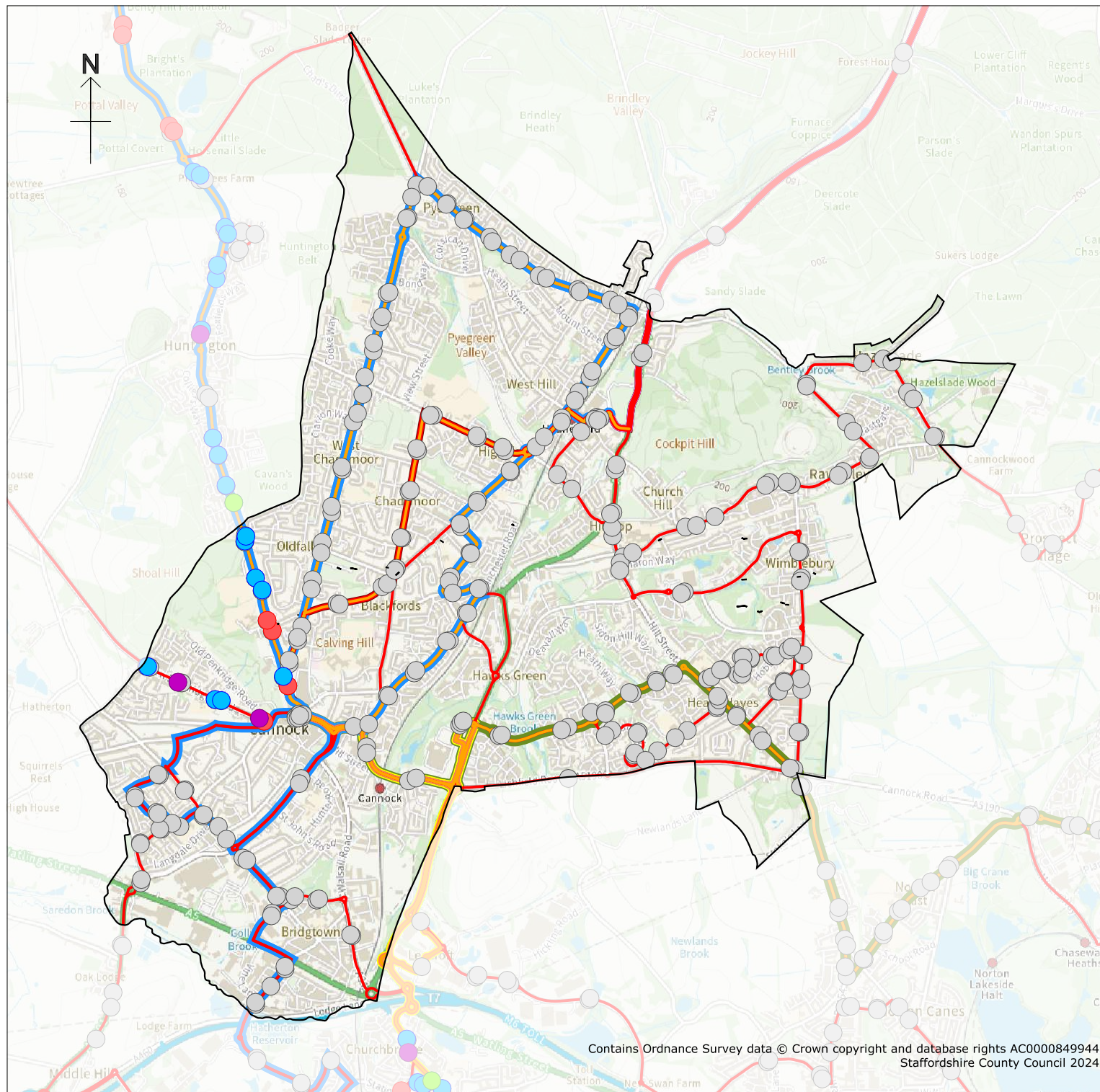
-  Increased Frequency of Bus Route
-  Extended Operating Hours of Bus Route
-  30 Minute or Less Frequency Buses
-  30 Minute or More Frequency Buses
-  Tier 1 Settlements
-  New Bus Routes
-  Extended Route
-  Bus Subsidy Support

-  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 = 13 Stops Per Km2






Scale: 1:65000

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Bus Stops in Kidsgrove, Butt Lane and Talke

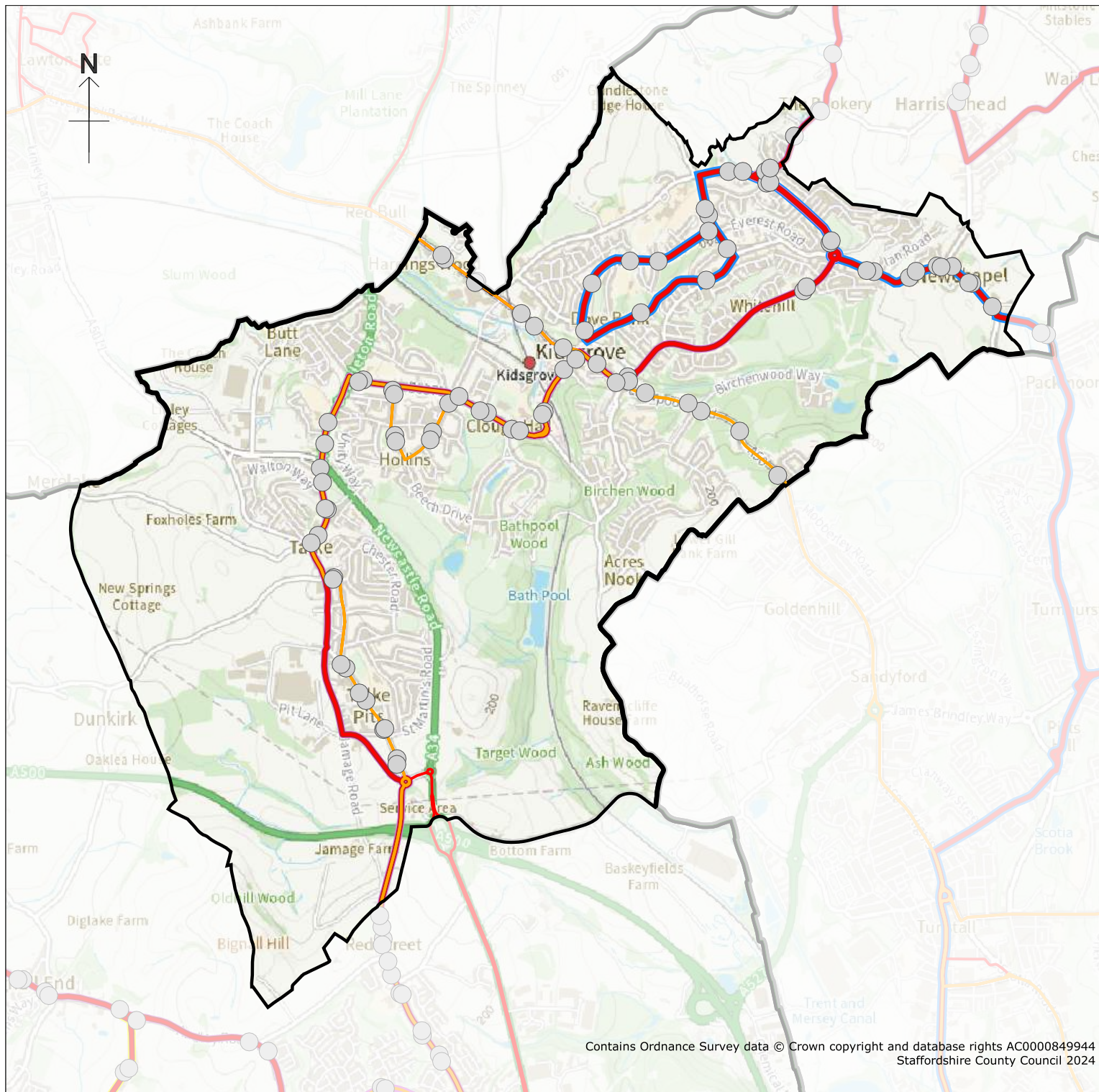
-  Increased Frequency of Bus Route
-  Extended Operating Hours of Bus Route
-  30 Minute or Less Frequency Buses
-  30 Minute or More Frequency Buses
-  Tier 1 Settlements
-  New Bus Routes
-  Extended Route
-  Bus Subsidy Support

-  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

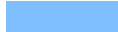












Bus Stop Density = 7 Stops Per Km²

Scale: 1:49999

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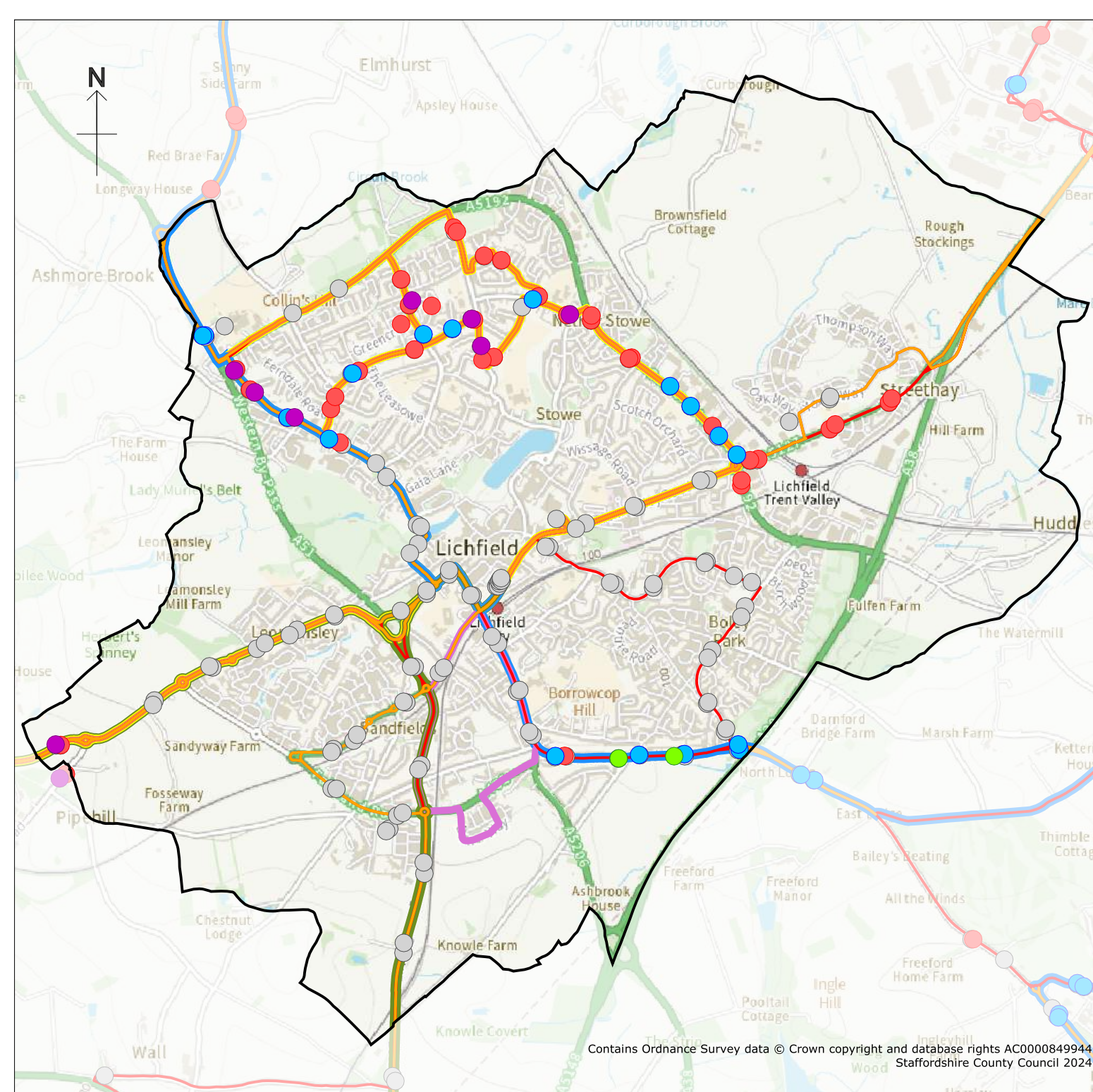


Accessibility Status of Bus Stops in Lichfield

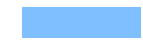












-  Increased Frequency of Bus Route
 -  Extended Operating Hours of Bus Route
 -  30 Minute or Less Frequency Buses
 -  30 Minute or More Frequency Buses
 -  Tier 1 Settlements
 -  New Bus Routes
 -  Extended Route
 -  Bus Subsidy Support
 -  Bus Stops with a Pedestrian Access Dropped Kerb, and a Raised 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: 1:49999

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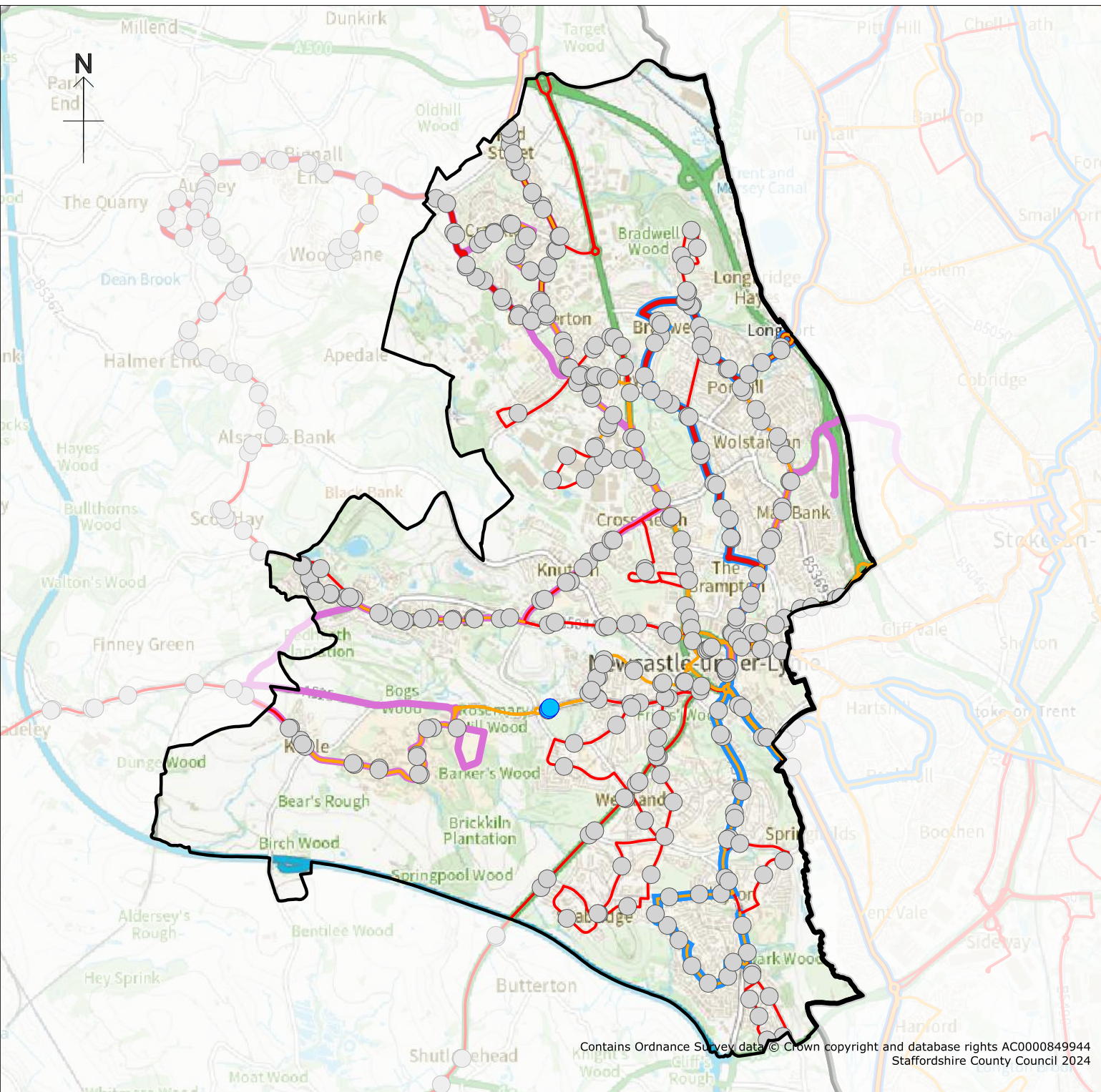
Bus Stops in Newcastle-under-Lyme

-  Increased Frequency of Bus Route
-  Extended Operating Hours of Bus Route
-  30 Minute or Less Frequency Buses
-  30 Minute or More Frequency Buses
-  Tier 1 Settlements
-  New Bus Routes
-  Extended Route
-  Bus Subsidy Support
-  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

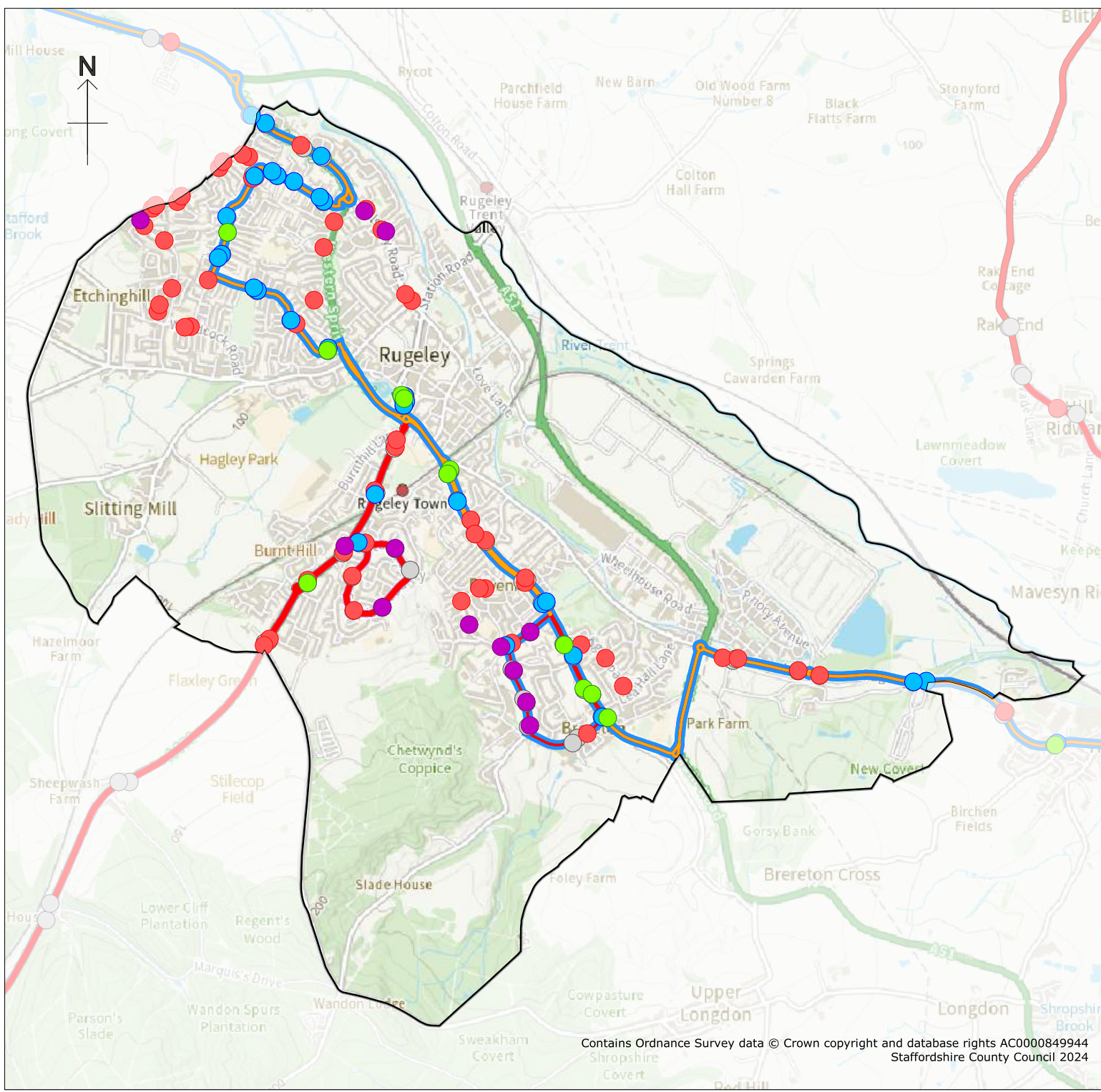
Bus Stop Density = 9 Stops Per Km2

Scale: 1:90000

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Accessibility status of Bus Stops in Rugeley

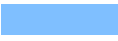














- Increased Frequency of Bus Route
 - Extended Operating Hours of Bus Route
 - 30 Minute or Less Frequency Buses
 - 30 Minute or More Frequency Buses
 - Tier 1 Settlements
 - New Bus Routes
 - Extended Route
 - Bus Subsidy Support
 - Bus Stops with a Pedestrian Access Dropped Kerb, and a Raised Platform
 - 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 = 5 Stops Per Km2

Scale: 1:49999

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Accessibility Status of Bus Stops in Stafford

-  Increased Frequency of Bus Route
-  Extended Operating Hours of Bus Route
-  30 Minute or Less Frequency Buses
-  30 Minute or More Frequency Buses
-  Tier 1 Settlements
-  New Bus Routes
-  Extended Route
-  Bus Subsidy Support

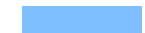












-  Bus Stops with a Pedestrian Access Dropped Kerb, and a Raised Platform
-  Bus Stops with No Pedestrian Access Dropped Kerb, and No Raised Platform
-  Bus Stops with a Pedestrian Access Dropped Kerb, and No Raised Platform
-  Bus Stops with No Pedestrian Access Dropped Kerb, and a Raised Platform
-  Bus Stops yet to be Surveyed

Bus Stop Density = 9 Stops Per Km²

Scale: 1:80000

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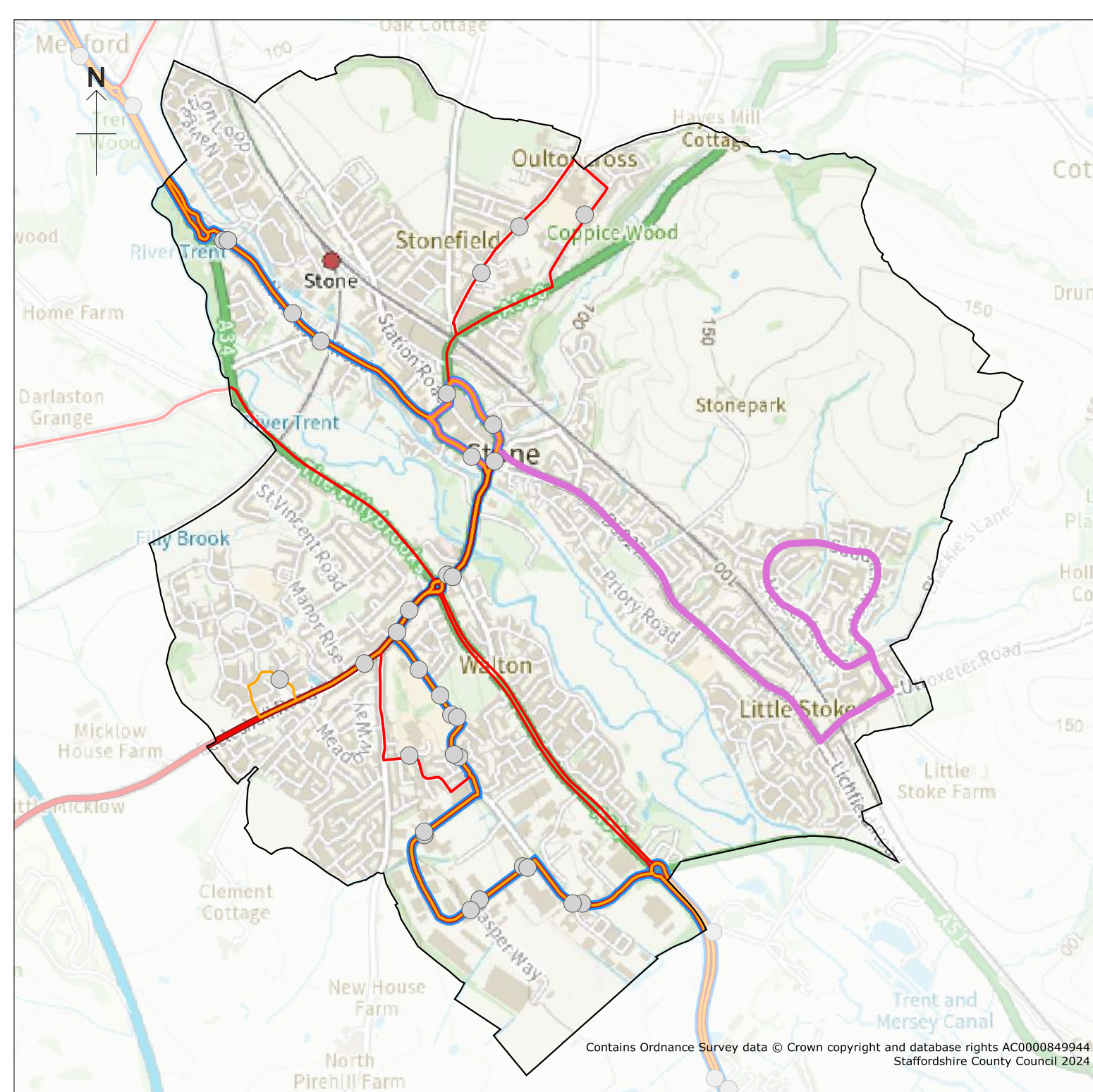
Bus Stops in Stone

-  Increased Frequency of Bus Route
-  Extended Operating Hours of Bus Route
-  30 Minute or Less Frequency Buses
-  30 Minute or More Frequency Buses
-  Tier 1 Settlements
-  New Bus Routes
-  Extended Route
-  Bus Subsidy Support
-  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

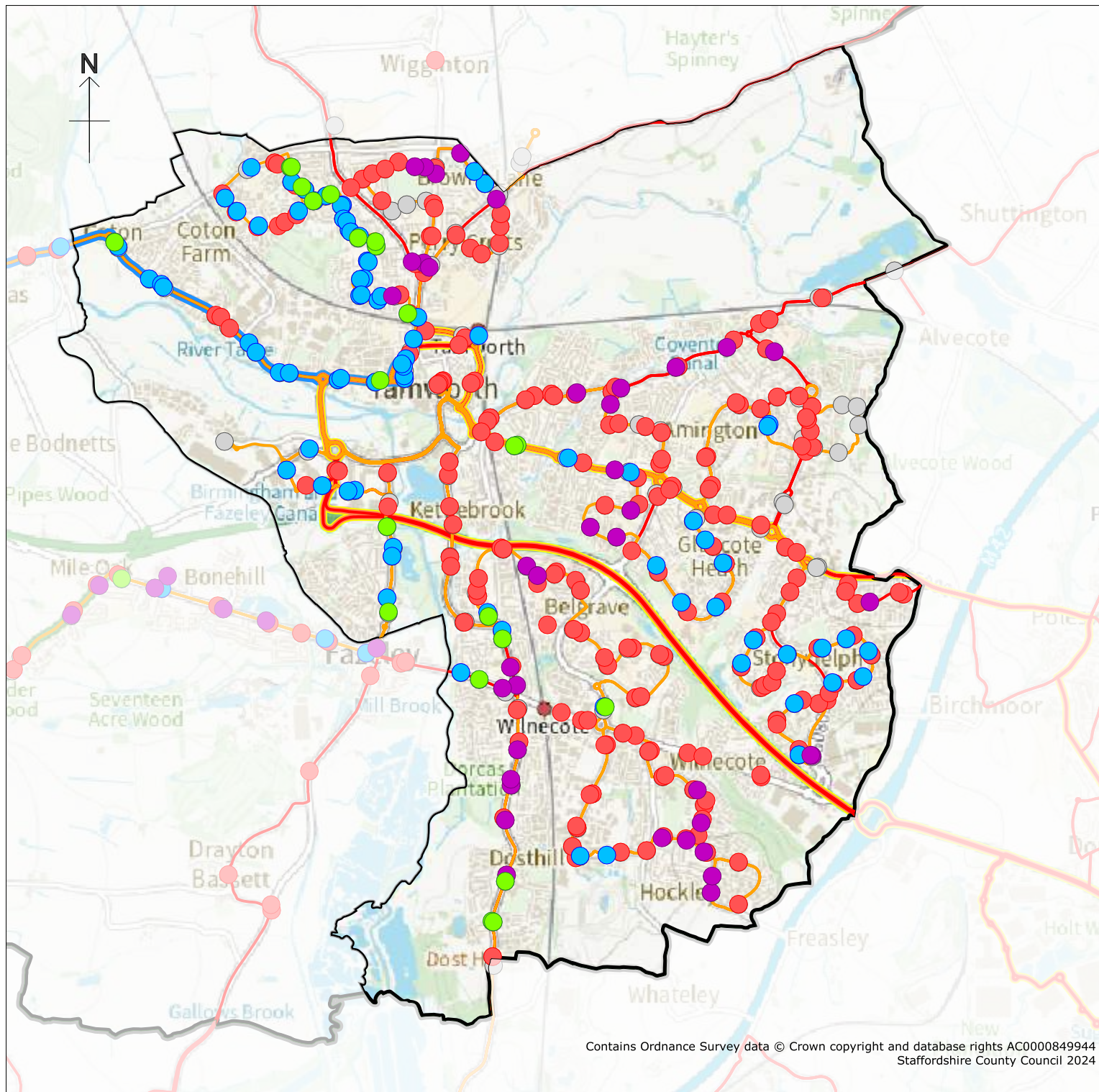
Bus Stop Density = 4 Stops Per Km2














Scale: 1:35000

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Accessibility Status of Bus Stops in Tamworth

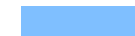














-  Increased Frequency of Bus Route
 -  Extended Operating Hours of Bus Route
 -  30 Minute or Less Frequency Buses
 -  30 Minute or More Frequency Buses
 -  Tier 1 Settlements
 -  New Bus Routes
 -  Extended Route
 -  Bus Subsidy Support
 -  Bus Stops with a Pedestrian Access Dropped Kerb, and a Raised 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 = 11 Stops Per Km²

Scale: 1:70000

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Accessibility Status of Bus Stops in Uttoxeter

-  Increased Frequency of Bus Route
 -  Extended Operating Hours of Bus Route
 -  30 Minute or Less Frequency Buses
 -  30 Minute or More Frequency Buses
 -  Tier 1 Settlements
 -  New Bus Routes
 -  Extended Route
 -  Bus Subsidy Support
 -  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 = 5 Stops Per Km²

Scale: 1:49999

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