

Telford & Wrekin Transport Plan

Transport Delivery Plan 2027 to 2030

Draft for consultation



Introduction

Introduction to the Telford & Wrekin Transport Plan

An effective and efficient transport system is a fundamental part of life in Telford and Wrekin:

- for individuals travelling for work, education, shopping, healthcare and leisure
- for businesses and organisations to access customers and employees, and transporting goods from A to B

Our networks of roads, footpaths, cycleways, bus routes, bus stops, railway stations and public spaces are all key parts of shaping Telford and Wrekin's communities, and it is essential that they meet our current and future needs.

The **Telford & Wrekin Transport Plan** (TWTP) is Telford & Wrekin Council's fourth Local Transport Plan, covering the period from 2027 to 2041. Much has changed since our last Local Transport Plan was produced in 2011: in Telford and Wrekin, in the Midlands, and across the nation, including how and where people travel, the scale of planned growth, addressing climate change, and improving public health. The Council has a duty to produce this statutory document under the Transport Act 2000, and it will play a key role in shaping the future of our borough.

The TWTP covers all forms of travel including public transport, car and motorcycle-based travel, and those walking, wheeling, cycling and riding horses. Freight transport by road and rail is also considered.

The TWTP is a suite of documents that will guide transport investment up to **2041** (Figure 1). The **Transport Vision & Strategy** provides the long-term vision, guiding principles, goals and policies for improving and evolving transport in the borough, up to **2041**.

This document is our **first Transport Delivery Plan (2027-2030)**, which sets out the transport schemes we will deliver and develop over the next few years. While most schemes are due for completion by 2030, those with timelines extending beyond 2030 will be in advanced planning stages by that date and represent our pipeline of future projects. These schemes are essential in paving the way to realising our vision and goals.

The timescale of the plan also aligns with the national government's first Local Transport Grant funding allocation window (Figure 2). While most of our proposed scheme development and delivery will be funded by the Local Transport Grant, this Transport Delivery Plan also integrates schemes that will be revenue funded or supported by private investment, supporting delivery confidence across all activities. We anticipate that future TWTP Transport Delivery Plans will align with future Local Transport Grant funding windows, which are expected to be five-year allocations.

Document Structure

The Transport Delivery Plan details the transport schemes we will deliver in Telford and Wrekin and develop for future delivery, over the next three years.

Introduction: An introduction to the new TWTP, setting out our vision, guiding principles and goals, our approach to this first Transport Delivery Plan, the need for partnership working and an overview of how our schemes will be funded.

Delivery Plan: Sets out our first tranche of TWTP schemes, structured by our four guiding principles, through which our vision and goals will be achieved.

Measuring Success: An outline of our approach to measuring our success.

Vision, guiding principles and goals

As set out in our Transport Vision & Strategy document, our vision for the future is:

A reliable, accessible transport network delivering genuine options and supporting a healthy, thriving and growing Telford and Wrekin.

Over the coming years our borough will need to adapt to a growing population, evolving economy and a changing climate. Key to doing this well will be creating a safe transport network that delivers genuine choices for our residents, businesses and visitors. We are committed to **protecting, caring and investing to create a better borough**, creating a place where all can prosper, whatever their background. As we progress towards our TWTP vision, we will support our growing economy, help to meet the needs of our communities, and contribute to protecting and enhancing our environments.

To deliver this vision, we have developed a set of **four guiding principles**:

- **Transforming travel choices:** providing a genuine range of attractive and reliable travel options to increase use of public transport, walking, wheeling and cycling, supported by greater awareness, confidence and choice.
- **Improving accessibility:** designing a safe, accessible, people-centred transport system, so everyone feels safe to travel and has equal access.
- **Unlocking potential:** maintaining prosperity while maximising the potential of the borough, enabling growth to be unlocked in a sustainable and inclusive way.
- **Fit for the future:** keeping Telford and Wrekin moving now and for the future by embracing innovation, resilience and decarbonisation.

Transport Delivery Plan Summary

This first TWTP Transport Delivery Plan sets out our short-term plans for scheme development and delivery and is focused on setting the right foundations for growth and a better connected Telford and Wrekin. This plan represents the first step in our journey to improving transport in the borough, paving the way towards even more ambitious future plans.

Recognising the need to protect and invest in what we already have, a large proportion of our transport spend between 2027-2030 will go towards the **maintenance** of our roads, footways, cycle routes, bridges, drainage, and other transport infrastructure (around 40% of our Local Transport Grant allocation). We are committed to getting the basics right, taking a preventative approach rather than just being reactive when problems arise.

Another key focus for this Transport Delivery Plan is supporting our **Local Plan** (2020-2041). For example, we will be developing a bus strategy for our Sustainable Communities. We have also identified some junctions which need to be improved to

relieve pressure on our road network and provide better routes for walking, wheeling, cycling and public transport, as our population grows.

The **Station Quarter** in Telford is one of our major flagship programmes. This will be a vision-led transformation of our town centre and Telford Central railway station, paving the way for a more attractive, accessible and sustainable urban core.

We are committed to continuing to deliver **essential services** which our residents rely on including our tendered Travel Telford bus services and Connect On-Demand service, and we will work to maintain a consistent £4 day ticket (or equivalent) across operators.

We will continue to run a programme of **community engagement activities**, mainly focused on schools to help children learn the skills they need to travel safely and confidently. We will also continue to deliver post-16 and adult courses and our mature drivers' course for older adults to support travel skills and safety for those who need extra support.

This Transport Delivery Plan also supports the delivery of our other transport-related plans, including our Bus Service Improvement Plan, Air Quality Strategy and Local Cycling and Walking Infrastructure Plan – with a key focus on improving the safety and accessibility of the **Silkin Way**.

To guide future scheme development and delivery, we are planning to produce a range of **topic-based TWTP strategies**. These are likely to include:

- Highways Asset Management Policy (2026)
- Highways Asset Management Strategy (2026)
- Public Electric Vehicle Charging Infrastructure Strategy (2026)
- Bus Network Accessibility Plan (2027)
- Road Safety Strategy
- Future Rail Strategy
- Future Freight Strategy
- Future iterations of the Bus Service Improvement Plan
- Future Walking, Wheeling and Cycling Strategy
- Future iterations of the Public Electric Vehicle Charging Infrastructure Strategy

In addition, the TWTP will also build upon established policy including the Local Flood Risk Management Strategy, and will be aligned with the Council's new Urban Greening Plan.

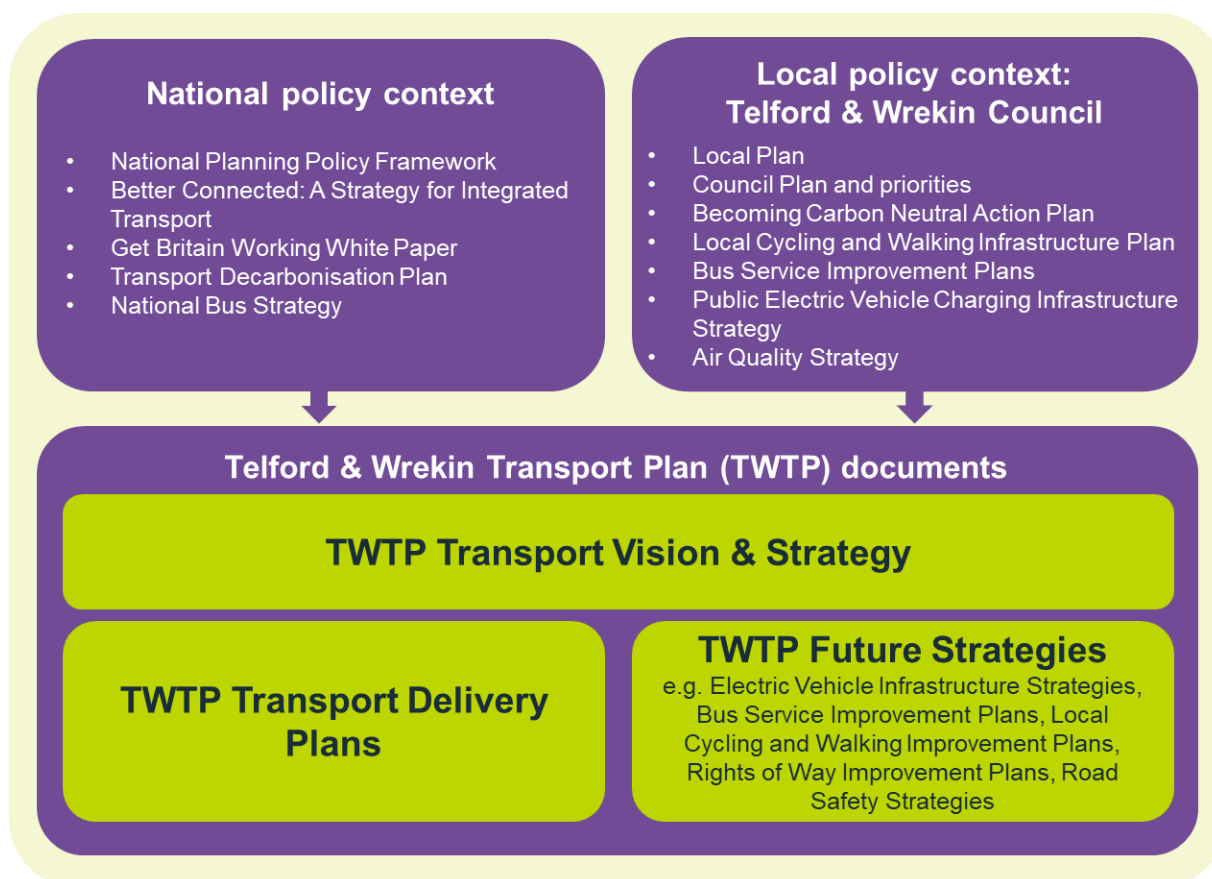


Figure 1: TWTP documents and the policy context

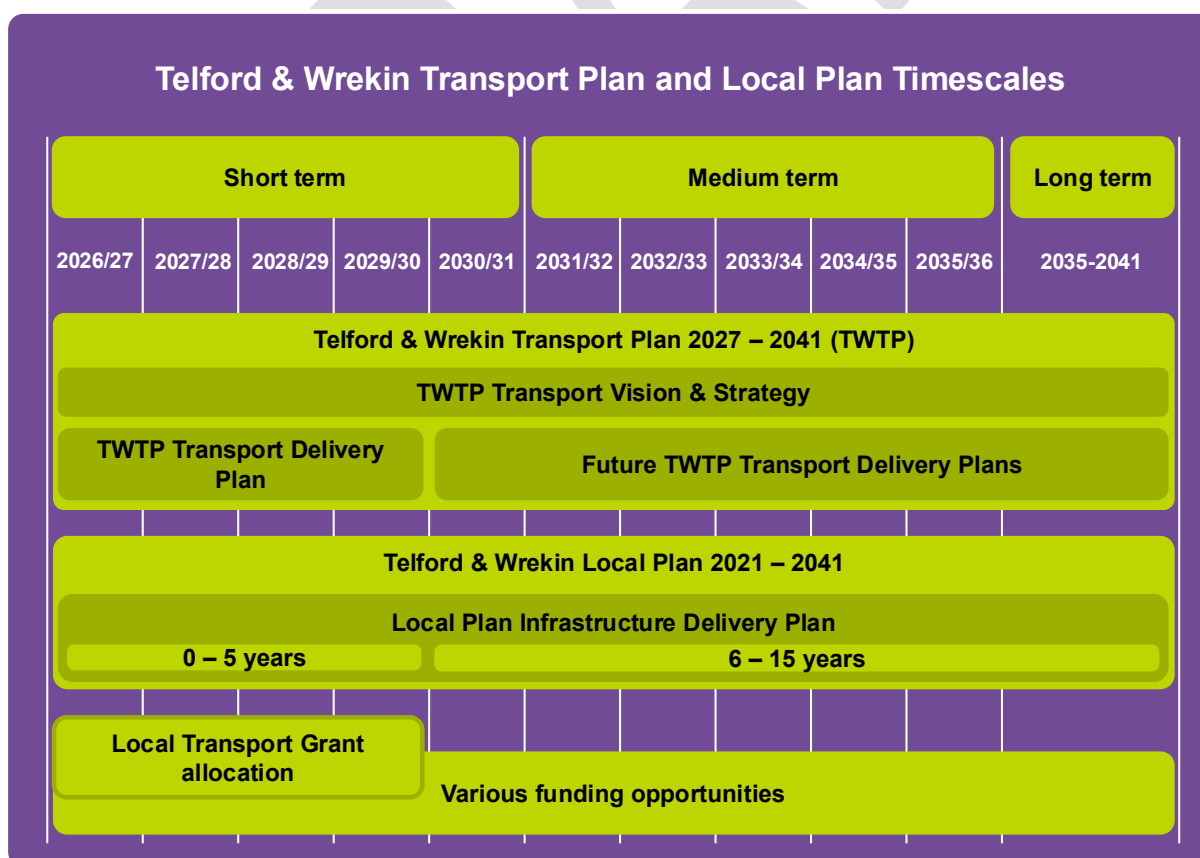


Figure 2: TWTP timescales diagram

Partnership working

To achieve our ambitious TWTP vision and goals, we recognise the need to work with local and national partner organisations.

We will lead on the delivery of the TWTP as part of our statutory responsibility to maintain and develop transport and highways at a local level. However, many of our policies and schemes will require the involvement and support of other organisations. We are committed to continuing close collaboration with these groups and lobby for the interests of our borough.

To meet the needs of those who live, work in and visit Telford and Wrekin, we will work with other teams at Telford & Wrekin Council, local organisations such as town and parish councils, businesses and key employers, communities, residents, visitor destinations and interest groups.

Some of our partners own or operate transport infrastructure or services in Telford and Wrekin: Network Rail and Great British Railways, National Highways, bus and coach operators, train operators (currently Transport for Wales and West Midlands Trains) and freight operators. It is therefore vital that we maintain regular liaison with these organisations to ensure support for services and schemes that will bring benefits to all.

We currently have regular liaison sessions with many partners, including:

- **Enhanced Partnership Forum** to discuss issues affecting the bus network. Membership includes bus operators, train operating companies, Planning representatives from Telford & Wrekin Council, neighbouring authorities, passenger representation groups, Major Employers Group, Sustainability Group, Shrewsbury and Telford Hospital NHS Trust (Princess Royal Hospital) and Telford College.
- **West Midlands Rail Executive**, as a partner (voting) authority.
- **Transport for Wales (Rail)** as a stakeholder, and as part of the Borders stakeholder group.
- **Midlands Connect**, as a partner (and in future regional partnerships).
- **National Highways and Network Rail**.
- **West Mercia Safer Roads Partnership**, as a partner.
- **Telford Business Board** to discuss key issues and opportunities for local businesses.
- **Neighbourhood Board** to collaboratively deliver our Pride in Place programme.
- **Telford College** to discuss upcoming developments and associated transport and planning matters.
- **Telford Shopping Centre** to discuss future plans and developments, marketing Telford as a destination, and engaging with the public.
- **Shrewsbury and Telford Hospital NHS Trust** to discuss access to healthcare sites.
- **Young People's Forum** to discuss issues of importance to our young people.
- **Key service providers** including PODS and Energize Shropshire, Telford & Wrekin.

Funding and finance

As explained above, this TWTP Transport Delivery Plan is aligned with national government's **Local Transport Grant** allocation, setting out how the funding will be allocated to deliver schemes aligned with the four guiding principles. During this plan period, there is a range of other national funding sources in addition to the Local Transport Grant – these are summarised in Table 1.

Table 1: National transport funding

Funding source	Funding allocation	Description
Local Transport Grant Capital Funding, Department for Transport	Total: £36.51m 2026/27: £7.03m 2027/28: £8.79m 2028/29: £9.83m 2029/30: £10.87m	To support schemes in line with local priorities for transport maintenance and enhancements, including improving public transport, funding new zero emission buses, improving accessibility, addressing congestion, and making our streets safer for pedestrians and cyclists.
Local Transport Grant Resource Funding, Department for Transport	Total: £1.32m 2026/27: £0.24m 2027/28: £0.54m 2028/29: £0.54m	Three-year resource funding to help build capability and capacity, including: developing and updating local transport plans, and to effectively deliver local transport infrastructure priorities - working with regional partners.
Active Travel Capability Fund, Active Travel England	Total: £0.58m 2026/27: £0.19m 2027/28: £0.19m 2028/29: £0.19m	Provides resources for local transport authorities to enable walking, wheeling and cycling in their communities by: - Developing infrastructure plans and designs, public consultation and evidence collection. - Carrying out community engagement activities, such as schools programmes, training and promotion.
Bikeability Fund, Active Travel England via The Bikeability Trust	Total: £0.28m 2026/27: £0.09m 2027/28: £0.10m 2028/29: £0.10m	Funding to facilitate the delivery of the government's flagship national cycle training programme for children in England. The programme provides practical cycling skills training at various levels, helping participants feel confident when using a cycle on England's roads.
Local Electric Vehicle Infrastructure (LEVI) Capital Grant, Office for Zero Emission Vehicles	Total: £1.02m	The LEVI Fund supports local authorities in England to plan and deliver chargepoint infrastructure for residents without off-street parking. The capital funding is to support chargepoint delivery.
LEVI Capability Grant, Office for Zero Emission Vehicles	Total: £0.65m 2026/27: £0.22m 2027/28: £0.22m 2028/29: £0.22m	Capability funding to ensure that local authorities have the staff and capability to plan and deliver chargepoint infrastructure.
EV pavement channels grant, Office for Zero Emission Vehicles	2026/27: £0.07m	Supporting local authorities to install cross-pavement channels. This will support residents without access to off-street parking to charge their EVs at home and benefit from cheaper, domestic tariffs.

As well as the national funding sources outlined above, many of our TDP schemes are also supported by a range of complementary, local funding sources. We will continue to seek opportunities to draw on a range of complementary funding sources to support

transport improvements across the borough. This will include securing **developer contributions** through Section 106 agreements, which will help fund the infrastructure required to support new development and deliver benefits for existing communities. We will also continue to coordinate investment across council services, including transport engagement programmes in schools and public health initiatives.

Local revenue funding will continue to play an important role in maintaining and enhancing the transport network, road safety education and behavioural change programmes. This includes income from sources such as charges from delivering paid-for educational programmes and providing active travel services, which will be reinvested to support network management, maintenance and improvement.

Major improvements to the strategic highway network and rail infrastructure will primarily be funded and delivered respectively by **National Highways** and **Network Rail** (and, in future, **Great British Railways**), working in partnership with the Council where appropriate.

Recognising the scale of investment required to deliver our long-term ambitions, we will continue to explore additional funding and financing opportunities to bring forward future schemes. This includes bidding for national funding programmes, working with regional partners, and attracting private sector investment.

Delivery plan

Our plan for delivery is structured around our four guiding principles based on each scheme's primary alignment. The plan is summarised in Figure 3 to Figure 6. These timescales are indicative, based on our current best understanding, and will be updated regularly in our annual report.

Transforming travel choices	2026/27				2027/28				2028/29				2029/30				Development
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Delivery
Interchanges, travel hubs and travel stops																	
Railway Station Upgrades																	£1.50 million
Very Light Rail link design																	£0.15 million
Employment Centre Connectivity Package																	£1.20 million
Priority and connectivity measures to achieve modal shift																	
LCWIP Schemes																	£3.05 million
Tendering costs of services 99 to 104																	£10.22 million
Ironbridge Park and Ride																	£0.06 million
Public transport and active travel: other infrastructure																	
Bus Shelter Improvement Scheme																	£0.95 million
Road and infrastructure: improvements, minor enhancements, EV																	
A518 Corridor Improvement																	£5.30 million
Behaviour change and travel awareness programmes																	
Bikeability courses																	£0.28 million
Bike Hub and community cycling access																	£0.58 million
Community engagement and pop-up cycling events																	Active Travel Capability Fund
Bike re-use																	Active Travel Capability Fund

Figure 3: Delivery plan – transforming travel choices

Improving accessibility	2026/27				2027/28				2028/29				2029/30				Development
																	Delivery
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Approximate Cost
Interchanges, travel hubs and bus stops																	
Telford Central - Ramp Access																	£2.20 million
Street Furniture																	£1.84 million
Public transport: existing routes and services																	
Demand Responsive Transport Schemes																	£0.75 million
Public transport and active travel: other infrastructure																	
Bus Services Infrastructure Civils Works																	£0.54 million
Road and infrastructure: improvements, minor enhancements, EV																	
Safety Schemes																	£2.10 million
Behaviour change and travel awareness programmes																	
Schools and early years active travel																	Active Travel Capability Fund
Driver behaviour and road safety education																	Active Travel Capability Fund

Figure 4: Delivery plan – improving accessibility

Unlocking potential	2025/26	2026/27				2027/28				2028/29				2029/30				Development
																		Delivery
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Approximate Cost
Interchanges, travel hubs and travel stops																		
Telford Central Reimagined																		£0.25 million
Public transport and active travel: fleet and vehicles																		
Electric Bus																		£5.30 million
Road and infrastructure: major maintenance and enhancements projects																		
A442 Northern Arc Capacity Improvement Programme - Trench Lock Scheme																		£4.70 million
A442 Northern Arc Capacity Improvement Programme - Hadley Park Roundabout and Yew Tree Junction																		£7.70 million
A442 Northern Arc Capacity Improvement Programme - further improvements																		£0.40 million
Road and infrastructure: improvements, minor enhancements, EV																		
Hollinswood Interchange Improvements																		£0.10 million
Apley Roundabout																		£1.00 million
Haybridge Roundabout																		£1.00 million
T&W LEVI Project																		£1.67 million
Cross-Pavement Channels for EV charging					TBC													£0.07 million

Figure 5: Delivery plan – unlocking potential

Fit for the future	2025/26	2026/27				2027/28				2028/29				2029/30				Development
																		Delivery
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Approximate Cost
Digital, data and technology																		
Traffic Signals Improvement Scheme																		£3.00 million
A442 Queensway Upgrades																		£0.50 million
Telford Strategic Transport Model Refresh (TSTM)																		£0.24 million
Information and marketing																		
Explore and develop future schemes and opportunities																		£1.08 million
Road & Infrastructure: highways maintenance																		
Street Lighting Maintenance																		£1.01 million
Drainage Maintenance																		£2.80 million
Road markings																		£1.02 million
Structure Maintenance																		£2.98 million
Carriageway Maintenance																		£20.44 million
Footpath Maintenance																		£2.68 million
Road & infrastructure: improvements, minor enhancements, EV																		
A5 Watling Street Corridor Improvements																		£1.0 million

Figure 6: Delivery plan – fit for the future

Transforming travel choices

We will **transform travel choices** through pursuing the following three goals:

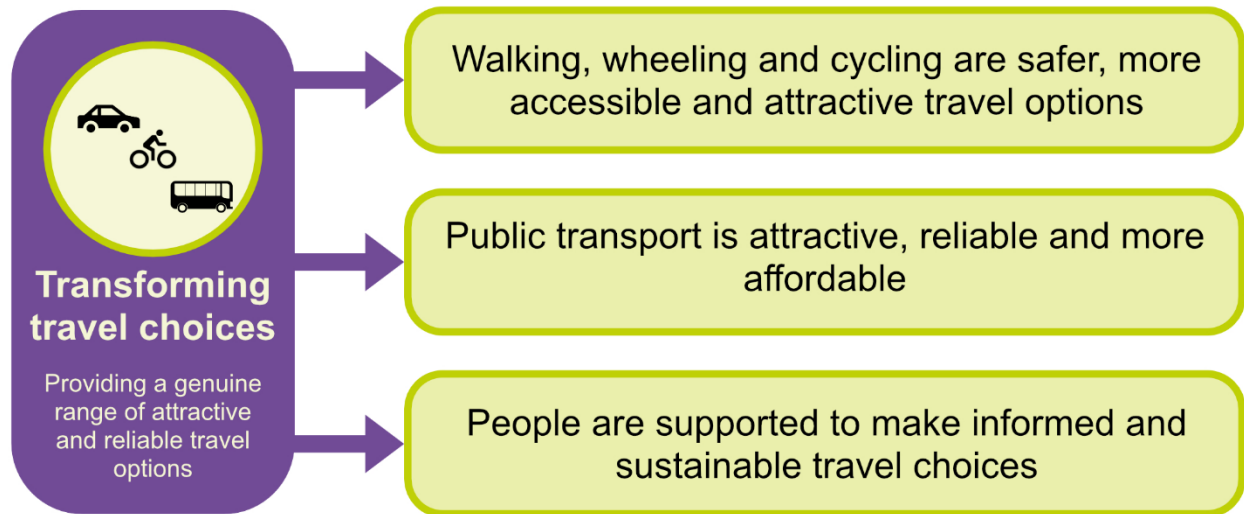


Figure 7: Transforming travel choices – guiding principle and goals

Like many areas in England, people travelling around Telford and Wrekin rely heavily on their cars. Often, this is due to a lack of viable alternative options which are reliable, affordable, accessible and safe. A lack of transport options can become a barrier to accessing work, education and essential services. For some households, it can also mean having to own and run a car even when it is difficult to afford. The TWTP will deliver a range of complementary transport options, providing residents, businesses and visitors with viable alternatives to travelling by car. This includes ensuring continuity of service on tendered bus routes, upgrades to existing railway station infrastructure, and the exploration of new technologies such as Very Light Rail.

The following section sets out the schemes and interventions that will support the delivery of this guiding principle up to 2030. The schemes prioritised for delivery within the plan period are summarised in Figure 3.

Interchanges, travel hubs and travel stops

Railway station upgrades

- Approximate cost: £1.50 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2027
- Approximate scheme delivery timescale: April 2027 – March 2028

This encompasses a programme of station improvements, including enhanced passenger facilities and better integration with other nearby transport links. The aim is to create a more accessible, comfortable and user-friendly environment that supports improved connectivity and encourages greater use of public transport.

The primary focus of these upgrades is Wellington Station, where Network Rail will be adding a second bridge and new lifts to improve station accessibility. In parallel, we are also contributing to the works to provide a direct link from the new bridge to Wellington Bus Station, making journeys involving both bus and rail easier and more convenient.

In the future, there is an aspiration to also deliver improvements at Oakengates Station, subject to station demand and the availability of funding.



Wellington railway station

Very Light Rail link design

- Approximate cost: £0.15 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2027
- Approximate scheme delivery timescale: Post 2030

This early-stage feasibility study project presents an exciting opportunity to design a potential new rail link between the Shrewsbury–Wolverhampton rail line and the Ironbridge line, to allow Very Light Rail services to reach Telford Central railway station. Very Light Rail is a lightweight, more cost-effective and environmentally friendly type of rail system compared to traditional heavy rail. If delivered, the new link could improve connectivity, enhance accessibility, support a more attractive public transport experience and reduce car dependency.

Revolution VLR currently holds a lease agreement with Network Rail to operate services. However, further work is required to identify and develop suitable station locations along the route. We will be supportive of this scheme, working alongside partners and providing support throughout the planning process.

Employment centre connectivity package

- Approximate cost: £1.20 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: N/A
- Approximate scheme delivery timescale: April 2028 – March 2029

This scheme will deliver a comprehensive package of improvements for key employment centres. This will include upgrades to roads and footways to make them easier and safer to access. The specific employment centres will be determined as the scheme progresses.

Priority and connectivity measures to achieve modal shift

Local Cycling and Walking Infrastructure Plan schemes

- Approximate cost: £3.05 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2030
- Approximate scheme delivery timescale: April 2026 – March 2030

Our Local Cycling and Walking Infrastructure Plan outlines a long-term plan to enhance active travel in the borough, with a focus on providing connections to major destinations such as employment and shopping areas. The delivery of schemes identified in the plan will provide safe, well-connected routes for walking, wheeling and cycling.

Our Local Cycling and Walking Infrastructure Plan provides detail on the **Core Walking Zones** and **Cycle Corridors** that we will be prioritising in Phase 1 (highest priority) and Phase 2 (lower priority or more complex to deliver). Phase 1 Core Walking Zones include **Telford, Oakengates, Wellington, Ironbridge, Newport, Dawley** and **Madeley**. Phase 1 Cycle Corridors include **Great Dawley (Silkin Way)**, **Hadley Castle** (Hortonwood Loop Connector), **Shawburch to Arleston** (via Wellington), and **Madeley to Ironbridge** (via Ironbridge / Madeley Road). We have already delivered the Oakengates to Telford Centre Phase 1 Cycle Corridor.



Way marker on the Silkin Way

The **Silkin Way** is a flagship scheme within this programme. It will include upgrades to the dedicated cycle route at crossing points and improvements to the on-road sections. These upgrades will bring the route up to LTN 1/20 standards, which are national government guidelines for designing safe, high-quality walking and cycling infrastructure. This will create a safer, more attractive and continuous active travel corridor through the heart of Telford, improving connections and making the route more appealing for both commuting and leisure trips. Throughout the Transport Delivery Plan period, we will continue to identify the highest priority improvements and schemes and progress them through the required design stages.

We are also progressing two walking and cycling schemes through Active Travel England's previous funding pots.

Tender costs of bus services 99 to 104

- Approximate cost: £10.22 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: N/A
- Approximate scheme delivery timescale: April 2026 – March 2030

We will continue to support local bus services through the Travel Telford programme on routes 99–104. These tendered services are not otherwise fully commercially viable, so our support enables them to provide key links across the borough. The Travel Telford network is designed to provide more convenient, affordable access to the Princess Royal Hospital, including services aligned with staff shift patterns.

Home-to-school journeys are being incorporated into scheduled services, encouraging greater use of local buses.

The 100 Work Express service provides direct links to employment sites and has seen strong passenger growth – as of early 2025, there were around 10,000 trips per month on this service.

Ironbridge Park and Ride

- Approximate cost: £0.06 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: N/A
- Approximate scheme delivery timescale: April 2026 – March 2028

We will continue to support the Ironbridge Park & Ride service to reduce visitor congestion. We will regularly review ridership and costs to ensure that it remains effective, with the intention to maintain it as long as usage remains strong and funding is available.

Public transport and active travel: other infrastructure

Bus shelter improvement scheme

- Approximate cost: £0.95 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: N/A
- Approximate scheme delivery timescale: April 2026 – March 2030

It is important that everyone feels safe and confident when travelling, particularly for more vulnerable groups, including women and girls, older people and those travelling alone. By improving personal security across our transport network, such as through bus shelter lighting, visibility and access improvements, we will help more people travel with confidence, particularly during the evening and at night.

We will continue to upgrade Telford & Wrekin Council owned bus shelters across the borough through our ongoing improvement scheme, with approximately 10–15 shelters replaced each year. Where possible, we will install solar panels and/or micro wind turbines in order to reduce energy usage and cost.

Longer term, our aspiration is to roll out standardised bus shelters and refurbish our remaining bus interchanges and hubs to bring them up to the same standard as Wellington's refurbished bus station.

Road and infrastructure: improvements, minor enhancements, EV

A518 corridor improvement scheme

- Approximate cost: £5.30 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2027
- Approximate scheme delivery timescale: April 2027 – March 2028

We undertook a study to assess current and future corridor performance between Telford and Newport, identify key issues, and develop potential solutions. Based on the outcomes of this study, this integrated package of infrastructure, operational and safety interventions has been designed to improve performance, capacity and connectivity along the corridor.

This scheme will support economic growth through improving congestion and making way for future growth, while adding safe walking and cycling options to provide a viable alternative to car travel, encourage mode shift and support the mitigation of carbon

impacts.

As part of this, a number of active travel improvements have been identified and will be progressed through further design stages:

- A two-way cycle track, shared use paths and quieter on-street routes are proposed along the A518 between Kynnersley Drive and Audley Avenue Roundabout.
- New toucan crossings and widening of existing paths at Red House Roundabout.
- An upgraded crossing on Horton Lane to improve safety and accessibility.
- Improvements to NCN55, providing a more direct and consistent route, reducing detours away from the A518.

Behaviour change and travel awareness programmes

Bikeability courses

- Approximate cost: £0.28 million
- Funding source: Bikeability Fund
- Approximate scheme delivery timescale: April 2026 to March 2029

We will continue to deliver Bikeability training, including Balance, Learn to Ride, and Levels 1, 2 and 3, to help people develop cycling skills at every stage. Level 1 teaches children typically aged 7 to 9 years and serves as the first step in the UK's national cycle training programme in a safe traffic-free off-road environment. Level 2 teaches children typically aged 9-11 which sees participants transition from a controlled environment to actual road cycling, where they can experience real traffic conditions with the support of qualified instructors. Level 3 is the highest level of cycle training for children, aimed typically at those aged 11 and older, and prepares riders for independent cycling in a wide range of different traffic conditions. These courses support safe, confident cycling and help people build the skills needed to travel independently by bike.

Bike Hub and community cycling access

- Approximate cost: £0.58 million
- Funding source: Active Travel Capability Fund
- Approximate scheme delivery timescale: April 2026 to March 2029

We will build on the success of our award-winning Bike Hub by continuing to offer a range of cycling support, access and education activities. This includes bike hire, one-to-one and group Learn to Ride sessions, and adaptive bike sessions to support disabled people. By providing these services, we will help children, young people and more vulnerable groups gain confidence and develop skills. This will support safe, well-informed travel choices and encourage more people to cycle for everyday journeys.

Community engagement and pop-up cycling activities

- Funding source: Active Travel Capability Fund
- Approximate scheme delivery timescale: April 2026 to March 2029

We will continue to deliver events and activities, to engage children, young people and more vulnerable groups. These include Urban Games, a free programme of coached sports and activities, and Dr Bike, free bike repairs provided by qualified bike mechanics. These activities help build confidence, develop skills and support safe, well-informed travel choices, encouraging walking, cycling and the use of public transport.

Bike re-use

- Funding source: Active Travel Capability Fund
- Approximate scheme delivery timescale: April 2026 to March 2029

We will continue to deliver the Re-Wheeled programme to help people reuse and repair bicycles, making cycling more affordable and accessible. This supports people to develop the skills to maintain and extend the lifespan of their bikes, therefore enabling people to cycle, and facilitating sustainable travel choices for more people.

DRAFT



Travel Telford bus at Wellington bus station

Improving accessibility

We will improve **accessibility** through pursuing the following three goals:



Figure 8: Improving accessibility – guiding principle and goals

A good transport system is one that works for everyone, helping people reach the places, services and opportunities they need in their daily lives. While some communities are well connected to the opportunities available across the borough, some people and places have poorer access to transport services and infrastructure, limiting their access to employment, education and essential services.

The TWTP will deliver a more accessible and equitable transport network, which provides transport options to suit a wide range of different needs and budgets, enabling people to travel safely and comfortably across all modes.

The following section sets out the schemes and interventions that will support the delivery of this guiding principle up to 2030. The schemes prioritised for delivery within the plan period are summarised in Figure 4.

Interchanges, travel hubs and travel stops

Telford Central – ramp access

- Approximate cost: £2.20 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2027
- Approximate scheme delivery timescale: April 2027 – March 2028

Telford Central railway station is the principal rail gateway to the borough, serving as the main arrival point for visitors and a key hub for residents accessing regional and national rail services. To ensure the station remains fit for purpose and a fitting gateway to Telford and Wrekin, we will install a new ramp access at Telford Central, connecting Platform 2 to the Silver Swallow Bridge. This will provide easier, step-free access to the town centre, Platform 1 and the main station entrance, improving accessibility and creating a smoother, more user-friendly journey.

Street furniture

- Approximate cost: £1.84 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

Street furniture plays an important role in creating safe, comfortable and attractive public spaces. Features such as seating, lighting, shelters and clear signage can improve the experience of walking, wheeling, cycling, and waiting for public transport. Well-designed street furniture can also help people feel safer and encourage more people to use public spaces and public transport, especially for those with limited mobility.

We will deliver a programme of works involving the installation, renewal, maintenance, or rationalisation of street furniture such as bollards, benches, guardrails, bins, signs, and railings to improve safety, functionality, accessibility, and streetscape quality. As part of this, we are reviewing existing items, particularly on walking and cycling routes, and removing street furniture which is no longer needed or causes obstruction.

Public transport: existing routes and services

Demand responsive transport scheme

- Approximate cost: £0.75 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2029

Travel Telford's **Connect On-Demand** is a flexible public transport service designed to make getting around easier. It is 'demand responsive', which means there is no fixed route or timetable. Instead, passengers book a ride when they need it, and the bus comes to a nearby stop within their zone. It currently operates in dedicated travel zones including Horsehay, Ironbridge, Lightmoor, Longdon-on-Tern and Telford College, and connects residents in suburban and rural areas to key destinations like Telford Central railway station, the Princess Royal Hospital and Madeley.



Connect On-Demand

We will continue to support demand responsive services through the Travel Telford programme, reviewing demand for the service to assess where further expansion is needed.

Public transport and active travel: other infrastructure

Bus service infrastructure civils works

- Approximate cost: £0.54 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

It is important that everyone feels safe and confident when travelling, especially vulnerable groups and people with disabilities. Safe and easy access to bus stops is an essential part of supporting and enabling bus use. We will review access routes to bus stops to identify and address any barriers. We will deliver targeted infrastructure improvements, including footway upgrades, pavement extensions and raised kerbs at bus stops (bus boarders), and improved crossing points. The bus service infrastructure civil works scheme will be delivered alongside the bus shelter improvement scheme, helping to make bus travel safer and more accessible for all.

Road and infrastructure: improvements, minor enhancements, EV

Safety schemes

- Approximate cost: £2.10 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

It is essential that we proactively design and manage our streets and transport networks to **reduce the risk of collisions** and make journeys safer for everyone. Our ambition is to progress towards **Vision Zero** – that there would be no serious injuries or fatalities on our roads. Therefore, we will deliver a targeted programme of engineering, signage and traffic-management interventions designed to reduce collision risk and address identified safety concerns. Specific locations will be identified as the programme develops, helping to improve safety and compliance for all road users.

Behaviour change and travel awareness programmes

School and early years active travel

- Funding source: Active Travel Capability Fund
- Approximate scheme delivery timescale: April 2026 to March 2029

We will continue to deliver a wide range of road safety and travel training programmes, including New School Journey, pedestrian training, Scooter Skills, Dr Bike school sessions, school assemblies and workshops such as Little Steps, Be Bright Be Seen and Transition workshops. These programmes support children, young people and families to travel safely and responsibly, helping to build skills and encourage walking, wheeling and cycling.

Driver behaviour and road safety education

- Funding source: Active Travel Capability Fund
- Approximate scheme delivery timescale: April 2026 to March 2029

We will continue to deliver the Young Drivers and Mature Drivers programmes, to support safer and more responsible driving. These programmes align with the '**safe road users**' components of the Safe System approach in empowering all those who use our roads to be both competent and responsible.



Cycle training at a local school

Unlocking potential

We will **unlock potential** through pursuing the following three goals:

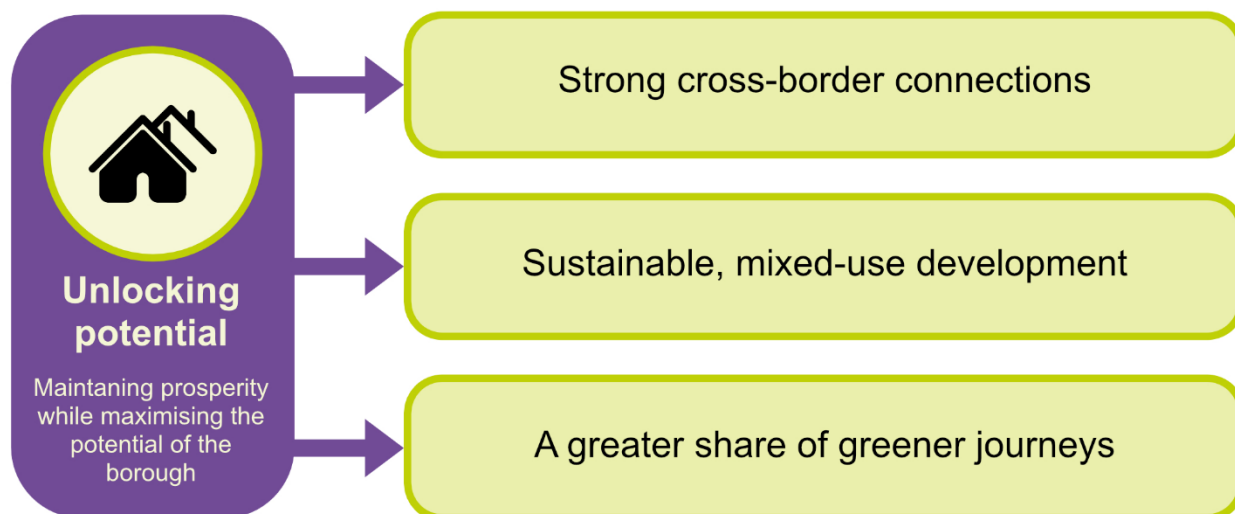


Figure 9: Unlocking potential – guiding principle and goals

Telford and Wrekin continues to see strong growth across residential and commercial developments. The borough is a major economic hub, with strong manufacturing and supply chain sectors, and a strategic location close to the West Midlands and Wales. Telford and Wrekin is also an attractive place to live, with £1 billion further housing investment expected to support population growth of 30,000 over the next 20 years. The TWTP will respond to growth through careful management. Our transport networks will be strengthened and ready to accommodate growth, especially considering our growing manufacturing industry and freight demand. In parallel, we are aiming to minimise the pressure and impact on our transport networks and our local environments, encouraging a greater use of rail, bus, walking, wheeling, cycling and electric vehicles, ensuring the borough has a sustainable and healthy future.

The following section sets out the schemes and interventions that will support the delivery of this guiding principle up to 2030. The schemes prioritised for delivery within the plan period are summarised in Figure 5.

Interchanges, travel hubs and travel stops

Telford Central reimagined

- Approximate cost: £0.25 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2027
- Approximate scheme delivery timescale: N/A

Telford Central railway station is the borough's main rail gateway, welcoming visitors and providing residents with direct access to regional and national destinations. We will continue planning and design for a station area redevelopment, **Station Quarter**. This will lay the groundwork for a transformational project to be delivered in the longer term which will bring together improved passenger facilities with new mixed-use development, helping to create a more integrated, welcoming and vibrant transport hub that supports wider regeneration.

There are clear opportunities to enhance the station experience, including improved waiting facilities and the introduction of amenities such as a café or shop. The station benefits from good rail connections to Wolverhampton, Birmingham New Street and Birmingham International, and passenger numbers continue to grow. In the long term, there is a vision to develop Telford Central as a multi-modal hub, better connecting rail services with buses and coaches, walking routes to nearby employment areas, and the national cycle network, supporting easier and more sustainable journeys. In addition, we are supportive of the potential new privately operated rail service between Wrexham, Shrewsbury, Telford and London.



Telford Central railway station

Public transport and active travel: fleet and vehicles

Electric bus

- Approximate cost: £5.30 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

Through the £5.3 million funding allocation, we have committed to supporting the transition to a **zero-emission bus fleet**, with initial investment focused on the core network of key services. This funding will be delivered through the Enhanced Partnership, in line with funding rules to ensure a fair and collaborative approach. This will help to bridge the cost gap between conventional and zero-emission vehicles and accelerate uptake. We will continue to work with operators and seek further funding opportunities to build on this investment and accelerate the wider roll-out of zero-emission buses.

Road and infrastructure: major maintenance and enhancements projects

A442 Northern Arc capacity improvement programme

We are in the process of delivering a programme of improvement schemes on the A442 Northern Arc. This is already a key north-west / south-east route but will become increasingly important in supporting our Sustainable Urban Extensions in the north of the borough, as identified in our Local Plan. This programme seeks to unlock growth by improving capacity, supporting improved traffic flow for cars, buses and goods vehicles, and providing safe and accessible walking, wheeling and cycling infrastructure.

We expect to complete the designs and start constructing the Trench Lock Interchange and Hadley Park Roundabout and Yew Tree Junction schemes within this Plan period, as set out below. We will also continue to progress detailed design for further improvement schemes as part of this package, which would be delivered beyond 2030.

A442 Northern Arc capacity improvement programme – Trench Lock Interchange

- Approximate cost: £4.70 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: 2025/26 – March 2027
- Approximate scheme delivery timescale: April 2028 – March 2029

Trench Lock Interchange is major junction where the A442 meets the A518, Trench Lock, Trench Road and Hortonwood 1, which has been identified as needing improvements to safely support increasing demand over the coming years. As part of the A442 Northern Arc capacity improvement programme, we will deliver capacity improvements at the Trench Lock Interchange to reduce delays, enhance overall network performance and improve safety, both now and into the future. As part of this work, we will consider walking, cycling and public transport options, including opportunities to upgrade existing active travel infrastructure to meet LTN 1/20 standards and improve accessibility for all users.

A442 Northern Arc capacity improvement programme – Hadley Park Roundabout and Yew Tree Junction

- Approximate cost: £7.70 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: 2025/26 – March 2027
- Approximate scheme delivery timescale: April 2029 – March 2030

Hadley Park Roundabout and Yew Tree Junction are to the north and north-west of Trench Lock Interchange. These have also been identified as key interchanges which require safety and capacity improvements to support the planned growth in the north of the borough. We will deliver the Hadley Park Roundabout and Yew Tree junction capacity improvement scheme to reduce delays, enhance overall network performance and improve safety under current and future demand. As part of this scheme, existing cycling facilities and crossing points will be upgraded to improve safety and accessibility.

A442 Northern Arc capacity improvement programme – further improvements

- Approximate cost: £0.40 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2027
- Approximate scheme delivery timescale: Expected to be post 2030

We will prioritise a further set of targeted junction capacity improvements on the A442 Northern Arc, to be progressed through detailed design during this plan period. Subject to detailed assessment and funding, they would likely be delivered beyond 2030, with the aims of reducing delays, enhancing overall network performance and improving safety under current and future demand. As designs progress, we will review existing infrastructure including walking, cycling and public transport provision, including identifying opportunities to upgrade active travel routes to meet LTN 1/20 standards and improve safety and accessibility for all users.

Road and infrastructure: improvements, minor enhancements, EV

Hollinswood Interchange improvements

- Approximate cost: £0.10 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2027
- Approximate scheme delivery timescale: April 2027 – March 2028

We will deliver capacity improvements at Hollinswood Interchange to reduce delays, improve traffic flow and enhance overall network performance under current and future demand. This work is linked to the Telford Central station redevelopment, and future opportunities for public transport and active travel will be considered as the wider plans develop.

Apley Roundabout

- Approximate cost: £1.00 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: 2025/26 – December 2026
- Approximate scheme delivery timescale: January 2027 – March 2028

We will deliver capacity improvements at Apley Roundabout to increase road space on both the northbound and southbound approaches, alongside new signage and refreshed road markings. These improvements are needed to support planned growth in north Telford, as set out in the Local Plan, recognising the strategic role of highways and transport infrastructure in connecting homes, jobs and leisure opportunities. These changes are designed to reduce delays, improve traffic flow and enhance overall network performance under current and future demand.

Haybridge Roundabout

- Approximate cost: £1.00 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: 2025/26 – December 2026
- Approximate scheme delivery timescale: January 2027 – March 2028

We will deliver capacity improvements at Haybridge Roundabout, including additional road space on both the northbound and southbound approaches, along with new signage and refreshed road markings. These improvements are needed to support planned growth in north Telford, as set out in the Local Plan, recognising the strategic role of highways and transport infrastructure in connecting homes, jobs and leisure opportunities.

These changes are designed to reduce delays, improve traffic flow and enhance overall network performance under current and future demand.

Telford & Wrekin Local Electric Vehicle Infrastructure Project (LEVI)

- Approximate cost: £1.67 million
- Funding source: LEVI Capital and Revenue Grant
- Approximate scheme delivery timescale: 2025/26 – March 2030

It is important that EV charging infrastructure is provided across the borough, including key destinations and workplaces, but also across the borough's varied residential communities. We will support the delivery of on-street charging in residential and commercial areas where off-street parking is limited, enabling convenient neighbourhood charging while expanding the local network. This will improve equitable access to EV infrastructure, increase confidence and access for residents to transition to EVs, and help accelerate the shift to cleaner, low-emission travel.

Cross-Pavement Channels for EV charging

- Approximate cost: £0.07 million
- Funding source: EV Pavement Channels Grant
- Approximate scheme development timescale: April 2026 – October 2026
- Approximate scheme delivery timescale: Post October 2026

Cross-pavement channels allow residents to run a charging cable from their home to their kerbside-parked car. They can remove a dangerous trip hazard and allow residents to charge their cars using cheaper, domestic energy tariffs, instead of relying on public chargers which can be more expensive. This government grant will be used to benefit residents without off-street parking but who have, or are committed to installing, a home EV chargepoint. The fund will cover all capital costs to install pavement channels, up to a maximum of £1,200 per channel.

Fit for the future

We will become **fit for the future** through pursuing the following three goals:



Figure 10: Fit for the future – guiding principle and goals

For our borough's transport network to fulfil its purpose of connecting people to the things which matter, it must be ready to evolve and respond as our world changes. As we grapple with pressing challenges, such as the need to reduce greenhouse gas emissions, increasing extreme weather events, changing travel patterns, and rapid advances in technology, the transport network must evolve to continue meeting the borough's needs. The TWTP takes a long-term approach, looking after existing assets but also planning for future risks, taking advantage of advances in technology, and using data to make sensible, evidence-led decisions. The TWTP will also ensure that transport is designed in a way that considers environmental impact, reduces carbon emissions, and supports people's health and wellbeing, protecting and caring for the borough and its people.

The following section sets out the schemes and interventions that will support the delivery of this guiding principle up to 2030. The schemes prioritised for delivery within the plan period are summarised in Figure 6.

Digital, data and technology

Traffic signals improvement scheme

- Approximate cost: £3.00 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

We will deliver a programme of improvements to traffic signals and crossings, including upgrading signals, improving their timing to reduce delays and vehicle idling (benefiting air quality), and adding crossings where needed. This will improve safety and journey times, support bus priority, and create safer routes for people walking, wheeling and cycling.

A442 Queensway upgrades

- Approximate cost: £0.50 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2027

We will deliver a programme of works to inspect, repair and upgrade highway lighting along the A442 Queensway to keep it working effectively and efficiently. This is important to improve visibility and help people travel safely and confidently, as well as bringing savings through improved energy efficiency.



A442

Telford Strategic Transport Model Refresh

- Approximate cost: £0.24 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: October 2025 – November 2026
- Approximate scheme delivery timescale: N/A

We are updating the Telford Strategic Transport Model with improved journey data and more detailed information on walking, cycling and public transport. This will create a more responsive, evidence-based tool to support better decision-making and more accurate assessment of transport interventions.

Information and marketing

Explore and develop future schemes and opportunities

- Approximate cost: £1.08 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2026 – March 2030

We will allocate funding to support early stages of scheme development, including feasibility work, option appraisal, business case preparation and statutory process requirements. This will help us to develop a strong pipeline of delivery-ready transport improvements and ensure the network continues to perform well with current and future demand.

Road and infrastructure: highways maintenance

Street lighting maintenance

- Approximate cost: £1.01 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

We will deliver a programme of works to inspect, repair and upgrade highway lighting to keep it working effectively and efficiently. This is important to improve visibility, help people feel safe, and support safe and reliable journeys across the network.

Drainage maintenance

- Approximate cost: £2.80 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

We will deliver a programme of works to inspect, repair and improve drainage across the network to keep it working effectively. This is important to reduce the risk of flooding, protect the condition of roads and footways, and help keep journeys safe and reliable.

Road markings

- Approximate cost: £1.02 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

We will deliver a programme of works to install, renew and refresh road markings and surface symbols to keep them clear and easy to understand. This is important to help people navigate the network safely and support smooth and efficient journeys for all road users.

Structure maintenance

- Approximate cost: £2.98 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

We will deliver a planned programme of works to inspect, repair and renew highway structures to keep them safe and in good condition. This is important to ensure journeys remain safe and reliable, and to help extend the life of these key parts of the transport network.

Carriageway maintenance

- Approximate cost: £20.44 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

We will deliver a planned programme of works to inspect, repair, resurface and renew the road network to keep it safe and in good condition. This is important to support reliable journeys, improve safety for all road users, and help keep traffic moving efficiently.

Footpath maintenance

- Approximate cost: £2.68 million
- Primary funding source: Local Transport Grant
- Approximate scheme delivery timescale: April 2026 – March 2030

We will deliver a planned programme of works to inspect, repair, resurface, and renew pedestrian footways to maintain safety, accessibility, surface condition, and compliance with highway asset standards. This is important to help people travel safely and confidently, and to make it easier for everyone to get around in their daily journeys.

Road and infrastructure: improvements, minor enhancements, EV

A5 Watling Street corridor improvements

- Approximate cost: £1.00 million
- Primary funding source: Local Transport Grant
- Approximate scheme development timescale: April 2027 – March 2028
- Approximate scheme delivery timescale: April 2028 – March 2029

We will deliver an integrated package of infrastructure maintenance and improvement works along the A5 Watling Street corridor, including upgrades to drainage, traffic management, footways, and the carriageway. The current traffic lights are reaching the end of their life and will be replaced; as part of this work the timings will be amended to help traffic flow more smoothly and support better air quality. A new bus drop-off area will also be provided near Telford College to make access easier and more convenient.



Safety road markings on a tight bend in Telford

Measuring Success

Measures of success for the TWTP

We will measure the long-term success of the TWTP through the **performance indicators** as set out in our Transport Vision & Strategy, summarised in Figure 11, Figure 12, Figure 13, Figure 14 and Figure 15. Most of the indicators are directly aligned with the DfT's **Local Transport Outcome Framework**. To complement these, we have also selected suitable indicators from the wider Local Outcomes Framework, and developed our own indicators based on local data: these are shown in blue and marked with a star.

Throughout the plan period up to 2041, we will monitor the effects of investment delivered via the TWTP and evaluate the benefits of delivered schemes. This will help us to demonstrate how our programmes contribute to providing attractive and reliable travel choices, delivering a safe, accessible, people-centred transport network, supporting economic prosperity, and getting ready for the future. Success will be reflected in measurable improvements across the borough, including higher use of walking, wheeling, cycling and public transport, improved access to jobs and services, safer roads, and reduced transport emissions.

We will publish an **annual progress report** on scheme delivery and outcomes, ensuring transparency and continual alignment with the DfT's desired outcomes. We will use the findings to inform future Transport Delivery Plans and investment decisions. Ongoing feedback and lessons learned will be used to improve our approach to delivery, around how schemes are implemented across the borough as well as the outcomes they achieve, ensuring that future interventions are increasingly effective and aligned with local needs.

Strengthening our local evidence base will be a key priority. By capturing and demonstrating the benefits of successful schemes delivered in Telford and Wrekin, we will build stakeholder confidence and strengthen the case for securing funding and investment into the future.

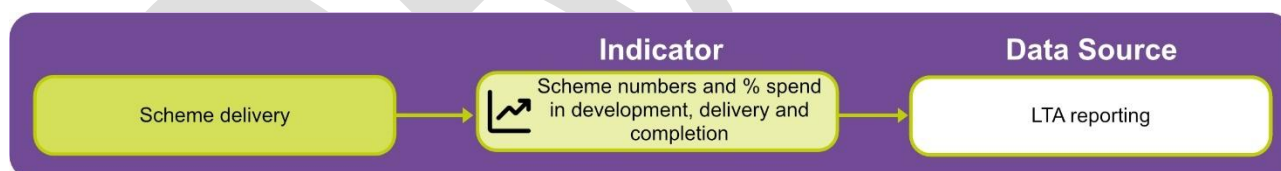


Figure 11: TWTP performance indicators – scheme delivery

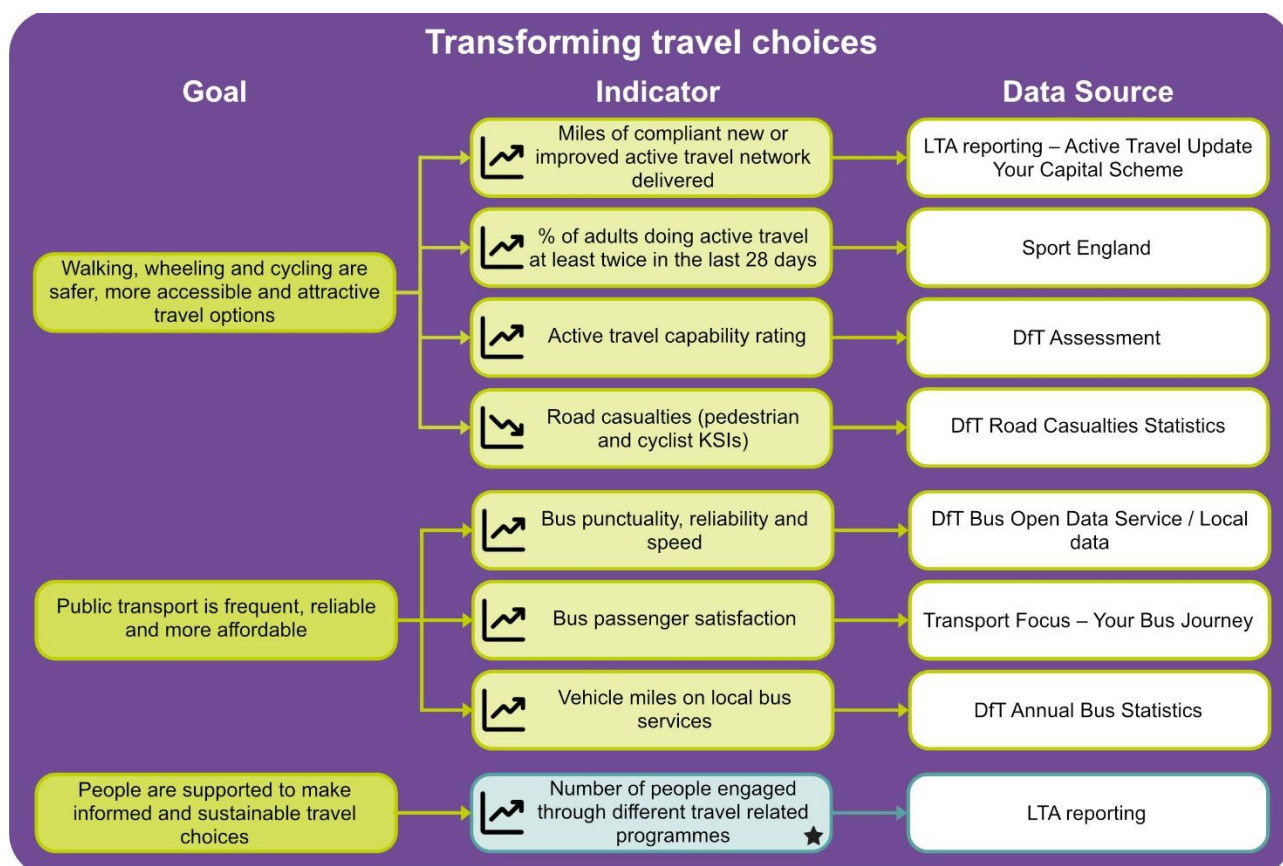


Figure 12: TWTP performance indicators – transforming travel choices

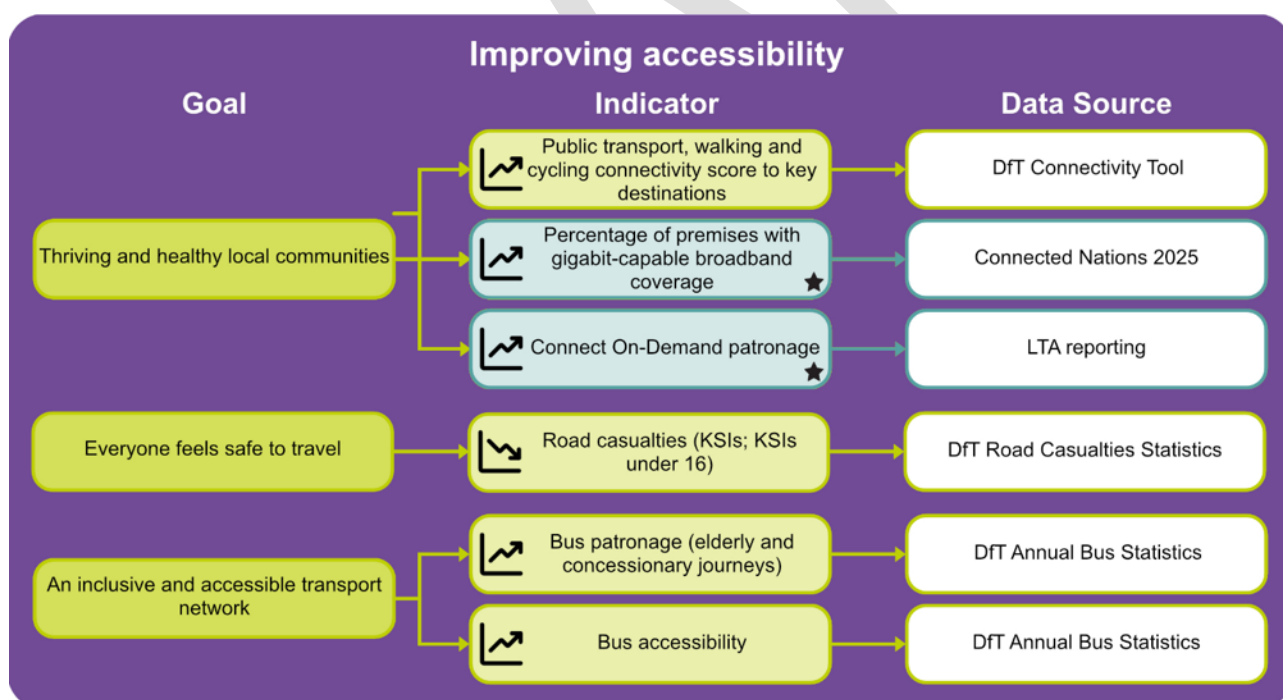


Figure 13: TWTP performance indicators – improving accessibility

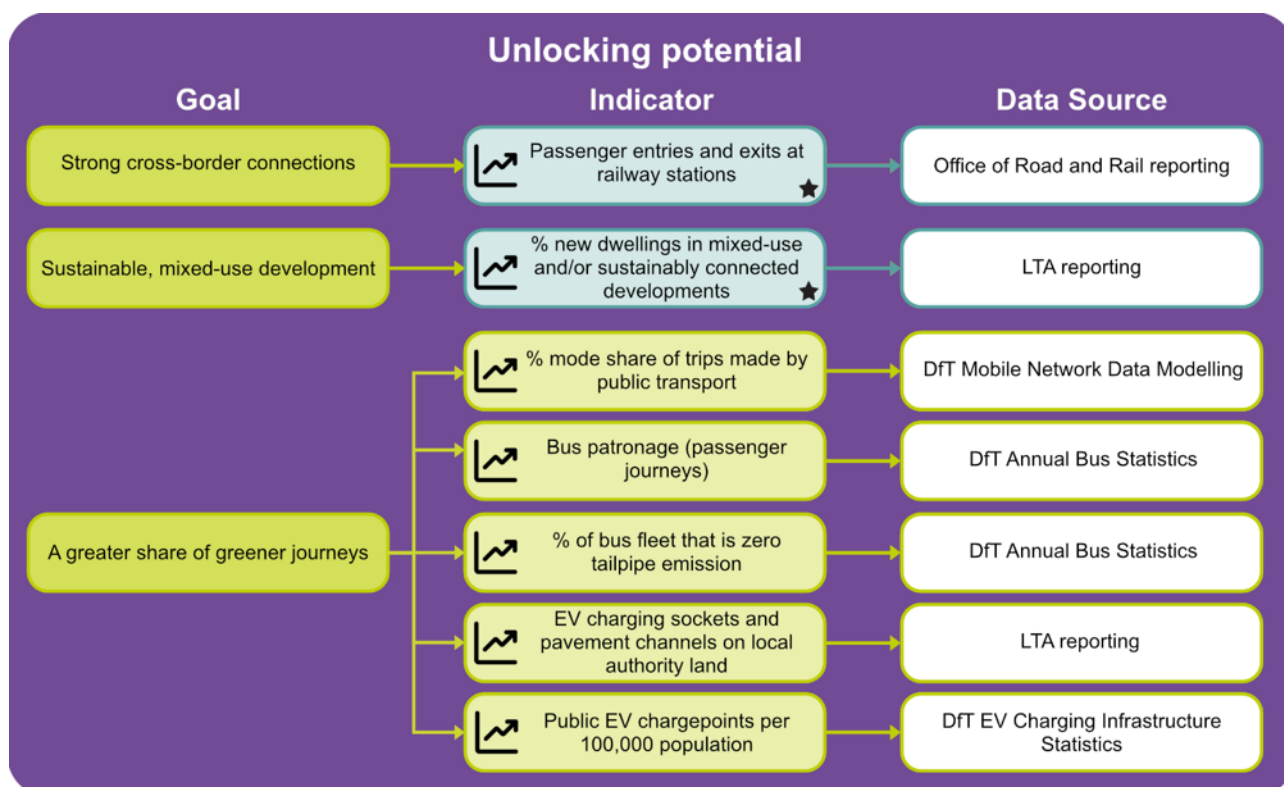


Figure 14: TWTP performance indicators – unlocking potential

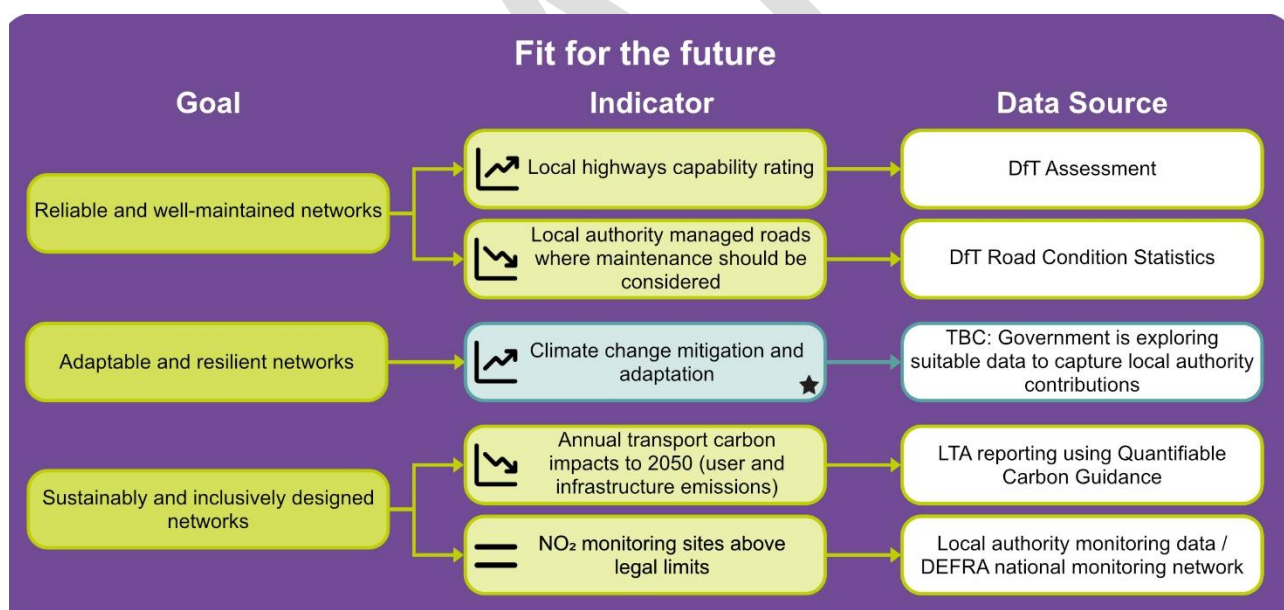


Figure 15: TWTP performance indicators – fit for the future



The Ironbridge Gorge World Heritage Site, PT Aerial Photography

Protect
Care and Invest
to create a
better borough



Telford & Wrekin
COUNCIL