

STOKE-ON-TRENT INFRASTRUCTURE DELIVERY PLAN



AUGUST 2026



City of
Stoke-on-Trent

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1 Introduction

1.1 What is the Infrastructure Delivery Plan?

- 1.1.1** The Infrastructure Delivery Plan (IDP) identifies what infrastructure is required to enable the development proposed for the city within the Stoke-on-Trent Local Plan. It is essential to ensure that existing infrastructure is maintained and improved and, where necessary, new infrastructure is provided to meet local needs. The IDP is an iterative document, meaning that it will be updated as new information becomes available from infrastructure providers and development proposals become more refined through the planning process. This aims to ensure that necessary infrastructure is provided sustainably, effectively and at the right time.
- 1.1.2** The IDP expands on the Infrastructure Capacity Study Baseline Report, published in September 2025, which set out the key issues and baseline evidence regarding current infrastructure provision within the city. The purpose of this document is to set out the following:
- An overview of current infrastructure provision.
 - Any identified infrastructure pressures or deficiencies.
 - Infrastructure projects required, scheduled or underway.
 - Funding and delivery mechanisms required to provide necessary infrastructure.
 - Key stakeholders and responsibilities for delivery.

What is Infrastructure?

- 1.1.3** Infrastructure is a broad term used in planning purposes to describe a range of requirements, facilities and services needed to support sustainable development and growth, ensuring that places function efficiently and effectively. Whilst all infrastructure is interconnected, for the purpose of the IDP, infrastructure has been split into the following three categories:

Physical Infrastructure

- Transport
 - Bus Network
 - Rail Network
 - Walking and Cycling
 - Strategic and Local Road Network
- Utilities
 - Telecommunications
 - Energy

- Water and Sewage
 - Water Supply
 - Wastewater and Sewage
- Waste

Social and Community Infrastructure

- Education
 - Early Years and Childcare
 - Schools
 - Further and Higher Education
- Health
 - GP Services and Health Centres
 - Hospitals
- Emergency Services
 - Police Service
 - Fire and Rescue Service
 - Ambulance Service
- Community Facilities
 - Sport and Leisure Facilities
 - Libraries

Green and Blue Infrastructure

- Green Infrastructure
 - Open Space
 - Biodiversity
- Blue Infrastructure
 - Canal and River Network
 - Flood Alleviation and Sustainable Drainage

1.1.4 The council has sought to engage with all relevant infrastructure providers throughout the preparation of this IDP to develop a shared understanding of existing infrastructure provision within the city, and identify potential deficiencies and areas that will require improvement or additional services to accommodate proposed development and future growth. The information provided has been used to inform proposals within the Local Plan, along with the preparation of the Infrastructure Capacity Study Baseline Report (September 2025) and the IDP. Where direct input has not been available, the assessment has been informed by the best evidence and publicly available information.

- 1.1.5** The IDP represents a snapshot of the information available at the time of preparation and will continue to be refined as further engagement is undertaken and additional evidence becomes available.

1.2 Policy Context

- 1.2.1** The IDP has been prepared in accordance with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), alongside relevant best practice guidance, stakeholder engagement, and local planning policy.

National Planning Policy

- 1.2.2** The NPPF (December 2024) sets out the Government's national planning policies, and provides a framework within which Local Planning Authorities (LPAs) can prepare locally-prepared plans to provide housing and other development in a sustainable manner. The NPPF states that the overarching aim of the planning system is to achieve sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. Paragraph 7 of the NPPF summarises sustainable development as "meeting the needs of the present without compromising the ability of future generations to meet their own needs".
- 1.2.3** The NPPF and supporting PPG emphasise the importance of effective cooperation across local authority boundaries with neighbouring LPAs and the County Council, in order to identify strategic priorities and address cross-boundary issues. Additionally, importance is placed on on-going partnership working between the LPA and relevant bodies to determine the necessary infrastructure to support development.
- 1.2.4** At the time of preparing the IDP, the NPPF is currently under review following a public consultation and is set to be updated in 2026. However, the proposed NPPF maintains the importance of effective collaboration in infrastructure planning in order to achieve sustainable development.

Local Planning Policy

- 1.2.5** The Stoke-on-Trent Local Plan is currently being prepared by Stoke-on-Trent City Council and will guide how Stoke-on-Trent will grow and develop sustainably between 2020 and 2040. It sets out the scale and location of future development and provides long-term policies to support housing, employment, green spaces, and essential services for residents and businesses. Once adopted, this new plan will replace the 2009 Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy and any remaining saved policies.

- 1.2.6** The Stoke-on-Trent Local Plan proposes a housing target of a minimum of 19,040 homes and 90 hectares of employment land over the plan period. The housing target has been calculated using the Government's 'standard method' of calculating housing need in the authority area, which amounts to 952 homes per annum. The housing trajectory set out within the Local Plan projects the delivery of 21,170 homes by 2040. The Stoke-on-Trent Housing and Employment Needs Assessment has been updated in May 2026 to inform policy requirements within the emerging Local Plan, and has determined the requirement of 90 hectares of employment land to be provided by the end of the plan period.
- 1.2.7** The role of the IDP is to ensure that the city has sufficient infrastructure to accommodate the level of development and growth within the city that is projected through the Local Plan, and beyond the plan period. The IDP reflects the information available at the time of preparation. As the Local Plan progresses, development proposals come forward, and ongoing engagement with infrastructure providers and other stakeholders continues, the document will be reviewed and updated to reflect emerging evidence, infrastructure requirements, and delivery arrangements.
- 1.2.8** At the time of preparing this IDP, the Stoke-on-Trent Local Plan is at Regulation 19 stage and will be subject to a further six-week period of consultation between Monday 3 August and Monday 14 September 2026. Following the conclusion of the Regulation 19 consultation, the Local Plan is expected to be submitted to the Secretary of State for examination in December 2026.

1.3 Funding and Delivery

- 1.3.1** The delivery of infrastructure can be funded and facilitated through several mechanisms, which vary depending on the type of infrastructure and the stakeholders involved in delivery arrangements, with funding often coming from multiple sources and partners. The partnership approach to delivering infrastructure is often integral to successful implementation and to ensure that any identified impacts of proposed development and growth are mitigated.
- 1.3.2** Where new development generates the need for the provision of new or improved infrastructure, this will be often be secured through planning obligations or conditions, which require the delivery of the infrastructure to be at the cost of the developer. Through the Local Plan process, development will only be proposed where it can be robustly evidenced that it can sufficiently provide or facilitate the necessary infrastructure.
- 1.3.3** This section sets out different mechanisms that may be utilised to provide infrastructure within the city. In many cases, infrastructure projects will be delivered through a combination of funding sources and partnerships to maximise investment opportunities and support delivery.

Developer Contributions

- 1.3.4** Developer contributions play an important role in delivering new and improved infrastructure within the city. As the LPA, the council has the power to secure financial and non-financial developer contributions through planning obligations and conditions, subject to complying with the requirements of the NPPF, which states that planning obligations must be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 1.3.5** Planning obligations can be secured through Section 106 legal agreements, which can require financial contributions, such as funds towards education and healthcare; or non-financial contributions, such as the provision of new open space, and affordable housing. Section 106 agreements can be used to provide necessary infrastructure on-site, where appropriate, or secure commuted sums or financial contributions to the provision of infrastructure off-site.
- 1.3.6** The Community Infrastructure Levy (CIL) is another mechanism to secure financial contributions from developers. CIL is only available with LPAs have consulted on, and approved, a charging schedule which sets out its levy rates and has published the schedule on its website. The charging schedule sets out financial contributions that developers must make if their proposed development falls under the size and scope of the relevant charge. At present, Stoke-on-Trent City Council does not have a CIL charging schedule in place, however, this may be explored as an option to secure developer contributions in the future.

Council Funding

- 1.3.7** The council provides, manages and maintains a range of infrastructure and services across the city. Funding is generated through council tax, business rates and other income sources, alongside the strategic use of council-owned land and assets. The council may also work with stakeholders and seek external funding opportunities to support the delivery, enhancement and maintenance of infrastructure required to support existing communities and future growth.

Public Sector Funding

- 1.3.8** Public sector organisations, including bodies such as NHS organisations, utility providers, emergency services, and other statutory bodies, may fund, deliver and maintain infrastructure required to support their services. Investment is typically informed by operational requirements, asset management programmes, regulatory obligations, and identified service needs. Funding may be secured from central Government, internal capital programmes and revenue, and partnership working with other stakeholders.

Government Funding and Grants

- 1.3.9** Infrastructure delivery may be facilitated through funding provided by central Government and other public funding bodies. This funding can include Government grants, funding allocations, and targeted investment initiatives. The availability and allocation of funding is often subject to the Government's priorities, eligibility criteria and bidding processes.

Private Sector Funding

- 1.3.10** The private sector plays an important role in the delivery of infrastructure, either through direct investment, infrastructure provision associated with development, or partnership arrangements with public sector organisations. Funding may be provided by developers, landowners, infrastructure providers and investors to support new development and ensure that infrastructure is delivered in line with identified needs and growth requirements.

2 Physical Infrastructure

2.1 Transport

2.1.1 Bus Network

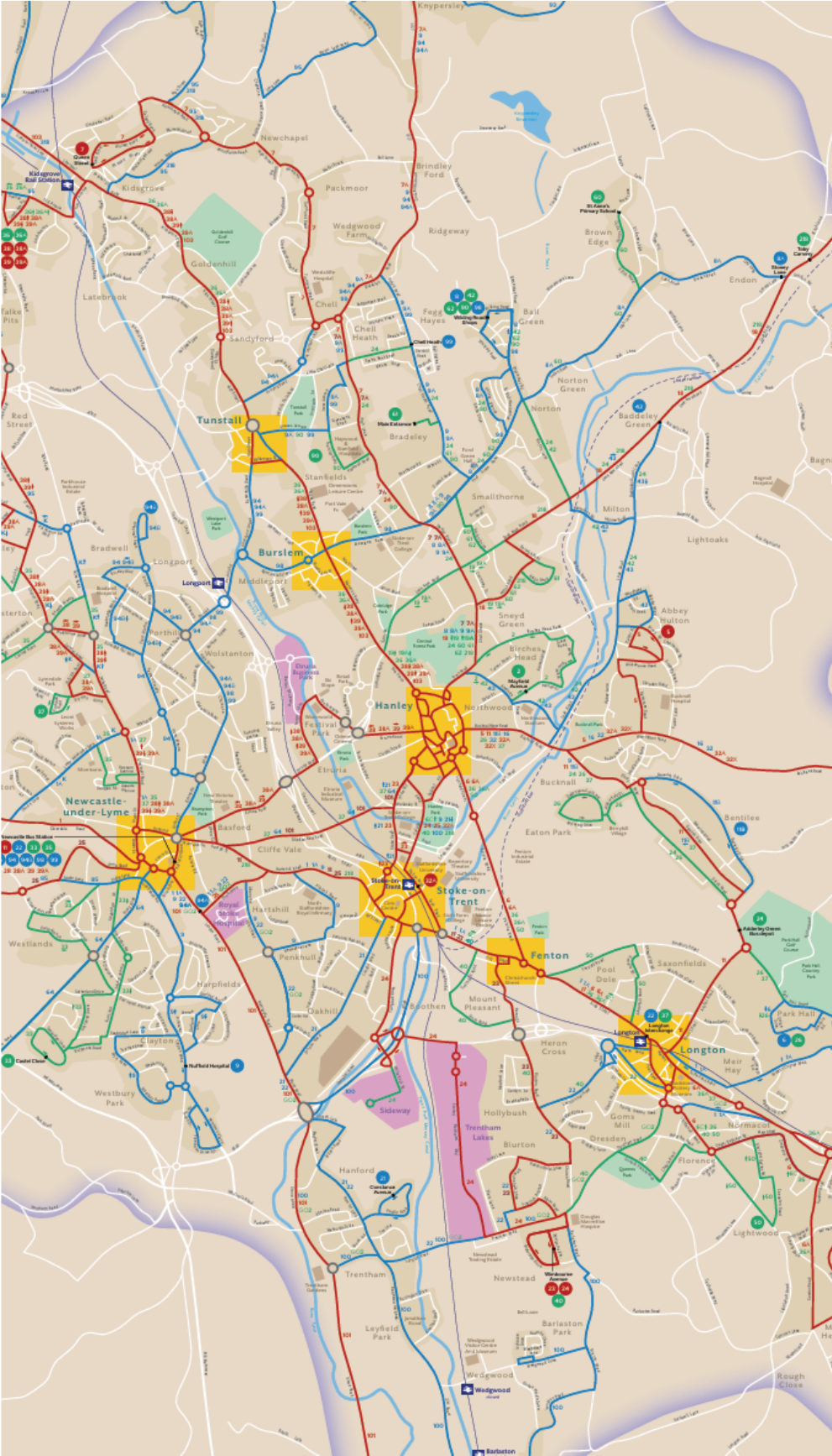
Table 1 Bus Network

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Bus Operators (First Potteries, D&G Bus, Stantons of Stoke, Scraggs, Arriva Midlands)
Current Infrastructure Provision	- The bus network forms the principle offer for public transport trips within the city, with approximately 80 bus routes in operation by five bus operators. First Potteries accounts for the majority of routes, closely followed by D&G Bus, supplemented by a smaller number of services ran by other operators. - Bus service provision is most frequent along corridors linking the City Centre, Stoke-on-Trent Railway Station and Royal Stoke University Hospital. The City Centre Bus Stations operates as a terminus stations, and has frequent links to other towns and residential areas within the city, as well as providing interchange facilities for coach services into the city. - In smaller settlements and in the south and west of the city, connectivity to bus services is more limited with greater reliance on interchange at the City Centre. Bus service frequencies vary across the network, with many areas lacking consistent and reliable provision - particularly in the evening and on Sundays. - The council's Bus Service Fund (previously Bus Service Improvement Plan) continues to introduce new measures of enhancing the bus network through new and improved routes, and the addition of over 100 real-time bus information displays at bus stops across the city.
Planned Infrastructure Provision	- The council has been awarded further funding through the Integrated Transport Fund and this will support the ongoing investment into transport interchanges at Hanley and Longton. - The bus network will continue to be supported through to March 2029 with the enhanced network including early morning, evenings and weekends.

Infrastructure Aspect	Details
Future Infrastructure Provision	• The Integrated Transport Fund is awarded until March 2030. • A feasibility study is currently being undertaken for implementing a Bus Rapid Transit (BRT) network, which will provide rapid, efficient, high frequency bus services along key corridors. The BRT also provides the opportunity for multi-modal interchanges and active travel benefits.
Funding and Delivery Mechanisms	• Department for Transport (DfT) funding up to March 2030, this includes capital and revenue funding (through to March 2029). • Quarterly reporting will be submitted to DfT to show progress against the delivery plan.
Key Evidence Base	Stoke-on-Trent Transport Strategy and Delivery Plan 2022-2031 Stoke-on-Trent Bus Service Improvement Plan On the Move: Transport for Thriving Communities - Shaping Stoke-on-Trent's Local Transport Plan 2026-40 Stoke-on-Trent Local Transport Delivery Plan 2026-2029 (emerging) Stoke-on-Trent Strategic Transport Assessment (emerging)

2 Physical Infrastructure

Map 1 Bus Network



2.1.2 Rail Network

Table 2 Rail Network

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Staffordshire Moorlands District Council Staffordshire County Council Network Rail Rail Operators (Avanti, CrossCountry, East Midlands Railway (EMR), London Northwestern Railway (LNR), West Midlands Railway (WMR), Northern) Developers
Current Infrastructure Provision	- The city is located on the Manchester branch of the West Coast Main Line (WCML), and the prime railway station is Stoke-on-Trent Railway Station, which acts as the predominant gateway to the city from the national rail network. The station provides the city with frequent direct services to London, Manchester and Birmingham, as well as linking the city to strategic interchange points along the national rail network, such as Crewe and Derby. - There are two smaller railway stations within the city in Longton and Longport. Longton is located on the Crewe to Derby line and is served by one train per hour, operated by EMR. Longport is located on the WCML and is also located on the Crewe to Derby line, with one train per hour operated by EMR and WMR services. Longport also has two morning services to Manchester, but no return services.
Planned Infrastructure Provision	A masterplan is being commissioned for Stoke-on-Trent Railway Station by Network Rail with the aim of developing a shared vision and strategy that aligns with local, regional, and national priorities. The council has recently completed public realm and highways improvements in and around the station using the Transforming Cities Fund, and there is the potential for future development around the station to accommodate rail expansion.
Future Infrastructure Provision	Ambitions to open the disused Stoke-Leekbrook railway line and railway station at Meir.

2 Physical Infrastructure

Infrastructure Aspect	Details
	- Staffordshire Moorlands District Council are considering using the Stoke-Leek route for an active travel link and are in discussions with an operator about a light rail option, which will require co-ordination between the District Council, Stoke-on-Trent City Council and Network Rail. - Following the cancellation of HS2 Phase 2 in the city, previous ambitions to re-open the railway station at Etruria would not be possible without releasing capacity on the Stoke corridor and requiring major infrastructure in the form of 4-tracking to provide a service. - Exploration of a station in the south of the city, with the preference of Network Rail being a new station in Trentham rather than re-opening Wedgwood or Barlaston stations. However, similar to Etruria, due to the cancellation of HS2 Phase 2, capacity would need to be released from the Stoke corridor to provide a credible service to the new station.
Funding and Delivery Mechanisms	Delivery of the provision of new and enhanced rail services will require partnership working between the council, Network Rail, and other partners including neighbouring local authorities and rail operators. Additional infrastructure improvements may be secured through developer contributions, where appropriate.
Key Evidence Base	Stoke-on-Trent Transport Strategy and Delivery Plan 2022-2031 On the Move: Transport for Thriving Communities - Shaping Stoke-on-Trent's Local Transport Plan 2026-40 Network Rail West Coast South Strategic Advice (August 2023) Stoke-on-Trent Local Transport Delivery Plan 2026-2029 (emerging) Stoke-on-Trent Strategic Transport Assessment (emerging)

2.1.3 Walking and Cycling

Table 3 Walking and Cycling

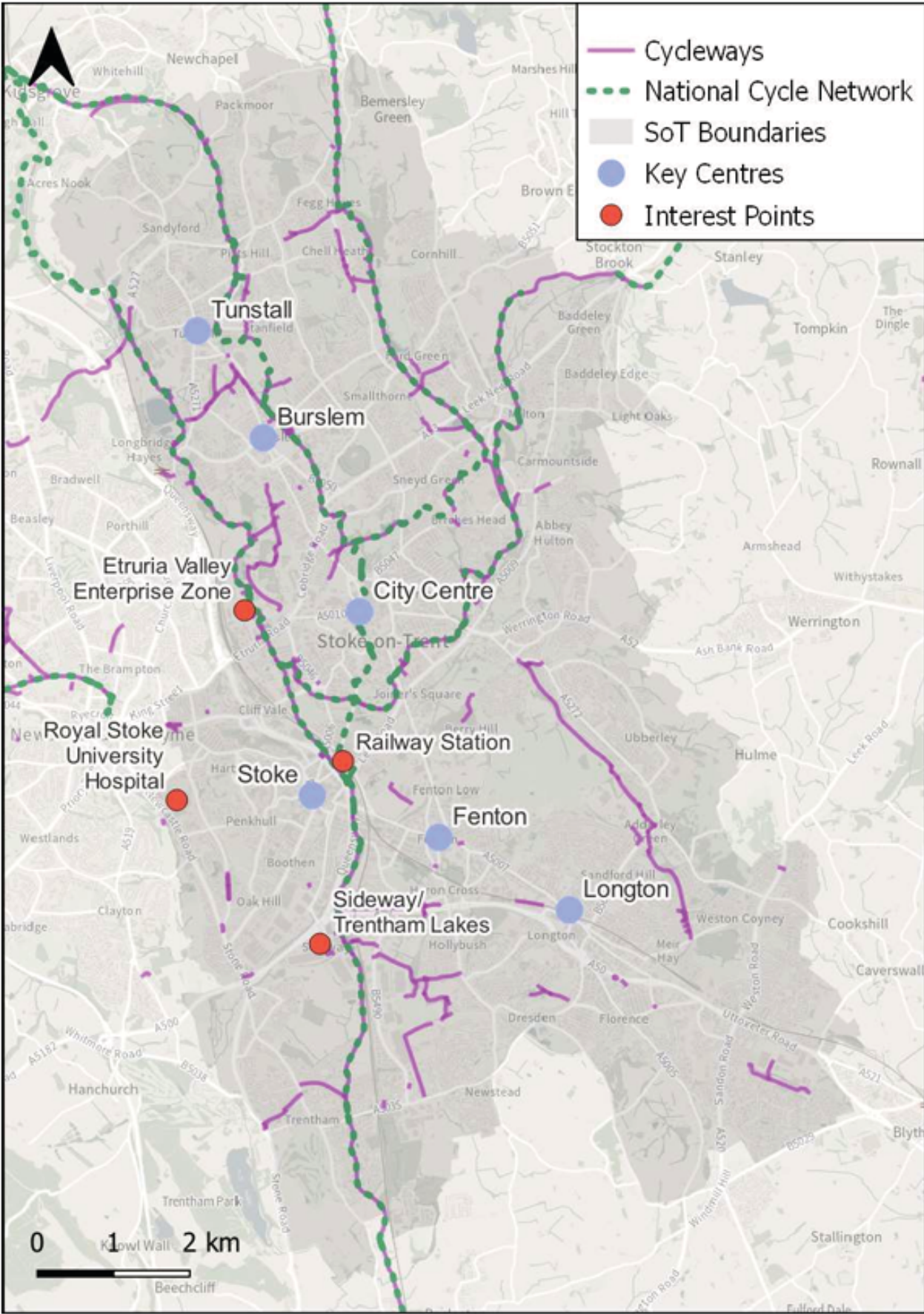
Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Active Travel England Canal & River Trust Education Providers (for School Streets delivery) Developers Land Owners
Current Infrastructure Provision	- Stoke-on-Trent has a range of existing walking and cycling infrastructure, however, provision is variable in quality and connectivity across the city. - The city benefits from an extensive network of Public Rights of Way (PRoW), canal towpaths and greenways, together with sections of the National Cycle Network (NCN). The formal PRoW network comprises approximately 56km, alongside a much larger network of informal or unrecorded routes. - These traffic-free routes provide valuable links but effectiveness is often limited by variable quality, maintenance and accessibility, as well as poor lighting, limited surveillance and weak links to the highway network. - Cycling infrastructure predominantly consists of advisory cycle lanes and non-segregated facilities. Many routes are discontinuous and do not meet LTN 1/20 standards. - The Walkable Neighbourhoods Study (2025) highlights that connectivity is significantly affected by severance, particularly from major roads, railways, canals and large industrial areas. - A key issue is the significant gap between the provision of suitable and safe crossings. - Overall, whilst the city has a strong base of walking and cycling infrastructure, the network is fragmented, inconsistent and incomplete, with poor integration between PRoW, NCN, canal routes and the wider highway network.
Planned Infrastructure Provision	Planned infrastructure provision will focus on delivering the priority routes and interventions identified within the Local Cycling and Walking Infrastructure Plan (LCWIP), alongside improvements to the existing walking and cycling network. The current Delivery Plan can be seen in 1 Walking and Cycling Infrastructure Delivery Plan.

2 Physical Infrastructure

Infrastructure Aspect	Details
	• Implementation and delivery of the LCWIP's identified priority cycling and walking routes, including: • Trentham to Stoke • Royal Stoke University Hospital to Longton (via Stoke) • Stoke to Birches Head • Joiner's Square / University of Staffordshire to Wolstanton • Hanley to Burslem (via Middleport) • Interventions will include continuous and coherent routes designed to LTN 1/20 standards; segregated cycle infrastructure, where appropriate; junction improvements and safer crossings; and measures to ensure routes are continuous and do not terminate abruptly. • Provision will prioritise closing gaps in the existing walking and cycling network, including connections between existing routes, LCWIP corridors and development sites; addressing severance caused by major roads; reducing distances between safe crossing points; and upgrading fragmented or substandard infrastructure. • Delivery of improvements to key walking routes identified in the LCWIP and Walkable Neighbourhoods Study, including improved crossings on key desire lines, footway widening and resurfacing, and continuous footways and Dutch kerb treatments at side roads to prioritise pedestrians. • Implementation of School Street schemes and associated improvements, including timed traffic restrictions, crossing upgrades and traffic calming, and improved walking and cycling access to schools.
Future Infrastructure Provision	• Future infrastructure provision will build on the LCWIP to deliver a comprehensive, connected and high-quality walking and cycling network across Stoke-on-Trent. • Completion and extension of LCWIP priority routes and creating a continuous, city-wide network linking centres, employment areas, education and health facilities. • A key priority will be the systematic closure of remaining gaps in the walking and cycling network, including improvements of substandard infrastructure. • Major growth locations (including Broad Locations and large residential sites) will require infrastructure that supports walkable neighbourhoods and short trips with direct connections to LCWIP routes, the NCN and surrounding neighbourhoods.

Infrastructure Aspect	Details
	• Enhancement of PRow and the traffic-free network including expansion and upgrading of the PRow network, canal routes and greenways; improved links between traffic-free routes and the wider network; and increased accessibility and usability for everyday journeys. • Roll-out of School Streets across additional locations and safer routes to schools. • All future infrastructure will be designed in accordance with LTN 1/20, prioritising safety, accessibility and user comfort.
Funding and Delivery Mechanisms	• Walking and cycling infrastructure will be delivered through a combination of developer contributions, public funding and partnership working, aligned with the priorities identified in the LCWIP and supporting evidence.
Key Evidence Base	Stoke-on-Trent Local Cycling and Walking Infrastructure Plan 2025-2035 Stoke-on-Trent Transport Strategy and Delivery Plan 2022-2031 On the Move: Transport for Thriving Communities - Shaping Stoke-on-Trent's Local Transport Plan 2026-40 Stoke-on-Trent Walkable Neighbourhoods Study 2025 Stoke-on-Trent Local Transport Delivery Plan 2026-2029 (emerging) Stoke-on-Trent Strategic Transport Assessment (emerging)

Map 2 Cycleway Network



2.1.4 Strategic and Local Road Network

Table 4 Strategic and Local Road Network

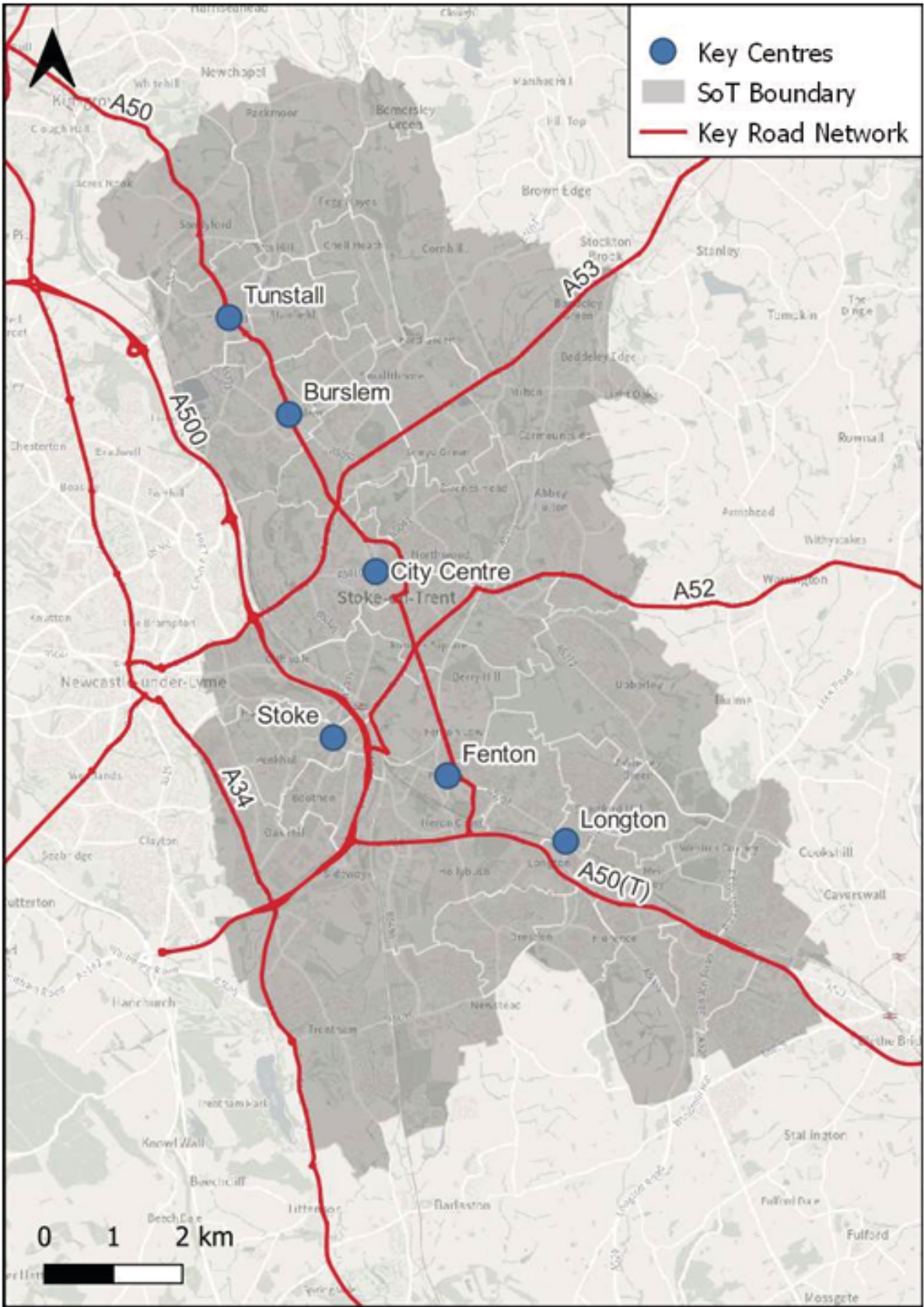
Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Staffordshire County Council National Highways Developers Land Owners
Current Infrastructure Provision	• The city is connected to junctions 15 and 16 of the M6 by the A500 dual carriageway (locally known as the D road). The A500 is a major east-west trunk road, providing connectivity from the A500 at Sideway to the East Midlands. • The A500 and A50 provide connectivity through the city to the M6 and M1 motorways, together with extensive links to local highway network. Both highways form part of the UK's Strategic Road Network (SRN) and are managed by National Highways. • The road infrastructure in Stoke-on-Trent reflects the polycentricism of the city with mobility around the city dependent upon on road based transport. The SRN network which serves the city is good quality with grade separated junctions throughout, providing connectivity to destinations outside of the city. • Outside of the SRN, local roads within the city suffer from poor connectivity and congestion. The A500, West Coast Main Line, and Trent & Mersey Canal also divide the area, with limited crossing points and heavy congestion at key A500 junctions. • The council continues to work towards alleviating the issues with the local highways network, and has delivered a number of major highways improvement schemes, including junction improvements, bus priority measures, and the Etruria Valley Link Road. • The council's Transport Strategy aims to increase the use of ultra-low emission vehicles, and support the provision of electric vehicle charging points in the city, to reduce carbon emissions.
Planned Infrastructure Provision	• Delivery of a rolling three-year programme of highways improvements and maintenance funded through Government allocations. This primarily includes road safety schemes, junction improvements, traffic signal upgrades, traffic calming

2 Physical Infrastructure

Infrastructure Aspect	Details
	measures, footway improvements, accessibility enhancements, bus journey time improvements, and highway resurfacing and maintenance works. • Schemes are identified through network assessment, resident feedback, member requests, accident data and local priorities, and are approved through the council's capital programme. • The emerging Local Transport Delivery Plan 2026-2029 will guide delivery priorities. • The council have also adopted an Electric Vehicle Infrastructure Strategy, which covers the period of 2025-2030. The strategy is support by a Delivery Plan that identifies a programme of key projects, actions and delivery targets for increasing accessibility to a variety of electric vehicle (EV) charging infrastructure facilities across the city. The Delivery Plan will be updated accordingly, and the current programme can be seen in 2 Electric Vehicle Infrastructure Strategy Delivery Plan.
Future Infrastructure Provision	• Continued focus on maintaining and improving the existing highway network. • Limited scope for major new roads or large-scale highway capacity schemes due to funding constraints and national policy priorities. • Greater emphasis on sustainable transport, public transport and active travel. • Longer-term requirements may include strategic junction improvements associated with growth, and enhanced developer contributions toward network improvements. • Street lighting PFI contract ends in 2027, creating opportunities for more energy-efficient lighting technologies, including adoption of lower energy technologies and solar-powered solutions. • Ongoing investment requirements for drainage, bridges, structures, retaining walls and other highway assets.
Funding and Delivery Mechanisms	• Highway investment is primarily funded through central government capital grant allocations, supplemented by council borrowing and local match funding requirements. • Government funding currently supports a four-year programme, although future allocations are not guaranteed beyond the current settlement period. • Additional infrastructure improvements may be secured through developer contributions, where development generates network impacts, including junction improvements and access enhancements. • The council is also exploring longer-term approaches to commuted sums and maintenance contributions for new highway infrastructure to address ongoing maintenance liabilities. • Schemes are delivered through the council's annual capital programme and Local Transport Delivery Plan framework.

Infrastructure Aspect	Details
Key Evidence Base	Stoke-on-Trent Transport Strategy and Delivery Plan 2022-2031 On the Move: Transport for Thriving Communities - Shaping Stoke-on-Trent's Local Transport Plan 2026-40 Stoke-on-Trent Local Cycling and Walking Infrastructure Plan 2025-2035 Stoke-on-Trent Bus Service Improvement Plan Stoke-on-Trent Local Transport Delivery Plan 2026-2029 (emerging) Stoke-on-Trent Strategic Transport Assessment (emerging)

Map 3 Key Road Network



2.2 Utilities

2.2.1 Telecommunications

Table 5 Telecommunications

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council OpenReach Freedom Fibre LilaConnect Broadband Providers Developers Land Owners
Current Infrastructure Provision	The council launched a digital prospectus for the city, 'Silicon Stoke', in 2021. As part of the ambitions of the prospectus, the Citywide Full Fibre Network was completed, providing a future-proof Point to Point (PtP) network, capable of delivering high-speed, gigabit-plus symmetric services to approximately 90% of residents and businesses. The network spans 1,168km, with 113km of the network owned by the council.
Planned Infrastructure Provision	Freedom Fibre is partnered with the council to provide full-fibre broadband within the city, including a scheme to provide affordable, gigabit-capable broadband to council tenants through LilaConnect.
Future Infrastructure Provision	Early engagement is important for developers to ensure that new residential or commercial development benefits from reliable and future-proof connectivity.
Funding and Delivery Mechanisms	Delivery of telecommunications infrastructure will require partnership working between developers and landowners, OpenReach, and broadband providers to ensure that sufficient infrastructure is considered in the early stages of planning and construction. It is important for residents and businesses to benefit from reliable connectivity upon moving into new development to avoid delays or the need for retrofit.
Key Evidence Base	Stoke-on-Trent City Council Silicon Stoke Prospectus

2.2.2 Energy

Table 6 Energy

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council National Grid National Gas SSE Cadent Gas Energy Providers Developers Landowners
Current Infrastructure Provision	• National Grid, previously Western Power Distribution are responsible for distributing electricity across the plan area. As part of the ongoing planning and modelling work they are working with the council to understand potential future growth forecast and the locations of growth. This is an iterative process and updated information will be fed through to National Grid as the new Local Plan emerges. • National Gas are responsible for the operation and management of the National Transmission System, a 5,000 mile pipeline network that transports gas across Britain. There are eight gas distribution networks (GDNs), each of which covers a separate geographical region of Britain. Cadent Gas are responsible for the West Midlands GDN, which covers Stoke-on-Trent. • The city has a higher than average demand for natural gas, particularly to support industrial processes, and historic local capacity constraints - identified during adverse weather events in 2011 and 2018 - have demonstrated the potential risk to continuity of critical industrial supply. • Decarbonisation and net-zero targets will significantly affect the economics and practicality of future gas and electricity use, and the council will take these impacts into account while considering pressures from new developments and the need for alternative energy solutions. • The council is making efforts to increase renewable energy supply and increase decentralised energy provision. A low-carbon district heating network (DHN) is being delivered across the city, in partnership with SSE, with the first phase of the piple installed around the University Quarter.

Infrastructure Aspect	Details
Planned Infrastructure Provision	• A regeneration scheme at Chatterley Whitfield called the 'Black to Green Eco Park' is planned to provided a 150MW data storage centre, integrated renewable energy heat pump scheme, 10MW photovoltaic solar farm, 49MW battery storage system, and 20MHW Combined Heath and Power peaking plant. • The contract to operate the existing Hanford Energy from Waste Plant ends in March 2030 and a proposal is being considered for its replacement with a new Energy Recovery Facility (ERF), which would power the equivalent of 50,000 homes and generate significant income that the council can invest back into local recycling and net zero infrastructure projects. The ERF would also be a major supplier of energy into the city's DHN.
Future Infrastructure Provision	• The National Grid Electricity Distribution (NGED) network investment planning process is a strategic approach to investing in the electricity network, ensuring that it can meet future demand in the right place, at the right time while ensuring good value for money for customers. The council provide data and insights of the growth ambitions for the area, and local projects, on an annual basis. This feeds into the Distribution Future Energy Scenarios. NGED use this information to forecast the future requirements on the electricity network and decide when and where to invest. • The council continue to explore opportunities for renewable and low-carbon energy production within the city. Opportunities include additional solar farm and battery storage facilities, in addition to further connectivity into the DHN, to provide low-cost, clean power across the city. • The Government are proposing to implement heat zoning regulations across England, with 11 potential heat network zones (HNZs) identified within Stoke-on-Trent, including four strategic HNZs (Stoke, Hanford, Stanley Matthews Way and the 'Five Towns').
Funding and Delivery Mechanisms	• Delivery of strategic schemes within the city will require partnership working between the council, the Government, SSE, National Grid and other parties, including developers, land owners and infrastructure providers. • Early engagement is important for developers to ensure that new development benefits from reliable electricity infrastructure provision, including the incorporation of low-cost, low-carbon energy production.
Key Evidence Base	Stoke-on-Trent Energy Strategy 2023-2033 National Grid DSO Network Development Plan

2.3 Water and Sewage

2.3.1 Water Supply

Table 7 Water Supply

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Severn Trent
Current Infrastructure Provision	- Severn Trent supplies water across the Midlands and Mid-Wales to 4.6 million homes and businesses. The supply area is divided into fifteen water resource zones, and the city is covered by the North Staffordshire Water Resource Zone, which is classified as seriously water stressed. - Severn Trent's Water Resources Management Plan sets out long-term plans in place to accommodate the impacts of population growth, drought, environmental obligations and climate change uncertainty in order to balance supply and demand, covering the period of 2025-2085.
Planned Infrastructure Provision	- The Severn Trent Business Plan 2025-2030 sets out commitments to invest £15 billion to transform water services across the Midlands. - A £25 million project is underway to upgrade and replace over 40km of ageing water pipes within the city and is anticipated to be completed by April 2027.
Future Infrastructure Provision	The Stoke-on-Trent Water Cycle Study (2026) concludes that planned growth within the Local Plan can be accommodated, if water efficiency measures, sustainable drainage, infrastructure upgrades and environmental safeguards are embedded within the Local Plan and development management processes.

Infrastructure Aspect	Details
Funding and Delivery Mechanisms	• Delivery of efficiency measures and upgrades to water supply infrastructure will require partnership working between the council, Severn Trent, and other partners including developers and land owners. • Funding for planned and on-going upgrade works to water services are currently funded through Severn Trent's Business Plan. Additional future infrastructure improvements may be secured through developer contributions, where appropriate.
Key Evidence Base	Severn Trent Water Resources Management Plan 2024 Severn Trent Business Plan 2025-2030 Severn Trent Drainage and Wastewater Management Plan Stoke-on-Trent Level 1 Strategic Flood Risk Assessment (emerging) Stoke-on-Trent Level 2 Strategic Flood Risk Assessment (emerging) Stoke-on-Trent Water Cycle Study - Stage 1 (emerging)

2.3.2 Wastewater and Sewage

Table 8 Wastewater and Sewage

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Severn Trent
Current Infrastructure Provision	• Severn Trent Water is the Sewerage Undertaker for Stoke-on-Trent. Severn Trent published their Drainage and Wastewater Management Plan (DWMP) in 2023, which is their 25-year plan for improving and maintaining drains and wastewater systems against future pressures of climate change, population growth and urbanisation. • Severn Trent Water are currently implementing their current business investment plan which covers the years 2025-2030 (AMP 8). • The Strongford Wastewater Treatment Works wastewater catchment is the largest in the Local Plan area and covers most of Stoke-on-Trent, with the combined trunk sewer network draining a high proportion of the impermeable area of the city due to historic mining activities. Unmitigated development within the catchment could increase the frequency of Combined Sewer Overflow. • Checkley Wastewater Treatment Works is located outside of the city, but the wastewater catchment extends into the city boundary. • Existing wastewater infrastructure in the city is under pressure, with 37 storm overflows exceeding investigation thresholds during 2023–2025.
Planned Infrastructure Provision	• An £18 million improvement project is underway in Etruria Vale to improve both the quality of the waterways and capacity of the wastewater system. These works are part of a wider plan to improve the condition of the Fowlea Brook, from its source to where it joins the River Trent. The project includes building a 20-meter underground tank to store 5,200 cubic meters of floodwater, along with new pipelines and control kiosks to manage water flow and reduce flood risk.
Future Infrastructure Provision	• The treatment works at both Strongford and Checkley are forecast to remain within their current permit capacities when considering planned growth as a result of the Local Plan. However, the storm overflow at Strongford is performing poorly and requires investigation and improvement before significant additional growth is accommodated.

Infrastructure Aspect	Details
	• Early engagement between developers and Severn Trent is recommended to ensure the provision of sufficient wastewater infrastructure and that any infrastructure upgrades are planned and delivered in time. • Sustainable Drainage Systems (SuDS) and the separation of surface water from combined sewer systems are identified as key mitigation measures.
Funding and Delivery Mechanisms	• Delivery of upgrades to waterwater infrastructure will require partnership working between the council, Severn Trent, and other partners including developers and land owners. • Funding for planned and on-going upgrade works to waterwater services are currently funded through Severn Trent's Business Plan. Additional future infrastructure improvements may be secured through developer contributions, where appropriate.
Key Evidence Base	Severn Trent Water Resources Management Plan 2024 Severn Trent Business Plan 2025-2030 Severn Trent Drainage and Wastewater Management Plan Stoke-on-Trent Level 1 Strategic Flood Risk Assessment (emerging) Stoke-on-Trent Level 2 Strategic Flood Risk Assessment (emerging) Stoke-on-Trent Water Cycle Study - Stage 1 (emerging)

2.4 Waste

Table 9 Waste

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Staffordshire County Council Newcastle-under-Lyme Borough Council
Current Infrastructure Provision	- Stoke-on-Trent City Council act as the Waste Planning Authority for the city, and the Joint Waste Local Plan with Staffordshire County Council is the waste planning strategy covering the period of 2010-2026. - The Waste Department within the council provides and manages a variety of services covering areas such as kerbside domestic collections, recycling, trade waste, Household Waste Recycling Centres (tips), and commercial skip services. - Existing infrastructure provision includes the following: - Cromer Road Depot acts as a waste operations hub, workshop, vehicle parking and transfer facilities, and also accommodates grounds maintenance, street cleansing and highways functions. - Hanford accommodates the Energy from Waste Plant and Household Waste Recycling Centre (HWRC). - Federation Road accommodates the HWRC, Dry Mixed Recycling (DMR) facility, and highways depot. - Food waste transfer station in the Newcastle-under-Lyme Borough Council administrative area.
Planned Infrastructure Provision	The contract to operate the existing Hanford Energy from Waste Plant ends in March 2030 and a proposal is being considered for its replacement with a new Energy Recovery Facility (ERF), which would power the equivalent of 50,000 homes and generate significant income that the council can invest back into local recycling and net zero infrastructure projects. The ERF would also be a major supplier of energy into the city's DHN. Proposals may include a Material Recovery Facility (MRF) and other waste processing infrastructure alongside the replacement ERF.
Future Infrastructure Provision	- As the Joint Waste Local Plan is due to be updated, it is anticipated that the policies of the revised plan will support the development of new waste management facilities and capacity linked to new development. - Additional depot, vehicle parking and transfer station capacity will be required to support projected housing growth as existing vehicle parking capacity at Cromer Road is approaching operational limits.

Infrastructure Aspect	Details
	• Replacement HWRC provision if Hanford HWRC is displaced by the new ERF. • Identified need for additional salt barn and grit storage infrastructure. • Exploration of various other waste treatment facilities within the city boundary - consideration of a 'resource park' which could accommodate an MRF, new operational depot for waste and environment fleet, transfer station, and an Anaerobic Digestion (AD) Treatment facility.
Funding and Delivery Mechanisms	• Delivery likely to involve a combination of council investment, private sector partners, commercial waste operators and external funding opportunities, including potential developer contributions. • Extended Producer Responsibility (EPR) funding, currently generating approximately £5 million per annum for the council, although future levels are uncertain. • Potential impacts from the forthcoming Deposit Return Scheme (DRS) and Emissions Trading Scheme (ETS), which may affect future waste funding and operating costs.
Key Evidence Base	<u>Staffordshire and Stoke-on-Trent Joint Waste Local Plan 2010-2026</u>

3 Social and Community Infrastructure

3.1 Education

3.1.1 Early Years and Childcare

Table 10 Early Years and Childcare

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Early Years and Childcare Providers Academy Trusts
Current Infrastructure Provision	• Early education and childcare for 0-5-year olds is delivered through various types of early years providers in the city, including private, voluntary and independent day nurseries, pre-school playgroups, childminders, pre-schools and school-based nurseries. • As of 31 March 2026, there were 66 private, voluntary and independent day nurseries, pre-school playgroups, and pre-schools, 45 childminders and 71 school-based nurseries registered to offer early education and childcare places in the city. • The Government expanded the free early education entitlement funding from September 2025, with working parents with children aged 9+ months being eligible for 30 hours per week. To support this expansion and expected additional demand for places, capital funding from the Department for Education has been used to increase the number of early years places in the city during 2025 and 2026, with a focus on places for children aged two and under. • At present, there are sufficient places for those in need of childcare within the city. There may be circumstances where parents may not be able to access a place with their preferred provider. The financial sustainability of childcare and early education providers remains of concern. • There have been three new private nurseries established in the city over the last 12-months (June 2025 to July 2026).

Infrastructure Aspect	Details
	- Two primary schools (Smallthorne Primary Academy and Heron Cross Primary School) have been successful in securing funding through the Department for Education School-Based Nursery Expansion programme to establish 2-year-old provision and increase the number of early years places available. - The local authority childcare sufficiency assessment is currently being updated and will provide further detail once published.
Planned Infrastructure Provision	The decision has been made to close Bentilee Nursery School. There are plans to establish a specialist nursery for children Special Educational Needs or Disabilities (SEND) for children aged 0-5 within the existing Bentilee Family Hub site.
Future Infrastructure Provision	- A funding application will be made for Phase 3 of the School-Based Nursery Expansion Programme to further increase the number of school-based nursery places within the city between 2027 and 2030. The outcome of the funding bid will be known in Spring 2027. - It is likely that additional early years childcare places will be required as a result of the proposed developments within the Local Plan. This would be determined at the planning application stage using the latest pupil forecast data and childcare sufficiency assessment. It would be delivered using funding secured through developer contributions. - If new primary schools are required as a result of proposed developments then early years provision will be included within the scope.
Funding and Delivery Mechanisms	- The council will seek contributions from housing developers to meet the cost of additional education infrastructure requirements arising as a consequence of development to ensure that there remains sufficient education provision. - Delivery of early years and childcare provision can be facilitated by the council, an Academy Trust, or a third-party such as a private, voluntary, or independent provider. - The council is required by legislation to secure sufficient childcare, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0 to 14 or up to 18 for disabled children.
Key Evidence Base	Stoke-on-Trent Improving Education Strategy 2025-2030 Stoke-on-Trent SEND Strategy 2024-2028 Department for Education - Annual National Pupil Projections OFSTED - Childcare providers and inspections as at 31 March 2026

3.1.2 Schools

Table 11 Schools

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Education Providers and Academies
Current Infrastructure Provision	- There are 93 state-funded schools in the city, 84 of which are currently academies. Further academisation is expected. - Approximately 38,500 pupils require a school place in the city in the coming academic year (2026-27), although this is declining (the high point was 2025-26). There is a net movement of resident pupils out-of-city to mainstream provision in other authorities of around 9%, which broadly continues the long-term observation.
Planned Infrastructure Provision	- The primary population peaked in 2018-19 and the secondary population is expected to peak in 2027-28. The special school population is increasing and further capacity is being introduced to address this. - Existing spaces and the expectation of spare capacity in the near future will underpin the city's response to the increased demand generated from the Local Plan. There are currently surplus spaces in the primary sector and this spare capacity which is in excess of 10% is expected to be sustained in the medium term. The secondary sector is broadly full at this time. A surplus of places is expected to develop in the medium term in excess of 10%, driven by the observed demographic profile. - The combination of surplus places in both the primary and secondary sectors will address most although not all of the expected pressures from the Local Plan.
Future Infrastructure Provision	In the case that the all of the proposed site allocations within the Local Plan are developed, it is anticipated that there would be a requirement for 448 places per year group, based on a standard calculation of 3 children per year group per 100 dwellings. This would equate to a likely requirement of 3,139 primary phase places and 2,242 secondary phase places. The detail of the places required per site has been included in 3 School Requirements.

Infrastructure Aspect	Details
	• Exploration of the provision of two new primary schools (one located in the north and one located in the south of the city) to mitigate the impacts of proposed developments at Packmoor and Chatterley Whitfield in the north, and Lightwood in the south. • Additional school places may also be required as a result of the proposed developments within the Local Plan, and it is envisaged that this could be accommodated through the expansion of existing schools and delivered using funding secured through developer contributions. Further analysis is underway to determine areas where additional place creation may be required within existing schools. This would be fully determined at the planning application stage using the latest pupil forecast data.
Funding and Delivery Mechanisms	• The council will seek contributions from housing developers to meet the cost of additional education infrastructure requirements arising as a consequence of development to ensure that there remains sufficient education provision.
Key Evidence Base	Stoke-on-Trent Improving Education Strategy 2025-2030 Stoke-on-Trent SEND Strategy 2024-2028 Department for Education - Annual National Pupil Projections

3.1.3 Further and Higher Education

Table 12 Further and Higher Education

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Stoke-on-Trent College City of Stoke-on-Trent Sixth Form College University of Staffordshire Education Providers and Academic Trusts
Current Infrastructure Provision	• Post-16 education is available through a combination of education providers, including Stoke-on-Trent College, City of Stoke-on-Trent Sixth Form College and school-based sixth form provision. • The City of Stoke-on-Trent Sixth Form College is a 16-18 academy, which is part of the Potteries Educational Trust, with over 1,500 students enrolled. The Sixth Form has both A-Level and vocational courses. • Stoke-on-Trent College is the largest provider of further education in the city and across North Staffordshire, with approximately 7,000 students enrolled in full-time and part-time study programmes, apprenticeships, professional qualifications and university-level courses. There are two campuses located in Burslem and Shelton. • The University of Staffordshire is a higher education institution offering undergraduate, postgraduate and apprenticeship qualifications. The university is located across three campuses in Stoke-on-Trent, Stafford and London, in addition to courses offered at Shrewsbury College. There are approximately 17,000 students enrolled across the university.
Planned Infrastructure Provision	• Stoke-on-Trent College has a capital transformation programme underway, aiming to invest across campuses to enhance learning environments, student support, and employer engagement. As part of the programme, a £7 million major transformation project was completed at the Stoke campus, through the completion of the Connect Building, which provides a modern home for the College's Reception and Admissions teams and Health and Social Care teaching spaces, alongside seven new classrooms designed to support a growing number of learners. The new facilities include a showcase classroom equipped with the latest IT and digital learning technology. • The University of Staffordshire are creating a new Student Village within the Stoke campus, a multi-million pound scheme delivered in partnership with Staffordshire Campus Living. The Student Village replaces and refurbishes ageing

Infrastructure Aspect	Details
	accommodation with over 700 new rooms, along with a net-zero hub with social spaces, study areas, and wellbeing spaces which links to the main Leek Road site via a Pedestrian bridge. The demolition of existing Leek Road accommodation will make way for the provision of open space resulting in a biodiversity net gain of 12%.
Future Infrastructure Provision	• Further and higher education infrastructure provision needs and capacity implications will be considered as part of ongoing stakeholder engagement.
Funding and Delivery Mechanisms	• Funding and delivery arrangements will be determined following engagement with the relevant infrastructure provider, where a requirement is identified.

3.2 Health

3.2.1 GP Services and Health Centres

Table 13 GP Services and Health Centres

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Staffordshire and Stoke-on-Trent Integrated Care Board NHS Property Services Care Providers
Current Infrastructure Provision	• The Staffordshire and Stoke-on-Trent Integrated Care Board (SSOT ICB) is responsible for improving health outcomes, reducing inequalities and ensuring the best use of NHS resources. The Government's 10 Year Health Plan introduced ICB 'clusters', which resulted in the SSOT ICB working jointly with Shropshire, Telford and Wrekin ICB. • The Staffordshire and Stoke-on-Trent Integrated Care System (SSOT ICS) brings together partners who are responsible for planning and delivering health and care, and is the geographical area in which health and care organisations work together. Figure 1 below illustrates the healthcare provision within the SSOT ICS area, including GP surgeries, hospitals, pharmacies and other healthcare services including dentists and opticians. • GP practices work together within Primary Care Networks (PCNs). There are 141 GP surgeries grouped into 26 PCNs within the SSOT ICS.
Planned Infrastructure Provision	• The SSOT ICB Five Year Commissioning Plan has five main aims: • More care closer to home – Helping more people to receive care in their community rather than in hospital. • Better use of digital tools – Making it easier for people to access services and manage their own health. • A stronger focus on prevention – Helping people stay well for longer and tackling problems earlier before they become more serious.

Infrastructure Aspect	Details
	• Improving access to services – Reducing waiting times and making it easier for people to get the right care when they need it. • Getting the best value from NHS resources – Using resources, whether money, workforce, or carbon, in a sustainable way and reducing duplication. • PCNs across the city are under stress in terms of clinical capacity and the ICB continues to review clinical and estate plan prioritisation, and future use of capital investment.
Future Infrastructure Provision	• Engagement will continue with the ICB to consider the impacts of proposed development and growth arising from the Local Plan, identify any resulting healthcare infrastructure requirements, and determine where additional capacity or service improvements may be needed.
Funding and Delivery Mechanisms	• Funding and delivery arrangements will be determined following engagement with the ICB, where a requirement is identified. Additional infrastructure improvements may be secured through developer contributions, where appropriate.
Key Evidence Base	Staffordshire and Stoke-on-Trent Integrated Care Board Five Year Commissioning Plan 2026-2031 Staffordshire and Stoke-on-Trent Integrated Care System Joint Forward Plan 2023-2028

3 Social and Community Infrastructure

Figure 1 Staffordshire and Stoke-on-Trent Integrated Care System



(Figure retrieved from SSOT ICB Five Year Strategic Commissioning Plan (April 2026, Page 70)

3.2.2 Hospitals

Table 14 Hospitals

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council University Hospitals of North Midlands NHS Trust Midlands Partnership University NHS Foundation Trust NHS Property Services
Current Infrastructure Provision	• Royal Stoke University Hospital holds 80% of the services ran by University Hospitals of North Midlands (UHNM) NHS Trust, including the Major Trauma Centre, Emergency Centre and Staffordshire Children's Hospital. Royal Stoke receives major trauma patients from across the country and in total serves more than three million people. The A&E sees more than 150,000 people a year, making it one of the busiest departments in the country. • UHNM are also responsible for the Stoke-on-Trent Community Diagnostic Centre (CDC). The multi-million pound CDC has been developed to provide patients with quicker, more convenient access to a wide range of diagnostic services, helping to reduce waiting times and ease pressure on local hospitals. • The Midlands Partnership University NHS Foundation Trust (MPFT) is responsible for the Haywood Community Hospital and Longton Cottage Hospital.
Planned Infrastructure Provision	• MPFT has been given £17.4 million by NHS England to replace the outpatients building at Haywood Community Hospital. The new building will house all the previous services - outpatient rheumatology services, diagnostics, physiotherapy and neuro-therapy - in a new, larger, fit for the future facility.
Future Infrastructure Provision	• Engagement will continue with stakeholders to consider the impacts of proposed development and growth arising from the Local Plan, identify any resulting infrastructure requirements, and determine where additional capacity or service improvements to the city's hospitals may be needed.
Funding and Delivery Mechanisms	• Funding and delivery arrangements will be determined following engagement with stakeholders, where a requirement is identified. Additional infrastructure improvements may be secured through developer contributions, where appropriate.

3 Social and Community Infrastructure

Infrastructure Aspect	Details
Key Evidence Base	University Hospitals of North Midlands NHS Trust Strategy 2025-2035 Midlands Partnership University NHS Foundation Trust Strategy 2026-2036

3.3 Emergency Services

3.3.1 Police Service

Table 15 Police Service

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Staffordshire Police Staffordshire Police, Fire & Crime Commissioner
Current Infrastructure Provision	- Staffordshire Police is the police force responsible for the city and the wider county. Within the city, the police force operate from stations located in Burslem and Longton, and within Smithfield 1 in Hanley. There is also a custody facility that holds 50 cells located in Festival Park. - Staffordshire Police is made up of circa 3,500 employees comprising around 1,987 officers, together with community support officers, police staff and volunteers. The force has 10 Local Policing Teams (LPTs), each is headed by a chief inspector and includes both response and neighbourhood police officers, police community support officers (PCSOs), special constables, and harm reduction hubs who work closely with partners and local communities. The LPTs are further divided into 97 ward areas, each with their own team of police officers and PCSOs. - The governance of the service is the responsibility of the Staffordshire Police, Fire & Crime Commissioner (SPFCC). - At there is considered to be no deficiency in police station provision within the city.
Planned Infrastructure Provision	- There are no current plans for the provision of additional police stations within the city. Longton Police Station acts as the key station within the city and was recently refurbished as part of a £3.5 million project to improve the station facilities. - The Designing Out Crime approach and implementation of Secured by Design principles within new development will help create safer environments, reduce crime and fear of crime, and support the effective provision of policing services across the area. - The council will continue to work in partnership with Staffordshire Police and SPFCC to monitor the demand of the service through the IDP.

3 Social and Community Infrastructure

Infrastructure Aspect	Details
Future Infrastructure Provision	• Whilst police stations act as a base for staff within the force, police officers and PCSOs spend the majority of their time out in local communities across the city. As such, any increase in demand on the police force as a result of growth from the Local Plan may not likely result in a significant need for new stations or fixed bases, but may require additional resources for the service including staff, equipment and vehicles. However, there may be a need for additional custody facilities. • The council will continue to work with Staffordshire Police and SPFCC to review service requirements. It is anticipated that any future enhancements to service provision will be implemented in response to identified demand.
Funding and Delivery Mechanisms	• Staffordshire Police is funded through government grants and local council tax revenues, which support the service in responding to population growth and increased demand. New development within the city contributes to this funding base, and opportunities are being explored to secure developer contributions towards any service improvements required as a result of future growth.
Key Evidence Base	<u>Staffordshire Police Neighbourhood Policing Strategy 2026-2028</u> <u>Secured By Design Guidance</u>

3.3.2 Fire and Rescue Service

Table 16 Fire and Rescue Service

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Staffordshire Fire & Rescue Service Staffordshire Police, Fire & Crime Commissioner
Current Infrastructure Provision	- There are four community fire stations located within the city, located within Hanley, Burslem, Sandyford and Longton. - Staffordshire Fire & Rescue Service (SFRS) operate within the city from these four stations, and the governance of the service is the responsibility of the Staffordshire Police, Fire & Crime Commissioner (SPFCC). - Across Staffordshire, SFRS has circa 600 firefighters who keep our communities safe, with 366 of these being retained on-call and the Service also has 206 support staff. There are 33 fire stations including eight whole-time stations, two daytime crewed and 23 retained on-call stations. - At present, there is considered to be no deficiency in fire station provision within the city.
Planned Infrastructure Provision	There are no current plans for the provision of additional fire stations within the city. The council will continue to work in partnership with the SFRS and SPFCC to monitor the demand of the service through the IDP.
Future Infrastructure Provision	- It is noted that there may be an increase in demand on the SFRS as a result of growth through the Local Plan but, at present, it is not considered that any of the proposed development would result in the need for new stations or fixed estates. However, there may be a need for improved or additional resources for the service including staff, equipment and vehicles. - The council will continue to work with SFRS and SPFCC to review service requirements. It is anticipated that any future enhancements to service provision will be implemented in response to identified demand.
Funding and Delivery Mechanisms	SFRS is funded through government grants and local council tax revenues, which support the service in responding to population growth and increased demand. New development within the city contributes to this funding base, and

3 Social and Community Infrastructure

Infrastructure Aspect	Details
	opportunities are being explored to secure developer contributions towards any service improvements required as a result of future growth.
Key Evidence Base	Staffordshire Fire and Rescue Service Community Risk Management Plan 2025-2028

3.3.3 Ambulance Service

Table 17 Ambulance Service

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council West Midlands Ambulance Service
Current Infrastructure Provision	The West Midlands Ambulance Service (WMAS) have one hub in the city, located in Etruria. This hub covers Stoke-on-Trent and across Staffordshire.
Planned Infrastructure Provision	The WMAS has no identified proposals for the provision of a new hub or any changes to the ambulance service within the city. Future requirements will be considered as part of ongoing engagement.
Future Infrastructure Provision	- New development should incorporate suitable access arrangements for emergency vehicles, with appropriate road links to support emergency response times. - The impacts of growth on ambulance service demand will be monitored and the council will continue to work with WMAS to review service requirements. Where there is evidence that there is a sustained increase in demand on the service, additional ambulance facilities may be considered.
Funding and Delivery Mechanisms	WMAS is delivered through fixed-sum funding from the Government (Department for Health) and contributions from the Staffordshire and Stoke-on-Trent Integrated Care Board (ICB).
Key Evidence Base	<u>West Midlands Ambulance Service Trust Strategy 2021-2026</u>

3.4 Community Facilities

3.4.1 Sport and Leisure Facilities

Table 18 Sport and Leisure Facilities

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Sport England Developers Land Owners
Current Infrastructure Provision	- The council's Wellbeing and Leisure Service operates and manages an array of leisure facilities, sports pitches, and playing fields, including four leisure centres across the city: Dimensions Leisure Centre, Fenton Manor Sports Complex, New Horizons and the Wallace Centre. Across these sites, facilities range from aquatic facilities, gyms, fitness studios, sports arenas, health spa, gymnastics arena, sensory room, 3G pitches and more. - The service also reaches out into the community, via bespoke targeted programmes to help improve the health and wellbeing of residents, including strength and balance, active recovery (participants on their journey to recovering from substance misuse), weight management, and falls prevention.
Planned Infrastructure Provision	An update to the adopted Stoke-on-Trent Playing Pitch Strategy (2021) will be published in 2026 in the form of a updated Strategy and Action Plan, which provides an assessment of outdoor sport facilities across the city and sets out the current demand and scenarios for improving existing deficiencies.
Future Infrastructure Provision	The emerging Strategy highlights that housing sites with 1,500 dwellings or more are likely to generate demand for new provision of facilities. Where demand does not warrant new pitch provision, or this is not possible, the Action Plan within the Strategy may be consulted to determine whether the additional demand can be accommodated via existing provision within the area. If this cannot be accommodated, developer contributions may be sought to enhance existing provision in the locality to accommodate the increased demand.

Infrastructure Aspect	Details
Funding and Delivery Mechanisms	• Delivery of the provision of new and enhanced sport and leisure facilities will require partnership working between the council, Sport England, and other partners including developers and land owners. Additional infrastructure improvements may be secured through developer contributions, where appropriate.
Key Evidence Base	Stoke-on-Trent Playing Pitch Strategy 2021-2040 Stoke-on-Trent Playing Pitch Strategy: Strategy & Action Plan 2026 (emerging) Stoke-on-Trent Physical Activity Facilities Plan 2019-2033

3.4.2 Libraries

Table 19 Libraries

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council
Current Infrastructure Provision	• There are currently six libraries across the city including City Central (Hanley) Library, Bentilee Library, Longton Library, Meir Library, Stoke Library and Tunstall Library. • Each library offers a range of books for loan and additional resources for communities including access to PCs, printing services, areas for studying, IT training sessions, and various sessions for communities, including craft and story activities and reading clubs. • In addition to the six libraries, there is also a community book collection service operating in Trentham, Goldenhill Community Centre and the four family hubs across the city. • The Homelink Library Service is a free service available for adults who are housebound or who struggle to get to the library due to mobility issues. Staff will choose a selection of books that can be delivered to their home on a regular basis.
Planned Infrastructure Provision	• New self-service library facility being established at Fenton Manor, expected to open by the end of 2026 - pilot approach focused on health and wellbeing resources, reading groups and community engagement. • Exploration of extended library opening hours using volunteers, and expansion of volunteer-supported services, including the Home Library Service. • Funding bids being prepared for improvements to Longton Library and community-based library projects.
Future Infrastructure Provision	• Exploration of Open+ technology to enable staff-free, self-service library access and extended opening hours. • Greater use of self-service technology and automated access systems. • Continued adaptation of library spaces for study, community use and flexible working. • Ongoing support for digital inclusion and access to online public services, including potential shift towards increased digital resources and reduced reliance on physical stock.

Infrastructure Aspect	Details
Funding and Delivery Mechanisms	• Core funding provided through the council, supplemented by external funding opportunities through the Arts Council's Libraries Improvement Fund, National Lottery, and Severn Trent Community Fund programmes. • Potential developer contributions could help support expanded library infrastructure and service capacity arising from housing growth.
Key Evidence Base	Stoke-on-Trent Library Strategy (emerging)

4 Green and Blue Infrastructure

4.1 Green Infrastructure

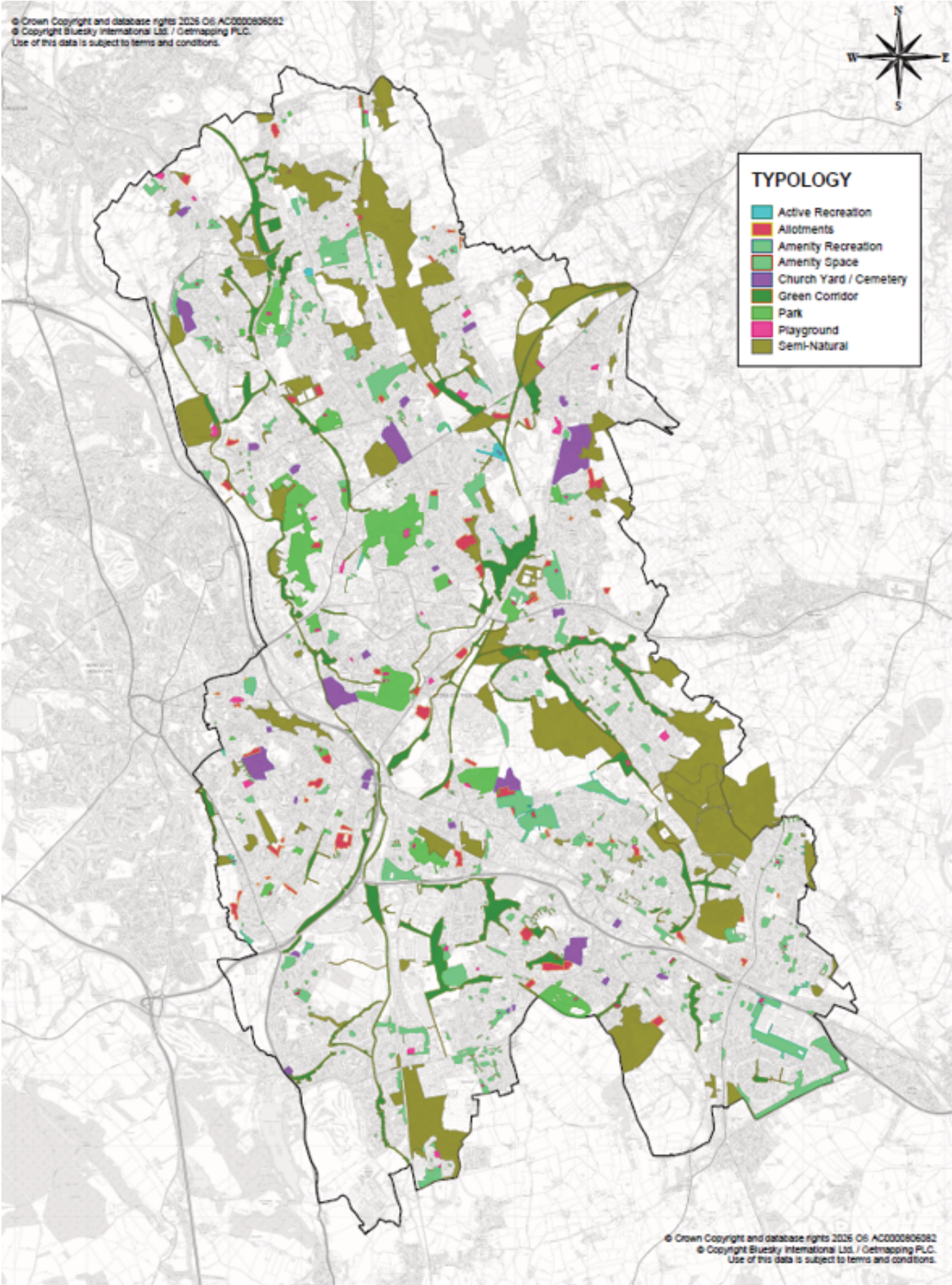
4.1.1 Open Space

Table 20 Open Space

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Developers Land Owners
Current Infrastructure Provision	- The city has a strong tradition of open space provision, with the present-day structure of its open space reflecting the city's varied industrial past through the distribution of the main parks, the routes of the green corridors that follow the canal and railway network and the naturally recolonising brownfield land. - The council manage a range of green infrastructure assets across the city, including 76 play areas, 59 allotment sites, 22 closed churchyards, 15 league football pitches, alongside various public open spaces, green corridors, parks, informal bowling greens, and a network of trees and nature conservation sites. However, increasing demand and limited funding are placing pressure on quality and maintenance.
Planned Infrastructure Provision	- The emerging Stoke-on-Trent Open Space Strategy will provide a long-term framework for the management, enhancement, and connectivity of the city's open space network and establish standards for open space provision, enhancement and contributions required from new development. - The council have a £1.75 million capital improvement project underway to improve parks and playgrounds within the city, focussing on safety, accessibility and sustainability. Pride in Place funding is also contributing to improving open spaces, parks and playgrounds within the city.
Future Infrastructure Provision	New development will be expected to contribute towards open space provision and green infrastructure, including biodiversity net gain, accessibility standards, and appropriate long-term management and maintenance arrangements.

Infrastructure Aspect	Details
Funding and Delivery Mechanisms	• The council continues to work in partnership with other organisations to help apply and secure funding and share skills, knowledge and recourse to maximise outcomes. Previous successful projects have benefited from partnership working and external funding, including successful Heritage Lottery Fund restorations and biodiversity, environmental, and river catchment improvement schemes with external organisations. • The open space standards set out in the emerging strategy will guide requirements for new developments in the provision, maintenance and enhancement of open space and green infrastructure, including through on-site provision and developer contributions.
Key Evidence Base	Stoke-on-Trent Open Space Strategy (emerging)

Map 4 Stoke-on-Trent Open Space Network



4.1.2 Biodiversity

Table 21 Biodiversity

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Staffordshire County Council Natural England Environment Agency Staffordshire Wildlife Trust Developers Land Owners
Current Infrastructure Provision	• There are two sites within the city that have been designated as being of national importance by being Sites of Special Scientific Interest (SSSI). A further 43 sites have been identified within the boundary as being of local nature conservation importance including 1 National Nature Reserve (NNR), 9 Local Nature Reserves (LNR) and 40 Local Wildlife Sites (LWS). There are also 3 Regionally Important Geological Sites (RIGS). • The city is home to a range of protected species such as great crested newts, bats, otter and a number of notable species such as barn owl, badger, water vole and reptiles. A number of priority habitats occur within the city these include rivers, ponds, hedgerows, ancient-semi natural woodlands, grasslands and heathland. The headwaters of the River Trent flow through the city and it is an important corridor for a number of species. • A range of wildlife corridors occur across the city and reflect the industrial heritage and urban land use of the city with many canals, disused railway lines and brownfield sites supporting a number of protected and priority species. The city also has an extensive network of green and blue infrastructure, including parks and country parks that have important ecological value.
Planned Infrastructure Provision	• Ongoing management and maintenance of Local Wildlife Sites through existing funding mechanisms, including Higher Level Stewardship arrangements. • Biodiversity improvements will continue to be secured through the development management process, where appropriate.

4 Green and Blue Infrastructure

Infrastructure Aspect	Details
Future Infrastructure Provision	• The emerging Staffordshire and Stoke-on-Trent Local Nature Recovery Strategy (LNRS) is expected to provide the strategic framework for future biodiversity infrastructure and habitat creation priorities. • Berryhill Fields has been identified as a Local Green Space in the emerging Local Plan, providing a formal level of protection. Ecological surveys are being progressed and funding opportunities are being explored to inform future biodiversity interventions and habitat enhancement proposals.
Funding and Delivery Mechanisms	• Existing land management funding, including Higher Level Stewardship funding, contributes towards maintenance of biodiversity assets and Local Wildlife Sites. • Developer contributions and Biodiversity Net Gain (BNG) could be used to fund and delivery future biodiversity enhancements, including on-site and off-site provision, where appropriate. Opportunities to deliver BNG on council-owned land are currently being explored. • Potential external funding may become available through Natural England or other Government grant programmes, subject to suitable project proposals.
Key Evidence Base	Stoke-on-Trent Green Space Strategy (2018) Stoke-on-Trent Green Space Strategy Interim Update (2021) Staffordshire Ecological Record Stoke-on-Trent Landscape Character Assessment (2026) Stoke-on-Trent Landscape Sensitivity Assessment (2026) Staffordshire and Stoke-on-Trent Local Nature Recovery Strategy (LNRS) (emerging) Stoke-on-Trent Open Space Strategy (emerging)

4.2 Blue Infrastructure

4.2.1 Canal and River Network

Table 22 Canal and River Network

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Canal and River Trust Environment Agency Severn Trent
Current Infrastructure Provision	- The Canal and River Trust (CRT) own and operate approximately 16km of the Trent and Mersey Canal and 11km of the Caldon Canal within the city. The canal network is an important gateway to the city, providing a sustainable pathway whether travelling by foot, on bike or on boat and has historic, cultural and environmental significance. - The River Trent flows directly into Stoke-on-Trent via Norton Green. As it runs through the city, it merges with several local brooks before winding past the landscaped parkland of Trentham Gardens towards the southern edge of the city.
Planned Infrastructure Provision	- The Fowlea Brook Flood Risk Management Scheme was completed in February 2026, delivering a major upgrade to the city's flood defences that will benefit 333 homes and businesses. The scheme consists of new flood walls and embankments, and a flood gate. Work involved repairs and upgrades to over 500 metres of the channel, extending its lifespan for another 60 years. - An £18 million improvement project is underway in Etruria Vale to improve both the quality of the waterways and capacity of the wastewater system. These works are part of a wider plan to improve the condition of the Fowlea Brook, from its source to where it joins the River Trent. The project includes building a 20-meter underground tank to store 5,200 cubic meters of floodwater, along with new pipelines and control kiosks to manage water flow and reduce flood risk. - The Trent ReNEW partnership project between the council, Staffordshire Wildlife Trust, Environment Agency and Support Staffordshire focuses on improving the watercourse at Trent headwaters through Stoke-on-Trent, in addition to the River Sow through Stafford. Projects are on-going at Ford Green Brook and Bucknall Park to enhance floodplains and improve biodiversity.

4 Green and Blue Infrastructure

Infrastructure Aspect	Details
Future Infrastructure Provision	- Where development is located near or adjacent to the canal network, consideration will need to be given to any likely impact of development on the canal corridor, including incorporating measures to protect and enhance the role of the canal as a blue and green infrastructure corridor and as a wildlife habitat. - Where new development is likely to result in increased use of the canal towpath, consideration will need to be given to improvements to improving canal infrastructure, such as improving the surface and access points.
Funding and Delivery Mechanisms	Delivery of schemes to protect and enhance the canal and river network will require partnership working between the council, CRT, the Environment Agency and other partners including developers and land owners. Additional future infrastructure improvements may be secured through developer contributions, where appropriate.
Key Evidence Base	Severn Trent Water Resources Management Plan 2024 Severn Trent Business Plan 2025-2030 Severn Trent Drainage and Wastewater Management Plan Stoke-on-Trent Level 1 Strategic Flood Risk Assessment (emerging) Stoke-on-Trent Level 2 Strategic Flood Risk Assessment (emerging) Stoke-on-Trent Water Cycle Study - Stage 1 (emerging) Canal and River Trust Keeping our Canals Open & Alive: our ten-year strategy (emerging)

4.2.2 Flood Alleviation and Sustainable Drainage

Table 23 Flood Alleviation and Sustainable Drainage

Infrastructure Aspect	Details
Key Stakeholders	Stoke-on-Trent City Council Severn Trent Environment Agency Developers
Current Infrastructure Provision	- The council is the Lead Local Flood Authority (LLFA) for the Stoke-on-Trent and has a statutory duty to develop and maintain a strategy for local flood risk management. The Level 2 Strategic Flood Risk Assessment (SFRA) (2021) and Phase 2 Water Cycle Study (WCS) (2022) were published following the previous Level 1 SFRA and WCS undertaken in 2018-19. An updated Level 1 and 2 SFRA and Stage 1 WCS are soon to be published. - The Level 1 SFRA (2026) identified that surface water flooding is the most extensive and significant risk across the city due to its topography and form, resulting in a risk to roads and properties. Fluvial flood risk presents a more defined and mappable constraint, but its interaction with urban areas creates significant challenges as many affected locations are already developed, limiting opportunities for avoidance, and infrastructure at risk (such as railways, bridges etc.) could result in potential network impacts, as well as property damage.
Planned Infrastructure Provision	The Fowlea Brook Flood Risk Management Scheme was completed in February 2026, delivering a major upgrade to the city's flood defences that will benefit 333 homes and businesses. The scheme consists of new flood walls and embankments, and a flood gate. Work involved repairs and upgrades to over 500 metres of the channel, extending its lifespan for another 60 years.
Future Infrastructure Provision	- The Level 1 SFRA highlights that sites proposed within the Local Plan that are acceptable today may become unsuitable over the plan period due to climate change, and any Sequential Tests must consider future risk, in addition to current risk, and development must incorporate lifetime resilience measures. - Historic sewer flooding is concentrated in Baddeley Green, Abbey Hulton and Weston Coyney. It is likely in these areas there are capacity issues within existing infrastructure and any proposals for development within these areas would require early engagement with Severn Trent to consider surface water management and sewer capacity.

4 Green and Blue Infrastructure

Infrastructure Aspect	Details
	• The Level 2 SFRA assessed sites considered through the Local Plan process against all sources of flood risk using a Red-Amber-Green (RAG) approach. 28 'Red' sites were carried forward as proposed allocations that are identified as being at risk from fluvial or surface water flooding. The Level 2 SFRA undertook detailed individual site assessments for each of these sites with recommendations for future development on these sites that will need to be considered by developers. • The Stoke-on-Trent Water Cycle Study recommends that Sustainable Urban Drainage Systems (SuDs) should be incorporate into all new development. • Policies within the Local Plan set out clear requirements for minimising flood risk, incorporating sustainable drainage and sufficient water management within new development.
Funding and Delivery Mechanisms	• Delivery of schemes to alleviate and minimise flood risk, and incorporate sustainable drainage measures will require partnership working between the council, Severn Trent, the Environment Agency and other partners including developers and land owners. Additional future infrastructure improvements may be secured through developer contributions, where appropriate.
Key Evidence Base	Severn Trent Water Resources Management Plan 2024 Severn Trent Business Plan 2025-2030 Severn Trent Drainage and Wastewater Management Plan Stoke-on-Trent Level 1 Strategic Flood Risk Assessment (emerging) Stoke-on-Trent Level 2 Strategic Flood Risk Assessment (emerging) Stoke-on-Trent Water Cycle Study - Stage 1 (emerging)

5 Delivery and Monitoring

5.0.1 The delivery of infrastructure will be monitoring using the following mechanisms:

- **Planning conditions** - where new or improved infrastructure has been identified as necessary to support new development, delivery will be subject to planning conditions attached to the approved planning permission.
- **Legal obligations** - an appropriate legal mechanism (e.g. Section 106) is required alongside planning permission to secure the delivery and, where appropriate, maintenance and management of infrastructure.
- **Authority Monitoring Report (AMR)** - the council is required to publish and the AMR on an annual basis, which will review the implementation of the policies set out within the Stoke-on-Trent Local Plan, along with an update of the delivery of other schemes and projects undertaken within the authority during the monitoring year.
- **Infrastructure Funding Statement (IFS)** - the council is required to publish an IFS on an annual basis, which sets out both financial and non-financial developer contributions that have been spent, collected and allocated by the council.
- **Infrastructure provider strategies and programmes** – the delivery of infrastructure will also be monitored through relevant strategies, programmes and investment plans prepared by infrastructure providers and other stakeholders, which set out infrastructure priorities, funding commitments and delivery programmes, where applicable.

5.0.2 The IDP will be maintained as a live document and will be reviewed and updated on an annual basis. Additional updates may be carried out, where necessary, to support the preparation, review and delivery of the Stoke-on-Trent Local Plan.

1 Walking and Cycling Infrastructure Delivery Plan

Key:

- LCWIP - Local Cycling and Walking Infrastructure Plan
- NCN - National Cycle Network
- PRow - Public Rights of Way

Phasing:

- Short-term (S) - 0-5 years
- Medium-term (M) - 5-10 years
- Long-term (L) - 10+ years

Table 24 Strategic LCWIP Route Schemes

Scheme	Description	Key Interventions	Contributing Sites	Delivery	Phasing
A1. Hanley – Burslem Corridor	Priority LCWIP route linking Hanley to Burslem via Middleport.	Segregated cycling, junction upgrades, crossing improvements, Dutch kerbs.	H50, H58, E16, E23, BL9	Developer Contributions / Active Travel England	S-M
A2. Trentham – Stoke Corridor	Strategic route linking southern growth areas to Stoke.	Cycle infrastructure, crossings, NCN connections.	H24, BL1	Developer Contributions / Public Funding	S-M
A3. Hospital – Longton Route	Connects Royal Stoke Hospital to Longton via Stoke.	Protected provision, safer crossings, junction redesign.	H10, H11, H12, E1, E3	Developer Contributions / Active Travel England	S-M
A4. University – Wolstanton Corridor	Links University and regeneration sites to surrounding areas.	Cycle provision, improved crossings, permeability.	H29, H30, H31, M4, M5	Developer Contributions / Pooled	S-M

Scheme	Description	Key Interventions	Contributing Sites	Delivery	Phasing
A5. Stoke – Birches Head Route	Improves connections within central area.	Cycle lanes, junction upgrades, gap closure.	H32, H33, H34, H35, H36	Developer Contributions	M

Table 25 Network Completion and Gap Closure

Scheme	Description	Key Interventions	Contributing Sites	Delivery	Phasing
B1. Strategic Gap Closure Programme	Citywide programme to connect fragmented routes.	Missing links, junction upgrades, continuity improvements.	All major sites	Developer Contributions / Pooled	S-L
B2. Crossing Upgrade Programme	Upgrade substandard crossings on key desire lines.	Signalised crossings, refuges, raised tables.	Growth areas	Developer Contributions / Local Transport Plan	S-M
B3. City Centre Permeability Programme	Improve walking/cycling movement within centres.	Filtered permeability, public realm, crossings.	Central sites	Developer Contributions / Pooled	S-M

Table 26 PRoW, NCN, and Traffic-Free Routes

Scheme	Description	Key Interventions	Contributing Sites	Delivery	Phasing
C1. Canal Towpath Enhancements (NCN)	Upgrade Trent and Mersey Canal corridor.	Surfacing, widening, lighting, access points.	H24, H59, E4, E5	Developer Contributions / Canal and River Trust	S-M
C2. PRoW Network Improvement Programme	Upgrade PRoW network.	Surfacing, accessibility, signage, links.	Citywide	Developer Contributions	M-L
C3. PRoW / NCN Integration Scheme	Improve links between off-road and on-road routes.	Access links, crossings, wayfinding.	All major sites	Developer Contributions / Pooled	S-L

Table 27 Local Walking and Community Schemes

Scheme	Description	Key Interventions	Contributing Sites	Delivery	Phasing
D1. Safer Routes to School Programme	Improve access to schools.	Crossings, traffic calming, route upgrades.	H58, H39, H24, Broad Locations	Developer Contributions	S-M

Scheme	Description	Key Interventions	Contributing Sites	Delivery	Phasing
D2. School Streets Programme	Reduce traffic at school gates.	Timed closures, signage, enforcement.	Major housing sites	Developer Contributions / Partners	S-M
D3. Local Walking Improvements	Improve neighbourhood connectivity.	Footway widening, Dutch kerbs, crossings.	All sites	Developer Contributions	S

Table 28 Strategic Growth Area Infrastructure

Scheme	Description	Key Interventions	Contributing Sites	Delivery	Phasing
E1. Strategic Growth Area Active Travel Infrastructure	Comprehensive infrastructure in major growth areas.	New routes, connections, LTN 1/20 compliant design.	BL1, BL5, BL6, BL9	Masterplanning / Developer Contributions	M-L

2 Electric Vehicle Infrastructure Strategy Delivery Plan

Key:

- EV - Electric Vehicle
- EVI - Electric Vehicle Infrastructure
- ICE - Internal Combustion Engine
- LEVI - Local Electric Vehicle Infrastructure

Table 29 EV Infrastructure Delivery Plan

Programme	Actions	Outcomes / Targets	Timeframes	Funding
LEVI Pilot	• Roll out EVI delivery. • Manage delivery contract with Wenea, the appointed charging point operator.	Estimated delivery of 60 charging sockets for public use (by 2026), prioritising residential areas with a high reliance on on-street parking. To be located on-street and in council-owned car park locations.	2025-2027	Central Government (up to £150k LEVI Pilot funding) / Private Sector Investment
LEVI Capital Project	• £2.4 million LEVI funding secured • Deliver successful tender process via Consortium of Midlands Local Authorities. • Manage infrastructure delivery contract with appointed charging point operator.	Estimated delivery of over 800 charging sockets (between 2026–2030) for public use, predominantly in residential areas with high on-street parking reliance. To be located on-street and in council-owned car park locations.	2025-2030	Central Government (£2.4m LEVI funding) / Private Sector Investment
Cross-Pavement Charging Solutions	• Launch subsidised cross-pavement gully charging scheme to enable residents to charge an EV on-street from their home.	Subsidised delivery of 200 cross-pavement charging gullies for residential properties without off-street parking.	2025-2027	Central Government (£269k LEVI funding)

2 Electric Vehicle Infrastructure Strategy Delivery Plan

Programme	Actions	Outcomes / Targets	Timeframes	Funding
Ultra-Low Emission Taxis Infrastructure Scheme	- Finalise installation of charging infrastructure. - Marketing incentives to support transition of taxis to EVs.	Installation of charging infrastructure for EV taxis and public use in council-owned car parks.	2025-2027	Central Government / Private Sector Investment (up to £200k)
EV Charging Policy	- Cross-pavement policy. - New development EVI policy. - Review EV parking policies to improve access to EVI. - Review EV parking charges at council-owned car parks to incentivise transition to EVs.	Establish appropriate EV policies to improve access to EVI and support the transition to EV usage.	2025-2027	Central Government / Local Authority
Hackney Carriage / Private Hire (Taxi) Licensing Policy	Review licensing policy to phase out use of ICE vehicles.	Licensing policy changes to phase out use of ICE vehicles. New licences for Euro 6-compliant ICE vehicles will not be granted after March 2031. Only electric, hybrid and hydrogen-powered vehicles will continue to be licensed.	2025-2031	Local Authority
Electrification of council's Transport Fleet	- Phased electrification of Council's transport fleet. - Installation of EVI at council offices and appropriate council developments.	Install charging facilities in appropriate locations at council-owned sites.	2025-ongoing	Local Authority / Private Sector Investment
Public / Private Sector Partnership and Investment	- Work with private sector partners to invest in charging infrastructure for public transport, logistics operations and public use. - Lobby national government to provide financial incentives for purchasing EVs.	Support electrification of the local bus network and shared use of charging infrastructure for logistics operations. Promote incentives to reduce the cost of purchasing an EV.	2025-ongoing	Local Authority / Private Sector Investment Central Government / EV Manufacturers

Programme	Actions	Outcomes / Targets	Timeframes	Funding
Public / Stakeholder Engagement	- Implement communications strategy to promote access to EVI and the benefits of EV usage. - Encourage public engagement to identify where and what type of EVI should be installed to serve local demand.	Deliver ongoing communications to raise awareness and promote EV take-up and EVI usage. Maintain an online survey to encourage feedback on where new EVI should be installed.	2025-ongoing	Local Authority
Innovation	Monitor EV technology advances.	Participate in EV charging innovation opportunities and develop policies to reflect advancements in new EV charging infrastructure technologies.	Ongoing	Central Government / Private Sector Investment

3 School Requirements

Table 30 School Requirements

Site Allocation Reference	Site Name	Proposed Land Use	Size of Development (Including Demolitions) (Residential Units)	Education Requirement (Places per year group)	Primary (R-Y6)	Secondary (Y7-11)	Education Reference
BL1	Lightwood	Housing	3000	90	630	450	Edu_S3
BL2-A	Land west of Trentham Golf Club	Housing	500	15	105	75	Edu_S2
BL3	Caverswall Lane	Housing	300	9	63	45	
BL4	Norwich Road	Housing	200	6	42	30	Edu_N3
BL5	Eaves Lane	Housing	750	23	158	113	Edu_N3
BL6	Woodhead Road	Housing	425	13	89	64	
BL7	Land North of Milton Works, Milton (Formerly Norton Green South)	Housing	270	8	57	41	
BL8	Hollywall Lane	Housing	400	12	84	60	
BL9	Chatterley Whitfield	Mix	1750	53	368	263	Edu_N1
BL10	Land east of Bemersley Road (Formerly Norton Green North)	Housing	250	8	53	38	
BL12	Stone Road	Housing	72	2	15	11	
H1	Bell & Barker House, Ripon Road, Blurton, ST3 3BP	Housing	0	0	0	0	
H2	Development Land at Bengry Road, Longton	Housing	17	1	4	3	

Site Allocation Reference	Site Name	Proposed Land Use	Size of Development (Including Demolitions) (Residential Units)	Education Requirement (Places per year group)	Primary (R-Y6)	Secondary (Y7-11)	Education Reference
H3	Land at Power Grove, Hollybush, Longton	Housing	44	1	9	7	
H4	Land at Forrister Street, Meir Hay	Housing	9	0	2	1	
H5	Booth Street, Phase II at Yeaman Street	Housing	28	1	6	4	
H6	Site of Penkhull Farm, Garden Street, Penkhull, ST4 5DY	Housing	10	0	2	2	
H7	Land off, Bilton Street, Stoke	Housing	5	0	1	1	
H8	Former Ashfields Cottages/ Former Falcon Works, Sturgess Street	Housing	43	1	9	6	
H9	Lucideon Ltd, Queens Road, Penkhull	Housing	120	4	25	18	
H10	Spode Works, Elenora Street, Stoke	Housing	151	5	32	23	
H11	Land at, North Staffordshire Royal Infirmary, Princes Road / Queens Road, Hartshill	Housing	200	6	42	30	
H12	Land at, Central Outpatients/ Central Pathology Laboratory, Thornburrow Drive	Housing	70	2	15	11	

3 School Requirements

Site Allocation Reference	Site Name	Proposed Land Use	Size of Development (Including Demolitions) (Residential Units)	Education Requirement (Places per year group)	Primary (R-Y6)	Secondary (Y7-11)	Education Reference
H13	Former Tuscan Works, Anchor Road, Longton, ST3 1LL and Wedgwood Hotelware Car Park, Forrister Street	Housing	117	4	25	18	
H14	Ripon Road, Blurton, ST3 3PB	Housing	0	0	0	0	
H15	Brookwood Drive, Weston Coyney	Housing	140	4	29	21	
H16	Edensor Technology School, Edensor Road, Longton	Housing	193	6	41	29	
H17	Parkhall Works, Parkhall Road	Housing	60	2	13	9	
H20	Former Parkside Residential Home, Weston Coyney Road	Housing	31	1	7	5	
H21	Pottery Crafts Premises, Campbell Road, ST4 4ET	Housing	98	3	21	15	
H24	Trentham Fields, Wilson Road, Hanford	Housing	355	11	75	53	
H26	Berry Hill High School and Sports College, Bucknall, ST2 9LR	Housing	200	6	42	30	
H27	School, Wellfield Road, Bentilee	Housing	117	4	25	18	
H29	Pyenest Street, Shelton	Housing	135	4	28	20	
H30	North Shelton	Housing	36	1	8	5	

Site Allocation Reference	Site Name	Proposed Land Use	Size of Development (Including Demolitions) (Residential Units)	Education Requirement (Places per year group)	Primary (R-Y6)	Secondary (Y7-11)	Education Reference
H31	Land at Broad Street, Hanley, ST1 4EU	Housing	32	1	7	5	
H32	Bucknall New Road, Hanley	Housing	75	2	16	11	
H33	Land to the south of Bucknall New Road, Hanley	Housing	75	2	16	11	
H34	Land off, Leek Road, Northwood, ST1 6AT	Housing	27	1	6	4	
H35	Huntbach Street Car Park (Lower) and Hillcrest Street Car Park	Housing	42	1	9	6	
H36	Cobridge Road, Etruria	Housing	200	6	42	30	
H37	Portland House, Portland Street, Hanley, ST1 5NG	Housing	40	1	8	6	
H38	Garth Street, Hanley	Housing	72	2	15	11	
H39	Land off Redhills Road	Housing	747	22	157	112	Edu_N2
H40	Scrapyard, Porthill Road, Longport	Housing	350	11	74	53	
H41	Former Co-op Bakery Site, Newport Lane, Burslem	Housing	110	3	23	17	
H42	Former Sneyd Surgery, Sneyd Street, Sneyd Green	Housing	5	0	1	1	

3 School Requirements

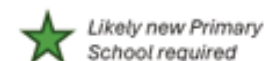
Site Allocation Reference	Site Name	Proposed Land Use	Size of Development (Including Demolitions) (Residential Units)	Education Requirement (Places per year group)	Primary (R-Y6)	Secondary (Y7-11)	Education Reference
H44	Land at, Bournes Bank and Woodbank Street, Burslem	Housing	54	2	11	8	
H47	Wade Factory, Hall Street, Burslem	Housing	60	2	13	9	
H50	Land between Huntilee Road and Scotia Road, Tunstall	Housing	320	10	67	48	
H51	Ford Green House, Ford Green Road, Smallthorne	Housing	9	0	2	1	
H52	Royal Doulton, Leek New Road, Baddeley Green	Housing	138	4	29	21	
H53	Land at, Furlong Road, Tunstall	Housing	44	1	9	7	
H56	Fegg Hayes Social Club, 70 Oxford Road, ST6 6QP	Housing	54	2	11	8	Edu_N1
H57	Crownford Works, Newcastle Street/Packhorse Lane, Burslem, ST6 3QB	Housing	68	2	14	10	
H58	Packmoor	Housing	800	24	168	120	Edu_N1
H59	Canal Lane, Tunstall, ST6 4PQ	Housing	100	3	21	15	
H61	Stoke Car Park and Depot, Booth Street, Stoke	Housing	77	2	16	12	
H63	Mitchell High School, Bucknall, ST2 9EY	Housing	234	7	49	35	Edu_N3

Site Allocation Reference	Site Name	Proposed Land Use	Size of Development (Including Demolitions) (Residential Units)	Education Requirement (Places per year group)	Primary (R-Y6)	Secondary (Y7-11)	Education Reference
H64	Stonehaven Grove Hanley Stoke on Trent	Housing	45	1	9	7	
H65	Lily Gertrude Simister Court, Wesley Street, Tunstall, Stoke On Trent, ST6 5DH	Housing	14	0	3	2	
H66	Adderley Green Working Men's Club, Anchor Road, ST3 5DN	Housing	20	1	4	3	
H67	Land to the south of Clawton Rise Care Home (former Goldenhill Centre), Heathside Lane, Goldenhill	Housing	9	0	2	1	
H68	Unit 8-14 Stoke Business Park, Woodhouse Street, ST4 1EZ	Housing	150	5	32	23	
H69	Land off, Magdalen Road, Blurton	Housing	122	4	26	18	
H70	Minton Hollins, Shelton Old Road, Stoke	Housing	195 (student)	0	0	0	
M2	Phoenix Works, 500 King Street Longton, ST3 1EZ	Mix	25	1	5	4	
M3	Land of, Lordship Lane, Fenton	Mix (inc. Student Accommodation)	700 (student)	0	0	0	Edu_S1
M4	Central Business District (Smithfield)	Mix	475	14	100	71	

3 School Requirements

Site Allocation Reference	Site Name	Proposed Land Use	Size of Development (Including Demolitions) (Residential Units)	Education Requirement (Places per year group)	Primary (R-Y6)	Secondary (Y7-11)	Education Reference
M5	Etruscan Square, Hanley	Mix	260	8	55	39	

St Margaret Ward
Ormiston Horizon
Haywood
Excel



Excel Academy
Birches Head
Haywood
St Margaret Ward
Co-op Academy

Excel
St Peters

Map of Stoke-on-Trent showing ward boundaries and population data. The map highlights four wards: Blithley (red box), Fiddiford (pink box), Fenton (purple box), and Fenton East (blue box). A star marks the location of the City of Stoke-on-Trent. The map includes a north arrow and the City of Stoke-on-Trent logo.

Edu_S1
No longer included in calculations – student accommodation

Trentham
Ormiston Sir Stanley Matthews
St Josephs
St Thomas More

Sandon
St Matthews
St Augustine's
Belgrave St Barts
Alexandra Infants
St Gregory's

Ormiston Meridian
Co-op Florence MacWilliams
St Thomas More
Ormiston Sir Stanley Matthews

 *Likely new Primary School required*

