Tamworth Strategic Capacity Study

Appendix 1: Transport Infrastructure Study

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1 Introduction

Overview

1.1 Hyas, on behalf of Tamworth Borough Council (TBC), is undertaking a Strategic Capacity Study (the Study) to establish the level of housing growth that could be accommodated by the Borough's infrastructure. The Study forms part of the evidence base to support the new Local Plan which will be submitted by December 2026.

1.2 The revised standard method resulted in a significant increase in the level of housing Tamworth should be planning for, with an increase from 177 homes per year (based on the current Local Plan requirement) to 445 per year.

1.3 Steer is appointed by Hyas to complete the transport element of the Study (the Transport Study) to specifically consider transport infrastructure. This Transport Study should be read alongside the Study.

1.4 Different scenarios have been reviewed with varying spatial allocations of housing inside and outside of the Borough in adjoining local authority areas of Lichfield District and North Warwickshire District.

1.5 Steer has discussed the Transport Study with the transport authorities of Staffordshire County Council (SCC), Warwickshire County Council (WCC) and National Highways (NH) who are responsible for transport networks across the three local authority areas considered by the Study.

1.6 The New Local Plan will need to align with the vision-led approach to transport set out at para. 109 of the National Planning Policy Framework (NPPF). The Government has pledged to update transport-related Planning Practice Guidance to guide how this approach should be applied; however, there will need to be a step change in how developments and transport networks are planned. Transport investment will increasingly need to prioritise active travel and public transport over expansion of highway capacity.

1.7 It is in this emerging, vision-led context that the Transport Study is set – reviewing not just the capacity of existing infrastructure, but also the potential for sustainable transport interventions to support housing growth in a way that aligns with national planning policy.

Structure and Scope

1.8 The structure of the Transport Study is provided below:

- **Chapter 2** sets out the adopted and emerging planning policy context and guidance that the Transport Study is prepared under.
- **Chapter 3** describes the performance of existing transport infrastructure.
- **Chapter 4** summarises proposed transport infrastructure improvement schemes.
- **Chapter 5** sets out the housing growth scenarios that are being tested as part of the Study.
- **Chapter 6** sets out the assessment methodology for the Transport Study.
- **Chapter 7** provides a transport infrastructure assessment for the four geographic areas.
- **Chapter 8** undertakes an assessment of the six scenarios.
- **Chapter 9** concludes the Transport Study and advises on next steps.

2 Policy and Guidance Context

Overview

2.1 This chapter sets out the policy and guidance context that the Transport Study has been undertaken in line with.

2.2 The predominant consideration for this study is the shift in national policy to a 'vision and validate' approach.

National Policy

National Planning Policy Framework (February 2025)

2.3 The current National Planning Policy Framework (NPPF), updated in February 2025, sets out several transport objectives designed to facilitate sustainable development and contribute to wider sustainability by giving people a wider choice about how they travel.

2.4 NPPF policy relating to plan-making and cooperation across local authorities is included in the Study.

2.5 On transport, paras. 109 to 118 require, from the earliest stages, plan-making to integrate transport considerations using a vision-led approach, including:

- Transport issues in early engagement
- Streets, parking, and movement patterns integral to design
- Assessing impacts on transport networks
- Leveraging existing or future transport infrastructure
- Promoting walking, cycling, and public transport
- Environmental impacts mitigation and opportunities for net environmental gain

2.6 Para. 110 states that Development Plans should actively manage growth patterns, focusing significant development where it is sustainable, minimising travel needs, and offering a genuine choice in transport modes. It accepts a need for flexibility in rural areas where opportunities to maximise sustainable transport solutions may differ to urban settings.

DfT Circular 01/2022 'Strategic Road network and the delivery of sustainable development'

2.7 The DfT Circular 01/2022 "*sets out the way in which [the DfT] will engage with the development industry, public bodies and communities to assist the delivery of sustainable development*". It states "*new development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable*

infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas".

2.8 Development proposals "*should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites*".

2.9 With regard to plan-making, the DfT Circular states that plan-making and decision-taking should ensure that developments optimise the potential of sites to support local facilities and sustainable transport networks.

2.10 NH will also work with local authorities to explore opportunities to promote walking, wheeling, cycling, public transport and shared travel in plan-making, in line with the expectations set out in the NPPF and the Transport Decarbonisation Plan.

2.11 In terms of infrastructure delivery, the DfT Circular states that the engagement of National Highways with plan-making will help inform the preparation of the local authority infrastructure delivery evidence base. From a transport perspective, this evidence should provide a means of demonstrating that planned growth is deliverable, and that the funding, partners and relevant processes are in place to enable the delivery of infrastructure; or that there is a realistic prospect that longer term investment can be secured within the timescales envisaged.

Regional Policy and Guidance

Staffordshire Local Transport Plan 3

2.12 SCC's Local Transport Plan (LTP) 3 was adopted in 2011 in accordance with the Local Transport Act 2008. SCC are currently preparing an updated LTP (see later sections); however, LTP3 includes the following schemes and principles applicable to the Transport Study:

- Congestion hotspots in Tamworth, particularly around the A5 corridor, were recognised as needing targeted interventions.
- The plan supported junction improvements and traffic signal optimisation to improve flow and reduce delays.
- Emphasis was placed on managing demand rather than expanding road capacity.
- The LTP aimed to improve bus service reliability and coverage in Tamworth, especially for access to employment and education. It supported real-time passenger information systems and bus priority measures where feasible.
- Tamworth's rail station was identified as a key interchange, with aspirations to improve accessibility and integration with other modes.
- The plan promoted walking and cycling infrastructure in Tamworth, including safer routes to schools, improved signage and lighting and better connectivity between residential areas and the town centre.

Other Regional Policies and Guidance Documents

2.13 A summary of the other relevant regional policy and guidance documents that this Transport Study has been prepared in line with are summarised below:

- **Staffordshire Bus Service Improvement Plan (BSIP) 2021**
  - SCC's BSIP outlines its approach to working with the districts and boroughs within Staffordshire to ensure that public transport is considered a major priority line with Staffordshire's Integrated Transport Strategies.
- **Staffordshire Local Cycling & Walking Infrastructure Plan (LCWIP)**
  - Staffordshire's 2021 LCWIP sets out local authorities' proposals for making travel by cycling, walking, and wheeling easier, more attractive, and more accessible for all. It is being updated in 2025.
- **Staffordshire Rail Strategy 2016**
  - The Rail Strategy sets out the role of Staffordshire's rail network now and in the future. It is objective led and sets out the challenges and opportunities facing Staffordshire's rail network together with how this can be addressed.
- **Highway Infrastructure Asset Management Plan (HIAMP) 2022**
  - Details how SCC will manage the highway asset to achieve priority outcomes, by considering finance and the current asset condition, differing stakeholder needs, localised priorities and the benefits they provide.
- **Midlands Connect: Strategic Transport Plan for the Midlands (2022)**
  - Midlands Connect is an interest group representing authorities within the Midlands. Operating as a sub-national transport body for the Midlands, it works alongside partners and the Government to influence decision makers and secure funding of major transport infrastructure investment for the Midlands.
  - Midlands Connect has identified a number of potential transport network improvements, which have varied funding statuses as discussed at **Chapter 4**.

Local Policy

Tamworth Local Plan 2006-2031 (February 2016)

2.14 The Tamworth Local Plan was adopted in February 2016 and, along with the proposals map, is the main document of Tamworth's development plan. It sets out the policies and guidance for new development in Tamworth. It sets out the vision and spatial planning strategy for Tamworth, it states the ambitions and principles to guide the future of the area up to 2031 and allocates parts of the town for new homes and employment land required to meet local needs. It also includes policies to ensure that appropriate supporting infrastructure is delivered and the area's built and natural environment is protected and enhanced. The Local Plan aims to be sufficiently flexible to adapt to the changing circumstances during its life.

Tamworth Borough Council – Infrastructure Delivery Plan (August 2018)

2.15 The Infrastructure Delivery Plan (IDP) is a key part of the Tamworth Local Plan 2006-2031. It details what infrastructure projects are required to deliver the growth outlined in the Local Plan. The IDP is a 'live' document and as such is monitored and updated periodically. The aim of the IDP is to establish what infrastructure needs to be delivered, when and by who, to support the development set out in the Local Plan.

Tamworth Borough Integrated Transport Strategy 2015 – 2031 (June 2015)

2.16 Prepared by SCC, the Tamworth Borough Integrated Transport Strategy (2015–2031) outlines a long-term vision for improving transport in Tamworth, aligning with SCC's broader goals of economic growth, health, and wellbeing. It was developed to guide investment decisions, support the Local Plan, and secure funding.

2.17 The key objective of the strategy is to support SCC's vision for 'a connected Staffordshire' and aims to improve access to employment and services, promote healthier, more independent and enhance safety and community wellbeing.

2.18 The strategy focuses on:

- **Sustainable transport**: Encouraging walking, cycling, and public transport use through infrastructure investment and behaviour change programmes.
- **Economic development**: Supporting growth in Tamworth's town centre and enterprise areas by improving connectivity.
- **Cross-border collaboration**: Working with neighbouring LEPs to ensure coordinated investment and planning.

2.19 Implementation of the strategy is tied to the availability of funding and the strength of business cases. The strategy is intended to be flexible, adapting to new opportunities and challenges, and will continue to inform future funding bids and transport planning decisions.

Emerging Policy

Tamworth Borough Council New Local Plan 2043

2.20 TBC is currently working on a New Local Plan which will set out the policies that will guide development in Tamworth up to 2043. The Local Plan has been through the first round of consultation. The only transport stakeholders that responded to the New Local Plan consultation are NH and SCC's Environmental and Countryside team.

2.21 NH responded to the New Local Plan consultation to reiterate key parts of the Circular.

2.22 SCC's Environmental and Countryside team encouraged developers to improve walking, cycling and horse-riding networks and access to these networks throughout the District.

Staffordshire New Local Transport Plan

2.23 SCC is currently developing LTP 4, which is expected to go out to public consultation later in 2025. According to *SCC Let's Talk Transport* public consultation exercise, the objectives for LTP 4 will be:

- *"Outline the future vision for our transport network in 2050, together with the policies, plans, and programmes needed to realise it.*
- *Describe our aspirations for walking, cycling, wheeling, public transport, rail, car-based travel, and freight.*
- *Describe our aspirations regarding the management and maintenance of local roads.*
- *Explain how we will prioritise, fund, deliver and monitor the schemes necessary to achieve the vision.*
- *Set out our 'asks' of our partners and Government, whose cooperation is essential to realise the vision.*
- *Align with, and support, the council's broader strategies, plans, and priorities."*

2.24 LTP 4 provides an opportunity for SCC to refocus transport policies and programmes under a unifying vision for Staffordshire in 2050 to have:

> "An efficient, net-zero transport network that supports sustainable economic prosperity, healthy, safe and inclusive communities, and improves residents' quality of life"

3 Performance of Existing Transport Infrastructure

Overview

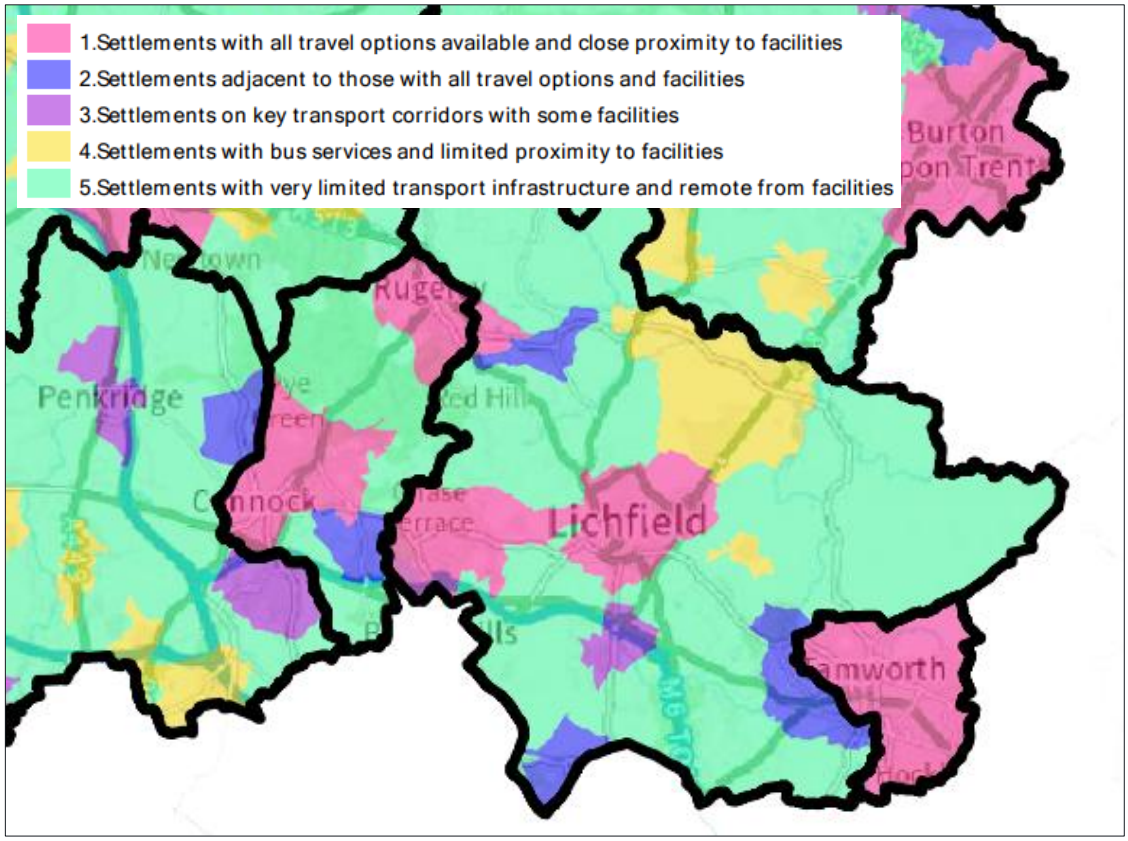
3.1 This chapter summarises the extent of transport infrastructure across the Borough and how it is performing.

3.2 Tamworth offers excellent opportunities to travel by sustainable transport as conveyed by SCC's 'Capability to Achieve Sustainable Travel' measure (see **Figure 3.1**) that was prepared as part of SCC Borough Transport Data Reports 2024.

3.3 This demonstrates that the entirety of the Borough has all travel options available and is close to local facilities.

3.4 Within Lichfield District, Fazeley, Mile Oak and Hopwas are type 2 settlements, Whittington is type 4 and the remainder of Lichfield District is type 5.

Figure 3.1: Tamworth Capability to Achieve Sustainable Travel



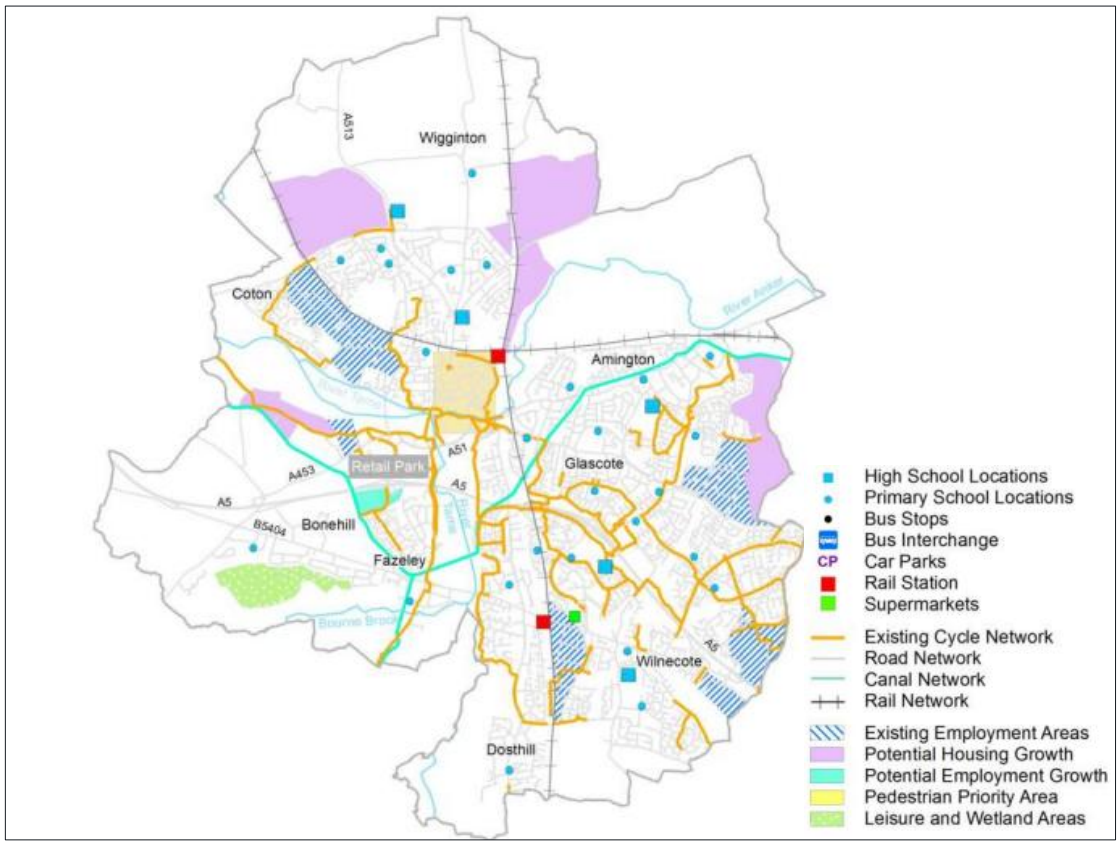
3.5 SCC defines the five scores as follows:

- **1 (pink): All travel options available and close proximity to facilities**
  - Highest capability to change: settlements with good transport infrastructure; frequent bus services (for Staffordshire), good access to a rail station, a wide range of services and facilities within walk/ cycle distance, employment opportunities available within the settlement, excellent road connections – A-roads through the settlement and motorway junctions/ trunk road within the settlement boundary or within easy reach.
- **2 (blue): Adjacent to those with all travel options and facilities**
  - Settlements separate to type 1 settlements but adjacent, so they benefit from the outer edge of the type 1 bus services and access to services and facilities, but these are likely to only be within cyclable distance. Connected to the type 1 settlement via A-roads – which facilitates the bus services and shorter cycle travel times.
- **3 (purple): On key transport corridors**
  - Settlements are physically remote from type 1 settlements but connected via A-roads, B-road routes of local importance or rail corridors. Therefore, they benefit from naturally being on the route of inter-urban bus services and/ or have inter-urban rail stations providing connectivity to a range of services and facilities not available within the settlement. The settlement itself has some day-to-day services and facilities such as a local shop, school and GP surgery.
- **4 (yellow): Bus services and limited proximity to facilities**
  - Settlements may be away from main roads and/ or on average have access to an hourly bus service. Residents have long journey times via all modes to connect to a wide range of services and facilities. Walking, wheeling and cycling is attractive within the settlement but connections out of the settlement may not have facilities for walking and wheeling. Bus services are less frequent due to distance of route and number of settlements needed to be included in a route for a route to be commercial; services may be provided by the local authority and therefore under threat from future funding limitations. Very limited employment opportunities within walk/ cycle distance. Limited services and facilities are available within the settlement and therefore access to a wide range of services and facilities requires travel outside the settlement. Better bus services may be balanced against very limited facilities within the settlement.
- **5 (green): Very limited transport infrastructure and remote from facilities**
  - Lowest capability to change: settlements are away from main roads and have the longest journey times via all modes to connect to a wide range of services and facilities. Unlikely there will be any bus services or services and facilities within the settlement meaning the settlement relies on travel/ digital connectivity to meet day to day needs such as shopping, education and employment. Infrequent bus services may be present and are provided by the local authority and therefore under threat from future funding limitations.

Key Facilities

3.6 The key facilities in Tamworth are provided on **Figure 3.2**.

Figure 3.2: Local Facilities – Tamworth



Source: Tamworth Borough Transport Data Report 2024 (SCC)

Public Transport

Bus

3.7 Tamworth is well served by a local bus network and interurban daytime services are at least at an hourly frequency to Lichfield and the West Midlands conurbation.

3.8 The majority of bus routes in Tamworth are operated by Arriva.

Rail

3.9 There are two rail stations in the Borough: Tamworth and Wilnecote. Polesworth Station is to the east of the Borough within North Warwickshire District.

Tamworth Station

3.10 Tamworth station is sited on both the West Coast Main Line (WCML) and the Cross Country Route. Services are operated by Avanti West Coast, West Midlands Railway and CrossCountry. It forms a key interchange on the rail network providing services to Lichfield, Stafford, Nuneaton, Rugby, Birmingham, Derby and Nottingham, as well as major cities such as Manchester, Liverpool, London, Bristol, Leeds and Sheffield.

3.11 Tamworth station provides a twice per hour frequency to Birmingham, Burton-on-Trent, Derby and Nottingham, and a once per hour frequency to Cheltenham Spa, Gloucester, Newport, Cardiff, Lichfield, Rugeley, Stafford, Crewe, Nuneaton, Rugby, Milton Keynes and London.

3.12 It is understood that peak period services between Tamworth and Birmingham are very busy.

Wilnecote Station

3.13 Wilnecote station is located circa 3km to the south of Tamworth town centre. It is on the Cross Country Route. The station is managed by West Midlands Trains but all services are operated by CrossCountry with routes between Birmingham New Street and Nottingham.

3.14 It provides a service every 1-2 hours to Birmingham, Tamworth, Burton on Trent, Derby and Nottingham, as well as three services per day to Cheltenham Spa, Gloucester, Newport and Cardiff.

3.15 As the service is a national route with long distance trains, the costs and capacity are more prohibitive for local commuting to Burton, Derby, Nottingham and Birmingham.

Polesworth Station

3.16 Polesworth station is located circa 5.6km to the east of Tamworth town centre, within North Warwickshire. It only has a northbound platform and is served by a single daily parliamentary service at 06:48 Monday – Saturday to Crewe (a 52-minute journey), via Tamworth, Lichfield Trent Valley, Rugeley (Trent Valley) and Stafford.

Active Travel

3.17 The town benefits from an extensive local cycle network (30 miles within 12 square miles), canal routes (Coventry and Birmingham & Fazeley Canals), and good public transport links to the West Midlands.

3.18 However, the WCML, Cross Country Route and the A5 sever communities across Tamworth and Fazeley, making it challenging to travel between these areas by active modes. This leads to car use for short journeys.

3.19 Tamworth has made positive progress in encouraging modal shift from cars to walking and cycling. The town centre, Ventura Retail Park, and the rail station are already well connected by walking and cycling routes.

3.20 The LCWIP cycling audit conducted in Tamworth concluded the following:

- High-quality cycle routes exist, particularly off-road routes around the castle and along canals.
- Maintenance issues persist, especially with surfacing and signage.
- Opportunities exist to expand shared-use facilities, especially near development sites.
- Narrow footways and on-street parking in areas like Kettlebrook Road limit further improvements.

3.22 The LCWIP walking audit conducted in Tamworth concluded the following:

- Narrow footways on Church Street, Lichfield Street, and Marmion Street.
- Poor footway maintenance and drainage issues on several streets.
- Visibility concerns due to high bus volumes on Corporation Street.
- Inadequate pedestrian crossing facilities and long signal wait times.

3.23 The areas of Lichfield and North Warwickshire surrounding Tamworth are predominantly rural in nature with sparse networks of footways and very limited cycle provision. There is no part of the National Cycle Network in Tamworth or immediately surrounding the Borough.

Highway Network

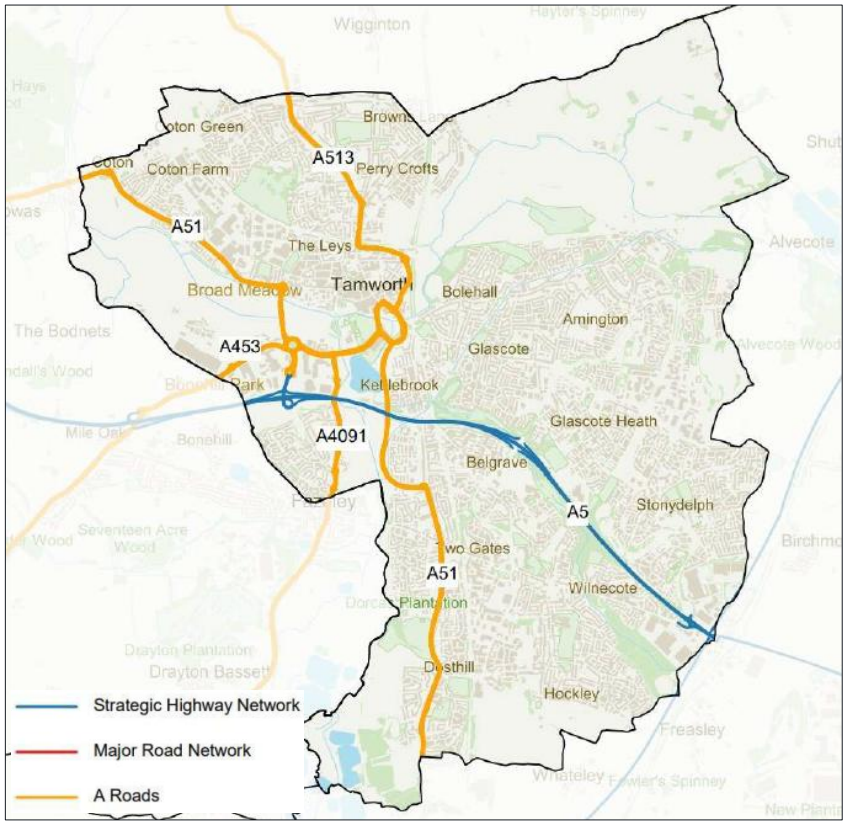
3.24 As indicated at **Figure 3.3**, the Borough has good connections to the strategic road network (SRN) and major road network (MRN). The SRN is the responsibility of NH, whilst the MRN is the responsibility of SCC.

3.25 The A5 provides links to Cannock, Nuneaton, the A38 (T), the M42 and the M6 Toll.

3.26 The A51, A513 and A4091 local routes run north to south through the Borough.

3.27 The A513 Upper Gungate corridor provides the main north-south vehicular route through north Tamworth and the town centre to the A5 and beyond. It also provides access to the Tamworth Education Hub, which has of some 3,200 full-time students. As a result, the corridor suffers from congestion during peak times, with the morning peak hour being most critical.

Figure 3.3: SRN and MRN



Source: Tamworth Borough Transport Report 2024 (SCC)

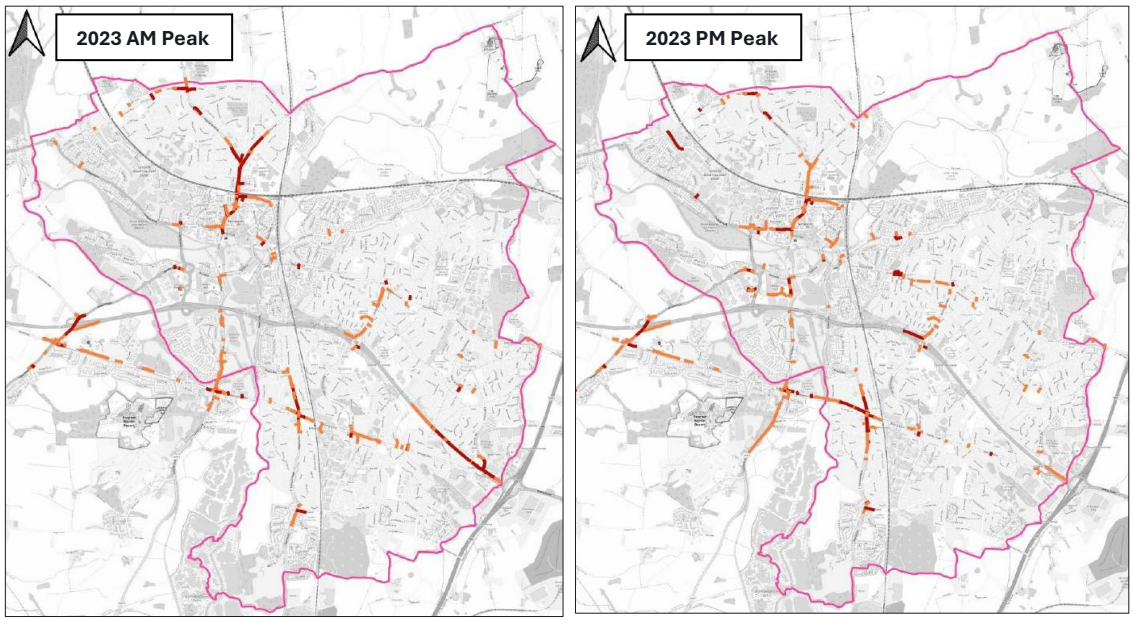
3.28 2023 average peak hour delay in and surrounding Tamworth is shown on **Figure 3.4.** AM peak hour delays are experienced primarily at:

- Upper Gungate and its approach roads
- A5/Stonydelph junction
- A5 west of M42 Junction 10
- A5/Mile Oak junction
- B5404 Watling Street/A453 Sutton Road
- B5404 Watling Street/A4091 Tamworth Road
- B5404 Watling Street/Dosthill Road

3.29 PM peak hour delays are experienced primarily at:

- Upper Gungate and its approach roads
- A5/Mile Oak junction
- A5/Marlborough Way junction
- B5404 Watling Street/A453 Sutton Road
- B5404 Watling Street/A4091 Tamworth Road
- B5404 Watling Street/Dosthill Road

Figure 3.4: Tamworth Peak Hour Traffic Delays



Source: Tamworth Borough Transport Report 2024 (SCC)

Strategic Road Network

A5

3.30 Discussions with SCC in June 2025 as part of this Transport Study indicated that the A5 corridor is a critical constraint in Tamworth's infrastructure.

3.31 Between the M42 Junction 10 and the Weeford Interchange (A5/A38/M6 Toll), the A5 is 'expressway' standard dual carriageway with few dual-separated junctions and a 70mph speed limit. This section operates with reasonable spare capacity.

3.32 East of the M42 Junction 10, the A5 is predominantly single carriageway with predominantly 40 and 50mph speed limits. This section operates at capacity.

3.33 It is an important part of the SRN and forms a key arterial route through Tamworth Borough, North Warwickshire District and Lichfield District.

3.34 North Warwickshire's Local Plan (2021) states that "development can take place along the A5 but it is limited unless there is substantial investment in the route"[1], with a reliance on central government funding.

3.35 The A5 has seen improved traffic flow due to signal optimisation and additional car park exits at Ventura Park. Mile Oak Crossroads, which is a key junction for accessing the A5 westbound, remains a constraint and additional westbound traffic would likely increase delays here.

M42 Junction 9

3.36 This is a six-arm grade-separated, signalised roundabout connecting the east-west Kingsbury Road and north-south Lichfield Road with the M42.

3.37 Discussions with NH in June 2025 as part of this Transport Study indicated that M42 Junction 9 currently operates at capacity and that it is high on the priority list for upgrades once HS2 is constructed and the land for works is no longer needed by HS2.

3.38 According to a 2016 NH report[2], the key constraints are:

- Highway boundary in close proximity to the existing highway
- Level differences due to the grade-separated nature of the junction
- M6 Toll Road and associated structures spanning north-south approximately 70m to the west of the junction area

3.39 The 2015 assessment of the junction stated that the highest traffic was experienced in the evening peak hour, and that the balance of the high demand on Lichfield Road northbound and the M42 northbound created queuing on both approaches in the PM. The junction performance is reliant on correct lane discipline being observed based on the allocated lane.

[1] North Warwickshire Borough Council 'Local Plan' (September 2021)

[2] National Highway 'M42 Corridor Study Scheme Report' (June 2016)

M42 Junction 10

3.40 Discussions with NH in June 2025 as part of this Transport Study indicated that M42 Junction 10 currently operates at capacity.

3.41 The circulatory carriageway is asymmetrical, with four lanes on the northern bridge of the gyratory and two lanes on the southern bridge. This asymmetry is described as "the key causal factor in the operational inefficiencies of the gyratory"[3].

3.42 A further issue is queueing on the A5 eastbound approach back to the Stonydelph junction 400m west of Junction 10. This results in queues and delays to gain access to the M42 from Tamworth, as well as leaving the Stonydelph area during the peak periods. This is due to lack of capacity on the eastbound approach and an ineffective road marking strategy.

3.43 There are significant pedestrian and cycling issues around Junction 10, with residential and particularly employment areas split across the M42. The latter has seen significant expansion in the last 15-20 years, including at Birch Coppice. Proposed improvements being explored by NH include shared-use paths and controlled crossings, focussed near Green Lane and the A5 slip roads.

M42 Junction 11

3.44 Discussions with NH in June 2025 as part of this Transport Study indicated that M42 Junction 11 currently operates with some capacity.

3.45 The key constraints of Junction 11 include the available highway boundary and level difference to the inside of the circulatory, and also the service area to the south east of the junction at the highway boundary.

A38

3.46 Discussions with NH in June 2025 as part of this Transport Study indicated that the A38 is currently close to capacity south of Lichfield and at capacity north of Lichfield towards Burton upon Trent. There are many substandard junctions that do not meet existing design and safety standards. There are capacity issues near Swinfen Interchange, Fradley, and Hilliard's Cross that are regularly monitored.

3.47 There is a section of the A38 south of Bassetts Pole that is managed by SCC.

M6 Toll

3.48 Discussions with NH in June 2025 as part of this Transport Study indicated that the M6 Toll currently operates within capacity. The A5 provides dedicated lanes for the M6 Toll, which has previously resulted in some lane discipline and capacity issues, however shared lane usage has improved flow.

3.49 The M6 toll concession, operated by Midland Expressway Ltd, is set to expire in 2054.

[3] WCC 'The Economic Impact of HS2 Phase 2b on the A5 and M42 J10: Case to Department for Transport and HS2 Limited' (November 2018)

4 Baseline Proposed Investment Schemes

Overview

4.1 This chapter sets out the baseline proposed investment schemes within Tamworth and adjacent local authorities of Lichfield and North Warwickshire that are planned and which are relevant to this Transport Study.

Active Travel Improvements

4.2 Steer has reviewed SCC and WCC LCWIPs and held discussions with SCC and WCC in June 2025.

4.3 The long-term vision of the LCWIPs is to deliver new cycle infrastructure to LTN 1/20 standards. Further aspirations are to integrate walking and cycling improvements with strategic development sites, including potential new segregated routes over the River Tame and connections to Tamworth rail station.

4.4 SCC's LCWIP includes a range of potential improvements to Tamworth's walking and cycling infrastructure, whilst WCC's includes the same around Polesworth and Dordon, including along the A5.

4.5 There are no major walking and cycling schemes proposed. Such improvements will continue to be delivered by developers and funded through monies from S106, LEP and central Government.

Public Transport

Bus

4.6 Discussions with SCC in June 2025 as part of this Transport Study indicated that Tamworth has a reasonable bus network compared to other parts of Staffordshire. There are currently no major planned changes to bus services or bus priority interventions at present.

4.7 Some additional services are being subsidised through the BSIP, but no specific schemes were identified. The capital programme for transport is reviewed annually, and due to funding constraints, infrastructure improvements for buses are currently limited. A particular risk is that a significant portion of the bus network is commercially operated (predominantly by Arriva). These operators can withdraw services with relatively short notice, introducing uncertainty into long-term planning.

4.8 The BSIP's vision is that by 2050 Staffordshire will have "*a sustainable bus network and more people choosing to travel by bus as their preferred form of transport*".

Rail

Midlands Rail Hub

4.9 In June 2025, the Midlands Rail Hub was awarded £1.75bn funding as part of the Government's Spending Review 2025. The scheme will add up to 300 additional trains on the rail network per day into or out of Birmingham and provide faster, more frequent or new rail links for over 50 locations, including Tamworth.

4.10 It will deliver an extra train in each direction every hour on the Cross Country Route (including Tamworth station), returning the line to a service every 20 minutes. It is not yet clear how the Midlands Rail Hub will impact services from Wilnecote.

Polesworth Parkway Station

4.11 North Warwickshire Local Plan (2021) Policy T24 states:

"Investigation into improved services, provision of a new footbridge and parking facilities at the existing Polesworth station will be pursued. If this is not feasible a new Parkway station will be pursued. The area of search will be along the WCML southwards from the current station."

4.12 This is also references in the West Midlands Rail Executive (WMRE) Strategy 2022-2050, which identifies Polesworth Parkway Station as an aspirational new train station to be delivered between 2031-2040. It provides no further detail on what the service improvements might be, and it is not clear what the impact of the Midlands Rail Hub might be on the status of Polesworth Parkway Station.

High Speed 2

4.13 Following the cancellation of HS2 Phase 2, HS2 services would now join the WCML near Lichfield at Handsacre Junction. Consequently, HS2 would pass through the WCML bottleneck at Colwich Junction – the effect of which may be to reduce WCML services through Tamworth and Lichfield.

Highways

4.14 There are currently no planned schemes to deliver major improvements to the LRN or MRN in Tamworth, Lichfield or North Warwickshire.

4.15 NH's 'A5 Dordon to Atherstone Project' is a scheme delivering improvements to sections of the A5 between Dordon and Atherstone to increase capacity and provide opportunities for housing and employment growth. This is a project supported by WCC and Midlands Connect; however, discussions with WCC and NH in June 2025 as part of this Transport Study confirmed that the potential Homes England funding had been withdrawn due to high costs and insufficient benefits.

5 Potential Future Growth

Overview

5.1 This chapter sets out the scenarios that have been assessed as part of the Study to establish the capacity of each area of Tamworth to accommodate future housing growth.

5.2 TBC considers that it has sufficient land to accommodate the planned growth in employment areas, and so employment sites are not considered as part of the Study.

Assessment Areas

5.3 The Borough and wider area have been subdivided into four geographical zones as per **Figure 5.1**. These have been formulated by Hyas and agreed with TBC based on key movement corridors, whilst also taking into account physical constraints, such as the two railway lines running through the Borough.

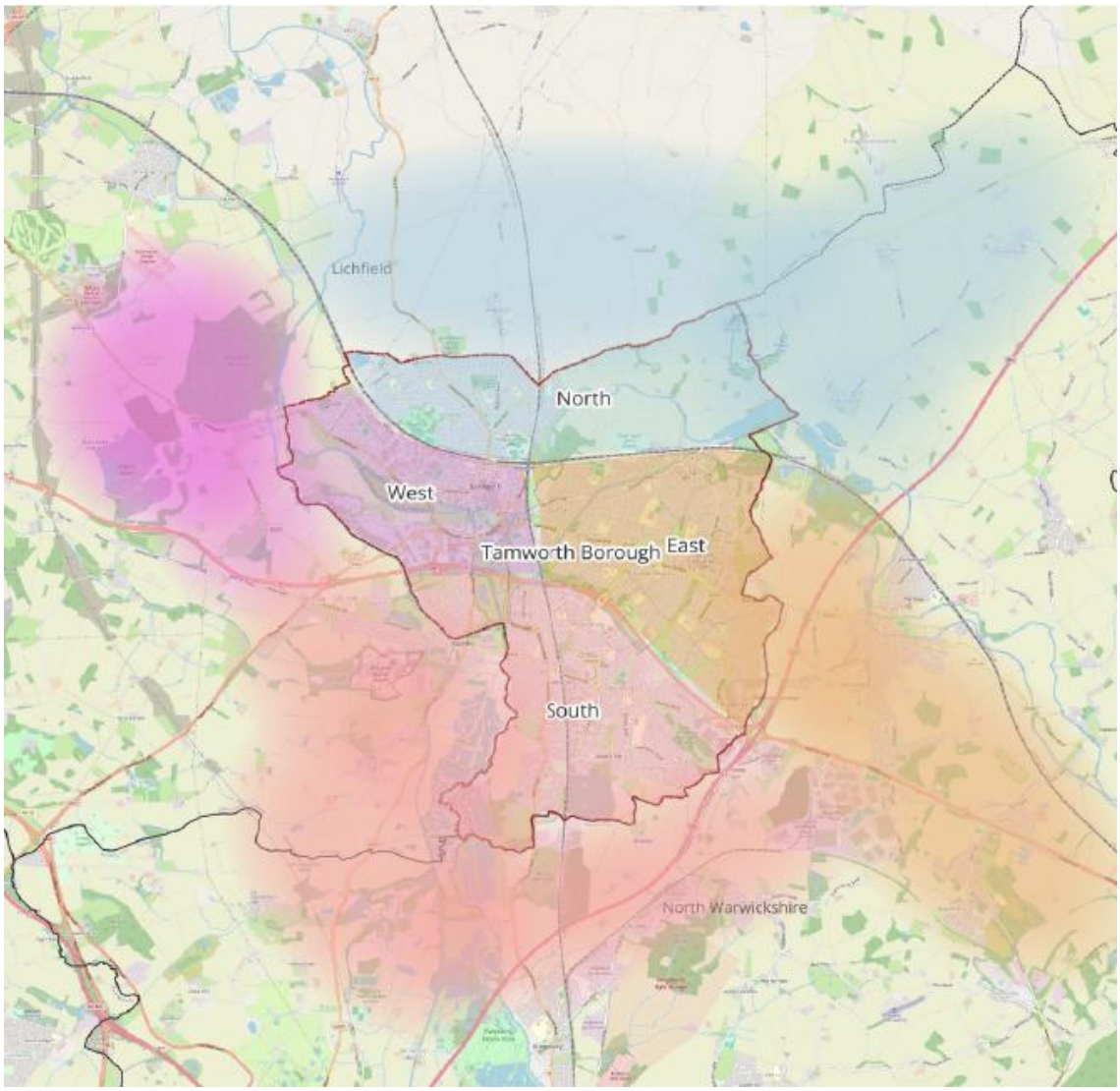
Growth Scenarios

5.4 The six growth scenarios tested as part of the Study are summarised at **Table 5.1.** Scenario 1 tests the maximum capacity within the Borough boundary, with Scenarios 2-6 accounting for both deliverable sites within the Borough and potential growth in areas beyond the Borough. Scenario 6 applies a balanced approach whilst also reflecting the deliverable sites.

Table 5.1: Growth Scenarios

	North			East			South			West			
Scenario	Within Boro	Outside Boro	Sub-Total	Within	Outside	Sub-Total	Within	Outside	Sub-Total	Within	Outside	Sub-Total	Total
Option 1-Inside Borough	2174	0	**2174**	1016	0	**1016**	1801	0	**1801**	1122	0	**1122**	**6113**
Option 2- North focus	200	4163	**4363**	450	0	**450**	1000	0	**1000**	300	0	**300**	**6113**
Option 3 – East focus	200	0	**200**	450	4163	**4613**	1000	0	**1000**	300	0	**300**	**6113**
Option 4 – South focus	200	0	**200**	450	0	**450**	1000	4163	**5163**	300	0	**300**	**6113**
Option 5 – West focus	200	0	**200**	450	0	**450**	1000	0	**1000**	300	4163	**4463**	**6113**
Option 6 – Balanced	200	1041	**1241**	450	1041	**1491**	1000	1041	**2041**	300	1041	**1341**	**6114** *(due to rounding)*

Figure 5.1: Assessment Areas



6 Transport Study Assessment Methodology

Methodology

6.1 Based on good practice in transport planning and the national and local policy objectives, new development should satisfy the following principles:

- Provide services, amenities and local employment opportunities, and be designed to maximise internal trips made by active travel/public transport and minimise the need for external trips.
- Deliver excellent access to sustainable, low carbon transport options for travel related to work, retail, health and leisure trips.
- Have proximity to strategic road and rail networks for medium and longer distance trips which cannot be made by other sustainable modes.

6.2 The areas and scenarios that are being assessed as part of the Study are necessarily broad and non-specific at this stage. Consequently, there are no specific sites or new settlements to be reviewed; however, this requires the Transport Study to be relatively broad.

6.3 The assessment reflects discussions with TBC, SCC, WCC, NH, West Midlands Rail Executive and Midlands Connect; and Steer's expertise in relation to highways, active travel and public transport. The assessment has been undertaken within the context of the overarching aims and objectives of national, regional and local policy objectives.

6.4 The Transport Study assesses each area against the questions set out below. A broadly equal weighting has been given to each modal consideration in the overall assessment of each area. The assessment has been undertaken on a qualitative basis, and each area is scored on a RAG scale considering the infrastructure's current state and its potential for mitigation to be delivered.

Assessment Criteria

Active Travel

1. How well does the location relate to existing local and longer distance cycle infrastructure, and do these provide access to key centres and employment/retail facilities?
2. Will these routes require upgrading or new routes provided, and are these likely to be deliverable and affordable?

Rail

3. How well does the location relate to the rail network in terms of existing station(s)?
4. Can access to the rail network be achieved by sustainable modes, or will the road network require upgrading to support increased trips to the station?
5. Will an existing station need to be upgraded or rail services upgraded? Are these likely to be deliverable and affordable?

Bus

6. How well does the location relate to the bus network in terms of existing inter-urban routes, and do these provide access to key employment/retail/leisure destinations?
7. Will a new service need to be provided, or an existing route upgraded to an appropriate frequency?

Highway (Strategic)

8. How well does the location relate to the existing SRN and MRN?
9. What existing issues are there on the SRN/MRN in this area?
10. What infrastructure improvements are likely to be required (e.g. new access to the SRN/MRN, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

Highway (Local)

11. How well does the location relate to the existing LRN and do these routes provide access to key centres?
12. What existing issues are there on the LRN in this area?
13. What infrastructure improvements are likely to be required (e.g. new accesses, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

Scoring

6.5 Each of the five assessment criteria, and subsequently the six growth scenarios, has been assigned a high-level traffic light score (**Red**/**Amber**/**Green**) to:

1. Assess the degree to which the infrastructure is currently constrained – **Table 6.1**; and
2. Assess the potential to deliver mitigation for the infrastructure – **Table 6.2**.

Table 6.1: Existing Condition Scoring Criteria

	Highly constrained, would have a significant impact on the current situation and likely to significantly impact on growth levels
	A medium level of constraint that could affect growth but there is a potential solution to free up capacity
	A low level of constraint that is unlikely to affect the levels of growth

Table 6.2: Mitigation Deliverability Scoring Criteria

High	A solution has been or could be identified that is likely to be deliverable to free up capacity and could be funded by amount of potential development
Medium	There is a solution to mitigate impacts but this is likely to require additional funding beyond which the level of development could support
Low	There is no clearly identified solution to address the infrastructure constraint and free up sufficient capacity to deliver growth

7 Transport Infrastructure Assessment by Area

Overview

7.1 This chapter sets out a RAG assessment of each area against the assessment criteria detailed in **Chapter 6**.

7.2 Each area comprises land within the Borough as well as land within neighbouring authorities, which are considered reasonable to support residential development to meet the TBC's housing target.

Area 1 – North

7.3 The North area is bordered by the M42 to the east and the WCML to the south and the west. The area incorporates the northern section of the Borough and the southern eastern part of Lichfield District. The boundary of the North study area is illustrated on **Figure 5.1**.

7.4 The key infrastructure corridors within the North area are listed below:

- A513 / Comberford Road
- Main Road / Wigginton Road
- A513 Upper Gungate
- B5493 Ashby Road
- Cross Country Route

Active Travel

How well does the location relate to existing local and longer distance cycle infrastructure, and do these provide access to key centres and employment/retail facilities?

7.5 The north of Tamworth is not currently well served by active travel infrastructure and much of the LRN does not provide safe cycling infrastructure. The main roads outside of the Borough do not typically have footways.

7.6 There are several public rights of way (PRoW) with unsurfaced paths alongside the watercourses in the North area, including the River Tame and River Anker. Additionally, there is a network of PRoW across fields towards Wigginton and Hopwas. These routes are predominantly leisure trails.

7.7 Some local roads, including Main Road and local residential roads are likely to be conducive to on-carriageway cycling due to the low speeds and low traffic flows.

Will these routes require upgrading or new routes provided, and are these likely to be deliverable and affordable?

7.8 Safe, segregated cycle routes should be provided between the North area and Tamworth town centre to support any additional housing in the North area. These should be delivered in compliance with LTN 1/20, as per SCC's LCWIP.

7.9 Comberford Road is a relatively wide corridor and road space could reasonably be reallocated to support people cycling.

7.10 The Main Road / Wiggington Road and B5493 Ashby Road corridors are more constrained (private land, driveways, trees) and it may be difficult to achieve LTN 1/20 compliance. A quieter route through the Anker Valley development, parallel to the Cross Country Route, could be feasible subject to land ownership.

7.11 Along the Gungate Corridor, upgrades to achieve LTN1/20 compliance are likely to be very difficult due to space constraints. Lower quality improvements, such as on-carriageway cycle lanes and advanced stop lines at junctions should not be explored as they would be non-compliant.

7.12 Upgraded active travel corridors into Tamworth town centre from the North would require significant investment and careful design to overcome constraints. It is likely that improvements would adversely affect residents and businesses along the corridors during construction and when completed.

7.13 Further assessment into feasibility and which arterial road/s could support the active travel infrastructure would need to be undertaken, based on locations of developments in the North area.

7.14 Improvements could be, at least in part, delivered as part of developer S278 works or through developer S106 contributions. Bids could also be submitted for Government funding.

Active Travel Assessment: Existing = RED, Mitigation Deliverability = RED

Rail

How well does the location relate to the rail network in terms of existing station(s)?

7.15 Tamworth station is located at the southern boundary of the North area. Furthest parts of the North area are 7.5km away from Tamworth station as the crow flies.

7.16 Eastern parts of the North area are closer to Polesworth station than Tamworth station.

Can access to the rail network be achieved by sustainable modes, or will the road network require upgrading to support increased trips to the station?

7.17 There are a number of existing bus services that connect the residential areas of Perry Crofts and Wigginton Park with Tamworth station.

7.18 Bus services would need to be expanded to improve rail access for any new developments in the North area. Existing active travel infrastructure, particularly cycling, is relatively poor as described above, and would be improved by the potential route through the Anker Valley development.

Will an existing station need to be upgraded or rail services upgraded? Are these likely to be deliverable and affordable?

7.19 The main issue on the rail network through Tamworth is the lack of any substantial capacity to increase service frequencies beyond current levels. In order to unlock extra capacity into Birmingham and across the wider region, upgrades to the network are required. The Midlands Rail Hub will improve rail capacity, but it is not clear by how much and further capacity increases may be required to accommodate additional housing growth.

7.20 Additional cycle parking is likely to be required at Tamworth station, and existing provision should be covered and secure.

7.21 Additional car parking at Tamworth station should be resisted as it would encourage car use and exacerbate highway congestion in the local area. However, some car parking could be provided northeast of the station if appropriate pedestrian links were in place, as this would have less of an impact on the Gungate Corridor.

Rail Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Bus

How well does the location relate to the bus network in terms of existing inter-urban routes, and do these provide access to key employment/retail/leisure destinations?

7.22 The North area within the Borough is served by regular bus routes 2 and 3, which operate between Tamworth town centre and residential areas of Coton Green and Perry Crofts. Bus route 3 provides two services per hour between 07:00 and 19:00 and bus route 2 provides two services per hour.

7.23 These services connect to the rail station; however, access to key employment locations (such as Birch Coppice and Lichfield Road Industrial Estate) would require passengers to change buses.

7.24 Bus route 20 connects Tamworth town centre with the large employment hub at Mercia Park, M42 Junction 11. It operates on Mondays and Sunday to align with shift patterns.

Will a new service need to be provided, or an existing route upgraded to an appropriate frequency?

7.25 New developments in the North area outside of Tamworth may require amendments to existing bus routes or new routes. It is likely that existing frequencies would need to be increased and any new routes should provide at least 15-minute headways in order to achieve the aspirations set out in SCC's BSIP 2021.

7.26 All developments will need to provide high-quality bus stops with shelters, real time information and raised kerbs, along with bus priority measures at key junctions. Bus stops should be provided within 400m of each dwelling.

7.27 In line with SCC's BSIP, EV charging should be provided for any new bus routes. This could be provided within new developments.

7.28 It would be difficult to deliver bus priority measures along the existing bus corridors in the North area due to existing constraints. This will continue to delay buses and worsen bus journey time reliability, which may deter bus use.

Bus Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Highway (Strategic)

How well does the location relate to the existing SRN and MRN?

7.29 For much of the North area, primarily locations closer to the Borough, access to the A5 corridor and Junction 10 of the M42 would primarily be through Tamworth town centre via the highly congested Gungate Corridor.

7.30 To the north-east of the North area, Junction 11 of the M42/A42 provides a key gateway to the SRN via the B5493. This provides access towards Burton upon Trent via the A444. WCC is concerned about the level of (primarily HGV) traffic routing through No Man's Heath/Austrey towards Junction 11, particularly when there is disruption on the M42.

7.31 To the west of the North area, the A38 is accessed via the Cappers Lane junction which provides south-facing slips only. The area to the north-east of this junction is currently used by HS2 to deliver the Fulfen Wood Overbridge.

What existing issues are there on the SRN/MRN in this area?

7.32 It is understood that the M42 Junction 11 operates with relatively limited capacity. Nearby committed developments mitigate their impacts, but there is no significant capacity improvement scheme planned by Leicestershire County Council or NH.

7.33 NH advised that many of the A38 junctions near Tamworth and Lichfield do not conform with current design and safety standards.

What infrastructure improvements are likely to be required (e.g. new access to the SRN/MRN, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

7.34 Development is the North area is unlikely to require new accesses to the SRN, although a new M42 junction between Junctions 11 and 10 could be feasible depending on the size and location of development.

7.35 Upgrades to M42 Junction 11 would be necessary to mitigate development impacts during peak periods. NH's *M42 Corridor Study (Junctions 8-11)* (2016) considered different improvements to the junction and concluded that signalisation would be feasible and beneficial.

7.36 Developments closer to the A38 may have material impacts on the A38, which would also require mitigation. Given the constraints around the Cappers Lane junction, it may be difficult to deliver suitable mitigation.

7.37 Detailed modelling of cumulative growth and feasibility design optioneering would be necessary to demonstrate acceptability to NH. Each development would need to mitigate its impacts.

7.38 Improvements to M42 and A38 junctions may have deliverability and affordability issues depending on the nature and form of the improvements, which could require third-party land.

7.39 Developer contributions could be pooled to fund more significant upgrades for specific schemes identified by NH. Government funding streams could also be utilised.

Highway (Strategic): Existing = AMBER, Mitigation Deliverability = RED

Highway (Local)

How well does the location relate to the existing LRN and do these routes provide access to key centres?

7.40 The North area incorporates several key arterial routes into Tamworth town centre, including: the B5493, A513 Comberford Road and Main Road/Wiggington Road.

7.41 These routes funnel through the Gungate Corridor which is the only highway crossing of the WCML to Tamworth town centre, the rail station and the A5.

7.42 Tamworth Education Hub (including Landau Forte Academy Tamworth Sixth Form, Landau Forte Academy QEMS and South Staffordshire College) generates significant trips, which will be lessened to some extent when South Staffordshire College moves to a central location later in 2025.

7.43 The Gungate Corridor is effectively at capacity, despite significant capacity improvements being implemented in recent years.

What infrastructure improvements are likely to be required (e.g. new accesses, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

7.44 There is very limited scope to improve capacity along the Gungate Corridor. Significant mode shift (from private car to public transport and active modes) could provide some additional highway capacity, but this would require significant investment.

7.45 A number of highway capacity studies and scheme appraisals were completed as part of earlier Tamworth Local Plans and TBC's 'Anker Valley Sustainable Urban Extension – Transport Package Appraisal' (2013). The main highway schemes considered were the Amington Link Road and Anker Valley Link Road, though the former required third-party land and was deemed undeliverable.

7.46 The Anker Valley Link Road was promoted in previous Tamworth Local Plans but was ultimately identified as was neither deliverable nor affordable and was no longer supported by TBC. Its feasibility could be reviewed again by TBC to consider the current context and housing targets. This could also consider an alternative route alignment. As before, it is likely that government funding would be necessary, alongside developer funding.

7.47 As well as an alternative highway crossing of the WCML, development in the North area would need to deliver various new accesses and junction upgrades to tie into the existing highway network.

7.48 The site-specific accesses from the LRN would be deliverable and paid for by developers.

Highway (Local): Existing = RED, Mitigation Deliverability = RED

Summary – North Area

Table 7.1: Transport Infrastructure Assessment Score – North Area

Infrastructure	Existing – RAG	Mitigation Deliverability – RAG
Active Travel	RED	RED
Rail	AMBER	AMBER
Bus	AMBER	AMBER
Highways (Strategic)	AMBER	RED
Highways (Local)	RED	RED
Overall Score	**AMBER / RED**	**AMBER / RED**

Area 2 – East

7.49 The East area is bordered by the WCML to the north and east. The area incorporates the eastern section of Tamworth Borough and a northern part of North Warwickshire. The approximate boundary of the East area is illustrated on **Figure 5.1**.

7.50 Birch Coppice is a significant, strategic employment centre in the East area and it benefits from an intermodal rail freight facility (Birmingham Intermodal Freight Terminal (BIFT)).

7.51 The key infrastructure corridors in the East area are listed below:

- A5 Fazeley – Two Gates – Wilnecote Bypass
- M42 Junction 10
- A5 Watling Street
- B5000
- Polesworth Station

Active Travel

How well does the location relate to existing local and longer distance cycle infrastructure, and do these provide access to key centres and employment/retail facilities?

7.52 There are a number of local cycle routes in the East area and several PRoW connect residential areas.

7.53 Pedestrian and cycle provision is poor along the B5000, which is one of the key routes connecting the East area to Tamworth town centre. A narrow, non-continuous footway is provided on the south side of the carriageway for the majority of the route between the M42 flyover and the roundabout with Sheepcote Lane and Marlborough Way. West of this junction, the pedestrian environment improves with wider footways on both sides of the carriageway and traffic-calming measures to slow traffic.

7.54 There are a number of facilities along the B5000, including shops, Sheepcote Park and pubs and restaurants.

7.55 The footpath along the Coventry Canal is very narrow and unsurfaced between Polesworth and Tamworth.

7.56 Active travel access to Birch Coppice is poor from surrounding villages and Tamworth, in part due to the lack of safe routes across M42 Junction 10.

Will these routes require upgrading or new routes provided, and are these likely to be deliverable and affordable?

7.57 Improvements to the B5000 and a safe pedestrian and cycle route through M42 Junction 10 will be required, tying into improved provision east of the M42 and into Tamworth.

7.58 Any developments in proximity to Coventry Canal should provide access and upgrades to the Canal in proximity to the development and, ideally, along sections of the Canal towards Tamworth town centre and Atherstone through widening, lighting and surfacing to facilitate year-round use.

7.60 The A5 provides a wide corridor connecting Atherstone and Tamworth via the villages of Grendon and Dordon. Road space could reasonably be reallocated to improve cycling infrastructure. Further assessment would need to be undertaken to balance the accommodation of pedestrian / cycle infrastructure against the existing congestion issues along the A5 corridor.

7.61 Any works should be delivered in compliance with LTN 1/20, as set out as a key priority in SCC and WCC LCWIPs. These could be, at least in part, delivered as part of developer S278 works or developer S106 contributions. Bids could also be submitted for Government funding.

Active Travel Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Rail

How well does the location relate to the rail network in terms of existing station(s)?

7.62 Tamworth station is located at the northwest boundary of the East area. Furthest parts of the broad East area are 10km away from Tamworth station as the crow flies.

7.63 Atherstone station would be a more convenient rail connection for the eastern part of the East area, though it does not provide direct services to Birmingham.

7.64 Polesworth station is on the eastern border of the East area, though this only provides one daily service to Crewe.

Can access to the rail network be achieved by sustainable modes, or will the road network require upgrading to support increased trips to the station?

7.65 There are relatively good bus services connecting villages outside of the Borough to Tamworth station. Similarly, within the Borough the residential areas of Amington, Glascote, and Stonydelph have good bus access to Tamworth station.

7.66 Bus access to Atherstone station could be improved.

7.67 Within the Borough, cycling connections to Tamworth station could be enhanced.

Will an existing station need to be upgraded or rail services upgraded? Are these likely to be deliverable and affordable?

7.68 The main issue on the rail network through Tamworth is the lack of any substantial capacity to increase service frequencies beyond current levels. In order to unlock extra capacity into Birmingham and across the wider region, upgrades to the network are required. The Midlands Rail Hub will improve rail capacity, but it is not clear by how much and further capacity increases may be required to accommodate additional housing growth.

7.69 Additional cycle parking is likely to be required at Tamworth station, and existing provision should be covered and secure. Additional car parking at Tamworth station is not recommended as it would encourage car use and exacerbate highway congestion in the local area.

7.70 Polesworth station does not currently provide a realistic opportunity for commuting due to only having one northbound daily service. If services were to increase at Polesworth station, it would need significant upgrades to provide necessary, compliant access and platforms. It is constrained by residential properties to the south, though farmland to the north offers significant space and flexibility to accommodate station facilities.

Rail Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Bus

How well does the location relate to the bus network in terms of existing inter-urban routes, and do these provide access to key employment/retail/leisure destinations?

7.71 The East area within the Borough is served by a number of bus routes with frequent services into Tamworth town centre, rail stations and Birch Coppice.

7.72 Villages along the A5 corridor and Polesworth have bus access to Tamworth and Atherstone.

7.73 Several bus services connect to Birch Coppice.

Will a new service need to be provided, or an existing route upgraded to an appropriate frequency?

7.74 New developments in the East area outside of Tamworth may require amendments to existing bus routes or new routes. It is likely that existing frequencies would need to be increased, and any new routes should provide at least 15-minute headways in order to achieve the aspirations set out in the BSIPs of SCC and WCC.

7.75 In line with the BSIPs of SCC and WCC, EV charging should be provided for any new bus routes. This could be provided within new developments.

7.76 All developments will need to provide high-quality bus stops with shelters, real time information and raised kerbs, along with bus priority measures at key junctions. Bus stops should be provided within 400m of each dwelling.

Bus Assessment: Existing = GREEN / AMBER, Mitigation Deliverability = AMBER

Highway (Strategic)

How well does the location relate to the existing SRN and MRN?

7.77 The East area has excellent proximity to the SRN via the A5 and M42. The former passes through the East area connecting to the M42, Tamworth and Atherstone.

What existing issues are there on the SRN/MRN in this area?

7.78 East of the M42, the A5 is effectively at capacity during peak periods and M42 Junction 10 also experiences congestion, primarily on the A5 eastbound approach.

7.79 At Junction 10, the imbalance of lanes in the circulatory carriageway/gyratory causes operational inefficiencies and delay.

7.80 As a result, queuing and delays are experienced at the Stonydelph junction, located 400m to the west of Junction 10, causing delays leaving the Stonydelph residential area.

What infrastructure improvements are likely to be required (e.g. new access to the SRN/MRN, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

7.81 NH's A5 Dordon to Atherstone Project included capacity improvements to the A5, which were considered necessary by NH and WCC to accommodate planned growth. The importance of these improvements will increase with further housing proposals in the East area and beyond, as set out in the Local Plans for Tamworth, North Warwickshire, and Nuneaton and Bedworth. Additional development pressures along the A5 corridor may, in fact, require NH to revisit and potentially refine the project's design.

7.82 Similarly, upgrades to M42 Junction 10 would be necessary to mitigate development impacts during peak periods. NH's 'M42 Corridor Study (Junctions 8-11)' (2016) recommended several improvements to Junction 10 that would be deliverable, subject to funding.

7.83 Detailed modelling of cumulative growth and feasibility design optioneering would be necessary to demonstrate acceptability to NH. Each development would need to mitigate its impacts.

7.84 Previous NH studies have suggested potential improvements to Junction 10 (including highway capacity and active travel), though these may have deliverability and affordability issues.

7.85 Developer contributions could be pooled to fund more significant upgrades for specific schemes identified by NH. Government funding streams could also be utilised and would be necessary to address the capacity issues along the A5 corridor.

Highway (Strategic): Existing = AMBER, Mitigation Deliverability = AMBER

Highway (Local)

How well does the location relate to the existing LRN and do these routes provide access to key centres?

7.86 The main LRN routes in the East area are the B5000 between Polesworth and Tamworth town centre, and the B5080 through Stonydelph. Other local roads connect villages to the A5, and the residential areas of Tamworth.

What existing issues are there on the LRN in this area?

7.87 There are few issues on the LRN in the area, with the exception of some peak hour delay at the B5080 junction with the A5.

7.88 In Polesworth, the B5000 has two bridges over Coventry Canal which are relatively narrow, and in Dordon, Long Street is narrowed by on-street parking which leads to congestion.

What infrastructure improvements are likely to be required (e.g. new accesses, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

7.89 The site-specific accesses from the LRN would be deliverable and paid for by developers. These are likely to be both deliverable and affordable.

Highway (Local): Existing = AMBER, Mitigation Deliverability = GREEN

Summary – East Area

Table 7.2: Transport Infrastructure Assessment Score – East Area

Infrastructure	Existing – RAG	Mitigation Deliverability – RAG
Active Travel	AMBER	AMBER
Rail	AMBER	AMBER
Bus	GREEN / AMBER	AMBER
Highways (Strategic)	AMBER	AMBER
Highways (Local)	AMBER	GREEN
Overall Score	**AMBER**	**AMBER**

Area 3 – South

7.90 The South area is bordered by the A5 along the north, the M6 Toll to the southwest, and extends circa 2km to the south of the M42 to the southeast. The area incorporates the southwest section of the Borough, and the southeastern section of Lichfield District and the northwest of North Warwickshire District. The approximate boundary of the South study area is illustrated on **Figure 5.1**.

7.91 The key infrastructure corridors in the South area are listed below:

- A5 Hints Bypass
- A453 Sutton Road
- A4091
- A51
- B5404 Watling Street / Atherstone Street
- A446 Lichfield Road
- Wilnecote Station

Active Travel

How well does the location relate to existing local and longer distance cycle infrastructure, and do these provide access to key centres and employment/retail facilities?

7.92 The towpaths along the Coventry and Birmingham & Fazeley Canals provide the basis for good active travel corridors and there is a good concentration of PRoWs to the western part of the South area, between Drayton Bassett and Hints.

7.93 There is a good section of off-road cycle infrastructure along the A4091 Fazeley Road between Tameside Local Nature Reserve and Riverdrive, connecting into Fazeley Path over the River Anker into Tamworth town centre.

7.94 Other than limited sections of shared use path, there is generally limited cycle infrastructure along the B5404 Watling Street, A453, A4091 and A51.

Will these routes require upgrading or new routes provided, and are these likely to be deliverable and affordable?

7.95 The canal towpaths require significant upgrades to become suitable for commuting and utility cycling, though there are significant constraints at bridges and underpasses.

7.96 There is relatively good corridor width along the A453, A4091 and A51 to provide LTN 1/20 compliant cycle infrastructure. Further assessment into feasibility and which arterial road/s could support the active travel infrastructure would need to be undertaken, based on locations of developments in the North area.

7.97 Improvements could be, at least in part, delivered as part of developer S278 works or through developer S106 contributions. Bids could also be submitted for Government funding.

Active Travel Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Rail

How well does the location relate to the rail network in terms of existing station(s)?

7.98 Wilnecote station is located within the north-east part of the South area. It offers a more limited service than Tamworth in terms of destinations and frequencies.

7.99 Tamworth station is located circa 1.5km north of the South area. Furthest parts of the South area are 9.5km away from Tamworth station as the crow flies.

Can access to the rail network be achieved by sustainable modes, or will the road network require upgrading to support increased trips to the station?

7.100 Regular bus routes operate along the A453 and A51 corridors, but there is no regular service along the A4091. These buses do not stop directly at the rail stations, with up to 10-minute walks required.

7.101 Active travel corridors would need to be upgraded to demonstrate the availability for non-car access to rail stations.

Will an existing station need to be upgraded or rail services upgraded? Are these likely to be deliverable and affordable?

7.102 Wilnecote station provides less frequent services than Tamworth between Birmingham New Street and Nottingham, with a service every 1-2 hours. If peak period services could be increased, this would alleviate some pressure at Tamworth and reduce access distances to high-quality rail services for the South area. It currently has no cycle parking, which would need to be provided.

Rail Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Bus

How well does the location relate to the bus network in terms of existing inter-urban routes, and do these provide access to key employment/retail/leisure destinations?

7.103 The South area within the Borough (Wilnecote, Hockley, Dosthill) and the surrounding areas (Fazeley, Mile Oak) are well served by a number of bus routes with frequent services into Tamworth town centre. The 110 bus is an inter-urban route connecting Tamworth and Birmingham via Fazeley, Mile Oak, and Sutton Coldfield.

7.104 Further from the Borough, the villages of Drayton Bassett, Middleton and Hints have no regular bus services.

Will a new service need to be provided, or an existing route upgraded to an appropriate frequency?

7.105 New developments in the South area outside of Tamworth may require amendments to existing bus routes or new routes. It is likely that existing frequencies would need to be increased and any new routes should provide at least 15-minute headways in order to achieve the aspirations set out in SCC's BSIP 2021.

7.106 All developments will need to provide high-quality bus stops with shelters, real time information and raised kerbs, along with bus priority measures at key junctions. Bus stops should be provided within 400m of each dwelling.

7.107 In line with SCC's BSIP, EV charging should be provided for any new bus routes. This could be provided within new developments.

Bus Assessment: Existing = GREEN / AMBER, Mitigation Deliverability = AMBER

Highway (Strategic)

How well does the location relate to the existing SRN and MRN?

7.108 The northern part of the South area benefits from excellent access to the A5, while the southern part is bound by the M42, A38 and M6 Toll. The M42 is accessed via Junctions 9 and 10, the A38 via Bassetts Pole, and the M6 Toll via several junctions.

What existing issues are there on the SRN/MRN in this area?

7.109 The M42 Junction 10 operates with relatively limited capacity, particularly on the A5 eastbound approach. The imbalance of lanes in the circulatory carriageway/gyratory causes operational inefficiencies and delay.

7.110 M42 Junction 9 experiences some queuing and delays on the approaches, particularly during the evening peak hour.

7.111 Many of the A38 junctions near Tamworth and Lichfield do not conform with current design and safety standards.

What infrastructure improvements are likely to be required (e.g. new access to the SRN/MRN, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

7.112 Development in the South area is unlikely to require new accesses to the SRN.

7.113 Mitigation may be required at M42 Junctions 9 and 10 to alleviate peak hour congestion. Improvements to M40 Junction 10 may have deliverability and affordability issues depending on the nature and form of the improvements, which could require third-party land.

7.114 Detailed modelling of cumulative growth and feasibility design optioneering would be necessary to demonstrate acceptability to NH. Each development would need to mitigate its impacts.

7.115 Developer contributions could be pooled to fund more significant upgrades for specific schemes identified by NH. Government funding streams could also be utilised.

Highway (Strategic): Existing = AMBER, Mitigation Deliverability = AMBER

Highway (Local)

How well does the location relate to the existing LRN and do these routes provide access to key centres?

7.116 The main LRN routes in the South area include the A453, A4091 and A51 which route north-south through the area. In the north part, the B5404 Watling Street cuts through east-west and in the south part the A446 Lichfield Road links the A38/A453 with M42 Junction 9, the M6 Toll and A4091.

What existing issues are there on the LRN in this area?

7.117 During peak periods, there is congestion at the A453/Watling Street signalised junction at Mile Oak which causes queueing back on the A453 approach from the north, on the A5 off-slip and the Plantation Lane roundabout.

7.118 There is also congestion along the B5404 Watling Street at key junctions, in particular at all approaches to the A51 Dosthill Road signalised junction.

7.119 At Bassetts Pole, the LRN experiences queueing back on the A453 and A446 approaches to the junction.

What infrastructure improvements are likely to be required (e.g. new accesses, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

7.120 Development in the South area would need to deliver various new accesses and junction upgrades to tie into the existing LRN, which should be deliverable and feasible subject to site-specific constraints.

7.121 A mitigation scheme is likely to be required to the Mile Oak signalised junction.

Highway (Local): Existing = GREEN, Mitigation Deliverability = GREEN

Summary – South Area

Table 7.3: Transport Infrastructure Assessment Score – South Area

Infrastructure	Existing – RAG	Mitigation Deliverability – RAG
Active Travel	AMBER	AMBER
Rail	AMBER	AMBER
Bus	GREEN / AMBER	AMBER
Highways (Strategic)	AMBER	AMBER
Highways (Local)	GREEN	GREEN
Overall Score	**AMBER**	**AMBER**

Area 4 – West

7.122 The West area is bordered by the A5 to the south, the Cross Country Route to the east, the WCML to the north and the HS2 route to the west.

7.123 The area incorporates the west section of Tamworth Borough and the southeastern section of Lichfield District. The approximate boundary of the West area is illustrated on **Figure 5.1**.

7.124 The key infrastructure in the West area is listed below:

- A51 Lichfield Road
- A5
- A453 Bonehill Road
- Tamworth Station

Active Travel

How well does the location relate to existing local and longer distance cycle infrastructure, and do these provide access to key centres and employment/retail facilities?

7.125 There are quite limited active travel routes in the West area.

7.126 The A51 forms the main route into Lichfield and Tamworth from the West area. It has a footway along at least one side of the carriageway; however, it does not provide any formal cycling infrastructure other than short sections of shared use path within Tamworth.

7.127 Dunstall Farm Development includes a shared use path connecting Dunstall Lane (single track road) and the A51 at Jolly Sailor Roundabout, for onwards access to the town centre via Fazeley Path.

7.128 There is a network of PRoW west of Tamworth, a path along part of the River Tame, and a towpath along the Birmingham & Fazeley Canal.

Will these routes require upgrading or new routes provided, and are these likely to be deliverable and affordable?

7.129 Safe, segregated cycle routes are likely to be necessary along the A51 to connect developments along the route with Tamworth and Lichfield. The corridor is relatively wide along most of the route, though there would be some constraints within Tamworth.

7.130 Dunstall Lane could be closed to through-traffic, providing a quiet and largely segregated cycle route between Hopwas and Tamworth town centre.

7.131 Any developments in proximity to Birmingham & Fazeley Canal should provide access and upgrades to the Canal in proximity to the development and, ideally, along sections of the Canal towards Tamworth town centre through widening, lighting and surfacing to facilitate year-round use.

7.132 Improvements could be, at least in part, delivered as part of developer S278 works or through developer S106 contributions. Bids could also be submitted for Government funding.

Active Travel Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Rail

How well does the location relate to the rail network in terms of existing station(s)?

7.133 Tamworth station is located on the eastern boundary of the West area. Furthest parts of the West area are 6.5km away from Tamworth station as the crow flies.

7.134 As explained in **Chapter 3**, Tamworth station provides good access to a range of key destinations. Access is expected to improve in the future following implementation of the Midlands Rail Hub.

7.135 The westernmost parts of the West area are closer to the two Lichfield stations: Lichfield City and Lichfield Trent Valley. The former provides twice hourly services to Lichfield Trent Valley and Bromsgrove, and the latter provides twice hourly services to Bromsgrove, and hourly services to London Euston and Crewe.

Can access to the rail network be achieved by sustainable modes, or will the road network require upgrading to support increased trips to the station?

7.136 Bus route X65/765 is the main service connecting the West area with Tamworth and Lichfield via a twice hourly service. It stops at Lichfield City station but not at Tamworth and Lichfield Trent Valley stations, which would be over 10-minute walks from the nearest bus stops.

7.137 Bus services would need to be expanded to improve rail access for any new developments in the West area.

Will an existing station need to be upgraded or rail services upgraded? Are these likely to be deliverable and affordable?

7.138 The main issue on the rail network through Tamworth is the lack of any substantial capacity to increase service frequencies beyond current levels. In order to unlock extra capacity into Birmingham and across the wider region, upgrades to the network are required. The Midlands Rail Hub will improve rail capacity, but it is not clear by how much and further capacity increases may be required to accommodate additional housing growth.

7.139 Additional cycle parking is likely to be required at Tamworth station, and existing provision should be covered and secure. Additional car parking at Tamworth station is not recommended as it would encourage car use and exacerbate highway congestion in the local area.

Rail Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Bus

How well does the location relate to the bus network in terms of existing inter-urban routes, and do these provide access to key employment/retail/leisure destinations?

7.140 The West area is served by bus routes X65, 765, 3, 2 and 11. The 2, 3 and X65 provide two services per hour. These connect the villages between Tamworth and Lichfield with the urban areas.

Will a new service need to be provided, or an existing route upgraded to an appropriate frequency?

7.141 New developments in the West area outside of Tamworth may require amendments to existing bus routes or new routes. It is likely that existing frequencies would need to be increased, and any new routes should provide at least 15-minute headways in order to achieve the aspirations set out in the BSIPs of SCC and WCC.

7.142 In line with SCC's BSIP, EV charging should be provided for any new bus routes. This could be provided within new developments.

7.143 All developments will need to provide high-quality bus stops with shelters, real time information and raised kerbs, along with bus priority measures at key junctions. Bus stops should be provided within 400m of each dwelling.

Bus Assessment: Existing = AMBER, Mitigation Deliverability = AMBER

Highway (Strategic)

How well does the location relate to the existing SRN and MRN?

7.144 The southern part of the West area benefits from excellent access to the A5, while the western and southern parts are close to the A38 and M6 Toll.

What existing issues are there on the SRN/MRN in this area?

7.145 The A5 operates with reasonable capacity between the M42 and A38.

7.146 Although some of the A38 junctions are substandard as regards design and safety, there are few capacity issues other than occasionally at Swinfen Interchange.

What infrastructure improvements are likely to be required (e.g. new access to the SRN/MRN, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

7.147 Developments closer to the A38 may have material impacts on the A38, which would also require mitigation. The Swinfen Interchange and Weeford Interchanges are unlikely to require mitigation, depending on the scale of impacts.

7.148 Given the constraints around the Cappers Lane junction, it may be difficult to deliver suitable mitigation.

7.149 Detailed modelling of cumulative growth and feasibility design optioneering would be necessary to demonstrate acceptability to NH. Each development would need to mitigate its impacts.

7.150 Developer contributions could be pooled to fund more significant upgrades for specific schemes identified by NH. Government funding streams could also be utilised.

Highway (Strategic): Existing = AMBER, Mitigation Deliverability = AMBER

Highway (Local)

How well does the location relate to the existing LRN and do these routes provide access to key centres?

7.151 The A51 connects Tamworth and Lichfield, whilst the A453 connects the A5 and Tamworth town centre.

7.152 Plantation Lane is a north-south route connecting the A453/A5 with the A51 to the west of Tamworth.

7.153 Hints Lane and Jerry's Lane/Flats Lane are predominantly north-south single track roads with passing places, connecting Watling Street with Plantation Lane and the A51 respectively.

7.154 The LRN around Ventura Retail Park has reasonable capacity and provides access to the A5, Tamworth town centre and Fazeley.

What existing issues are there on the LRN in this area?

7.155 There are relatively few issues on the LRN in the West area, with the exception of some queueing back through the A453/Plantation Lane roundabout during peak periods due to the A453/Watling Street signalised junction at Mile Oak.

What infrastructure improvements are likely to be required (e.g. new accesses, corridor/junction upgrades, etc.)? Are these likely to be deliverable and affordable?

7.156 It is feasible that the A51/Plantation Lane junction would need to be signalised and significant upgrades would be required to Hints Lane and Jerry's Lane/Flats Lane to make them suitable for intensified two-way movement. It would appear that there is space to achieve these improvements along this route.

7.157 Development in the West area would need to deliver various new accesses and junction upgrades to tie into the existing LRN, which should be deliverable and feasible subject to site-specific constraints.

Highway (Local): Existing = GREEN, Mitigation Deliverability = GREEN

Summary – West Area

Table 7.4: Transport Infrastructure Assessment Score – West Area

Infrastructure	Existing – RAG	Mitigation Deliverability – RAG
Active Travel	AMBER	AMBER
Rail	AMBER	AMBER
Bus	GREEN / AMBER	AMBER
Highways (Strategic)	AMBER	AMBER
Highways (Local)	GREEN	GREEN
Overall Score	**AMBER**	**AMBER**

Area Summary

7.158 A summary of each area's existing RAG scoring is provided in **Table 7.5**.

Table 7.5: Transport Infrastructure Assessment Scores – Summary (Existing)

Infrastructure	North – RAG	East – RAG	South – RAG	West – RAG
Active Travel	RED	AMBER	AMBER	AMBER
Rail	AMBER	AMBER	AMBER	AMBER
Bus	AMBER	GREEN / AMBER	GREEN / AMBER	AMBER
Highways (Strategic)	AMBER	AMBER	AMBER	AMBER
Highways (Local)	RED	AMBER	GREEN	GREEN
Overall Score	**AMBER / RED**	**AMBER**	**AMBER**	**AMBER**

7.159 A summary of each area's mitigation feasibility RAG scoring is provided in **Table 7.6**.

Table 7.6: Transport Infrastructure Assessment Scores – Summary (Mitigation Feasibility)

Infrastructure	North – RAG	East – RAG	South – RAG	West – RAG
Active Travel	RED	AMBER	AMBER	AMBER
Rail	AMBER	AMBER	AMBER	AMBER
Bus	AMBER	AMBER	AMBER	AMBER
Highways (Strategic)	RED	AMBER	AMBER	AMBER
Highways (Local)	RED	GREEN	GREEN	GREEN
Overall Score	**AMBER / RED**	**AMBER**	**AMBER**	**AMBER**

8 Growth Scenario Assessments

Overview

8.1 This chapter assesses the transport implications of six growth scenarios identified in **Chapter 5**, drawing upon the area-based infrastructure assessments in **Chapter 7**. Each scenario reflects a different spatial distribution of future housing growth, both within Tamworth Borough and across neighbouring authorities.

8.2 The purpose of this assessment is to understand the relative transport strengths, constraints and infrastructure requirements associated with each scenario. The analysis considers performance across all transport modes – active travel, bus, rail and highway (local and strategic) – and identifies the deliverability and sustainability of each growth approach.

8.3 The assessments are qualitative in nature, supported by engagement with key stakeholders, and are intended to inform strategic decision-making in relation to the emerging Local Plan and to inform cross-boundary discussions.

8.4 A summary conclusion is provided for each scenario, including RAG scoring for the existing conditions and mitigation feasibility for each scenario.

Scenario 1: Inside Borough

8.5 Densifying development close to existing amenities and public transport is inherently sustainable, as it enables greater use of active travel and public transport, reducing dependence on the private car.

8.6 However, Scenario 1 would be very challenging to deliver primarily due to its high level of housing in the North area which relies on the Gungate Corridor. This corridor experiences severe peak-period congestion and there is currently no clearly deliverable solution to provide additional capacity for highway, public transport or cycling infrastructure.

8.7 If car-free or restraint-based parking development were adopted within the Borough, particularly in the North area, their highway impacts could be significantly reduced, potentially making this scenario more feasible.

Scenario 1: Existing = RED, Mitigation Deliverability = RED

Scenario 2: North Focus

8.8 As with Scenario 1, development in the North area would be heavily reliant on the already-congested Gungate Corridor, with very limited scope for new road links or significant junction upgrades. Active travel infrastructure is also poor and would require major investment to connect new housing to key destinations.

8.9 As development shifts further from the Borough, highway impacts on Tamworth's local highways – particularly the congested Gungate Corridor – would be reduced, as fewer trips would route through the town centre. However, these more peripheral locations are less well connected to key employment centres, services and amenities, and therefore present a lower potential for sustainable travel patterns.

8.10 Improvements to the SRN may be required at M42 Junction 11 and on the A38, depending on the location and scale of growth. Without significant mitigation and mode shift, this scenario presents high delivery challenges and poor transport performance.

Scenario 2: Existing = RED, Mitigation Deliverability = RED

Scenario 3: East Focus

8.11 The East area benefits from strong proximity to the A5 and M42, and includes existing employment centres such as Birch Coppice, making it well suited to support new housing. It also benefits from good bus connectivity and reasonable access to Tamworth rail station. Upgrades to Polesworth rail station represent a significant potential opportunity.

8.12 However, strategic infrastructure in this area – particularly M42 Junction 10 and the A5 – is already at capacity and would require upgrades to accommodate additional demand. Active travel connections are limited and would need to be significantly improved, particularly across key barriers.

8.13 With targeted investment in sustainable transport and mitigation at key highway junctions, this scenario could be delivered, although infrastructure funding and cross-boundary coordination would be essential and this is likely to require significant investment from central government.

8.14 While additional housing along the A5 corridor would increase highway pressures, it could also potentially strengthen the business cases for NH's A5 Dordon to Atherstone Project and M42 Junction 10. NH may also need to revisit and refine the design of those schemes to ensure they remain able to accommodate planned growth. Such an approach would rely on greater funding certainty than previously identified.

Scenario 3: Existing = AMBER, Mitigation Deliverability = AMBER

Scenario 4: South Focus

8.15 The South area is well connected to strategic highways (M42, A5, A38, M6 Toll) and offers access to Tamworth via several local routes. Parts of the area already benefit from regular bus services and Wilnecote rail station is nearby, albeit with limited frequency.

8.16 There are some local highway congestion points, particularly around Mile Oak and Fazeley, which would require mitigation. Active travel improvements would also be necessary to ensure connectivity to services and stations.

8.17 With investment in local junction upgrades and public transport enhancements, this scenario could be deliverable. Sustainable travel potential is moderate, with scope to reduce car dependency through improved infrastructure.

Scenario 4: Existing = AMBER, Mitigation Deliverability = GREEN

Scenario 5: West Focus

8.18 The West area offers good access to both Tamworth and Lichfield, with proximity to multiple rail stations and some inter-urban bus routes. The local highway network has spare capacity and fewer congestion issues compared to other areas.

8.19 Active travel provision is currently limited but can be feasibly enhanced along the A51 corridor and canal towpaths. Access to rail would require improvement via new or modified bus services.

8.20 This scenario performs well in terms of deliverability and transport resilience, and could accommodate growth with targeted improvements to active travel and public transport infrastructure.

Existing = AMBER, Mitigation Deliverability = GREEN

Scenario 6: Balanced

8.21 A balanced distribution of growth across all four areas enables more even use of existing transport networks and avoids overburdening any one corridor. However, the additional housing in the North area is likely to still have a severe impact on highway capacity.

8.22 This approach allows infrastructure investment to support a wider range of public transport and active travel improvements across the Borough and adjacent areas, improving alternatives for existing residents. However, lower housing levels in each area may not achieve the critical mass necessary to fund major mitigation schemes, such as the A5 Dordon to Atherstone Project and along the Gungate Corridor.

8.23 This scenario presents the best transport performance overall, offering the greatest potential for sustainable development and mitigation of cumulative impacts. It is considered the most deliverable and resilient long-term approach.

Existing = AMBER, Mitigation Deliverability = AMBER

Growth Scenario Summary

8.24 The six growth scenario scores are summarised in **Table 8.1**.

Table 8.1: Transport Infrastructure Assessment Scores – Scenarios

Growth Scenario	Existing Condition Scoring	Mitigation Deliverability Scoring
1: Inside Borough	RED	RED
2: North Focus	RED	RED
3: East Focus	AMBER	AMBER
4: South Focus	AMBER	GREEN
5: West Focus	AMBER	GREEN
6: Balanced	AMBER	AMBER

9 Conclusions and Next Steps

9.1 This high-level Transport Study supports the development of the New Tamworth Local Plan by assessing the transport implications of potential growth scenarios within and beyond the Borough. It also provides an evidence base for ongoing cross-boundary engagement with Lichfield and North Warwickshire District Councils.

9.2 The Transport Study identifies key transport constraints, opportunities and investment needs across Tamworth and neighbouring areas. It highlights that transport impacts vary significantly by location, with the Gungate Corridor emerging as a major local constraint, and strategic highway junctions (e.g. M42 Junction 10, A5) requiring relatively substantial mitigation in most scenarios.

9.3 Next steps include:

- Finalising the preferred spatial strategy and site allocations, accounting for cumulative planned growth from adjacent authorities.
- Advancing transport modelling of specific sites to quantify impacts and test mitigation options.
- Further engagement with infrastructure providers, including NH, SCC, and WCC, to convey more detailed site-specific information and coordinate investment priorities.
- Preparing an updated IDP in parallel with the Local Plan evidence base.

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