MW

	Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/Area(s) Affected - SHLAA	Priority/ Timeframe	Total Estimated Cost	Lead Agency/Contact	Other Partners	2026 Comments and Issues	Funding source	Council funding required	Risk
Transport and movement	**Active travel**	Canal corridor and Towpath improvements		SP8, SP9, NE1	Strategic	N/A		Unknown	Canal and River Trust	SCC	SCC will invest in ongoing canal towpath improvements in accordance with the LCWIP as resources permit	Developer contributions CIL	0	
		Gateways project Phase 3 Corporation Street/Church Street	Sustainable transport and public realm enhancements.	SP8, SP9, TC2	Site	23/585; 22/096; 18/011; 18/009; 18/023; 18/001; 23/573; 18/018; 23/515		£400,000	SCC/TBC		This project requires review by TBC in terms of their vision for the area, resource requirements and method of progression.	SCC, TBC, Developer Contributions CIL	To be confirmed	Costs are likely to have increased significantly since inception and review could result in increased expenditure.
		Active Travel	Active Travel projects identified within the Local Transport Plan and Local Cycling and Walking Infrastructure Plan to support the local transport network, offer enhanced and attractive travel options and inclusive mobility, and mitigate traffic impacts where appropriate.	LTP/LCWHP	Strategic	N/A	Ongoing	Unknown	SCC	ATE/TBC/ Developers/WWCT/CRT	Enhance the extensive cycle and walking network across Tamworth connecting to the town centre. The aim is to actively and inclusively encourage residents to use the network, by giving them a genuine choice to cycle or walk for some journeys. This will result in fewer car journeys, improved air quality and improved health.	SCC/Other/ Developer contributions CIL		
	Low Emission vehicles	N/A	Support the transition to low emission vehicles by delivering community charging infrastructure	SP2,SP9, TA1	Strategic	N/A	Ongoing	Unknown	SCC/TBC/Developers		LEVI project to deliver EV infrastructure on residential off-street car parks currently being progressed.	LEVI/Developer contributions CIL	0	
	Public Transport	Midlands Rail Hub		SP8, SP9, TA1	Strategic	N/A	Early 2030s	£1.75 billion Anticipated Final Cost of Full MRH scheme £123m awarded in 2025 CSR to progress detail design and Full Business Case for core MRH infrastructure in Birmingham Funding still required to progress FBC and detailed design for MRH East infrastructure required to provide additional trains to Tamworth/ Derby and Nuneaton /Leicester	Network Rail, Midlands Connect, WMR Ltd, Train Operating Companies and other partners		£125m of funding has been confirmed to progress the full Business Case and TWAO for the core West and Central Birmingham elements of the Midlands Rail Hub. This will enable additional train services between Birmingham and Worcestershire, Swindon and South Wales and also enable services to/from Tamworth to run into Birmingham Moor St station. The current funding does not allow for the detailed design and Full Business Case required for the eastern elements of MRH required to provide additional train services between Birmingham and Tamworth/Derby/Nottingham and Birmingham - Nuneaton/Leicester. A new MRH East funding bid will need to be presented to cover the cost of design and business case development: likely to cover junction improvements at Water Orton, a new direct access into Kingsbury freight branch to/from the North, track and signalling works at Burton on Trent, and potentially an upgrade of the direct Shenstone - Sheet Stores line to enable Nottingham trains avoid having to reverse at Derby.	DfT's Rail Network Enhancements Pipeline (RNEP) Possibility of local funding to progress FBC for MRH East?	0	

West Coast Main Line / HS2		SP8, SP9, TA1	Strategic	N/A	Uncertain	Un known	Department for Transport	Network Rail / HS2 Ltd	HS2 services will now join the West Coast Main Line near Lichfield, and consequently pass through the existing capacity bottleneck at Colwich Junction / Shugborough Tunnel, which the HS2 line to Crewe would have resolved. Unless this Colwich /Shugborough rail network capacity constraint is addressed, there is a risk that services through Tamworth and Lichfield on the 'classic' West Coast Main Line to the North West and to London may be reduced. As a result of the cancellation of the HS2 Line to East Midlands Parkway, the completion of the HS2 will not allow Cross Country Services from Yorkshire and Derby to terminate at Curzon St. As an alternative the Department for Transport's "Midlands - Yorkshire - North East" (MYNE proposal) is considering an HS2 connection to the existing Birmingham - Derby line between Kingsbury and Dosthill which could allow HS2 service to run through Tamworth to Derby and Sheffield.	Unknown	0	
Polesworth Station		SP8, SP9, TA1	Local	N/A	Uncertain		WCC	North Warwickshire Council	Warwickshire are investigating improvements to Polesworth station, and if these do not prove feasible a new Parkway station will be pursued.	Unknown	0	
Core Eastern (Water Orton to |Derby/Nottingham and Nuneaton/Leicester corridors)		SP8, SP9, TA1, TA3	Strategic	N/A	Uncertain				The current funding does not allow for the detailed design and Full Business Case required for the eastern elements of MRH (Water Orton to Derby/Nottingham and Nuneaton/Leicester corridors). A new funding bid will need to be presented to cover the cost of design and business case development: likely to cover junction improvements at Water Orten, a new direct access into Kingsbury freight branch to/from the North, track and signalling works at Burton on Trent, and potentially an upgrade of the direct Shenstone - Sheet Stores line to enable Nottingham trains avoid having to reverse at Derby.	Full funding is not confirmed. New bid required	0	
Public Transport projects	Public Transport projects identified within the Local Transport Plan and Bus Service Improvement Plan to support multi-modal connectivity, improved services and waiting facilities, support inclusive mobility, fleet electrification, information, accessibility and enhanced travel options.	SP9	Strategic	N/A	Ongoing	Unknown	SCC	TBC/Operators/ Network Rail/Developers	Create a joined-up network that caters for multi-modal journeys, places the user at its heart, and supports inclusive mobility and enhances the journey experience. Expanding the availability and strengthening the offer of public transport services will be essential to deliver the LTP's vision. Explore opportunities to electrify further routes in Tamworth.	SCC/BSG/ Other/ Developer contributions CIL	To be confirmed	
Wilnecote Station Enhancements		SP9	Site	Wilnecote sites 18/025; 18/030; 18/019; 18/029; 23/584; 18/027	Medium/long	Unknown	TBC/SCC/developers, Network Rail, WMR Ltd, Train Operating Companies.		SCC has identified Wilnecote station within its recently published Local Transport Plan as our least used station within the county, and also one of the least accessible stations in the county. We will work with the rail industry to identify any improvements that can be reasonably delivered.	TBC/SCC/ Network Rail, WMR Ltd, Train Operating Companies/Developer contributions CIL	To be confirmed	

		Access to Tamworth Train Station	Improved access for active travel and buses to Tamworth railway station and improved travel information at the entrance to the station to direct users to bus services and appropriate routes for onward travel.	SP9	Strategic	N/A	Medium/long	£2,100,000	SCC/Bus and Rail Operators/ Network Rail/Developers		There is currently a lack of connectivity between rail services and bus services in Tamworth. The main bus interchanges are located in the town centre on Victoria Road and Corporation Street. There are bus routes that run past the railway station, however they don't stop at the front of the station, but further down Offa Drive. Providing an opportunity for buses to stop in front of the station and/or providing better travel information at the station entrance would improve the experience for those arriving by train and encourage onward travel by bus. Explore opportunities to increase accessibility from the northern side of the station.	To be confirmed	To be confirmed	
	Highways	Improvements to TBC owned highway-related assets		TA2	Strategic	N/A		Unknown	TBC		Improvements to TBC owned assets such as footpaths and bridges	TBC, Developer contributions CIL	To be confirmed	
		A5 improvements	Improvements to safety and network performance on the A5	TA2	Strategic	Sites located with impact on A5 corridor 20/089; 24/591;	Ongoing	Unknown	National Highways	SCC	Work with National Highways to support road safety and network performance enhancements on this key corridor	National Highways/ Developer contributions S106 if site specific impact	0	
		Highway interventions and traffic management measures		TA2	Strategic	N/A	Ongoing	Unknown	SCC/Developers	SCC	Deliver highway interventions and traffic management measures in accordance with Local Transport Plan and Traffic and Network Management Plan objectives which improve safety, efficiency, enforcement and reliability of the local network where appropriate.	SCC/Developer contributions CIL	0	
		A5 / M42 Junction 10	Unlocking economic and housing growth by easing congestion on the A5 where it meets Junction 10 of the M42.	TA2	Site	20/090	2030/2031	To be developed	National Highways		National Highways have just announced their Roads Investment Strategy 3 (RIS 3) which sets out a 5 year investment strategy re the strategic road network from 04/2026 to 03/2031. RIS 3 identifies schemes which National Highways will develop during the third period. These will ideally then be ready for delivery in the fourth period, subject to business cases demonstrating they are consistent with National Highways' and wider government objectives. This includes exploring place-based opportunities for enhancement to the SRN that deliver growth, using private sector partnerships and contributions, A5 / M42 Junction 10 is one of 9 such pipeline schemes. Details of the RIS 3 announcement are available at the link below.	RIS 3 / Developer contributions S106 if site specific impact	0	Risk of Grampian Condition if the site development is dependent upon the new junction works.
		Broadmeadow Viaduct		SP9	Site	18/009; 18/023; 18/011					Business case being prepared for £3.6 million cycle bridge.	Funding bid, Developer contributions S106	0	
Education	**Primary**	Arkall Farm Primary school (Tamworth) additional capacity		SP4, SP8, HC1, HC2, HC3	Site	22/094; 18/013		To be confirmed	SCC	SCC, Entrust, RSC, Academy Trusts	Contributions have been negotiated on current planning applications including this application to add an additional half FE 105 places to the new school to be delivered at Arkall Farm (provisional opening date of 2029). Once built, this school is expected to be at capacity and there is no potential to expand further.	Site to be provided and S106 developer contributions according to formula or project cost where appropriate	~~0~~	Risk that pupils will not be able to attend the nearest school. This will be mitigated over time as allocation of places is rationalised in terms of proximity to school.
		New school at Dosthill		SP4, SP8, HC2, HC3	Site	18/007; 18/028; 18/030					A site and new primary school will be required in the early stages at Dosthill. Location for the school to be determined - Larger school potentially required if additional cumulative demand from other sites within catchment area. (The larger school maybe not necessary if the new development to the east has access to a new school within Warwickshire Education Authority.)	Site to be provided and S106 developer contributions according to formula	0	

		School at Arkall Farm		SP4, SP8, HC3	Site	18/013		£13,799,000* costs as at Q2 2026. Costs are regularly reviewed and updated based on latest costs of delivery	SCC	SCC, Entrust, RSC, Academy Trusts	New Primary school required from 2029 as a result of strategic residential development at Arkall Farm. The school for this level of development would require 315 places however considered in conjunction with site 22/094 and site 22/091 will be up to 420 places. School is only required as a result of growth from housing and will contain provision for a 26 place nursery. S106 contributions toward the new school have been requested on current planning applications and secured, plus land for the school site. Further contributions will be required on other relevant sites.	Site to be provided and S106 developer contributions according to formula or project cost where appropriate	0	Risk that the school will not be completed for admissions in 2029 and all other schools within reasonable travel distance are at capacity.
		Town centre		SP4, SP8, TC2, HC3	Site	23/515; 18/018; 23/573; 18/001; 18/033; 18/0023; 18/009; 24/574					Contributions needed to enable expansion or mitigations to existing schools on a site by site basis.	Site to be provided and S106 developer contributions according to formula or project cost where appropriate	~~0~~	
		Rural Schools		SP8	Site specific	Various		£2,000,000		SCC, Entrust, RSC, Academy Trusts	Previous projections indicated there may be a need for additional places in this planning area as a result of residential development. No project has been defined and no feasibility study has been commissioned. Potential additional places would only be required as a result of housing growth, and housing has not come forward yet. Any funding shortfall to be secured through S106.	Site to be provided and S106 developer contributions according to formula or project cost where appropriate	0	
	Secondary	Secondary schools in the Tamworth area		SP8, HC3	Site specific	Various					Contributions will be required to support expansion and mitigation to secondary schools in the Tamworth area.	Site to be provided and S106 developer contributions according to formula or project cost where appropriate	0	
Utilities	**Sewerage**	Strategic improvements		SP4, SP8	Strategic	N/A	Ongoing	£1,000,000	Severn Trent Water		Severn Trent Water are investing in the sewerage network across the borough to meet Water Industry National Environment Programme (WINEP) requirements and to enable growth. These improvements will increase local capacity, reduce spills from storm overflows, and improve resilience to climate change.	STW	0	
	Electricity	Upgrades and expansion.	Upgrading and expansion of Tamworth area network to deal with increased electrical demand due to growth and change of use patterns associated with Future Homes standards and the uptake of electric vehicles.	SP4, SP8	Site specific	Various		Unknown	National Grid		All three existing primary substations in Tamworth are at capacity with little scope for expansion in the next five years. There is some capacity on local networks. National Grid have an investment plan to provide additional capacity and this will be further amplified by the provision of a Super Grid transformer by 2035 therefore growth towards the end of the local plan period will have easier connections.	National Grid will seek developer contributions as part of their usual supply contracts with developers.	0	
		Ventura park extension to existing network		SP4, SP8	Site	24/591					If this development proceeds then an extension will be required to the existing district network and an upgrade to the local substation.	National Grid will seek contractual developer contributions as part of their usual supply contracts with developers.	0	
		New primary sub station at Dosthill		SP4, SP8	Site	18/007			National Grid		If the development at Dosthill proceeds then a new primary substation will be required with a land provision of 40 m2.	National Grid will seek developer contributions as part of their usual supply contracts with developers.	0	

	Telecoms	Fixed Broadband		SP4, SP8	Strategic	N/A			SCC, Openreach/Virgin Media O2 and Altnets		Since 2018, Tamworth has seen significant upgrades that have increased capacity and resilience. Tens of thousands of premises have moved from copper cable to gigabit-capable services through Openreach FTTP rollout, alternative network deployments, and Virgin Media upgrades. Project Gigabit activity has begun to fill remaining gaps through BDUK procurements across Staffordshire, contributing to an increase in Tamworth gigabit coverage from ~1% (2018) to ~98% (2026).		0	Risk: Lack of acceptance of infrastructure required to deliver improvements in fixed broadband services e.g. telecommunication poles.
		Mobile networks		SP4, SP8	Strategic	N/A			SCC, Mobile network operators		Mobile connectivity has evolved significantly since 2019–2020, with operators progressively upgrading existing 4G infrastructure and introducing early 5G deployments to respond to rising demand for mobile data.		0	Risk: Lack of acceptance of infrastructure required to deliver improvements in mobile connectivity services e.g. telecommunication towers and masts.
Environment, culture and wellbeing	**Sport and Leisure**	Multi-Purpose Community Use Leisure Centre		SP8, HC7	Site	To be confirmed		£29 million	TBC		Various leisure strategies have been updated including the PPS, LLFP, Indoor and Outdoor sport facilities plan and SOPM cost estimate £29m	TBC, SCC, Sport England, funding bids, developer contributions S106	To be confirmed	
		Multi use play area (MUPA), West of Borough		SP8, HC3, HC7	Site	To be confirmed		£200,000	TBC			Developer contributions S106 , TBC	To be confirmed	
		3G Sports pitch		SP8, HC3	Site	Wilnecote sites 18/025; 18/030; 18/019; Anker Valley site: 22/095		£900k per pitch	TBC		Anker Valley 3G pitch completed. LLFP shows 2 further 3G pitches needed to serve need. Wilnecote area of the borough potential next need- to be partner funded.	Developer contributions S106, TBC	To be confirmed	
		Skate Parks		SP8, HC7	Strategic	N/A		Unknown	TBC		New skate park at Dosthill / Wilnecote area. Potential expansion of the Castle grounds site.	Developer contributions CIL, TBC	To be confirmed	
		Historic Townscape Improvements		SP8, HE1	Strategic	N/A		Unknown	TBC			Developer contributions CIL, TBC	To be confirmed	
		MUGA refurbishment / development	Refurbishment and development to Glascote, Irwell, stoney Delph, Wigginton Park, Dosthill, Amington rec, Kerria, Two gates/ Kettlebrook	SP4, SP8, HC7	Sites	18/007; 24/574; 23/584; 18/029; 18/019; 18/027; 22/095; 20/089		TBC	TBC		Refurbishment of sites across the borough	Developer contributions S106	0	
		MEND project	Repair work and improvements to Tamworth Castle.	SP8, HE1			2028	£2,000,000	TBC, Arts Council England, Historic England		Structural repair programme. Starting in May/June 2026, due to be complete December 2027, backstop date March 2028.	Arts Council England Museum Estate and Development Fund	£190,695	
		Holloway Lodge	Repair work to the roof	HE1				£500,000	To be confirmed			To be confirmed		
	Play	Refurbishment and enhancement of smaller TBC owned recreation and play areas		SP8, HC5	Strategic	N/A		£39,000 pa	TBC			Developer contributions CIL, TBC	To be confirmed	
	Open space	Central Rivers Initiative		SP8, HE1		N/A		£3,000,000	CRI/TBC			Heritage Lottery Fund		
		Broadmeadow footbridge		SP8, NE1		N/A		£1,000,000	TBC and or SCC			Developer contributions, TBC, LEP, SCC	To be confirmed	
		Kettlebrook Local Nature Reserve	Woodland management	SP8, NE1		N/A		£200,000	TBC, SWT		Currently being discussed, improvements being considered including tree planting.	TBC, SWT, S106 developer contributions	To be confirmed	
		Wiggington Park	Refurbishment of trim trail and other infrastructure.	SP8, NE1	Strategic	To be confirmed			Developer				To be confirmed	

	Flooding	Flood defences		SP8, FL2, FL4	Strategic	N/A		£75,000 pa	EA		In relation to Tamworth and flood infrastructure much of the Town benefits from flood defences along the River Tame that reduce the risk of flooding to homes and businesses in the area. These were built in the 1960's and the River Tame Strategy produced in 2011 states that the flood defences around Tamworth will reach the end of their life in 20 years time (from 2011). There is a project in the Flood and coastal erosion risk management program to improve Tamworth's flood defence. There are currently no clear time scales but some development work has taken place. The Central Rivers Initiative project has developed into the Transforming the Trent Valley scheme which has now mostly completed.	EA, developer contributions where they meet the tests of Reg122 of CIL Regulations 2010 (as amended)	To be confirmed	
	Rivers	Management of watercourses		SP8, FL2, FL4	Strategic	N/A		£40,000	EA/TBC				To be confirmed	
	Rivers	Improvements		SP8, FL2, FL4	Strategic	N/A		Unknown	TBC/EA				To be confirmed	
	River Improvements	Amington Road under viaduct		SP8, FL2, FL4	Site	24/574		Unknown	SCC			Developer contributions	To be confirmed	
		Amington Hall Lodge, Ashby Rd		SP8, FL2, FL4	Site	18/013		Unknown	SCC			Developer contributions	To be confirmed	
		Dunstall Lane, Ventura Park		SP8, FL2, FL4	Site	24/591; 20/089; 18/033; 18/004		Unknown	SCC			Developer contributions	To be confirmed	
		Emberton Way and Whitley Avenue, Amington		SP8, FL2, FL4	Site	22/095; 24/574		Unknown	SCC			Developer contributions	To be confirmed	
		Glascote Rd/Neville St		SP8, FL2, FL4	Site	24/574		Unknown	SCC			Developer contributions	To be confirmed	
		Hedging Lane , Wilnecote		SP8, FL2, FL4	Site	20/090; 18/030; 18/007; 18/025		Unknown	SCC			Developer contributions	To be confirmed	
		Jonkel Ave, Tamworth		SP8, FL2, FL4	Site	20/090; 18/030; 18/025		Unknown	SCC			Developer contributions	To be confirmed	
		Kettlebrook Culverts		SP8, FL2, FL4	Site	20/089; 24/574; 18/033; 24/591		Unknown	SCC			Developer contributions	To be confirmed	
		Lichfield Road Industrial Estate		SP8, FL2, FL4	Site	18/011; 18/009; 18/023; 22/096		Unknown	SCC			Developer contributions	To be confirmed	
		Orchard St, Tamworth		SP8, FL2, FL4	Site	23/585; 22/096; 18/011; 18/009; 18/023; 18/001; 23/573; 18/018; 23/515		Unknown	SCC			Developer contributions	To be confirmed	
Waste	**Waste Disposal**	For discussion with disposal authority- may result in increased capacity needs for disposal		SP4	Strategic	N/A	To be confirmed	Disposal authority	Developers / Joint waste service		Disposal authority to ensure adequate disposal capacity in place		Would have to be investigated	
	Waste Collection	Potential need for capital for new vehicles, bins and revenue for running the additional capacity.		SP4	Strategic	N/A	To be confirmed	Joint Waste Services	Developers		Ensure access to bin collections is considered as part of any development. That roadways and parking does not cause access issues for large vehicles such as waste fleet. Capacity of collection infrastructure will need reviewing as the housing growth continues in Tamworth and neighbouring authorities including Lichfield as this is a Joint Waste Service with LDC and TBC.	Infrastructure of vehicles and staffing may need to be increased to accommodate increased housing demand and build out rates.	Would have to be investigated	Not enough collection infrastructure to support the build out rate.
	Waste Provision	Revenue to support bin infrastructure across new developments.		SP4	All	N/A	To be confirmed	Joint Waste Services	Developers		Work with developers to ensure sufficient bin provision in place.		Would depend on property numbers	