Accessibility Analysis of Potential Development Sites

Tamworth Local Plan 2022 - 2043

July 2026

Staffordshire County Council – Connectivity Strategy

Contents

1. Introduction
2. Methodology
3. Accessibility Outputs – Discussion of Results
4. Wider Transport Considerations

List of Tables

1. Accessibility Indicator Scoring Table
2. Distribution of Potential Allocations by Accessibility Score
3. Distribution of Practical Yield by Accessibility Score
4. Distribution of Most Accessible Indicators

List of Figures

1. Example of Travel Time Contours created by TRACC
2. Example of a Partially Accessible Site
3. Sites by Accessibility Score

Appendices

1. Parameters for Accessibility Indicators and Methodology
2. CAST Summary
3. Accessibility Spreadsheet
4. Accessibility Plans

1. Introduction

1.1. Tamworth Borough Council (TBC) is preparing its new Local Plan, covering the period to 2022-2043. This will replace the adopted 2006-2031 plan.

1.2. TBC is intending to submit their Regulation 19 Local Plan for examination in December 2026.

1.3. Staffordshire County Council (SCC) offer accessibility planning advice to Local Planning Authorities (LPAs) to help ensure that the right sites are allocated in Local Plans from a transport perspective. Transport is one of several considerations for LPAs when selecting their Preferred Option sites.

1.4. SCC undertook to provide this accessibility analysis for all sites that are currently under consideration by TBC. Whilst helping TBC in their site selection process, this analysis will form part of SCC's evidence base (as Local Highways Authority) to the Local Plan process.

1.5. TBC provided SCC with a dataset of potential sites they wished to be included in the analysis.

1.6. The analysis examines current levels of accessibility which can help inform the type and extent of mitigation measures required to support sustainable travel. In general, the lower the accessibility score, the more likely infrastructure will be needed to mitigate the impact of the development. Accessibility scores provide an indication of the relative accessibility of sites and should not be used in isolation when assessing potential allocations.

1.7. It is expected that the Preferred Option sites that are chosen, and the associated mitigation, will need to reflect the policies and strategies within SCC's new Local Transport Plan (LTP).

2. Methodology

2.1. The methodology adopted for the accessibility analysis followed a 5-stage process:

- Selection of Sites
- Selection of Accessibility Indicators
- TRACC Calculations
- Analysis on GIS Software
- Excel Analysis

Selection of Sites

2.2. The first step of the process was to determine which sites should be assessed. TBC provided a dataset of potential sites they wished to be included in the analysis. A total of 33 sites were assessed. These sites were identified through the Call for Sites process, allocations within the adopted Local Plan, a Council-Owned Land Review, and prior officer knowledge.

Selection of Accessibility Indicators

2.3. SCC's LTP sets out the accessibility indicators that SCC use (Section 5.3.1 of the LTP) to help ensure that the right sites are allocated in Local Plans from a transport perspective. The accessibility indicators help to gain an understanding of how accessible each of the sites are to key destinations in terms of active travel and public transport.

2.4 The accessibility indicators assess whether the sites are:

- within 400m of a bus stop served by a bus at least every 30 minutes?
- within 3km of a rail station?
- within a 10-minute or 20-minute walk and/or cycle ride to:
    - primary school?
    - secondary school?
    - GP?
    - town centre?
        - local neighbourhood centre?
    - within a 30-minute or 60-minute journey by public transport to:
        - hospital?
        - supermarket?
        - town centre?
- well located to job opportunities?

2.5. More details on how destination datasets and accessibility thresholds were determined can be found in Appendix 1.

TRACC Calculations

2.6. TRACC is an accessibility analysis software tool used across the transport planning industry. The software is used to assess walk, cycle and public transport journey times to key destinations. The software was populated with the latest public transport timetable data for Staffordshire and the surrounding areas, in this case the April 2026 bus timetable and Spring 2026 rail timetable. The latest road network information was also uploaded.

2.7. Accessibility calculations performed in TRACC are based upon the shortest travel time to the nearest destination. Public transport journey time calculations include the initial walk time to the stop, and interchange time plus the final walk from the stop to the destination. The software computes a journey time to the nearest destination point and the shortest journey times are returned. This is via the road and footpath network, so better simulates an actual journey rather than just a straight-line distance from origin to first stop or from the final stop to the destination point. The maximum walk distance to access a public transport stop was set at 400m.

2.8. Prior to running the TRACC calculations the parameters for each indicator are entered into TRACC, including the mode of travel being considered and the time of travel. These are described in Appendix 1.

2.9. The TRACC software produced travel time contours around the key destinations for each of the indicators mentioned above. An example of walk access to Tamworth Town Centre is shown in Figure 1.

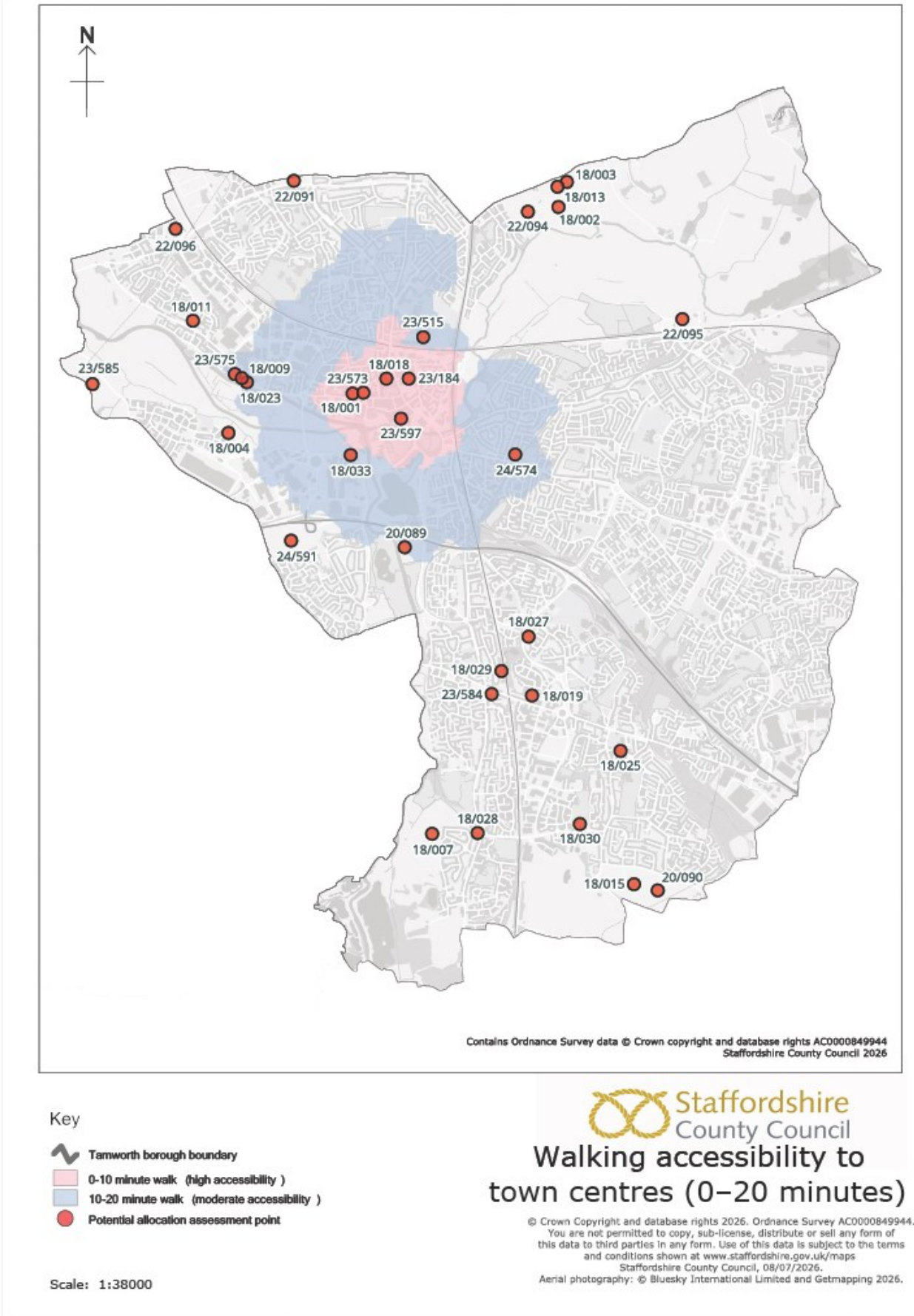


Figure 1. Example of travel time contours created by TRACC

2.10. It is important to note that this analysis represents a snapshot in time. Bus, metro, and rail timetables change periodically and therefore the results are only accurate at the time of analysis or until changes are made to the timetables. If services are added or withdrawn in the future, accessibility scores for sites may change.

2.11. TRACC uses the OS open roads network in calculations. As part of the calculation, the origin points 'snap' onto the closest section of the road network within 400m. Sense checks were performed on the TRACC results and, although uncommon, there were cases where the nearest section of road is, for example, a farm track, and the calculation could assume this as the closest access point.

Analysis on GIS software

2.12. The TRACC travel time contours were imported into SCC's GIS and checked to ensure they were sensible. This included manual checks on route timings from destination points.

2.13. Following this a GIS layer containing each of the proposed sites was overlayed onto the travel time contours and a centroid point for each site was derived from the GIS shapefile. This allowed the analysis to be conducted in a consistent manner, using the most central point of each site.

2.14. For consistency, accessibility was assessed using the site centroid. In some cases, portions of a site may fall within an accessibility contour while the centroid lies outside it. In these circumstances the site would generally be recorded as not meeting the accessibility threshold, although individual sites were reviewed as part of the quality assurance process. An example of this can be seen in Figure 2 below, where the centroid point for SHLAA site 23/585 falls just outside of the 3km rail station buffer, but there are sections of the site which do fall within the 3km rail station buffer.

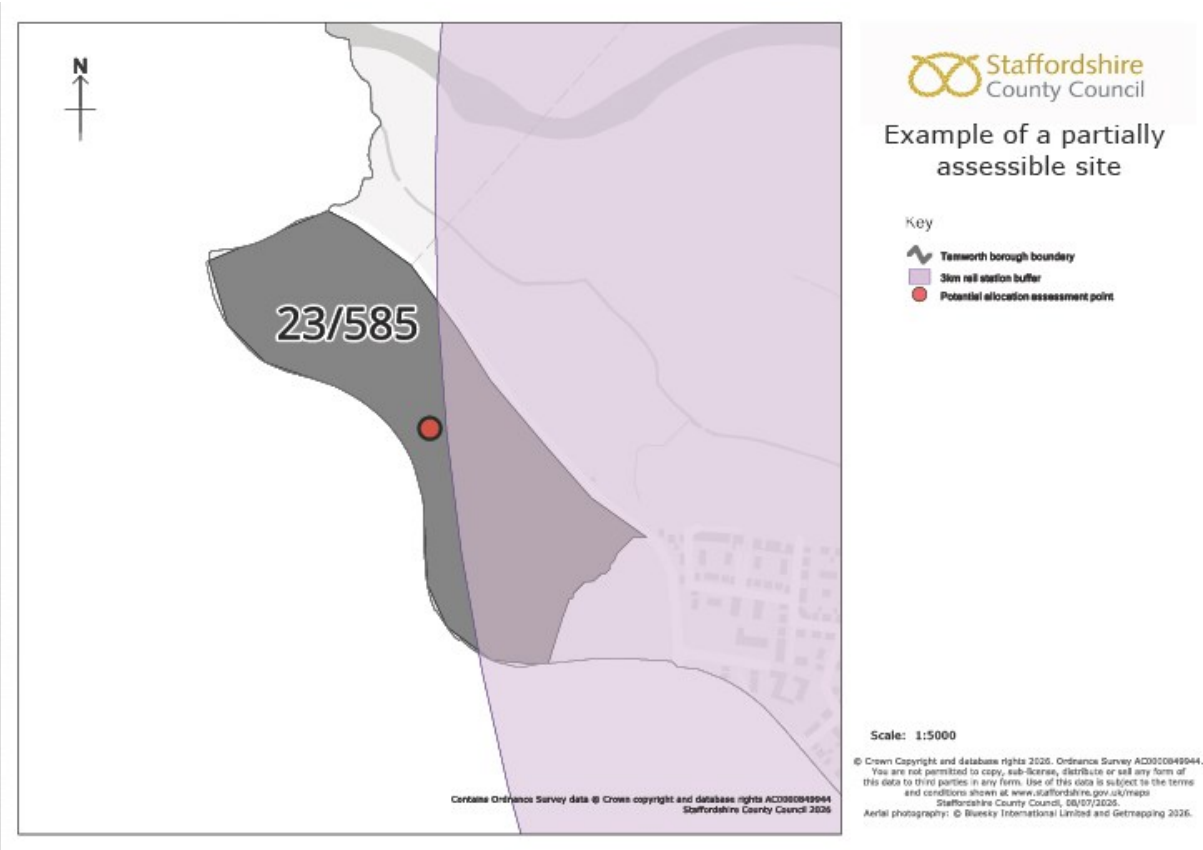


Figure 2. Example of a partially accessible site.

2.15. The GIS was then interrogated to calculate where the centroid points for each of the proposed sites were within the travel time contours. This provided the accessibility scores for each site and each accessibility indicator, which were then exported to Excel.

Excel Analysis

2.16. The results from the TRACC and GIS analyses were imported into Excel, where they were scored according to the scoring system presented in Table 1. An overall accessibility score is provided for each site.

2.17. Appendix 3 contains the Accessibility scoring spreadsheet, ranked in order of most accessible sites (i.e. highest scoring).

Table 1. Accessibility indicator scoring table

Indicator	Time Period	Mode of Travel	Scoring			Maximum Available Score
			0	1	2	
Access to Bus						
Is the site within 400m of a bus stop with a service frequency of 30 minutes or better?	Wednesday 08:00-09:00	n/a	No	n/a	Yes	2
Access to Rail						
Is the site within 3km of a rail station?	n/a	Walk or Cycle	No	n/a	Yes	2
Access to Schools						
Is the site within a 20-minute walk of a primary school within Staffordshire?	n/a	Walk	>20 mins	10 - 20 mins	0 - 10 mins	2 (Average of the four indicators)
Is the site within a 20-minute cycle of a primary school within Staffordshire?	n/a	Cycle	>20 mins	10 - 20 mins	0 - 10 mins	
Is the site within a 20-minute walk of a secondary school within Staffordshire?	n/a	Walk	>20 mins	10 - 20 mins	0 - 10 mins	
Is the site within a 20-minute cycle of a secondary school within Staffordshire?	n/a	Cycle	>20 mins	10 - 20 mins	0 - 10 mins	
Access to a GP						
Is the site within a 20-minute walk to a GP?	n/a	Walk	>20 mins	10 - 20 mins	0 - 10 mins	2
Access to Hospitals						
Can the site access a hospital within a 60-minute journey time using public transport?	Wednesday 08:00-10:00	Public Transport	>60 mins	30 - 60 mins	0 - 30 mins	2
Access to Supermarkets						
Can the site access a supermarket within 60-minute journey time using public transport?	Saturday 08:00-10:00	Public Transport	>60 mins	30 - 60 mins	0 - 30 mins	2
Access to Town/City Centres						
Is the site within a 20-minute walk of a town/city centre?'	n/a	Walk	>20 mins	10 - 20 mins	0 - 10 mins	2 (Average of the three indicators)
Is the site within a 20-minute cycle of a town/city centre?'	n/a	Cycle	>20 mins	10 - 20 mins	0 - 10 mins	
Is the site within a 60-minute journey time using public transport of a town/city centre?'	Wednesday 08:00-09:00	Public Transport	>60 mins	30 - 60 mins	0 - 30 mins	
Access to Local Centres						
Is the site within a 20-minute walk of a town/city centre OR Key Rural Centre OR Neighbourhood Centre OR a New Local Centre?'	n/a	Walk	>20 mins	10 - 20 mins	0 - 10 mins	2
Access to Employment						
Hansen score: Access to employment (60-minute maximum journey time)	Wednesday 07:30-09:30	Public Transport	>60 mins (No access)	Hansen score: 51.8 to 6938.1	Hansen score: 6938.3+	2
Maximum Available Accessibility Score from the Indicators						**18**

N.B. Public Transport includes bus, rail and West Midlands metro in this assessment.

2.18. The scoring system was derived from the LTP accessibility indicators. Each indicator was awarded a score of two, one or zero, depending on the level of accessibility achieved. For example, sites within a 10-minute walk of a primary school received two points, sites within a 10–20 minute walk received one point and sites beyond 20 minutes received zero points.

2.19. The Schools and Town Centre indicators each comprise multiple measures. Schools were assessed using four measures (primary school walk, primary school cycle, secondary school walk and secondary school cycle), whilst Town Centres were assessed using three measures (walk, cycle and public transport).

2.20. To ensure all indicators carried equal weight, the results for the Schools and Town/City Centre indicators were averaged to give a maximum score of two per indicator, consistent with the remaining indicators.

2.21. This produced a total accessibility score ranging from 0 to 18, with higher scores representing greater accessibility. Across the assessed sites, scores ranged from 3.08 to 17.75.

2.22. The 33 assessed sites were subsequently ranked in order of accessibility score. The plans associated with each accessibility indicator are provided in Appendix 4. These show the accessibility contours generated through the analysis and the location of the assessed site centroids in relation to the relevant accessibility thresholds.

Interpretation of results

2.23. Tamworth Borough is unique within Staffordshire as the only wholly urban district. The entire borough is classified as CAST 1 under the settlement hierarchy set out within Staffordshire County Council's Local Transport Plan. CAST 1 settlements are generally characterised by a range of travel options and close proximity to services and facilities, see Appendix 2.

2.24. As the borough comprises a single CAST area, a comparative CAST analysis was not undertaken. Nevertheless, higher accessibility scores would generally be expected in locations closer to Tamworth town centre, where service provision and public transport accessibility are typically greatest.

2.25. Sites located towards the borough boundary may still achieve relatively high accessibility scores where they benefit from access to services and facilities in neighbouring settlements, such as Fazeley, and/or frequent public transport services.

2.26. Lower accessibility scores generally reflect greater separation from key services and facilities and/or more limited sustainable travel opportunities.

3. Accessibility Outputs

Sites by accessibility score

3.1. Overall, the assessment indicates that the majority of potential allocations in Tamworth demonstrate moderate to high levels of accessibility to key services and facilities, although accessibility is generally lower on the edge of the borough, particularly in parts of north-east Tamworth.

3.2. Figure 3. displays the 33 analysed sites, represented by their centroid points. Each point is colour-coded according to its overall accessibility score, grouped into bands of three:

- 18-15
- 15-12
- 12-9
- 9-6
- 6-3
- and 3-0

3.3. Although there are exceptions, Figure 3. below generally shows the higher scoring, i.e. more accessible sites, are located within Tamworth town centre which has more facilities closer at hand and better transport links.

3.4. Sites on the periphery of the borough predominantly score more poorly, particularly in north-east Tamworth, where accessibility to key destinations is generally weaker than in more central locations, making travel by private car more likely.

3.3. The majority of assessed potential allocations (24 of 33 sites) achieved an accessibility score of 9 or above.

3.4. No assessed sites fell within the lowest accessibility category (0-3), with all sites demonstrating at least some level of accessibility to the destinations considered within the assessment.

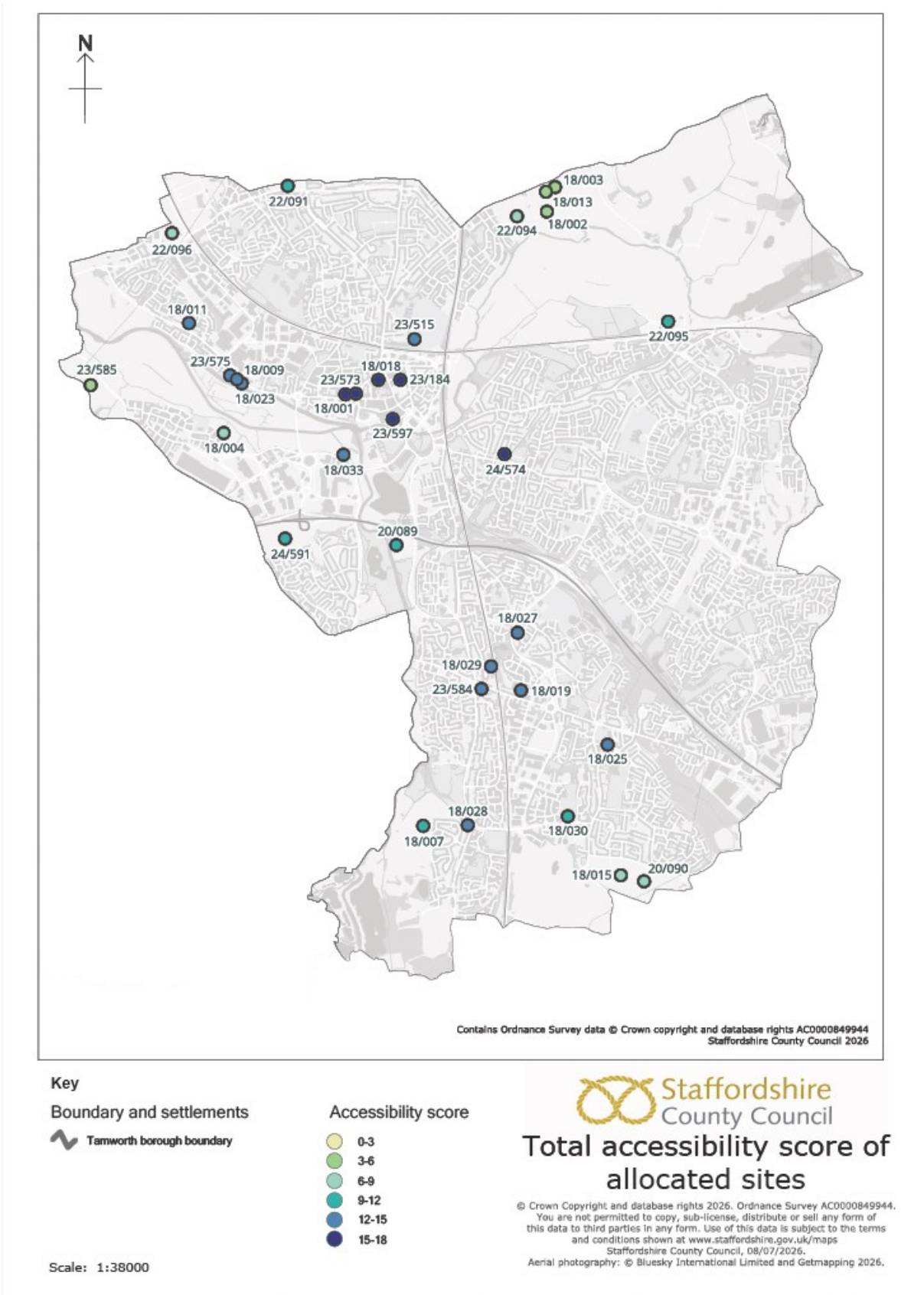


Figure 3. Sites by accessibility score

Accessibility Score Distribution

3.5. Tables 2. and 3. summarise the distribution of potential allocations across the accessibility score categories and, where available, the associated practical yield. The results provide an indication of the overall accessibility characteristics of the assessed allocations and the distribution of potential development capacity across the borough.

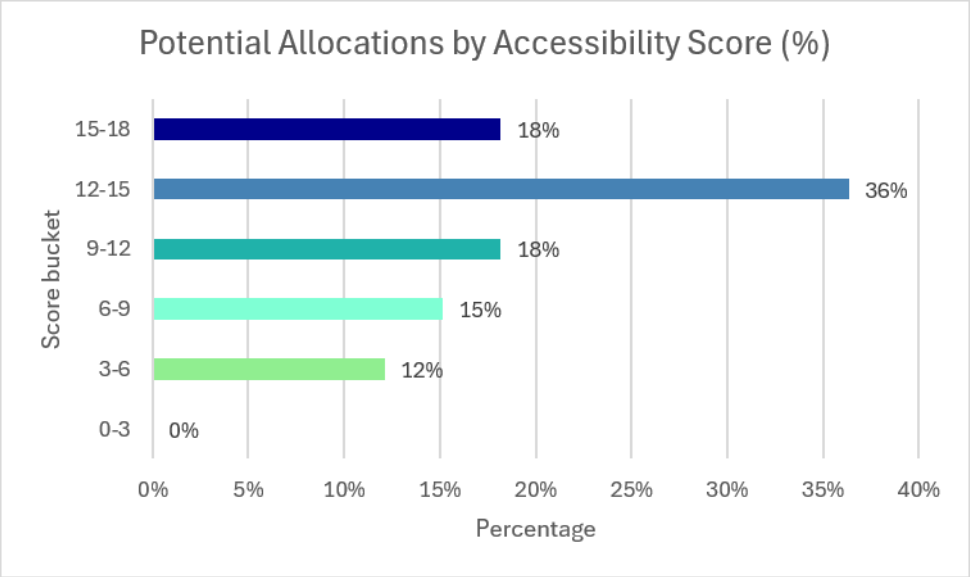


Table 2. Distribution of potential allocations by accessibility score

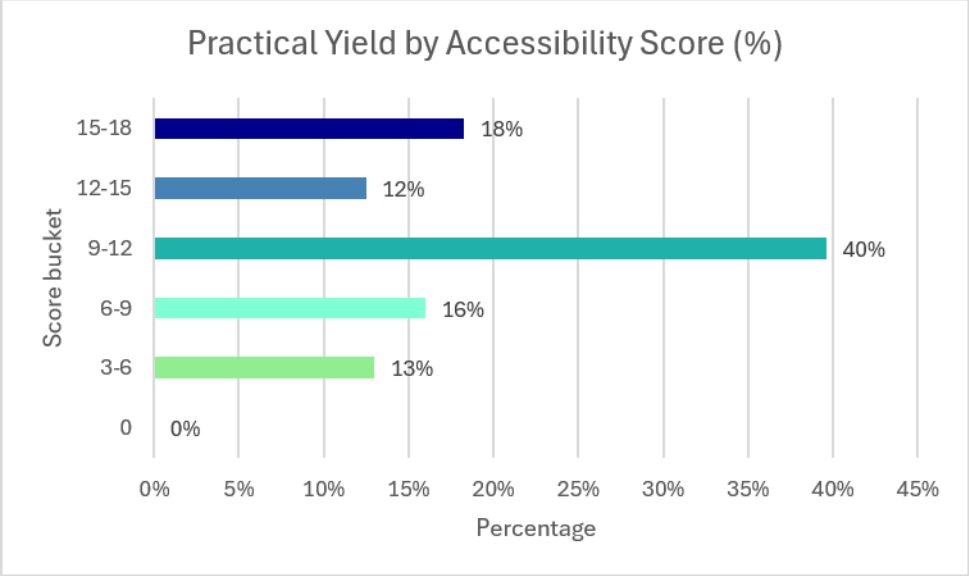


Table 3. Distribution of practical yield by accessibility score*

* N.B. Sites 24/574 and 18/001 excluded as practical yield data unavailable.

3.6. It should be noted that practical yield information was unavailable for two allocations within the highest accessibility score category (15-18). Consequently, the yield analysis presented in Table 3. may underrepresent the proportion of development capacity associated with the most accessible sites.

3.7. The largest proportion of assessed allocations (36%) fall within the 12-15 accessibility score category. However, based on the practical yield information available, these sites account for approximately 12% of the identified yield. In contrast, sites within the 9-12 score category comprise approximately 18% of assessed allocations but account for around 40% of the identified yield, reflecting the presence of several larger allocations within this score range.

Accessibility Indicators Distribution

3.8 Table 4. shows the distribution of sites which meet the higher threshold for each accessibility indicator.

Highest threshold of accessibility		
Indicator	**Sites Meeting Threshold**	**% of Sites**
Bus stop (≤400m)	27	82%
Rail station (≤3km)	32	97%
Education (average score ≥1.5)	21	64%
GP (0–10 min walk)	9	27%
Hospital (≤30 mins PT)	12	36%
Supermarket (≤30 mins PT)	32	97%
Town Centre (average score ≥1.67)	11	33%
Local Centre (0–10 min walk)	14	42%
Employment (higher threshold)	9	27%

Table 4. Distribution of most accessible indicators

3.9. Access to public transport is generally strong across the assessed sites, with 97% of sites located within 3km of a rail station and 82% within 400m of a bus stop served by a frequent service.

3.10. Whilst educational accessibility is generally favourable across the borough, the detailed assessment indicates that walking accessibility to secondary schools is more variable than other education indicators.

3.11. Accessibility to GP surgeries, hospital services, town centres and higher-order employment opportunities is generally more limited across the assessed sites. In contrast, supermarket accessibility is particularly strong.

4. Wider Transport Considerations

3.12. Appendix 1.12 of the LTP provides the Tamworth District Transport Data Report. This contains extensive data, that needs to be considered during the selection of Preferred Option sites. It includes congestion data (traffic delays) for Tamworth on a weekday AM and PM peak in September and October. All development sites will need to consider appropriate mitigation measures that would reduce the impact on congested corridors.

3.13. The Local Plan will also need to consider the LTP Transport Data Reports provided for neighbouring district/boroughs. The Lichfield Borough Transport Data Report is provided in Appendix 1.7 of the LTP.

3.14. There are longstanding concerns regarding further significant development in northern Tamworth due to constraints on the transport network and the area's relative separation from key services and facilities. SCC is currently undertaking a separate study to consider how, and if, large-scale development can be accommodated in this area.

3.15. The Gungate corridor experiences significant peak-hour congestion, whilst opportunities to provide direct active travel connections are constrained by the presence of railway infrastructure and other physical barriers. As a result, the delivery of new active travel connections in this area is likely to be complex and may require significant investment.

3.16. The accessibility assessment reflects these broader challenges. Sites within north-east Tamworth generally achieve lower accessibility scores than more centrally located sites, reflecting their greater distance from a range of services and facilities and more limited opportunities to travel by sustainable modes.

Appendix 1. Parameters for Accessibility Indicators and Methodology

Bus Stop	Using GIS software, a **400 m buffer** was applied around bus stops that operate at a frequency of **30 minutes or better** between **08:00 and 09:00, Monday to Friday.** Sites located within this buffer are considered to have access to a bus stop within 400 m, and **score 2** in our calculations. This distance is recommended by Active Travel England as an appropriate threshold for accessibility and aligns with the accessibility planning guidance in the LTP.
Rail Stations	A distance of 3 km (approximately an 11-minute walk or a 37.5-minute cycle) was chosen as an appropriate threshold. This aligns with the accessibility planning guidance in the LTP. Sites within **3km walk or cycle** receive a **score of 2.** Polesworth Station in North Warwickshire was excluded from the analysis, as it is currently served by only a single early-morning northbound "parliamentary" train each day.
Schools	The location of primary and secondary schools within Staffordshire were sourced from the County Council dataset. SCC's education team confirmed that there are some cases of children attending schools over the boundary in Warwickshire so nearby schools were included in the analysis. A site is considered to have good access if it can reach a primary or secondary school within a 20-minute walk or cycle. This is reflected in the scoring system: **0–10 minutes** walk or cycle = **score of 2** (best access) **10–20 minutes** walk or cycle = **score of 1** (still good access). This approach aligns with the accessibility planning guidance outlined in the LTP.
GPs	GP surgeries within Staffordshire were sourced from SCC's dataset. A site is considered to have good access if it can reach a GP within a 20-minute walk. This is reflected in the scoring system: **0–10 minutes** walk = **score of 2** (best access) **10–20 minutes** walk = **score of 1** (still good access). This approach aligns with the accessibility planning guidance outlined in the LTP.
Hospitals	Hospital locations were sourced from SCC's dataset and supplemented with information from the NHS website. Hospitals outside the county were also included, as they can

	often be accessed by public transport within the defined 60-minute journey time. Accessibility is assessed using two time bands: **0–30 minutes** = **score of 2** (best access) **30–60 minutes** = **score of 1** (still good access). These thresholds align with the accessibility planning guidance outlined in the LTP. Public transport timetables for the AM peak period were used, as hospital appointments are most likely to occur on weekdays. This ensures that accessibility reflects realistic travel conditions during typical appointment times.
Supermarkets	Supermarket locations were sourced from Geolytix's Supermarket Retail Points dataset, which is updated quarterly. Using their geocoded data ensures we remain up to date with openings and closures. Geolytix's categorisation also helps determine which supermarkets to include. We selected traditional and discounter supermarkets with floorspace over 280m2, as convenience and freezer centres typically do not offer the full range of products needed for a weekly shop. Accessibility is assessed using two-time bands: **0–30 minutes** = **score of 2** (best access) **30–60 minutes** = **score of 1** (still good access). These thresholds align with the accessibility planning guidance outlined in the LTP. Public transport timetables for weekends were used, as most shopping trips occur on Saturday mornings.
Town/City Centre	Tamworth is defined as a CAST Type 1 settlement in SCC's LTP. A single point at a central location near St Editha's Church was chosen for the purpose of our analysis. Beyond Tamworth's immediate boundary, centres in Sutton Coldfield, Atherstone and Lichfield were also included in the analysis given their relatively proximity and public transport links. They also fit with the definition of a Type 1 Cast area '*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.*' Accessibility is assessed using two-time bands for public transport:

	0–30 minutes = **score of 2** (best access) **30–60 minutes** = **score of 1** (still good access). And for walk/cycle: **0–10 minutes** walk or cycle = **score of 2** (best access) **10–20 minutes** walk or cycle = **score of 1** (still good access). These thresholds align with the accessibility planning guidance outlined in the LTP. Public transport timetables for the AM peak were used to reflect common access town/city centre times.
Local Centres	A selection of local and neighbourhood centres, in addition to town centres, were chosen for analysis based on those identified in Tamworth's 2006-2031 Local Plan. The decision was also made to include Tame Retail and Trade Park, Ventura Park and Fazeley due to their provision of shops and services. A site is considered to have good access if it can reach a local shop and services within a 20-minute walk. This is reflected in the scoring system: **0–10 minutes** walk = **score of 2** (best access) **10–20 minutes** walk = **score of 1** (still good access). A 20-minute walk time was chosen as this aligns the accessibility planning guidance outlined in the LTP.
Employment	The employment destination data is a combination of data sources including the Inter-Departmental Business Register (IDBR), local job data from the Economic Regeneration team and from Census Workplace data. Where there are multiple jobs at one location e.g. town centres or business parks these have been given one location point with a total number of jobs. Overall, there are 300 sites covering Staffordshire as well as areas outside the county that can be reached by public transport. For employment destinations a Hansen score was calculated. This combines the number of destinations that can be accessed within a 60-minute journey time with the disbenefits of travel in terms of journey time and the total number of jobs available at the destination. The higher the score, the greater the level of access and choice. Fisher-Jenks natural breaks was used to separate the scores **6938.3+** = **score of 2** (best access to a range of jobs) **51.8- 6938.1** = **score of 1** (good access to a range of jobs) This aligns with the LTP as it states 'well located to job opportunities'.

Appendix B: CAST

SCC have developed a settlement hierarchy covering the whole county called Capability to Achieve Suitable Travel (CAST). Five different types of places have been identified which will require different types of interventions to achieve the LTP objectives.

Lower Layer Super Output Area (LSOA) data was utilised to develop the settlement types and therefore LSOA boundaries form the basis of the plan.

Type 1: Settlements with travel options available and close proximity to facilities

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.

Type 2: Settlements adjacent to those with 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.

Type 3: Settlements on key transport corridors with some facilities

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.

Type 4: Settlements with 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 the 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 route for route to be commercial; services may be provided by the LA 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.

Type 5: Settlements with very limited transport infrastructure and remote from facilities

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 LA and therefore under threat from future funding limitations.

Appendix 3 – Accessibility Spreadsheet

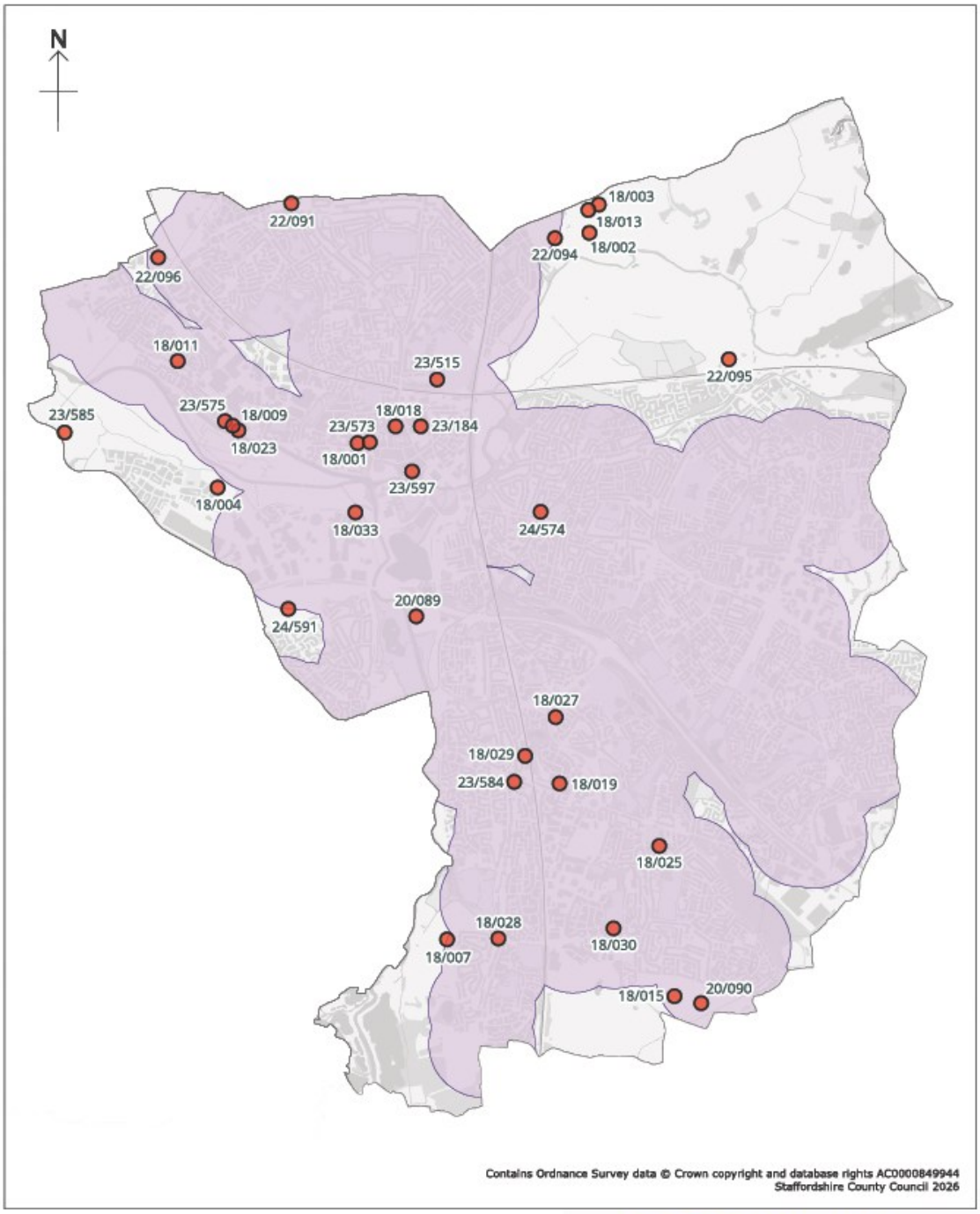
Section of Sites	Size of Sites	Name	Yield	Type	Is within 400m of a bus stop which is served by a service with a frequency of 30 minutes or quicker (Mon-Fri)' Yes or no (2 or 0)	'Is within 3km to a rail station' (Walk or cycle) Yes or no (2 or 0)	Are they within a 20 minute walk to a primary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within a 20 minute cycle to a primary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	*Are they within a 20 minute walk to a secondary school within Staffordshire'* *No access = 0* *0-10 minutes = 2* *10-20 minutes = 1*	Are they within a 20 minute cycle to a secondary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	**Average of 4 Education related calculations**	'Are they within a 20 minute walk to a GP' No access = 0 0-10 minutes = 2 10-20 minutes = 1	'Can they access a Hospital within 60mins journey time using public transport' Wednesday 08:00-10:00 No access/60min + = 0 0-30 = 2 30-60 = 1	'Can they access a supermarket within 60mins journey time using public transport' Saturday 08:00-10:00 No access/60min + = 0 0-30 = 2 30-60 = 1	Are they within a 20 minute walk to a town/city centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within a 20 minute cycle to a town/city centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within 60 mins journey time using public transport to a town/city centre?' Wednesday 08:00-09:00 No access = 0 0-30 minutes = 2 30-60 minutes = 1	**Average of Town/City centre calculations**	Are they within a 20 minute walk to a town/city centre OR Key Rural Centre OR Neighbourhood Centre OR a New Local Centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Hansen score access to employment Wednesday 07:30-09:30 No access = 0 Score of 26.6635478 - 9721.5194512 = 1 Score of 9721.519451 + = 2	**Total Accessibility Score**	**Rank**	**CAST Settlement Area**	**Score Bucket**	**Commentary**
18/001		Norris Bros		Residential	2	2	2	2	1	2	1.75	2	2	2	2	2	2	2.00	2	2	**17.75**	1	1	15–18	
18/018	0.39	Arriva Bus Depot	40		2	2	2	2	1	2	1.75	2	2	2	2	2	2	2.00	2	2	**17.75**	1	1	15–18	
23/573	0.2	Marmion House	68		2	2	2	2	1	2	1.75	2	2	2	2	2	2	2.00	2	2	**17.75**	1	1	15–18	
23/184	1.45	Gungate North and South	100		2	2	1	2	1	2	1.50	2	2	2	2	2	2	2.00	2	2	**17.50**	4	1	15–18	Hospital (PT): Site spans 0-30 and 30-60 minute thresholds; centroid just within 0-30 minutes.
23/597	2.58	Ankerside indicative housing	250		2	2	1	2	1	2	1.50	2	1	2	2	2	2	2.00	2	2	**16.50**	5	1	15–18	Hospital (PT): Site spans 0-30 and 30-60 minute thresholds; centroid within 30-60 minutes. Employment: Site spans both higher, lower and outside accessibility thresholds; centroid just in higher accessibility threhold.
24/574		Anker Sidings			2	2	2	2	0	2	1.50	1	1	2	1	2	2	1.67	2	2	**15.17**	6	1	15–18	
18/009	0.42	Millfield House, Lichfield Road, TAMWORTH, B79 7SP Demise Tenant Expiry (Unit) Sq. Feet	11	Residential	2	2	1	2	0	2	1.25	1	2	2	1	2	2	1.67	1	2	**14.92**	7	1	12–15	Secondary school (cycle): Site spans 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes. Employability: Site just within the higher accessibility threshold.
18/023	0.22	Cotons Van Hire	7		2	2	1	2	0	2	1.25	1	2	2	1	2	2	1.67	1	2	**14.92**	7	1	12–15	Secondary school (cycle): Site spans 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes. Employability: Site just within the higher accessibility threshold.
18/027	0.95	Seaton Hire and Land South of Wilnecote Lane	25		2	2	2	2	1	2	1.75	2	1	2	0	1	2	1.00	2	1	**14.75**	9	1	12–15	GP (walk): Site spans 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes. Local centre (walk): Site spans 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes.
18/033	0.32	Co-op filling station	9		2	2	1	2	0	1	1.00	2	2	2	1	2	2	1.67	2	0	**14.67**	10	1	12–15	Secondary school (cycle): Site spans 0-10 and 10-20 minute thresholds; centroid just within 10-20 minutes. Employment: Site just outside higher accessibility threshold; no coverage within either threshold band.
18/028	0.38	Treetops Garage Dosthill	14		2	2	2	2	0	2	1.50	1	2	2	0	1	2	1.00	2	1	**14.50**	11	1	12–15	Hospital (walk): Site spans 0-30 and 30-60 minute thresholds; centroid within 0-30 minutes. Employment: Site partly within lower accessibility threshold; with remaining areas beyond; centroid just within lower threshold.
18/025	0.5	Former Wilnecote Youth Centre and adjacent former Social Services building, Wilnecote, Tamworth	24	Residential	2	2	2	2	2	2	2.00	2	1	2	0	1	2	1.00	1	1	**14.00**	12	1	12–15	
18/029	0.81	Wilnecote Railway Sidings	21	Residential	2	2	1	2	1	2	1.50	1	2	2	0	1	2	1.00	1	1	**13.50**	13	1	12–15	Hospital (PT): Site partly within the 0-30 minute threshold, with remaining areas beyond 60 minutes; centroid within 0-30 minutes. Town centre (PT): Site partly within the 0-30 minute threshold, with remaining areas beyond 60 minutes; centroid within 0-30 minutes. Employment: Site has limited coverage within the lower accessibility threshold; centroid just within.
23/584	0.2	Land off Watling Street	7		2	2	1	2	1	2	1.50	1	2	2	0	1	2	1.00	1	1	**13.50**	13	1	12–15	Employment: Site spans both higher and lower accessibility thresholds; centroid within the lower accessibility threshold.

Section of Sites	Size of Sites	Name	Yield	Type	Is within 400m of a bus stop which is served by a service with a frequency of 30 minutes or quicker (Mon-Fri)' Yes or no (2 or 0)	'Is within 3km to a rail station' (Walk or cycle) Yes or no (2 or 0)	Are they within a 20 minute walk to a primary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within a 20 minute cycle to a primary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	*Are they within a 20 minute walk to a secondary school within Staffordshire'* *No access = 0* *0-10 minutes = 2* *10-20 minutes = 1*	Are they within a 20 minute cycle to a secondary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	**Average of 4 Education related calculations**	'Are they within a 20 minute walk to a GP' No access = 0 0-10 minutes = 2 10-20 minutes = 1	'Can they access a Hospital within 60mins journey time using public transport' Wednesday 08:00-10:00 No access/60min + = 0 0-30 = 2 30-60 = 1	'Can they access a supermarket within 60mins journey time using public transport' Saturday 08:00-10:00 No access/60min + = 0 0-30 = 2 30-60 = 1	Are they within a 20 minute walk to a town/city centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within a 20 minute cycle to a town/city centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within 60 mins journey time using public transport to a town/city centre?' Wednesday 08:00-09:00 No access = 0 0-30 minutes = 2 30-60 minutes = 1	**Average of Town/City centre calculations**	Are they within a 20 minute walk to a town/city centre OR Key Rural Centre OR Neighbourhood Centre OR a New Local Centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Hansen score access to employment Wednesday 07:30-09:30 No access = 0 Score of 26.6635478 - 9721.5194512 = 1 Score of 9721.519451 + = 2	**Total Accessibility Score**	**Rank**	**CAST Settlement Area**	**Score Bucket**	**Commentary**
23/515	5.64	Tamworth College Site	123		2	2	1	2	1	2	1.50	2	1	2	1	2	2	1.67	1	0	**13.17**	15	1	12–15	Hospital (PT): Site partly within the 0-30 minute threshold, with remaining areas beyond 60 minutes; centroid within 0-30 minutes. Employment: Site partly within the higher accessibility threshold, although the centroid lies outside both threshold bands.
23/575	0.84	Land Adjacent to Millfield House	30		2	2	1	2	0	1	1.00	1	2	2	1	2	2	1.67	1	0	**12.67**	16	1	12–15	Hospital (PT): Site spans 0-30 and 30-60 minute thresholds; centroid just within 0-30 minutes. Employability: Site just outside higher accessibility threshold; no coverage within either band.
18/019	1.08	Northern Part of Beauchamp Employment Area	29		2	2	1	2	1	2	1.50	1	1	2	0	1	2	1.00	1	1	**12.50**	17	1	12–15	
18/011	0.64	The Alders and Tame House, Lichfield Road, Tamworth B79 7SF	13	Residential	2	2	1	2	0	1	1.00	0	1	2	0	2	2	1.33	1	2	**12.33**	18	1	12–15	Hospital (PT): Site spans 0-30 and 30-60 minute thresholds; centroid just within 0-30 minutes. Employability: No direct coverage within thresholds, but site is surrounded by higher accessibility areas and is assessed as within.
22/091	1.66	Land fronting Windmill Farm, Coton Lane	43	Residential	2	2	2	2	2	2	2.00	0	1	2	0	2	2	1.33	1	0	**11.33**	19	1	9–12	Rail: Site partly within 3km threshold; centroid just within. Employment: Site just outside the lower accessibility threshold.
18/030	0.73	Land adj Tame Valley Alloys	25		2	2	1	2	1	2	1.50	1	0	2	0	1	1	0.67	1	1	**11.17**	20	1	9–12	Primary schools (walk): Site spans both 0-10 and 10-20 minute thresholds; centroid just within 10-20 minutes. Employability: Site surrounded by the lower accessibility threshold; centroid outside but assessed as within based on surrounding coverage..
18/007	26.82	Land off Tamworth Road/Wigford Road	611	Residential	2	2	2	2	0	1	1.25	0	0	2	0	1	0	0.33	2	0	**9.58**	21	1	9–12	Bus stops: Site partly within 400m threshold; centroid just within. Primary schools (walk): Site spans both 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes. Town centre (cycle): Site just outside the 0-30 minute threshold; no coverage within 30-60 minutes. Local centre (walk): Site spans both 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes.
20/089	3.15	Land off Peelers Way, Kettlebrook	53	Employment or retail	2	2	1	1	0	1	0.75	1	0	2	0	1	0	0.33	1	0	**9.08**	22	1	9–12	Secondary school (cycle): Site spans 0-10 and 10-20 minute thresholds; centroid within 10-20 minutes. Hospital (PT): Site partly within the 30-60 minute threshold, with remaining areas and centroid beyond 60 minutes. Town centre (walk): Site partly within the 10-20 minute threshold, with remaining areas and centroid beyond 20 minutes. Town centre (PT): Site partly within the 30-60 minute threshold, with remaining areas and centroid beyond 60 minutes.
24/591	9.71	EMP1 Land south of the A5	200		2	2	1	1	0	1	0.75	1	0	2	0	1	0	0.33	1	0	**9.08**	22	1	9–12	Bus stops: Site partly within 400m threshold; centroid just within. Primary school (cycle): Site largely within 0-10 minutes, though centroid falls within 10-20 minutes. Hospital (PT): Site in close to Sir Robert Peel Community Hospital, although access is limited by public transport provision and barriers including the A5.
22/095	2.5	Land North of Moor Lane, Amington, B77 3AX	61	Residential	0	2	2	2	1	2	1.75	1	0	2	0	1	0	0.33	2	0	**9.08**	24	1	9–12	Primary schools (walk): Site spans both 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes. Secondary school (walk): Site partly within the 10–20 minute threshold, with remaining areas beyond 20 minutes; centroid just within 10–20 minutes. Local centre (walk): Site spans 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes.

Section of Sites	Size of Sites	Name	Yield	Type	Is within 400m of a bus stop which is served by a service with a frequency of 30 minutes or quicker (Mon-Fri)' Yes or no (2 or 0)	'Is within 3km to a rail station' (Walk or cycle) Yes or no (2 or 0)	Are they within a 20 minute walk to a primary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within a 20 minute cycle to a primary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	*Are they within a 20 minute walk to a secondary school within Staffordshire'* *No access = 0* *0-10 minutes = 2* *10-20 minutes = 1*	Are they within a 20 minute cycle to a secondary school within Staffordshire' No access = 0 0-10 minutes = 2 10-20 minutes = 1	**Average of 4 Education related calculations**	'Are they within a 20 minute walk to a GP' No access = 0 0-10 minutes = 2 10-20 minutes = 1	'Can they access a Hospital within 60mins journey time using public transport' Wednesday 08:00-10:00 No access/60min + = 0 0-30 = 2 30-60 = 1	'Can they access a supermarket within 60mins journey time using public transport' Saturday 08:00-10:00 No access/60min + = 0 0-30 = 2 30-60 = 1	Are they within a 20 minute walk to a town/city centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within a 20 minute cycle to a town/city centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Are they within 60 mins journey time using public transport to a town/city centre?' Wednesday 08:00-09:00 No access = 0 0-30 minutes = 2 30-60 minutes = 1	**Average of Town/City centre calculations**	Are they within a 20 minute walk to a town/city centre OR Key Rural Centre OR Neighbourhood Centre OR a New Local Centre?' No access = 0 0-10 minutes = 2 10-20 minutes = 1	Hansen score access to employment Wednesday 07:30-09:30 No access = 0 Score of 26.6635478 - 9721.5194512 = 1 Score of 9721.519451 + = 2	**Total Accessibility Score**	Rank	CAST Settlement Area	Score Bucket	Commentary
20/090	11.36	Land at Gorsey Bank Road	24	Residential	2	2	1	2	1	2	1.50	1	0	2	0	0	1	0.33	0	0	**8.83**	25	1	6–9	Secondary school (cycle): Site spans 0-10 and 10-20 minute thresholds; centroid just within 0-10 minutes. Town centre (PT): Site spans multiple thresholds; centroid within 10-20 minutes.
22/096	4.1	Land off Coton Lane	90	Residential	2	2	1	2	1	2	1.50	0	0	2	0	1	0	0.33	1	0	**8.83**	26	1	6–9	Bus stops: Site partly within 400m threshold; centroid within. Secondary school (walk): Site partly within the 10–20 minute threshold, with remaining areas beyond 20 minutes; centroid just within 10–20 minutes. Hospital (PT): Site partly within the 30-60 minute threshold, with remaining areas and centroid beyond 60 minutes. Town centre (PT): Site partly within the 0-30 minute threshold, with remaining areas and centroid beyond 60 minutes.
18/015	2.31	Land off Gorsy Bank Road	50		2	2	1	2	1	2	1.50	1	0	2	0	0	0	0.00	0	0	**8.50**	27	1	6–9	Town centre (PT): Site partly within 30-60 minute threshold; centroid just outside.
18/004	2.4	Land adjacent to Dunstall Farm SUE	40	Residential	0	2	2	2	0	1	1.25	0	1	2	0	1	2	1.00	1	0	**8.25**	28	1	6–9	Employment: Site partly within the lower accessibility threshold, although the centroid lies outside both threshold bands.
22/094	11.1	Land South of Ashby Road	200	Residential	2	2	2	2	1	2	1.75	0	0	2	0	1	0	0.33	0	0	**8.08**	29	1	6–9	Bus stops: Site partly within 400m threshold; centroid just within. Secondary school (walk): Site partly within the 10-20 minute threshold, with remaining areas beyond 20 minutes; centroid just within 10-20 minutes.
18/003	1.6	Ashlands Farmhouse, Ashby Road, Seckington, Tamworth, B79 0BJ	32	Residential	0	2	1	2	0	2	1.25	0	0	2	0	1	0	0.33	0	0	**5.58**	30	1	3–6	
18/002	7.92	Ashlands Farm Land, Ashby Road, Tamworth, B79 0BY	119	Residential	0	2	1	2	0	1	1.00	0	0	2	0	1	0	0.33	0	0	**5.33**	31	1	3–6	Secondary school (cycle): Site spans 0-10 and 10-20 minute thresholds; centroid just within 10-20 minutes.
18/013	1.04	South of Ashby Road	21	Residential	0	2	1	2	0	2	1.25	0	0	1	0	1	0	0.33	0	0	**4.58**	32	1	3–6	
23/585	11.27	Land west of Dunstall Lane	166		0	0	1	1	0	1	0.75	0	0	2	0	1	0	0.33	0	0	**3.08**	33	1	3–6	Rail: Site partly within 3km threshold; centroid outside. Primary school (cycle): Site spans 0-10 and 10-20 minute thresholds; centroid just within 10-20 minutes.

Note: In the 'Commentary' column those sites which have marginal results, or where a professional judgement was used for scoring, have been noted. Please note than not all sites have been commented on, but further investigation can be undertaken if requested.

Appendix 4 – Accessibility Plans



Key

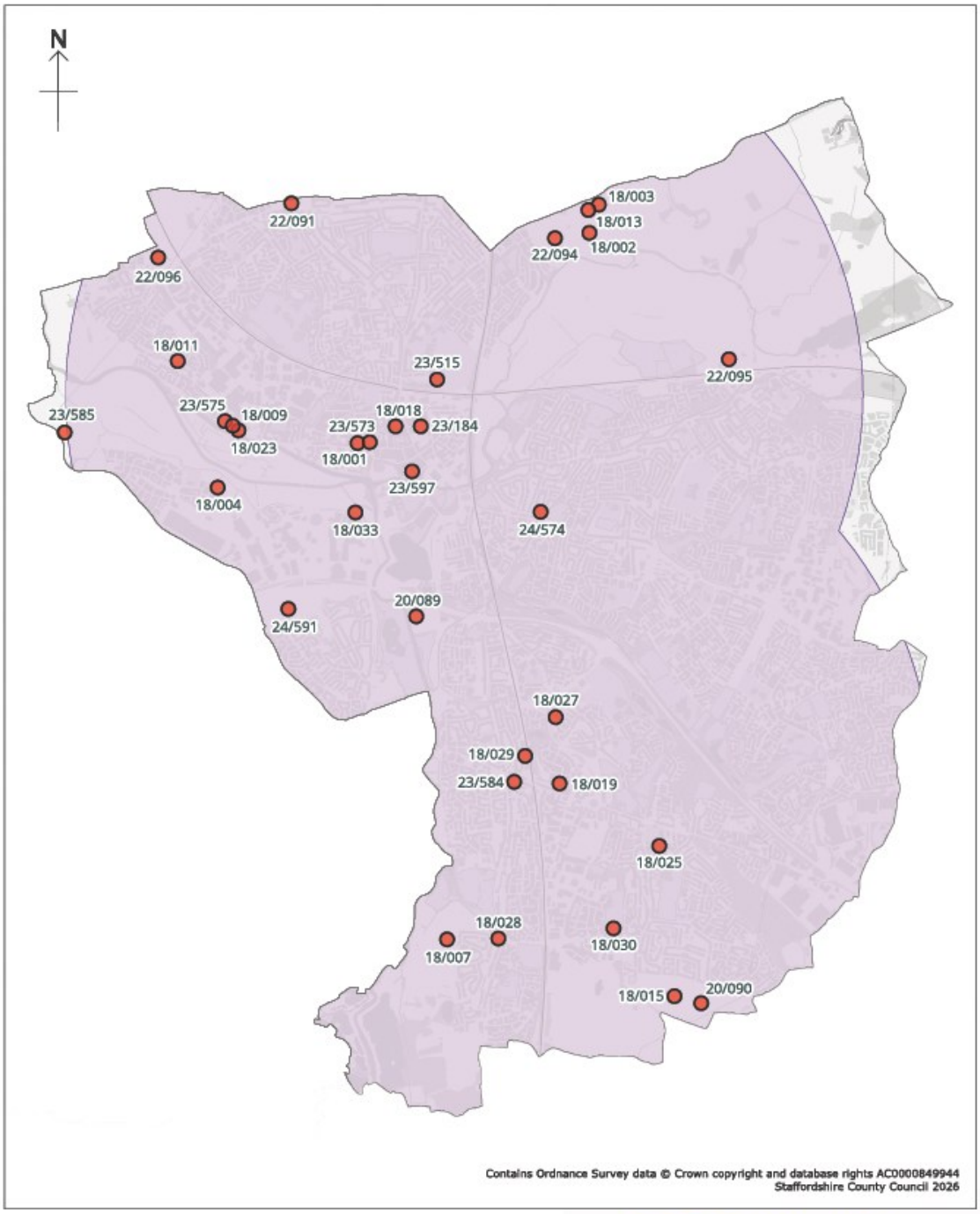
- Tamworth borough boundary
- 400m bus stop buffer
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Proximity to bus stops with frequent services (within 400m)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

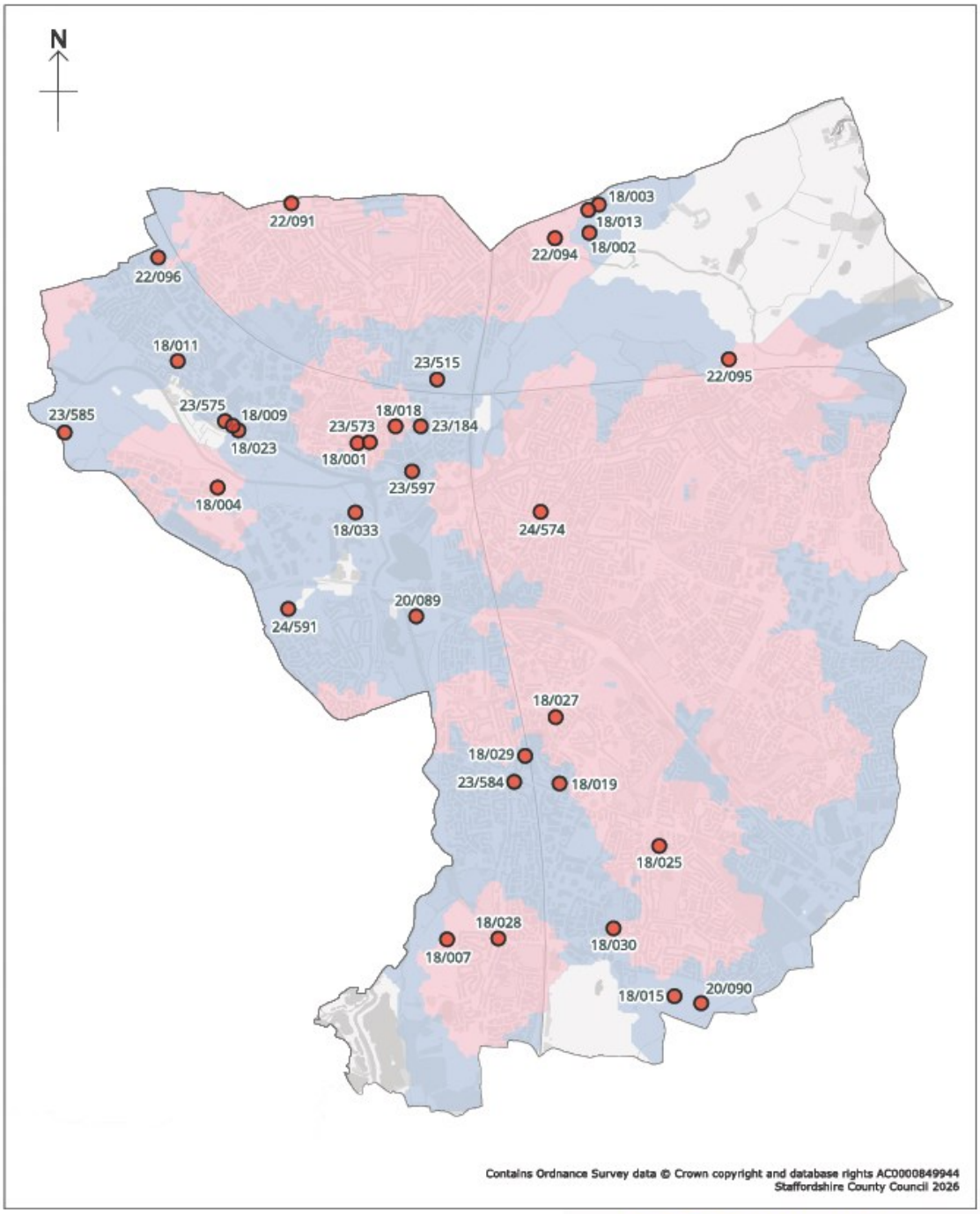
- Tamworth borough boundary
- 3km rail station buffer
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Proximity to rail stations (within 3km)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

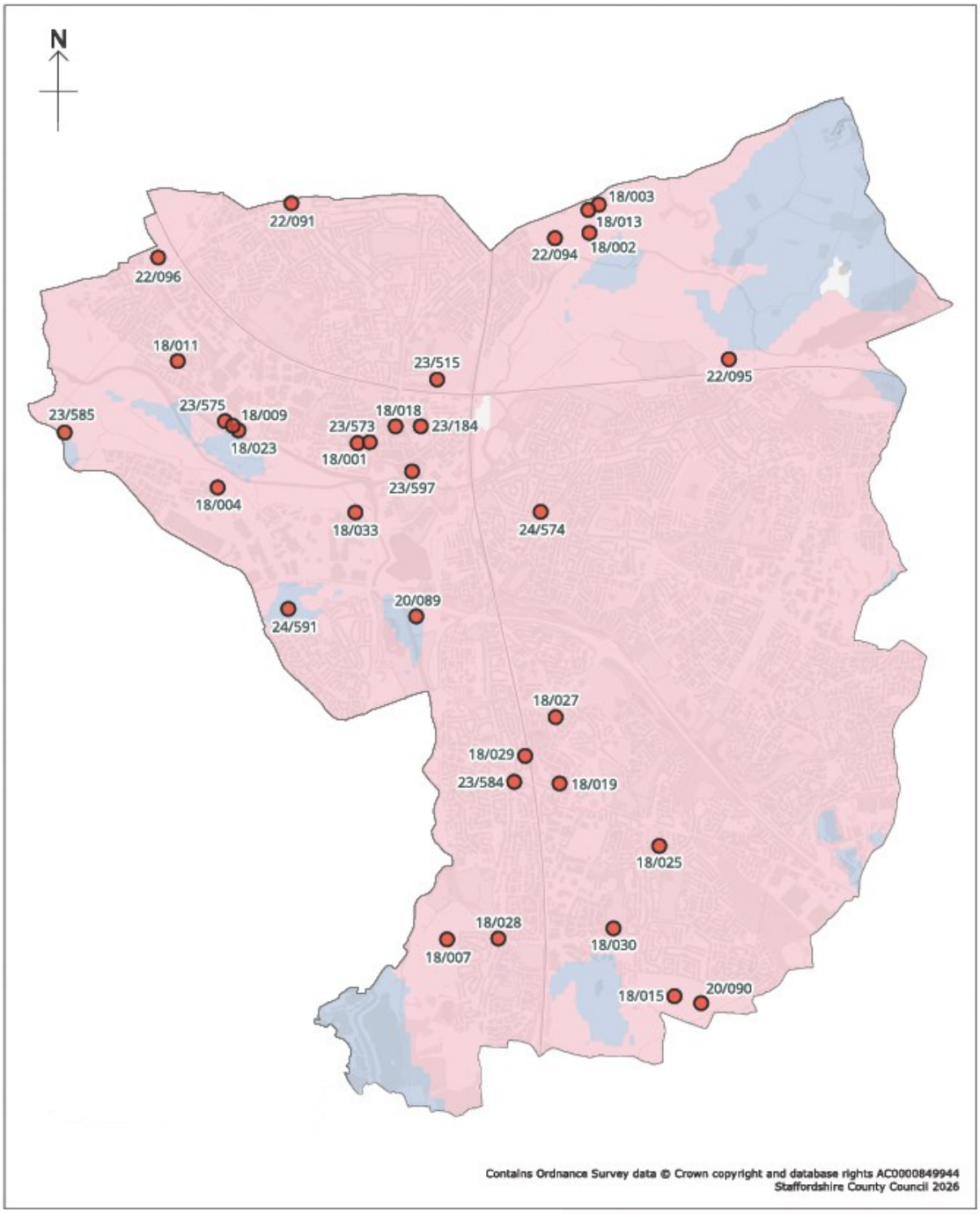
- Tamworth borough boundary
- 0-10 minute walk (high accessibility)
- 10-20 minute walk (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Walking accessibility to primary schools (0–20 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

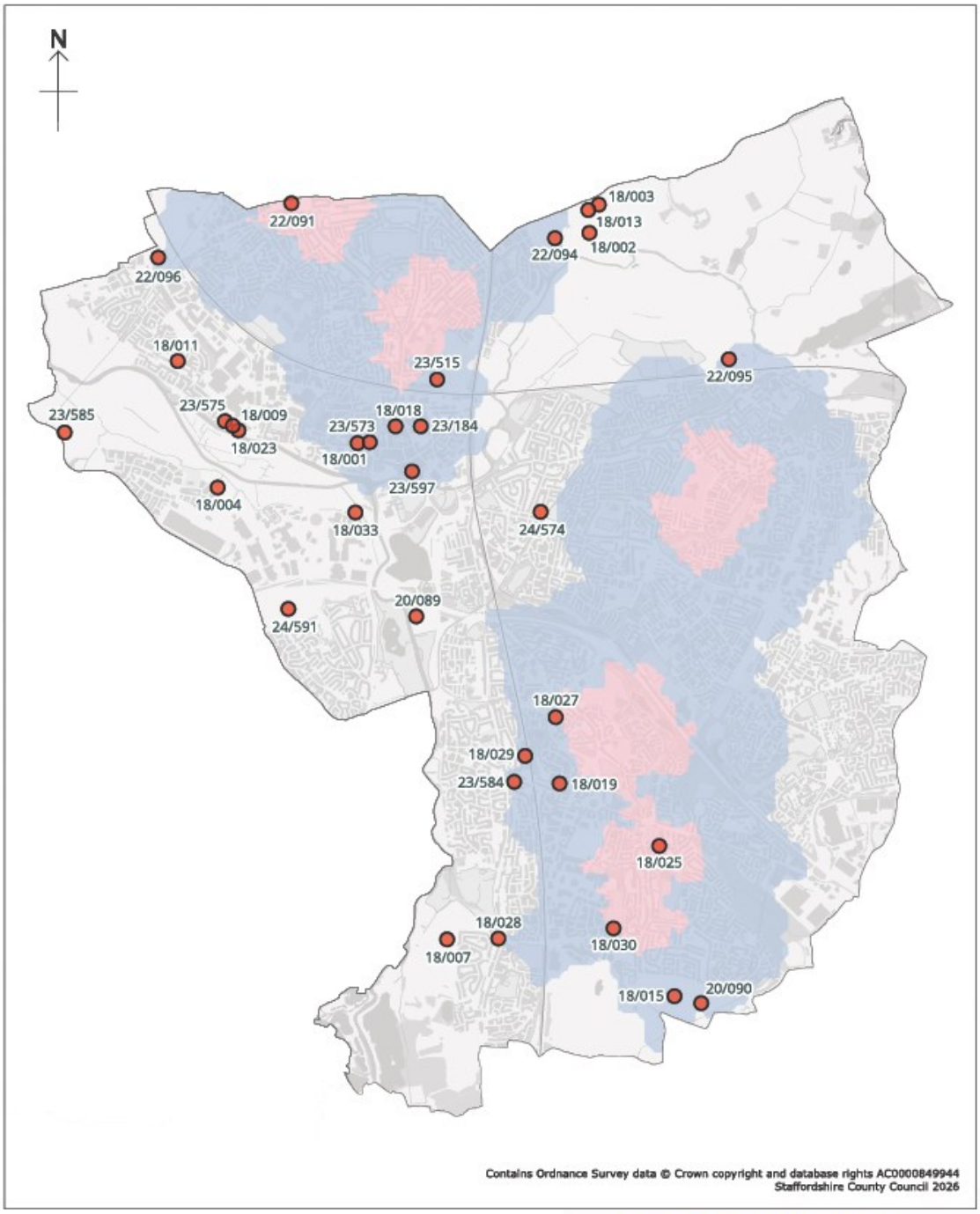
- Tamworth borough boundary
- 0-10 minute cycle (high accessibility)
- 10-20 minute cycle (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Cycling accessibility to primary schools (0–20 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

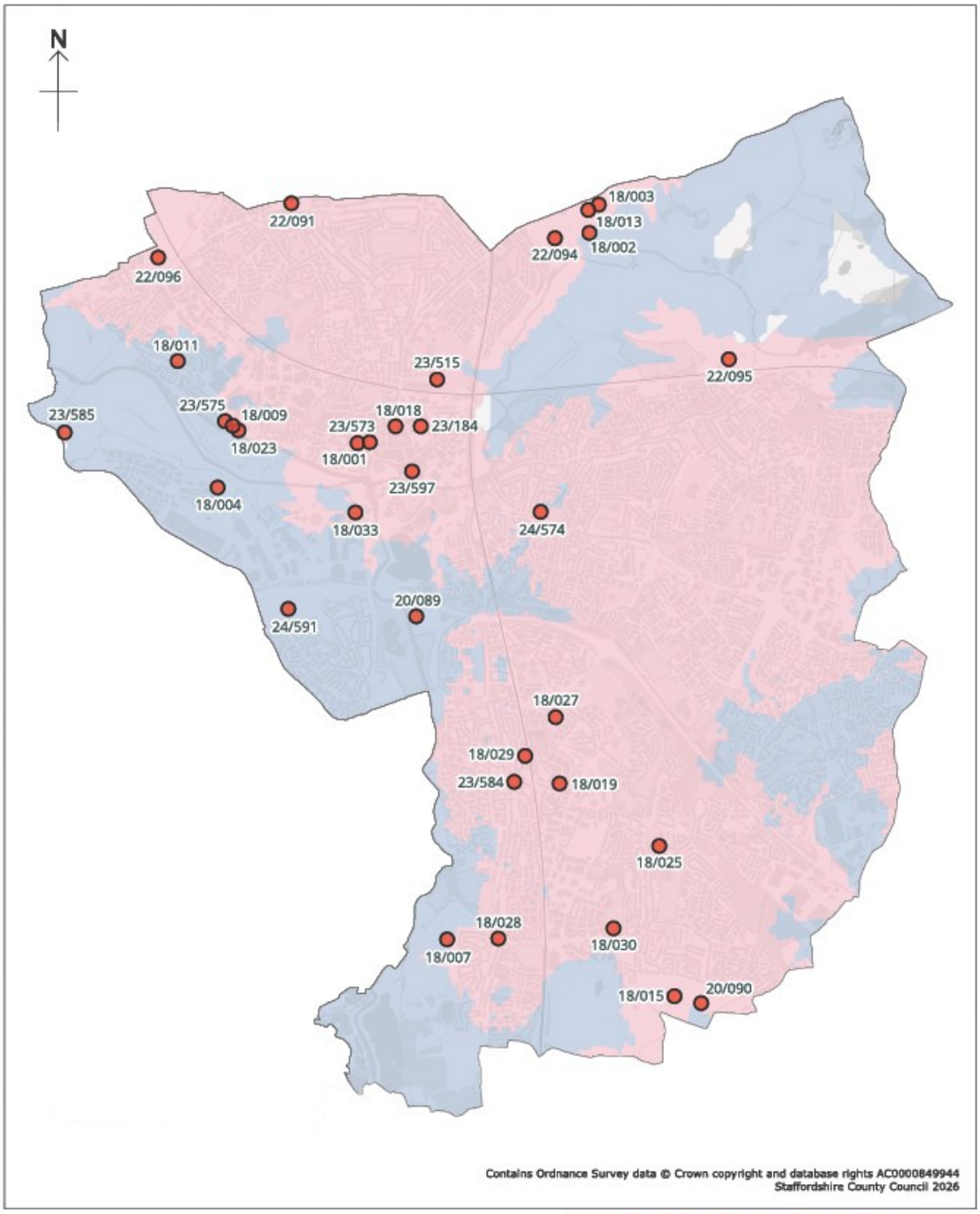
- Tamworth borough boundary
- 0-10 minute walk (high accessibility)
- 10-20 minute walk (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Walking accessibility to secondary schools (0–20 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

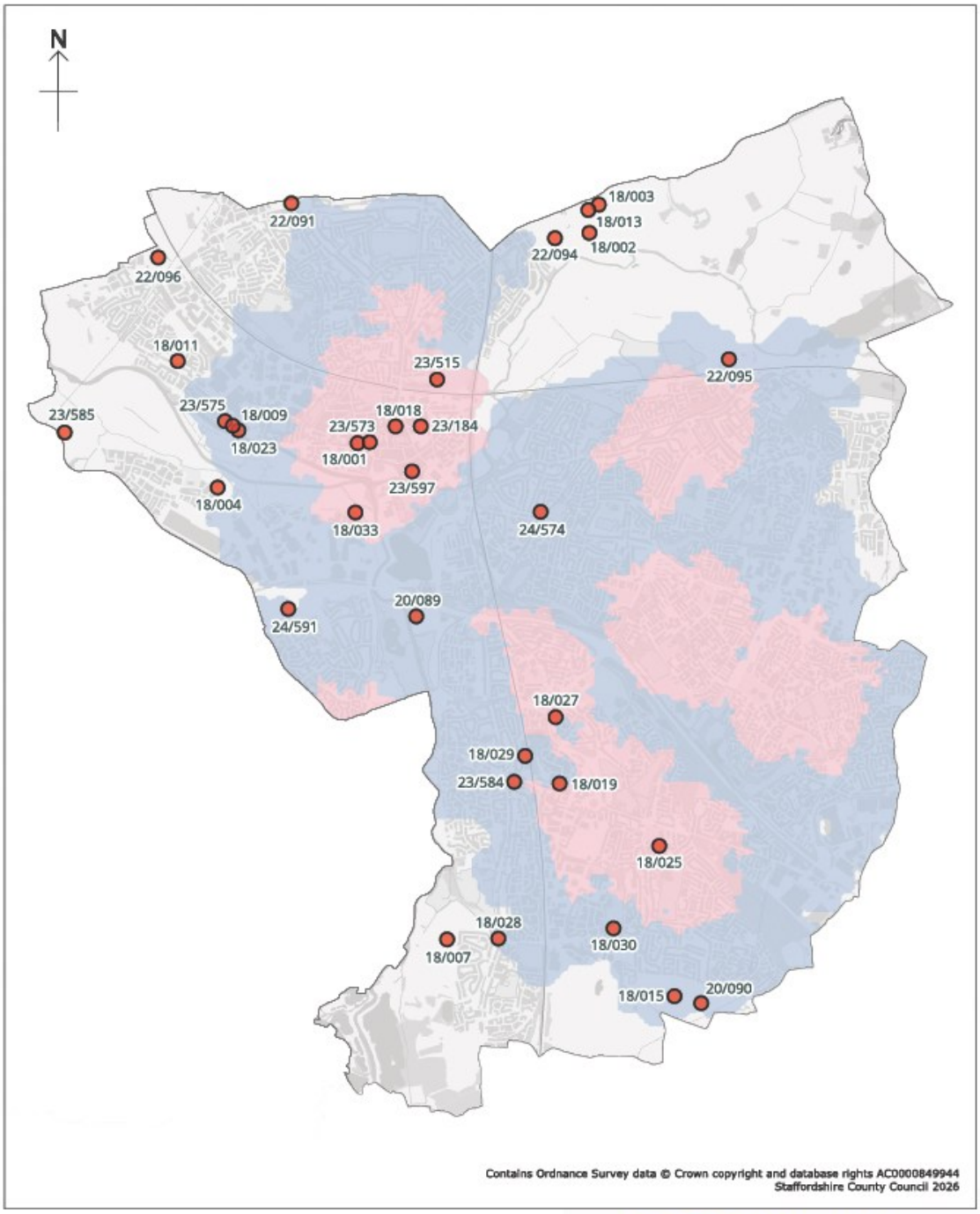
- Tamworth borough boundary
- 0-10 minute cycle (high accessibility)
- 10-20 minute cycle (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Cycling accessibility to secondary schools (0–20 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

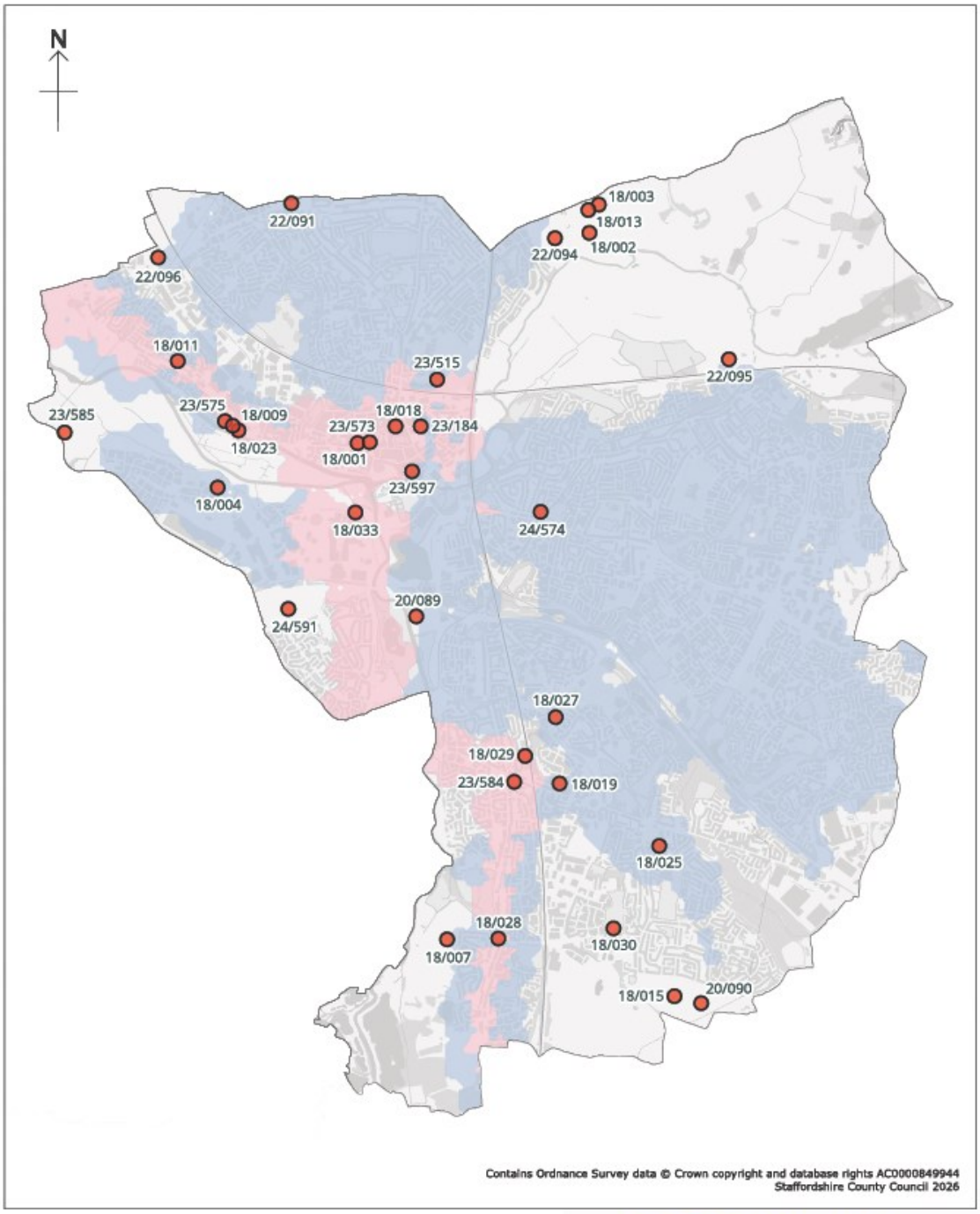
- Tamworth borough boundary
- 0-10 minute walk (high accessibility)
- 10-20 minute walk (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Walking accessibility to GP surgeries (0–20 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

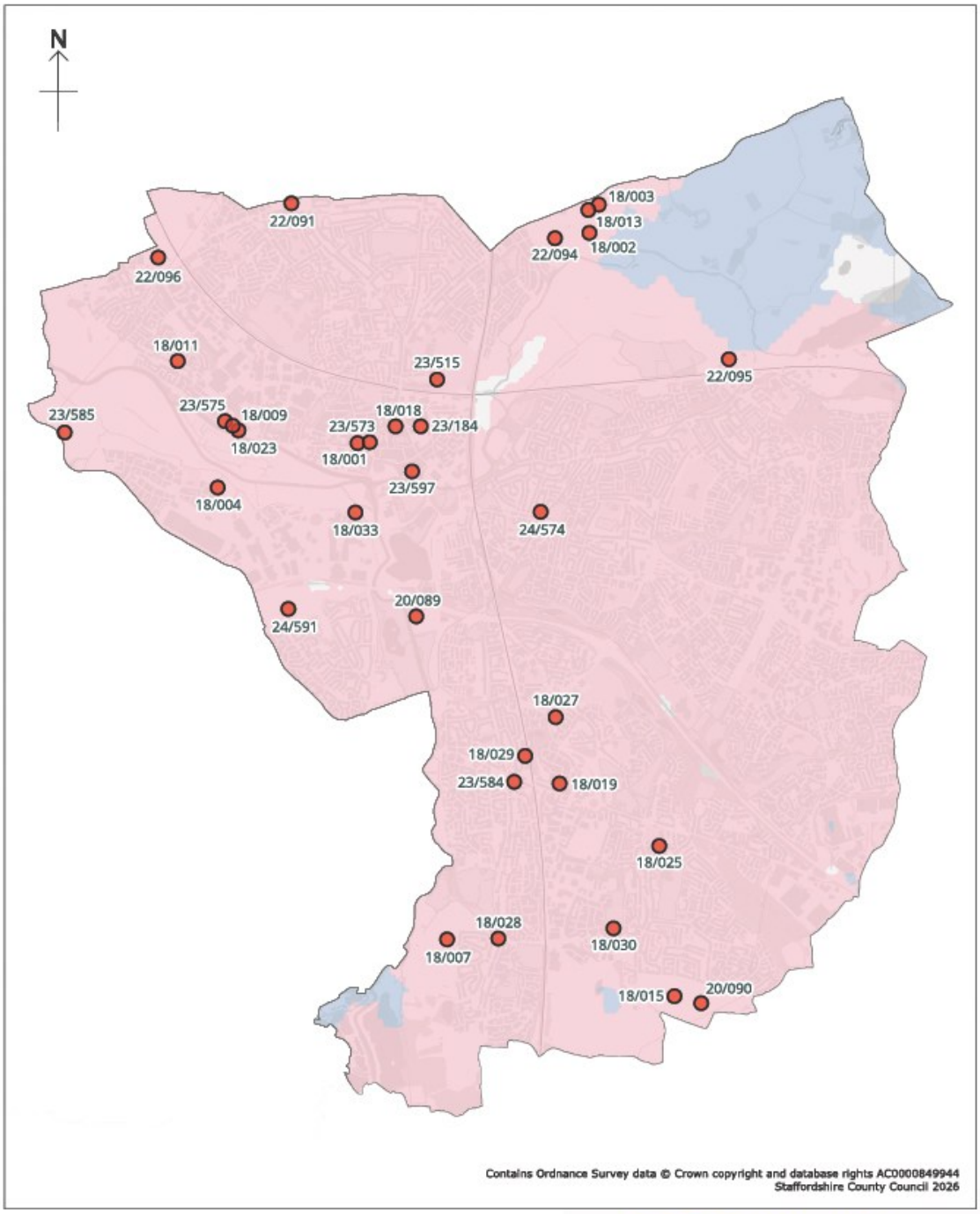
- Tamworth borough boundary
- 0-30 minutes by public transport (high accessibility)
- 30-60 minutes by public transport (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Public transport access to hospitals (0–60 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

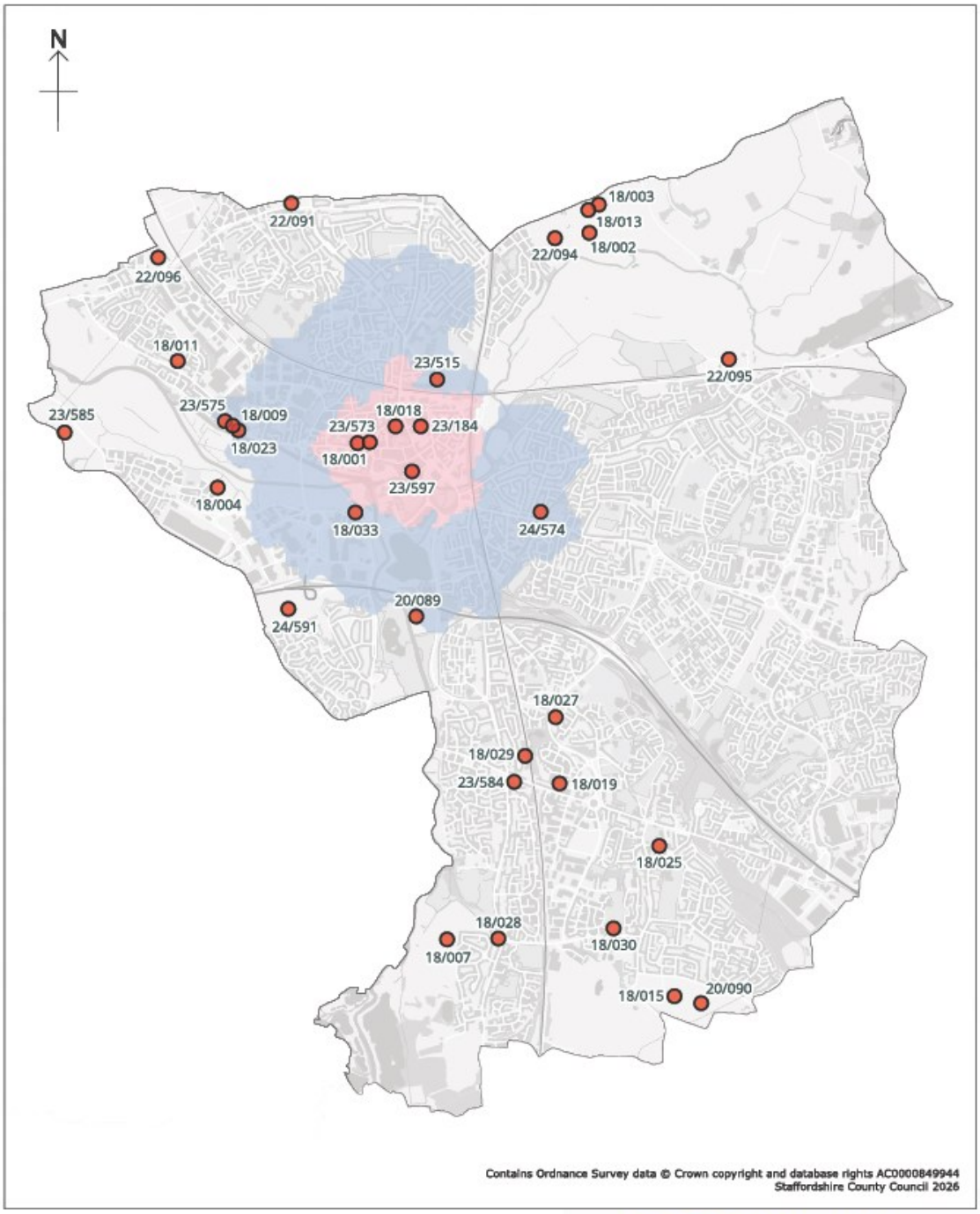
- Tamworth borough boundary
- 0-30 minutes by public transport (high accessibility)
- 30-60 minutes by public transport (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Public transport access to supermarkets (0–60 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

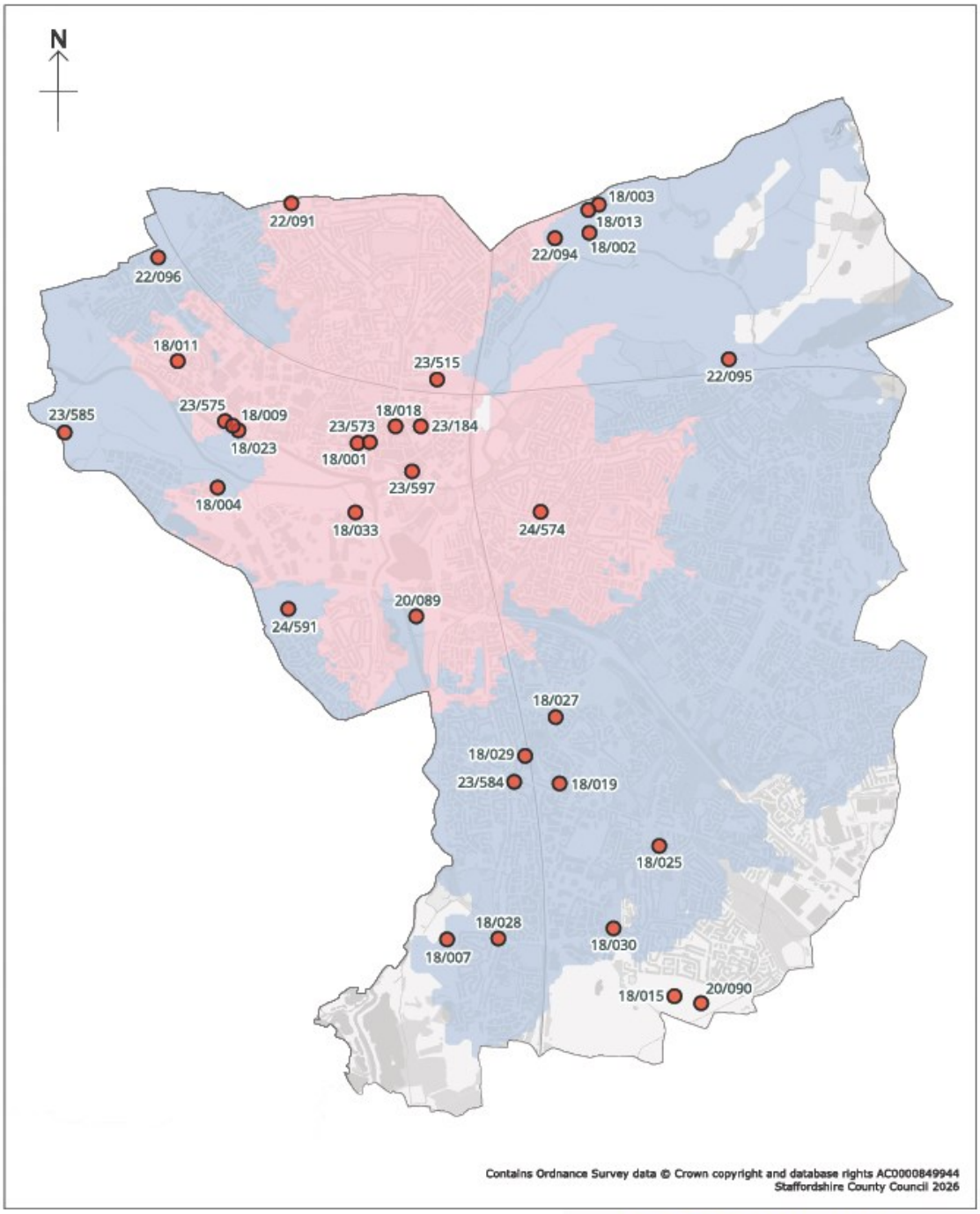
- Tamworth borough boundary
- 0-10 minute walk (high accessibility)
- 10-20 minute walk (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Walking accessibility to town centres (0–20 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

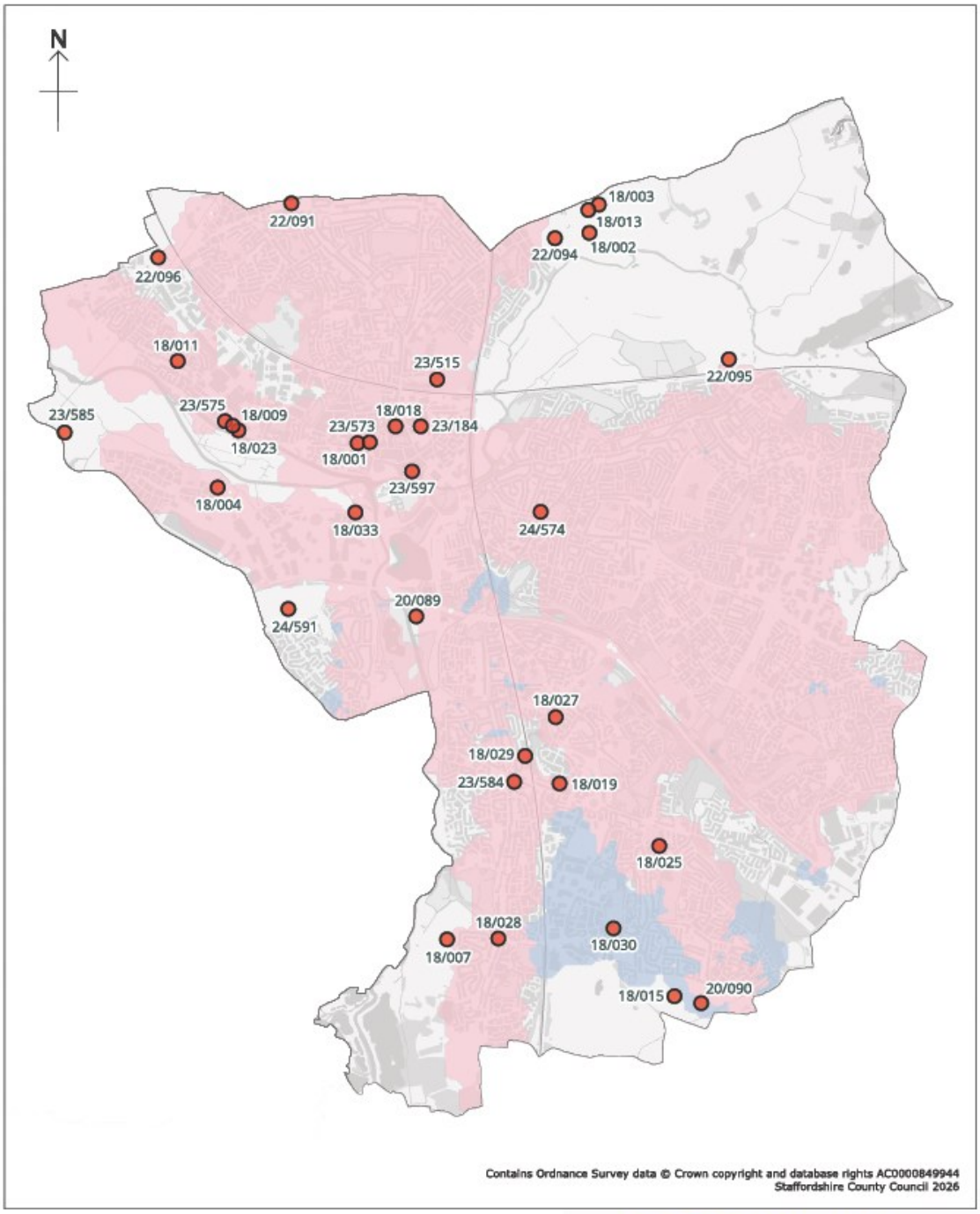
- Tamworth borough boundary
- 0-10 minute cycle (high accessibility)
- 10-20 minute cycle (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Cycling accessibility to town centres (0–20 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

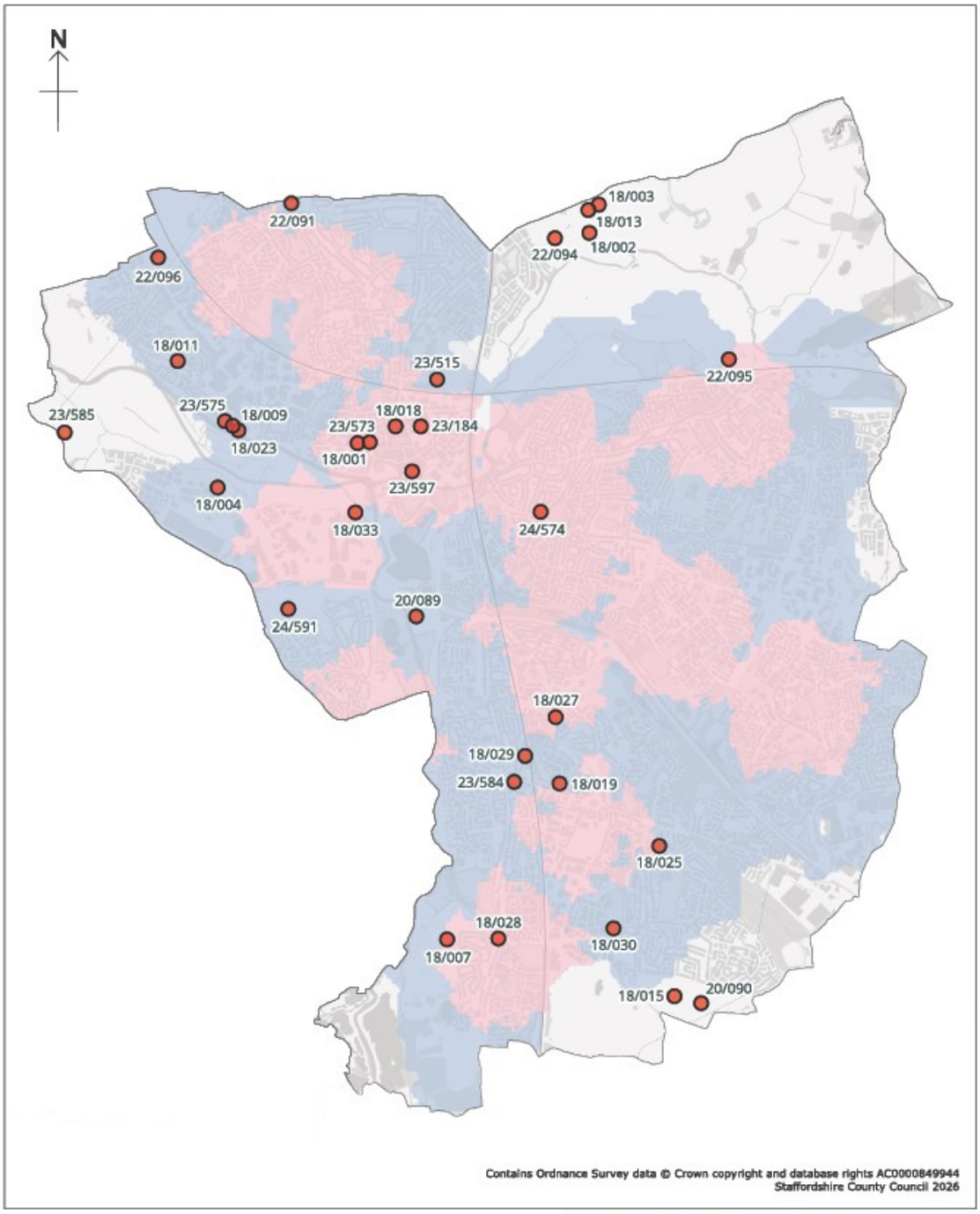
- Tamworth borough boundary
- 0-30 minutes by public transport (high accessibility)
- 30-60 minutes by public transport (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Public transport access to town centres (0–60 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

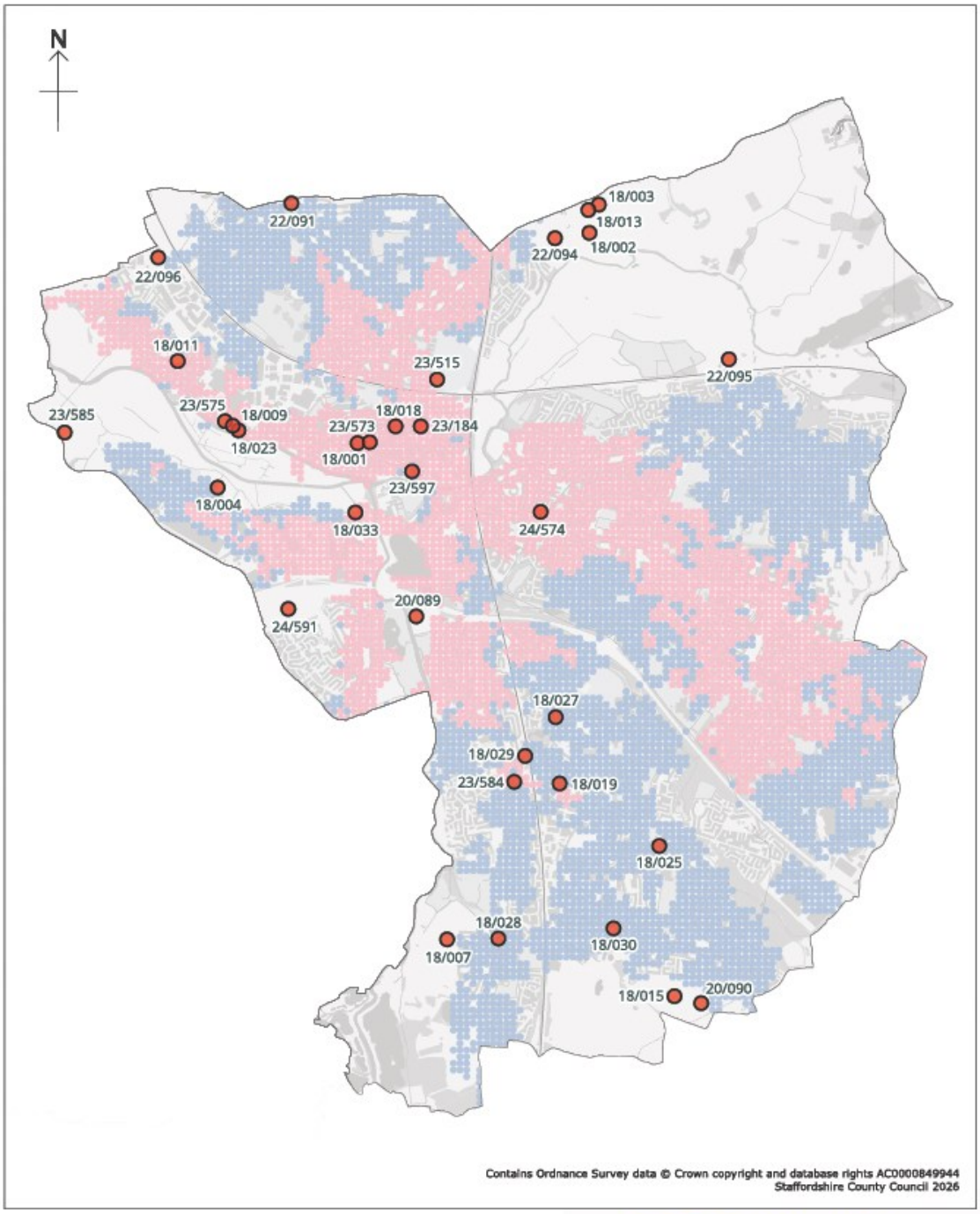
- Tamworth borough boundary
- 0-10 minute walk (high accessibility)
- 10-20 minute walk (moderate accessibility)
- Potential allocation assessment point

Scale: 1:38000

Staffordshire County Council

Walking accessibility to town and local centres (0–20 minutes)

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 08/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.



Key

- Tamworth borough boundary
- High accessibility (Hansen ≥ 6938.3)
- Moderate accessibility (Hansen 51.8- 6938.1)
- Potential allocation assessment point

Hansen scores are a measure of cumulative accessibility (higher = more accessible).

Scale: 1:38000

Staffordshire County Council

Public transport access to employment

© Crown Copyright and database rights 2026. Ordnance Survey AC0000849944.
You are not permitted to copy, sub-license, distribute or sell any form of this data to third parties in any form. Use of this data is subject to the terms and conditions shown at www.staffordshire.gov.uk/maps
Staffordshire County Council, 09/07/2026.
Aerial photography: © Bluesky International Limited and Getmapping 2026.