



Rural Settlement Sustainability Study 2008

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1 Aims of the Study

1.1 This report has been prepared to assist in the development of policies for sustainable development within Lichfield District. Information provided within the document will inform the preparation of a Core Strategy for the District as part of the Local Development Framework, in particular in the consideration of potential development locations within the District and an overall spatial strategy for longer term development having regard to principles of sustainability.

1.2 In his report on the Public Examination into the District Council's first submitted Core Strategy (withdrawn 2006), the Inspector concluded that although there were proposed housing allocations within some of the District's rural settlements, there was a lack of evidence in relation to the suitability of villages in the District to accommodate growth. He considered that the relative sustainability of different settlements should have been assessed as part of the preparation of the Core Strategy. He indicated that an assessment of the sustainability of rural settlements would ensure that the scale and location of development outside the District's two main towns was driven by overall sustainability considerations, rather than simply the availability of previously developed land.

1.3 As a consequence the Council has recommenced preparation work on a revised Core Strategy (Draft Issues and Options consultation took place in December 2007), including its evidence base. The purpose of this study, therefore, is to assess the sustainability of rural settlements within the District primarily using -

- data available on key facilities and services present within settlements - Post Offices, GP Surgery, Pharmacy, Dentist, Primary School, Community Hall and Pub
- accessibility to other key services and facilities by means of public transport
- accessibility to employment, leisure, retail locations and hospitals by public transport.

1.4 In addition to providing evidence which will assist in the development of a spatial strategy for the District, this Study will also assist in the development of spatial strategies to improve the overall quality of life for the communities that live within them.

1.5 In order to keep the process simple, a scoring system has been applied to settlements based on the presence of key services and facilities and accessibility by public transport to other centres for employment, retail, health and leisure (**Appendix 3**). This scoring system has been amended following consultation on the Draft Rural Settlement Sustainability Study in December 2007. The scoring matrix has been revised, some of the weighting apportioned to the various elements altered slightly and the matrix has been divided in order to clarify how settlements have scored in relation to those bullet points set out in paragraph 1.3 above.

1.6 Following consultation on the Draft Rural Settlement Sustainability Study in December 2007, a number of responses were received and, where appropriate, changes have been made within the context of this revised Study.



2 Background to Rural Sustainability

2.1 The concept of sustainability can encompass many elements, but in the context of this Study it focuses on the ability of residents within Lichfield District's rural settlements to access employment, retail, health and leisure / entertainment facilities (by public transport) and the extent to which certain key facilities, such as shops, schools, doctors etc are present within the settlement themselves. This is on the basis that better access will minimise the need to travel, contribute to community life, and minimise social exclusion.

2.2 It is also recognised that many other factors impact on rural community life in terms of quality of life and degree of sustainability of individual settlements, including quantity and quality of the local environment, incidental open spaces, green spaces and corridors, play areas etc. However, to keep the Study manageable it concentrates on a number of key services and facilities. It is recognised that this Study does not consider the quality of services or facilities: for example in terms of community halls, a score is awarded if such a building is present but there is no further assessment on quality, type and size of the building in relation to local community requirements etc. Other studies are under way which will address some of these issues, including an Indoor Sport and Facilities Assessment, Playing Pitch Assessment and Open Space Assessment. These documents will address specific areas not covered within this Study.

2.3 The work carried out as part of this assessment will assist in informing the potential locations for development outside the urban areas of Lichfield and Burntwood. In addition it will inform considerations that impact on the sustainability of rural services and facilities and help to develop policies to improve them.

National Framework

2.4 In 2005 the [National Sustainable Development Strategy](#) was published. This document states that, nationally and locally, the goal of achieving sustainable development:

"will be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal wellbeing. This will be done in ways that protect and enhance the physical and natural environment, and use resources and energy as efficiently as possible."

2.5 The Strategy identified four priorities for action:

- **Sustainable Consumption and Production** – This is about achieving more with less, and benefiting both the environment and the economy by reducing waste.
- **Climate Change and Energy** – Mitigating and adapting to the effects of a changing climate.

- **Natural Resource Protection and Environmental Enhancement –**
- **Sustainable Communities –** to create sustainable communities that embody the principles of sustainable development at the local level. This will involve working to give communities more power and say in the decisions that affect them, and working in partnership at the right level to get things done.

2.6 In 2000 the Government produced the [Rural White Paper](#). This is a comprehensive document detailing how to help rural communities, it details the difficulties facing rural areas and sets out a vision of a countryside in which we all take the opportunities which change brings to build sustainable rural communities in an improved countryside environment. It aims to deliver towns and villages where people can choose to live in the communities in which they grew up and find affordable homes, send their children to good local schools and have access to high quality public services - services often delivered in new ways, and through new outlets.

Regional Framework

2.7 Increasingly, the need to create or move towards sustainable communities has emerged as a key priority within planning. At the regional level, the [Regional Spatial Strategy for the West Midlands](#) (RSS) highlights that areas within Southern Staffordshire are heavily influenced by proximity to and functional linkages with Major Urban Areas and share some of their characteristics. As part of rural renaissance, the RSS states that, in preparing development plans, local authorities as well as service providers need to consider the inter-relationship of rural areas with the larger cities and towns that serve many of their higher order service needs and provide important sources of employment.

2.8 The RSS includes 4 policies on rural renaissance. In relation to this Study, Policy RR4 - Rural Services, requires consideration of rural services in the preparation of development plans in terms of:

- How centres develop complementary roles in service delivery
- Ensuring policies for housing and other forms of development take into account implications for the provision of services and facilities, including the extent to which new development may help support the provision of local facilities
- How services and facilities will be provided for in rural areas taking into account the need to retain essential community services to facilitate and provide new and innovative forms of service delivery
- Local Transport Plans should identify where improved public transport is needed to support rural services.

2.9 The Preferred Option [Phase Two Revision \(Draft December 2007\) of the West Midlands Regional Spatial Strategy](#) rolls forward the same Policy RR4.



County Level

[Local Transport Plan 2006-11](#) (Submitted to Secretary of State 2006)

2.10 The second Local Transport Plan (LTP) aims to build on the success of the first and covers a number of areas from casualty reduction, highway maintenance and public transport. The LTP incorporates a number of schemes to bring forward improvements in Staffordshire's transport network. It aims to deliver a range of priorities for transport and enhance the economy, built and natural environments and improve quality of life for residents. Whilst it is recognised that the car is likely to remain the dominant mode of transport in Staffordshire, there are measures to promote walking, cycling and public transport.

2.11 The LTP recognises accessibility as one of the key problems in the ability of residents to access employment, health, retail and leisure opportunities which can significantly impact on quality of life. Despite significant investment in promoting walking, cycling and public transport, car ownership has increased.

2.12 The LTP also incorporates a [Bus Strategy](#) which acknowledges that bus services within the County are provided by operators on a commercial basis. This means that routes, timetables and fares are determined entirely by the operator. Whilst the County has no direct powers to determine what services are provided commercially, the County can influence the provision through partnership working. 20% of the current bus network in Staffordshire is determined directly by the County Council through the provision of subsidised services.

At District Level

2.13 The [Sustainable Community Strategy for the District of Lichfield \(2006\)](#) aims to bring together various organisations from the public, private, voluntary and community sectors in achieving sustainable communities. Following on from consultations undertaken in 2005 as part of the Core Strategy, the need for better shopping facilities or better access to shopping facilities as well as the need to protect schools, post offices and other amenities was reinforced in relation to rural communities.

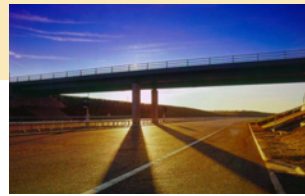
2.14 The Lichfield District Strategic Partnership includes a Community Forum to focus on the needs and priorities of geographical communities. The Lichfield City Forum, the Burntwood Area Forum, and the [Rural Area Forums](#) are also working closely with city/town/parish councils, and other local groups and organisations to feed local issues and concerns into the wider partnership.

2.15 The [Sustainable Environment Partnership](#) brings together representatives from local groups, organisations and agencies that share an interest in protecting and enhancing the local environment.

2.16 Priorities identified by surveys and community forums relevant to rural areas include:

- The demand for better shopping and other amenities for people living in the rural areas

- To improve public transport links between Burntwood and Lichfield and into outlying areas, especially in the evenings
- Better engagement of agencies within rural communities.



3 Definition of Rural Settlements

3.1 There are various definitions of rural areas and settlement thresholds that are used in a variety of fields. A national definition used by Staffordshire County Council for the purposes of monitoring includes a maximum population threshold of 3,000 people; the [2004 Rural Strategy](#) (DEFRA) sets out a new definition of settlements with populations of less than 10,000. This definition combines the physical form with a settlement's context measurement, enabling a density calculation resulting in a figure for sparseness of population.

3.2 The context for this Study is the nature of settlements within the District boundary. Lichfield and Burntwood are taken as the only two urban areas, with the rest of the District classed as rural although it is recognised that some are closely linked and influenced by their location adjacent to urban areas and thus their characteristics are different. In particular Fazeley exhibits close links with Tamworth, Streethay with Lichfield and Little Aston with Sutton Coldfield and Streetly.

3.3 This Study focuses on service and facility provision within settlements themselves and the availability of public transport to services, facilities, employment, retail and leisure locations as well as hospitals.

3.4 In 2007, during the preparation of the Draft Rural Settlement Sustainability Study, all settlements where 50 or more dwellings were present were initially to be considered as part of this Study. However, it soon emerged early on in the process that in relation to some of the smaller settlements, it was not easy to define a clear boundary due to the dispersed nature of the housing and because the majority had few or no facilities, were not accessible by public transport or had limited public transport available, and therefore they would score poorly in any event. This Study is not intended to ignore other settlements and hamlets elsewhere within the rural area in terms of addressing sustainability issues but is focused on those settlements defined in the Local Plan. A list of those settlements excluded from further study is found at the end of **Appendix 1**.

3.5 The Study includes those settlements with a clear and defined settlement boundary as set out in the adopted Lichfield District Local Plan. These settlements vary in size from Wigginton, with 252 dwellings, up to Armitage with Handsacre, with 5,181 dwellings (2001 Census).

3.6 Three of the District's larger, more complex settlements, Armitage with Handsacre, Fazeley with Mile Oak and Little Aston with Streetly village, have more than one focus for local services and facilities. When walk time distances were applied to the individual service centres within these settlements, it was evident that the majority of the settlement was accessible within 5-10 minutes walk time. Therefore it was decided that these settlements should be considered as a single entity for the purpose of the Study.

3.7 A list of settlements surveyed as part of this study is attached at **Appendix 1**.



4 Definition of Rural Services

4.1 There is no single national definition of rural services, however the two most widely used are those of Natural England and DEFRA. In terms of accessibility, DEFRA's targets include improving availability of services for those without access to a car, including the use of locally based community transport solutions, improving access to health care, Post Offices, banks and ATM as well as improving accessibility to the internet.

4.2 This Study surveys settlements in relation to the presence of certain facilities and services within them along with the availability of public transport accessibility via a frequent public transport service (minimum hourly service) to nearby facilities. A score has been awarded accordingly but it should be noted that this Study did not consider issues such as quality, size of facility etc. within the scoring system. It is recognised that provision and availability of other facilities and services also contribute to the sustainability of a community including play areas, open spaces, playing fields and sports clubs etc, however these are not included within this Study, largely due to the fact that including a score based on the presence of such facilities could overshadow any deficiencies in quality and quantity. Other studies particularly in relation to these issues are currently underway.

4.3 Within this Study, basic key rural facilities and services used are:

- Post Office
- Doctors Surgery, Dentist, Pharmacy
- Primary School
- Community Hall
- Pub
- General Store

4.4 In addition to services and facilities found within settlements, a score was also awarded in relation to access to employment locations (including accessibility by foot), retail and leisure and hospitals by frequent public transport services (hourly or better service) along with a score based on the frequency of public transport serving the settlement.

4.5 Retail, in relation to this Study, refers to locations that include retail supermarkets, a variety of local, regional and national retail outlets typically found in larger urban areas. Similarly leisure, in the context of this Study, refers to those typically found in large urban areas and includes leisure centres, cinemas, evening entertainment etc.



5 Delivery of Rural Services

5.1 Many of the facilities frequently available within settlements are provided by the private sector and therefore subject to commercial realities. In rural areas, post offices are normally run as commercial enterprises but as part of another commercial enterprise, Post Office Ltd. In recent years, a number of post offices have closed and consultation is currently underway for further closures as part of the 'Network Change Programme' which could result in closures within Hopwas, Stonnall and at Whittington Barracks.

5.2 GP practices and doctors surgeries are under the control of and run by local Primary Care Trusts and, whilst typically located in the larger settlements and towns, service a much wider area.

5.3 Public houses are usually either provided as individual businesses or as part of a brewery chain. Other facilities are delivered either by the public sector or through voluntary bodies. Community halls are commonly operated and owned by the local parish council, or other community organisations.

5.4 Primary schools in many rural areas are most likely provided by the Local Education Authority, which in the case of Lichfield District is Staffordshire County Council. There are many primary schools within Lichfield District each with a defined catchment boundary, however schools admissions policies are complex and some resident school children travel to schools outside their immediate catchment and in some cases travel to schools outside the District. It should be noted that within the District a number of private schools and special schools also operate within the rural area, often serving catchments outside the District. The delivery of primary education is affected by a number of factors including demographic changes.

5.5 Public transport provision in rural Lichfield is through a mixture of private operators, public subsidies and community transport schemes. The largest operator of bus services within the District is Arriva. The District Council is involved in the provision of a community bus service, and whilst it is available to community groups at present is mainly used by groups located within Lichfield City and Burntwood. During 2008 it is hoped that awareness of this service is raised to encourage groups in rural areas.



6 Inter-Relationship Between Rural Settlements & Urban Areas

6.1 Whilst it is acknowledged that there are links between rural and urban areas, quantifying the relationships between settlements and urban areas and the influence that they exert on one another is difficult.

Edge of Urban Settlements

6.2 Located on the south eastern edge of the District, **Fazeley** (including Mile Oak) has very close ties with neighbouring Tamworth, accessible by a short car journey and by frequent bus services to Tamworth. In addition to the variety of services and facilities found within Fazeley itself, Tamworth provides a convenient location for employment, retail and leisure along with access to train services.

6.3 Little Aston, located on the southern edge of the District, is bordered by the West Midlands conurbation, specifically Birmingham and Walsall, with which it has close links, similar to those of Fazeley with Tamworth. Little Aston, like Fazeley, has two local centres, the largest being that of Streetly village which has a range of services. Similar to Fazeley, its location on a main road and passing trade contributes to maintaining the higher number of services and facilities.

6.4 Little Aston and Fazeley are closely connected to and have strong links with urban areas on the outer edge of the District. Access via public transport from within these settlements to Lichfield city is poor - frequent public transport links exist from both to adjacent urban areas.

6.5 Streethay lies on the north-eastern edge of Lichfield City and is a separate settlement lying within the parish of Alrewas & Fradley with Streethay, although in spatial terms it adjoins Lichfield City. Streethay has close links to Lichfield City and whilst it has no services of its own (other than a pub), residents are able to access via frequent bus services and train services all those facilities etc available within Lichfield City. The lack of services present within the settlement itself result in Streethay performing less well than settlements such as Fazeley and Little Aston. Unlike Fazeley and Little Aston, nearby local facilities are not within easy walking distance of most residents.

6.6 The services and facilities within Fazeley, Little Aston and Streethay are influenced by their proximity and links with large urban areas and whilst they are considered as rural settlements in terms of this Study, they exhibit some of the physical characteristics of suburban parts of larger towns, whilst retaining separate local identities.

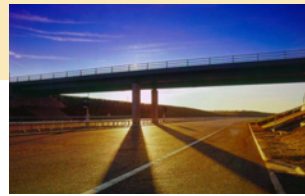
6.7 Whilst not directly on the edge of the District, Armitage with Handsacre has strong links with Rugeley. However, lying on a frequent bus route between Stafford and Lichfield City, unlike Fazeley and Little Aston, it has links via a direct bus service to services and facilities within Lichfield city.

Other Settlements

6.8 As with most of the settlements, there are common links with certain other settlements usually due to the services that they offer and or proximity to each other or existing transport links. This is the case in Lichfield District, although the linkages and strength of dependency on nearby settlements varies and is difficult to quantify. Certain settlements within the District have more obvious links with nearby urban areas largely due to proximity, such as Hammerwich with Burntwood, Hopwas and Wigginton with Tamworth, Stonnall with Aldridge and Colton with Rugeley. With the exception of Hopwas, all of these have less frequent public transport services than their neighbouring urban areas.

More Isolated Settlements

6.9 Settlements can appear more isolated in terms of their location away from main urban centres or lack of public transport. Even settlements close to some urban areas can seem isolated where no or infrequent public transport exists. Typically, the more isolated settlements within the District include those in the eastern part of the District (Elford, Edingale, Harlaston and Clifton Campville), some of the northern settlements (Colton, Hamstall Ridware, Hill Ridware and Upper Longdon) and Drayton Bassett and Stonnall to the south. Such isolation is clearly experienced more strongly by certain groups within communities who are less mobile or have less access to private transport. It should be noted that whilst this Study focuses on those settlements defined in the adopted Local Plan 1998, there are many other smaller hamlets and more dispersed clusters of properties located throughout the rural area which also rely on services provided in some of the settlements covered by this Study, albeit access to which is primarily by car given the lack of available public transport outside those defined settlements.



7 Primary Services, Facilities & Jobs

Employment

7.1 As part of this Study it is important to gauge the accessibility of employment destinations for the rural community, essentially by public transport. Employment locations within the District include those settlements with existing industrial estates:

- Lichfield
- Burntwood
- Fradley
- Fazeley
- Shenstone, and
- Armitage

7.2 Outside the District other employment locations include:

- Rugeley
- Tamworth
- Burton on Trent
- Sutton Coldfield
- Birmingham
- Walsall (including Aldridge)
- Cannock, and
- Stafford

7.3 A 40-minute journey time was applied to the rural settlements and the number of destinations available from each settlement to those listed above was calculated. This time does not take into account time where a change in service is required but it gives a rough picture as to the locations accessible within a reasonable trip by public transport. Typically, those settlements located on the route of a frequent bus service or with access to a train station scored highly. In addition it was considered that the presence of a large employment centre within or adjacent to a settlement that could reasonably be accessed by foot justified additional weight within the scoring system.

7.4 It is accepted that access to the West Coast Mainline at Lichfield Trent Valley does provide opportunities for residents to travel to London, however the overall numbers of residents travelling to London from Lichfield for employment is relatively low in comparison to other destinations with the station most likely being reached in the first instance by car. It was therefore decided not to include this factor as part of this Study.

7.5 It should be noted that research by Natural England (CRN47) found that in some studies, the location of employment development in larger rural settlements failed to recruit local employees and indeed generated larger numbers of commuting trips by car. Studies also found that rural residents also travel the greatest distance for work, shopping and leisure. However, the nature of this Study is about the availability of services and facilities providing the opportunities for sustainable lifestyles rather than existing travel patterns to jobs, services and facilities.

Shopping and Leisure

7.6 The rural settlements within the District look to a number of towns for their major shopping and leisure facilities. Whilst most people access these by car, in terms of sustainability it is the pattern of bus services in particular that determines the principal larger service centre that individual villages look towards. Most villages in the eastern part of the District, for example, have bus services focused on Tamworth rather than Lichfield. The Study does not specifically examine access to these 'higher order' centres for shopping and leisure, but the pattern in terms of accessibility would be similar to that for access to employment.

7.7 Leisure in the context of this study is taken to include activities undertaken at leisure centres, cinemas, locations with a variety of evening entertainment, bowling etc, typically those activities that are viable in the larger towns and cities.



8 Key Local Services & Facilities

8.1 Certain facilities are considered to be important within rural settlements; these facilities are considered as **key** facilities for the purpose of this Study. As stated earlier in the document it is accepted that other facilities can contribute to the sustainability of a community such as play areas and sports pitches, however, for the purpose of this Study the focus is on those key facilities listed below:

- Post Office
- Doctors Surgery, Dentist, Pharmacy
- Primary School
- Village Hall
- Pub
- General Store

8.2 District Councils are not directly responsible for the provision and delivery of any of the above rural services, however they can influence key services through planning policies. However, the co-ordination of strategies that seek to retain and promote rural services and facilities that are under threat from various influences, such as post offices, shops and health facilities, is an important part of spatial planning and therefore local planning authorities need to consider such policies within their Local Development Frameworks. Ultimately, where services and facilities are operated on a commercial basis their viability is dependent on a certain threshold of continuing trade.

The Post Office

8.3 Post offices are important due to the range of facilities that they often provide in a rural situation, from the typical traditional services such as bill payment and access to money to the sale of everyday general household items. The services and range of goods on sale is dependent on a variety of factors including the physical size of the building, the size of the immediate population and sometimes they are also influenced by the availability of other similar services on offer locally. In addition, post office services offered may also be affected by its location in relation to the strategic highway network, which may generate passing trade.

8.4 Post offices are influenced by policy at national level and over recent years many post offices have closed as part of a major review of postal services. This review, along with other factors, has impacted on the presence of post offices within Lichfield District. Post offices have closed in several settlements, including Colton, Hill Ridware, Kings Bromley, Drayton Bassett, Edingale and Clifton Campville.

8.5 Post Office Ltd., as part of its maintenance of the rural post office network, is looking into alternative ways of post office provision within rural areas. One such method of provision has recently been seen in Kings Bromley where a limited post office function within the village hall on a part time basis has been implemented.

8.6 In May 2007 Post office Ltd outlined proposals to close a further 2,500 post offices nationwide. In April 2008 Post Office Ltd began the next round of consultations which identified four post offices facing closure within Lichfield District. Three of the post offices identified for closure lie within this study area - Whittington Barracks, Stonnall and Hopwas. In Hopwas, following the closure of the retail element of the Post Office Shop, the post office has been operating on a part-time basis.

8.7 However, a recent survey of 1,000 people found that two-thirds of those in rural areas relied on their local post office for groceries, with most saying they valued the convenient location. Three out of four people surveyed who used a post office walked there, with most saying they would have to drive or catch a bus if it closed.

8.8 Such statistics highlight that post offices still remain a service under threat and in rural areas the closures of such facilities affect the more vulnerable sectors of the community; the worst affected including the elderly, disabled people, those on low incomes and those without access to a car.

Health - Doctors Surgery - Dentists - Pharmacy

8.9 Access to health facilities for residents living within the District's rural areas can often be difficult, particularly for those residents within rural communities that are reliant on public transport. Doctors in particular, and to a lesser extent dentists, are important key services within a rural area; however these facilities are usually only found in the larger settlements. Within Lichfield District, six rural settlements have doctors surgeries located within them: Alrewas, Armitage, Fazeley, Shenstone, Whittington and Stonnall; and three have dentists: Alrewas, Armitage and Shenstone. Whilst these surgeries will take patients from a wider catchment, some residents are registered with practices in Lichfield or Burntwood and others outside of the District.

8.10 The provision of doctors surgeries is under the control of the Primary Care Trust. No new surgeries are currently proposed within the rural area although there is potential for such facilities should the need arise; sites have been identified at Fradley and within the Rugeley Eastern Redevelopment Zone but none have as yet been built.

8.11 Reliance on access to surgeries by public transport can pose particular difficulties where services are infrequent and, whilst most of those located within Lichfield are located on frequent routes between the larger towns, they are not very accessible by those living in other rural communities where public transport is too infrequent.

8.12 Most rural doctors surgeries incorporate a pharmacy for use by those residents with no direct access to an independent pharmacy. However, pharmacies are also important aside from their direct prescription services; they offer other over-the-counter medication and expert advice on medical issues, as well as providing other general household products. Separate pharmacies



are located within Alrewas, Armitage, Fazeley, Shenstone and Little Aston. The weighting applied to the scoring matrix gives slightly less weight to dentists and pharmacies than to doctors and GP surgeries.

Primary Schools

8.13 It is recognised that the presence of a primary school is an important element of rural life, providing easily accessible education for young children, often acting as a community focal point with some offering use of the buildings and grounds for community use. Therefore the presence of a primary school is given a high weighting in the scoring matrix.

8.14 All settlements within this Study, with the exception of Hamstall Ridware, Hammerwich, Harlaston, Streethay and Upper Longdon, have a primary school located within them or on the edge. Two of the larger settlements, Fazeley - Mile Oak and Armitage with Handsacre have two primary schools. Typically, some of those schools located close to the edge of the District take pupils from outside the District; equally some children will travel out to schools just outside the District. In addition, the District is home to a number of private and special schools which offer schooling for children of primary school age.

8.15 Primary schools within the rural area vary in size, with relatively small schools in several of the smaller villages. Such schools have proven to be vulnerable to closure over the years, with closures taking place at Hammerwich, Hamstall Ridware and Harlaston. Local authority-provided primary schools within Lichfield District are operated by Staffordshire County Council. At 2008 there are no proposals for new primary schools or closure of existing primary schools within the rural area. However, it should be noted that nationally school rolls are falling with the exception of certain areas where numbers have been boosted by residential development.

Community Halls

8.16 Most settlements have a village or community hall located within them with the exception of Hamstall Ridware, Streethay and Upper Longdon, and Wigginton whose village hall has recently closed with planning permission for residential development on the site.

8.17 Village halls vary greatly from small old buildings as seen at Clifton Campville to more modern buildings as seen at Colton. As you would expect, typically larger settlements often have larger halls. In recent years new village halls have been built, in part utilising contributions from developers as part of residential development, at Fradley and at Armitage along with a new hall at Colton (replacement).

8.18 Village halls and other community buildings can be one of the principal focuses for village life. Halls vary in their size, quality, ownership and management and include: rural community centres, Women's Institutes, British Legion halls, memorial halls, halls belonging to churches and chapels including innovative use of a separate part of the church building itself for community activities. Many are no longer just a place to meet for social occasions such as parties, wedding receptions, guides/scouts and other local clubs. In more recent years nationally, there has been

a move towards their use as a venue for other activities such as local health facilities, farmers' markets, lunch clubs for older people, IT facilities and the District Council's mobile play services. In 2007 Kings Bromley Village Hall opened a small post office function to serve local people following 3 years without a service.

8.19 Surveys of community halls nationally, carried out in the late 1990's, showed that three-quarters of village halls were used by less than half of the residents in the communities they served and that almost 60% of halls were used by less than a quarter of the local population.

8.20 However, how the community uses the hall, and the services or facilities the hall has on offer, is vital. The people who use village halls a number of times a week are often those without private transport who cannot travel elsewhere and are at a more vulnerable stage of life: older people and those with young families and children.

8.21 Within the District, community halls do not appear to be under significant threat in terms of suffering the loss of the facility to a community, however their need for maintenance and improvement may be a significant financial issue for many communities. Those owners and operators of existing community halls may have longer term aspirations to replace, modernise or extend existing facilities. In terms of this Study's methodology, settlements are scored merely on the presence of a community hall within them. Whether there are issues with size, limitations on the uses they can accommodate, the state of the physical fabric etc in relation to the existing community hall is not taken into account in the scoring system.

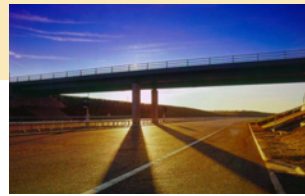
Public Houses

8.22 Pubs have long been established within rural communities and today still remain an important feature of rural life, not only providing a focal point for social interaction but also more recently the range of services that some provide is changing. Aside from the employment opportunities that they provide, pubs can also contribute to the local tourist industry. For this reason public houses were considered to be a key service within the rural community.

8.23 Work undertaken by DEFRA (2001) concluded that rural pubs are often a "hub" for a variety of local activities and that some have potential to assume a business and community role in the future for a one-stop shop for essential services.

8.24 Whilst this survey was primarily concerned with whether or not a settlement had a pub within it, the Study did not go into any further details in relation to the existing functionality of the pub and what services were available. Outside of the urban areas no rural pub has closed in the last 10 years and there has been only one new pub built between Lichfield and Whittington. However, as a commercial operation, there remains pressure on the industry which can be seen by recent proposals to close the only pub at Edingale and one of two pubs in Stonnall.

8.25 Some settlements have several historic public houses (Shenstone, Alrewas, Armitage, Fazeley and Whittington). With the exception of Drayton Bassett, Hammerwich, Fradley and Little Aston, all settlements within the Study have at least one pub and at Hamstall Ridware the



pub is the only key service within the village. It should be noted that a number of other public houses are located within the rural area outside those settlements considered as part of this Study.

General Stores

8.26 As stated earlier, post offices often sell some general daily household items, though the range of products on offer tends to be limited. The presence of a separate general store or range of local stores is considered to be important in influencing the degree to which settlements are sustainable. Typically general stores are found within the larger settlements where a variety of other shops are also present and some of these larger settlements over recent years have seen larger stores such as Tesco Express in Shenstone and Fazeley.

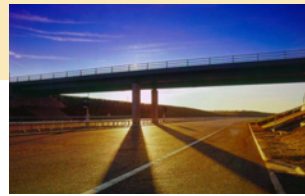
8.27 Those settlements near to urban areas located on busy routes, such as Little Aston and Fazeley, have numerous shops and services – a direct result of the increase in potential patronage due to adjacent urban population and high levels of car borne trade due to location on a main highway.

8.28 Other large settlements with a range of shops and services include Alrewas, Armitage with Handsacre, Shenstone and to a lesser degree, Whittington and Stonnall. Trade here is likely to be from a mixture of local residents, patronage from nearby settlements with no such facilities and through-trade dependent on the location of the settlement in relation to the highway network.

Loss of Services and Facilities

8.29 Over the years a number of changes to the types of services and facilities within rural settlements have occurred. These have resulted from a number of influences, most of which are national trends in retailing, financial services provision and the economics of service provision.

8.30 Some settlements within the District have seen the closure of shops, post offices and petrol stations. In several villages these closures have occurred despite the construction of significant levels of additional residential development, which provides evidence that increasing the number of residents within a settlement has not provided sufficient benefit to overcome the national trends in trade and service provision.



9 Rural Accessibility

Public Transport

9.1 In Staffordshire most bus services operating on major routes run on a commercial basis with Arriva operating the majority of these services within the District. However evening and Sunday services are subsidised, as are most rural services throughout the week and some early journeys on otherwise commercial services by Staffordshire County Council. Non-commercial services are made the subject of a tender exercise undertaken every 3 years in line with a review.

9.2 The [Local Transport Plan for Staffordshire](#) includes accessibility strategies and targets for accessibility improvements throughout Staffordshire. Objectives include improving accessibility to everyday facilities for those without access to a car, through improvements to public transport, pedestrian and cycle networks. Under the Transport Act 2000 Staffordshire County Council is required to publish a [Bus Strategy](#); the most up to date strategy is dated 2006-2011. The Bus Strategy contributes towards improving accessibility, reducing congestion and improving quality of life. It should be noted that rising costs in the bus industry have put increased pressure on the County Council's ability to replace withdrawn commercial services and extend provision. Operators are tending to concentrate their commercial activities on core urban and inter-urban routes, leaving the County Council to secure services for most rural and many urban fringe areas from limited resources.

9.3 This Study focuses both on:

- the potential accessibility of rural residents by sustainable (non-car) means, to centres of employment, retail, leisure, and health services outside the settlement; and
- the presence within the settlement of certain key facilities or accessibility by public transport to them.

9.4 When considering journey times it was decided that a maximum 40-minute journey time was acceptable for employment, retail, leisure etc. In order to collect travel time information, journey times were calculated excluding any transfer time between connecting services where necessary. With this in mind, journeys with transfers are likely to be slower than the estimates used.

9.5 Bus timetables published in 2008 by Staffordshire County Council (Tamworth, Lichfield & Rugeley, Cannock and Burntwood – published September 2006) cover bus routes within the District; these were used to gather detailed information on routes and frequency.

9.6 Popular services, classed as frequent within this Study, operate every 30-60 minutes throughout the day including peak times (7-9am and 4-6pm). In addition to these services there are a number of services operating on a less frequent basis, some operating a limited daily service and others operating a single service one day a week.

9.7 All of the settlements within the Study were served by some level of bus service and all of the available services have been categorised and mapped as part of the Study to demonstrate the pattern of accessibility as a contributory factor to rural sustainability. As largely commercial services they are potentially subject to future changes.

Frequent Bus Services

9.8 The most frequent routes operating every 30 minutes within the District throughout the day run between:

- Tamworth and Lichfield (765) stopping at Hopwas and Whittington
- Lichfield and Stafford (825) stopping at Armitage with Handsacre
- Lichfield and Burntwood (860/860A)
- Tamworth to Birmingham (110) stopping at Fazeley, Mile Oak and Bassetts Pole
- Lichfield to Burton (7) stopping at Streethay, Fradley, Alrewas and Kings Bromley

Less Frequent Bus Services

9.9 All settlements with existing boundaries are served by some level of bus service, the more frequent services listed above typically serve the larger settlements. Elsewhere the level of service varies in terms of times and number of services throughout the day and week.

9.10 The majority of the settlements in the eastern part of the District (Wigginton, Elford, Edingale, Harlaston and Clifton Campville) are served by the same service between Monday and Saturday focused on linking with Tamworth. This service (787) operates in a loop stopping at all these settlements before heading to Tamworth at a frequency of approximately one bus every two hours during the day. Due to the nature of this location and route, bus journey times tend to be lengthy.

9.11 The 428 service operates between Lichfield and Uttoxeter and stops at Armitage, Hill Ridware and Hamstall Ridware, with between three and five buses a day between Monday and Saturday.

9.12 The 381 service operates five buses daily between Lichfield and Walsall. From Lichfield the service stops at Wall, Shenstone and Stonnall before progressing on to Walsall.

9.13 Colton is served by two services a day to and from Rugeley (12) on weekdays only.

9.14 The 14 service operating between Rugeley and Lichfield stops at Longdon three times daily, Monday to Friday.

9.15 Of those settlements with a bus service, Drayton Bassett has the least frequent service, with only a single bus on Fridays (216).



Community Transport Initiatives

9.16 Lichfield District Council operates a Community Transport Scheme. This scheme does not run a regular time-tabled service. It provides group transport and operates on a booking basis. Any non-profit making organisation based within the Lichfield District area can contact the Scheme and book minibus transport for their membership.

9.17 At present the scheme is booked and used regularly for a number of groups including lunch clubs, shopping trips and social clubs and our groups are based predominantly within Lichfield City and Burntwood Town.

9.18 The Scheme is in the process of purchasing a brand new adapted accessible minibus, which should be delivered end May 2008, thereby increasing the fleet to three minibuses. One of the main aims in future is to increase awareness of the Scheme in the rural villages and to get more groups (and volunteer drivers) from these areas to use the Community Transport minibuses.

Train Services

9.19 Within Lichfield District there are four train stations: Lichfield City, Lichfield Trent Valley, Shenstone and Rugeley Trent Valley. Tamworth station and Blake Street on the cross-city line are on the edge of the District and therefore accessible to many residents. The services provided on the rail routes are:

- Central trains operate a frequent train service between Lichfield Trent Valley and Redditch passing through Birmingham New Street, via Lichfield City and Shenstone stations with several stops within Birmingham. Journey times from Lichfield to Birmingham New Street are around 40 minutes.
- Virgin Trains operate services between London and Glasgow via Lichfield Trent Valley on the West Coast Mainline. This direct service to London Euston stops at Lichfield six times daily.
- Central Trains operate an hourly service between Stafford and Birmingham via Rugeley Trent Valley station. This service takes 15 minutes to Stafford and 1 hour to Birmingham from Rugeley Trent Valley.
- A further service operates between Stafford and Birmingham stopping at additional stations between Walsall and Birmingham.
- The service operating through Tamworth between Burton and Birmingham operates several trains an hour during peak times.

Access by Foot

9.20 The presence of a range of facilities within settlements is important in that it benefits all local residents who are able to access them by foot and is not dependent on public or private transport, thus services are available to those who might otherwise be disadvantaged by transport cost. For this reason, an additional score was applied within the matrix where there were a range of facilities within walking distance.

9.21 5 and 10 minute walk times were applied to settlements, starting from those areas where facilities are concentrated. When these walk times are applied, the majority of all settlements were within a 5-10 minute walk time of the settlement 'service' centre.

Cars

9.22 Car travel has not been included in the Study, since the Study concentrates on indicators of sustainability within rural settlements, with a particular objective of contributing to strategies that minimise the need for private car journeys and reduce their distance.

9.23 Car ownership is an indicator of wealth and can also to a certain extent reflect the availability of accessible and frequent public transport. Generally within Lichfield District car ownership is above average, however there are some clear variations in car ownership levels and households with no car.

9.24 In those rural areas where public transport is infrequent, those with no access to car transport are severely disadvantaged in terms of access to employment, service and facilities. Similarly a number of households with access to one car can also experience the same disadvantages where the only household car is used for work trips by a member of the household. Table 2.1 shows car ownership by settlement.

Commuting - Travel patterns for employment

9.25 Commuting patterns are often complex, influenced by a number of factors including proximity and accessibility to the strategic and main highway network, availability, accessibility and frequency of public transport services, house prices in relation to employment skills and type etc. Within Lichfield District, aside from those who work within the District itself, many residents commute out of the District to employment at the same time as others travel from outside to work within Lichfield District. Urban areas which have close links in terms of employment for Lichfield residents include Birmingham, Walsall, Cannock and Tamworth.

9.26 The majority of rural residents in employment within Lichfield travel to employment within the rural areas. A 2001 Census recorded that 6,067 rural residents travel to work within the rural areas, 2,997 travel to Birmingham, 1,316 travel to Tamworth, 1,583 travel to Lichfield City, 948 travel to Walsall, 773 travel to Cannock Chase and 650 travel to East Staffordshire. In total at 2001 there were 17,806 rural residents in employment.

9.27 In terms of mode of transport, travel by car far exceeded all other modes of transport.



10 Sustainable Rural Settlement Summary

10.1 Map 3.1 (**Appendix 3**) shows the location of the key services and facilities identified within the settlements surveyed, together with their location in relation to the public transport network within the District.

Sustainability Score based on Existing Facilities and Services within Settlements

10.2 As shown in Table 3.1, six settlements stand out of the scoring matrix with high scores due to the presence and accessibility to a range of shops, key services and facilities. These settlements are Alrewas, Armitage with Handsacre, Fazeley, Little Aston, Shenstone and Whittington. All of these settlements have access to frequent public transport routes.

10.3 Some of the services and facilities and the total number of shops etc present in some of these settlements are influenced by through-trade from car users (particularly where the shops etc. are accessible and visible from the main highway network) and proximity to a larger urban area, which allows access to a wider population. Such settlements include Little Aston and Fazeley.

10.4 The other settlements which scored highly, where the majority of services are located along a main road within the settlement with access to frequent public transport services, include Alrewas, Armitage, Whittington and Shenstone.

10.5 Most other villages only have three or four key facilities. Longdon and Elford have four facilities but neither are located on frequent public transport routes, making it very difficult to use public transport for employment, leisure and retail trips. Those settlements with three key facilities include Clifton Campville, Colton, Edingale, Harlaston, Hill Ridware, Hopwas and Kings Bromley. Of these villages, only Hopwas and Kings Bromley are located on frequent public transport routes.

10.6 Settlements with only two key facilities are Wigginton, Hammerwich and Drayton Bassett, which are not located on frequent public transport routes, again making it difficult to access key services and facilities in nearby settlements by sustainable transport methods.

10.7 Hamstall Ridware and Upper Longdon each have only a single key service (pub) and again neither are located on frequent public transport routes.

Sustainability Score based on Accessibility by Public Transport to Employment, Retail, Leisure and Hospitals.

Employment

10.8 A simple scoring system was used to assess the relative sustainability of the rural settlements in respect of the above. In relation to employment, scores were awarded based on accessibility to employment locations and higher scoring settlements include Lichfield, Fazeley, Fradley, Shenstone, Armitage, Little Aston, Tamworth, Walsall, Aldridge, Sutton Coldfield,

Burton and Birmingham. Some of the settlements can access by frequent public transport, train stations at Lichfield and/or Shenstone which allows access to the cross city rail line, and others have access to Tamworth stations. Accessibility to rail network increases the choice of destinations. The scoring system in relation to employment awarded an additional score if an employment location is within walking distance, as in the case of Armitage, Fazeley, Fradley, Little Aston, Shenstone and Streethay. Scores awarded are dependent on number of employment destinations accessible.

Retail and Leisure

10.9 In terms of access to retail and leisure, this typically followed a similar pattern to that of employment locations in terms of the larger towns and cities accessible. A similar scoring system has been applied with higher scores awarded to those settlements with greater choice of retail and leisure locations.

Hospitals

10.10 Hospitals are located at Burton, Fazeley, Lichfield, Sutton Coldfield and Walsall. Whilst it is accepted that hospitals are not typically used frequently by the majority of the population on a regular basis, they are considered to be a key service.

Public Transport

10.11 Table 3.2 considers and awards points based on the availability of public transport to in terms of the frequency of services. This additional score differentiates between those served by a half-hourly, hourly, limited daily service, weekly service and no service at all. In addition those settlements that have access to train stations within 20 minutes on an hourly or better service are also scored.

10.12 The scoring matrix of results is included as Table 3.3 in **Appendix 3**. The separate scores for accessibility factors and availability of key services and facilities when summed result in the following individual settlement scores, with the higher scores representing the most sustainable rural settlements.

1. **80 Shenstone**
2. **78 Armitage with Handsacre**
3. **77 Alrewas**
4. **74 Fazeley**
5. **67 Whittington**
6. **64 Little Aston**
7. 45 Hopwas
8. 40 Fradley
9. 35 Kings Bromley
10. 34 Streethay
11. 11 Stonnall



12. -9 Elford, Longdon
13. -19 Colton-Clifton Campville-Edingale-Hamstall Ridware - Harlaston - Hill Ridware
14. -23 Hammerwich
15. -24 Drayton Bassett - Wigginton
16. -34 Upper Longdon

Summary Conclusion

10.13 Whilst this scoring system quantifies sustainability of those settlements assessed as having the potential for a degree of sustainability, the system has to be treated with some caution, for example since it implies prioritisation of the factors used. However, research carried out by Natural England into sustainability stresses that whilst approaches vary from simple written assessments to complex matrices, scoring systems and capacity analysis, most approaches give similar outcomes and that new development should be directed towards those villages with the greatest range of services and facilities, the highest degree of accessibility and the fewest development constraints.

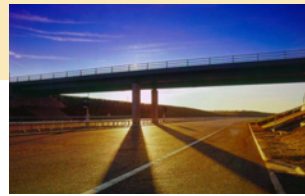
10.14 The analysis does suggest that there are a group of larger villages within the District with characteristics in terms of accessibility and facilities that suggest a degree of local sustainability in the context of rural living. The scoring suggests that these villages are Shenstone, Armitage with Handsacre, Alrewas, Fazeley, Whittington and Little Aston.

10.15 As stated previously, even within these more 'sustainable settlements' there are other factors which contribute to the presence of and higher number of services and facilities - this can be seen in relation to Fazeley and Little Aston where there is a clear relationship with adjoining urban areas. The other more sustainable settlements arising out of this Study are typically the largest rural settlements in the District: Armitage (5181), Alrewas (2997), Whittington (2251) and Shenstone (2132) and as such are able to support a certain number of services. However, other influences are likely to arise from passing trade and potentially an element of tourist-related business particularly in terms of pubs trade.

10.16 The matrix has also highlighted five other settlements where the factors result in a positive score with the system used: Hopwas, Fradley, Kings Bromley, Streethay and Stonnall (descending order of sustainability based on scoring). With the exception of Stonnall, the analysis of the matrix tables shows that all of these settlements score poorly in relation to provision of services within the settlements themselves but score highly in relation to accessibility to other key services and facilities as well as other urban destinations.

10.17 This Study provides an assessment of sustainability at a point in time and does not therefore take into account the proposal of a local centre at Fradley, which is included within the outline planning permission for the airfield employment development. This will only be included in any future revisions to this Study as and when it is built. Similarly the proposed closure of Stonnall and Hopwas post offices will also only be taken into account if and when they close and the RSSS is reviewed.

10.18 The remaining settlements within the Study, Elford, Colton, Clifton Campville, Edingale, Hamstall Ridware, Harlaston, Hill Ridware, Hammerwich, Drayton Bassett, Longdon, Wigginton and Upper Longdon (descending order of sustainability based on scoring), all score poorly in relation to the presence of services and facilities within the individual settlements and also have limited accessibility to public transport and therefore all have negative scores.



1 Rural Settlements: Population & Dwellings

Settlement	Population	Total Dwellings
Population 3,000-5,500		
Armitage with Handsacre	5181	2199
Fazeley	4581	1963
Population 2,000-3,000		
Alrewas	2997	1263
Little Aston	2832	1145
Whittington	2251	931
Shenstone	2132	906
Population 1,000-2,000		
Fradley	1689	727
Hammerwich	1573	639
Stonnall	1470	643
Kings Bromley	1011	393
Population 500-1,000		
Hill Ridware	741	309
Colton	702	288
Clifton Campville	598	255
Edingale	598	236
Elford	581	241
Hopwas	580	252
Streethay	535	208
Population 250-500		
Harlaston	378	156
Upper Longdon	319	139

Settlement	Population	Total Dwellings
Hamstall Ridware	317	124
Longdon	282	122
Wigginton	252	97
Settlements without a defined boundary not included within the study		
Settlement	Population	Total Dwellings
Wall	405	176 (No facilities)
Shenstone Woodend	372	120 (No facilities)
Hints	359	145 (Village Hall)
Whittington Heath	358	163 (No facilities)
Chorley	335	131 (Village Hall)
Haunton	266	80 (No facilities)
Weeford	202	82 (No facilities)

Table 1.1 Population of Settlements



2 Rural Transport: Car Ownership by Settlement

	Total population	Total dwellings	% dwellings with access to 1+ cars	Dwellings with no car	Dwellings with 1 car	Dwellings with 2 cars	Dwellings with 3 cars+	Frequent public transport service
Alrewas	2997	1263	83.7	121	463	474	127	yes
Armitage with Handsacre	5781	2199	57.1	314	989	226	41	yes
Clifton Campville	598	255	85	23	78	104	35	no
Colton	702	288	89.2	22	98	120	39	no
Drayton Bassett	723	304	84.5	33	88	131	38	no
Edingale	598	236	85.5	24	66	100	36	no
Elford	581	241	86.7	23	64	94	51	no
Fazeley	4581	1963	74.3	450	797	519	144	yes
Fradley	1689	727	79.7	53	212	288	80	yes
Hamewich	1573	639	83.2	90	195	238	99	no
Hamstall Ridware	317	127	89.7	10	37	59	18	no
Harlaston	378	156	89.7	9	49	57	34	no
Hill Ridware	748	297	89.5	31	124	240	26	no
Hopwas	580	252	86	25	86	100	31	yes
Kings Bromley	1011	393	89.5	33	100	184	68	yes
Little Aston	2832	1145	90.6	40	259	550	229	yes

	Total population	Total dwellings	% dwellings with access to 1+ cars	Dwellings with no car	Dwellings with 1 car	Dwellings with 2 cars	Dwellings with 3 cars+	Frequent public transport service
Longdon	282	122	92.6	4	42	48	23	no
Shenstone	2132	906	87.3	94	340	353	98	yes
Stonnall	1470	643	90.5	43	215	265	102	no
Streethay	535	208	100	11	65	103	31	yes
Upper Longdon	319	139	94.96	3	35	68	29	no
Wigginton	252	97	90.7	8	37	35	16	no
Whittington	2251	931	95.1	102	310	445	131	yes

Table 2.1 Car Ownership by Settlement

Overall Settlement within Lichfield District

There is a high level of car ownership with some settlements having a high proportion of households with 2 or more cars. Only a few settlements in relation to overall households with access to a car have a high proportion of households with no car, most notably Fazeley with over 20% of households having no car. It is also important to remember that aside from those households with no car, mobility and access to transport can also affect many households with only one car where the car is used for work and not therefore available during the day to those remaining in that household.



3 Sustainability Matrix: Access, Services & Facilities

Table 3.1 Services & facilities within the settlement

Service or facility	Post Office			GP Surgery			General Store			Pharmacy			Dentist			Primary School		Community Hall		Pub Present	Score based on presence of key services and facilities within settlement	Score based on accessibility to key services and facilities outside the settlement	Total Matrix Score
	None	Present	Access to	None	Present	Access to	None	Present	Access to	None	Present	Access to	None	Present	Access to	None	Present						
Score	-5	5	3	-5	5	3	-5	5	3	-3	3	2	-3	3	2	-4	6	5	4	-	-	-	
Alrewas	-	5	3	-	5	3	-	5	3	-	3	2	-	3	2	-	6	5	4	36	13	49	
Armitage	-	5	3	-	5	3	-	5	3	-	3	2	-	3	2	-	6	5	4	36	13	49	
Colton	-5	-	-	-5	-	-	-	-	-	-3	-	-	-3	-	-	-	6	5	4	-6	-	-6	
Clifton	-5	-	-	-5	-	-	-	-	-	-3	-	-	-3	-	-	-	6	5	4	-6	-	-6	
Drayton Bassett	-5	-	-	-5	-	-	-	-	-	-3	-	-	-3	-	-	-	6	5	-	-10	-	-10	
Edingale	-5	-	-	-5	-	-	-	-	-	-3	-	-	-3	-	-	-	6	5	4	-6	-	-6	
Elford	-	5	-	-5	-	-	-	-	-	-3	-	-	-3	-	-	-	6	5	4	4	-	4	
Fazeley	-	5	3	-	5	3	-	5	3	-	3	2	-3	-	2	-	6	5	4	30	13	43	
Fradley	-	5	3	-5	-	3	-5	-	3	-3	-	2	-3	-	2	-	6	5	-	0	13	13	
Hamstall Ridware	-5	-	-	-5	-	-	-5	-	-	-3	-	-	-3	-	-	-	6	5	4	-6	-	-6	
Hammerwich	-	5	-	-5	-	-	-5	-	-	-3	-	-	-3	-	-	-4	-	5	-	-10	-	-10	
Harlaston	-	5	-	-5	-	-	-5	-	-	-3	-	-	-3	-	-	-4	-	5	4	-6	-	-6	
Hill Ridware	-5	-	-	-5	-	-	-5	-	-	-3	-	-	-3	-	-	-	6	5	4	-6	-	-6	
Hopwas	-	5	3	-5	-	3	-5	-	3	-3	-	2	-3	-	2	-	6	5	4	4	13	17	
Kings Bromley	-5	-	3	-5	-	3	-5	-	3	-3	-	2	-3	-	2	-	6	5	4	-6	13	7	
Little Aston	-	5	3	-5	-	3	-	5	3	-	3	2	-	3	2	-	6	5	-	22	13	35	
Longdon	-	5	-	-5	-	-	-5	-	-	-3	-	-	-3	-	-	-	6	5	4	4	-	4	
Shenstone	-	5	3	-	5	3	-	5	3	-	3	2	-	3	2	-	6	5	4	36	13	49	
Stonall	-	5	-	-	5	-	5	-	-	-3	-	-	-3	-	-	-	6	5	4	24	-	24	
Streethay	-5	-	3	-5	-	3	-5	-	3	-3	-	2	-3	-	2	-4	-	-	4	-21	13	-8	
Upper Longdon	-5	-	-	-5	-	-	-5	-	-	-3	-	-	-3	-	-	-4	-	-	4	-21	-	-21	
Wigginton	-5	-	-	-5	-	-	-5	-	-	-3	-	-	-3	-	-	-	6	-	4	-11	-	-11	
Whittington	-	5	3	-	5	3	-	5	3	-3	-	2	-3	-	2	-	6	5	4	24	13	37	

Table 3.2 Accessibility by sustainable methods of transport to employment locations, retail, leisure and hospitals

Access by public transport	Access to employment - 40 mins					Access to retail and leisure					Access to hospitals			Access to employment by foot	Access to bus services					Access to train station by bus (20 mins or less) - 60 min minimum service	Score Total	
	None	1	2-4	5+	None	1	2-4	5+	None	1	2+	30 mins	Hourly		Limited daily service	Weekly service	None					
																		5	3			5
Score	-5	1	3	5	-5	1	3	5	-5	3	5	3	5	3	10	5	2	1	-5	5		
Settlement																						
Alrewas	-	-	-	5	-	-	3	-	-	-	5	-	-	-	10	-	-	-	-	5	-	28
Armitage	-	-	-	5	-	-	3	-	-	3	-	-	-	3	10	-	-	-	-	5	-	29
Colton	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-	-13
Clifton	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-	-13
Drayton Bassett	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	-	1	-	-	-	-	-14
Edingale	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-	-13
Elford	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-	-13
Fazeley	-	-	-	5	-	-	3	-	-	-	5	-	-	3	10	-	-	-	-	5	-	31
Fradley	-	-	3	-	-	-	3	-	-	-	-	3	-	3	10	-	-	-	-	5	-	27
Hams Hall Roware	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-	-13
Hammerwich	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-	-13
Harlaston	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-	-13
Hill Ridware	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-	-13
Hopwas	-	-	-	5	-	-	3	-	-	-	5	-	-	-	10	-	-	-	5	-	28	
Kings Bromley	-	1	-	-	-	-	1	-	-	-	-	1	-	-	10	-	-	-	5	-	18	
Little Aston	-	-	3	-	-	-	3	-	-	-	5	-	-	3	10	-	-	-	5	-	29	
Longdon	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-13	
Shenstone	-	-	-	5	-	-	3	-	-	-	5	-	-	3	10	-	-	-	5	-	31	
Stonall	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-13	
Streehay	-	-	-	5	-	-	3	-	-	-	5	-	-	3	10	-	-	-	5	-	31	
Upper Longdon	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-13	
Wigginton	-5	-	-	-	-5	-	-	-	-5	-	-	-	-	-	-	2	-	-	-	-	-13	
Whittington	-	-	-	5	-	-	-	5	-	-	5	-	-	-	10	-	-	-	5	-	30	

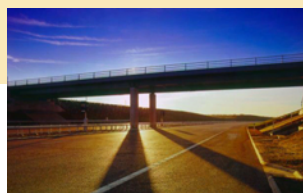
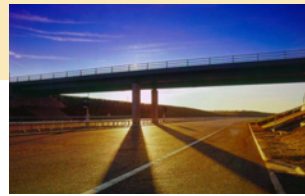


Table 3.3 Summary of tables 3.1 & 3.2 matrix scores

	Total score based on the presence of services and facilities within settlement	Total score for & access to key services and facilities by frequent public transport (hourly or better service)	Total score - accessibility by public transport to employment locations, retail and leisure locations, hospitals	Combined score for settlement
Alrewas	36	13	28	77
Armitage	36	13	29	78
Colton	-6	-	-13	-19
Clifton	-6	-	-13	-19
Drayton Bassett	-10	-	-14	-24
Edingale	-6	-	-13	-19
Elford	4	-	-13	-9
Fazeley	30	13	31	74
Fradley	0	13	27	40
Hanstall Ridware	-6	-	-13	-19
Hammenwich	-10	-	-13	-23
Harlaston	-6	-	-13	-19
Hill Ridware	-6	-	-13	-19
Hopwas	4	13	28	45
Kings Bromley	-6	13	18	25
Little Aston	22	13	29	64
Longdon	4	-	-13	-9
Shenstone	36	13	31	80
Stonnall	24	-	-13	11
Streethay	-21	13	31	34
Upper Longdon	-21	-	-13	-34
Wigginton	-11	-	-13	-24
Whittington	24	13	30	67



Sustainability Matrix - Explanation

Access to services and facilities in this matrix is by public transport (bus/train) with a maximum 40 minute journey (one way) excluding connection times – by bus and or trains.

Access to Employment

Employment areas comprise -

- Fradley, Lichfield, Burntwood, Fazeley, Shenstone and Armitage within the District; and
- Tamworth, Burton, Rugeley, Sutton Coldfield, Birmingham, Cannock, Derby and Stafford outside the District

Access to Retail and Leisure

Areas of retail and leisure include –

- Lichfield, Burntwood, Tamworth, Burton, Rugeley, Sutton Coldfield, Birmingham, Cannock, Derby and Stafford

Access to Employment by Foot

Access to employment by foot includes those settlements within the District which have an identified industrial estate.

Access to Hospitals

Hospitals within Lichfield, Burntwood, Sutton Coldfield, Cannock, Burton, Tamworth, Walsall and Stafford are included within this calculation.

Access to Frequent Public Transport

Frequent services are considered to be those with an hourly or better service. Where a service is less frequent, either daily or weekly, it has been classed as infrequent. A single score has been allocated to this.

Access to Train Services

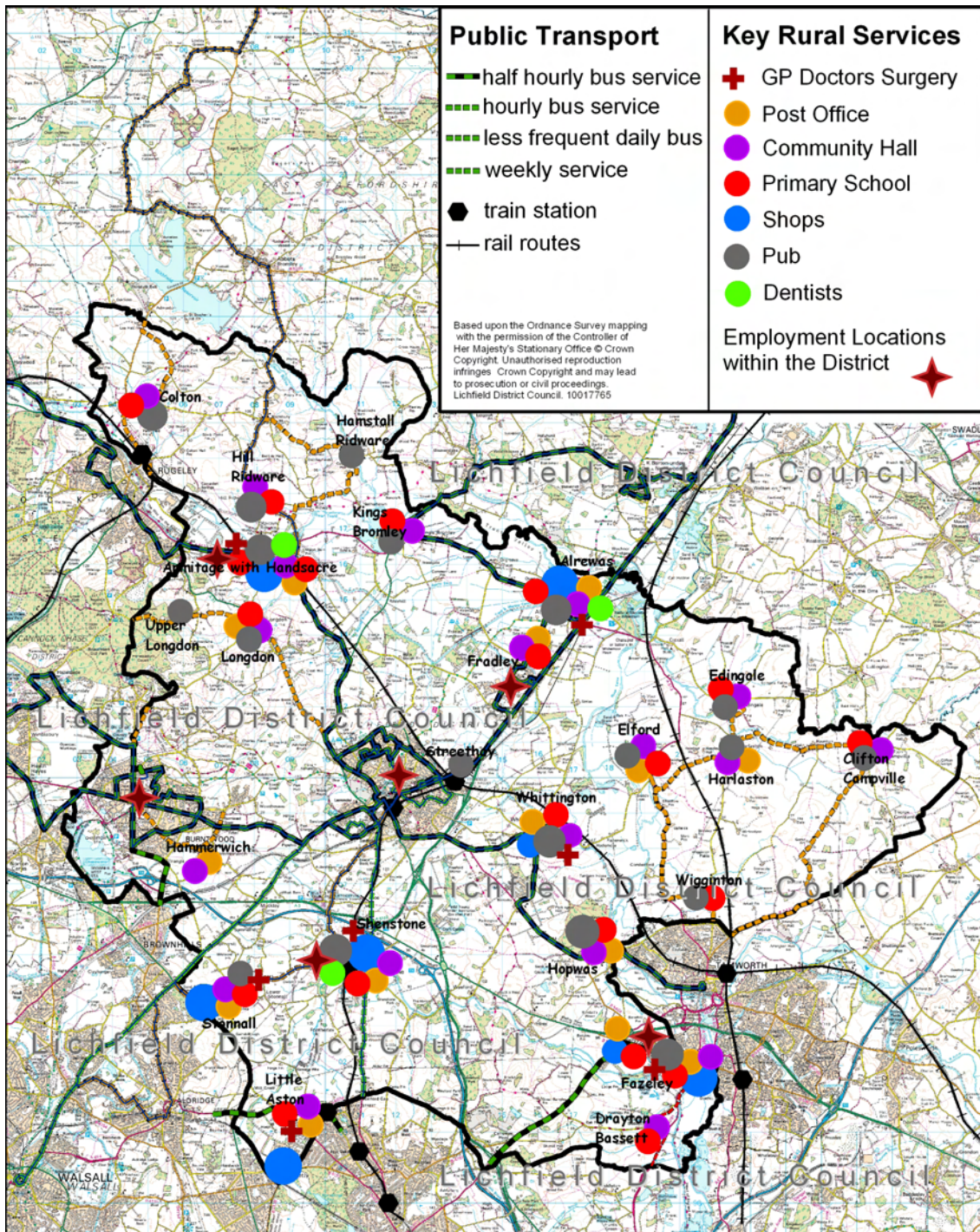
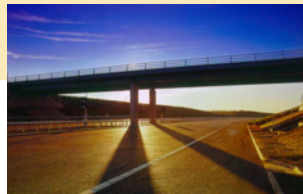
Frequent access - by public transport with a 20-minute or less journey to a train station. A single score has been allocated to this.

Facilities within Settlements

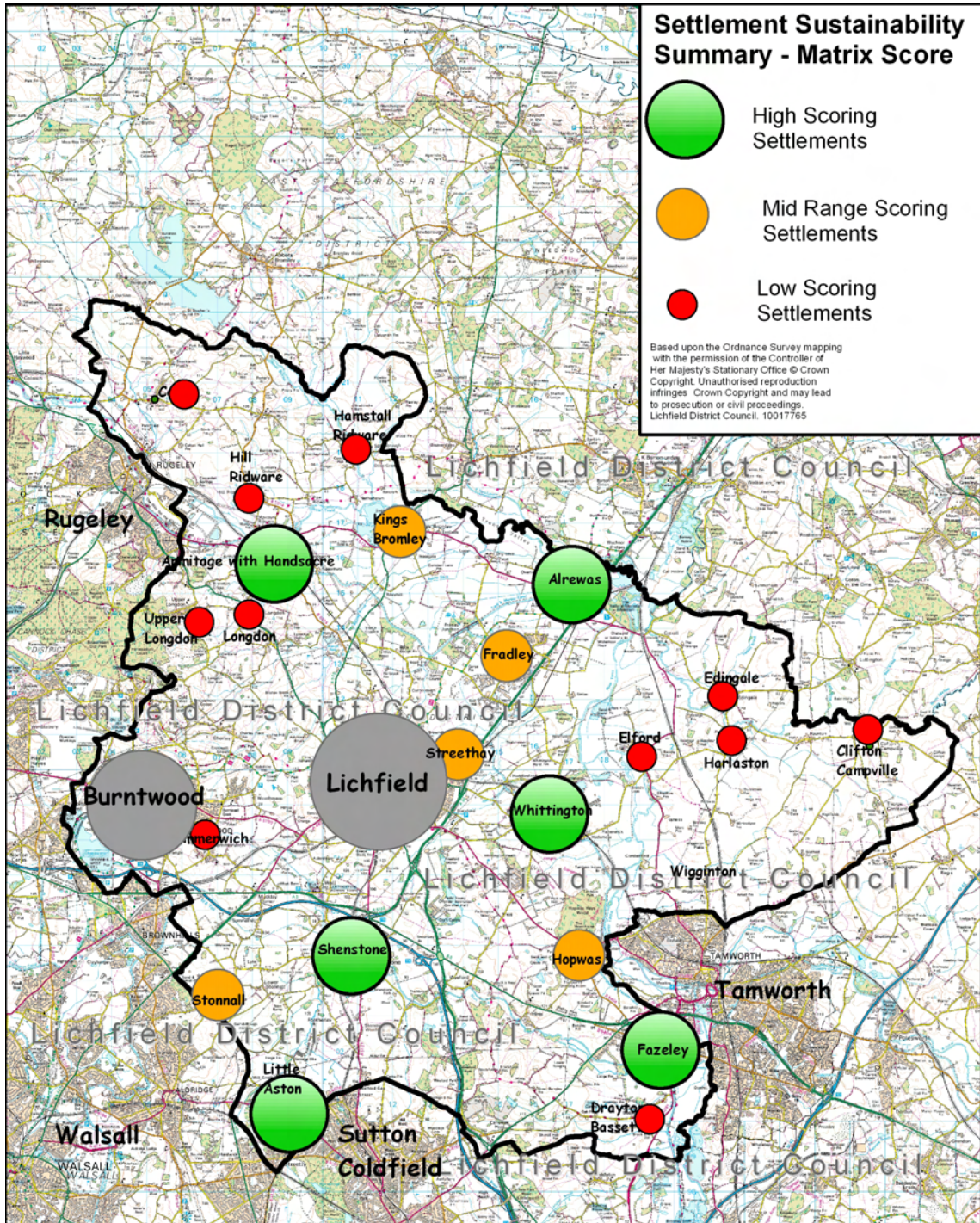
Scores have been awarded where facilities are present or not in the settlement and on whether there is access to other such facilities by a frequent public transport route within 40 minutes journey time.

Weighting for facilities varies with higher weighting being afforded to facilities that are likely to be frequented more on a daily / weekly basis. No score has been included for access to secondary schools as this is dealt with by the County Council.

A single score has been given for the presence of a pub within a settlement - many are used in rural areas for other functions / events.



Map 3.1 Public transport routes and location of key rural services



Map 3.2 Settlement Sustainability by Matrix Score