

Client:
Richborough

Project:
**Land South of Warton Recreation Ground
Orton Road, Warton**

Project No:
T24529
Report Title:
Highways Proof of Evidence – James Parker

PINS Ref:
LPA Ref:

APP/R3705/W/25/3371526
PAP/2025/0155

Date:

November 2025

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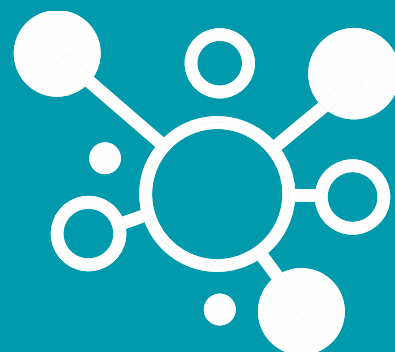


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1.0 Introduction

Qualifications and Experience

- 1.1 My name is James Parker. I am the founding Director of Hub Transport Planning Ltd having established the company in 2006. Hub Transport Planning Ltd is a company based in Birmingham in the West Midlands and undertakes transport-related project work throughout the UK.
- 1.2 I have an honours degree (BSc in Geography) from the University of Sheffield and a postgraduate degree (MSc in Transport Planning and Engineering) from the Institute for Transport Studies at the University of Leeds.
- 1.3 I am a Member of the Chartered Institute of Logistics and Transport and a Member of the Chartered Institute of Highways and Transportation.
- 1.4 I am responsible for managing a wide range of transport projects for both private and public sector clients across the UK. I have worked in the field of transport planning and traffic engineering for over 27 years and my areas of expertise include transport assessments, transport accessibility and sustainability appraisals, traffic engineering, travel plans, and access feasibility studies.
- 1.5 I have represented a variety of both private and public sector clients throughout the planning process, including at Public Inquiries, Local Hearings and Examinations in Public.
- 1.6 Hub Transport Planning Ltd was instructed by Richborough in 2024, in relation to their interests in the Land South of Warton Recreation Ground, Orton Road, Warton.
- 1.7 I am fully familiar with the Appeal site and the surrounding highway network.
- 1.8 The evidence I have prepared for the Appeal is true and I confirm that the opinions expressed are my true and professional opinions on the matters to which they refer.

Scope and Nature of Evidence

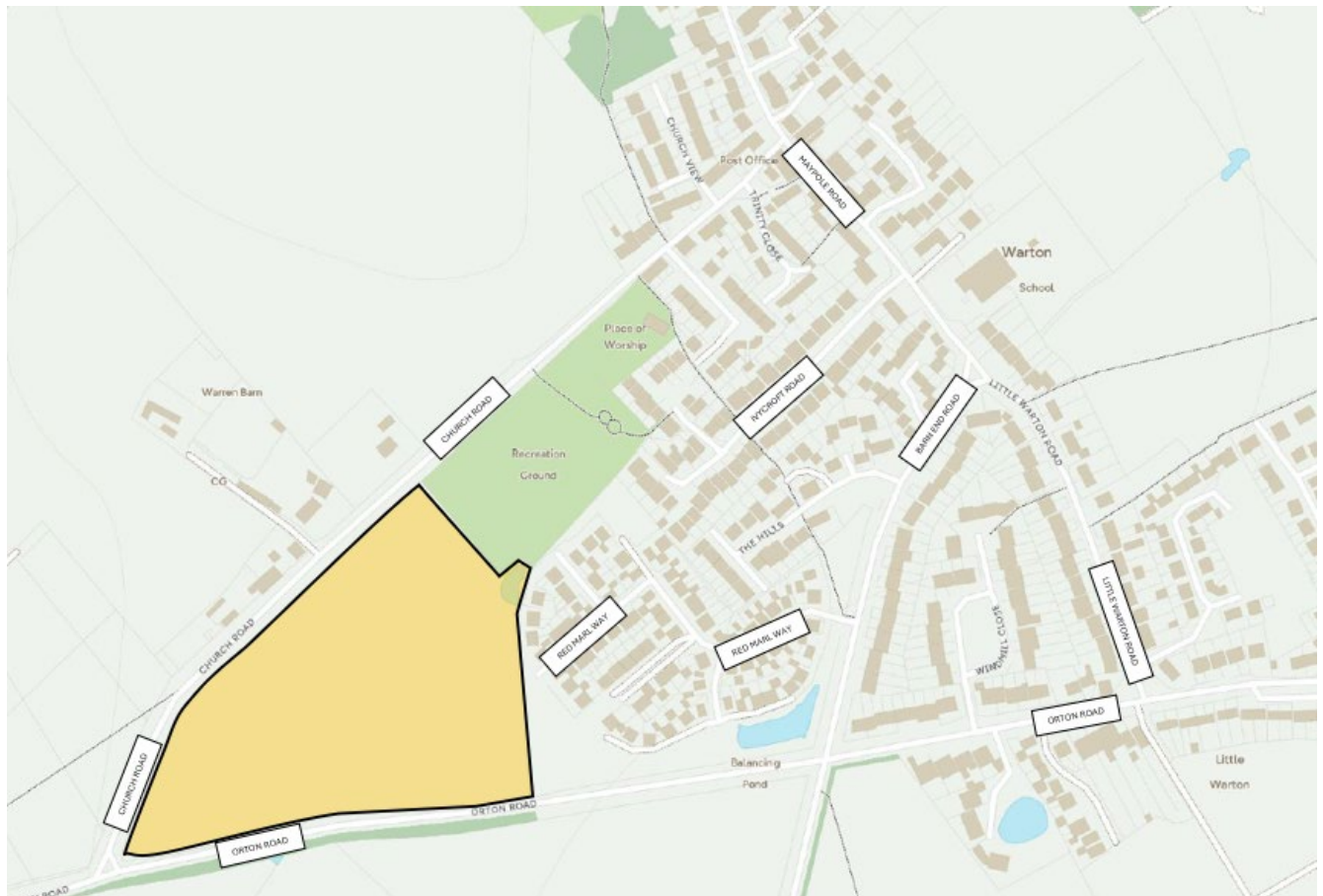
- 1.9 The application description is *"Outline planning application for the construction of up to 110 dwellings, with access, landscaping, sustainable drainage features, and associated infrastructure. All matters are reserved except for primary vehicular access from Church Road"*.
- 1.10 The outline application (reference PAP/2025/0155) was formally considered by North Warwickshire Borough Council (NWBC) at their Planning and Development Board meeting on 6th October 2025, at which they resolved that they would have refused planning permission.
- 1.11 There was a single reason for refusal (RfR) relating to highways matters, with reference to the sustainability of the site.
- 1.12 RfR 1 referred to the proposal being contrary to the Council's spatial planning policy as represented in its settlement hierarchy as defined in the North Warwickshire Local Plan 2021.

-
- 1.13 RfR1 states that Warton is a Category Four Settlement within that hierarchy and owing to the limited services and facilities within it, the proposal would represent a wholly disproportionate and unsustainable addition to the settlement.
 - 1.14 There was no objection to the proposed development from the Highway Authority, subject to conditions and S106 payments as set out in their consultation response dated 26th September 2025.
 - 1.15 The Inspector's Post-CMC Note identified Main Issue 3 as: *"Whether future residents of the proposed development would have appropriate access to facilities and services"*.
 - 1.16 In respect of the Inspector's Main Issue 3, my evidence sets out the facilities and opportunities for day to day services that are available to residents across the surrounding area, and the opportunities that will be available to residents to access alternative modes of transport.
 - 1.17 My evidence also provides a response to the Warton Residents Association (WRA) Statement of Case; the WRA being a Rule 6 party to the proceedings.
 - 1.18 Notwithstanding the content of this proof, it should be noted that I reserve the right to respond to any new evidence on highways or sustainability submitted during the Appeal process.
 - 1.19 Finally, my evidence concludes below that there are no sound transport or highways reasons why the proposed residential development should not be granted planning permission.

2.0 Site Context

Site Location

- 2.1 The application site is located south of Warton Recreation Ground, to the north of Orton Road and west of the Red Marl Way residential estate, within the village of Warton, Warwickshire.
- 2.2 The site is bounded by Church Road to the north and west, the residential estate served by Red Marl Way to the east and Orton Road to the south, where existing access to the site is served from in the form of a field gate, approximately 240m west of the Barn End Road/Orton Road junction.
- 2.3 A site location plan is shown on **Figure H1**, with the local context shown below:



Highway Network

- 2.4 Church Road is a single carriageway road that forms the northern and western boundaries of the site; it is c.5.5m in width with footway provision on the eastern/southern side of the road in the vicinity of the site of between 1.4 and 1.5m in width.

- 2.5 Church Road is subject to the national speed limit from its junction with Orton Road for a distance of c.230m before it becomes a 40mph speed limit along the northern edge of the site adjacent to the existing dwellings opposite the site frontage.
- 2.6 Orton Road runs along the southern edge of the site (and the village) and is generally aligned in an east to west direction through Warton, with a carriageway width of between 5.5 and 6.0m.
- 2.7 It is subject to a 30mph speed limit between the junction with Barn End Road and the eastern extents of Warton Village, with streetlighting and footway provision available adjacent to the carriageway along this length.
- 2.8 The speed limit of Orton Road changes from 30mph to national speed limit approximately 55m west of the junction with Barn End Road and remains at this speed limit along the entire southern boundary of the Appeal site.
- 2.9 Orton Road connects with Church Road at the southwest corner of the site, eventually becoming Stiper's Hill beyond the junction with Linden Lane and Kisses Barn Lane, before connecting with the village of Polesworth.
- 2.10 Barn End Road, which becomes Maypole Road and then Austrey Road at the northern edge of the village, provides access to local roads within Warton; to the north providing a connection to the village of Austrey, and to the south forming the major arm of a crossroads junction with Orton Road before connecting with the B5000 via Warton Lane.
- 2.11 Barn End Road is a single carriageway road of c.5.5 to 6.0m in width, is subject to a 30mph speed limit within the village and includes streetlighting and footway provision.
- 2.12 Red Marl Way forms the primary road through a residential estate immediately east of the site and is approximately 5.5m wide with 2.0m footways on each side of the carriageway; it connects with Barn End Road at its eastern extent and includes streetlighting provision along its length.

3.0 Highways Statement of Common Ground (HSoCG)

Introduction

- 3.1 The HSoCG (CD 8.11.1) sets out the areas of agreement and disagreement with NWBC, and the following matters are therefore agreed between the Appellant and the Council.
- 3.2 The HSoCG confirms that both parties agree that there will be safe and suitable access provided for the Appeal site, subject to the proposed highway works shown on drawings T24529.001 rev H and T24529.002 rev G.
- 3.3 The HSoCG confirms that the Appeal site is within an 800m walking and cycling distance of facilities within Warton.
- 3.4 The HSoCG further confirms the agreed distances to local facilities and services across Warton and Polesworth.
- 3.5 The HSoCG confirms that the Appeal site will not have a severe adverse impact on the operation of the local highway network, nor an unacceptable impact on highway safety, again subject to the offsite highway works.
- 3.6 Finally, the HSoCG confirms that the impact of the Appeal site is acceptable in transport terms, subject to the following transport contributions:
- A contribution towards improved walking, cycling and wheeling provision towards Polesworth taking the route of P12 as identified in WCCs LCWIP with 50% to be paid upon commencement to allow for design works and consultations and the remaining contribution to be paid prior to occupation of 25% of the development.
 - A sum of £238,608 towards public transport improvements, to extend the local bus service (785/786) to Ventura Park and operate an additional later journey at 19h25 from Tamworth, Monday to Saturday.
 - A sum of £6,000 towards the cost of a TRO associated with a 30mph reduction on Church Road to be paid on commencement of development.
- 3.7 I consider that the above contributions are fairly and reasonably related to the Appeal site.

Summary

- 3.8 The principle of the highway proposals, alongside the financial contributions, to mitigate the impacts of the Appeal site has been agreed with the Highway Authority.
- 3.9 Warwickshire County Council, as highway authority, has no objection to the scheme, subject to the obligations set out above.
- 3.10 Notwithstanding the above, as set out in Sections 4.0 of my proof, I have sought to address the transport related elements in regard to RfR 1.

4.0 NWBC Officers Report

- 4.1 The NWBC Officers report to Planning Committee was published on 6th October 2025 (CD 3.1).
- 4.2 At paragraph 8.6 onwards, the report sets out NWBC's views regarding Warton's facilities, stating that the *"village has a limited range of services and facilities with a primary school, a public house as well as a Working Men's Club. There is one remaining shop/post office in the centre of the village with a small village hall opposite the shop. There are recreational facilities adjacent to the Church along Church Road, other than that the facilities in Warton are limited."*
- 4.3 NWBC state that since 2016 there have been 310 dwellings approved over a base of 517, thus 827 dwellings in total across Warton. Given the settlement's size, I do not accept NWBC's position that the village has a limited range of service and facilities. Their own report to Planning Committee lists seven facilities that would be easily accessibly on a daily basis by future residents of the proposed Appeal site.
- 4.4 NWBC reference the Curlew Close appeal decision (3312660, dated 30 June 2023) (CD 6.5.1) and state that in 2023 the appeal concluded that *"the village does offer services and facilities, they are insufficient to cater for the daily living requirements of the residents. Easy access to shops, services and job opportunities would heavily rely on the use of the private motor vehicle."*
- 4.5 Whilst I was not involved in the Curlew Close Appeal, it is clear that NWBC has missed a critical part of that decision, where in paragraph 9 the Inspector states the limited nature of the evidence before them:
- "Although there is a bus service nearby, I have not been provided with a timetable and so cannot be certain that the routes of timings would be viable for the typical daily needs of future occupiers. In the absence of alternative sustainable modes of transport such as regular bus or train services, future occupants are more likely to rely on private vehicles to access services and facilities as well as employment undermining the development strategy."*
- 4.6 The above reference to a complete lack of detailed transport evidence is highly likely to have been a significant and determining factor when the Inspector was considering the sustainability credentials of that particular appeal site. In the current Appeal, detailed transport evidence has been presented through the Transport Assessment (CD 1.9), as supplemented by this Proof of Evidence.

5.0 Guidance and Policy Considerations

- 5.1 Guidance states that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport.

Walking

- 5.2 The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in the table below.

Classification	Town Centre (m)	Commuting / Schools / Sightseeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

(Source: 'IHT Guidelines for Providing Journeys on Foot, 2000 CD 10.20)

- 5.3 The CIHT 'Planning for Walking' guidance (CD 10.14 April 2015) "*Across Britain about 80 percent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in thirty years.*".
- 5.4 Both the CIHT 'Planning for Walking' guidance and Manual for Streets (MfS) state that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 5.5 MfS also states that 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips particularly those under 2.0km.
- 5.6 Table NTS0303 from the 2024 National Travel Survey (released August 2025) indicates that the national average walk trip distance in 2024 was 0.7 miles or 1.12km.
- 5.7 The 2024 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 78% of trips under one mile (1.6km) being completed by foot in 2024, which is very similar to 2023 (82%) and 2022 (83%). These percentages accord with the CIHT guidance from 2015, demonstrating that the proportion remains around the 80% level in the last 10 years.

Cycling

- 5.8 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 5.9 The CIHT Planning for Cycling document (CD 10.15 2014) states that "*The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)*".

- 5.10 The DfT Cycling and Walking Investment Strategy (CD 10.16 CWIS) also refers to the threshold of five miles (or 8.0km), stating that *‘Two out of every three personal trips are within five miles – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking’*.
- 5.11 The second Cycling and Walking Investment Strategy (CD 10.17 CWIS2) published by DfT in 2022 states that one of the objectives to increase the percentage of short journeys by walking and cycling in towns and cities from 41% in 2018/19 to 46% in 2025.
- 5.12 The 2024 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.3 miles or 5.3km.
- 5.13 Therefore, I believe it is reasonable to consider cycling as a viable mode of travel for distances up to 8.0km.

National Planning Policy Framework

- 5.14 The National Planning Policy Framework (NPPF, CD ref. xx Dec 2024) also observes that site location and context are important when taking guidance into account, as stated at paragraph 110:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

(my underlining)

- 5.15 In addition to the above, paragraph 115(a) of the NPPF states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

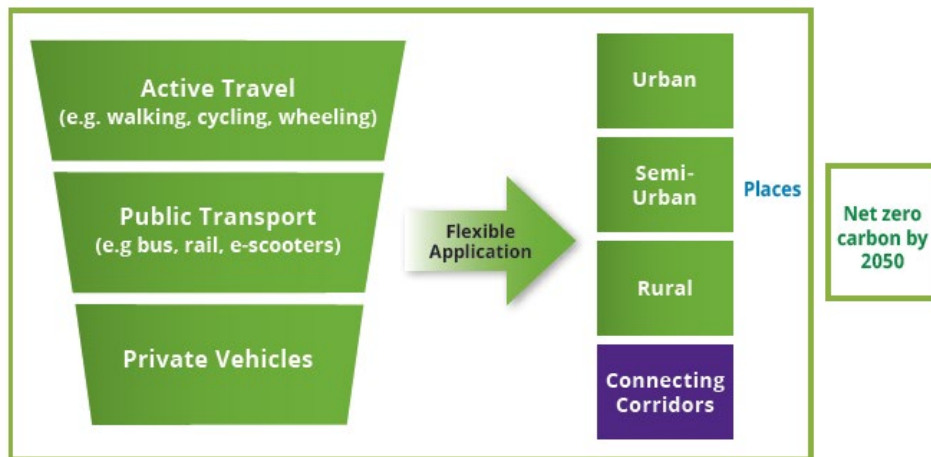
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.”*

- 5.16 Sustainable transport modes are defined broadly as *“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”*.

Local Guidance

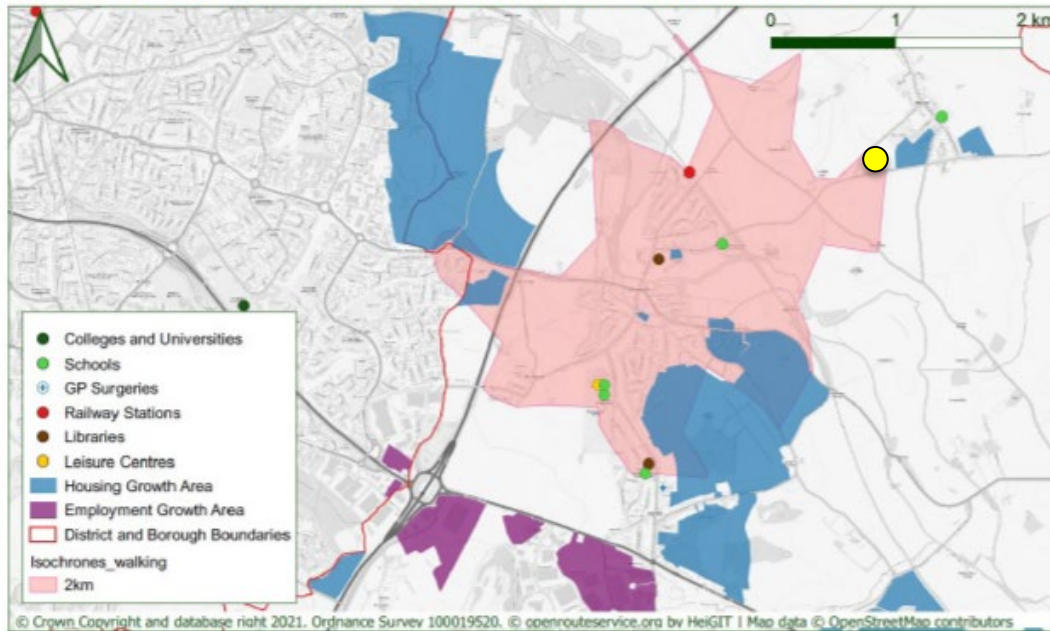
- 5.17 Warwickshire County Council's (WCC) documents also provide relevant local guidance regarding sustainable travel modes.
- 5.18 WCC's fourth Local Transport Plan, published in July 2023 (CD 10.18) sets out a 'Travel Choices Hierarchy' at page 11 that seeks to put Active Travel modes (walking, cycling and wheeling) at the top of the hierarchy, then Public Transport, the Private Vehicles.

- 5.19 However, WCC also note that site location and context are important in stating that *“Not all forms of transport in this hierarchy can be applied equally in all circumstances.”*
- 5.20 On Page 17, WCC indicate that they will apply their hierarchy dynamically in respect of different types of places in Warwickshire, which is demonstrated by the graphic below (also taken from the same page):



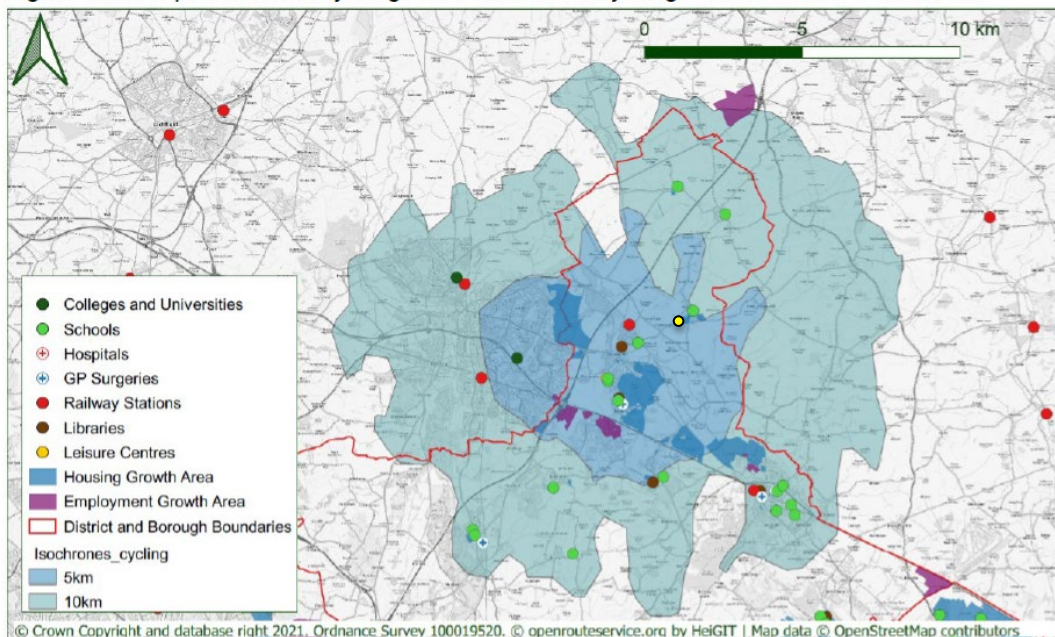
- 5.21 It is clear from the above, that WCC consider that rural areas cannot be expected to plan for the same hierarchical structure as urban areas.
- 5.22 In respect of Public Transport, Policy Position T4 states that *“Where possible and appropriate we will secure developer funding towards the cost of public transport improvements.”*
- 5.23 The Warwickshire ‘Local Cycling and Walking Infrastructure Plan’ (LCWIP), was approved in February 2024 (CD 10.19) and presents a long-term, county-wide plan for investment in walking, wheeling, cycling route and active travel zones.
- 5.24 In respect of walking and cycling distance thresholds, Part 1 of the LCWIP states (at page 25) that:
“LCWIP Technical Guidance states that cycling has potential to replace trips made by other modes up to 10km. However, the increasing use of e-bikes could help to extend this distance. This LCWIP also assumes that acceptable distances for walking for most local journeys would be about 2km.”
- 5.25 In Part 2 of the LCWIP, Figure NW12 (on page 18) demonstrates that the southwest half of the Appeal site (I have added the site location, which is denoted by the yellow circle) sits within the 2km walking zone around Polesworth:

Figure NW12: potential for walking: 2km walking zone around Polesworth



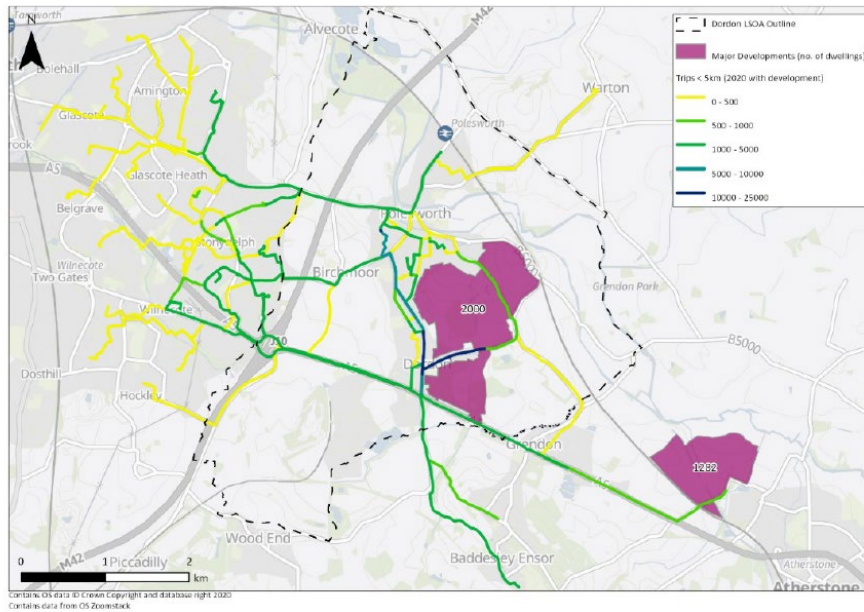
5.26 Whilst on page 25, Figure NW17 demonstrates that the entirety of the Appeal site (location again denoted by the yellow circle) sits within the 5km cycling zone around Polesworth:

Figure NW17: potential for cycling: 5km and 10km cycling zones around Polesworth



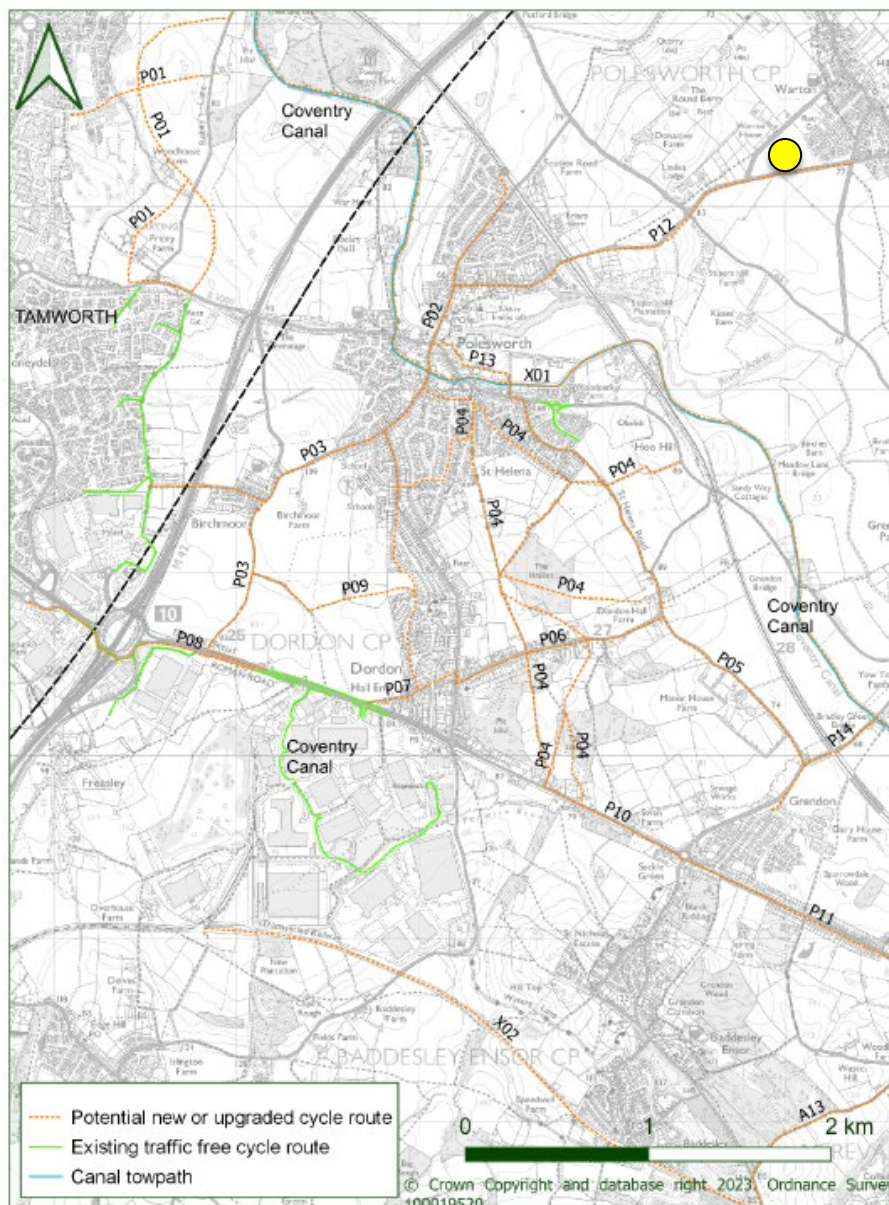
- 5.27 Part 2 of the WCC LCWIP also considers the potential for cycling, and Figure NW19 on page 28 of the document highlights that the route from Warton to Polesworth has potential for the transfer of short trips from private vehicle to cycling:

Figure NW19: potential for cycling: short trips, Polesworth and Dordon



- 5.28 On page 37 of the WCC LCWIP, Figure NW25 shows the indicative cycle network for Polesworth and Dordon and indicates the 'potential new or upgraded cycle route' P12, which passes along the southern edge of the Appeal site, to connect Warton with Polesworth (again, the Appeal site location is denoted by the yellow circle):

Figure NW25: Indicative Cycle Network for Polesworth and Dordon



6.0 Local Facilities

- 6.1 The TA report that supported the application recoded a number of local facilities within an acceptable walking and/or cycling distance of the Appeal site.
- 6.2 I have revisited these and provide an updated table below along with walk and cycle times.

Facility	Distance	Walk Time (mins)	Cycle Time (mins)
Education			
Warton Nethersole Primary School (and Nursery)	750m	9-10	3
The Nethersole School	1.5km	19	6
Polesworth School	3.3km	43	13
Healthcare			
Polesworth Health Clinic/Surgery	2.3km	29	9
Dordon Surgery	4.4km	55	16-17
Retail			
Warton Store & Post Office	600m	7-8	2-3
Polesworth Convenience Store	1.8km	22-23	6-7
Co-operative Food Store (Polesworth)	1.9km	24	7
Polesworth Local Facilities (Takeaways/Café/Pharmacy/Butchers/Food Retail)	2.2km	27-28	8-9
Leisure			
Warton Recreation Ground (Play Facilities)	300m	4	1
The Office Pub	500m	6	2
Warton Club	725m	9	2-3
The Spread Eagle Pub	2.0km	25	7-8
Polesworth Sports & Social Club	2.0km	25	7-8
Polesworth Fish Bar	2.0km	25	7-8
Community			
Warton Holy Trinity Church	400m	5	1-2
Warton Village Hall	625m	8	2-3
Polesworth Library & Information Centre	2.1km	26	8

- 6.3 The walking and cycling plans for the Appeal site are shown on **Figures H2 and H3** and demonstrate that the site is well connected to the surrounding area; these include the connectivity in relation to the local facilities in Warton, Polesworth and into Tamworth.
- 6.4 In respect of the Appeal site, more than half of the facilities set out in the table above fall within the 2.0km walking distance threshold cited in MfS and the WCC LCWIP, and a significant number fall within the 1-mile threshold, within which c.80% of journey are made by foot.
- 6.5 All of the facilities are within a 10-minute cycle time; and in fact, **Figure H3** demonstrate that within a cycle distance of 8.0km (less than the 10km highlighted in the WCC LCWIP), there are significant employment, retail and leisure facilities available.
- 6.6 As set out in the HSoCG, the Appellant is willing to contribute towards LCWIP Route P12; however, they do not agree that the amount requested is a fair and reasonable contribution for the Appeal site.

6.7 In addition to the above, it is worth noting that:

- The site is served by two school bus services for Polesworth School (the 785/786 and 884);
- The site is also served by a bus service that connects it with Polesworth and Tamworth (including the railway station), and the Appellant will provide a S106 contribution to extend the service to Ventura Park (which provides significant retail facilities);
- There are local facilities in Warton that will serve the site in terms of day-to-day facilities by walking and cycling (local shop with post office, public house, nursery and primary school, church and Social club); and
- The development will be providing a significant contribution towards the primary school expansion in Warton.

6.8 There is also a network of footpaths within and around Warton including:

- Footpath 247/AE15/2 which connects Linden Lane to Church Road, offering a route to Linden Care Home
- Footpath 247/AE11/1 connects Barn End Road to Warton Holy Trinity Church
- Footpath 247/AE12/1 offers a leisurely route from 11 Little Warton Road east towards Willows Farm
- Footpath 247/AE10/1 also acts as a leisurely route from Austrey Road north to Austrey village and beyond

6.9 The NWBC committee report notes that there will be a S106 contribution of £6,303.83 to maintain public rights of way which fall fully or partly within a 1.5 mile radius of the site.

6.10 It is clear that the site is located sustainably (in regards walking and cycling) in relation to local facilities in Warton, and further afield to facilities in Polesworth and (for cycling) Tamworth.

Public Transport

6.11 As set out in the HSoCG, a contribution of £238,608 has been agreed with WCC to deliver bus service improvements that will provide enhancement to the 785/786 bus service through Warton.

6.12 The improvement will increase the number of buses per day through Warton from 8 to 10, Monday to Saturday, whilst also providing an extended service through to Ventura Retail Park in Tamworth from mid-morning (09:53 in Warton) until the evening (arriving back in Warton at 19:59).

6.13 The timetables, setting out the existing and enhanced provision, are provided in **Appendix H1** and are summarised below:

Stop	Monday to Friday									
Ventura Park				10:40	12:30	12:30	14:30	16:10	17:40	19:15
Tamworth Town Centre			09:20	10:50	12:40	12:40	14:40	16:20	17:50	19:25
Polesworth				11:17	13:07		15:15	16:47	18:17	19:52
Warton	07:10	07:55	09:53	11:24	13:14	13:13	15:22	16:54	18:24	19:59
Polesworth	07:16	08:01	10:01			13:21				
Tamworth Town Centre	07:45	08:40	10:30	12:00	13:50	13:50	15:57	17:30	19:00	20:35
Ventura Park			10:38	12:08	13:58	13:58	16:07	17:38	19:08	
Stop	Saturday									
Ventura Park				10:40	12:30	12:30	14:30	16:10	17:40	19:15
Tamworth Town Centre			09:20	10:50	12:40	12:40	14:40	16:20	17:50	19:25
Polesworth				11:17	13:07		15:15	16:47	18:17	19:52
Warton	07:10	08:05	09:53	11:24	13:14	13:13	15:22	16:54	18:24	19:59
Polesworth	07:16	08:11	10:01			13:21				
Tamworth Town Centre	07:45	08:40	10:30	12:00	13:50	13:50	15:57	17:30	19:00	20:35
Ventura Park			10:38	12:08	13:58	13:58	16:07	17:38	19:08	

- 6.14 The updated timetables demonstrate that the site will be well connected with Polesworth, Tamworth Town Centre (and the railway station), and Ventura Park.
- 6.15 In respect of Ventura Park, this offers significant retail facilities, providing a multitude of shops including (but not limited to) Asda, Boots, Costa Coffee, Currys/PC World, Halfords, JD Sports, KFC, Matalan, M&S, Next, Primark, River Island, Smyths Toys and Superdrug.
- 6.16 The contribution that will deliver the extended service set out above represents a significant improvement to the current bus service provision within Warton, with several buses now serving the retail park Monday to Saturday and including an evening return service to Warton.

Other Considerations

- 6.17 In respect of development in rural areas, page 47 of WCC's fourth Local Transport Plan states that:

"More rural locations are heavily dependent on private cars and this is unlikely to change significantly. In these locations, a switch to electric vehicles is likely to be the most significant change during the lifetime of the LTP, together with a reduced need to travel as a result of more home-working and home deliveries. However, we want to improve rural public transport as a key part of moves towards Net Zero."

- 6.18 It is worth noting that the Appeal site will deliver electric vehicle charging points for all dwellings, which clearly aligns with the above statement from the Local Transport Plan.

- 6.19 In respect of home-working and home deliveries, Warton benefits from Ultrafast broadband connectivity as shown below (taken from the Ofcom website checker - <https://checker.ofcom.org.uk/en-gb/broadband-coverage>):

B790JG [Change Location](#)

58, RED MARL WAY

The speeds indicated on the checker are the fastest estimated speeds predicted by the network operator(s) providing services in this area. Actual service availability at a property or speeds received may be different. [More information](#).

The table shows the predicted broadband services in your area.

Broadband type	Highest available download speed	Highest available upload speed	Availability
Standard	4 Mbps	0.6 Mbps	✓
Superfast	39 Mbps	8 Mbps	✓
Ultrafast	1800 Mbps	220 Mbps	✓

Networks in your area - Virgin Media, Openreach
Click on a network's name to be directed to a website where you can find out about service availability and how to request a service from them or one of their partners.

 You may be able to obtain broadband service from these Fixed Wireless Access providers covering your area.
EE, Three

- 6.20 Therefore, residents of the Appeal site will benefit from the ability to work from home to reduce regular commuting, and will also be able to order home deliveries for online grocery shopping.
- 6.21 In regard to working from home, it is widely accepted that one of the primary effects of the Covid-19 pandemic has been a seismic change in working habits and, subsequently, the need to travel.
- 6.22 It is widely accepted that across the UK, more people work from home than before, and are continuing to do so.
- 6.23 Sainsbury's, Asda, Morrisons and Co-op deliver to Warton and many supermarket retailers are committed to 'Net Zero' targets and the roll-out of electric delivery vehicles; for example Sainsbury's are targeting net zero from their operations (taken from <https://sciencebasedtargets.org/target-dashboard>):

COMPANY	NEAR-TERM STATUS	NET-ZERO STATUS	ORGANIZATION TYPE
J Sainsbury plc United Kingdom, Europe	TARGETS SET	TARGETS SET	Corporate
SBTi ID: 40014163 Organization type: Corporate Sector: Food and Staples Retailing Temperature alignment (based on scope 1 and 2 targets): 1.5°C	Target language: Overall Net-Zero Target: J Sainsbury plc commits to reach net-zero greenhouse gas emissions across the value chain by FY2050. Near-Term Targets: Energy & Industry: J Sainsbury plc commits to reduce absolute scope 1 and 2 GHG emissions 68% by FY2030 from a FY2018 base year*. J Sainsbury plc also commits to reduce absolute scope 3 GHG emissions from purchased goods and services, upstream transportation and distribution and use of sold products 50.4% within the same timeframe. *The target boundary includes land related emissions and removals from bioenergy feedstocks. FLAG: J Sainsbury plc commits to reduce absolute scope 3 FLAG GHG emissions 36.4% by FY2030 from a FY2018 base year**. J Sainsbury plc also commits to no deforestation across its primary deforestation-linked commodities, with a target date of December 31, 2025. **The target includes FLAG emissions and removals. Long-Term Targets: Energy & Industry: J Sainsbury plc commits to reduce absolute scope 1 and 2 GHG emissions 100% by FY2035 from a FY2018 base year*. J Sainsbury plc also commits to reduce absolute scope 3 GHG emissions 90% by FY2050 from a FY2018 base year. *The target boundary includes land related emissions and removals from bioenergy feedstocks. FLAG: J Sainsbury plc commits to reduce absolute scope 3 FLAG GHG emissions 72% by FY2050 from a FY2018 base year**. **The target includes FLAG emissions and removals. DOWNLOAD ALL DATA AS XLS		

6.24 Whilst Asda has just committed to doubling its electric vehicle fleet (taken from <https://corporate.asda.com/newsroom/2025/13/06/asda-invests-13m-to-expand-electric-home-delivery-fleet>, June 13 2025):

Asda has announced it will more than double its electric grocery home shopping fleet, taking its fleet to 194 vehicles as the retailer continues to invest in reducing greenhouse gas emissions across its business.

Rolling out this month, Asda will invest £1.3m into launching an additional 112 home delivery vans and charging points for its vans at stores across the UK.

By September, 21 Asda stores across the UK will operate a fully electric home delivery van fleet. Across these 21 stores, the electric vehicles are expected to make over 1 million deliveries in the year to go.

With a range of up to 130 miles, the electric vehicles will help to save up to 1700kg of CO2 emissions per year.

Emma Newton, Senior Director – ecommerce last mile for Asda, said: “We’re always looking at how we can better serve our customers and for new ways to reduce our carbon emissions as a business, so we’re delighted to be more than doubling our electric fleet of grocery home shopping vehicles.”

Asda first rolled out electric delivery fleets at its stores in Gillingham Pier, Old Kent Road and Sheffield Chaucer in 2023.

In 2024, Asda invested in two new Bio-LNG (liquefied natural gas) refuelling facilities, as the retailer continues to make progress towards reducing overall carbon emissions.

With over 780 vehicles, Asda operates the largest fleet of LNG fuelled trucks in the UK, with this type of fuel a leading, lower carbon alternative to diesel.

- 6.25 The sustainability of the Appeal site should not be judged solely by the connectivity to facilities via traditional methods of travel, i.e. car, bus, and active travel modes; but should also take into account the ability of residents to take a holistic view in regard to sustainability and travel.

7.0 Multi-Modal Trips

- 7.1 I consider that an hour's travel time is reasonable for commuting, and leisure/shopping trips; as such, I have undertaken a multi-modal assessment using the parameters set out below:
- 60-minute journey
 - AM departure time between 07:30 and 08:00, arrival time between 08:30 and 09:00
 - PM departure time between 16:30 and 17:30, arrival time between 17:30 and 18:30
 - Change delay between modes was set at 5 minutes to allow for wait times
 - Where appropriate, trips include walk stage (at 1.33m/s) between modes – bus stops in Warton are an 8-minute walk from the centre of the Appeal site
- 7.2 LTN 1/20 states, at paragraph 5.1.2, that *"Urban cycling speed averages between 10mph and 15mph but will typically vary from 5pmh on an uphill gradient to around 40mph on a prolonged downhill gradient and cyclists may be capable of up to 25mph on flat unobstructed routes."*
- 7.3 On the basis of the above, I consider that 4.44m/s, which represents an average cycle speed of 10mph, provides a suitably robust speed for the purpose of cycling stages within the multi-modal assessment for the Appeal site.
- 7.4 There are significant employment, retail, education and leisure facilities available within surrounding urban areas that are accessible by multi-modal trips involving public transport, within an hour's travel time of the site.
- 7.5 These facilities are set out in the table overleaf:

Location	Facilities	Modes	Walk*	Cycle	Car	Train	Bus	Total Time**
Tamworth	Town Centre	Bus	8 mins	-	-	-	35 mins	43 mins
	Ventura Retail Park	Bus	8 mins	-	-	-	40 mins	48 mins
	Lichfield Road Industrial Estate	Bus	21 mins	-	-	-	35 mins	56 mins
Burton-Upon-Trent	Yeoman Business Estate	Car, Rail	25 mins	-	13 mins	11 mins	-	49 mins
	Town Centre	Cycle, Rail Car, Rail	11 mins 11 mins	30 mins -	- 13 mins	11 mins 11 mins	- -	52 mins 35 mins
Lichfield	Britannia Enterprise Park	Bus, Rail Cycle, Rail Car, Rail	14 mins 6 mins 6 mins	- 30 mins -	- - 13 mins	6 mins 6 mins 6 mins	32 mins - -	52 mins 42 mins 25 mins
	Town Centre	Cycle, Rail Car, Rail	24 mins 24 mins	30 mins -	- 13 mins	6 mins 6 mins	- -	60 mins 43 mins
Stafford	Town Centre	Cycle, Rail Car, Rail	7 mins 7 mins	30 mins -	- 13 mins	22 mins 22 mins	- -	59 mins 42 mins
Rugeley	Industrial Estate	Cycle, Rail Car, Rail	11 mins 11 mins	30 mins -	- 13 mins	13 mins 13 mins	- -	54 mins 37 mins
Nuneaton	Town Centre	Bus, Rail Cycle, Rail Car, Rail	14 mins 6 mins 6 mins	- 30 mins -	- - 13 mins	14 mins 14 mins 14 mins	32 mins - -	60 mins 50 mins 33 mins
Atherstone	Town Centre	Bus, Rail Cycle, Rail Car, Rail	14 mins 6 mins 6 mins	- 30 mins -	- - 13 mins	8 mins 8 mins 8 mins	32 mins - -	54 mins 44 mins 27 mins
Derby	City Centre	Car, Rail	9 mins	-	13 mins	28 mins	-	50 mins
	Pride Park Business Park	Car, Rail	9 mins	-	13 mins	28 mins	-	50 mins
Birmingham	Bullring Shopping	Cycle, Rail Car, Rail	5 min 5 min	30 mins -	- 13 mins	22 mins 22 mins	- -	58 mins 41 mins
	Colmore Business District	Cycle, Rail Car, Rail	6 mins 6 mins	30 mins -	- 13 mins	22 mins 22 mins	- -	58 mins 41 mins
	Paradise Circus	Cycle, Rail Car, Rail	5 mins 5 mins	30 mins -	- 13 mins	22 mins 22 mins	- -	57 mins 40 mins

*Walk Time comprises trip to outbound bus stop plus final walk stage (if applicable).

** Total time includes 5-minute change delay between modes.

7.6 All of the above facilities and destinations are accessible within an hour via a multi-modal trip, and it is important to note that the times above include for walking distances and waiting times between modes; as such, they are both realistic and reasonable trips for commuting, leisure and retail purposes.

Bus Trips

7.7 The bus accessibility plan is provided in **Appendix H2**.

- 7.8 This plan demonstrates that a 60-minute bus journey facilitates access to Shuttington, Polesworth, Tamworth Town Centre and Ventura Park (via the enhanced service), Monday to Saturday.
- 7.9 The accessibility plans demonstrate that bus travel is a viable option for commuters and for residents with other journey purposes (education, leisure, shopping, etc.) to local destinations with significant facilities.

Rail Trips

- 7.10 The rail accessibility plans are provided in **Appendix H3**.
- 7.11 Tamworth Railway Station is accessible by cycle, bus or car from the Appeal site and has 50 cycle parking spaces (CCTV secure) whilst also providing a total of 323 car parking spaces, of which ten are accessible.
- 7.12 Accessible ticket machines and customer help points are also available at the station.
- 7.13 Tamworth Railway Station provides regular direct services to a significant number of destinations, both locally and nationally, including Lichfield, Stafford, Nuneaton, Rugby, Birmingham, Cheltenham Spa, Nottingham, Derby, Cardiff and London.
- 7.14 As such, it is important to note that multi-modal trips by rail are available via bus, cycle (including at both ends of the journey), and by car; as such, they are set out below in turn.

Bus/Rail

- 7.15 Bus service 785/786 provides access to Tamworth Rail Station; the bus journey takes approximately 32 minutes and services run across the day enabling passengers to access Tamworth Station for onward travel.
- 7.16 This facilitates access to Lichfield and Nuneaton within an hour, whilst Derby and Birmingham are just over the hour time frame due to the walk time to/from the bus stops in Warton.
- 7.17 The 07:56 service from Tamworth arrives at Nuneaton at 08:10, and Atherstone at 08:04, enabling access to the town centres.
- 7.18 The 08:08 train, arrives at Lichfield Trent Valley at 08:14, allowing access to the industrial estate in the vicinity of the station. Furthermore, more strategical destinations such as Birmingham and Derby can be reached by using 07:49 and 08:06 services respectively arriving at these destinations at 08:06 and 08:34 respectively; as noted above, these are slightly outside the hour mark, but some residents may choose to do so.
- 7.19 The return services would depart Lichfield at 17:13, Nuneaton at 16:54, with return journeys taking under an hour. Bus services currently depart Tamworth at 17:43 and arrive back at Warton c.30 minutes later; plus the additional evening service being supported by the Appeal site through the S106 contribution.

Cycle/Rail

- 7.20 In terms of cycle and rail trips, it should be noted that Tamworth Station has 50 cycle spaces which are covered by CCTV. It takes approximately 30 minutes to cycle from the appeal site in Warton to Tamworth Station.
- 7.21 The accessibility plans demonstrate that within the 60-minute timeframe, a multi-modal trip is possible to Burton, Lichfield, Stafford, Rugeley, Nuneaton and Birmingham.

- 7.22 The return trips can also be undertaken within the 60-minute time frame, arriving at the Appeal site between 17:30 and 18:30 (for commuting).

Car/Rail

- 7.23 In terms of car and rail trips, Tamworth has 313 parking spaces, with 10 accessible spaces.
- 7.24 The accessibility plans demonstrate that within the 60-minute time frame, a multi-modal trip is possible to Burton, Lichfield, Stafford, Rugeley, Nuneaton, Derby and Birmingham.
- 7.25 This multi-modal trip would utilise the same train times as the cycle/rail trips and can be undertaken within a 60-minute timeframe, arriving back at the appeal site between 17:30 and 18:30 (for commuting).

Summary

- 7.26 This section of my evidence demonstrates that the immediate area surrounding the Appeal site (in and around Warton and into Polesworth) is accessible by walking and cycling; and that significant employment, retail, education and leisure destinations are also available further afield in Tamworth, Burton, Lichfield, Nuneaton, Derby and Birmingham, via multi-modal trips.
- 7.27 Shorter trips by walk, cycle or a bus ride are complemented by longer trips to the significant facilities further afield in the larger settlements.
- 7.28 The longer trips of up to 1 hour are considered acceptable for the type of trips being undertaken; those being for a reasonable commuting time, or a day out shopping, or undertaking a leisure trip.
- 7.29 The site is sustainably located and will promote sustainable and active modes of travel through the delivery of mitigation works in the form of pedestrian and cycle infrastructure, as well as a contribution towards additional and enhanced bus service provision.
- 7.30 In addition, the Appeal site will make a significant contribution towards the expansion of Warton Nethersole Primary School.
- 7.31 WCC did not object to the proposed development site in respect of sustainability.
- 7.32 The site also clearly accords with the guidance set out in the NPPF in respect of paragraph 83, which states that *"To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby."*

8.0 Response to Rule 6 Party Submissions

Infrastructure and Accessibility

- 8.1 The Warton Residents Association (WRA) set out their position regarding Infrastructure and Accessibility in section 5 of their Statement of Case, under four main headings.
- 8.2 My response to the WRA position is set out below in accordance with their headings.

Limited Local Services

- 8.3 At paragraph 5.1 of their statement, the WRA state that:

“Warton has a modest service base (primary school, one convenience store, a club and a public house) and lack many day-to-day facilities; this was noted in the Curlew Close, where the Inspector found that “easy access to shops, services and job opportunities would heavily rely on the use of private motor vehicles.”

- 8.4 In response, and as set out above, Warton provides a recreation ground, a convenience store and post office (that is open 7 days a week, and from early morning until the evening, Monday to Saturday), a public house, a club, a church and a village hall.
- 8.5 Additional day-to-day facilities are provided in nearby Polesworth, within a 25-minute walk or around an 8-minute cycle time, including further convenience stores, public houses, takeaways, pharmacy and other food and non-food retail stores.
- 8.6 As I have already noted in my evidence in Section 4.0, I cannot comment in detail on the Curlew Close Appeal as I was not involved in the process; however, in that case, the Inspector was not provided with bus timetable information in order to inform the likelihood that trips could be made by alternative sustainable modes of transport.
- 8.7 I have also noted that this issue is highly likely to have been a determining factor when the Inspector was considering the sustainability credentials of that site.

Public Transport

- 8.8 At paragraph 5.2, the WRA state that:

“The registered local services are Arriva 785/786 (Tamworth–Austrey corridor). The published timetable does not list a “Warton” stop; however, the route runs through Warton between “Polesworth Ankerside” and “Austrey Main Road.” On weekdays, the first corridor bus in the morning reaches Austrey Main Road at 07:04 and Polesworth Ankerside at 07:16 (Service 785), so a Warton pass-time would fall between those times. In the evening, the last corridor bus shown passes Polesworth Ankerside at 18:07 and Austrey Main Road at 18:22 (Service 786), again implying a Warton pass-time between those times. Saturday services are sparser, with first corridor services mid-morning and last services in the late afternoon/early evening (e.g., Polesworth Ankerside 11:07 / 17:07 and Austrey Main Road 11:22 / 17:22 on Service 786). In all cases, Warton is not timed, and

actual pass-times fall between the Polesworth and Austrey timings. This limited timetable undermines realistic mode shift from the private car.”

- 8.9 In response, whilst the WRA are correct that the downloadable timetables from Arriva do not list a stop in Warton, it is clearly shown on the Arriva website <https://www.arrivabus.co.uk/find-a-service/785-786-tamworth-to-austrey>, and departure and arrival times are provided on the Arriva website if you choose to ‘plan a journey’.
- 8.10 An extract of this is provided as **Appendix H4**.
- 8.11 In addition to the above, the full bus stop information is available on the bustimes website (<https://bustimes.org/services/785-tamworth-to-austrey>), which is also shown in **Appendix H4**.
- 8.12 As set out in the Travel Plan that supported the planning application, the Appeal site will also provide public transport timetable information in welcome packs for each dwellings.
- 8.13 I do not agree that the bus service provides a limited timetable; it will afford residents the ability to travel to/from Polesworth and Tamworth at peak commuter times, and throughout the day; it will also provide the opportunity for multi-modal trips further afield.
- 8.14 The contribution will increase the number of buses serving Warton from 8 to 10 per day, and will extend the service to Ventura Park and into the evening.
- 8.15 It provides a viable and realistic choice for a number of day to day trip purposes.

Primary Healthcare Access

- 8.16 At paragraph 5.2A of their statement, the WRA state that:

“The nearest general practices for Warton residents are in Dordon and Atherstone:

- *Dordon & Polesworth Group Practice, 162 Long Street, Dordon, B78 1QA (NHS “Find a GP”).*
- *The Atherstone Surgery, 1 Ratcliffe Road, Atherstone, CV9 1EU (NHS “Find a GP”).*

There is no direct bus route from Warton to either surgery. The Arriva 785/786 corridor serves Warton and Polesworth but not Atherstone, while services linking Atherstone (e.g., Stagecoach 48A) run between Atherstone and Nuneaton, not via Warton. Dordon is served by services such as 766/767 (Nuneaton–Atherstone–Dordon–Kingsbury), which do not run via Warton. In practical terms, Warton has no public-transport access to its nearest GP surgeries.”

I visited the Polesworth Health Centre and have been informed (by the receptionist) that it is currently open on Monday mornings between 8am and 1pm, and that residents can book online and request Polesworth and it is part of the wider Polesworth and Dordon provision. However, the online booking system indicates that this is only for blood tests.

- 8.17 On that basis, and acknowledging that even if appointments could be made for other reasons, they would only be available for one morning per week, I accept that Warton is not well served by public transport for this single journey purpose.
- 8.18 However, the regularity of such trips must also be taken into account, and in this respect it is my view that trips for healthcare reasons are undertaken far less frequently than other trip types, such as school trips, commuting, shopping or leisure trips (perhaps only a handful of times per year for a significant proportion of the population).
- 8.19 As such, I consider that the absence of healthcare facilities within a village such as Warton, or the absence of connectivity to those facilities outside the village by public transport, does not amount to the Appeal site being unsustainable.

Rail – Nearest Station and Service Frequency

- 8.20 At paragraph 5.3, the WRA state that:

“The nearest railway station promoted by local developers is Polesworth. Polesworth receives a single northbound call per day, six days per week (Mondays–Saturdays), with no trains stopping in the opposite (southbound) direction. Consequently, rail is functionally unavailable for most everyday journeys to and from Warton. One can certainly leave Polesworth, but it appears one might never return.”

- 8.21 As set out above, Tamworth railway station is currently served by the 785/786 bus service that passes through Warton 8 times per day (with the proposed enhancement in place, this will increase to 10 times per day), Monday to Saturday.
- 8.22 As already noted in my evidence in Section 4.0, Tamworth Railway Station is accessible by cycle, bus or car from the Appeal site and has 50 cycle parking spaces (CCTV secure) whilst also providing a total of 323 car parking spaces, of which ten are accessible.
- 8.23 Accessible ticket machines and customer help points are also available at the station.
- 8.24 Tamworth Railway Station provides regular direct services to a significant number of destinations, both locally and nationally, including Lichfield, Stafford, Nuneaton, Rugby, Birmingham, Cheltenham Spa, Nottingham, Derby, Cardiff and London
- 8.25 I accept the above and agree that the rail service provision at Polesworth is limited.
- 8.26 However, it should be noted that I do not seek to rely on Polesworth station, and nor did we do so during the application process.

Conclusion on Infrastructure

8.27 At paragraph 5.4 of their statement, the WRA conclude that:

“The appeal scheme would add car-dependent trips to a village with constrained services and a thin, daytime-oriented bus offer, in conflict with NWLP Policies LP1 and LP2’s aim to focus growth in the most accessible locations and reduce the need to travel by private car.”

8.28 Taking into account my responses above, and the contribution towards the enhanced bus service provision that will extend to Ventura Park and provide an evening service, the Appeal site will offer a genuine choice of transport modes and I do not agree that the site has a *‘thin, daytime-oriented bus offer’*.

8.29 The site is within walking and cycling distance of local facilities in Warton and Polesworth, and will benefit from peak and off-peak bus travel to Polesworth and Tamworth, including to and from Tamworth railway station for multi-modal trips.

9.0 Summary and Conclusion

- 9.1 My evidence has considered whether future residents of the proposed development would have appropriate access to facilities and services in respect of the Appeal site on Land South of Warton Recreation Ground, Orton Road, Warton.
- 9.2 There is no objection to the proposed development from WCC, as Local Highway Authority, who agree that safe and suitable access can be provided to the Appeal site, and that the development offers a genuine choice for all modes of travel.
- 9.3 With reference to access to services and facilities, I have demonstrated that the Appeal site is within a comfortable walking and cycling distance of local facilities within Warton and those provided further afield in Polesworth.
- 9.4 The Appeal site will also provide:
- A contribution towards improved walking, cycling and wheeling provision towards Polesworth taking the route of P12 as identified in WCCs LCWIP with 50% to be paid upon commencement to allow for design works and consultations and the remaining contribution to be paid prior to occupation of 25% of the development.
 - A sum of £238,608 towards public transport improvements, to extend the local bus service (785/786) to Ventura Park and operate an additional later journey at 19h25 from Tamworth, Monday to Saturday.
 - A sum of £6,000 towards the cost of a TRO associated with a 30mph reduction on Church Road to be paid on commencement of development (which will also improve walking and cycling conditions into Warton).
- 9.5 The bus service and infrastructure proposals are aligned with national, regional and local guidance and, as such I conclude that I have addressed the main issue in respect of the sustainability of the site and its access to services and facilities.
- 9.6 I therefore conclude that, from a transport and highways perspective, there is no reason why planning consent should not be given to the proposed development scheme

FIGURES



Legend

● Site Location

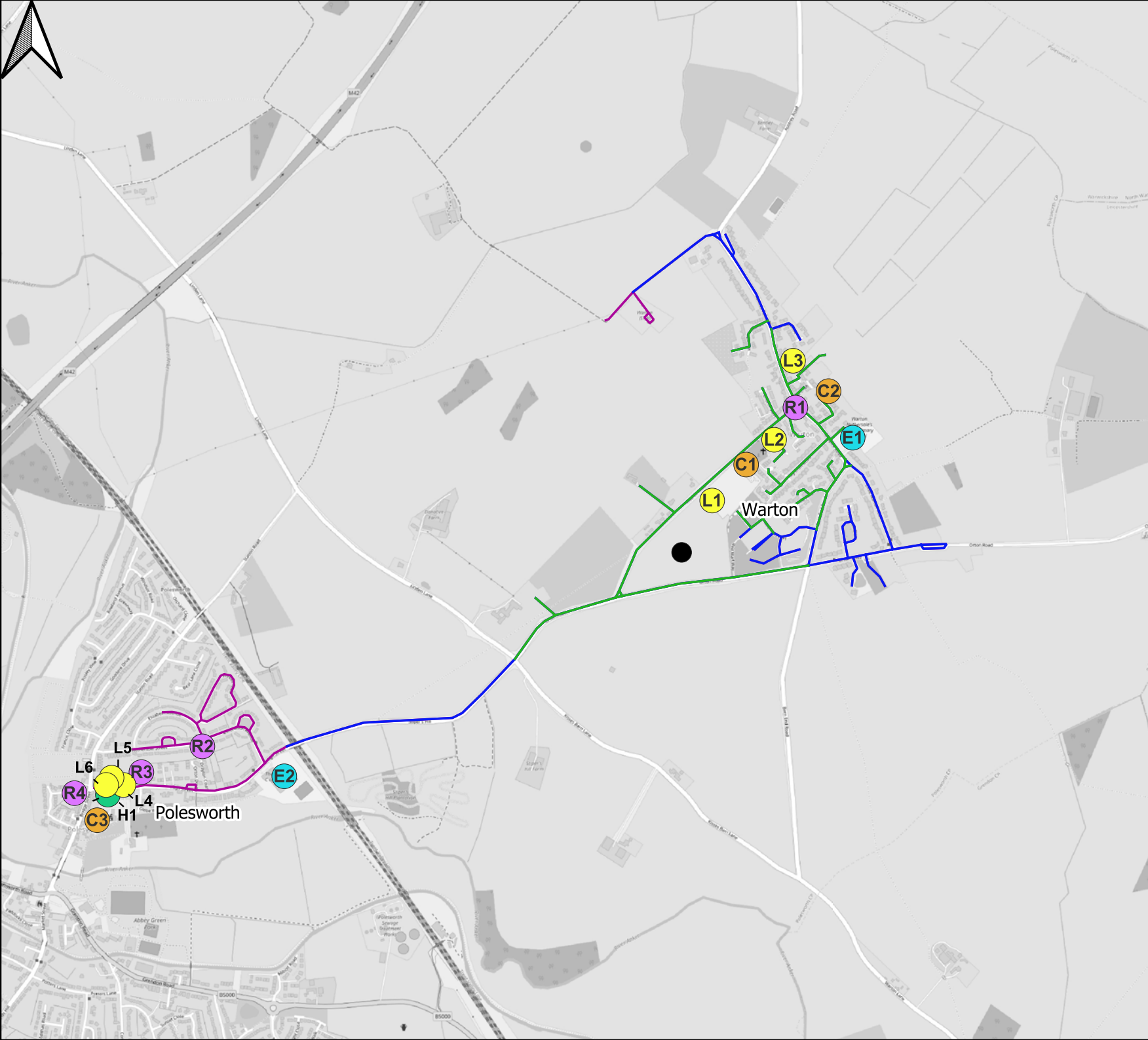
 Bus Stops

Figure H1 - Site Location

 Richborough


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Legend

- Site Location
- Community
- Education
- Healthcare
- Leisure
- Retail
- 800m
- 1200m
- 2000m

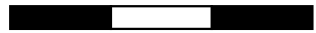
Figure H2 - Walking Distances and Facilities

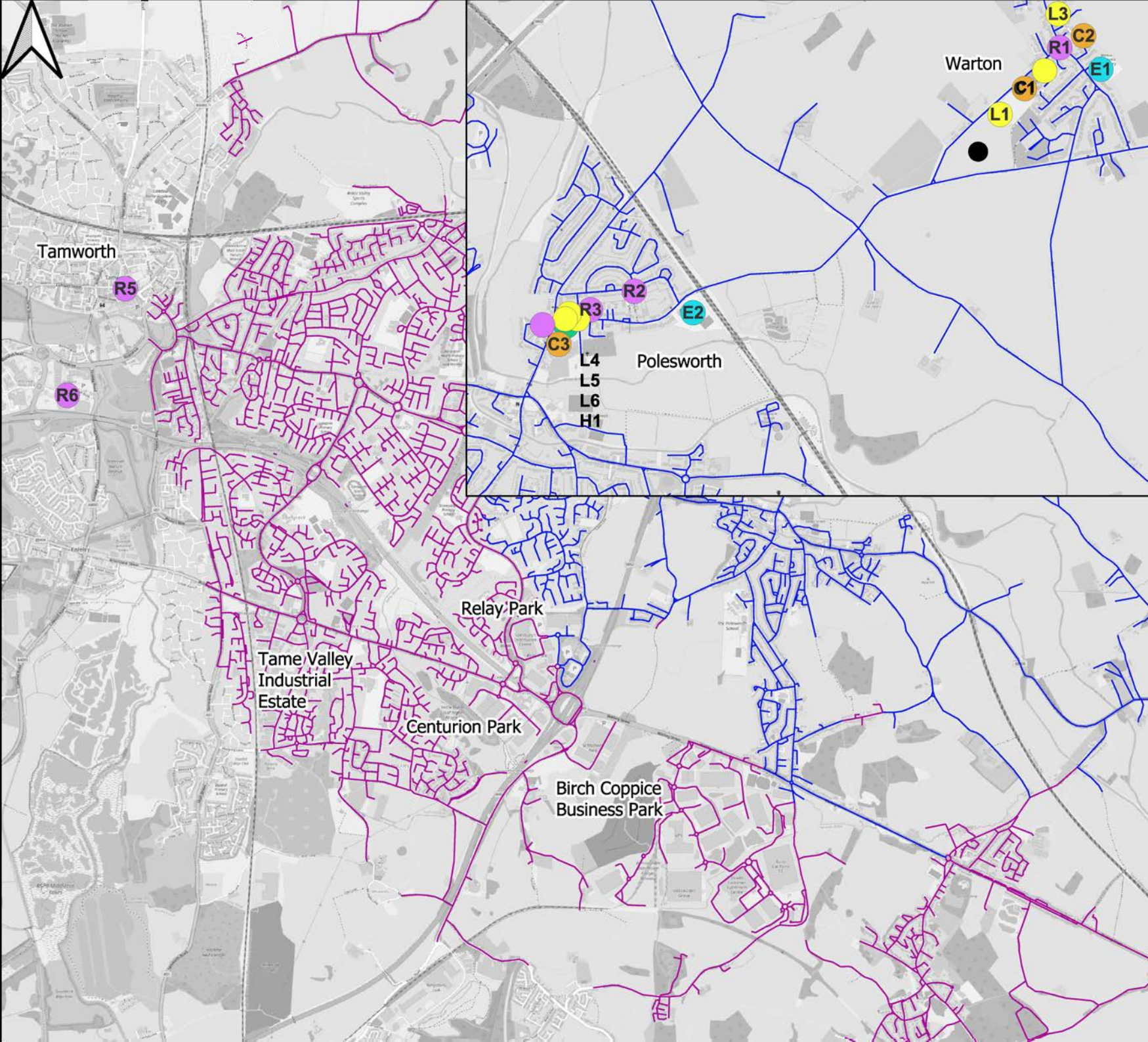



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0 200 400 600 m





Legend

- Site Location
- 5.0km
- 8.0km
- Community
- Education
- Healthcare
- Leisure
- Retail

Figure H3 - Cycling Distances and Facilities

 Richborough


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APPENDIX H1

BUS TIMETABLES

785/786 Tamworth to Austrey

via Shuttington, Newton Regis, Warton and Polesworth - Valid from Saturday, February 1, 2025 to Monday, January 19, 2026

Monday to Friday - Tamworth Town Centre Corporation St

	786	786	786 ¹	786 ²	786	786
Tamworth Town Centre Corporation St	1040	1240	1440	1440	1620	1740
Amington Monks Way	1050	1250	1450	1450	1630	1750
Stonydelph Sandy Way	1057	1257	1457	1457	1637	1757
Dordon Polesworth School	--	--	1510	--	--	--
Polesworth Ankerside	1107	1307	1515	1507	1647	1807
Austrey Main Road	1122	1322	1530	1522	1702	1822
Shuttington Stores	1133	1333	1540	1533	1713	1833
Amington Monks Way	1140	1340	1547	1540	1720	--
Tamworth Town Centre Corporation St	1150	1350	1557	1550	1730	--

¹ Term Time Only ² Only During School Holidays

Monday to Friday - Tamworth Town Centre Corporation St

	785	785 ¹	785 ²	785
Tamworth Town Centre Corporation St	--	--	--	0920
Amington Monks Way	--	--	--	0930
Shuttington Stores	0655	0735	0750	0937
Austrey Main Road	0704	0749	0759	0947
Polesworth Ankerside	0716	0801	0811	1001
Dordon Polesworth School	--	0816	--	--
Stonydelph Sandy Way	0728	0823	0823	1013
Amington Monks Way	0735	0830	0830	1020
Tamworth Town Centre Corporation St	0745	0840	0840	1030

¹ Term Time Only ² Only During School Holidays

Saturday - Tamworth Town Centre Corporation St

	786	786	786	786	786
Tamworth Town Centre Corporation St	1040	1240	1440	1620	1740
Amington Monks Way	1050	1250	1450	1630	1750
Stonydelph Sandy Way	1057	1257	1457	1637	1757
Polesworth Ankerside	1107	1307	1507	1647	1807
Austrey Main Road	1122	1322	1522	1702	1822
Shuttington Stores	1133	1333	1533	1713	1833
Amington Monks Way	1140	1340	1540	1720	--
Tamworth Town Centre Corporation St	1150	1350	1550	1730	--

Saturday - Tamworth Town Centre Corporation St

	785	785	785
Tamworth Town Centre Corporation St	--	--	0920
Amington Monks Way	--	--	0930
Shuttington Stores	0655	0750	0937
Austrey Main Road	0704	0759	0947
Polesworth Ankerside	0716	0811	1001
Stonydelph Sandy Way	0728	0823	1013
Amington Monks Way	0735	0830	1020
Tamworth Town Centre Corporation St	0745	0840	1030

Indicative timetable extending bus service from Warton to Ventura Park, Monday to Saturday

786

			A			
Ventura Park	1040	1230	1430	1610	1740	1915
Tamworth Corporation Street	1050	1240	1440	1620	1750	1925
Amington	1100	1250	1450	1630	1800	1935
Stonydelph	1107	1257	1457	1637	1807	1942
Polesworth School	I	I	1510	I	I	I
Polesworth Ankerside	1117	1307	1515	1647	1817	1952
Warton	1124	1314	1522	1654	1824	1959
Austrey	1132	1322	1530	1702	1832	2007
Shuttington	1143	1333	1540	1713	1843	2018
Amington	1150	1340	1547	1720	1850	2025
Tamworth Corporation Street	1200	1350	1557	1730	1900	2035
Ventura Park	1208	1358	1607	1738	1908	

785

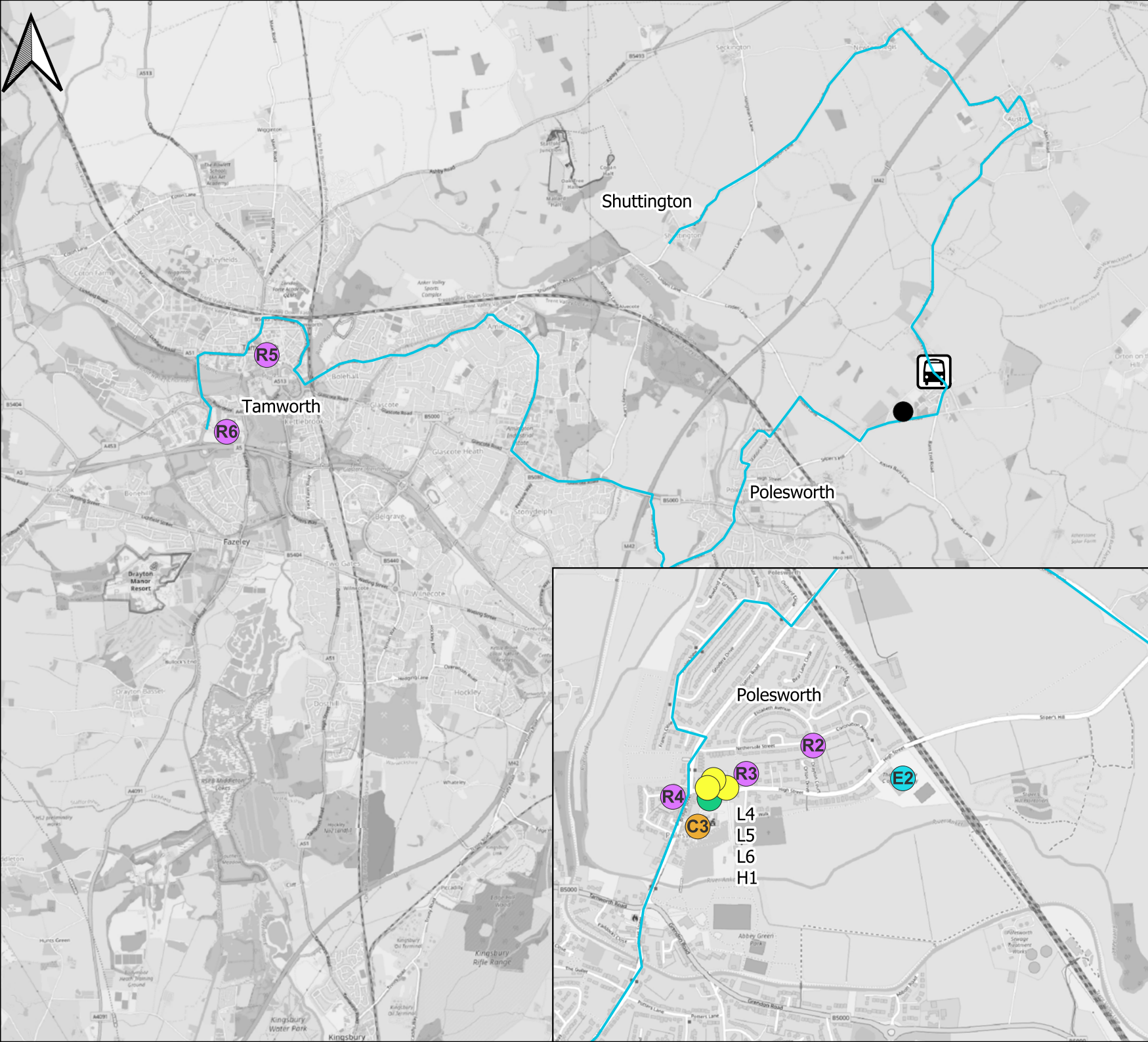
Ventura Park		1230
Tamworth Corporation Street	0920	1240
Amington	0930	1250
Shuttington	0937	1257
Austrey	0947	1307
Warton	0953	1313
Polesworth Ankerside	1001	1321
Polesworth School	I	
Stoneydelph	1013	1333
Amington	1020	1340
Tamworth Corporation Street	1030	1350
Ventura Park	1038	1358

Code:

A. Via Polesworth School on schooldays only. On Saturdays and during holidays runs 7 minutes earlier Polesworth Ankerside and beyond.

APPENDIX H2

BUS ACCESSIBILITY



Legend

● Site Location

 Bus Stops

 785 Bus Route

Appendix H2 - Bus Accessibility

 Richborough

 hub
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APPENDIX H3

MULTI-MODAL ACCESSIBILITY



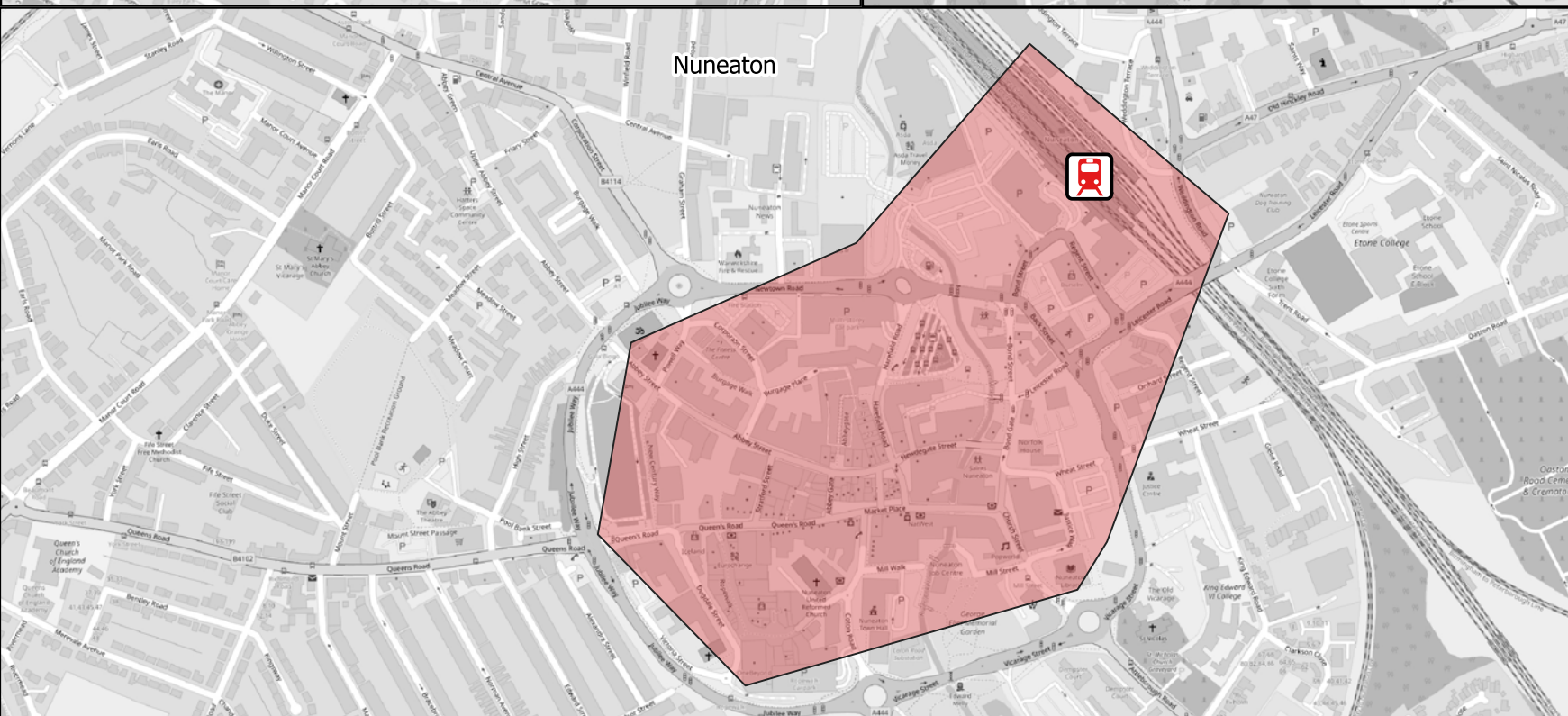
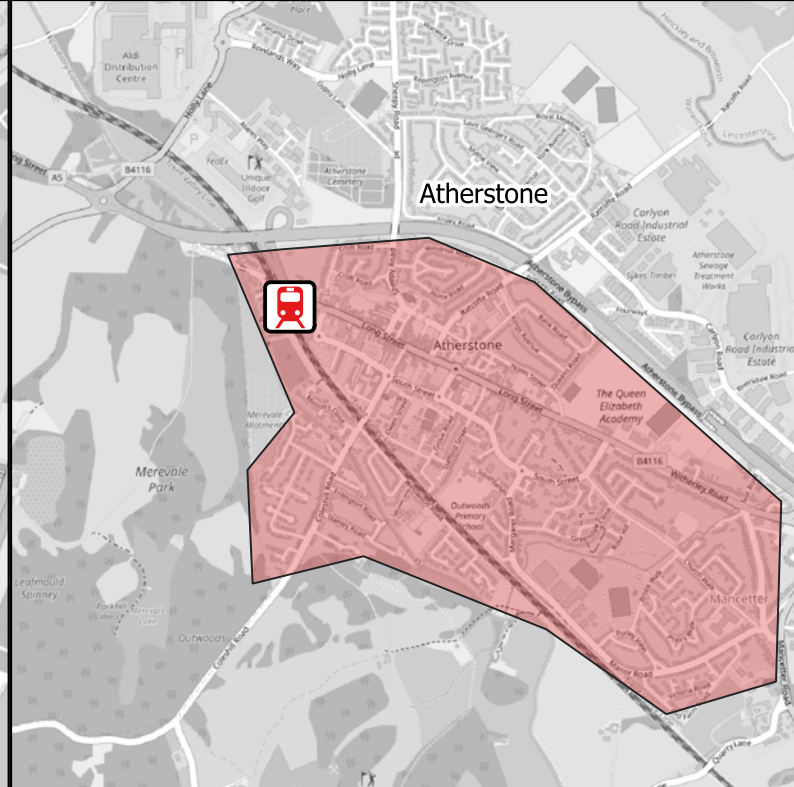
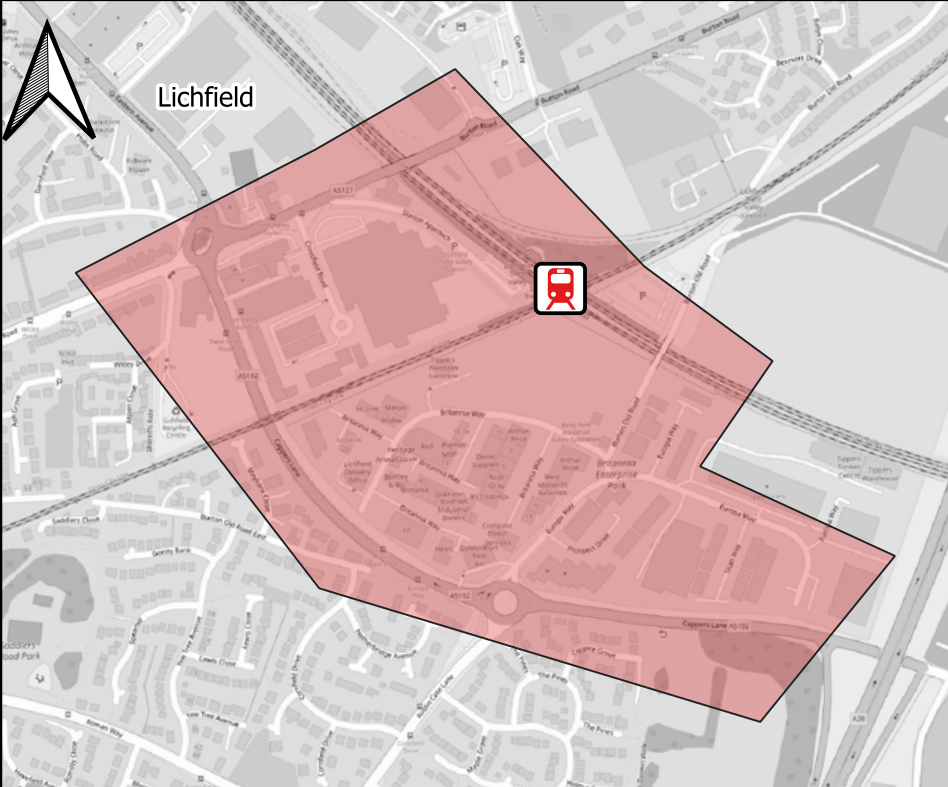
Legend

- Site Location
-  Bus Stops
-  Rail station
-  Bus and Rail Accessibility within an hour

Appendix H3 - 1a - Multi-Modal Accessibility - Bus and Rail



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Legend

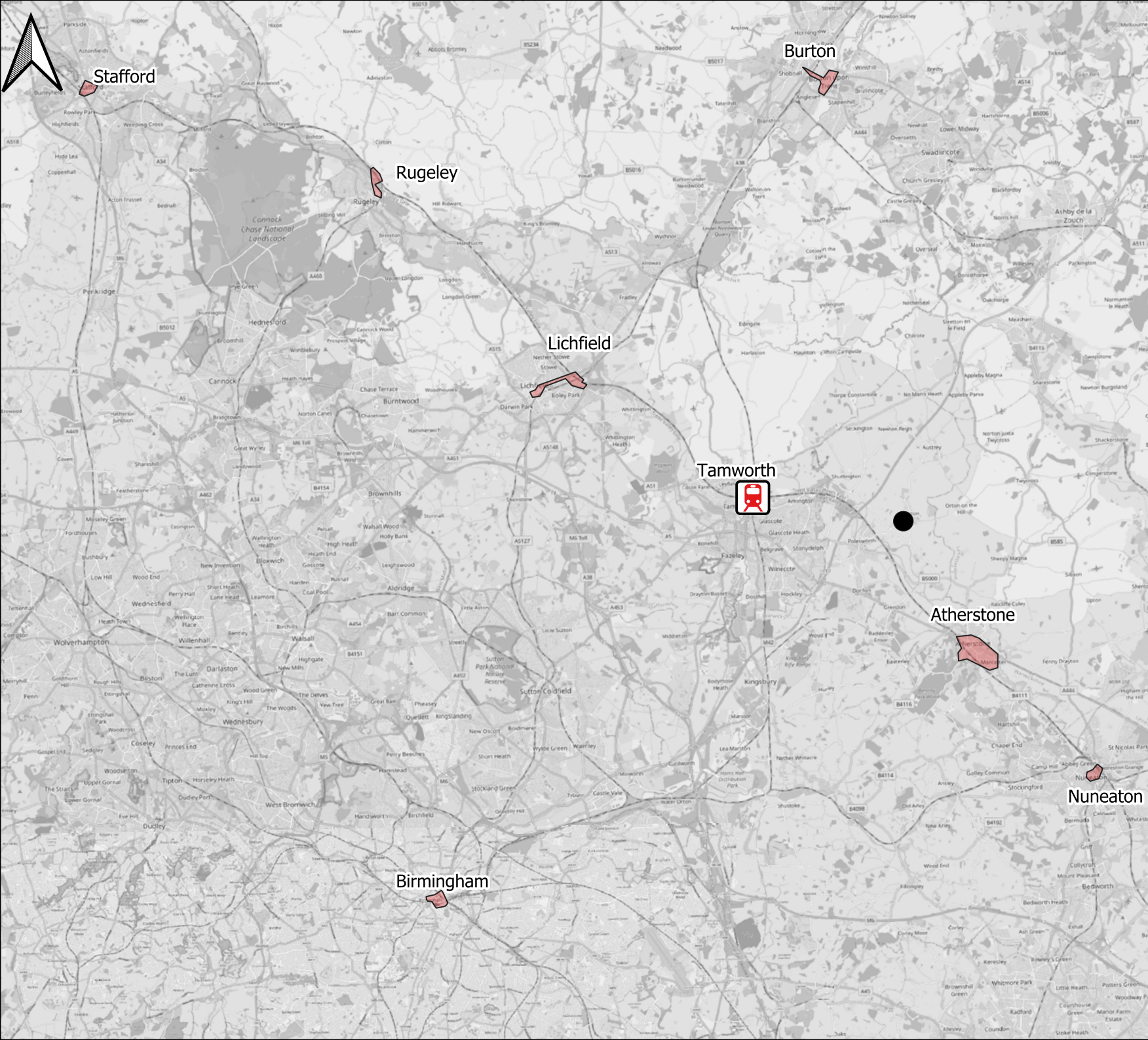
- Site Location
-  Rail station
-  Bus & Rail Accessibility within an hour

Appendix H3 - 1B - Multi-Modal Accessibility - Bus and Rail Zoomed in

 Richborough


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Legend

● Site Location

 Rail station

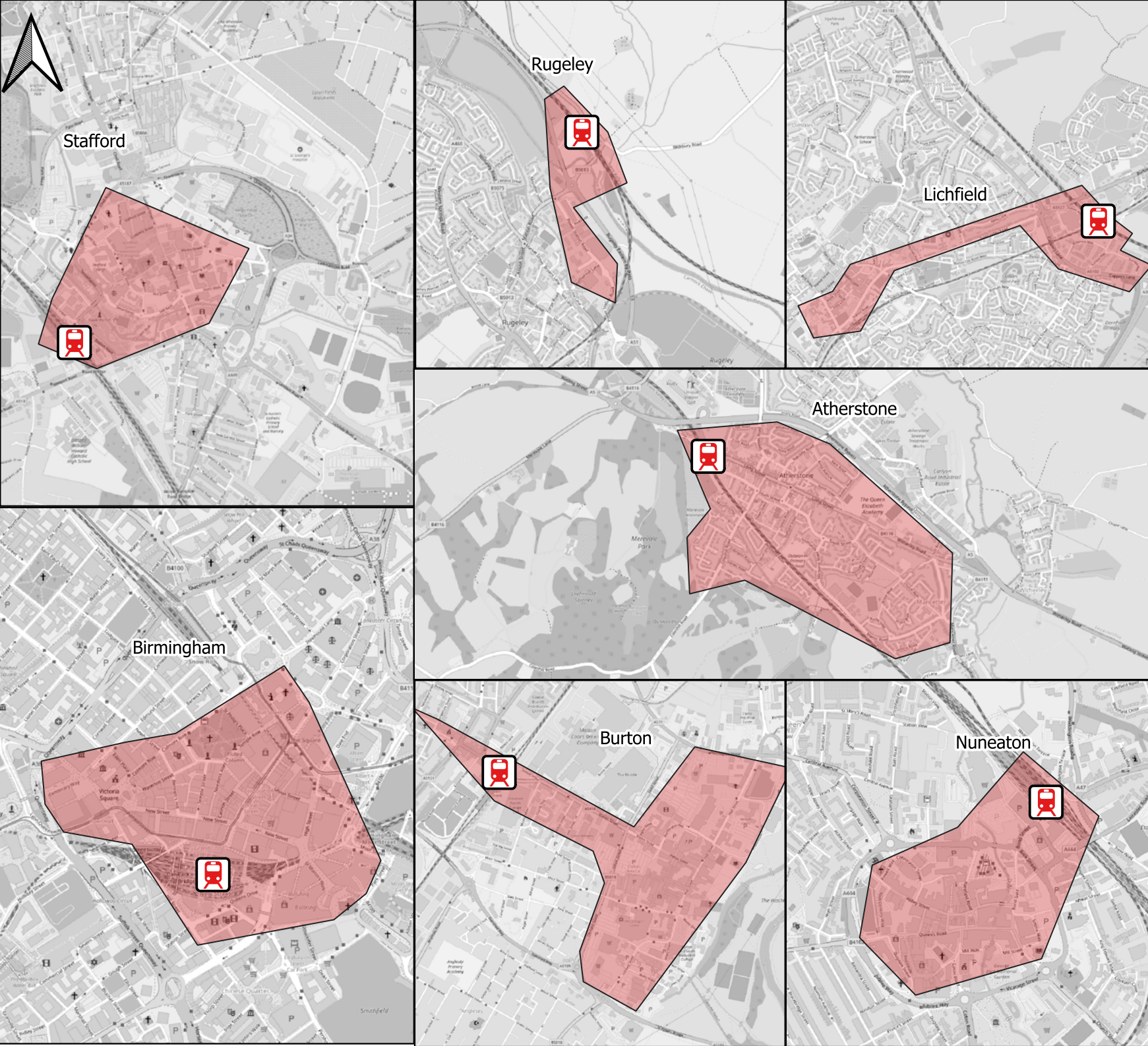
 Cycle and Rail Accessibility within an hour

Appendix H3 - 2A - Multi-Modal Accessibility - Cycle and Rail

 Richborough


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Legend

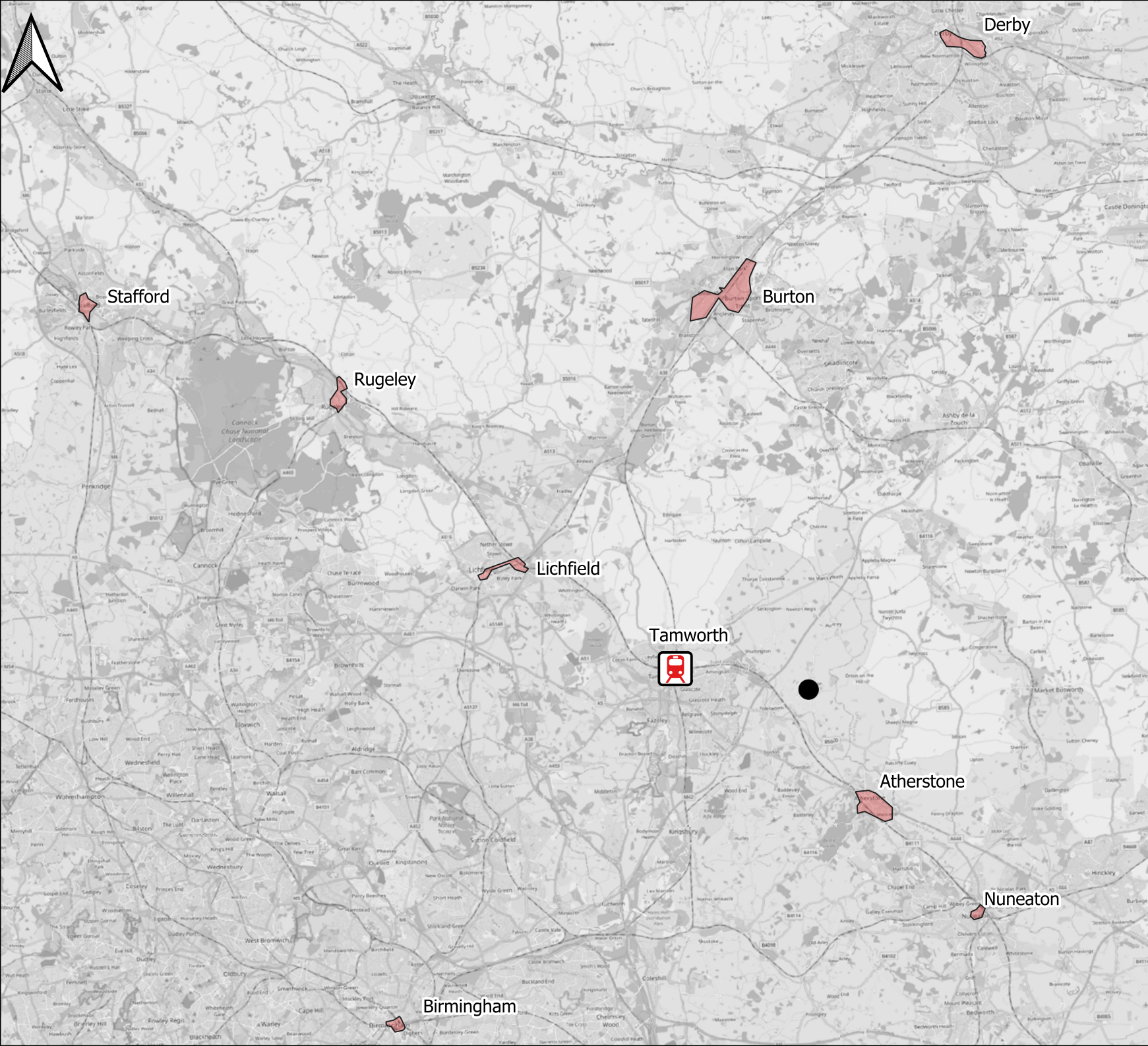
- Site Location
-  Rail station
-  Cycle and Rail Accessibility within an hour

Appendix H3 - 2B - Multi-Modal Accessibility - Cycle and Rail Zoomed in

 Richborough


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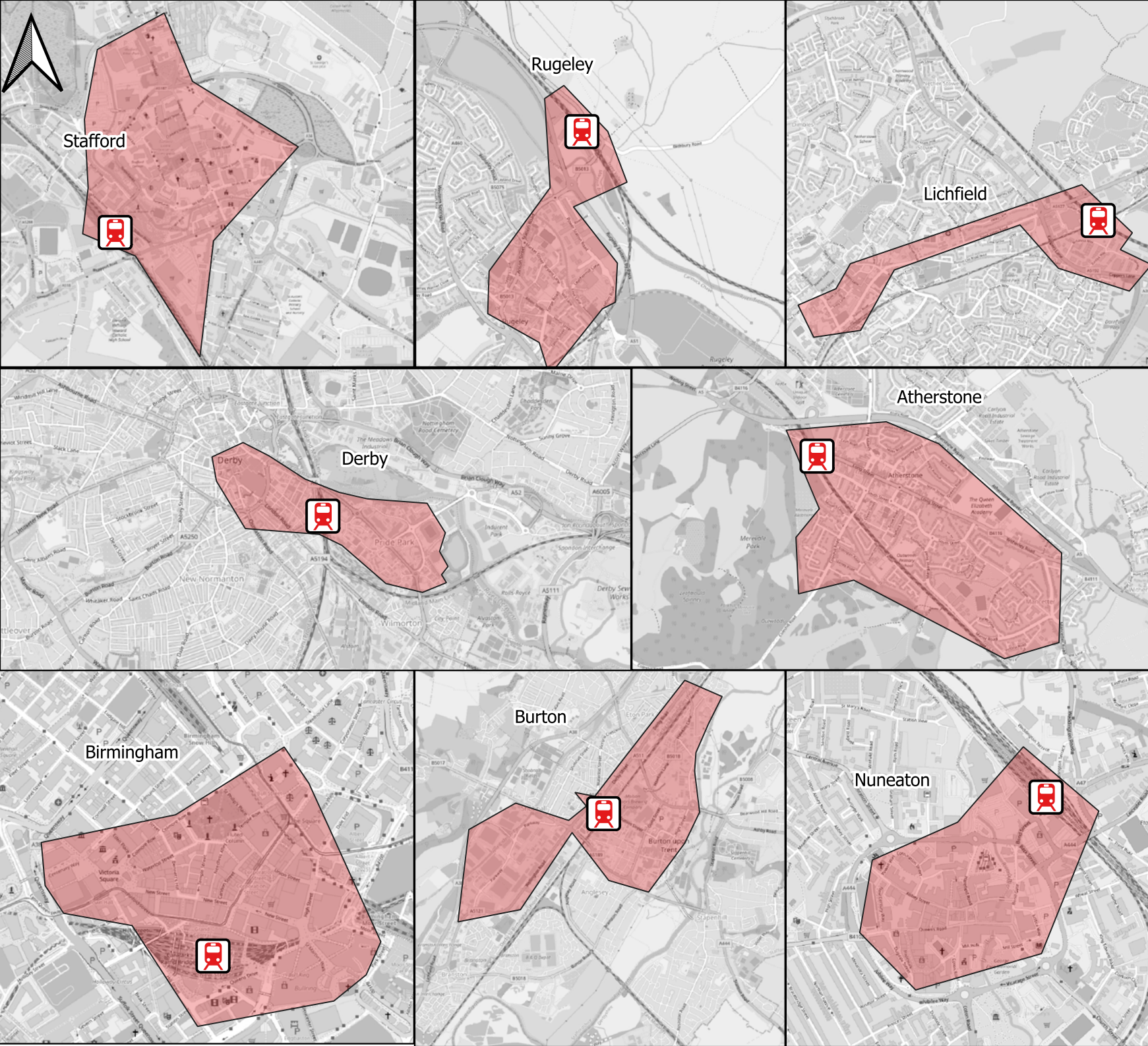
Legend

- Site Location
-  Rail station
-  Car and Rail Accessibility within an hour

Appendix H3 - 3A - Multi-Modal Accessibility - Car and Rail



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Legend

- Site Location
-  Rail station
-  Car and Rail Accessibility within an hour

Appendix H3 - 3B - Multi-Modal Accessibility - Car and Rail Zoomed in

 Richborough


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APPENDIX H4

ARRIVA AND BUSTIMES.ORG TIMETABLE INFORMATION



< Plan my journey

Warton Maypole Stores

Tamworth Town Centre Corporation St

Departing 04 Nov 2025 at 07:00

Previous buses

Departing 04 Nov 2025

785

07:10 - 07:45

35 min

Bus departs at 07:10
From Warton Maypole Stores

785

07:55 - 08:40

45 min

Bus departs at 07:55
From Warton Maypole Stores

785

09:54 - 10:30

36 min

Bus departs at 09:54
From Warton Maypole Stores

786

11:15 - 11:50

35 min

Bus departs at 11:15
From Warton Maypole Stores

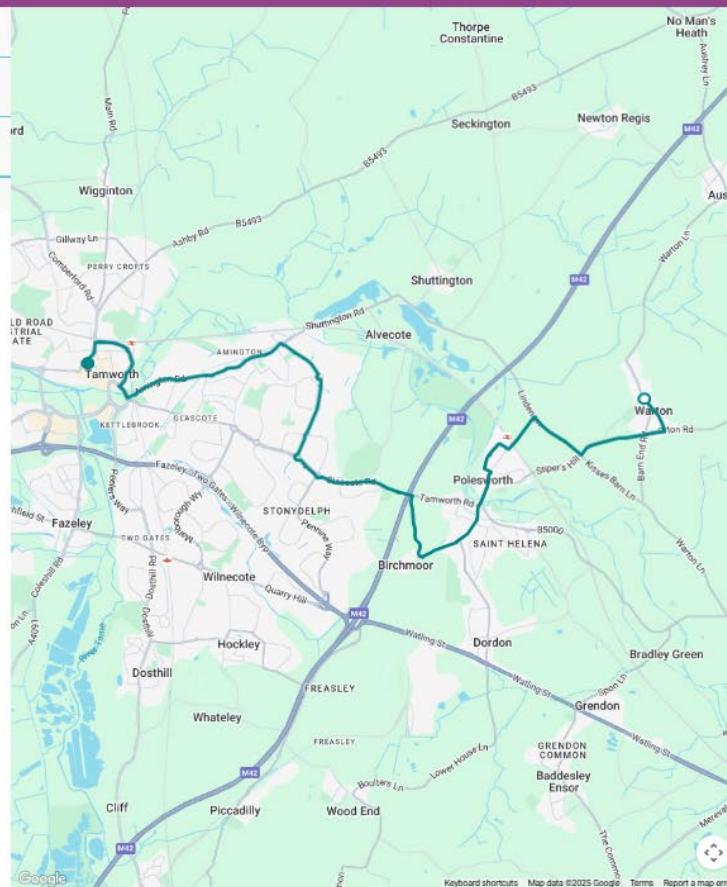
786

13:15 - 13:50

35 min

Bus departs at 13:15
From Warton Maypole Stores

Later buses



< Plan my journey

Tamworth Town Centre Corporation St

Worton Maypole Stores

Departing 04 Nov 2025 at 07:00

Previous buses

Departing 04 Nov 2025

- 785

09:20 - 09:54

34 min

Bus departs at 09:20

From Tamworth Town Centre Corporation St
- 786

10:40 - 11:15

35 min

Bus departs at 10:40

From Tamworth Town Centre Corporation St
- 786

12:40 - 13:15

35 min

Bus departs at 12:40

From Tamworth Town Centre Corporation St
- 786

14:40 - 15:22

42 min

Bus departs at 14:40

From Tamworth Town Centre Corporation St
- 786

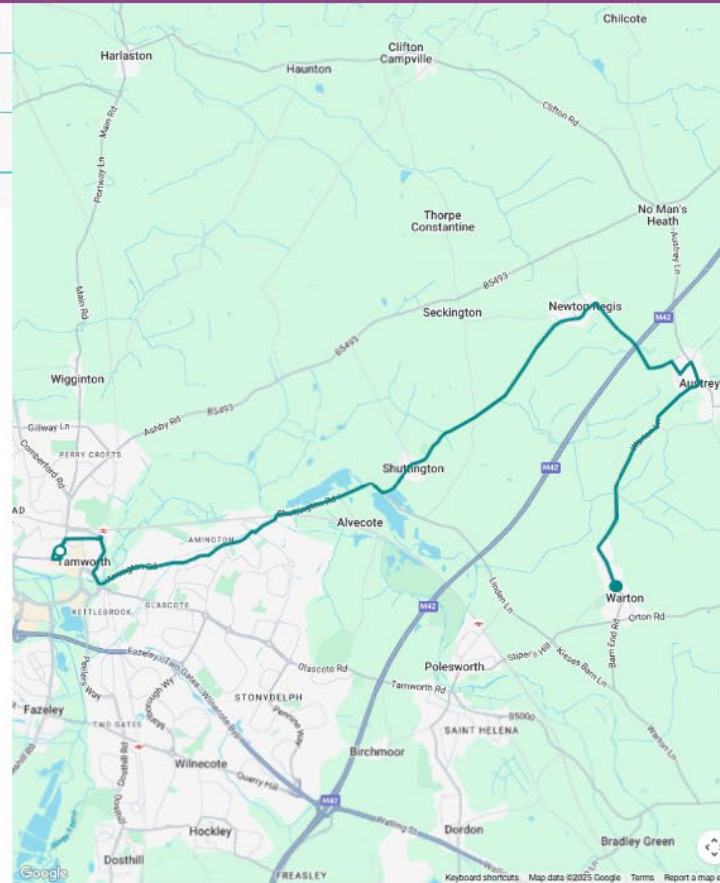
16:20 - 16:55

35 min

Bus departs at 16:20

From Tamworth Town Centre Corporation St

Later buses



785 Tamworth - Austrey

A bus service operated by Arriva Midlands North

Monday 3 November 2025

Tamworth to Austrey

	786				
Tamworth Corporation St (Stand O)	10:40	12:40	14:40	16:20	17:40
Tamworth, opp Bus Garage	10:41	12:41	14:41	16:21	17:41
Tamworth, adj The Albert PH	10:43	12:43	14:43	16:23	17:43
Tamworth, adj Aldi Store	10:44	12:44	14:44	16:24	17:44
Bolehall, adj Cycleway	10:45	12:45	14:45	16:25	17:45
Bolehall, adj Moor Lane	10:47	12:47	14:47	16:27	17:47
Bolehall, opp Amington Inn	10:47	12:47	14:47	16:27	17:47
Bolehall, opp Ferrers Road	10:48	12:48	14:48	16:28	17:48
Bolehall, adj The Riddings	10:48	12:48	14:48	16:28	17:48
Amington, opp Monks Way	10:50	12:50	14:50	16:30	17:50
Amington, opp Woodhouse Lane	10:51	12:51	14:51	16:31	17:51
Amington, opp Tilia Road	10:53	12:53	14:53	16:33	17:53
Amington, adj Eagle Drive	10:54	12:54	14:54	16:34	17:54
Stonydelph, adj Sandy Way	10:57	12:57	14:57	16:37	17:57
Polesworth, opp Sports Ground	11:00	13:00	15:01	16:40	18:00
Dordon, adj Dexter Way	11:04	13:04	15:05	16:44	18:04
Polesworth Potters Lane (Jcn)			15:06		
Dordon, opp Morris Hill			15:07		
Dordon, opp St Leonards View			15:09		
Dordon, adj Birchwood Primary School			15:10		
Dordon, adj Polesworth School			15:10		
Polesworth, adj The Gullet	11:05	13:05	15:12	16:45	18:05
Polesworth, adj Bridge	11:05	13:05	15:13	16:45	18:05
Polesworth, opp Goodere Drive	11:07	13:07	15:15	16:47	18:07
Polesworth, adj Ankerside	11:07	13:07	15:15	16:47	18:07
Warton, adj Windmill Close	11:13	13:13	15:21	16:53	18:13
Warton, adj Bus Shelter	11:13	13:13	15:21	16:53	18:13
Warton, adj Maypole Stores	11:15	13:15	15:22	16:55	18:15
Warton, adj Waverton Avenue	11:16	13:16	15:24	16:56	18:16
Austrey Main Road (Jcn)	11:22	13:22	15:30	17:02	18:22

	786				
Newton Regis, adj Post Office	11:27	13:27	15:34	17:07	18:27
Shuttington, opp Stores	11:33	13:33	15:40	17:13	18:33
Alvecote, adj Shuttington Road	11:36	13:36	15:43	17:16	
Amington, opp The Pretty Pigs PH	11:37	13:37	15:44	17:17	
Amington, adj The Green	11:39	13:39	15:46	17:19	
Amington, adj Woodhouse Lane	11:39	13:39	15:46	17:19	
Amington, adj Monks Way	11:40	13:40	15:47	17:20	
Bolehall, opp The Riddings	11:42	13:42	15:49	17:22	
Bolehall, adj Ferrers Road	11:42	13:42	15:49	17:23	
Bolehall, adj Amington Inn	11:43	13:43	15:50	17:23	
Bolehall, opp Moor Lane	11:44	13:44	15:51	17:24	
Bolehall, opp Cycleway	11:45	13:45	15:52	17:25	
Tamworth, opp Aldi Store	11:47	13:47	15:54	17:27	
Tamworth, opp Rail Station	11:47	13:47	15:54	17:27	
Tamworth, adj Morrisions Store	11:48	13:48	15:55	17:28	
Tamworth, adj Bus Garage	11:50	13:50	15:57	17:30	
Tamworth Corporation St (Stand O)	11:50	13:50	15:57	17:30	

Austrey to Tamworth

	785		
Tamworth Corporation St (Stand O)	09:20		
Tamworth, opp Bus Garage	09:21		
Tamworth, adj The Albert PH	09:23		
Tamworth, adj Aldi Store	09:24		
Bolehall, adj Cycleway	09:25		
Bolehall, adj Moor Lane	09:27		
Bolehall, opp Amington Inn	09:27		
Bolehall, opp Ferrers Road	09:28		
Bolehall, adj The Riddings	09:28		
Amington, opp Monks Way	09:30		
Amington, opp Woodhouse Lane	09:31		
Amington, opp The Green	09:31		
Amington, adj The Pretty Pigs PH	09:33		
Alvecote, opp Shuttington Road	09:34		
Shuttington, adj Stores	06:55	07:35	09:37
Newton Regis, adj Hames Lane	07:00	07:43	09:43

	785		
Newton Regis, adj Townsend Close	07:00	07:43	09:43
Austrey, adj Yew Tree Close	07:03	07:48	09:46
Austrey Main Road (Jcn)	07:04	07:49	09:47
Warton, adj Maypole Stores	07:10	07:55	09:54
Warton, opp Bus Shelter	07:11	07:56	09:55
Polesworth, opp Orchard Close	07:15	08:00	10:00
Polesworth, opp Ankerside	07:16	08:01	10:01
Polesworth, adj Bridge	07:18	08:06	10:03
Polesworth, adj Potters Lane	07:19		10:04
Polesworth Potters Lane (Jcn)		08:09	
Dordon, opp Morris Hill		08:11	
Dordon, opp St Leonards View		08:12	
Dordon, adj Birchwood Primary School		08:15	
Dordon, adj Polesworth School		08:16	
Dordon, opp Dexter Way	07:20	08:17	10:05
Birchmoor, opp Game Cock Inn	07:21	08:18	10:06
Polesworth, adj Sports Ground	07:24	08:20	10:09
Stonydelph, nr Sandy Way	07:28	08:23	10:13
Amington, adj Mercian Park	07:29	08:24	10:14
Amington, opp Eagle Drive	07:31	08:26	10:16
Amington, opp Boundary Drive	07:31	08:26	10:16
Amington, adj Tilia Road	07:32	08:27	10:17
Amington, adj Woodhouse Lane	07:34	08:29	10:19
Amington, adj Monks Way	07:35	08:30	10:20
Bolehall, opp The Riddings	07:37	08:32	10:22
Bolehall, adj Ferrers Road	07:38	08:32	10:23
Bolehall, adj Amington Inn	07:38	08:33	10:23
Bolehall, opp Cycleway	07:40	08:35	10:25
Tamworth, opp Aldi Store	07:42	08:36	10:27
Tamworth, opp Rail Station	07:43	08:38	10:28
Tamworth, adj Morrisons Store	07:43	08:39	10:28
Tamworth, adj Bus Garage	07:45	08:39	10:30
Tamworth Corporation St (Stand O)	07:45	08:40	10:30

Timetable data from https://opendata.ticketer.com/uk/AMNO/routes_and_timetables/current.zip, 27 October 2025

PD0000478/428

Possibly similar services

786 Tamworth - Austrey
Arriva Midlands North

Arriva Midlands North

Website

arrivabus.co.uk/midlands

Twitter

[@arrivamidlandsW](https://twitter.com/arrivamidlandsW)

Contactless payment or cash accepted

Mobile tickets and live bus tracking available on the Arriva app

785 Tamworth - Austrey

A bus service operated by Arriva Midlands North

Monday 3 November 2025

Tamworth Corporation St (Stand O)	10:40	12:40	14:40	16:20	17:40
Tamworth, opp Bus Garage	10:41	12:41	14:41	16:21	17:41
Tamworth, adj The Albert PH	10:43	12:43	14:43	16:23	17:43
Tamworth, adj Aldi Store	10:44	12:44	14:44	16:24	17:44
Bolehall, adj Cycleway	10:45	12:45	14:45	16:25	17:45
Bolehall, adj Moor Lane	10:47	12:47	14:47	16:27	17:47
Bolehall, opp Amington Inn	10:47	12:47	14:47	16:27	17:47
Bolehall, opp Ferrers Road	10:48	12:48	14:48	16:28	17:48
Bolehall, adj The Riddings	10:48	12:48	14:48	16:28	17:48
Amington, opp Monks Way	10:50	12:50	14:50	16:30	17:50
Amington, opp Woodhouse Lane	10:51	12:51	14:51	16:31	17:51
Amington, opp Tilia Road	10:53	12:53	14:53	16:33	17:53
Amington, adj Eagle Drive	10:54	12:54	14:54	16:34	17:54
Stonydelph, adj Sandy Way	10:57	12:57	14:57	16:37	17:57
Polesworth, opp Sports Ground	11:00	13:00	15:01	16:40	18:00
Dordon, adj Dexter Way	11:04	13:04	15:05	16:44	18:04
Polesworth Potters Lane (Jcn)			15:06		
Dordon, opp Morris Hill			15:07		
Dordon, opp St Leonards View			15:09		
Dordon, adj Birchwood Primary School			15:10		
Dordon, adj Polesworth School			15:10		
Polesworth, adj The Gullet	11:05	13:05	15:12	16:45	18:05
Polesworth, adj Bridge	11:05	13:05	15:13	16:45	18:05
Polesworth, opp Goodere Drive	11:07	13:07	15:15	16:47	18:07
Polesworth, adj Ankerside	11:07	13:07	15:15	16:47	18:07
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Amington, opp The Pretty Pigs PH	11:37	13:37	15:44	17:17
Amington, adj The Green	11:39	13:39	15:46	17:19
Amington, adj Woodhouse Lane	11:39	13:39	15:46	17:19
Amington, adj Monks Way	11:40	13:40	15:47	17:20
Bolehall, opp The Riddings	11:42	13:42	15:49	17:22
Bolehall, adj Ferrers Road	11:42	13:42	15:49	17:23
Bolehall, adj Amington Inn	11:43	13:43	15:50	17:23
Bolehall, opp Moor Lane	11:44	13:44	15:51	17:24
Bolehall, opp Cycleway	11:45	13:45	15:52	17:25
Tamworth, opp Aldi Store	11:47	13:47	15:54	17:27
Tamworth, opp Rail Station	11:47	13:47	15:54	17:27
Tamworth, adj Morrisons Store	11:48	13:48	15:55	17:28
Tamworth, adj Bus Garage	11:50	13:50	15:57	17:30
Tamworth Corporation St (Stand O)	11:50	13:50	15:57	17:30

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