PAP/2025/0155

Client:

Richborough / Michael Ensor Caton and Andrew Norman Caton

Project:

Land North of Orton Road Warton

Project No:
T24529

Report Title:

Transport Assessment

Prepared by:	TG
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Date:	26/03/2025

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1.0 Introduction

Background

1.1 Hub Transport Planning Ltd has been commissioned by Richborough / Michael Ensor Caton and Andrew Norman Caton to provide transport advice for a proposed residential development on land north of Orton Road, Warton, Warwickshire.

1.2 This report supports an 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.

1.3 The application site is indicated at **Figure 1.1**, whilst the illustrative masterplan is attached at **Appendix A**.

Structure of the Report

1.4 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site.

1.5 Following this introduction, the report is set out as follows:

- Section 2.0 – Policy & Guidance Review;
- Section 3.0 – Background Information;
- Section 4.0 – Local Facilities and Sustainable and Active Travel;
- Section 5.0 – Development Proposals;
- Section 6.0 – Off-Site Highway Review and Improvements;
- Section 7.0 – Traffic Generation, Distribution and Assignment;
- Section 8.0 – Traffic Impact and Capacity Analysis;
- Section 9.0 – Summary and Conclusion.

Limitations of the Report

1.6 This report has been undertaken at the request of Richborough / Michael Ensor Caton and Andrew Norman Caton, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.

1.7 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy & Guidance Review

2.1 This section summarises the relevant transport policy and guidance documents against which the development proposals are considered at a national, regional and local level. The most relevant documents relating to this site are detailed below:

- National Planning Policy Framework (December 2024)
- National Planning Practice Guidance (February 2024)
- Manual for Streets Guidance (2007)
- Manual for Streets 2: Wider Application of the Principles (September 2010)
- Warwickshire Local Transport Plan 4 (July 2023)
- North Warwickshire Local Plan (September 2021)
- Warwickshire Design Guide (August 2024)

National Planning Policy & Guidance

National Planning Policy Framework

2.2 The latest National Planning Policy Framework (NPPF) was published in December 2024 and sets out the Government's Planning Policies and how these are expected to be applied.

2.3 In relation to transport, the NPPF states at Paragraph 10 that:

'*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.*'

2.4 When considering the effects the development may have on the local transport network, the NPPF paragraphs 115 and 116 state 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;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach*

And;

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.5 The NPPF further advises in Paragraph 117 that:

'Within this context, applications for development should:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.6 In relation to parking policy, Paragraph 112 of the NPPF states that:

'If setting local parking standards for residential and non-residential development, policies should take into account:

a) *the accessibility of the development;*

b) *the type, mix and use of the development;*

c) *the availability of and opportunities for public transport;*

d) *local car ownership levels; and*

e) *the need to ensure an adequate provision of spaces for charging pug-in and other ultra-low emission vehicles'*

National Planning Practice Guidance

2.7 The National Planning Practice Guidance (NPPG) provides the link between the NPPF and relevant planning practice guidance, as well as between different categories of guidance.

2.8 In respect of transport, the NPPG provides advice on what Transport Assessments and Statements and Travel Plans are, when they are required, and the information that should be included when preparing the document. The key overarching principles included in the NPPG for transport reports state that documents should be:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;
- Tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and
- Brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network operators, National Highways where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

Manual for Streets Guidance

2.9 Manual for Streets (MfS) is a Department for Transport (DfT) publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.

Manual for Streets 2: Wider Application of the Principles

2.10 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.

Regional / Local Policy & Guidance

Warwickshire's Local Transport Plan 4

2.11 Warwickshire's Local Transport Plan 4 (LTP4) sets out WCC's overall transport strategy and general policies, through which the county's transport network will be managed and improved.

2.12 The key themes focused upon within the Warwickshire Local Transport Plan 4 are as follows;

- Environment – Travel choices which contribute to Carbon Net Zero and leave no negative impacts on our environment;
- Wellbeing – A range of transport options which provide safety, comfort and health for users and those affected by transport;
- Place – Urban and rural areas, and the connections between them, where transport choices work sustainably with the local environment; and

- Economy - A modern, flexible economy which is supported and strengthened by transport options.

2.13 The challenges directly relating to each of these key themes are also set out within the LTP4, which include;

- Environment
  - Provision of more sustainable transport options
  - Decarbonising transport – lower carbon emissions and less pollution
- Wellbeing
  - Accessibility – to jobs, social and medical care, friends and amenities
  - Access to active travel choices such as walking and cycling which can benefit health
- Place
  - Better connections within and between communities
  - Differing needs of urban and rural communities
  - Influencing planning and development to create better places and travel between them
- Economy
  - Providing transport that facilitates jobs, training, future skills, education and infrastructure so that Warwickshire continues to be an attractive place to invest

2.14 Active Travel Policies are included within LTP4, with Policy Position AT1 titled as 'Improving accessibility and attractiveness of active travel options stating;

'The Council will seek to promote the attractiveness of active travel options by improving the facilities that enable and increase access to them. We will do this through our own interventions and also by influencing the planning and development process'.

2.15 Policy Position AT2 – Better, safer routes for walking and cycling states;

'WCC has developed a hierarchy of travel choice which seeks to establish active travel options at the forefront of transport choices for Warwickshire's residents and visitors. Safety is critical in promoting cycling and walking. We will design to the latest standards, to create and place emphasis on the maintenance of local walking and cycling routes which offer coherent, safe, comfortable, attractive, direct connections that are accessible to all'.

2.16 Public transport policies are also included within the TP4, with Policy Position PT4 titled as 'New developments an connectivity to public transport services' which states;

'Population growth is likely to place strain on all areas of transport. WCC will work with colleagues in the local district and borough planning departments to ensure that new developments maximise their opportunities to provide excellent access to the public transport network, taking into account potential demand from new development.

We want to improve Warwickshire's places and the connections between them. Public transport infrastructure, waiting areas and interchange facilities should add to the quality of local centres and provide a focus for growth and investment.

Where possible and appropriate we will secure developer funding towards the cost of public transport improvements'.

2.17 Motor vehicle policies are also included within the TP4, with Policy Position MV4 titled as 'Making our towns and villages and the routes that connect them better places to be' states;

'Warwickshire's residents tell us that the places they live and visit are better when they are not dominated by cars. We will seek to reduce the volume of through-traffic in our urban, semi-rural and rural areas. This will improve the amenity of Warwickshire's places, their air quality and provide better environments for active travel choices.

New infrastructure will consider the needs of all road users, ensuring continued connectivity between places, but providing attractive alternatives to car use, potentially using best practice from other regions or countries, with benefits to the environment and people's wellbeing as a result.

We will monitor and respond to traffic volume issues on the network, and where appropriate, bring forward interventions. This could include capacity increases for motor vehicles, where they support our key themes'.

2.18 The LTP4 states within the Planning and Development chapter that;

'We will work with planning colleagues to deliver changes to our roads and public spaces which promote sustainable development, effective and vibrant local economies and communities, and a range of travel choices'.

2.19 Continuing further within this chapter, LTP4 states;

'Central government's National Planning Policy is clear that significant development should give priority to pedestrians, cyclists and public transport with town and street design that favours walkways and cycle paths over motor traffic.

Changing how Warwickshire's land is used for travel to create a modern, fit-for-purpose transport system will be central to this part of the Local Transport Plan'.

2.20 With regards to development within more rural locations, the LTP4 states;

'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'.

2.21 The LTP4 also includes Managing Space policies, with Policy position MS1 – Increasing sustainable development and travel stating;

'WCC will encourage sustainable development through the promotion of public and community transport, the provision of cycling and pedestrian facilities and traffic management measures. Where feasible and appropriate, and in collaboration with local communities, space will be allocated to more sustainable travel options.

Working with communities, the district and borough councils, external organisations and developers, we will use our influence to put pressure on how new developments are shaped, so that the transport options which serve

them are as environmentally beneficial as possible. We will take evidence-based decisions which may include requirements for transport assessments, travel plans, modelling assessments and other appropriate data'.

2.22 Policy Position MS2 – Travel options which are accessible to all, states;

'We want Warwickshire's residents and visitors to be able to travel around the county in safety and for transport options to be accessible to all. In its role as Highway Authority, WCC will strive to ensure that all developments are accessible, that designs and layouts contribute to the local area and that improved connectivity to footways, cycleways and public transport are incorporated'.

2.23 Policy Position MS6 – Influencing Planning Authorities and Developers, states;

'WCC does not have responsibility for planning decisions concerning most types of development. However, we are consulted on most development proposals and will use these opportunities to influence and support development in ways which provide better, safer, more sustainable transport options. We will use this influence to maintain efficient travel on major roads in the county, for example by minimising new accesses to the Major Road Network, avoiding journeys being rerouted through neighbourhoods, which would impact negatively on congestion, air quality and the local environment.

Using planning law, we will create binding legal agreements that require developers to make contributions with the aim of improving travel infrastructure in the county.

We will continue to require contributions from developers which include: road safety audits; school travel plans and promoting safer routes to schools; encouraging better walking and cycling connections and accessibility for disabled people; transport assessments or transport statements for new developments'.

North Warwickshire Local Plan

2.24 The North Warwickshire Local Plan (NWLP) *'contains planning policies to guide the development and use of land, which affect the nature of places and how they function at a strategic level as well as providing detailed policies for individual sites and applications'*.

2.25 The NWLP states *'This Local Plan looks forward to 2033 and continues the theme of sustainable development in the right place with the right infrastructure'*.

2.26 LP23 within Chapter 12 – Transport relates to Transport Assessments, stating;

'Transport Assessments appropriate to the scale of development proposed, will be required to accompany development proposals… Assessments will also be required where there is a cumulative effect created by additional floor space or traffic movement on the site or in the vicinity, or where there are demonstrable shortcomings in the adequacy of the local transport network to accommodate development of the scale proposed.

These Assessments should address impacts on both the local and strategic highway networks and should be scoped so as to be bespoke to the nature of the development proposals. They should also ensure that proposals provide appropriate infrastructure measures to mitigate the adverse impacts of development traffic and other environmental and safety impacts either individually or cumulatively. Appropriate provision for, or contributions towards the cost of any necessary highway improvements should also be addressed. Widening opportunities to access new developments for all sections of the community will need also to be addressed through the provision and enhancement of public transport services and facilities together with walking and cycling facilities'.

2.27 LP27 within Chapter 12 – Transport relates to Walking and Cycling, stating;

'All developments should consider what improvements can be made to encourage safe and fully accessible walking and cycling'.

2.28 LP29 within Chapter 13 – Development Considerations states;

'Development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life that the present generation aspires to. Development should:

- *encourage sustainable forms of transport focussing on pedestrian access and provision of bike facilities; and*
- *Provide safe and suitable access to the site for all users'*.

2.29 LP34 within Chapter 13 – Development Considerations relates to Parking, and states;

'Adequate vehicle parking provision commensurate to a proposed development will be expected, as guided by the standards in the Document "Parking Standards". Greater emphasis will be placed on parking provision in areas not served by public transport whilst lower provision within the main towns may be appropriate'.

2.30 LP34 continues, specifically relating to electric vehicle (EV) charging points, stating;

'Electric charging points will be provided as part of all relevant developments to an agreed specification and location dependent on the scheme proposed and applicable technical guidance… On housing sites homes with on-site parking will provide an electric charging point in an accessible location close to the parking space(s)'.

Polesworth Parish Neighbourhood Plan – Referendum Version

2.31 The Polesworth Parish Neighbourhood Plan (PPNP) is to, when adopted, *'allow residents, businesses and other organisations to get involved in setting planning policies for the future of Birchmoor, Polesworth and Warton'.* The PNP will also *'sit alongside the local authority area's North Warwickshire Local Plan'*.

2.32 The PPNP vision is;

'In 2033, Birchmoor, Warton and Polesworth will be distinct, attractive and green places to live in rural North Warwickshire. The physical and social attributes that go to make Polesworth parish a sought after place to live, such as green spaces, countryside and built heritage will have been retained, whilst housing and economic growth has been seamlessly integrated into the existing local community and environment'.

2.33 Six objectives have been identified to achieve this vision, with Objective 2 and 5 stated below.

Objective 2 – *'To ensure new development creates a high quality, beautiful and sustainable buildings and places that reinforce the identity of Polesworth, Warton, Birchmoor and the surrounding countryside'*.

Objective 5 – *'To ensure new development integrates as seamlessly as possible within its surroundings and minimises impact on existing communities'*.

2.34 Policy PNP3 provided underneath Objective 2 within the PPNP is titled as *'Sustainable Design and Construction'* stating;

'All new development will be expected to respond positively to the key attributes of the neighbourhood area and the key local design features of the settlement in which it is to be situated.

Development should seek to exceed minimum standards for energy efficiency and resource use and seek to be carbon neutral, thereby making a contribution to reducing the effects of climate change. Development will not be supported where it is of poor design that has an adverse impact on the character of the area. To ensure good design is achieved development should be designed to take account of, and will be assessed against, the following criteria, where relevant:

i. *It does not have a severe cumulative adverse effect on the safe and efficient operation of the existing transport and road infrastructure;*

ii. *It includes measures that seek to improve pedestrian facilities and linkages in the Parish and beyond to encourage walking and cycling, wherever possible in accordance with the tests relating to planning obligations;*

iii. *It has appropriate car parking in accordance with locally adopted standards. Car parking should be sited in such a way that it is unobtrusive, does not dominate the street scene, and minimises the visual impact of car parking;*

iv. *It links to existing rights of way and does not restrict the use and enjoyment of such routes; and*

v. *All new residential development should provide external wall-mounted charging points for plug-in and other ultra-low emission vehicles for each dwelling that is to have a private drive or garage.*

2.35 Policy PNP8 provided underneath Objective 5 within the PPNP is titled as *'Transport'* stating;

'*The following infrastructure projects will be brought forward during the plan period.*

i. *Bridge Street improvements, Polesworth – junction improvements – including traffic signalling*

ii. *Barn End Road/Orton Road crossroads, Warton – safety improvements;*

iii. *Warton – safer school crossing;*

iv. *Road safety schemes;*

v. *Measures to improve public transport*

Development proposals will be expected to contribute to these projects where the tests set out in Paragraph 58 of the NPPF are met'.

Warwickshire Design Guide

2.36 The Warwickshire Design Guide provides direction and guidance to developers and designers when planning and delivering highway infrastructure improvements to Warwickshire County Council's (WCC) highway network. This design guide has been approved to guide developers on the County County's requirements and expectations.

2.37 The Warwickshire Design Guide states within its introduction;

'WCC's current Council plan sets out our vision "to make Warwickshire the best it can be", by focusing on three strategic priorities:

- *We want Warwickshire to have a thriving economy and places that have the right jobs, skills, education and infrastructure.*
- *We want to be a County where all people can live their best lives; where communities and individuals are supported to live safely, healthily, happily and independently.*
- *We want to be a County with a sustainable future which means adapting to and mitigating climate change and meeting net zero commitments.*

This guide is one of several documents which are concerned with delivering the right infrastructure for Warwickshire. Consequently, throughout this document various plans and policies are referenced which support these core outcomes and must be considered when preparing infrastructure improvements.

WCC wishes to encourage high quality development, and the purpose of this guide is to try and make the entire process of delivering the highway infrastructure associated with these developments as smooth as possible for both developers and the Council itself. We believe this aim will be more successful if developers know in advance of making planning applications what the County Council expects in terms of standards, processes and legal documents. Throughout the various Parts of the Warwickshire Design Guide, developers will find guidance on the processes that we have or recommend following'.

3.0 Background Information

Site Context Existing Transport Network

3.1 The application site is a greenfield located at land to the north of Orton Road and west of the Red Marl Way residential estate, within the village of Warton, Warwickshire.

3.2 The site is mostly bound 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.

Local Highway Network

3.3 Red Marl Way forms the primary road through a residential estate immediately east of the site, that is approximately 5.5m wide and connects with Barn End Road at its eastern extent. The carriageway includes streetlighting provision and 2m wide footways adjacent to either side of the road.

3.4 Barn End Road, which changes to Maypole Road, followed by Austrey Road to the north, provides direct access to the majority of local roads and cul-de-sacs that serve residential dwellings within Warton, which northbound extends to the village of Austrey, whilst southbound the carriageway forms the major arm of a crossroads junction with Orton Road before connecting with the B5000 via Warton Lane.

3.5 Barn End Road is subject to a 30mph speed limit within Warton and includes adjacent streetlighting and footway provision, with these characteristics of the road remaining as it changes to Maypole Road, followed by Austrey Road to the north.

3.6 Orton Road routes generally in an east to west direction near the southern extents of Warton, with the carriageway 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.

3.7 The speed limit of Orton Road changes to the 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 application site.

3.8 The carriageway extends south-westbound, changing to Stiper's Hill on-route, directly connecting with the village of Polesworth.

3.9 Church Road is a two-way carriageway that forms the north and west boundaries of the site, forming the minor arm of a priority-controlled junction with Orton Road at its southern extent and the minor arm of a priority-controlled junction with Austrey Road / Maypole Road at its north-east extent.

3.10 Church Road is subject to the national speed limit from its junction with Orton Road for approximately 230m before changing to a 40mph speed limit on approach towards the centre of Warton.

3.11 In terms of the wider highway network, the B5000 indirectly connects with the A5, which provides access to Tamworth and the M42 Motorway westbound, whilst eastbound the A5 provides access to Atherstone and Hinckley prior to a connection onto the M69 Motorway.

Highway Network Observations and Traffic Conditions

3.12 A visit to the site was undertaken during a neutral weekday morning peak period to observe the operation of the local highway network, in particular at the following junctions;

- Red Marl Way / Barn End Road
- Barn End Road / Maypole Road / Little Warton Road
- Orton Road / Little Warton Road
- Austrey Road / Maypole Road / Church Road
- Barn End Road / Orton Road;
- Orton Road / Church Road; and
- Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane.

3.13 Observations at each of the junctions identified above are detailed further below.

Red Marl Way / Barn End Road

3.14 On-street parking was observed along the eastern side of Barn End Road, opposite the junction with Red Marl Way, nonetheless no significant impacts to the operation of the junction were identified as a result.

3.15 It was also identified that the majority of vehicle movements associated with Red Marl Way were outbound turning right towards Barn End Road southbound.

Barn End Road / Maypole Road / Little Warton Road

3.16 On-street parking was observed along the western side of Maypole Road, within the vicinity of the junction with Little Warton Road, which appeared to be associated with the Warton Nethersole C of E Primary School.

3.17 This resulted in vehicles travelling northbound along Barn End Road regularly being required to give-way to vehicles travelling southbound along Maypole Road, due to the reduced width of the carriageway as a result of on-street parking occurring along Maypole Road.

3.18 However, no significant queuing was observed along Barn End Road, whilst the junction was overall identified to be operating well within capacity, with minimal delay observed for vehicles exiting the Little Warton Road minor arm.

Orton Road / Little Warton Road

3.19 The Orton Road / Little Warton Road junction was identified to be operating well within capacity, with minimal delay observed for vehicles exiting the minor arm of the junction or for vehicles turning right from Orton Road into Little Warton Road.

Austrey Road / Maypole Road / Church Road

3.20 The Austrey Road / Maypole Road / Church Road junction was identified to be operating well within capacity, with minimal delay observed for vehicles exiting the minor arm of the junction or for vehicles turning right from Austrey Road into Church Road.

Barn End Road / Orton Road

3.21 The Barn End Road / Orton Road crossroads junction was observed to overall be operating with minimal delay, though it was noted during the observations that up to three vehicles were identified to be queuing back from both of the Orton Road minor arms of the junction. This was partially as a result of drivers cautiously approaching the junction from each of these arms being uncertain as to who has priority as per the nature of a priority-controlled crossroads junction.

3.22 It was observed that large Give-Way signs with a yellow background were provided at the Orton Road minor arms of the junction with Barn End Road.

3.23 It was also identified that in addition to these large Give-Way signs at the minor arms of the junction, electronic flashing Give-Way signs were also provided along both Orton Road eastbound and westbound on approach to the junction, as identified within the photograph below.

3.24 These flashing signs appeared to have been recently installed along Orton Road, with a review of the 'Streetview' feature of Google Maps confirming that these were not implemented before June 2023.

Orton Road / Church Road

3.25 The Orton Road / Church Road three-way junction was identified to be operating well within capacity, with minimal delay observed for vehicles exiting the minor arm of the junction or for vehicles turning right from Orton Road into Church Road.

3.26 It was also observed that vehicles turning left in from Orton Road and right out from Church Road would use the western side of the junction, whilst vehicles turning right in from Orton Road and left out from Church Road would use the eastern side of the junction.

Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane

3.27 The Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane junction was identified to be operating well within capacity, with minimal delay observed for vehicles exiting the minor arms of the junction or for vehicles turning right from Orton Road and Stiper's Hill into Linden Lane and Kisses Barn Lane respectively.

Committed Developments

3.28 Following a review of the North Warwickshire Borough Council (NWBC) Planning Portal, we have identified two committed developments within Warton that have been approved in recent years that are yet to be fully built and occupied.

3.29 One of these committed residential developments was permitted during June 2019 *'for the erection of 72 dwellings with associated access, parking and landscaping'* (planning reference: PAP/2016/0280), with vehicular access to be served from Orton Road at the eastern extents of Warton Village.

3.30 The Transport Statement included within the planning application determined that the forecast trips for this proposed development were to be 13 and 29 arrivals and departures respectively during the morning peak hour and 24 and 14 arrivals and departures respectively during the evening peak hour.

3.31 The other committed residential development was permitted during November 2018 *'for the erection of up to 56 no: dwellings and associated works'* (planning reference: PAP/2017/0202), with vehicular access to be served from the eastern side of Little Warton Road, near the junction with Orton Road.

3.32 The Transport Statement included within the planning application determined that the forecast trips for this proposed development were to be 8 and 22 arrivals and departures respectively during the morning peak hour and 19 and 10 arrivals and departures respectively during the evening peak hour.

3.33 As a result, the traffic flows associated with each of these committed developments have formed part of the junction assessments included within this TA, detailed further within **Section 8.0**, whilst the forecast trips for each development have been distributed along the local highway network by the same proportions as calculated for the proposed development trips, as detailed further within **Section 7.0** of this report.

3.34 The committed development trips along the local highway network are included within the traffic flow diagrams (**Figures 7.1 – 7.14**).

3.35 We are not aware of any further committed development sites in and around Warton that would have a material impact at junctions across the local highway network.

3.36 We have queried this with WCC, however at the time of writing this TA we are yet to receive a final response.

3.37 The e-mail correspondence with WCC regarding committed developments within the areas surrounding the application site is attached at **Appendix B** of this report.

Traffic Data

3.38 An Automatic Traffic Count (ATC) survey was undertaken along Church Road adjacent to the north-west site boundary between the dates of Wednesday 22nd January to Tuesday 28th January 2025.

3.39 The results of the ATC survey identify the 85th percentile speeds were recorded as 45.3mph northbound and 45.8mph southbound.

3.40 The 85th percentile speeds have been used to determine the required visibility splays associated with the proposed emergency site access arrangements, as detailed further within **Section 5.0** of this report.

3.41 The ATC results also identify the five-day average volumes of traffic in each direction along Church Road during the 08:00 – 09:00 and 16:00 – 17:00 hourly periods, similar to the identified local highway network peak hour periods, as detailed further below.

3.42 The 08:00 – 09:00 period results in five-day average recorded movements of 64 and 77 vehicles north-eastbound and south-westbound respectively along Church Road, whilst the 16:00 – 17:00 period results in five-day average recorded movements of 81 vehicles north-eastbound and 57 vehicles south-westbound.

3.43 The ATC survey results for Church Road are attached at **Appendix C** of this report, whilst the surveyed traffic flows along Church Road are identified within the traffic flow diagrams at **Figures 7.1 – 7.14**.

3.44 Classified Turning Count (CTC) surveys were also undertaken on the 22nd January 2025 at the following junctions;

- Red Marl Way / Barn End Road
- Barn End Road / Maypole Road / Little Warton Road
- Orton Road / Little Warton Road
- Austrey Road / Maypole Road / Church Road
- Barn End Road / Orton Road;
- Orton Road / Church Road; and
- Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane.

3.45 The CTC data, attached at **Appendix D** of this report, confirms that the specific AM and PM peak hours along the local highway network are 07:45 – 08:45 and 16:15 – 17:15 respectively.

3.46 The CTC data for Red Marl Way / Barn End Road identifies the vehicle arrivals and departures associated with the residential estate during the AM and PM peak hours, identified to be 07:45 – 08:45 and 16:45 – 17:45 at this specific junction.

3.47 The recorded vehicular trips into and out of Red Marl Way provide representative trip rates for the proposed development, with a summary of the results set out in **Table 1** below.

Table 1 – Red Marl Way AM & PM Peak Hour Trip Rates (98 Dwellings Within Residential Estate)

Peak Period	Trips		Trip Rate	
	Inbound	Outbound	Inbound	Outbound
AM	7	42	0.071	0.428
PM	40	14	0.408	0.142

3.48 These trip rates have been used to calculate the forecast vehicle trips associated with the proposed development during the morning and evening peak hour periods at **Section 6.0** of this report.

Personal Injury Accident Data

3.49 The latest five year period (01/01/2020 – 14/01/2025) of personal injury accident (PIA) data along the main local roads that surround the site, including Barn End Road, Maypole Road, Austrey Road, Little Warton Road, Orton Road, Church Road, Kisses Barn Lane, Stiper's Hill and Linden Lane have been obtained from WCC.

3.50 A total of 15 PIA's have been recorded within the study area within the latest five-year period of data, with seven of these collisions occurring at the Orton Road / Kisses Barn Lane / Stiper's Hill junction and five of these collisions occurring at the Barn End Road / Orton Road junction.

3.51 Of the remaining three collisions recorded, two of these occurred within the vicinity of the Orton Road / Church Road junction, whilst the remaining PIA occurred along Orton Road, adjacent to the layby east of the junction with Little Warton Road.

3.52 A summary of the PIA's is provided below at **Table 1**, whilst the full PIA data is attached at **Appendix E** of this report.

Table 1 – Summary of WCC Personal Injury Accident Data

PIA Classified Number	Date of Collision	Location	Severity	Weather & Road Surface	Indicative Description and Contributing Factors of Collision
1	02/02/2020	Barn End Road / Orton Road	Slight	Fine and Dry	Driver of vehicle approaching crossroads junction from Orton Road to the east fails to give-way at the junction and collides with a vehicle travelling northbound along Barn End Road.
2	27/07/2021	Barn End Road / Orton Road	Slight	Rain and Wet	Driver of vehicle approaching crossroads junction from Orton Road to the east fails to give-way at the junction and collides with a vehicle travelling northbound along Barn End Road.
3	16/10/2021	Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane	Slight	Fine and Dry	Driver of vehicle travelling along Linden Lane enters junction with Orton Road / Stiper's Hill whilst failing to identify and give-way to a vehicle travelling south-westbound along Orton Road, resulting in a collision occurring.
4	21/11/2021	Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane	Slight	Fine and Dry	Driver of vehicle travelling along Kisses Barn Lane enters junction with Orton Road / Stiper's Hill whilst failing to give-way to a vehicle travelling south-westbound along Orton Road, resulting in a collision occurring.
5	02/12/2021	Barn End Road / Orton Road	Slight	Fine and Damp	Driver of vehicle approaching crossroads junction from Orton Road to the east fails to give-way at the junction and collides with a vehicle travelling northbound along Barn End Road.
6	14/12/2021	Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane	Slight	Fine and Damp	Driver of vehicle travelling along Linden Lane enters junction with Orton Road / Stiper's Hill whilst failing to identify and give-way to a vehicle travelling south-westbound along Orton Road, resulting in a collision occurring.
7	18/03/2022	Orton Road adjacent layby east of junction with Little Warton Road	Slight	Fog and Dry	Driver of vehicle travelling eastbound along Orton Road overtakes parked / stationary vehicle whilst fails to identify vehicle approaching from opposite direction, resulting in a collision occurring.
8	07/04/2022	Barn End Road / Orton Road	Slight	Fine and Dry	Driver of vehicle approaching crossroads junction from Orton Road to the east fails to give-way at the junction and collides with a vehicle travelling northbound along Barn End Road. Other contributory factors included that the driver routing along Orton Road was travelling over the speed limit and looking at their satellite navigation system.
9	25/11/2022	Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane	Slight	Fine and Dry	Driver of a vehicle enters the junction of Orton Road / Stiper's Hill from Linden Lane whilst traffic was clear, however a driver of another vehicle has travelled at high speed towards the junction from Orton Road, resulting in a collision, with the driver travelling along Orton Road failing to stop and instead leaving the scene.

10	14/12/2022	Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane	Slight	Fine and Dry	Description of collision is unclear however it appears that collision has occurred as result of a driver routing south-westbound along Orton Road colliding with a right-turning vehicle from Stiper's Hill.
11	11/12/2023	Orton Road – West of junction with Church Road	Slight	Fine and Dry	Vehicle travelling south-westbound along Orton Road veers onto the opposite side of the carriageway and collides with vehicle travelling north-eastbound. The driver travelling south-westbound fails to stop following the collision and immediately leaves the scene.
12	23/02/2024	Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane	Slight	Fine and Dry	Vehicle travelling north-westbound along Kisses Barn Lane fails to identify the give-way sign at the junction with Orton Road / Stiper's Hill, resulting in a collision occurring with a vehicle travelling south-westbound along Orton Road.
13	17/05/2024	Orton Road / Church Road	Slight	Fine and Dry	Driver of vehicle approaching Orton Road from Church Road fails to give-way, resulting in collisions occurring with vehicles travelling along Orton Road.
14	15/08/2024	Barn End Road / Orton Road	Slight	Fine and Dry	Driver of vehicle approaching crossroads junction from Orton Road to the east fails to identify and give-way to a vehicle travelling northbound along Barn End Road, resulting in a collision occurring.
15	30/10/2024	Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane	Slight	Fine and Dry	Driver of vehicle travelling along Linden Lane enters junction with Orton Road / Stiper's Hill whilst fails to give-way to a vehicle travelling south-westbound along Orton Road, resulting in a collision occurring.

3.53 A summary of the PIA data identifies that the majority of these collisions were as a result of driver error, with contributing factors including drivers failing to give-way at the minor arms of Orton Road associated with the junction with Barn End Road, and at the minor arms of Kisses Barn Lane and Linden Road associated with the junction with Orton Road and Stiper's Hill.

3.54 As a result, it is reasonable to determine that although each of these collisions are regrettable, the PIA data indicates that there aren't any inherent highway safety issues associated with the local highway network, that would be exacerbated by the development proposals.

3.55 Nonetheless, as detailed already within the highway network observations within this section of the TA, flashing give-way signs have been installed within the last 18 months along Orton Road on approach from either minor arm to the junction with Barn End Road, with a view to increasing awareness of the junction on approach and to prevent vehicles failing to give-way from these minor arms.

3.56 **Table 1** identifies that a single collision has occurred at the junction since June 2023, whilst the remaining four collisions recorded at this junction occurred before this period, indicating that the installation of the flashing give-way signs at the minor arms have had a beneficial impact, in terms of highway safety, at the junction.

3.57 **Table 1** also identifies that seven collisions have occurred within the latest five year period at the Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane junction, and as a result, this junction has been further reviewed in terms of safety within **Section 6.0** of this report.

3.58 It should also be noted that no collisions have been recorded along Church Road, where vehicular access to the site is proposed to be served from.

3.59 Overall, it can be concluded that there are no existing highway safety concerns attributable to the layout of the local highway network that would be exacerbated by the development proposals.

4.0 Local Facilities and Sustainable and Active Travel

4.1 It is generally understood 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. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) 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 **Table 2** below.

Table 2 – Suggested Walking Distances (IHT Guidelines)

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

4.2 In addition to the IHT guidance, MfS states 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.

4.3 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 2km.

4.4 Table NTS0303 from the 2023 National Travel Survey (NTS), released August 2024, indicates that the national average walk distance trip in 2023 was 0.7 miles, or 1.12km.

4.5 The 2023 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 81% of trips under one mile (1.6km) being undertaken by foot in 2023, which is very similar to 2022 (83%) and 2021 (82%).

4.6 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.

4.7 The CIHT Planning for Cycling document (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)'*.

4.8 The DfT Cycling and Walking Investment Strategy (CWIS) also refers to the threshold of 5 miles (or 8km), 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'*.

4.9 The second Cycling and Walking Investment Strategy (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.

4.10 The 2023 NTS also shows that the average cycle trip distance (for all purposes) was 3.0 miles or 4.8km, with the previous year's NTS indicating that the average cycling distance was 3.6 miles or 5.76km. Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.

4.11 The majority of local facilities are situated within the centre and northern side of the Warton Village which can be accessed on foot from the site via the existing pedestrian network of footways and footpaths, beginning from the footway adjacent to Church Road, which the proposed development is to connect into, as detailed further within **Section 5.0** of this report.

4.12 Further amenities are located along High Street in Polesworth, located within a 2km walking distance from the centre of the application site.

4.13 These facilities can be identified in relation to the application site at **Figure 4.1**, whilst are also summarised below in **Table 3**.

Table 3 – Distance to Local Facilities

Facility	Distance	GIS Reference
Education		
Warton Nethersole Primary School	750m	E1
The Nethersole School	1.5km	E2
Healthcare		
Polesworth & Dordon Group Practice	2.0km	H1
Polesworth Surgery	2.0km	H2
Retail		
Warton Post Office	600m	R1
Polesworth Convenience Store	1.8km	R2
Co-operative Food Store (Polesworth)	1.9km	R3
Leisure		
Recreation Ground south of Church Road	300m	L1
The Office Pub	500m	L2
Warton Club	750m	L3
The Spread Eagle Pub	1.9km	L4
Polesworth Sports & Social Club	2.0km	L5
Polesworth Fish Bar	2.0km	L6
Community		
Warton Village Hall	650m	C1
Warton Holy Trinity Church	400m	C2
Polesworth Library & Information Centre	2.0km	C3

4.14 Walking distances from the site can be identified in **Figure 4.2** which highlight the surrounding areas around Warton which are deemed as suitable to walk to / from.

4.15 In addition to the facilities within **Table 3**, there are also a range of stores, clinics and eateries along Bridge Street within Polesworth, which can also be accessed on-foot or alternatively via the local bus service that stops within the vicinity of the site, as detailed further below within this section of the report.

4.16 Further facilities and employment destinations are located within Tamworth, which is accessible from the site via the buses that serve the local bus stops, as detailed further below within this section.

Pedestrian Accessibility

4.17 A network of footways and footpaths is provided throughout Warton, which the proposed development is to connect into from Church Road, as detailed further **Section 5.0** of this report.

4.18 The footway network within Warton also extends to Polesworth, with a continuous footway provided adjacent to Orton Road and Stiper's Hill which leads to the footways adjacent High Street within Polesworth, which forms part of a network of footways within the neighbouring village.

4.19 The WCC PRoW map identifies that there are several footpaths within and around Warton which provide access to surrounding destinations, 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

Walking Audit

4.20 A direct pedestrian route from the site to the centre of Warton is to begin from the proposed site access that is to be served from Church Road, near the sites northern extent.

4.21 A footway generally varying in width between 1.6m and 1.8m is provided adjacent to the south-east side of the carriageway, immediately north of the application site boundary, which extends north-eastbound providing direct access to the local park and playing fields within the village in addition to Warton Holy Trinity Church and The Office public house.

4.22 The footway north-eastbound passes a hard-surfaced footpath link to Ivycroft Road where adjacent footways are provided that lead to Maypole Road.

4.23 Continuing beyond this footpath link and north of the junction with Trinity Close, the footway adjacent to Church Road narrows to a minimum width of 0.5m on approach to the junction with Austrey Road / Maypole Road.

4.24 As a result, alternative pedestrian access to Maypole Road is provided in the form of steps, as well as a ramp, east of Trinity Close, that lead to a foot link between residential dwellings and the Warton Post Office, providing access to Maypole Road, as identified within the photographs below.



4.25 The footways adjacent Maypole Road provide access to facilities within the northern extents of Warton, including the local post office, village hall and social club, as well as the nearest bus stops, as detailed further below within this section of the report.

4.26 The footways adjacent Maypole Road also extend southbound, providing direct access to Warton Nethersole Church of England Primary School, with dropped kerb crossing facilities provided across the junctions with Hill Crest Farm Close and Ivycroft Road on-route.

4.27 In addition to the above, a footway connection is proposed from the development onto the footway adjacent to the east side of Church Road, adjacent to the western boundary of the site, as detailed further within **Section 5.0** of this report.

4.28 An existing dropped kerb crossing point is provided across Church Road, approximately 50m north of the junction with Orton Road, whilst the footway adjacent to the west side of Church Road extends south to Orton Road, as identified within the photographs below.


4.29 The footway then begins routing westbound adjacent to the northern side of Orton Road and extends to the footway adjacent High Street within Polesworth, with the width of the footway varying in width between 0.7m and 1.6m along its length connecting between the western extents of Warton and eastern extents of Polesworth.

Cycling Accessibility

4.30 The local road network within Warton is suitable to cycle along to access facilities within the village, with the characteristics of the local road network, including footway provision adjacent to the majority of local roads, encouraging low vehicular speeds within the village.

4.31 In terms of cycle access to destinations further afield, particularly by experienced cyclists, the internet service, STRAVA, has been interrogated, which tracks physical exercise, predominantly cycling and running, using GPS data. The GPS data is stored in a database which allows STRAVA users to visually see the extent that routes and roads are used by other users in the form of heatmaps – this data is updated monthly.

4.32 An extract of the STRAVA heatmap within which the general area the site is situated within is identified at **Figure 4.3**.

4.33 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users on a red to blue scale, which is used to illustrate which routes are more and less used respectively.

4.34 **Figure 4.3** identifies that in particular, Orton Road is frequently travelled along by cyclists who use STRAVA, leading towards Polesworth, whilst the B5000 Tamworth Road is also regularly used which provides access to areas within the eastern side of the Tamworth District, including Stonydelph and Wilnecote, each being within an 8km cycle distance of the application site.

4.35 Cycling distances surrounding the application site can be identified within **Figure 4.4**, which demonstrates the surrounding settlements that are accessible within reasonable cycle distances.

Public Transport Accessibility

4.36 The nearest bus stops are the 'Maypole Stores' stops, approximately 650m from the centre of the application site and accessible via the footways adjacent to Church Road and Maypole Road, in addition with the foot-link that routes in-between Warton Post Office and residential dwellings.

4.37 The southbound bus stop is served by Bus 785 whilst the northbound bus stop is served by Bus 786, which each operate in a circular route that provide access to Tamworth, as well as Austrey, Polesworth, Shuttington and within the immediate vicinity of Tamworth Railway Station.

4.38 A summary of Buses 785 and 786 is provided at **Table 4** below.

Table 4 – Summary of Local Bus Services

Service No.	Route	Frequency		
		Mon – Fri	Sat	Sun
785	Tamworth – Austrey (Clockwise loop)	3 services between 07:10 – 09:54	3 services between 07:10 – 09:54	N/A
786	Tamworth – Austrey (Anti-clockwise loop)	5 services between 11:13 and 18:13	5 services between 11:13 and 18:13	N/A

4.39 **Table 4** demonstrates that there are services provided towards Tamworth during / before the morning peak hour, and services provided towards the site during the evening peak hour, Monday to Friday.

4.40 This demonstrates that there will be opportunities for future residents of the proposed development, employed within Tamworth, to commute by public transport via Buses 785 / 786, that stop within a short walking distance of the application site.

4.41 Additional bus services are also provided within Polesworth that stop along High Street, which are served by Buses 65 and 748. Bus 65 provides an hourly service Monday to Saturday between Tamworth and Nuneaton, whilst Bus 748 provides a two-hourly service on Sundays between Tamworth and Nuneaton.

4.42 In terms of opportunities to access destinations further afield from the proposed development, Buses 785 and 786 stop within a short walking distance of Tamworth Railway Station along the A513 Offadrive and Albert Road, with footways provided adjacent to either carriageway, which lead to the railway station within approximately 150m and 200m walking distance respectively.

4.43 Tamworth Railway Station provides a total of 323 car parking spaces, with ten being accessible spaces, whilst accessible ticket machines and customer help points are also available at the railway station.

4.44 Tamworth Railway Station provides regular direct services to a high number of destinations, locally and nationally including Lichfield, Stafford, Nuneaton, Rugby, Birmingham, Cheltenham Spa, Nottingham, Derby, Cardiff and London amongst other locations.

4.45 Future residents of the proposed development could therefore travel via multi-modal public transport trips, via Buses 785 / 786 and by rail from Tamworth Railway Station, to access destinations further afield.

Summary of Baseline Conditions

4.46 The above review demonstrates that the proposed site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car, particularly as there are several facilities located within a reasonable walking distance within the villages of both Warton and Polesworth, whilst further facilities are accessible either by cycle or the local bus services, which stop within a short walking distance of the application site.

4.47 The proposed development site benefits from having an array of facilities nearby, all which fall within reasonable walking and cycling distance, including appropriate education facilities and local retail, health and leisure facilities.

4.48 It can therefore be determined that residents will have a real choice about how they travel and that the proposals therefore accord with guiding principles of the National Planning Policy Framework (NPPF).

5.0 Development Proposals

Site Access

5.1 Primary access to the proposed residential development is to be delivered in the form of a new priority-controlled junction served from Church Road, near the sites northern extent.

5.2 **Drawings T24529.001** and **T24529.002** identifies that the site access road is to be 5.5m wide, in accordance with the Warwickshire Design Guide for a Link Road / Tertiary Road (Type 1), with the design guide stating that this form of road can accommodate up to 150 dwellings from a single point of access.

5.3 Drawing **T24529.002** also proposes that 2m wide footways are to be provided adjacent to either side of the 5.5m wide vehicle access road, which also accords with the Warwickshire Design Guide for a Link Road / Tertiary Road (Type 1).

5.4 The 2m wide footways are to suitably transition to connect with the existing footway adjacent to Church Road, as identified within Drawing **T24529.002**.

5.5 Drawing **T24529.003** demonstrates that both a large car and the WCC Refuse Vehicle are each able to enter and exit the proposed site access without any conflicts.

5.6 In terms of junction visibility from the proposed vehicular site access, as detailed within **Section 3.0** of this report, the 85th percentile speeds along Church Road were recorded as 45.3mph northbound and 45.8mph southbound.

5.7 The desirable minimum Stopping Sight Distance (SSD), based on a 2-second reaction time and deceleration rate of 2.45m/s requires 'y' length visibility splays of 128.9m and 126.6m to the north-east and south-west respectively, based on the 85th percentile recorded speeds, from an 'x' distance of 2.4m back into the proposed site access.

5.8 **Drawing T24529.002** demonstrates that these visibility splays can be provided entirely within the highway boundary or land within the control of the applicant. The highway boundary data is attached at **Appendix F** of this report.

5.9 A separate pedestrian access to the application site is also proposed to be delivered from the west which is to connect with the existing footway provision adjacent to the eastern side of Church Road, north of the junction with Orton Road, where an existing dropped kerb crossing point is provided across the carriageway.

5.10 The proposed access arrangements are therefore safe and suitable in accordance with Paragraph 115b of the NPPF.

Internal Proposals

5.11 The internal layout of the proposed development will be designed in accordance with the guidelines of MfS, MfS2 and the Warwickshire Design Guide.

5.12 Sufficient car and cycle parking for the site will be provided through on-plot parking for each dwelling in line with the Parking Standards within the NWLP.

5.13 On-plot cycle parking will also be provided for each dwelling of the development, which will be sheltered and secure, and in the form of private garages or sheds where appropriate.

Servicing Arrangements

5.14 The proposed residential development is to be serviced on-site by the WCC Refuse Vehicle, with **Drawing T24529.003** demonstrating that the WCC Refuse Vehicle can enter and exit the proposed site access without any conflicts.

5.15 The site will also be serviced on-site by deliveries, whilst in terms of the fire safety arrangements, a fire tender will access the site and be able to reach within 45m of all dwellings, in accordance with Building Regulations Approved Document B (fire safety) volume 1: Dwellings - B5 Section 13.

5.16 Internal swept path assessments of the WCC Refuse Vehicle, a delivery vehicle and fire tender routing throughout the site and turning to egress in forward gear will be included within a subsequent reserved matters planning application should the development be consented.

6.0 Off-Site Highway Review and Improvements

Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane – Junction Review

6.1 As detailed within **Section 3.0** of this report, a total of seven collisions have been recorded within the latest five year period of data at the Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane junction, all of which classified as 'slight' in terms of severity.

6.2 Although the review of the PIA data identified that the descriptions of the collisions at the junction were primarily due to driver error, it is nonetheless noted that six of the seven collisions occurred as a result of drivers failing to give-way at the Linden Lane and Kisses Barn Lane minor arms of the junction.

6.3 Highway observations identified that the give-way and centre-line road markings were clear and barely faded at each of the minor arms of the junction, whilst the give-way signs were identifiable on immediate approach from both Linden Lane and Kisses Barn Lane, albeit smaller in size compared to the give-way signs located at the Orton Road arms of the junction with Barn End Road.

6.4 It was also identified that further back from the junction, the existing give-way sign at the Kisses Barn Lane arm is obstructed by vegetation.



Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane Junction Highway Improvements

6.5 As a result of the number and pattern of collisions at the Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane junction, it is proposed that larger high contrast give-way signs, as provided at the Orton Road arms of the junction with Barn End Road, are provided at the Kisses Barn Lane and Linden Lane minor arms of the junction with Orton Road and Stiper's Hill.

6.6 It is also proposed that these give-way signs are to be illuminated, particularly given that three of the seven collisions recorded at the junction occurred during dark conditions, whilst it is also noted that the existing give-way signs are not currently lit.

6.7 It is also proposed that the overgrown vegetation within the extents of highway boundary that currently partially obstructs visibility to the existing give-way sign along Kisses Barn Lane is cut back.

6.8 It is also proposed that large high contrast and illuminated 'Give-Way 100 Yards' traffic signs are provided along both Kisses Barn Lane and Linden Lane on approach to the junction with Orton Road and Stiper's Hill.

6.9 The proposed off-site highway improvements, as described above, are demonstrated within **Drawing T24529.004**.

Stage One Road Safety Audit

6.10 A Stage One Road Safety Audit (RSA1) will be undertaken for the proposed site accesses served from Church Road in addition with the proposed off-site highway improvements at the Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane junction in due course.

6.11 Approval of the brief and team by WCC will be obtained prior to the RSA1 being commissioned.

6.12 A Designers Response will be included within the RSA1 submission.

6.13 Any revisions to the drawings that are required as part of the RSA1 recommendations will also be included within the submission.

7.0 Traffic Generation, Distribution and Assignment

Forecast Traffic Generation

7.1 The trip rates to determine the traffic generation for the proposed residential development has been calculated using two separate methods, in the form of;

1. obtaining representative trip rates from the industry standard TRICS database; and
2. obtaining trip rates for the existing Red Marl Way residential estate, located immediately east of the site, and thus can be treated as a representative 'donor site'.

7.2 The trip rates obtained using each of these methods are detailed below.

TRICS – Trip Rates

7.3 Trip rates have been obtained from the TRICS database within the Residential – Privately Owned Houses category that have been filtered using the following parameters:

- Regions - United Kingdom (excluding Northern Ireland and Greater London)
- Units - 20 to 200
- Data Range - 01/01/2016 – 18/09/2024
- Days - Weekdays
- Locations - Edge of Town
- Population Within 1 Mile - 1,001 – 5,000
- Population Within 5 miles - 5,001 – 50,000

7.4 The TRICS outputs is included in this report at **Appendix G**, whilst the average trip rates of the resulting sites are summarised in **Table 5** below.

Table 5 – TRICS Trip Rates and Forecast Trip Generation

Peak Hour	Trip Rate (per dwelling)		Trips (110 dwellings)		Total
	Arrivals	Departures	Arrivals	Departures	
AM	0.145	0.311	16	34	**50**
PM	0.313	0.154	34	17	**51**

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00 for TRICS sites; trips have been rounded

7.5 **Table 5** demonstrates that the proposed development is forecast to generate a total of 50 and 51 two-way vehicles during the AM and PM peak hours respectively using trip rates obtained from the TRICS database.

Red Marl Way – Trip Rates

7.6 As detailed within **Section 3.0** of this report, a CTC survey was undertaken during a neutral weekday of January 2025 at the Red Marl Way / Barn End Road junction, to identify the arrival and departure trip rates during the morning and evening peak hour periods associated with the Red Marl Way residential estate.

7.7 The AM and PM trip rates of the Red Marl Way residential estate have been applied to the proposed residential development of 110 dwellings, with the results identified below at **Table 6.**

Table 6 – Forecast Development Trip Generation (Red Marl Way Residential Estate Trip Rates)

Peak Hour	Trip Rate (per dwelling)		Trips (110 dwellings)		Total
	In	Out	In	Out	
AM	0.071	0.428	8	47	**55**
PM	0.408	0.142	45	16	**61**

NB: AM peak is 08:00-09:00, PM peak is 16:45-17:45 for TRICS sites; trips have been rounded

7.8 **Table 6** demonstrates that based on the trip rates associated with the Red Marl Way residential estate, the proposed development is forecast to generate 55 and 61 two-way vehicle movements during the AM and PM development peak hours respectively.

Summary

7.9 The methodologies undertaken to obtain trip rates for the proposed development identify that the trip rates associated with the Red Marl Way residential estate are overall higher than average trip rates from representative sites on the TRICS database.

7.10 To provide a robust assessment, the Red Marl Way residential estate trip rates have therefore been used.

Traffic Distribution and Assignment

7.11 The forecast residential development traffic has been distributed across the highway network based on 2011 Census Origin / Destination Travel to Work data (using MSOA area – North Warwickshire 001 as the place of residence). The full details of this assessment are included in this report at **Appendix H.**

7.12 Traffic has been assigned to the network using the Google traffic online routing tool, with the resulting assignment as follows:

- Austrey Road = 7.5%
- Orton Road (East) = 4.2%
- Barn End Road (South) = 10.8%
- Kisses Barn Lane = 10.6%
- Stiper's Hill = 54.4%
- Linden Lane = 12.5%

7.13 The forecast development trips during the AM and PM peak hours across the local highway network, based on the assignment of traffic as identified above, is identified below at **Table 7**.

Table 7 – Forecast Development Trip Assignment Along Local Highway Network

Route	AM		PM	
	Inbound	Outbound	Inbound	Outbound
Austrey Road	1	4	3	1
Orton Road (East)	0	2	2	1
Barn End Road (South)	1	5	5	2
Kisses Barn Lane	1	5	5	2
Stiper's Hill	4	25	24	8
Linden Lane	1	6	6	2

7.14 Based on the assignment of development traffic, the following junctions have been assessed within **Section 8.0** of this report;

- Site Access / Church Road;
- Barn End Road / Orton Road;
- Orton Road / Church Road (East)
- Orton Road / Church Road (West); and
- Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane.

7.15 The traffic flow diagrams, identifying the 2025 Base, 2030 Base + Committed Development and 2030 Base + Committed + Proposed Development scenarios during the AM and PM peak hours at the junctions identified above, are identified within **Figures 7.1** – **7.14**.

7.16 It should be noted that the traffic flow diagrams for the 2030 Base + Committed Development + Proposed Development scenarios identify the combined peak hours of the forecast development traffic (07:45 – 08:45 and 16:45 – 17:45) and the peak hours of the local highway network (07:45 – 08:45 and 16:15 – 17:15) for a robust assessment.

8.0 Traffic Impact and Capacity Analysis

Introduction

8.1 The off-site junctions, as set out within **Section 7.0** of this report, have been assessed during the AM and PM peak hours for the following scenarios;

- 2025 Base;
- 2030 Base + Committed Development; and
- 2030 Base + Committed Development + Proposed Development.

8.2 The traffic growth factors used to forecast future year base traffic have been taken from TEMPro (version 8.1 core scenario) with growth factors, adjusted for NTM, for the North Warwickshire 001 MSOA.

- 2025 to 2030 Weekday AM = 1.0629
- 2025 to 2030 Weekday PM = 1.0656

8.3 Traffic survey data from January 2025, detailed within **Section 3.0** of this report, has been used as the baseline for the traffic analysis.

Site Access / Church Road Priority-Controlled Junction

8.4 The proposed Site Access / Church Road junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix I**.

8.5 **Table 8** summarises the results of the analysis and details the predicted operation of the Site Access / Church Road priority-controlled junction.

Table 8 – Site Access / Church Road Priority-Controlled Junction

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed Development + Proposed Development						
Site Access	0.08	0	6	0.03	0	6
Church Road Right Turn	0.01	0	5	0.08	0	6

8.6 The assessment results demonstrate that the Site Access / Church Road junction will operate with significant spare capacity with negligible queues and delays during both peak hours in the 2030 Base + Committed Development + Proposed Development scenario.

Barn End Road / Orton Road Priority-Controlled Crossroads Junction

8.7 The Barn End Road / Orton Road junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix J**.

8.8 **Table 9** summarises the results of the analysis and details the predicted operation of the Barn End Road / Orton Road priority-controlled crossroads junction.

Table 9 – Barn End Road / Orton Road Priority-Controlled Crossroads Junction

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2025 Base						
Orton Road East	0.16	0	9	0.11	0	8
Barn End Road Right Turn to Orton Road West	0.10	0	6	0.06	0	6
Orton Road West	0.18	0	9	0.18	0	8
Barn End Road Right Turn to Orton Road East	0.03	0	6	0.05	0	6
2030 Base + Committed Development						
Orton Road East	0.26	0	10	0.16	0	8
Barn End Road Right Turn to Orton Road West	0.11	0	6	0.06	0	6
Orton Road West	0.19	0	9	0.23	0	9
Barn End Road Right Turn to Orton Road East	0.05	0	6	0.09	0	6
2030 Base + Committed Development + Proposed Development						
Orton Road East	0.26	0	10	0.17	0	9
Barn End Road Right Turn to Orton Road West	0.11	0	6	0.07	0	6
Orton Road West	0.23	0	10	0.24	0	9
Barn End Road Right Turn to Orton Road East	0.05	0	6	0.09	0	6

8.9 The assessment results demonstrate that the Barn End Road / Orton Road junction will operate with significant spare capacity with negligible queues and delays during both peak hours in the 2030 Base + Committed Development + Proposed Development scenario.

Orton Road / Church Road (East Extent) Three-Way Priority-Controlled Junction

8.10 The east extent of the Orton Road / Church Road three-way junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix K**.

8.11 **Table 10** summarises the results of the analysis and details the predicted operation of the Orton Road / Church Road three-way junction (east extent).

Table 10 – Orton Road / Church Road Three Way Junction (East Extent)

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2025 Base						
Church Road	0.0	0	0	0.0	0	0
Orton Road Right Turn	0.0	0	0	0.0	0	6
2030 Base + Committed Development						
Church Road	0.0	0	0	0.0	0	0
Orton Road Right Turn	0.0	0	0	0.0	0	6
2030 Base + Committed Development + Proposed Development						
Church Road	0.02	0	0	0.01	0	6
Orton Road Right Turn	0.0	0	0	0.02	0	6

8.12 The assessment results demonstrate that the Orton Road / Church Road (east extent) junction will operate with significant spare capacity with negligible queues and delays during both peak hours in the 2030 Base + Committed Development + Proposed Development scenario.

Orton Road / Church Road (West Extent) Three-Way Priority-Controlled Junction

8.13 The west extent of the Orton Road / Church Road three-way junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix L**.

8.14 **Table 11** summarises the results of the analysis and details the predicted operation of the Orton Road / Church Road three-way junction (east extent).

Table 10 – Orton Road / Church Road Three Way Junction (West Extent)

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2025 Base						
Church Road	0.16	0	9	0.14	0	9
Orton Road Right Turn	0.00	0	0	0.00	0	0
2030 Base + Committed Development						
Church Road	0.17	0	9	0.15	0	9
Orton Road Right Turn	0.00	0	0	0.00	0	0
2030 Base + Committed Development + Proposed Development						
Church Road	0.26	0	10	0.18	0	10
Orton Road Right Turn	0.00	0	0	0.00	0	0

8.15 The assessment results demonstrate that the Orton Road / Church Road (west extent) junction will operate with significant spare capacity with negligible queues and delays during both peak hours in the 2030 Base + Committed Development + Proposed Development scenario.

Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane Crossroads Junction

8.16 The Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix M**.

8.17 **Table 12** summarises the results of the analysis and details the predicted operation of the Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane priority-controlled crossroads junction.

Table 12 – Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane Priority-Controlled Crossroads Junction

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2025 Base						
Kisses Barn Lane	0.16	0	9	0.25	0	10
Orton Road Right Turn	0.07	0	6	0.06	0	6
Linden Lane to Kisses Barn Lane	0.15	0	8	0.13	0	7
Linden Lane Right Turn	0.10	0	8	0.05	0	8
Stiper's Hill Right Turn	0.06	0	6	0.04	0	6
2030 Base + Committed Development						
Kisses Barn Lane	0.18	0	9	0.27	0	10
Orton Road Right Turn	0.10	0	6	0.07	0	6
Linden Lane to Kisses Barn Lane	0.17	0	8	0.15	0	7
Linden Lane Right Turn	0.11	0	9	0.06	0	8
Stiper's Hill Right Turn	0.07	0	6	0.04	0	6
2030 Base + Committed Development + Proposed Development						
Kisses Barn Lane	0.18	0	10	0.29	0	10
Orton Road Right Turn	0.11	0	6	0.08	0	6
Linden Lane to Kisses Barn Lane	0.17	0	8	0.16	0	7
Linden Lane Right Turn	0.12	0	9	0.06	0	8
Stiper's Hill Right Turn	0.07	0	6	0.04	0	6

8.18 The assessment results demonstrate that the Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane junction will operate with significant spare capacity with negligible queues and delays during both peak hours in the 2030 Base + Committed Development + Proposed Development scenarios.

9.0 Summary and Conclusion

Summary

9.1 Hub Transport Planning Ltd has been commissioned by Richborough / Michael Ensor Caton and Andrew Norman Caton to provide transport advice for a proposed residential development on land north of Orton Road, Warton, Warwickshire.

9.2 This report supports an 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.

9.3 A review of the PIA data across the surrounding highway network does not suggest that there are any specific highway safety issues attributable to the layout of the local highway network, with the descriptions of the recorded PIA's within the latest five-year period of data indicating that these primarily occurred due to driver error.

9.4 There is a reasonable range of local facilities within Warton, that are to be accessible from the site by walking along the proposed and existing footway network, as well as by cycling along the existing road network within the village, which has been determined appropriate to cycle along. Further facilities are accessible within Polesworth, with some of these within a 2km walking distance via the existing pedestrian infrastructure, whilst further facilities within this neighbouring village and within Tamworth are also accessible via the buses that serve the local stops within short walking distance of the site.

9.5 Proposed primary vehicular access to the site is to be provided in the form of a new priority-controlled junction served from Church Road, with a 5.5m wide carriageway and adjacent 2m wide footways proposed in accordance with the Warwickshire Design Guide for a Link Road / Tertiary Road (Type 1).

9.6 A separate pedestrian access is also proposed to be served from Church Road at the western boundary of the site, which is to connect with existing footways that directly lead to Polesworth.

9.7 The internal layout is to be designed generally in accordance with MfS, MfS2 and the Warwickshire Design Guide, with all relevant vehicles to be able to suitably access, route through, turn and egress the site in forward gear without any conflicts.

9.8 Improvements at the Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane junction are also proposed in the form of providing larger, illuminated and overall, more visible give-way signs along Kisses Barn Lane and Linden Lane, both on approach and at the junction with Stiper's Hill and Linden Lane.

9.9 The proposed development has been assessed using robust trip rates derived from the Red Marl Way residential estate immediately adjacent to the site; these are higher than rates derived from the TRICS database.

9.10 Assessments carried out at the proposed site access junction and off-site junctions, including the, Orton Road / Barn End Road, Orton Road / Church Road and Orton Road / Kisses Barn Lane / Stiper's Hill / Linden Lane have each been identified to operate with significant spare capacity during both peak hours in the 2030 Base + Committed Development + Proposed Development scenario.

Conclusions

9.11 The NPPF states that 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, and that safe and suitable access to the site is achievable for all users.

9.12 The development is located to make use of existing infrastructure and services, whilst the proposed site access arrangements to the development have been designed to ensure safe and suitable access can be achieved by all users.

9.13 Paragraph 116 of the NPPF states;

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'.

9.14 This TA demonstrates that the development will have no unacceptable impact on highway safety and also will not result in a severe residual cumulative impact along the local highway network.

9.15 As such, it is reasonable to determine that there are no reasons why the proposals should be resisted on traffic or transportation grounds.

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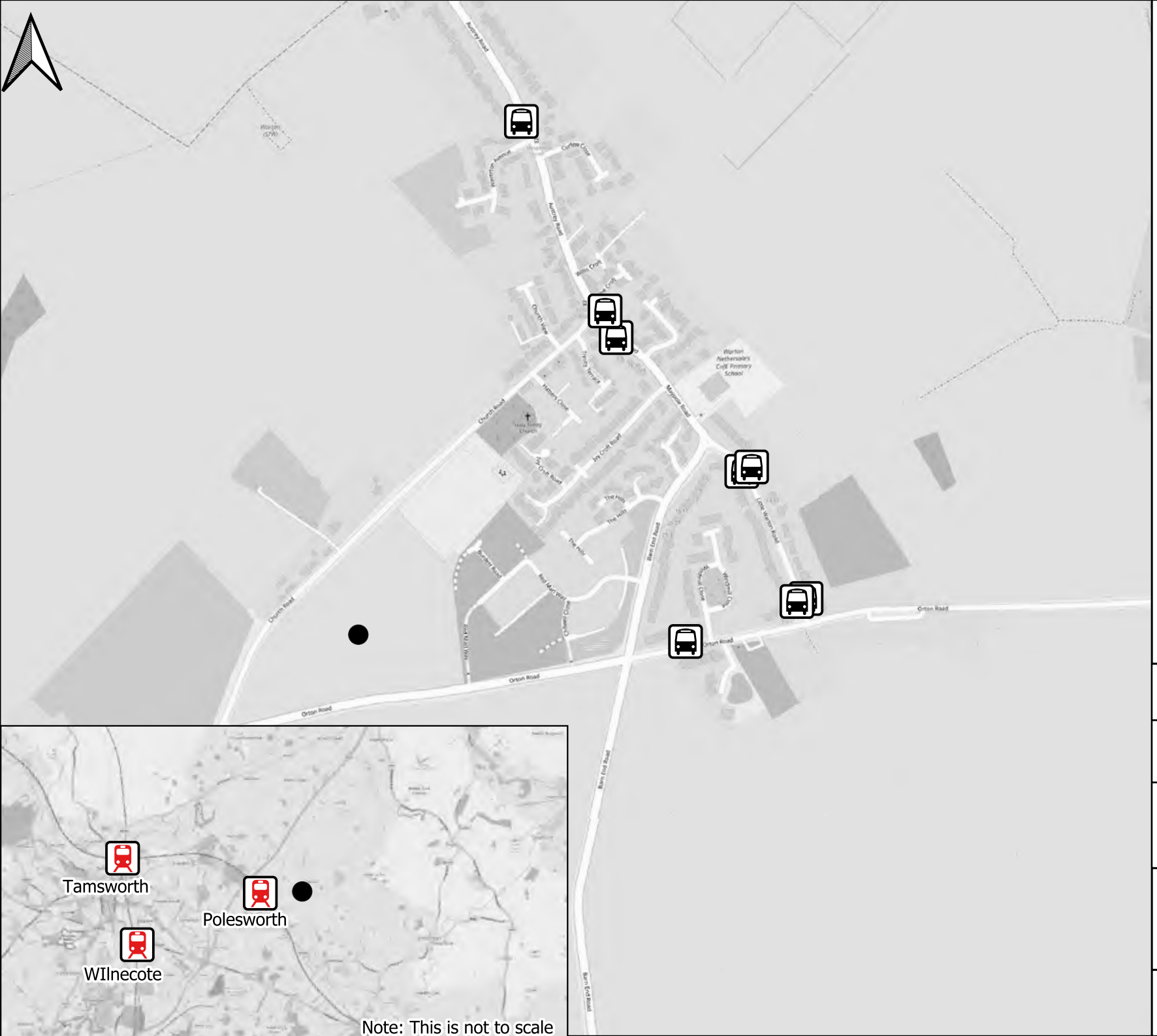
Figures



Legend

- Site
- Bus Stops
- Railway Station

Figure 1.1 - Site Location

Richborough

hub TRANSPORT PLANNING LTD

0 150 300 m

Legend

- Site

Local Facilities

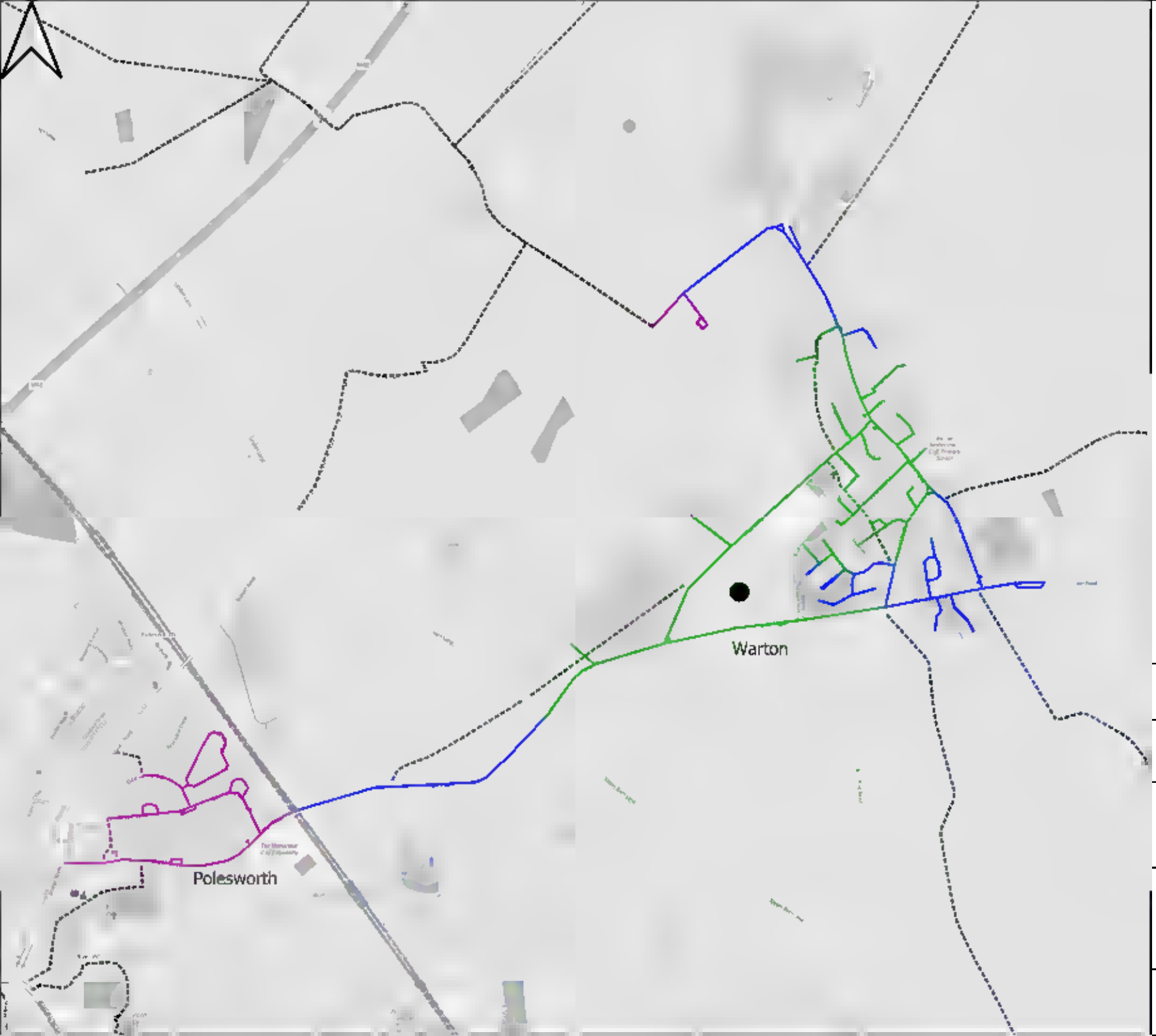
- Education
- Healthcare
- Retail
- Leisure
- Community

Figure 4.1 - Local Facilities Rev A

Richborough

hub

0 200 400 600 m



Legend

- Site

Walking Network

- 800m
- 1200m
- 2000m
- WCC PRoWs

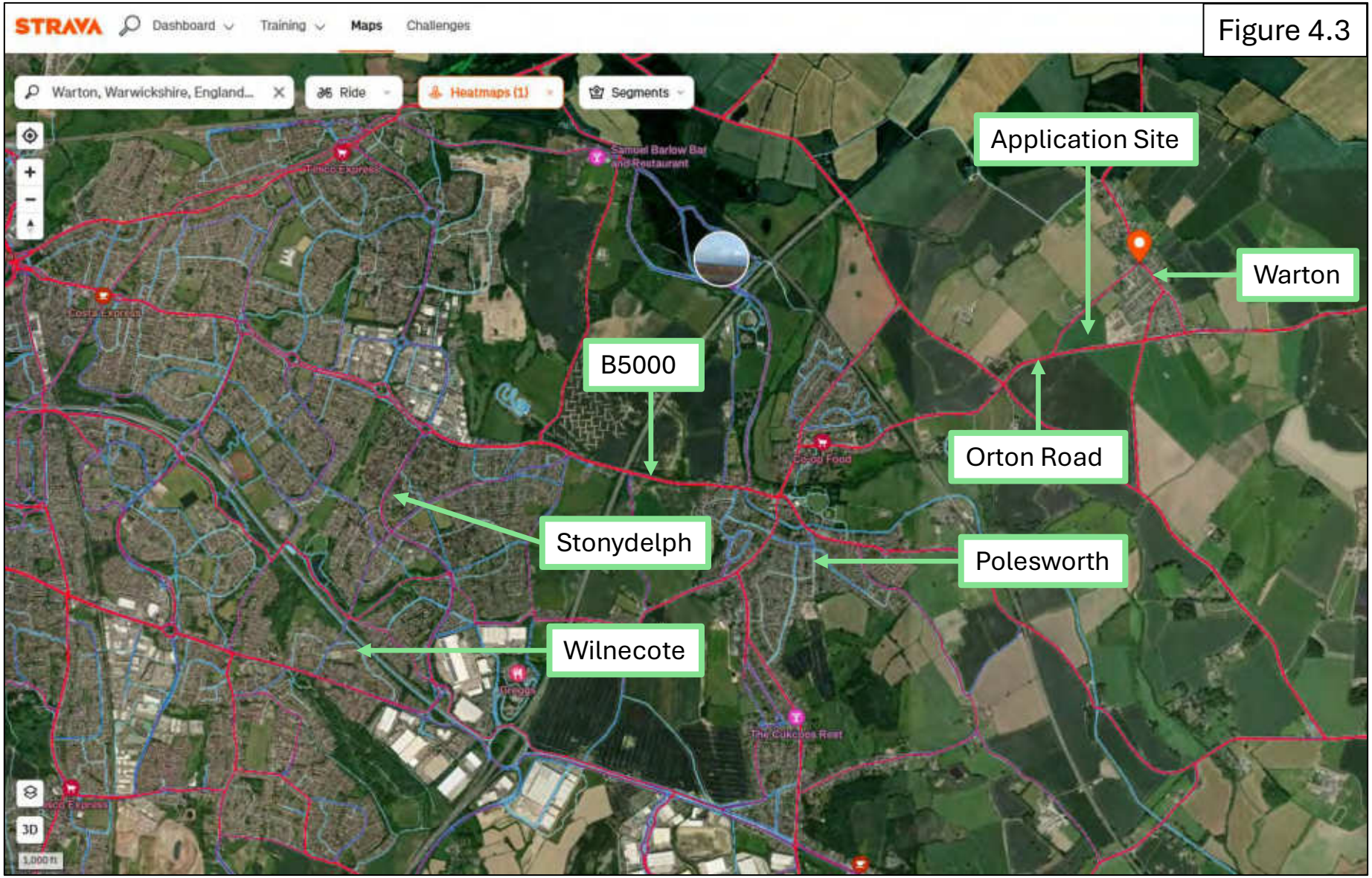
Figure 4.2 - Walking Distances Rev A

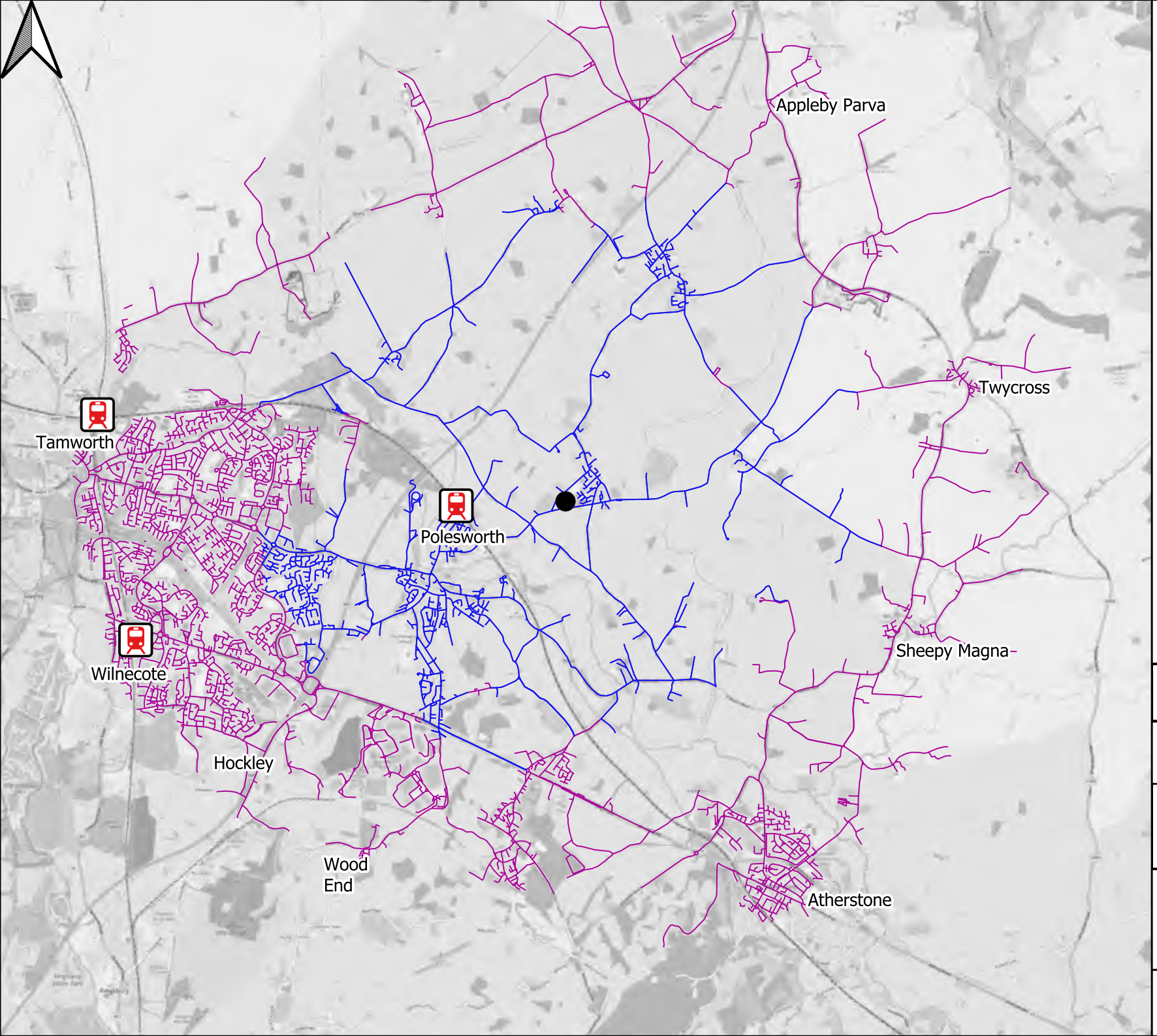
Richborough

hub TRANSPORT PLANNING LTD

0 200 400 600 m

Figure 4.3


STRAVA
Dashboard
Training
Maps
Challenges
Warton, Warwickshire, England...
Ride
Heatmaps (1)
Segments
Application Site
Warton
B5000
Orton Road
Stonydelph
Polesworth
Wilnecote
3D



Legend

- Site

Cycling Network

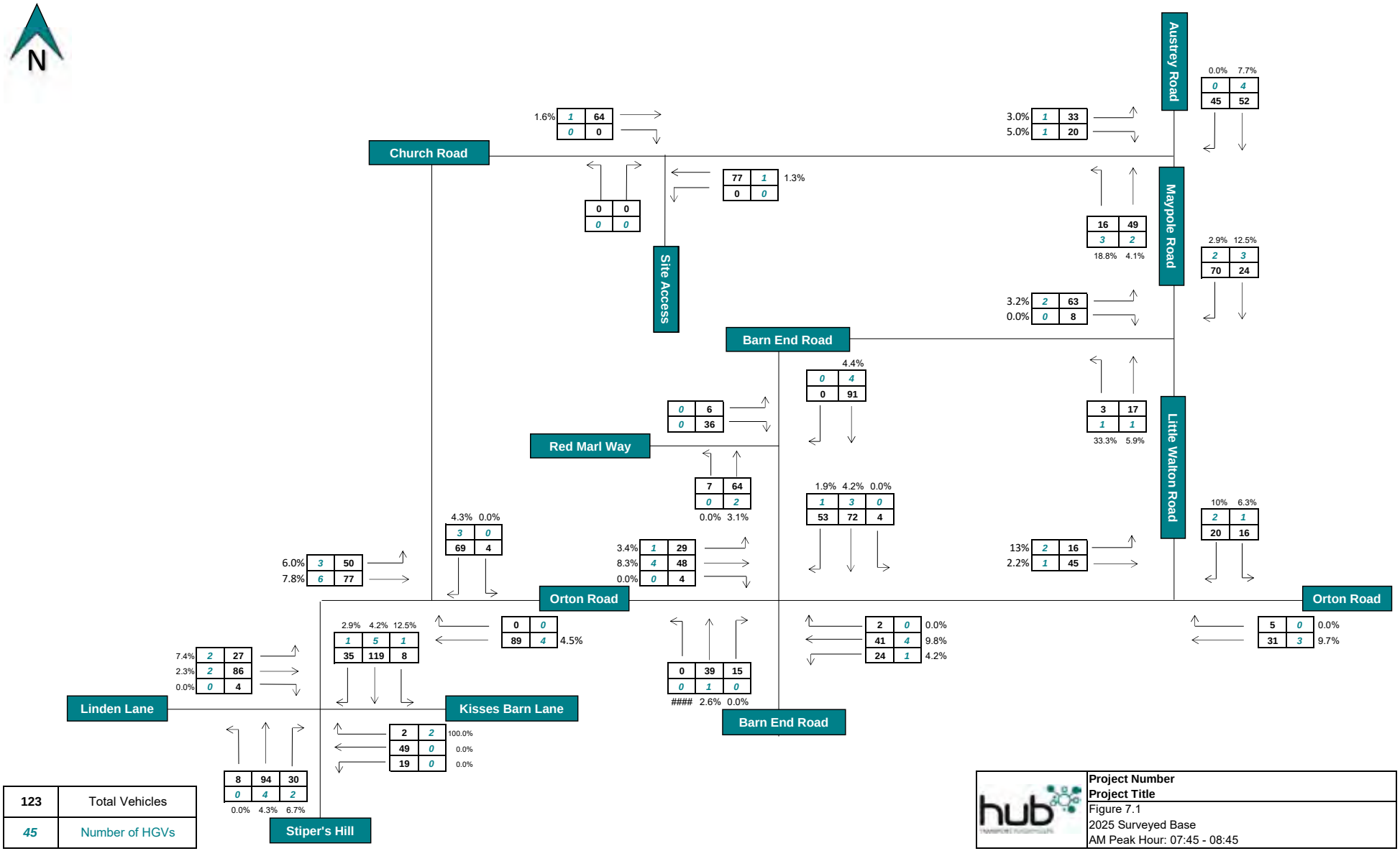
- 5000m
- 8000m
- Railway Station

Figure 4.3 - Cycling Distances Rev A

Richborough

hub

0 1 2 3 km


N
Austrey Road
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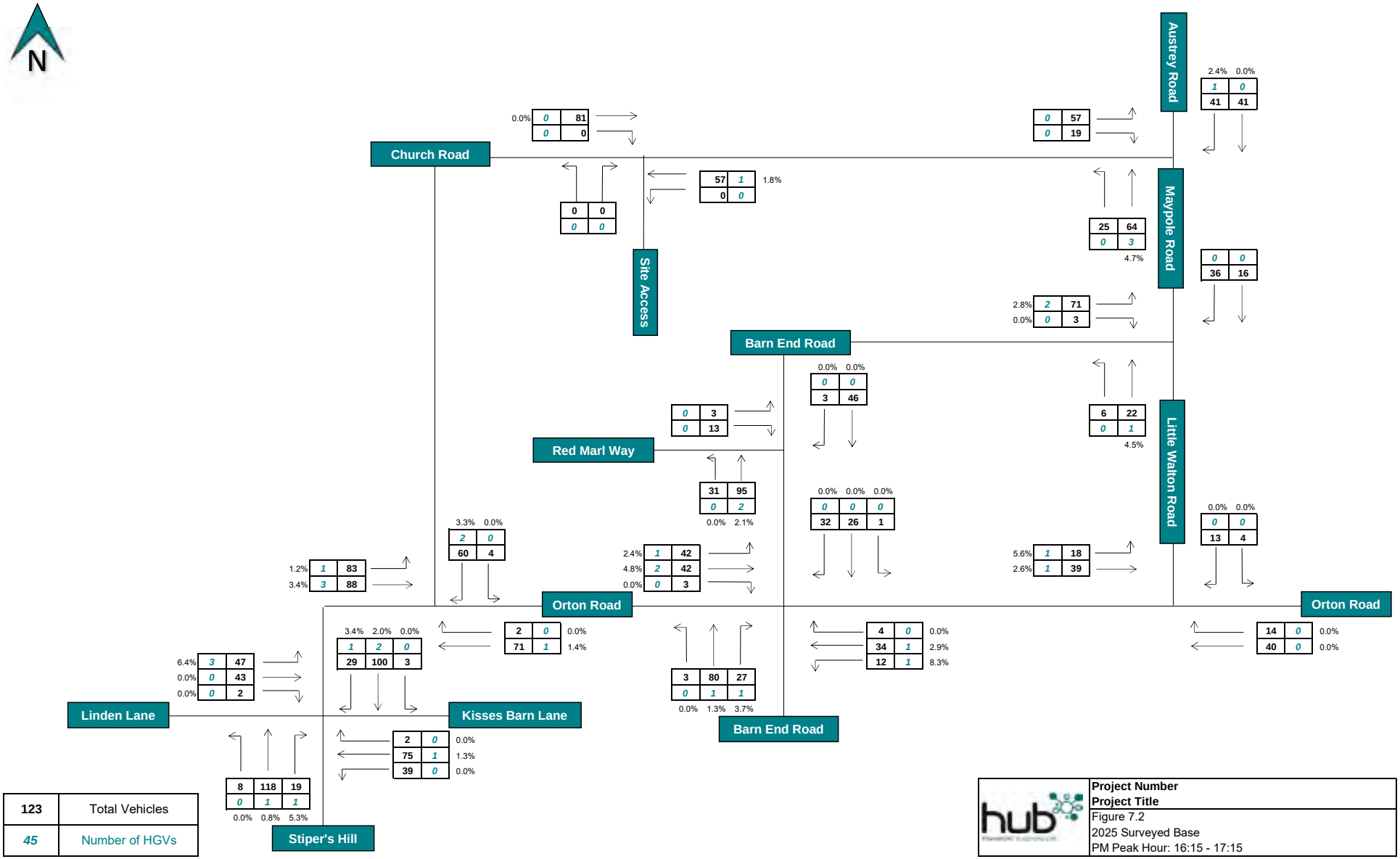
Site Access
Maypole Road
Barn End Road
Red Marl Way
Little Walton Road
Orton Road
Orton Road
Linden Lane
Kisses Barn Lane
Barn End Road
Stiper's Hill
1.6% 1 64 0 0
77 1 1.3% 0 0
0 0 0 0
3.0% 1 33 5.0% 1 20
0.0% 7.7% 0 4 45 52
16 49 3 2 18.8% 4.1%
2.9% 12.5% 2 3 70 24
3.2% 2 63 0.0% 0 8
4.4% 0 4 0 91
0 6 0 36
3 17 1 1 33.3% 5.9%
7 64 0 2 0.0% 3.1%
1.9% 4.2% 0.0% 1 3 0 53 72 4
10% 6.3% 2 1 20 16
13% 2 16 2.2% 1 45
4.3% 0.0% 3 0 69 4
6.0% 3 50 7.8% 6 77
3.4% 1 29 8.3% 4 48 0.0% 0 4
2.9% 4.2% 12.5% 1 5 1 35 119 8
0 0 89 4 4.5%
7.4% 2 27 2.3% 2 86 0.0% 0 4
0 39 15 0 1 0 #### 2.6% 0.0%
2 0 0.0% 41 4 9.8% 24 1 4.2%
5 0 0.0% 31 3 9.7%
2 2 100.0% 49 0 0.0% 19 0 0.0%
8 94 30 0 4 2 0.0% 4.3% 6.7%
123 Total Vehicles
45 Number of HGVs
Project Number
Project Title
Figure 7.1
2025 Surveyed Base
AM Peak Hour: 07:45 - 08:45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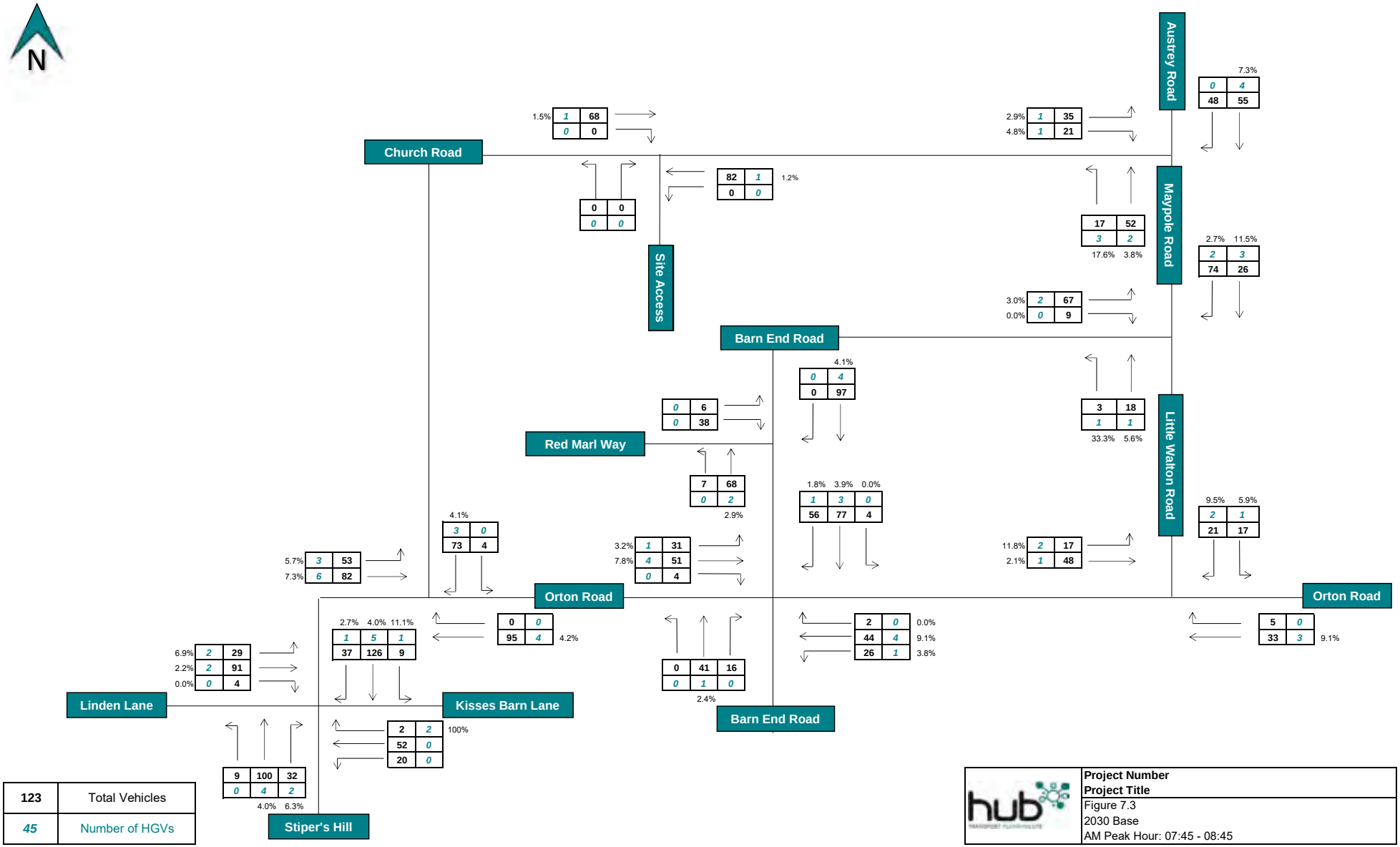
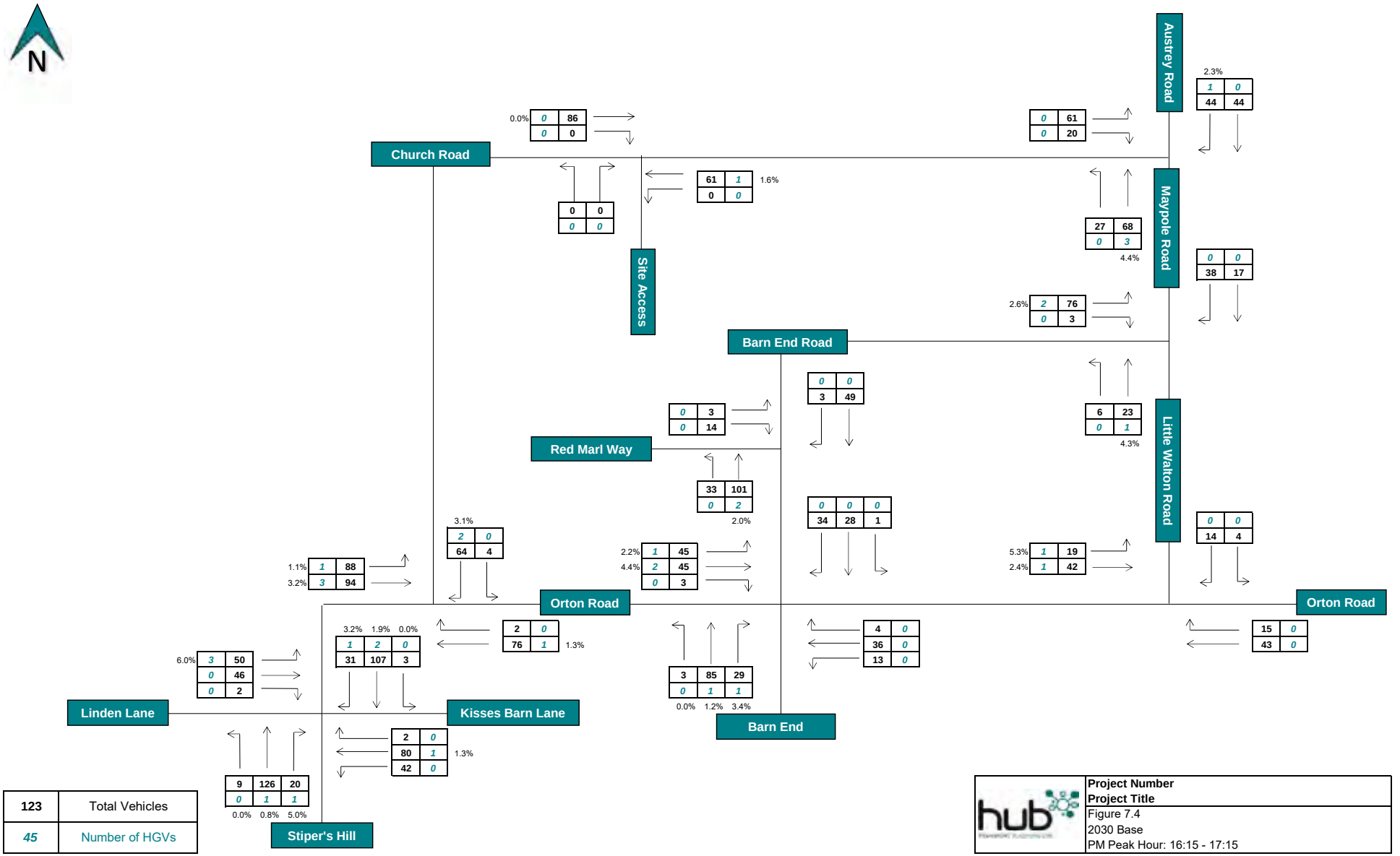
Stiper's Hill
0.0% 0 81 0 0
0 0 0 0
57 1 0 0 1.8%
0 57 0 19
2.4% 0.0% 1 0 41 41
25 64 0 3 4.7%
0 0 36 16
2.8% 2 71 0.0% 0 3
0.0% 0.0% 0 0 3 46
0 3 0 13
6 22 0 1 4.5%
31 95 0 2 0.0% 2.1%
0.0% 0.0% 0.0% 0 0 0 32 26 1
0.0% 0.0% 0 0 13 4
3.3% 0.0% 2 0 60 4
1.2% 1 83 3.4% 3 88
2.4% 1 42 4.8% 2 42 0.0% 0 3
5.6% 1 18 2.6% 1 39
2 0 0.0% 71 1 1.4%
4 0 0.0% 34 1 2.9% 12 1 8.3%
14 0 0.0% 40 0 0.0%
3.4% 2.0% 0.0% 1 2 0 29 100 3
6.4% 3 47 0.0% 0 43 0.0% 0 2
3 80 27 0 1 1
0.0% 1.3% 3.7%
2 0 0.0% 75 1 1.3% 39 0 0.0%
8 118 19 0 1 1
0.0% 0.8% 5.3%
123 Total Vehicles
45 Number of HGVs
Project Number
Project Title
Figure 7.2
2025 Surveyed Base
PM Peak Hour: 16:15 - 17:15


N
Austrey Road
Church Road
Site Access
Maypole Road
Barn End Road
Red Marl Way
Little Walton Road
Orton Road
Orton Road
Linden Lane
Kisses Barn Lane
Barn End Road
Stiper's Hill
1.5% 1 68 0 0
82 1 0 0 1.2%
0 0 0 0
2.9% 1 35 4.8% 1 21
7.3% 0 4 48 55
17 52 3 2 17.6% 3.8%
2.7% 11.5% 2 3 74 26
3.0% 2 67 0.0% 0 9
4.1% 0 4 0 97
0 6 0 38
3 18 1 1 33.3% 5.6%
7 68 0 2 2.9%
1.8% 3.9% 0.0% 1 3 0 56 77 4
9.5% 5.9% 2 1 21 17
11.8% 2 17 2.1% 1 48
4.1% 3 0 73 4
5.7% 3 53 7.3% 6 82
3.2% 1 31 7.8% 4 51 0 4
0 0 95 4 4.2%
2.7% 4.0% 11.1% 1 5 1 37 126 9
2 0 44 4 26 1 0.0% 9.1% 3.8%
5 0 33 3 9.1%
6.9% 2 29 2.2% 2 91 0.0% 0 4
0 41 16 0 1 0 2.4%
2 2 52 0 20 0 100%
9 100 32 0 4 2 4.0% 6.3%
123 Total Vehicles
45 Number of HGVs
hub
Project Number
Project Title
Figure 7.3
2030 Base
AM Peak Hour: 07:45 - 08:45


N
Austrey Road
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Little Walton Road
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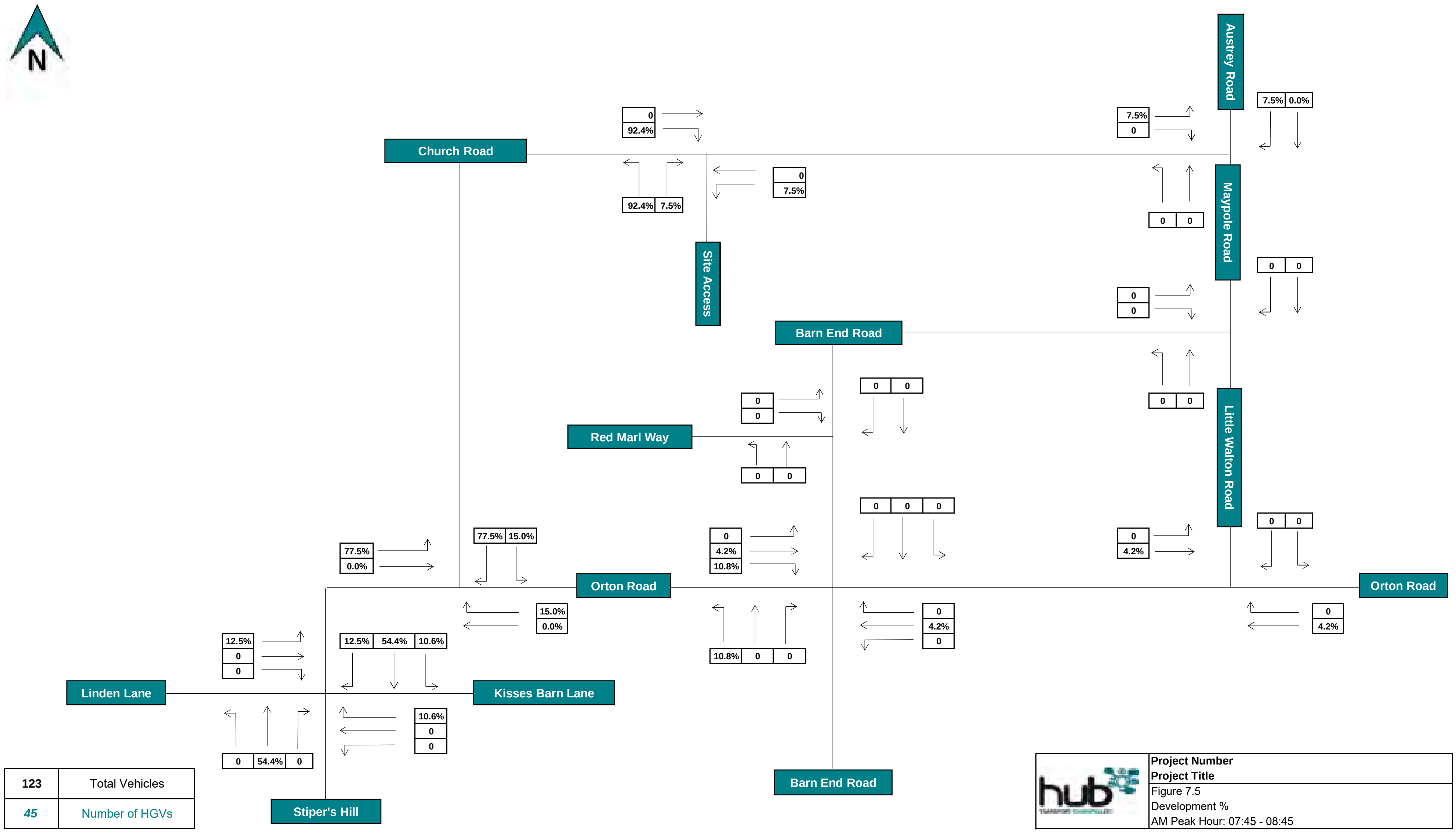
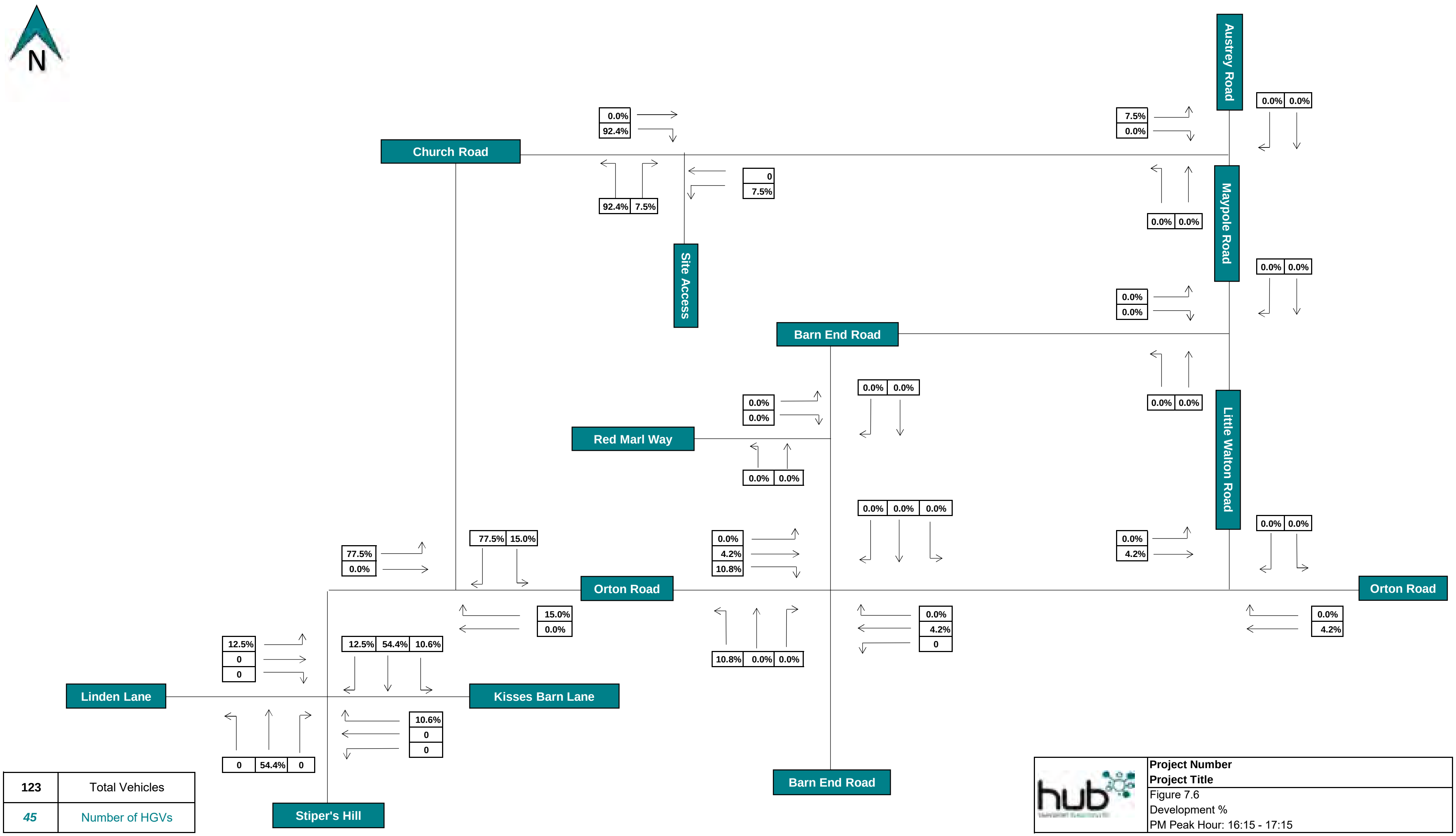
Orton Road
Linden Lane
Kisses Barn Lane
Barn End
Stiper's Hill
0.0% 0 86 0 0
0 0 0 0
61 1 0 0 1.6%
0 61 0 20
2.3% 1 0 44 44
27 68 0 3 4.4%
0 0 38 17
2.6% 2 76 0 3
0 0 3 49
0 3 0 14
6 23 0 1 4.3%
33 101 0 2 2.0%
0 0 0 34 28 1
3.1% 2 0 64 4
1.1% 1 88 3.2% 3 94
2.2% 1 45 4.4% 2 45 0 3
5.3% 1 19 2.4% 1 42
0 0 14 4
3.2% 1.9% 0.0% 1 2 0 31 107 3
2 0 76 1 1.3%
4 0 36 0 13 0
15 0 43 0
6.0% 3 50 0 46 0 2
3 85 29 0 1 1 0.0% 1.2% 3.4%
2 0 80 1 42 0 1.3%
9 126 20 0 1 1 0.0% 0.8% 5.0%
123 Total Vehicles
45 Number of HGVs
Project Number
Project Title
Figure 7.4
2030 Base
PM Peak Hour: 16:15 - 17:15

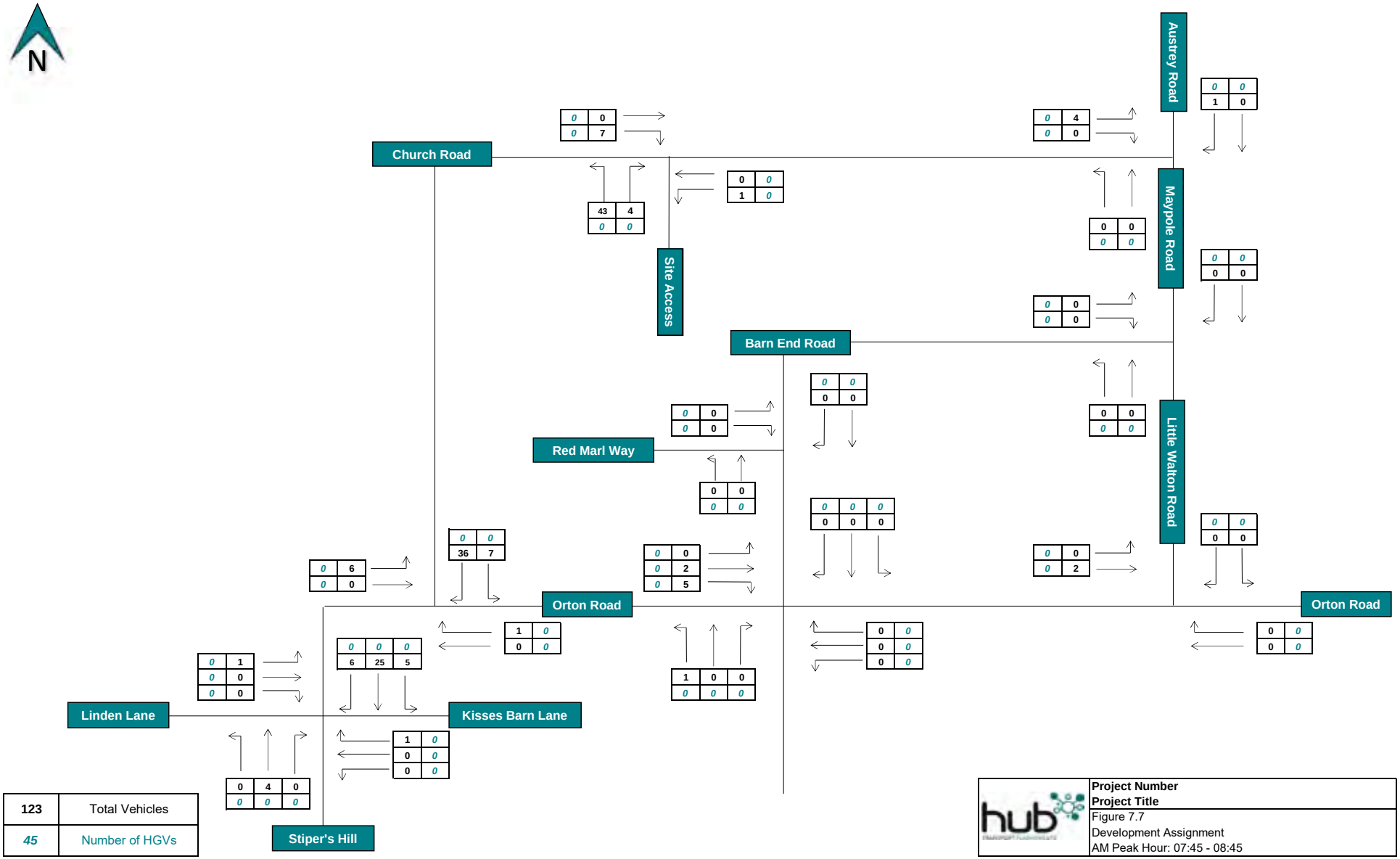


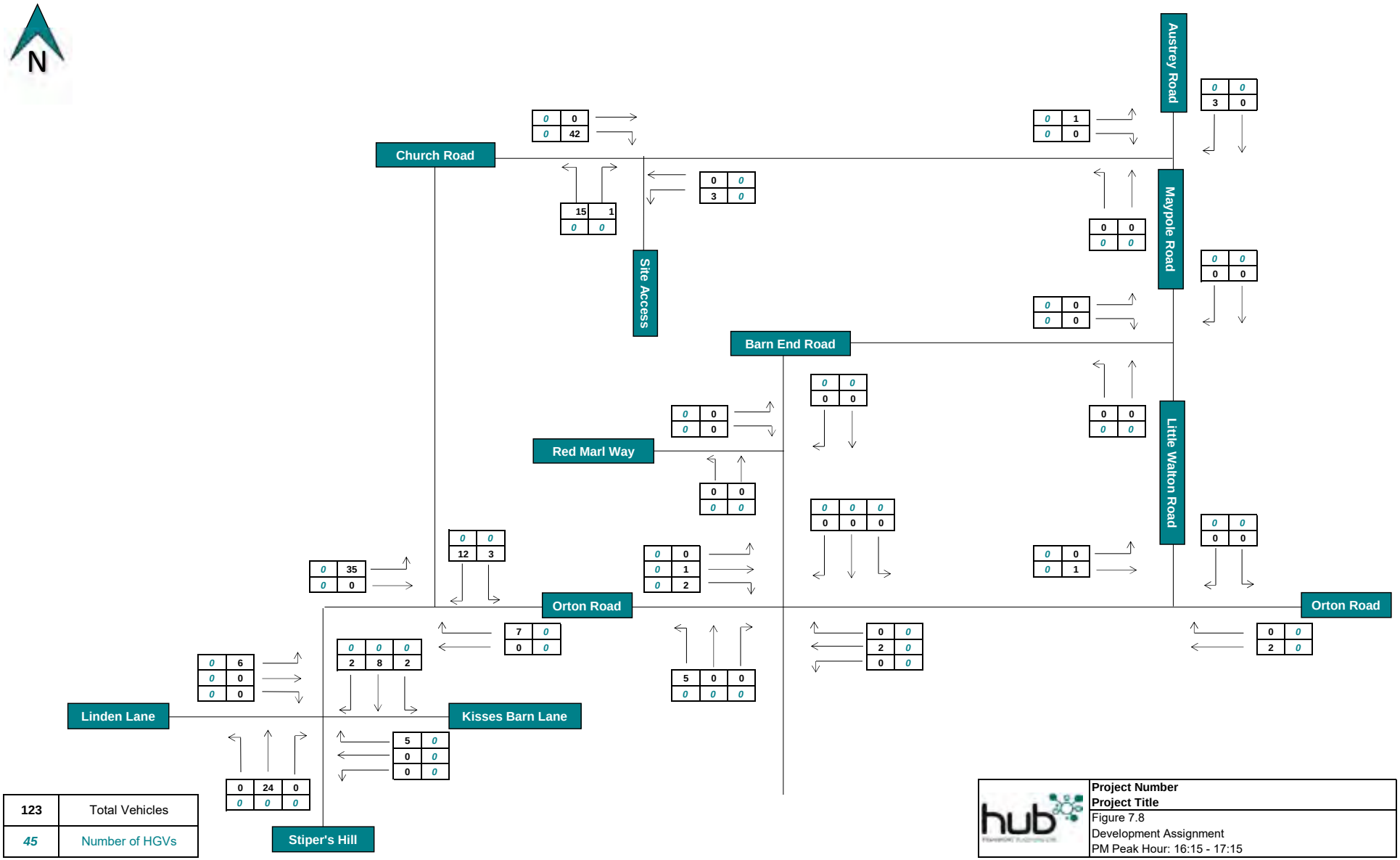
Project Number
Project Title
Figure 7.5
Development %
AM Peak Hour: 07:45 - 08:45



123	Total Vehicles
45	Number of HGVs

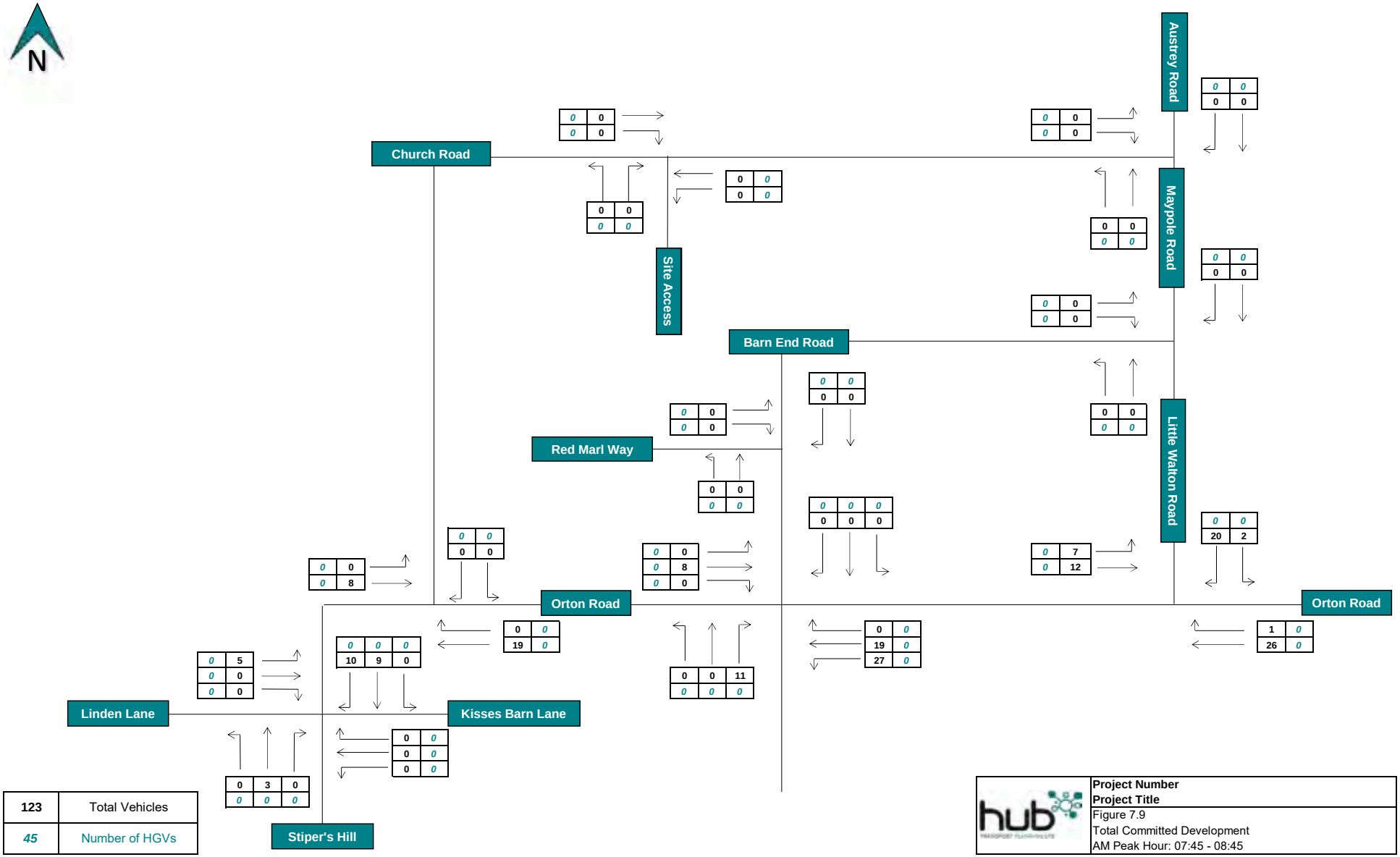
Project Number
Project Title
Figure 7.6
Development %
PM Peak Hour: 16:15 - 17:15


N
Austrey Road
Church Road
Site Access
Maypole Road
Barn End Road
Red Marl Way
Little Walton Road
Orton Road
Orton Road
Linden Lane
Kisses Barn Lane
Stiper's Hill
123
Total Vehicles
45
Number of HGVs
Project Number
Project Title
Figure 7.7
Development Assignment
AM Peak Hour: 07:45 - 08:45



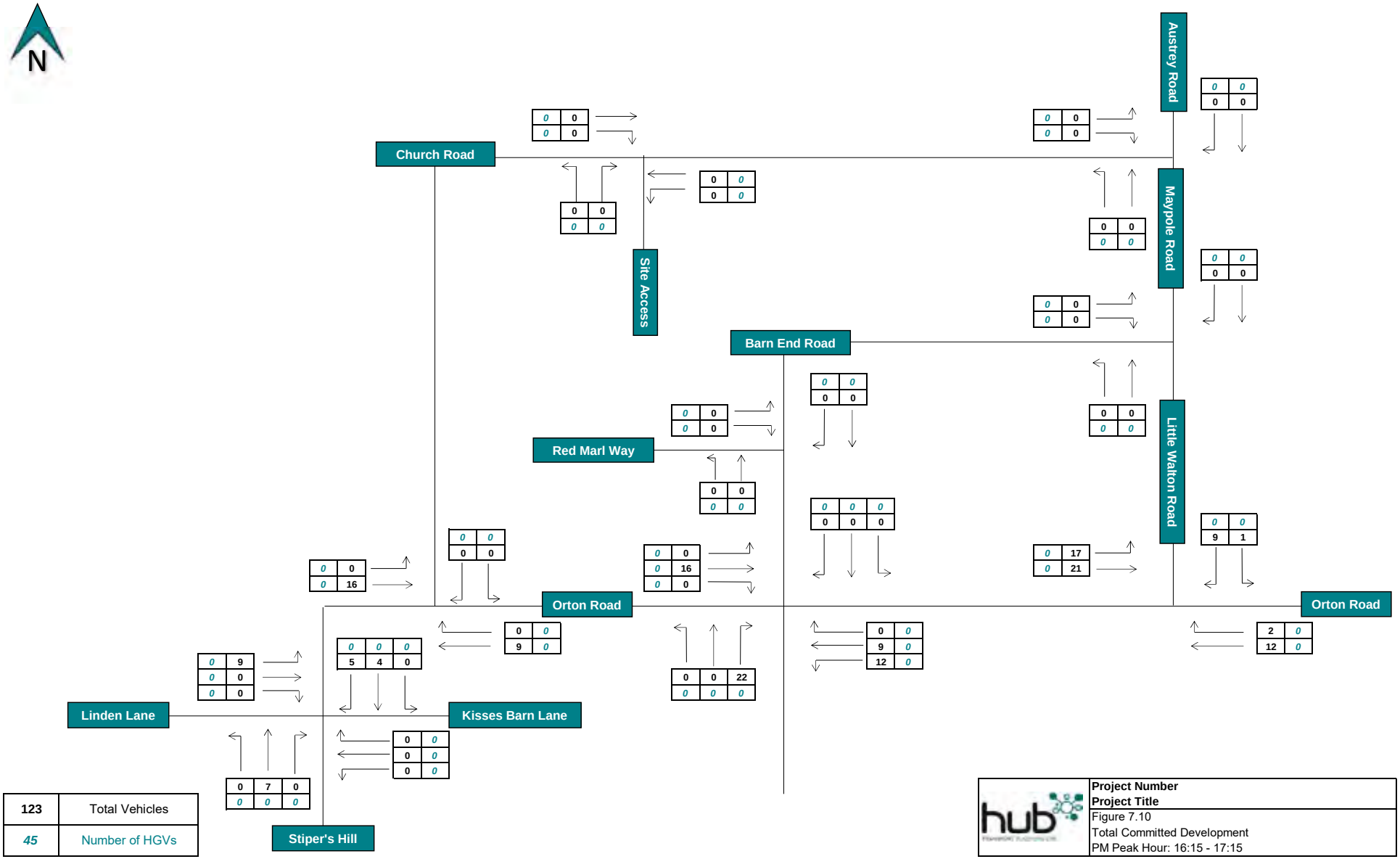
123	Total Vehicles
45	Number of HGVs

hub	**Project Number**
	Project Title
	Figure 7.8
	Development Assignment
	PM Peak Hour: 16:15 - 17:15



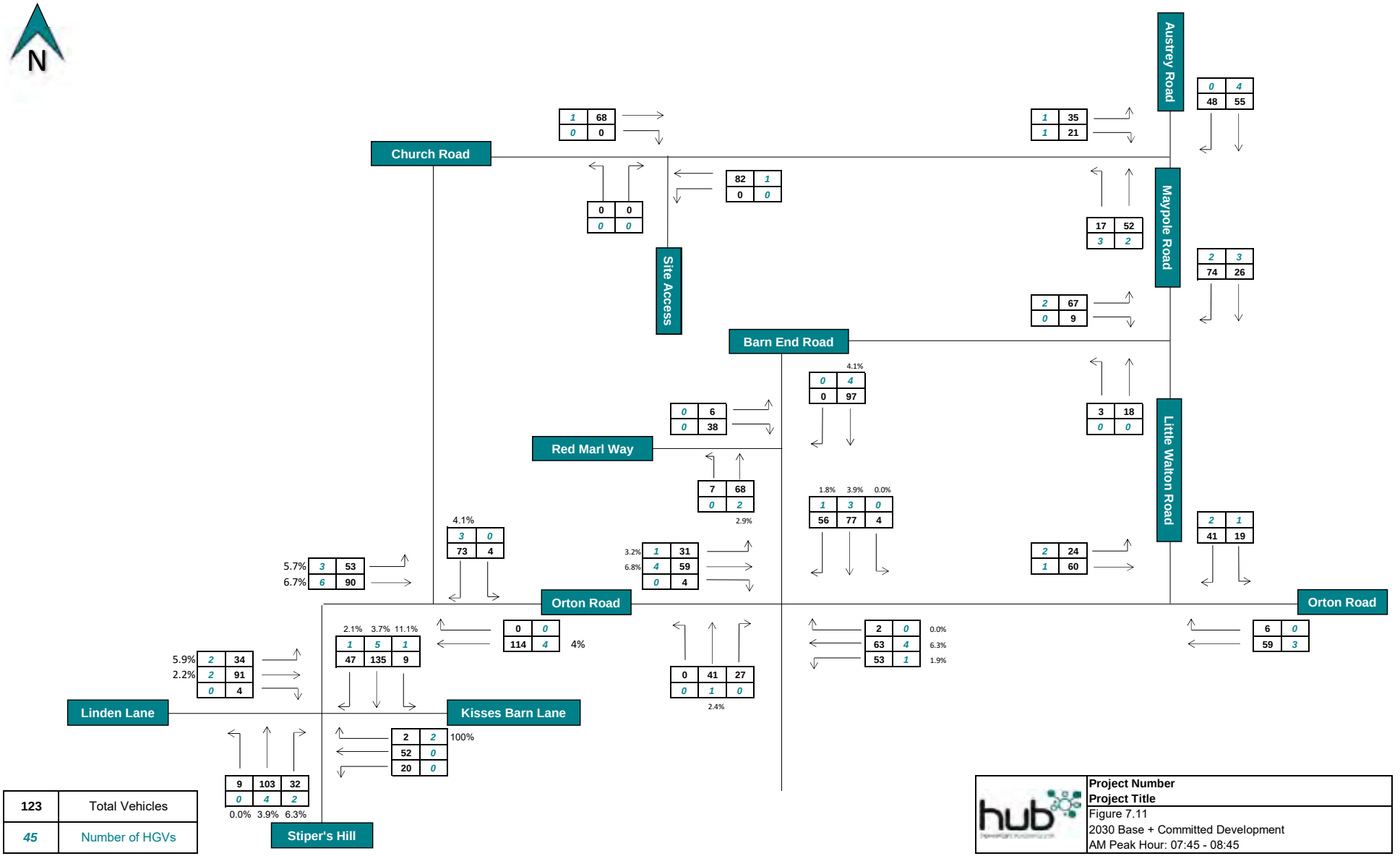
123	Total Vehicles
45	Number of HGVs

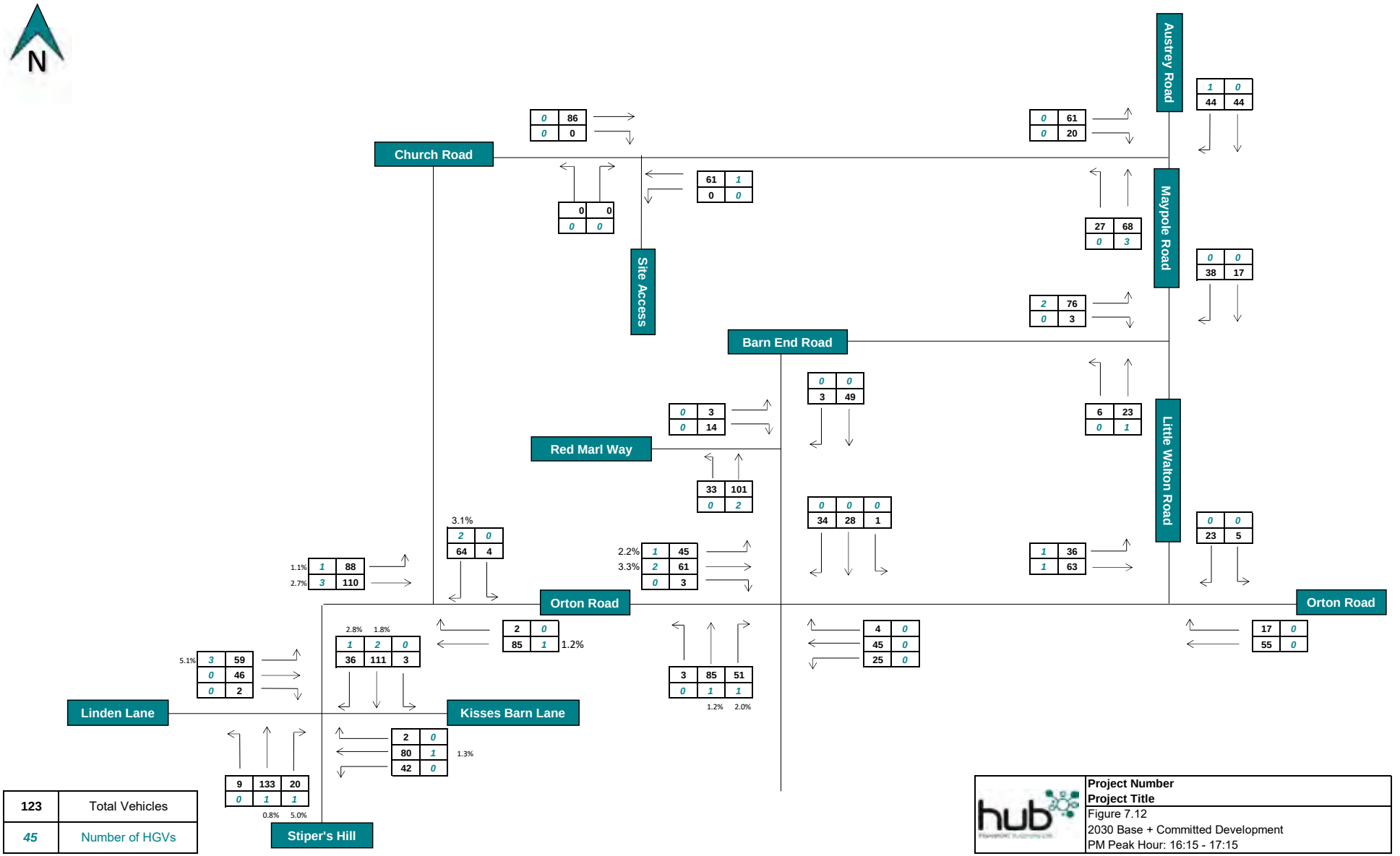
	Project Number
	Project Title
	Figure 7.9
	Total Committed Development
	AM Peak Hour: 07:45 - 08:45

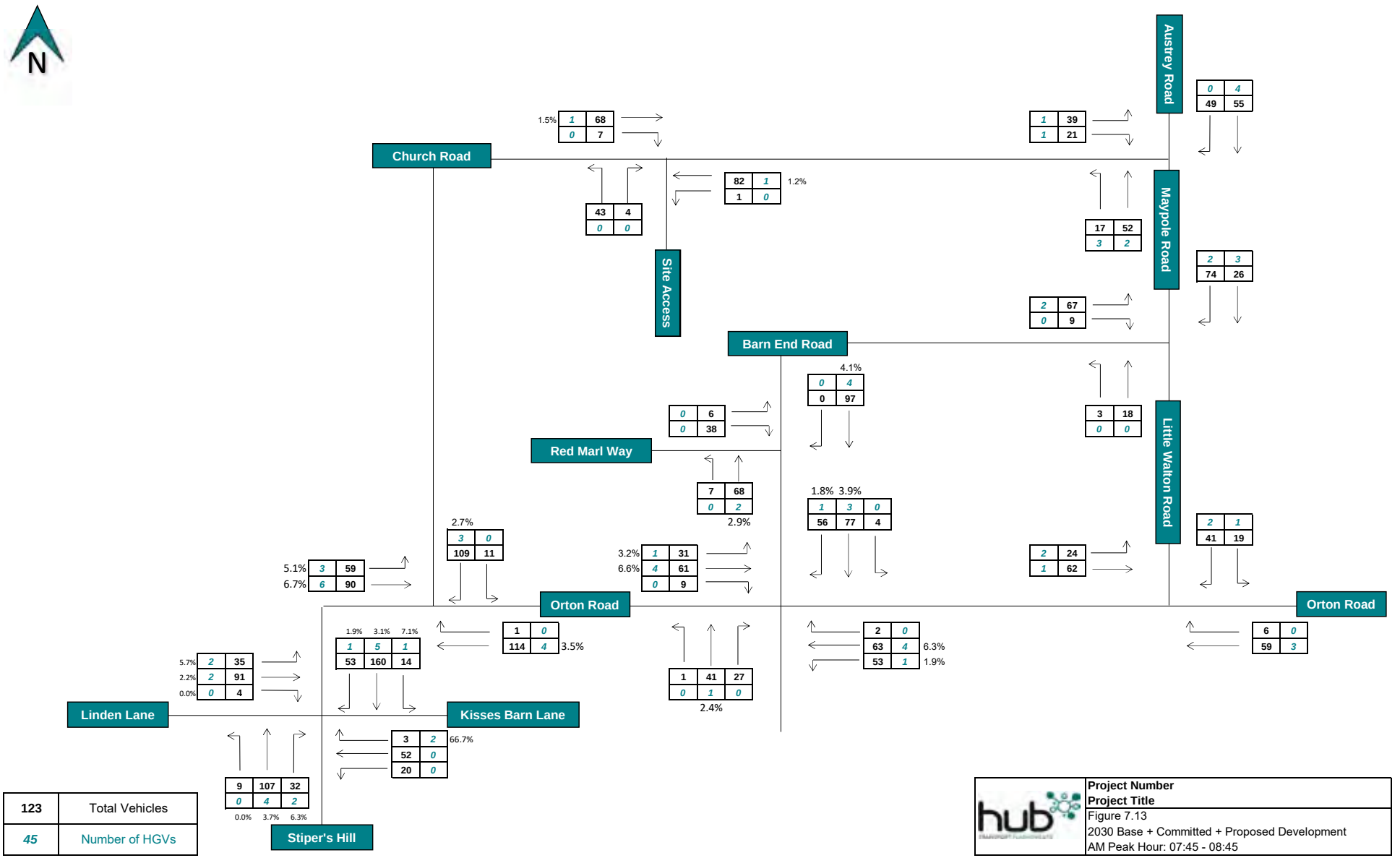


123	Total Vehicles
45	Number of HGVs

	Project Number
	Project Title
	Figure 7.10
	Total Committed Development
	PM Peak Hour: 16:15 - 17:15

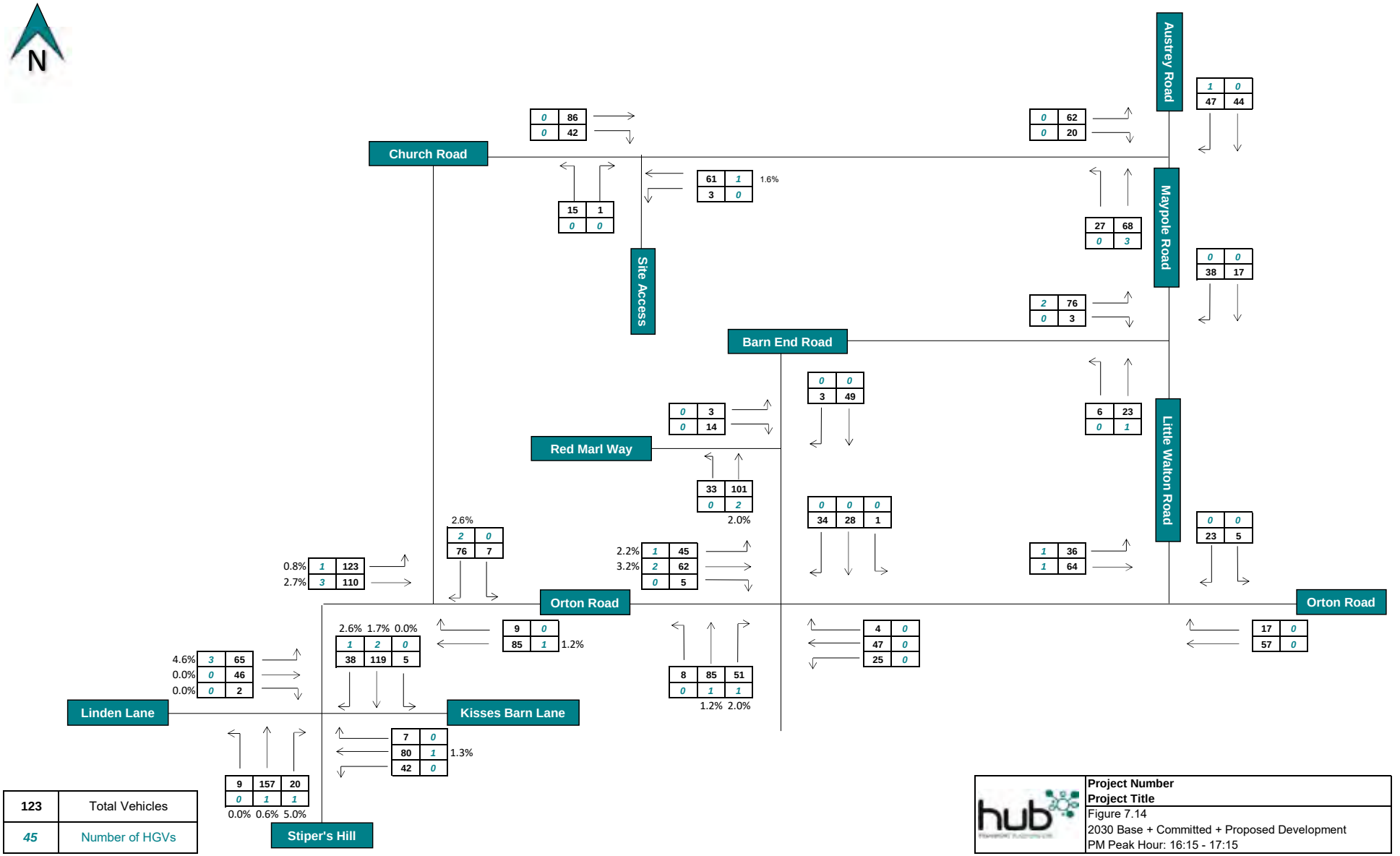

N
Austrey Road
Church Road
Site Access
Maypole Road
Barn End Road
Red Marl Way
Little Walton Road
Orton Road
Orton Road
Linden Lane
Kisses Barn Lane
Stiper's Hill
1 68
0 0
0 0
0 0
82 1
0 0
1 35
1 21
0 4
48 55
17 52
3 2
2 3
74 26
2 67
0 9
0 6
0 38
4.1%
0 4
0 97
7 68
0 2
2.9%
3 18
0 0
1.8% 3.9% 0.0%
1 3 0
56 77 4
2 1
41 19
2 24
1 60
4.1%
3 0
73 4
5.7% 3 53
6.7% 6 90
3.2% 1 31
6.8% 4 59
0 4
2.1% 3.7% 11.1%
1 5 1
47 135 9
0 0
114 4
4%
2 0 0.0%
63 4 6.3%
53 1 1.9%
6 0
59 3
0 41 27
0 1 0
2.4%
5.9% 2 34
2.2% 2 91
0 4
2 2
52 0
20 0
100%
9 103 32
0 4 2
0.0% 3.9% 6.3%
123 Total Vehicles
45 Number of HGVs
Project Number
Project Title
Figure 7.11
2030 Base + Committed Development
AM Peak Hour: 07:45 - 08:45


N
Austrey Road
Church Road
Site Access
Maypole Road
Barn End Road
Red Marl Way
Little Walton Road
Orton Road
Orton Road
Linden Lane
Kisses Barn Lane
Stiper's Hill
0 86
0 0
0 0
0 0
61 1
0 0
0 61
0 20
1 0
44 44
27 68
0 3
0 0
38 17
2 76
0 3
0 0
3 49
0 3
0 14
6 23
0 1
33 101
0 2
0 0 0
34 28 1
1 36
1 63
0 0
23 5
3.1%
2 0
64 4
1.1% 1 88
2.7% 3 110
2.2% 1 45
3.3% 2 61
0 3
2 0
85 1 1.2%
17 0
55 0
4 0
45 0
25 0
3 85 51
0 1 1
1.2% 2.0%
2.8% 1.8%
1 2 0
36 111 3
5.1% 3 59
0 46
0 2
2 0
80 1 1.3%
42 0
9 133 20
0 1 1
0.8% 5.0%
123 Total Vehicles
45 Number of HGVs
hub
Project Number
Project Title
Figure 7.12
2030 Base + Committed Development
PM Peak Hour: 16:15 - 17:15



123	Total Vehicles
45	Number of HGVs

	Project Number
	Project Title
	Figure 7.13
	2030 Base + Committed + Proposed Development
	AM Peak Hour: 07:45 - 08:45


N
Austrey Road
Church Road
Maypole Road
Site Access
Barn End Road
Red Marl Way
Little Walton Road
Orton Road
Orton Road
Linden Lane
Kisses Barn Lane
Stiper's Hill
0 86
0 42
61 1
3 0
1.6%
15 1
0 0
0 62
0 20
1 0
47 44
27 68
0 3
0 0
38 17
2 76
0 3
0 3
0 14
0 0
3 49
6 23
0 1
33 101
0 2
2.0%
0 0 0
34 28 1
2.6%
2 0
76 7
0.8% 1 123
2.7% 3 110
2.2% 1 45
3.2% 2 62
0 5
1 36
1 64
0 0
23 5
2.6% 1.7% 0.0%
1 2 0
38 119 5
9 0
85 1
1.2%
4.6% 3 65
0.0% 0 46
0.0% 0 2
8 85 51
0 1 1
1.2% 2.0%
4 0
47 0
25 0
17 0
57 0
7 0
80 1
42 0
1.3%
9 157 20
0 1 1
0.0% 0.6% 5.0%
123 Total Vehicles
45 Number of HGVs
Project Number
Project Title
Figure 7.14
2030 Base + Committed + Proposed Development
PM Peak Hour: 16:15 - 17:15

Drawings

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

Warren Barn

Drawing T24529 002 - VP1

Waverton House

81.4m

Recreation Ground

Play Area

Holy Trinity Church

CHURCH ROAD

HATTERS CLOSE

IVYCROFT ROAD

El Sub Sta

THE HILLS

79.8m

Warren House

Warren Farm Cottages

Pond

BURDETT ROAD

RED MARL WAY

CHILWELL CLOSE

El Sub Sta

76.7m

GP

Drawing T24529 002 - VP2

89.8m

CHURCH ROAD

GP

Pond

REV	DESCRIPTION	DATE	BY	AUTH
C	REVISED ACCESS ARRANGEMENTS	19.03.2025	TG	MF
B	REVISED ACCESS ARRANGEMENTS	18.03.2025	TG	MF
A	FIRST REVISION	13.03.2025	TG	JP

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Birmingham
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CLIENT
RICHBOROUGH

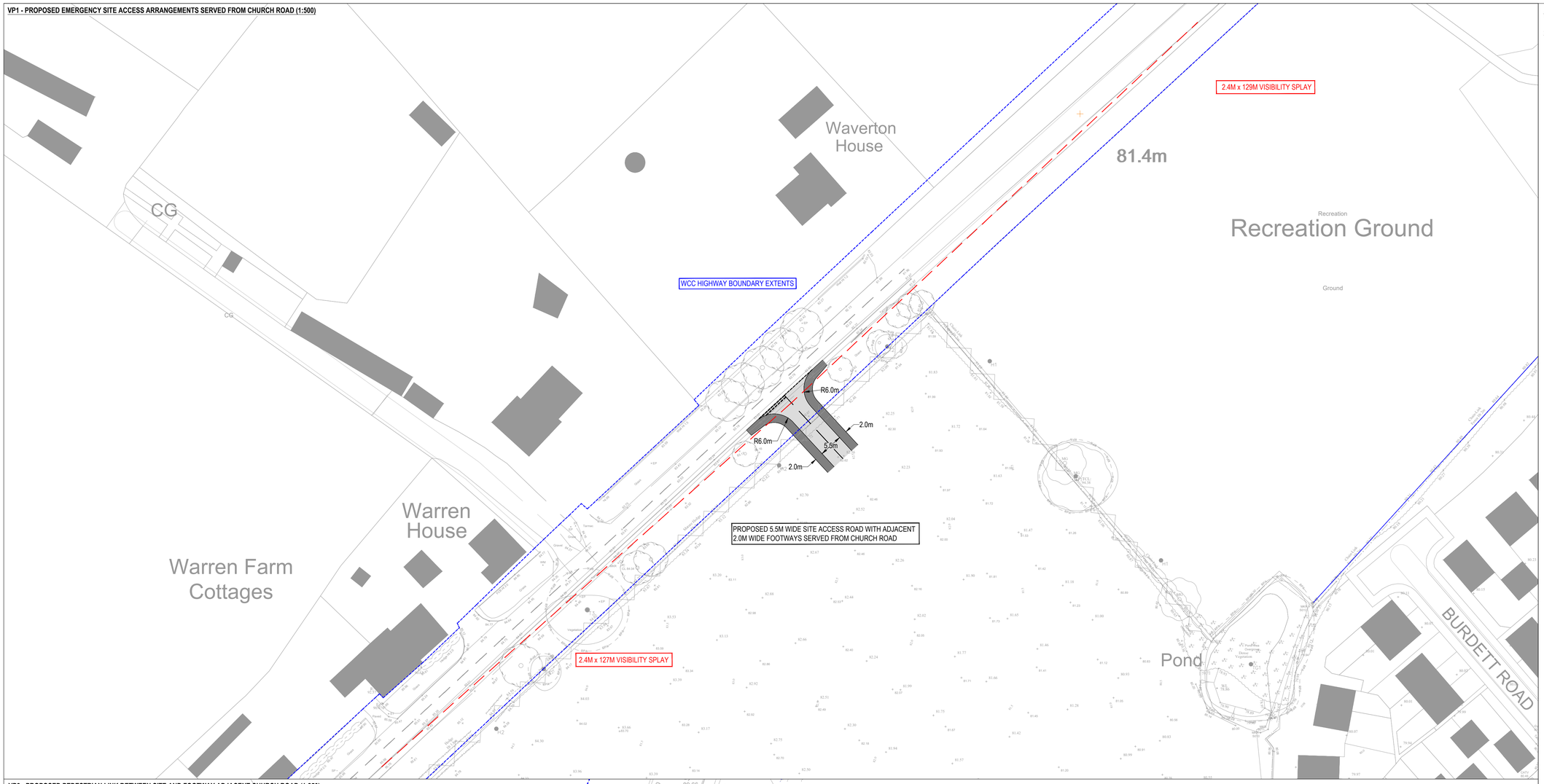
PROJECT
LAND NORTH OF ORTON ROAD, WARTON

TITLE
PROPOSED SITE ACCESS ARRANGEMENTS - SITE CONTEXT

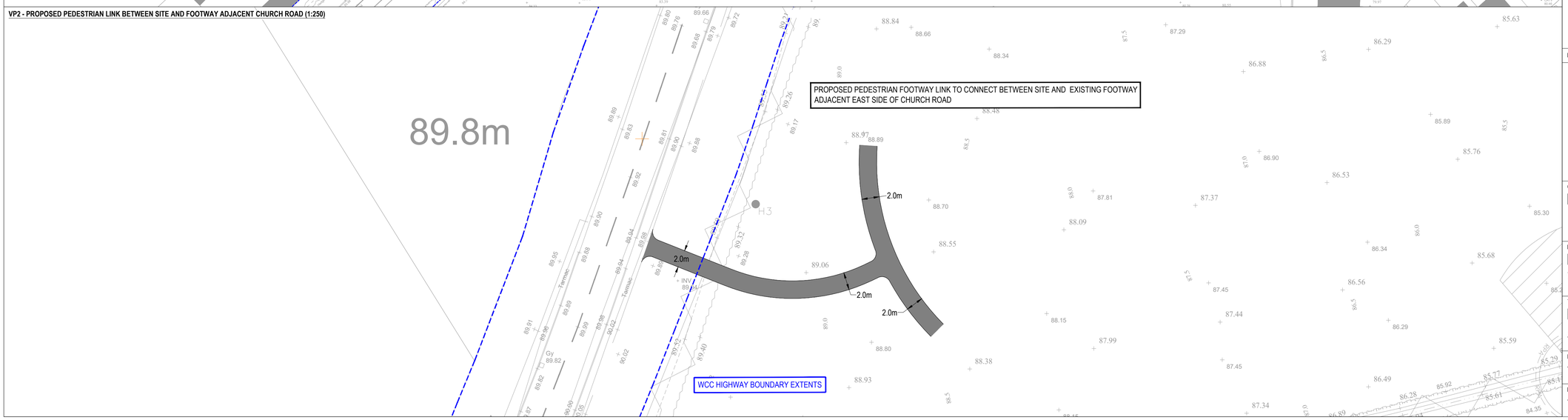
DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	1:1000	A1	31.01.2025

PROJECT NO.	DRAWING NO.	REV
T24529	001	C

VP1 - PROPOSED EMERGENCY SITE ACCESS ARRANGEMENTS SERVED FROM CHURCH ROAD (1:500)



VP2 - PROPOSED PEDESTRIAN LINK BETWEEN SITE AND FOOTWAY ADJACENT CHURCH ROAD (1:250)



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
C	REVISED ACCESS ARRANGEMENTS	19.03.2025	TG	MF
B	REVISED ACCESS ARRANGEMENTS	18.03.2025	TG	MF
A	FIRST REVISION	13.03.2025	TG	JP

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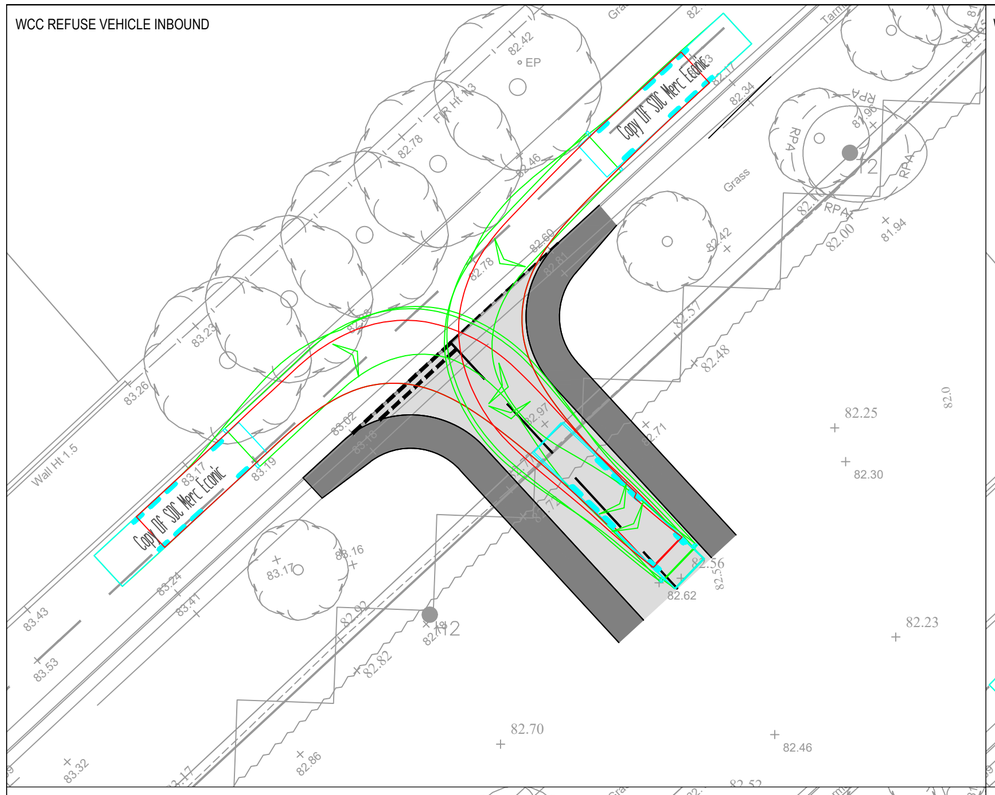
PROJECT
LAND NORTH OF ORTON ROAD, WARTON

TITLE
PROPOSED SITE ACCESS ARRANGEMENTS - DETAILED CONTEXT

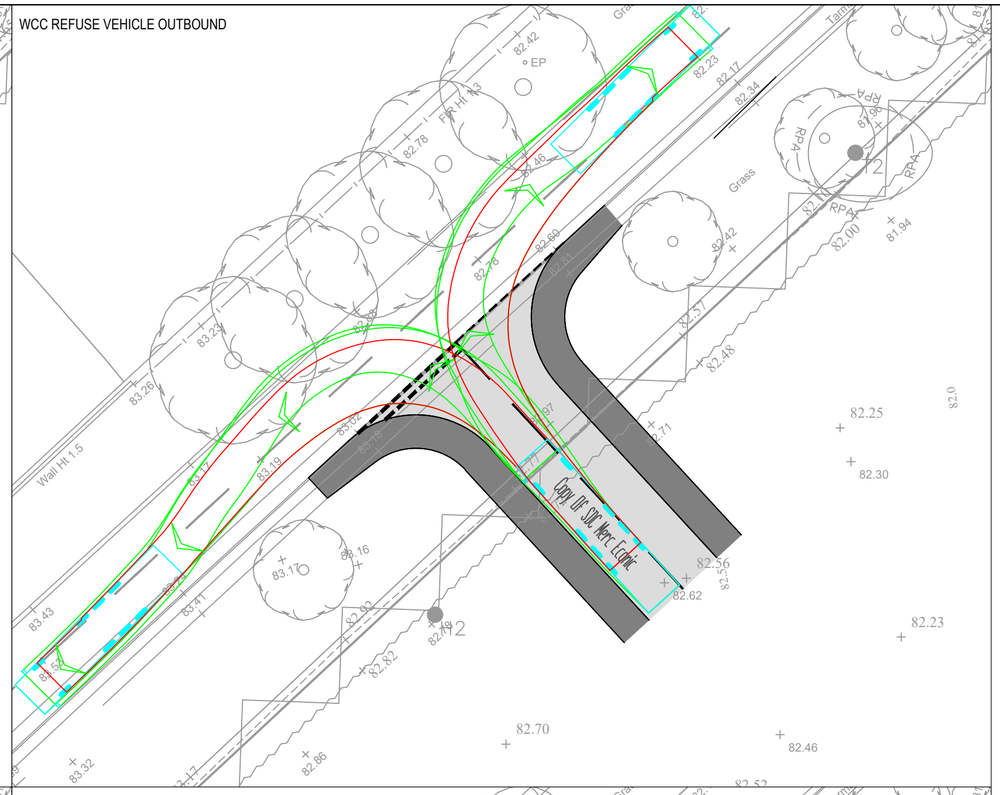
DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	AS SHOWN	A1	31.01.2025

PROJECT NO.	DRAWING NO.	REV
T24529	002	C

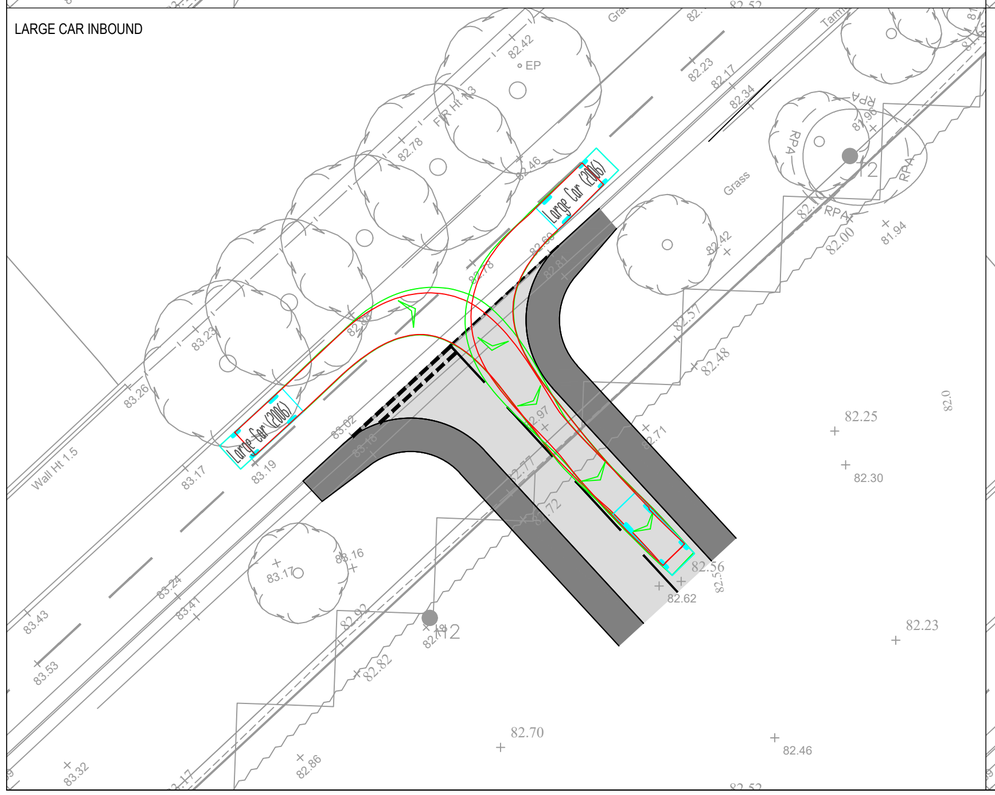
WCC REFUSE VEHICLE INBOUND



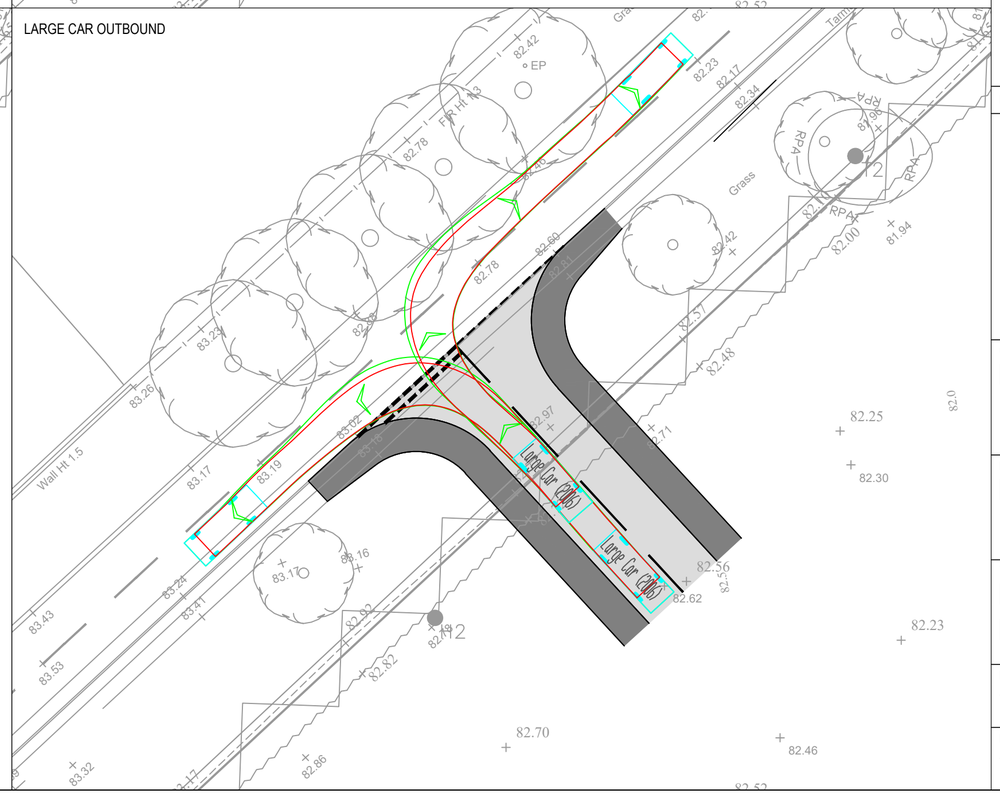
WCC REFUSE VEHICLE OUTBOUND



LARGE CAR INBOUND



LARGE CAR OUTBOUND



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
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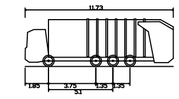
Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.825m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Copy Of SDC Merc Econic

Overall Length	11.730m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.308m
Track Width	2.490m
Lock to lock time	4.00s
Max Steering Angle (Virtual)	33.00°

REV	DESCRIPTION	DATE	BY	AUTH
B	SECOND REVISION	19.03.2025	TG	JP
A	FIRST REVISION	13.03.2025	TG	JP

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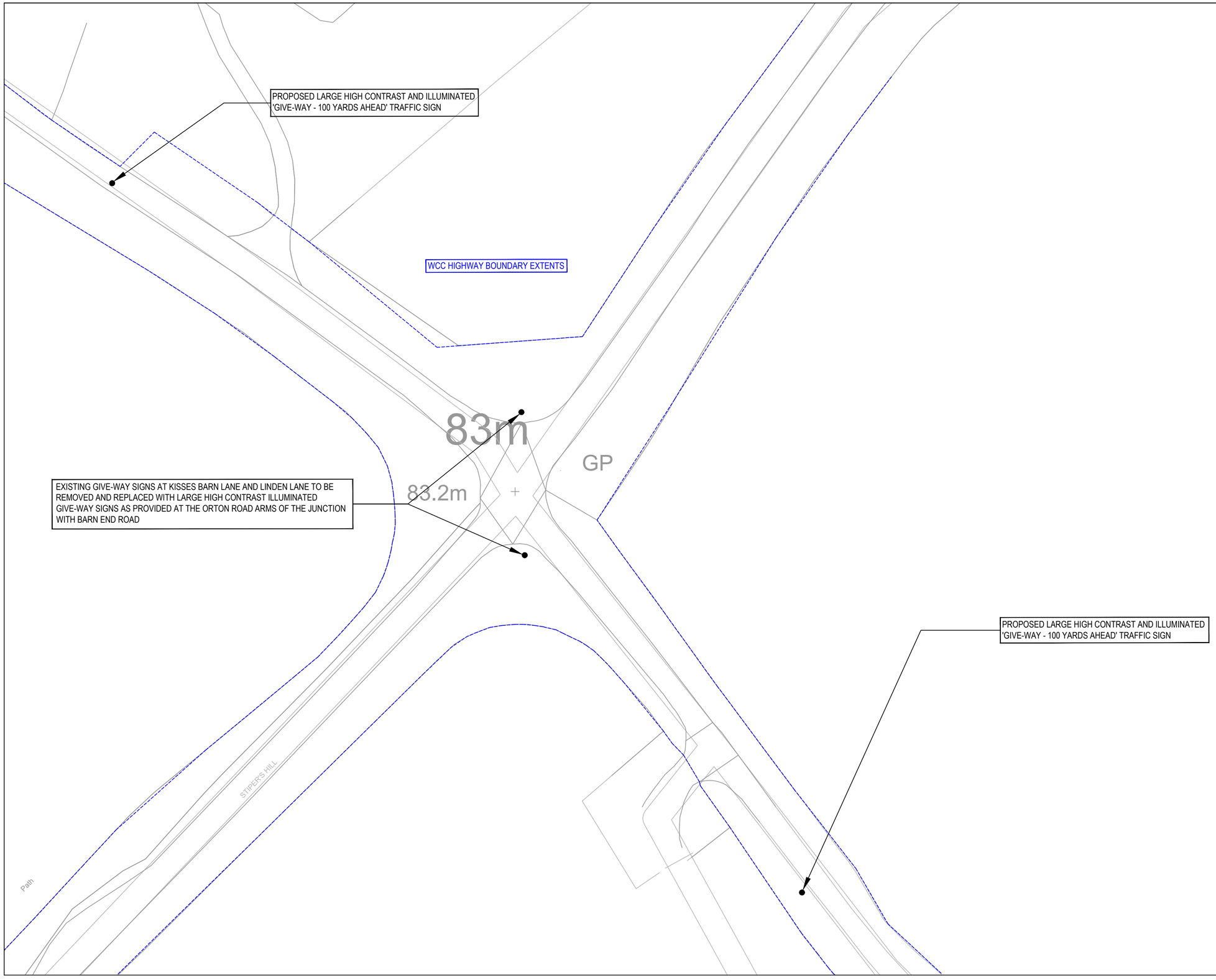
PROJECT
LAND NORTH OF ORTON ROAD, WARTON

TITLE
PROPOSED SITE ACCESS - LARGE CAR / WCC REFUSE VEHICLE

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	1:250	A2	19.02.2025

PROJECT NO.	DRAWING NO.	REV
T25529	003	B



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
B	SECOND REVISION	19.03.2025	TG	JP
A	FIRST REVISION	13.03.2025	TG	JP

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Birmingham
B2 5HG

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PROJECT
LAND NORTH OF ORTON ROAD, WARTON

TITLE
KISSES BARN LANE & LINDEN LANE - PROPOSED TRAFFIC SIGNS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	1:500	A2	19.02.2025

PROJECT NO.	DRAWING NO.	REV
T25529	004	B