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**PLANNING & DEVELOPMENT
DIVISION**



Client:

Richborough / Michael Ensor Caton and
Andrew Norman Caton

Project:

Land North of Orton Road
Warton

Project No:

T24529

Report Title:

Travel Plan

Prepared by:
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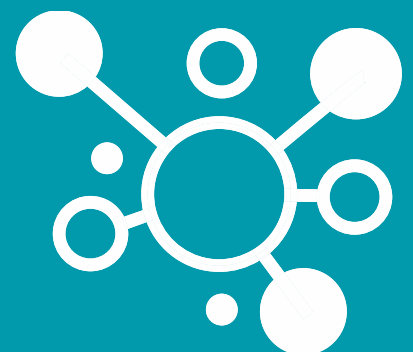


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1.0 Introduction

Background

- 1.1 This Travel Plan (TP) report has been prepared by Hub Transport Planning Ltd on behalf of Richborough / Michael Ensor Caton and Andrew Norman Caton ('the Applicant') in support of 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.
- 1.2 The site location is shown on **Figure 1.1**.

Structure of the Report

- 1.3 This report sets out to encourage sustainable travel to and around the proposed development to increase the use of sustainable modes of transport and minimise single-occupancy car journeys.
- 1.4 Following this introduction, the report is set out as follows:
 - Section 2.0 – Background Information;
 - Section 3.0 – Policy Review;
 - Section 4.0 – Sustainable Travel;
 - Section 5.0 – Measures and Initiatives; and
 - Section 6.0 – Implementation.

Limitations of the Report

- 1.5 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.
- 1.6 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 Background Information

Site Location and Surrounding Local Highway Network Context

- 2.1 The proposed development is situated near the western extents of Warton, a village within North Warwickshire, approximately 2km north-east from the centre of Polesworth, 6km northwest from the centre of Atherstone and 7km east from the centre of Tamworth.
- 2.2 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.
- 2.3 Footways are provided adjacent to Church Road, Red Marl Way and Orton Road, which form part of a network of footways within Warton, that also extends to Polesworth, via a footway adjacent to Orton Road and Stiper's Hill.
- 2.4 The majority of roads in Warton Village are predominantly residential in nature and are subject to a speed limit of 30mph, however, Church Road is subject to a 40mph speed limit north of the site and changes to the national speed limit west of the site, whilst Orton Road, south of the site, is also subject to the national speed limit.
- 2.5 The site is approximately 4km from the strategic highway network, where a connection onto the A5 Watling Street is accessible via Barn End Road, B5000 and Spon Lane.
- 2.6 The A5 Watling Street north-westbound provides a direct connection onto the M42 Motorway at Junction 10, which provides access to the wider areas of the West Midlands region and further afield.
- 2.7 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.
- 2.8 Observations at each of the junctions identified above have been described within the accompanying Transport Assessment included within the planning application.

3.0 Policy Review

Introduction

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

- National Planning Policy Framework (December 2024)
- Warwickshire Local Transport Plan 4 (2024 – 2038)
- The Local Cycling and Walking Infrastructure Plan (LCWIP) (2024 – 2034)
- North Warwickshire Local Plan (2021 – 2033)

National Planning Policy Framework

3.2 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.

3.3 In relation to transport, NPPF states in paragraph 110 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.”

3.4 When considering the transport effects of a development, the NPPF states in paragraphs 115 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; and*
- 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 Code; 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*

3.5 The NPPF further advises in paragraph 117 that:

“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.”*

3.6 In terms of promoting sustainable transport, paragraph 109 of the document states:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) *making transport considerations an important part of early engagement with local communities;*
- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

3.7 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 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 plug-in and other ultra-low emission vehicles.*

Warwickshire Local Transport Plan (LTP4)

3.8 The Warwickshire Local Transport Plan 4 is the fourth Local Transport Plan (LTP4) for the county of Warwickshire covering until 2038. This was adopted by Warwickshire County Council in July 2023. The document sets out the transport strategy for the county. The transport objectives are as follows:

- Vibrant Economy and Places.
- Best Lives.
- Sustainable Futures.

3.9 With a focus on the following four key themes:

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

3.10 The LTP 4 aims to deliver changes in travel behaviour, by encouraging and providing suitable opportunities to travel by sustainable modes for new developments. Specifically, the LTP aims to address the following strategies and challenges:

- Active Travel – *‘To promote the use of active travel to reduce carbon emissions on short journeys, including those for freight, and to promote mental and physical wellbeing.*
 - Walking;
 - Cycling;
 - Wheeling;
 - Bike hire;
 - Freight / deliveries’.
- Public Transport – *‘To promote the use of public transport instead of private vehicles for medium and long journeys, where it is possible to supply the necessary infrastructure.*
 - Bus;
 - Rail;
 - Very Light Rail (e.g. trams)
 - E-scooters;
 - Informal car sharing;
 - Car clubs – organised, formal car sharing facilities’.

- Motor Vehicles – ‘Where private vehicles are necessary for medium and long-distance journeys, we want to promote the change to more sustainable modes such as zero-emission vehicles (ZEVs).’
 - *Personal Motor vehicles;*
 - *Taxis;*
 - *Movement of people;*
 - *Zero emission vehicle take-up;*
 - *Electric vehicle charging and infrastructure;*
 - *Motorcycles;*
 - *Connected and autonomous vehicles (CAVs).*
- Managing Space – ‘Prioritising the use of available space on the road network to promote travel by sustainable modes and influencing development’.
 - *Parking management;*
 - *EV charging and infrastructure;*
 - *Transport modelling – predict travelling travel demand;*
 - *Development management Route strategy;*
 - *Low emission zones*
 - *Workplace parking levies*
 - *Connectivity – providing infrastructure for new and emerging methods of travel*
- Safer Travel – ‘To improve safety of all road users in accordance with the Warwickshire Road Safety Partnership Strategy’.
 - *Safe systems approach;*
 - *Speed management;*
 - *Road safety education;*
 - *Safe road design;*
 - *Fewer casualties;*
 - *Less congestion;*
 - *Safe and accessible transport*
- Freight – ‘Providing facilities for and promoting sustainable, safe and efficient freight journeys through and within Warwickshire.’
 - *Encouraging the use of low and zero emission vehicles, rail and sustainable modes;*
 - *Appropriate freight routing;*
 - *Road safety;*
 - *Suitable parking and rest facilities;*
 - *Shift to zero emission vehicles and active travel for ‘last mile’ freight (the short, final stages of deliveries).*

North Warwickshire Local Cycling and Walking Infrastructure Plan

- 3.11 The Local Cycling and Walking Infrastructure Plan (LCWIP) for North Warwickshire is a long-term, county-wide plan for investment in walking, wheeling and cycling routes and Active Travel Zones within North Warwickshire and was approved in February 2024 until the following 10 years.
- 3.12 Table NW10 within the LCWIP provides a list of proposed schemes within Polesworth and Dordon and indicates the types of infrastructure that could be introduced, albeit are each subject to further feasibility work.
- 3.13 A proposed scheme close in proximity to the proposed development is identified within this table, which has been presented in **Table 1** below.

Table 1 – Proposed Sustainability Schemes within LCWIP

Reference	Potential Schemes	Type
P12	Stiper's Hill/ Orton Road (Polesworth - Warton)	Footway/ cycle track adjacent to road

- 3.14 **Table 1** demonstrates that potential footway improvements and cycle infrastructure could be provided adjacent to Orton Rod and Stiper's Hill, which connects Polesworth with Warton.
- 3.15 There is currently a footway provided along these carriageways, which varies in width between 0.7m and 1.6m, as detailed further within the Walking Audit of the accompanying Transport Assessment included within this planning application.

North Warwickshire Local Plan

- 3.16 The North Warwickshire Local Plan was adopted in September 2021 and sets to look forward into 2033. This local plan 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.
- 3.17 LP23 states with regards to Travel Plans;

"Development will be expected to link with existing road, cycle and footpath networks. Developments that are likely to generate significant amounts of traffic and particularly larger developments will be expected to focus on the longer-term management of new trips; encourage the use of public and shared transport as well as appropriate cycle and pedestrian links. Increasing the opportunity to access these developments for all sections of the community should be addressed. This will be secured through a Travel Plan and/or financial contributions which will be secured either through planning conditions or the provisions of Section 106."

Warwickshire Design Guide

- 3.18 Part 1- Pre-Application Development Management within the Warwickshire Design Guide makes reference to Travel Plans at section 1.5.2, stating;

"Travel Plans are required for developments of employment, education, service facilities and retail use. Travel Plans set achievable targets to either reduce car usage and promote sustainable travel modes or reduce the need to travel using a variety of measures and tools."

Typical examples of measures used can include the provision of showers, lockers and changing facilities, car sharing schemes, bike purchase schemes, car sharing opportunities and flexible working schemes.

The Highway Authority does not require the provision of travel plans for residential developments at present, due to the ability to enforce such documents. However, a contribution will be sought for the provision of Warwickshire Welcome Packs to each new household in a development of 10 dwellings and over.

The Highway Authority will monitor the effectiveness of Travel Plans, in part, by traffic monitoring. This may require the installation of permanent traffic monitoring equipment and the authority may seek a contribution for both this and the ongoing costs of monitoring”.

Travel Plan Definition

- 3.19 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car, this effectively requires identifying and implementing a set of interconnected measures and initiatives which reduce the environmental impact of the travel associated with a development, particularly through a switch to use of public transport, walking, cycling, and indeed increased home working.

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 completed 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 the accompanying Transport Assessment included within the planning application.
- 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 within the accompanying Transport Assessment included within the planning application.
- 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
- 4.20 A Walking Audit, detailing the pedestrian infrastructure immediately surrounding the application site that leads to the local facilities is provided within the accompanying Transport Assessment included within this planning application.

Cycling Accessibility

- 4.21 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.
- 4.22 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.
- 4.23 An extract of the STRAVA heatmap within which the general area the site is situated within is identified at **Figure 4.3**.
- 4.24 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.
- 4.25 **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.

- 4.26 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

- 4.27 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.
- 4.28 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.
- 4.29 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

- 4.30 **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.
- 4.31 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.
- 4.32 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.
- 4.33 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.
- 4.34 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.
- 4.35 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.
- 4.36 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.

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Summary of Baseline Conditions

- 4.37 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.
- 4.38 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.
- 4.39 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 Measures and Initiatives

Introduction

- 5.1 A package of measures are to be identified to encourage site users to choose alternative, sustainable travel options in preference to single occupancy car use.
- 5.2 There are also further, equally important, reasons for promoting sustainable travel including health and environmental benefits.

Promotion of Sustainable Modes of Travel

- 5.3 Residents of the site will be encouraged to travel via sustainable modes, particularly walking and cycling, to minimise traffic impacts of the site on the local area; this will be done through sustainable travel initiatives including the formation of a Travel Information Pack (TIP), that is to be provided to all residents of the proposed development, which is to include to all key and relevant local walking, cycling and public transport information, in addition with opportunities to travel by car sharing and using an electric vehicle (EV).
- 5.4 An example of the text included within the Travel Information Packs is attached at **Appendix A** of this report.
- 5.5 Initiatives to encourage travel by sustainable modes for future residents at the proposed development include;

Promote walking to/from the development by:

- Providing pedestrian connectivity from the application to the existing footway network, which also leads to the local PRow network.
- Providing a map of local walking routes from the site to key local facilities; and
- Promoting the health benefits of walking, e.g. [Walking for health - NHS \(www.nhs.uk\)](http://www.nhs.uk) and [Walking Warwickshire – Warwickshire County Council](http://www.warwickshire.gov.uk)

Encourage cycling to/from the site by:

- Providing secure on-plot cycle storage.
- Providing maps of the designated local cycle routes within vicinity of the site.
- Promoting cycling information websites for the local area, e.g. [Cycle routes in Warwickshire – Warwickshire County Council](http://www.warwickshire.gov.uk) and <https://www.northwarks.gov.uk/cycle/routes>
- Promoting the health benefits of cycling, e.g. [What are the health benefits of cycling? \(bupa.co.uk\)](http://bupa.co.uk)
- Encourage the Bike 2 Work Scheme: <https://www.bike2workscheme.co.uk/> or Cycle to Work scheme: <https://www.cyclescheme.co.uk/>

Promote the use of public transport through:

- Providing detailed public transport information, including timetables and fares in Travel Information Packs provided to residents on occupation.
- Promoting bus and rail websites for services accessible from the application site including <https://www.stagecoachbus.com> and <https://www.nationalrail.co.uk>.

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Encourage sustainable car journeys by:

- Making residents aware of car club and car share schemes through apps such as Liftshare.
- Raising awareness of car ownership costs through the Travel Information Packs.
- Providing the benefits of electric vehicle car ownership within the Travel Information Packs.
- Providing details of any local taxi firms and ranks.
- Raising awareness of Warwickshire County Council's EV locations request forms:
<https://www.warwickshire.gov.uk/electric-vehicles/request-new-electric-charging-point>

6.0 Implementation

- 6.1 The housebuilder for the proposed development is to appoint a relevant staff member or external consultant to co-ordinate and oversee the preparation and distribution of the Travel Information Packs.
- 6.2 It is envisaged that the co-ordinator will be responsible for promoting and providing awareness of the opportunities to travel to / from the site by sustainable modes, including information campaigns throughout the site, including at the site sales area.
- 6.3 The co-ordinator will be responsible for the setting up and promoting the majority of the initiatives and schemes listed in **Table 5** below.

Table 5 – Action Plan

Travel Mode	Initiative	Target Date	Person Responsible	Other Delivery Partners
Cycling	Providing residents with secure cycle storage	Prior to occupation	Housebuilder	N/A
	Providing details of local cycle routes to key facilities	On occupation	TIP Co-ordinator	N/A
	Including and promoting initiatives such as 'Cycle to School Week' and 'Cycle to Work Day' within the Travel Information Packs	On occupation	TIP Co-ordinator	N/A
Walking	Providing a map of local walking routes to key local facilities	On occupation	TIP Co-ordinator	N/A
	Providing appropriate pedestrian linkages between the proposed development and existing footway network	Prior to occupation	Housebuilder	WCC
	Including and promoting initiatives such as 'Walk to School Week' within the Travel Information Packs	On occupation	TIP Co-ordinator	N/A
Public Transport	Provide information on bus; fares, passes and incentives: https://www.warwickshire.gov.uk/concessionarytravel	On occupation	TIP Co-ordinator	Public transport provider
	Provision of detailed public transport information, including local / accessible bus and train timetables and routes	On occupation	TIP Co-ordinator	N/A
Sustainable Car Journeys	Promoting the benefits of car sharing to residents at the site	On occupation	TIP Co-ordinator	N/A
	Including and promoting local car sharing websites (e.g. https://liftshare.com/uk) within the Travel Information Pack	On occupation	TIP Co-ordinator	N/A
	Providing electric vehicle charging facilities within the proposed development at the agreed rate of provision with WCC Highways	Prior to occupation	Housebuilder	N/A

T24529

Land North of Orton Road, Warton

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T24529

Land North of Orton Road, Warton



Figures



Legend

- Site
-  Bus Stops
-  Railway Station

Figure 1.1 - Site Location

 Richborough

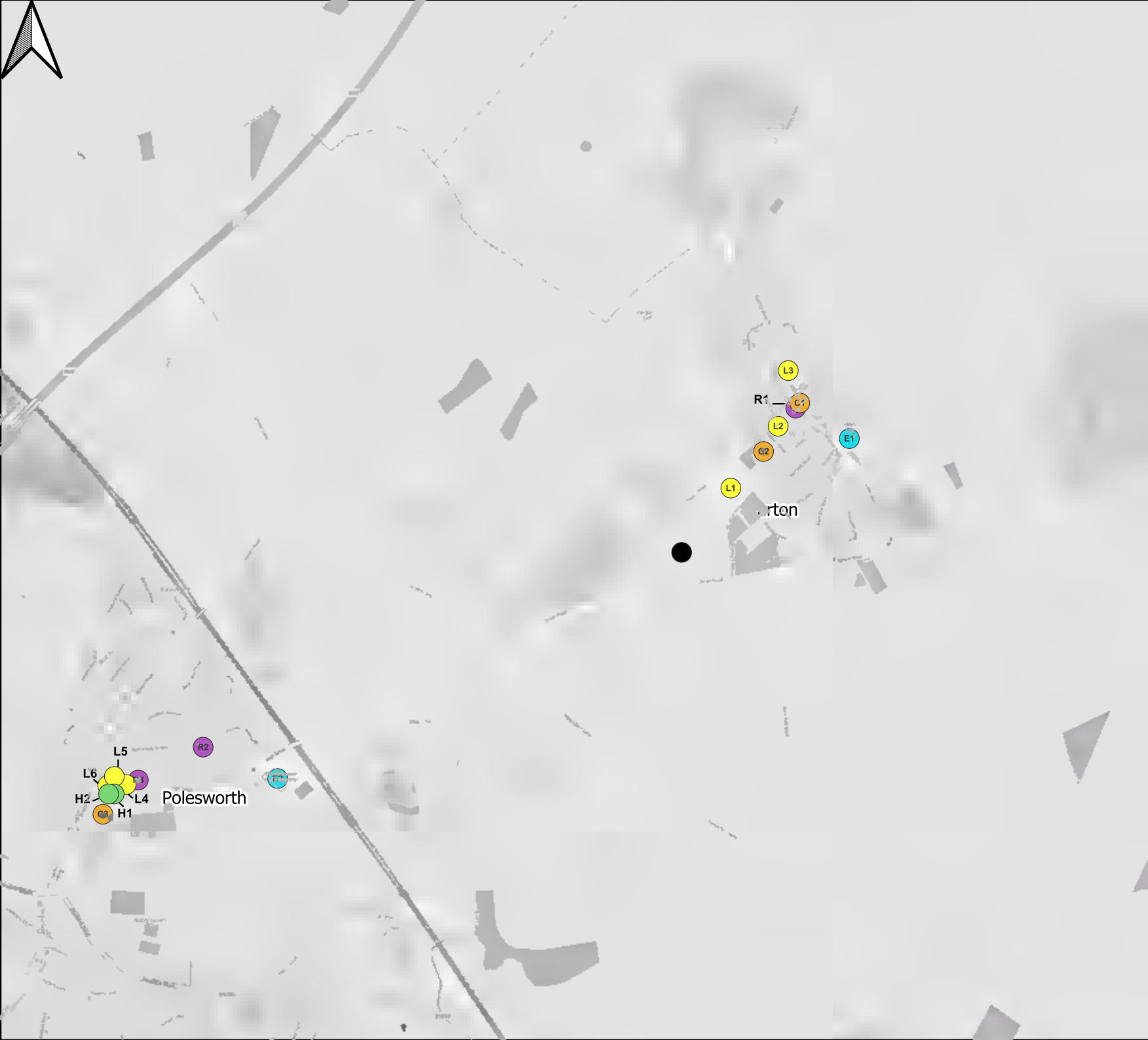

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0 150 300 m



Note: This is not to scale



Legend

● Site

Local Facilities

● Education

● Healthcare

● Retail

● Leisure

● Community

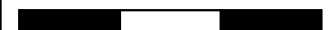
Figure 4.1 - Local Facilities Rev A

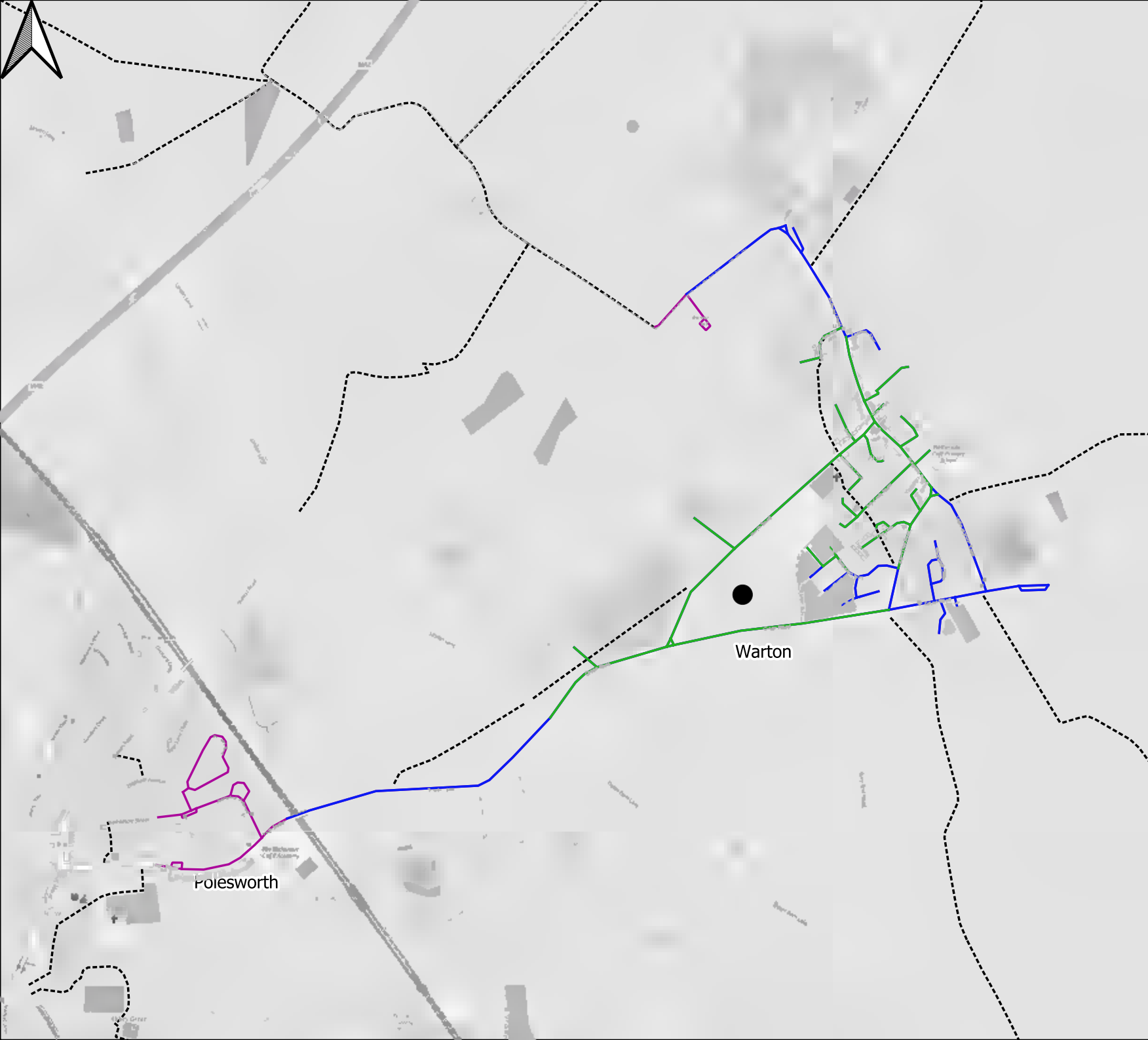
 Richborough


TRANSPORT PLANNING LTD

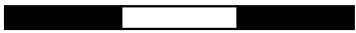
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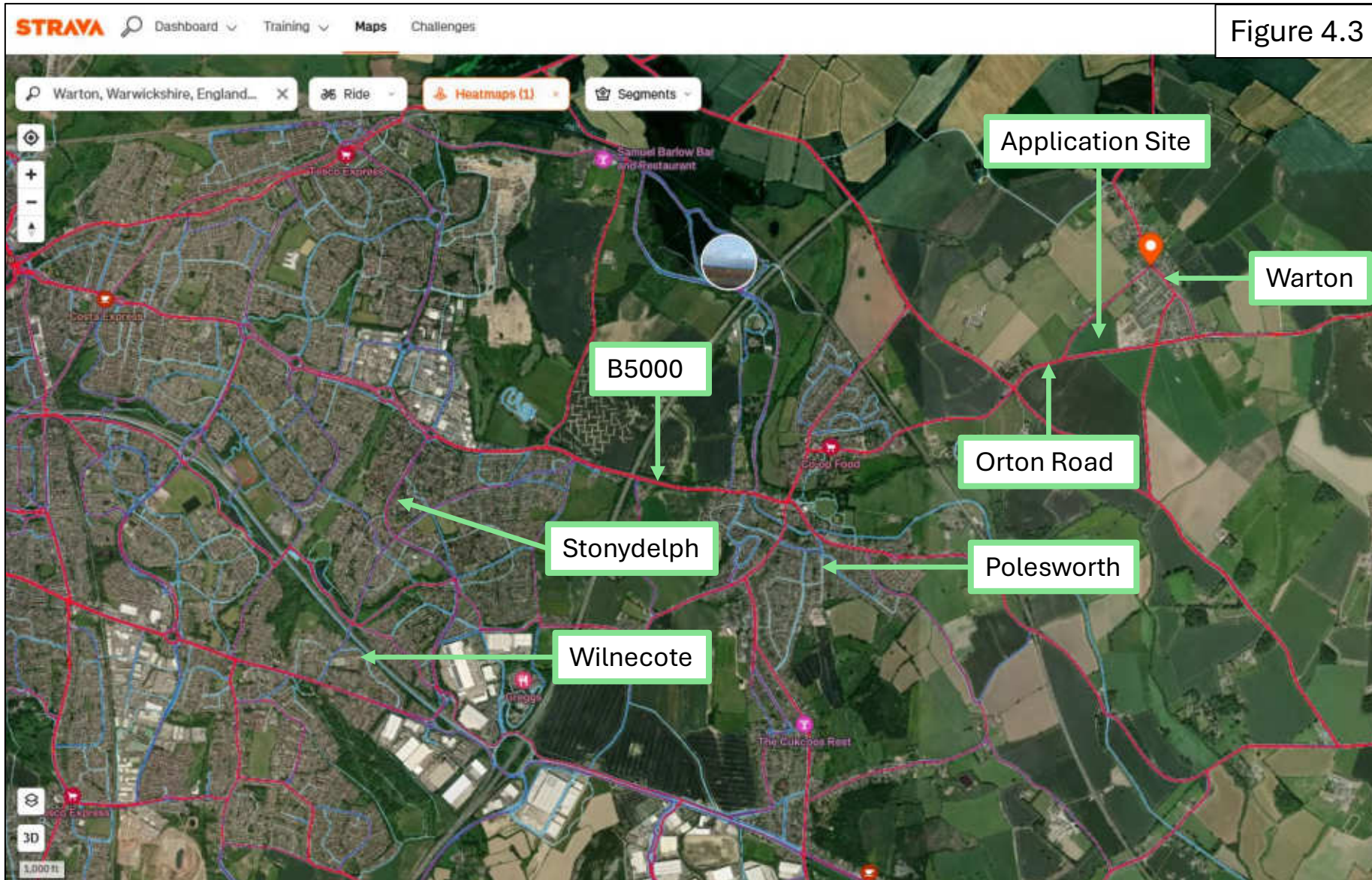
0 200 400 600 m

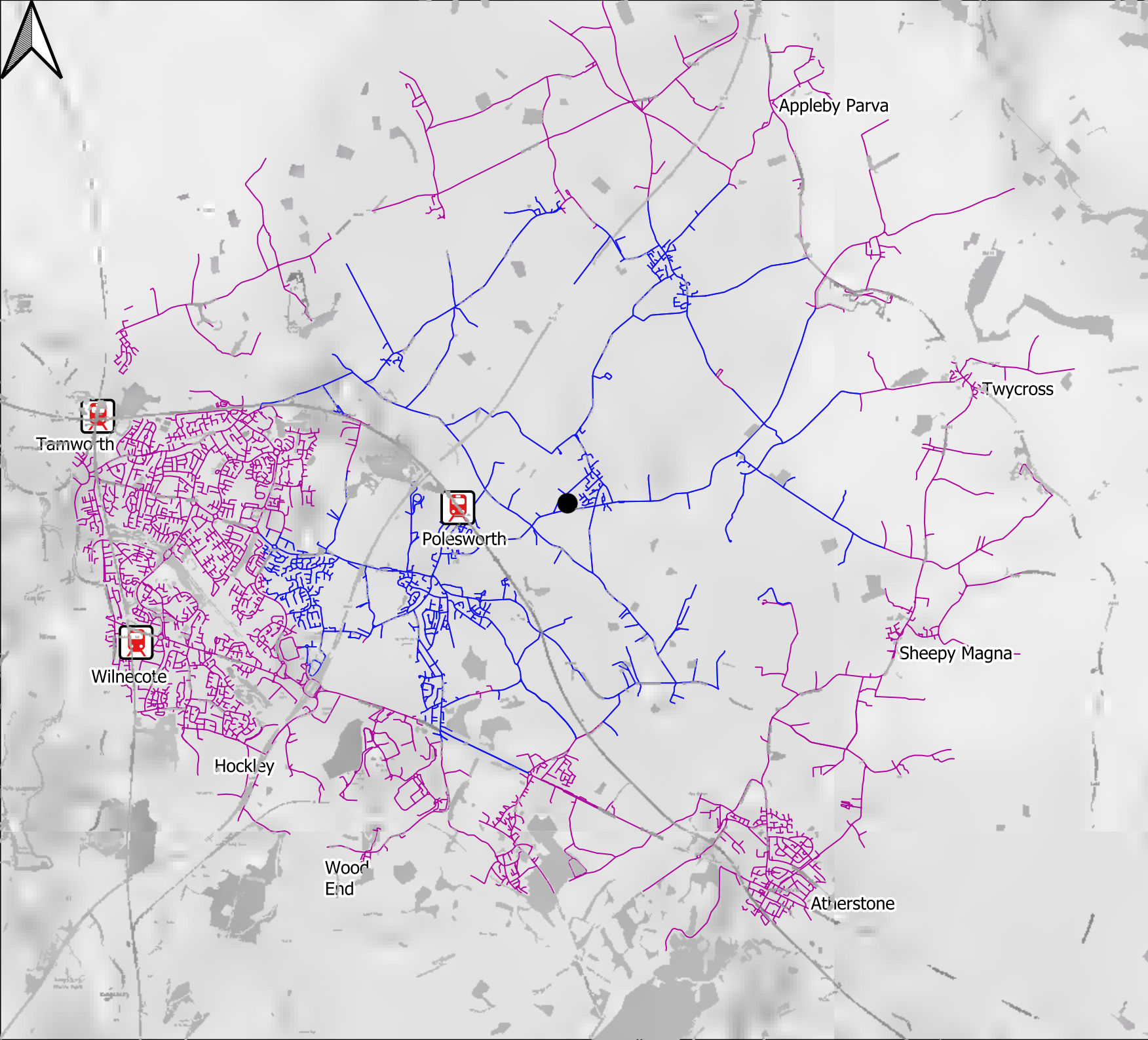




Legend ● Site - Walking Network 800m 1200m 2000m ----- WCC PRoWs
Figure 4.2 - Walking Distances Rev A


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0 200 400 600 m 





Legend

- Site
- Cycling Network
 - 5000m
 - 8000m
-  Railway Station

Figure 4.3 - Cycling Distances Rev A





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0 1 2 3 km



T24529

Land North of Orton Road, Warton

Appendix A

Travel Information Pack - Example of Text

Text for Proposed Residential Development at Land to the North of Orton Road, Warton, Warwickshire

Introduction

Welcome to your new home.

[Housebuilder Name] are here to help you settle into your new home and make your move to Warton as smooth as possible.

The best time to reconsider how you travel, whether as a commuter or for leisure purposes, is when you move house.

This Travel Information Pack is designed to help you save money, improve your personal health and cut your carbon emissions by informing you of all the potential travel options that are available to you in your new home in Warton. It will provide travel information for all your travel requirements and will also provide details of the relevant contact for the site, who will be able to answer the travel queries and assist you and your family in finding the most suitable transport options for whatever journey you wish to undertake.

This Travel Information Pack also contains links to bus maps, timetable information for local bus services; walking and cycling maps across the local area; and additional travel information to help you choose more sustainable transport options for your journeys.

Journey planning information by walking, wheeling and cycling is available at

<https://www.warwickshire.gov.uk/activetravel>

Travel by Walking and Cycling

The existing footway network within Warton is accessible from your home from Church Road, which leads to the local facilities within the village, including Warton Nethersole Primary School, Warton Post Office, Warton Holy Trinity Church, Warton Club and The Office at Warton public house.

You can also walk to Polesworth from your new home, with a footway provided adjacent to Orford Road that extends to the neighbouring village where further facilities are available, including a Co-operative Food store, Polesworth Sports and Social Club and Polesworth Library and Information Centre.

Opportunities are also available to walk away from traffic along the public rights of way that surround Warton including Footpath 247 AE15/1, which is accessible from Church Road and provides a traffic-free route towards Polesworth.

Other PRowS accessible from within Warton also provide access to the surrounding villages of Orton-on-the-Hill, Austrey, Newton Regis and Shuttington.

In terms of cycling, the road network in Warton is considered safe and suitable for cyclists of varying abilities, allowing residents to access local facilities within the village via cycling. Further afield, experienced cyclists will be able to travel along Orton Road that leads to Polesworth, and along the B5000 Tamworth Road that leads to Tamworth.

There are plenty of campaigns which promote and provide information on walking and cycling, a list of which can be found below:

- Bike Week - <https://www.cyclinguk.org/bikeweek>
- Cycle to Work Day – <https://www.weareinclusability.co.uk/event/cycle-to-work-day-2025#Main>
- National Walking Month - <https://www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month>
- Walk to School Week – <https://www.livingstreets.org.uk/walk-to-school/>

Taking part in these campaigns can really show the benefits of active travel, so why not get involved?

Both Walking and Cycling Maps, identifying routes by each of these modes of transport, and the suggested level of cycling ability required along the routes, are enclosed within this Travel Information Pack.

Travel by Bus

Buses 785 and 786 provide a clockwise and anti-clockwise circular route between Tamworth and Austrey, passing Polesworth, Warton, Newton Regis, Shuttington, Amington and Tamworth Railway Station on-route.

These bus services combined provide opportunity to depart from and arrive to Warton by bus up to every two hours Monday to Saturday.

These buses serve the 'Maypole Stores' bus stops, located along Maypole Road, adjacent to, and opposite the Warton Post Office.

These bus stops can be accessed by the footway along Church Road leading towards the centre of Warton, and the ramps / steps leading to a foot link located next to the junction with Trinity Close. This foot link leads directly to Maypole Road where the bus stops are provided.

Additional bus services are 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.

For further information on these bus services, including their full routes and timetables, please visit –

Bus 65: <https://www.arrivabus.co.uk/find-a-service/65-tamworth-to-nuneaton>

Bus 748: <https://www.stagecoachbus.com/routes/midlands/748/tamworth-nuneaton/xlao748.i>

Bus 785 / 786: <https://www.arrivabus.co.uk/find-a-service/785-786-tamworth-to-austrey>

Arriva and Stagecoach also provide offers and promotions for discounted bus tickets at the following links –

Arriva: <https://www.arrivabus.co.uk/offers-promotions>

Stagecoach: <https://www.stagecoachbus.com/promos-and-offers/national>

Travel by Train

Tamworth Railway Station is located approximately 7km from your new home and is accessible via Bus 785 / 786.

These buses stop along the A513 Offadrive and Albert Road, each within short walking distance of the station via the footways provided adjacent to either road.

Tamworth Railway Station benefits from a 323-space car park and 50 cycle stands.

The station provides direct regular services to a wide range of local, regional and national destinations, including Lichfield, Stafford, Nuneaton, Rugby, Birmingham, Cheltenham Spa, Nottingham, Derby, Cardiff and London.

Each operator has specific conditions regarding bicycles on trains, and you may have to reserve in advance or check the time of day you travel as capacity is limited.

Timetable information can be found on the websites of each rail operator:

Crosscountry: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>

West Midlands Railway: <https://www.westmidlandsrailway.co.uk/travel-information/journey-planning/timetables>

Avanti West Coast: <https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables>

South Western Railway: <https://www.southwesternrailway.com/plan-my-journey/timetables>

South Eastern Railway: <https://www.southeasternrailway.co.uk/travel-information/plan-your-journey/timetables>

Travel by Sustainable Car Journeys

Car sharing can significantly reduce your travel costs, the more people who join car share schemes, the more effective they will become.

An online platform that can be used to coordinate trips is liftshare, a free to join database open to anyone whether or not you own a car. Once you have registered you will be able to see details of people either offering to share a lift, requiring a lift or offering seats in their car to others wanting a lift. Individuals can then contact each other to come to a suitable arrangement. The database is available at: <https://liftshare.com/uk>.

If you own or are planning to purchase an electric vehicle, there are options available to charge your vehicle when you're out and about. Electric vehicle charging points can be found throughout North Warwickshire and the surrounding districts, allowing you to charge your electric vehicle whilst working or visiting surrounding areas. You can see where your nearest charging point is by visiting <https://www.zap-map.com/live/>.

Benefits of purchasing an electric vehicle as opposed to a petrol or diesel include being:

- Better for the environment
- More energy efficient
- Cheaper to run
- Cheaper to buy
- More convenient to own

Further information

A coordinator for all transport-related matters has been appointed for the site and their details can be found at the back of this welcome pack. They will be happy to answer any queries you may have, or to provide you with further information for your travel requirements.

If you experience any travel related issues, please contact either the site Sales Staff or the travel coordinator, who will try to address the issue themselves or will pass your details on to [Housebuilder name], Warwickshire County Council or another relevant body.

If you are interest in being part of a Residents' Travel Planning Group to share travel related advice and updates with each other, please email the Travel Plan Coordinator

Contact Details

Travel Coordinator

TC Name

TC Company

TC Address

Tel: TC Phone Number

E-mail: TC E-mail Address