

**Drayton Barns, Drayton Lane,
Fenny Drayton**

Transport Statement

Drayton Barns, Drayton Lane, Fenny Drayton

Transport Statement

03rd March 2023

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Prepared for:

Extra Room Self Storage

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Table of Contents

	Page
1.0 INTRODUCTION	1
2.0 EXISTING CONDITIONS	2
2.1 Site Location	2
2.2 Local Highway Network	2
2.3 Existing Traffic Flows	3
2.4 Road Safety Data	3
3.0 DEVELOPMENT PROPOSALS	4
3.1 Description of Development	4
3.2 Traffic Generation	4
3.3 Traffic Impact	4
4.0 SUMMARY AND CONCLUSIONS	6

Appendices

Appendix A	Site Plan
Appendix B	Traffic Data
Appendix C	PIC Reports



1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) have been commissioned on behalf of Extra Room Self Storage to provide transport and highways advice for the proposed extension to the Drayton Barns self-storage facility in Fenny Drayton. The proposals, which will provide an additional 926sqm of gross floor area (GFA), are shown on the site plan attached as **Appendix A.**

1.2 This Transport Statement (TS) has been prepared in accordance with the National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG). The TS includes the following headings:

- Chapter 1: Introduction
- Chapter 2: Existing Conditions
- Chapter 3: Development Proposals
- Chapter 4: Summary and Conclusions

1.3 This TS considers the forecast change in vehicle movements associated with the development proposals, which is not significant, and concludes that the scheme would not have an unacceptable impact on highway safety, nor a severe impact on the operation of the road network.



2.0 EXISTING CONDITIONS

2.1 Site Location

- 2.1.1 The site is located to the north of Drayton Lane, approximately 200m northwest of Fenny Drayton, with Nuneaton to the south, Hinckley to the east and Atherstone to the West. The location of the site can be seen in **Figure 1**.

Figure 1 - Site Location



2.2 Local Highway Network

- 2.2.1 The site is currently accessed off Drayton Lane via a priority T-junction. Drayton Lane is around 5.5m wide, linking Fenny Drayton to the east and the A5 Watling street to the southwest. The road is subject to a 30mph speed limit adjacent to the site, increasing to the national speed limit to the west of the access.



2.2.2 Visibility at the site access junction is good in both directions, and the junction bell mouth has been designed to facilitate the safe movement of vehicles accessing and exiting the existing premises.

2.2.3 An electric gate is provided within the internal road to control access to the site. The gate is approximately 12m set back from the edge of Drayton Lane. This ensures sufficient space for vehicles to wait off the main carriageway for the gate to open.

2.3 **Existing Traffic Flows**

2.3.1 A survey of existing vehicle movements entering the site was undertaken between Monday 16th and Sunday 29th January 2023. This data, which is attached as **Appendix B**, shows that an average of 12 vehicles per day entered the site (24 two-way movements) which is not significant. These movements were spread across the day and comprised a combination of cars, small vans and transit vans.

2.4 **Road Safety Data**

2.4.1 Personal injury collision data has been reviewed for Drayton Lane covering the latest five-year period. This analysis shows that there was one recorded collision in the vicinity of the site access which was 'serious' in nature and this took place in July 2017. The PIC record is attached as **Appendix C**.

2.4.2 Overall, it is concluded from this review that the number and nature of the incidents recorded within the vicinity of the site does not indicate any existing highway safety issues that would warrant mitigation as part of the development proposals.



3.0 DEVELOPMENT PROPOSALS

3.1 Description of Development

- 3.1.1 The proposals comprise a full application for an extension to a self-storage unit to provide an additional 926sqm of gross floor space. The site plan is attached as **Appendix A**.

3.2 Traffic Generation

- 3.2.1 The vehicle trip generation associated with the development proposals has been forecast by extrapolating the traffic movements associated with the site's existing operations based on the change in GFA. Currently, the site has a GFA of 1,225sqm and the proposals will increase this by 926sqm – an uplift of around 76%.
- 3.2.2 On the basis that the existing site generates around 12 vehicles (24 two-way movements) per day, the proposals would potentially generate an additional 9 vehicles (18 two-way movements) per day. During the morning and evening peak hours, this equates to one additional vehicle trip (2 two-way movements) as shown in **Table 1**.

Table 1 – Proposed Additional Traffic Generation

	Proposed Traffic Generation		
	In	Out	Total
AM Peak 0800-0900	1	1	2
PM Peak 1700-1800	1	1	2
Daily	9	9	18

3.3 Traffic Impact

- 3.3.1 As shown by the above analysis, the proposals would have a negligible impact in traffic generation terms – potentially generating an additional 9 vehicles per day (18 two-way movements). The traffic survey of the site demonstrates that these movements would be spread across the day, with an additional vehicle potentially generated during the peak periods.



- 3.3.2 Given the low number of vehicle movements and their distribution across the day, there is more than adequate space within the site to accommodate the additional demand generated by the proposals.
- 3.3.3 Overall, it is concluded that the development scheme would have a negligible impact on the safety and operation of the local highway network.



4.0 SUMMARY AND CONCLUSIONS

- 4.1 David Tucker Associates have been commissioned on behalf of Extra Room Self Storage to provide transport and highways advice for the proposed extension to the Drayton Barns self-storage facility in Fenny Drayton.
- 4.2 This Transport Statement has been prepared in accordance with the National Planning Policy Framework and national Planning Practice Guidance.
- 4.3 A review of collision data within the vicinity of the site has identified that there are no existing highway safety issues that would warrant mitigation as part of the scheme.
- 4.4 This TS considers the forecast change in vehicle movements associated with the development proposals and concludes that the scheme would not have an unacceptable impact on highway safety, nor a severe impact on the operation of the road network.

Appendix A

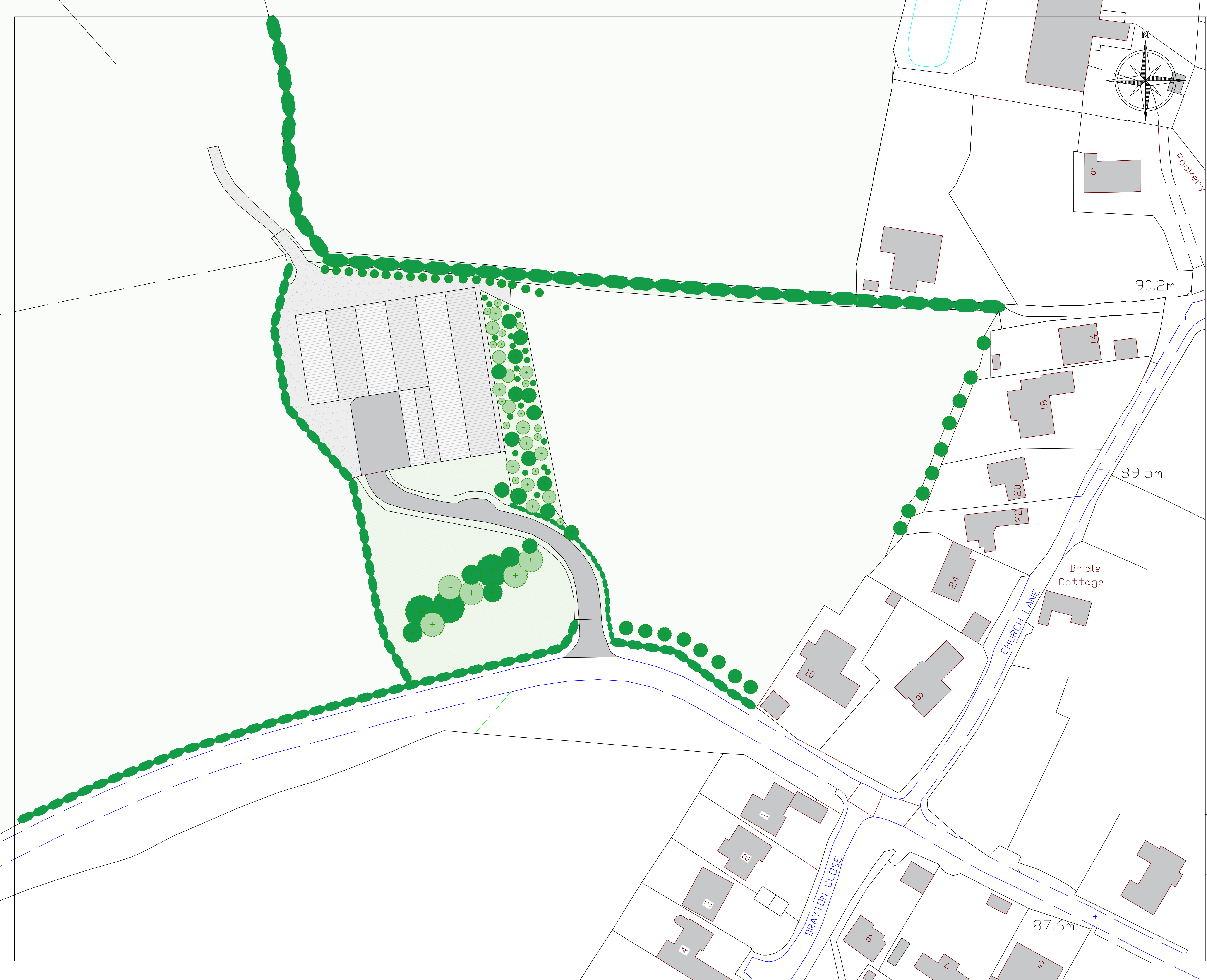
Site Plan

ALL DRAWINGS PREPARED BY ANDREW
LARGE SURVEYORS LTD ARE TO BE
UTILISED FOR PLANNING PURPOSES
ONLY

PROPOSED SITE:

AndrewLarge
surveyors LTD

DRAYTON BARN
DRAYTON LANE
WITHERLEY
FENNY DRAYTON
CV13 6BA
PROPOSED SITE
SCALE: 1:500@A1



90.2m

89.5m

Bridle
Cottage

CHURCH LANE

DRAYTON CLOSE

87.6m

Appendix B

Traffic Data

Summary of traffic data

- Assessed traffic for the period Monday, 16th January 2023 to Sunday, 29th January 2023
- 60% of users were in cars
- 8% of users were in small vans (e.g. VW Caddy)
- 33% of users were in transit vans (e.g. Ford transit)
- No HGVs
- Averaged 11.9 inbound vehicles per day into the existing 1,225sqm buildings
- Implies an additional 9.0 inbound vehicles per day into the proposed 925sqm extension

Extra Room Self Storage

Daily vehicle movements

Date	Vehicles in
Monday-16-Jan-23	9
Tuesday-17-Jan-23	13
Wednesday-18-Jan-23	9
Thursday-19-Jan-23	10
Friday-20-Jan-23	11
Saturday-21-Jan-23	16
Sunday-22-Jan-23	10
Monday-23-Jan-23	12
Tuesday-24-Jan-23	14
Wednesday-25-Jan-23	8
Thursday-26-Jan-23	14
Friday-27-Jan-23	12
Saturday-28-Jan-23	13
Sunday-29-Jan-23	15
Total vehicles in	166

Inbound vehicles summary

Average Daily Vehicles In	11.9
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Trips for existing 1,225sqm building (inbound+outbound)

Average Daily Trips	23.7
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Implied trips for new 926sqm building (inbound+outbound)

Average Daily Trips	17.9
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WEEK COMMENCING 16-Jan-23

Monday-16-Jan-23

#	Vehicle	Time In
1	Transit van	07:08
2	Transit van	07:26
3	Transit van	09:20
4	Car	10:02
5	Small van	12:50
6	Car	15:40
7	Car	16:59
8	Car	17:52
9	Car	18:08

Tuesday-17-Jan-23

#	Vehicle	Time In
1	Transit van	07:16
2	Transit van	07:23
3	Transit van	09:28
4	Car	09:58
5	Car	11:02
6	Small van	11:16
7	Car	11:25
8	Car	11:42
9	Car	14:19
10	Small van	15:02
11	Transit van	15:59
12	Transit van	16:12
13	Transit van	17:13

Wednesday-18-Jan-23

#	Vehicle	Time In
1	Transit van	07:31
2	Transit van	07:48
3	Car	11:10
4	Small van	12:16
5	Car	12:17
6	Small van	13:28
7	Car	13:29
8	Car	16:47
9	Car	16:58

Thursday-19-Jan-23

#	Vehicle	Time In
1	Transit van	07:04
2	Transit van	07:30
3	Transit van	07:47
4	Transit van	08:05
5	Transit van	09:53
6	Car	11:54
7	Small van	12:40
8	Transit van	15:10
9	Transit van	15:19
10	Small van	17:09

Friday-20-Jan-23

#	Vehicle	Time In
1	Transit van	07:07
2	Transit van	07:34
3	Car	09:17
4	Car	09:39
5	Car	12:13
6	Car	12:16
7	Car	14:52
8	Car	15:03
9	Car	16:49
10	Transit van	17:47
11	Car	18:58

Saturday-21-Jan-23

#	Vehicle	Time In
1	Transit van	08:29
2	Transit van	08:41
3	Car	10:19
4	Transit van	10:22
5	Car	10:36
6	Car	10:56
7	Car	11:06
8	Car	11:28
9	Car	11:43
10	Car	11:53
11	Car	11:54
12	Car	13:08
13	Car	13:46
14	Car	15:16
15	Transit van	15:30
16	Car	17:07

Sunday-22-Jan-23

#	Vehicle	Time In
1	Car	10:13
2	Car	11:38
3	Car	12:59
4	Car	13:09
5	Car	13:53
6	Car	14:33
7	Car	16:14
8	Car	16:16
9	Car	17:22
10	Car	17:28

WEEK COMMENCING 23-Jan-23

Monday-23-Jan-23

#	Vehicle	Time In
1	Transit van	07:11
2	Transit van	07:13
3	Transit van	08:45
4	Car	09:09
5	Car	10:23
6	Car	10:35
7	Car	10:58
8	Car	11:07
9	Small van	12:54
10	Car	13:03
11	Car	13:48
12	Car	14:51

Tuesday-24-Jan-23

#	Vehicle	Time In
1	Transit van	07:01
2	Transit van	07:11
3	Transit van	07:22
4	Transit van	07:48
5	Transit van	08:11
6	Car	09:58
7	Car	12:15
8	Car	12:41
9	Small van	12:55
10	Car	13:09
11	Car	13:35
12	Small van	13:56
13	Car	15:47
14	Transit van	18:15

Wednesday-25-Jan-23

#	Vehicle	Time In
1	Transit van	07:01
2	Transit van	08:08
3	Car	08:56
4	Transit van	11:19
5	Car	12:00
6	Small van	12:22
7	Car	14:20
8	Car	19:15

Thursday-26-Jan-23

#	Vehicle	Time In
1	Transit van	07:00
2	Transit van	07:06
3	Transit van	07:19
4	Car	10:38
5	Small van	12:16
6	Car	13:01
7	Car	14:57
8	Car	15:04
9	Transit van	15:13
10	Car	15:44
11	Car	17:24
12	Transit van	17:30
13	Transit van	17:32
14	Small van	17:38

Friday-27-Jan-23

#	Vehicle	Time In
1	Transit van	07:02
2	Transit van	08:12
3	Car	09:25
4	Transit van	09:43
5	Car	09:48
6	Car	10:33
7	Car	10:58
8	Car	12:39
9	Car	12:42
10	Car	14:46
11	Transit van	16:39
12	Transit van	19:00

Saturday-28-Jan-23

#	Vehicle	Time In
1	Transit van	08:20
2	Car	10:20
3	Car	10:32
4	Car	11:04
5	Car	11:26
6	Car	11:50
7	Car	11:54
8	Car	11:57
9	Car	12:06
10	Car	12:37
11	Car	13:48
12	Transit van	14:28
13	Transit van	15:15

Sunday-29-Jan-23

#	Vehicle	Time In
1	Transit van	08:29
2	Car	11:13
3	Car	11:44
4	Car	12:47
5	Car	13:00
6	Transit van	13:24
7	Car	13:52
8	Car	14:28
9	Car	15:11
10	Car	15:36
11	Car	16:03
12	Car	16:03
13	Car	16:04
14	Transit van	16:46
15	Car	17:03

Appendix C

PIC Data

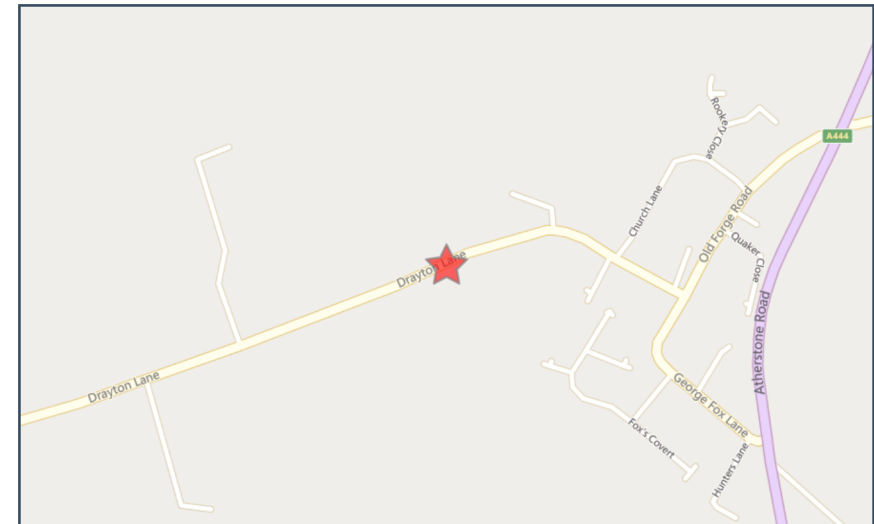


crashmap.co.uk

Validated Data

Crash Date: Friday, July 21, 2017 **Time of Crash:** 5:27:00 PM **Crash Reference:** 2017331700961

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire			Number of Vehicles:	1
Local Authority:	Hinckley & Bosworth Borough			OS Grid Reference:	434670 296897
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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